

**Barrington**  
**16201**  
**X-A001(181)**



**Categorical Exclusion**

**August 2012**

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## **EXHIBITS**

<b>Exhibit A</b>	<b>Location</b> USGS Topographic Map Aerial View
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<b>Exhibit L</b>	<b>Final Minutes</b> January NHDOT Cultural Resource Agency Coordination Meeting
<b>Exhibit M</b>	<b>Draft Minutes</b> May NHDOT Cultural Resource Agency Coordination Meeting
<b>Exhibit N</b>	<b>Final Minutes</b> January NHDOT Natural Resource Agency Coordination Meeting
<b>Exhibit O</b>	<b>Photographs</b>
O1	View north through intersection
O2	View south through intersection
O3	View east down Tolend Road
O4	View west down Green Hill Road

## **Introduction**

The subject project involves safety improvements at the intersection of NH Route 125, Green Hill Road, and Tolend Road in Barrington (*Exhibit A*) as part of the Highway Safety Improvement Program (HSIP). The HSIP is a federal program established to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.” Crash data indicate that safety deficiencies exist at this intersection.

In accordance with the National Environmental Policy Act of 1969 (42 USC 4332(2)(c)) as implemented in 23 CFR 771.117(d)(1), this Categorical Exclusion addresses the construction of the aforementioned project and has been prepared using a systematic, interdisciplinary approach to assess engineering considerations and environmental effects of the subject project.

## **Existing Conditions**

NH Route 125 travels north-south through Barrington and is an important route into the City of Rochester. Tolend Road intersects NH Route 125 from the east, traveling between NH Route 125 and the City of Dover. Green Hill Road intersects NH Route 125 from the west and travels between NH Route 125 and US Route 202. The NH Route 125/Tolend Road/Green Hill Road intersection is located two miles south of the signalized NH Route 9 intersection in Barrington, and one mile north of the signalized Rochester Neck Road intersection in Rochester.

NH Route 125 consists of two 12’ travel lanes and 10’ paved shoulders through the project area. The posted speed limit is 50 mph. The roadway has an existing 150-foot wide Controlled Access Right-of-Way (CAROW). Both Tolend Road and Green Hill Road have two 12’ travel lanes with no shoulders, and a posted speed limit of 30 mph.

Current average daily traffic volumes are 14,640 vehicles per day on NH Route 125; 2,140 vehicles per day on Green Hill Road; and 1,060 vehicles per day on Tolend Road. The accident rate at this intersection averages 2.5 accidents per year, with approximately three-quarters of all accidents resulting in injury.

## **Purpose and Need**

The purpose of the project is to provide safety improvements at the intersection to address existing safety deficiencies.

The need for this project is demonstrated by the high number and high severity of accidents at the intersection. The high volume of traffic on NH Route 125 during peak hours makes it difficult for vehicles to safely exit from Tolend Road and Green Hill Road.

## **Proposed Action**

The Proposed Action would involve signalizing the intersection and constructing a left turn lane and right turn lane on both of the NH Route 125 approaches. The project limits extend approximately 800’ north and south of the intersection on NH Route 125, and approximately 150’ from the intersection on the Green Hill Road and Tolend Road approaches (*Exhibit B*).

The existing 12-10-10 typical section on NH Route 125 would be restriped and widened to provide a 12' center left turn lane, 12' travel lane, and 12' right turn lane in each direction. The proposed shoulder width is 2' adjacent to the right turn lanes, and varies between 4' and 10' elsewhere. Construction of the right turn lanes would require approximately 10' of widening of NH Route 125 in the areas of the turn lanes.

The work as proposed would be located entirely within the existing right-of-way of NH Route 125. The Proposed Action would not result in any impacts to natural or cultural resources.

The estimated cost of the Proposed Action is approximately \$625,000.

## Alternatives to the Proposal

### No-Build

The "no-build" alternative would provide no improvements at the intersection beyond routine maintenance. Accident data from this intersection indicate that safety deficiencies exist, and the "No-Build" alternative would not address these safety concerns. Furthermore, the environmental impacts associated with the proposed action are not of a magnitude to warrant the selection of the "No-Build" alternative. For these reasons, this alternative was not selected.

### Turn Lanes Without Signalization

This alternative would involve constructing left turn and right turn lanes on both of the NH Route 125 approaches without signalizing the intersection. Although this alternative would potentially reduce rear-end collisions on NH Route 125, it would not address the primary issue of improving safety for vehicles trying to turn from Tolend Road and Green Hill Road. Furthermore, based on current traffic data, the engineering analysis found that signals are warranted at this intersection. In addition, a 2008 corridor study conducted by Strafford Regional Planning Commission recommended signalizing the intersection and providing a 5-lane section on NH Route 125. Recommendations from town officials and the public received at the Public Officials/Public Informational meeting included a desire to signalize the intersection. The town did not support adding turn lanes to NH Route 125 if the intersection remained unsignalized, believing that this would increase speeds on NH Route 125 and make it even harder to get out of the side roads. For these reasons, this alternative was not selected.

### Roundabout

This alternative would involve constructing a roundabout at the intersection. However, due to the high speed context of NH Route 125 and the concern that vehicles, particularly trucks, would not slow down to an appropriate speed to negotiate the roundabout, it was determined that a roundabout would not be appropriate at this location. In addition, the cost of this alternative would be slightly higher than the other alternatives that were studied, and wetland impacts would be likely. For these reasons, this alternative was not selected.

# Evaluation of Environmental Effects

The effects of the project relative to the following social, economic, natural and cultural resources/issues have been reviewed. Resources/issues that are not discussed in the body of the report were investigated; however, no impacts were evident. As such, these resources/issues are omitted from discussion in this environmental document. The resources and issues deemed applicable for this project are indicated in **bold type** in the table below.

	<u>Social/ Economic</u>	<u>Natural</u>	<u>Cultural</u>
<b>Safety</b>	Farmlands	<b>Water Quality</b>	<b>Historical</b>
<b>Transportation Patterns</b>	<b>Community Services</b>	<b>Wetlands</b>	Archaeological
<b>Air Quality</b>	Energy Needs	<b>Surface Waters</b>	Stonewalls
<b>Noise</b>	Utilities	Groundwater	Aesthetics
<b>Displacements</b>	<b>Environmental Justice</b>	Floodplains	
<b>Hazardous Materials</b>		<b>Wildlife/ Fisheries</b>	
<b>Neighborhoods</b>		<b>Endangered Species</b>	
<b>Business Impacts</b>		<b>Natural Communities</b>	
<b>Land Acquisition</b>		Shoreland Protection	
<b>Land Use</b>		Wild & Scenic Rivers	
Tax Base		NH Designated Rivers	
Recreation		Forest Lands	
<b>Conservation Lands</b>		Coastal Zone	
<b>Construction Impacts</b>		<b>Invasive Plants</b>	

## Safety/Transportation Patterns

The functional class of NH Route 125 through the project area is Rural Principal Arterial (Class II). The posted speed limit is 50 mph, which would likely be decreased in conjunction with the Proposed Action. Current average daily traffic volumes are 14,640 vehicles per day on NH Route 125; 2,140 vehicles per day on Green Hill Road; and 1,060 vehicles per day on Tolend Road. Trucks make up approximately 8.5% of traffic at the intersection.

Twenty-one accidents were reported at the intersection in an 8-year period between 2002 and 2009, including one fatal accident and nine severe injury accidents. Of the total, 76% were coded as “injury” or “possible injury”, with the remaining 24% coded as “property damage only”. A 2008 corridor study conducted by Strafford Regional Planning Commission recommended signalizing the intersection and providing a 5-lane section on NH Route 125.

## Air Quality

Pursuant to the Clean Air Act Amendments (CAAA) of 1990, this project was examined for potential impacts to local and regional air quality. The proposed project is located within an area of the State that is in attainment with respect to the National Ambient Air Quality Standards (NAAQS) for ozone and all other transportation related criteria pollutants (CO, NOx, VOCs, PM10 and PM2.5). The project has been included in the *Statewide Transportation Improvement Program (STIP) 2011-2014* approved January 18, 2011 and amended November

15, 2011, under the Statewide Highway Safety Improvement Program. The proposed effort is not considered a "Regionally Significant Project" as defined in the final Transportation Conformity rules (40 CFR 93.101) or in those rules adopted by the New Hampshire Department of Environmental Services in accordance with the interagency consultation provisions required by 40 CFR 93.105.

Although the project involves a slight shift in the alignment of the through lanes on NH Route 125 (approximately 6 feet in either direction), the addition of several turning lanes, and the addition of a traffic signal at this intersection, these alterations are intended to improve the overall efficiency of the intersection by reducing idle times for vehicles waiting to turn into and out of Green Hill Road and Tolend Road. As a result this project is not anticipated to result in any increased emission impacts. Additionally, when completed, the project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative or contribute to violations of the NAAQS. Consequently, this project is exempt from the conformity requirements of the CAAA.

For the above noted reasons, the Federal Highway Administration (FHWA) has determined that this project would generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. Consequently, this effort is exempt from analysis for MSAT. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends, conducted by the FHWA using EPA's MOBILE6.2 model, forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050, while vehicle-miles of travel are projected to increase by 145 percent. This would both reduce the MSAT background level as well as the possibility of even minor MSAT emissions from this project.

In order to determine efficiency/congestion within a project area, the Department typically performs a Level of Service (LOS) analysis of the controlled approaches to each intersection within the project area under the existing and proposed conditions. LOS is a grading system for the amount of congestion, using the letter A to represent the least amount of congestion and F to refer to the greatest amount. The existing intersection configuration requires vehicles approaching from either Green Hill Road or Tolend Road to stop before proceeding onto or across NH Route 125. The existing PM Peak Hour (the hour with the highest volume of traffic) Level of Service (LOS) for the Green Hill Road and Tolend Road approaches are an 'E' and an 'F', respectively. As vehicles approaching the intersection from either direction on NH Route 125 are not required to stop, the existing LOS for these approaches are both considered to be an 'A'.

Upon completion of the project, the PM Peak Hour approach LOS for both Green Hill Road and Tolend Road are anticipated to improve to a "C" and the entire intersection is expected to be a 'B' under both the 2012 and 2032 build conditions. As the LOS is anticipated to be substantially improved for both the Green Hill Road and Tolend Road approaches and only marginally altered by the insertion of a traffic light along NH Route 125, it is anticipated that the overall efficiency and congestion of this intersection would improve as a result of the proposed project. As a result it can be concluded that this project would not negatively impact air quality and may result in a slight improvement in air quality.

Though exempt from the conformity requirements of the CAAA, the National Environmental Policy Act requires consideration of the project's impact on air quality. Of the NAAQS pollutants of concern in New Hampshire, only CO can generally be addressed at the project level. The proposed project does not involve any substantial changes to the existing traffic patterns of NH Route 125. Computer analyses of other projects (such as Manchester, 10622A and Londonderry, 12704) with similar or higher traffic volumes, flowing under more restrictive conditions, have consistently yielded maximum CO concentrations well below the one-hour NAAQS of 35 ppm and the eight-hour criteria of 9 ppm. As these projects were found not to have a detrimental impact on air quality, and for the reasons stated above, it can be concluded that this project would also not have an adverse impact on air quality. As a result, no further air quality review is warranted.

## Noise

The NH Department of Transportation's 2011 *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects* (Noise Policy) provides guidelines for assessing noise impacts and determining the need, feasibility, and reasonableness of noise abatement measures for proposed Type I highway construction and improvement projects. Noise impacts associated with the proposed project were examined in accordance with the guidelines set forth in the Department's Noise Policy. Traffic noise levels associated with this project were developed using the Federal Highway Administration's Traffic Noise Model 2.5. The results of this analysis are considered to be a "worst case scenario" as they do not take into account vegetation and topographical information that would likely result in lower noise levels.

The Department uses a Noise Abatement Criteria (NAC) of 67 decibels (dBA) Leq for residential receptors and 72 dBA Leq for commercial receptors. These criteria apply to exterior, ground level areas where frequent human use occurs and where a lowered noise level would be of benefit. Traffic noise impacts occur when the predicted traffic noise levels approach (within 1 dBA), are equal to or exceed the NAC or when future predicted traffic noise levels exceed existing noise levels by 15 dBA or more.

The project area consists of a mix of residential and commercial properties. The existing peak hour traffic noise levels within the project area are approximately 62 decibels or less for residential properties and approximately 61 decibels or less for commercial properties. As a result of the proposed changes and expected increases in traffic over the next several decades, noise levels throughout the project area are expected to increase by approximately 1 to 3 decibels to a maximum of 63 decibels by the year 2032. Upon completion of the project noise levels are not expected to exceed the NAC at any of the receptor locations, even under 2032 traffic volumes. As noise levels are not expected to be in excess of the NAC, traffic noise impacts in association with this project are not anticipated.

The Department's Noise Policy only allows for abatement in association with a Type I highway project. A Type I project is a proposed highway project that involves the construction of a highway in a new location, increases the number of through traffic lanes, or substantially alters either the horizontal or vertical alignment of an existing highway. Although this project does involve slight alterations to the vertical alignment of the existing roadway, noise levels are not in excess of the NAC. As a result, noise abatement was not examined.

Construction activities would temporarily increase noise due to the use of heavy equipment, however these noise levels are expected to return to normal after the project has been completed. For the reasons stated above, this project is not expected to adversely affect noise levels at any of the adjacent receptors.

## Neighborhoods/Land Acquisition/Land Use

According to the US Census Bureau, the 2010 population of Barrington was 8,576, which equates to a population density of 182 persons per square mile of land area. The project area is zoned as Regional Commercial. Businesses are located in the northeast, northwest, and southwest quadrants of the intersection, and a residence is located in the southeast quadrant. It is not anticipated that this project would cause a change in land use in the project area, nor is it expected to have an effect on the tax base in the Town of Barrington.

The NHDOT owns a Controlled Access Right-of-Way (CAROW) 75' from the existing centerline, which allows the project to be constructed without acquisition of land.

## Conservation Lands

The proposed project has been reviewed by the Office of Energy & Planning, Conservation Land Stewardship (CLS) Program Coordinator, and it was determined that there are no CLS resources within the project area (*Exhibit C*).

The Land and Water Conservation Fund (LWCF) is a program established by Congress in 1964 to create parks and open spaces; protect wilderness, wetlands and refuges; preserve wildlife habitat; and enhance recreational opportunities. Any alteration or conversion of LWCF properties necessitates a 6(f) conversion of property. Based upon a review of their LWCF files, the Department of Resources and Economic Development (DRED) has advised that there are no Section 6(f) parcels present in the project area (*Exhibit D*).

## Hazardous Materials

The NHDES OneStop GIS database has one record of a remediation site in the project area. Site #199712036 is located in the northeast quadrant of the intersection. The site was investigated for possible groundwater contamination from chlorinated volatile organic compounds; levels of contaminants, however, were below Ambient Groundwater Quality Standards. The Department of Environmental Services (DES) issued a Letter of No Further Action in 2003 and closed the file. The Proposed Action would not involve any excavation below the water table and is not expected to encounter any contamination.

Seven monitoring wells (4 shallow wells and 3 bedrock wells) associated with this site are located within the right-of-way of NH Route 125. The shallow wells have been decommissioned by the Department in advance of construction. The Department is coordinating with DES on the most appropriate course of action for the bedrock wells, which are 350-400' deep.

The OneStop database lists Landry's Auto Salvage, located in the southwest quadrant of the intersection, as a Hazardous Waste Generator. There is no record of contaminated soil or groundwater at this site.

## Utilities

The proposed project is not expected to require the relocation of utility poles. The following utility companies have been identified within the project area:

<u>SERVICE</u>	<u>LOCATION</u>
Public Service of New Hampshire	Aerial
Fairpoint Communications	Aerial
Metrocast	Aerial

The Department's Utility Section will continue to coordinate with the appropriate utilities as needed.

## Environmental Justice

Executive Orders 12898 and 13166, signed in 1994 and 2000 respectively, require that an Environmental Justice evaluation be conducted for all transportation projects that are undertaken, funded, or approved by the Federal Highway Administration to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, and social and economic effects on minority populations and low income populations. The Environmental Justice review for the proposed action shows that, based on the most recent Census Data, minority populations, disabled populations, populations with limited English proficiency, elderly populations,

and low-income populations within the project area are not meaningfully greater than the surrounding area (*Exhibit F*). Therefore, this project complies with Executive Orders 12898 and 13166.

## Water Quality/Wetlands/Surface Waters

In accordance with Section 303(d) of the Clean Water Act, the NHDES has designated a section of the Isinglass River (Assessment Unit ID # NHRIV600030607-10) as impaired for *Escherichia coli* (*E. coli*) and dissolved oxygen. The presence of *E. coli* in waterbodies is typically a strong indication of sewage or animal waste contamination. It may enter the water through sewer outlets during rainfalls, from poorly functioning septic systems, or from spills from lagoons containing animal wastes. A dissolved oxygen impairment could be the result of a number of different factors, including high water temperature, excessive plant growth due to high nutrient levels, decomposing plant materials or animal waste, effluent from wastewater treatment facilities, or low instream flows. Normal roadway runoff does not typically contribute to *E. coli* or dissolved oxygen impairments, and impervious surfaces are not a significant factor in either impairment. Furthermore, the project is located over 2,500 feet from the river. For these reasons, the Proposed Action is not expected to cause further impairment of the Isinglass River.

Phase I of the National Pollutant Discharge Elimination System (NPDES Phase I) was designed to regulate stormwater runoff discharges on construction sites that disturb five (5) or more acres of property. In 1999 EPA expanded the NPDES Program by designating additional sources of storm water for regulation to protect water quality. This new, expanded program is called NPDES Phase II. The newer Phase II regulations further regulate sources of nonpoint source pollution, the leading cause of water quality degradation in the United States. Phase II affects "small construction sites," or those that disturb greater than one (1) acre. The Phase II Construction General Permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for each construction project disturbing more than one (1) acre. In order to protect all receiving waterbodies, a SWPPP will be prepared for this project prior to the commencement of construction activities. This plan would ensure that all exposed areas, where construction activities are ongoing, are stabilized using appropriate erosion control techniques.

The Department's Bureau of Environment delineated all wetland resources within the limits of the project based on the 1987 *Federal Manual for Identifying and Delineating Jurisdictional Wetlands* produced by the US Army Corps of Engineers Wetlands Research Program. Wetlands were classified utilizing the *Classification of Wetlands and Deepwater Habitats of the United States*, Lewis M. Cowardin, US Department of the Interior, Fish and Wildlife Service. In addition to small pockets of palustrine emergent wetland associated with roadway drainage, there is a large Prime Wetland south of the project area. Prime Wetlands are high-quality wetlands designated by individual municipalities and approved by NHDES under RSA 482-A:15. These wetlands are afforded greater regulatory protection by NHDES, and any area within 100 feet of a Prime Wetland is considered a non-wetland jurisdictional area known as the Prime Wetland Buffer.

The proposed project would not involve work within areas under the jurisdiction of the NH Department of Environmental Services (NHDES) Wetlands Bureau and the Army Corps of Engineers (ACOE).

The project was reviewed by the ACOE, Environmental Protection Agency (EPA), NHDES Wetlands Bureau, NH Fish and Game Department (NHFG), and NH Natural Heritage Bureau (NHNHB) at the monthly NHDOT Natural Resource Agency Coordination Meeting on January 18, 2012. No one in attendance at this meeting voiced any concerns with the project as proposed (*Exhibit N*).

## Wildlife/Fisheries/Endangered Species/Natural Communities

The NH Natural Heritage Bureau has no records of State or Federally listed species or exemplary natural communities within the project area (*Exhibit G*).

The US Fish & Wildlife Service Endangered Species Consultation web tool was utilized to determine the likelihood of federally listed species occurring in the project area. Based on this tool, it has been determined that no federally listed threatened or endangered species are likely to occur in or near the project area. (*Exhibit H*).

The proposed project would not include any work on stream crossings and would therefore have no impact on fish or other aquatic organisms.

## Invasive Plants

Under the statutory authority of NH RSA 430:55, the NH Department of Agriculture, Markets & Food prohibits the spread of invasive plants listed on the NH Prohibited Species List. The following prohibited invasive plants were identified within the project area: glossy buckthorn, multiflora rose, autumn olive, purple loosestrife, honeysuckle sp, Japanese barberry, and Oriental bittersweet.

The Contractor would be required to prepare an Invasive Species Control and Management Plan prior to the start of any earth disturbing or clearing activities. The plan would outline best management practices that would be used to prevent the spread of invasive plants during construction.

## Cultural Resources

The Department has coordinated with the NH State Historic Preservation Office (SHPO) and FHWA to locate and identify National Register of Historic Places listed or eligible properties within the project area. Effects on historical and archaeological properties were determined by the SHPO, FHWA, and NHDOT based on the Section 106 review process established by the National Historic Preservation Act (NHPA) of 1966 and outlined in 36 CFR 800.9.

The project was reviewed at a monthly Cultural Resource Agency Coordination Meeting on January 12, 2012 and May 10, 2012 (*Exhibit L, M*). It was determined that there are no historic properties located within the project area. A potentially historic house is located at the intersection of Tolend Road and NH Route 125 but is outside the project limits and would not be impacted by the project. Therefore, it was determined that the project would result in No Historic Properties Affected (*Exhibit I*).

## Construction Impacts

The construction of this project is anticipated to cause temporary increases in noise and dust levels within the project area. All standard measures would be employed to ensure such increases are minimized to the extent practicable and are limited to the construction period.

The project contractor would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), approved by the Department, prior to the commencement of construction activities.

Standard pollution prevention measures would be employed to assure all negative impacts are avoided and/or minimized to the maximum extent practicable.

Best Management Practices and NHDOT Standard Specifications would be implemented to prevent spreading invasive plants to new sites during construction of the project.

### Coordination and Public Participation

Meetings were held throughout development of the project with various Federal, State, and local agencies and organizations. Project review meetings were held on the following dates:

<u>Date</u>	<u>Meeting</u>
January 12, 2012	Cultural Resource Agency Coordination Meeting
January 18, 2012	Natural Resource Agency Coordination Meeting
March 1, 2012	Public Officials/Public Informational Meeting
May 10, 2012	Cultural Resource Agency Coordination Meeting

Letters were sent to various Federal, State and local agencies and organizations, as well as the general public, requesting input on this project on the following dates:

<u>Agency / Organization</u>	<u>Contact</u>	<u>Date Sent</u>	<u>Reply Received</u>
Town of Barrington		7/1/2011	8/1/2011
Board of Selectmen	David Frase		
Conservation Commission	John Wallace		
Historical Society	Joel Sherburne		
Planning Board	John Huckins		
Fire Department	Rick Walker		
Town Administrator	Carol Reilly		
Town Planner	Connie Brawders		
Road Agent	Peter Cook		
Police Department	Richard Conway		
Strafford Regional Planning Commission	Daniel Camara	7/1/2011	8/1/2011
Conservation Land Stewardship Program	Steve Walker	7/1/2011	7/18/2011
NH Division of Parks & Recreation	Jane Carey	7/1/2011	7/11/2011
NH Natural Heritage Bureau	Melissa Coppola	5/18/2011	5/18/2011

No one has objected to the project as proposed.

### Summary of Environmental Commitments

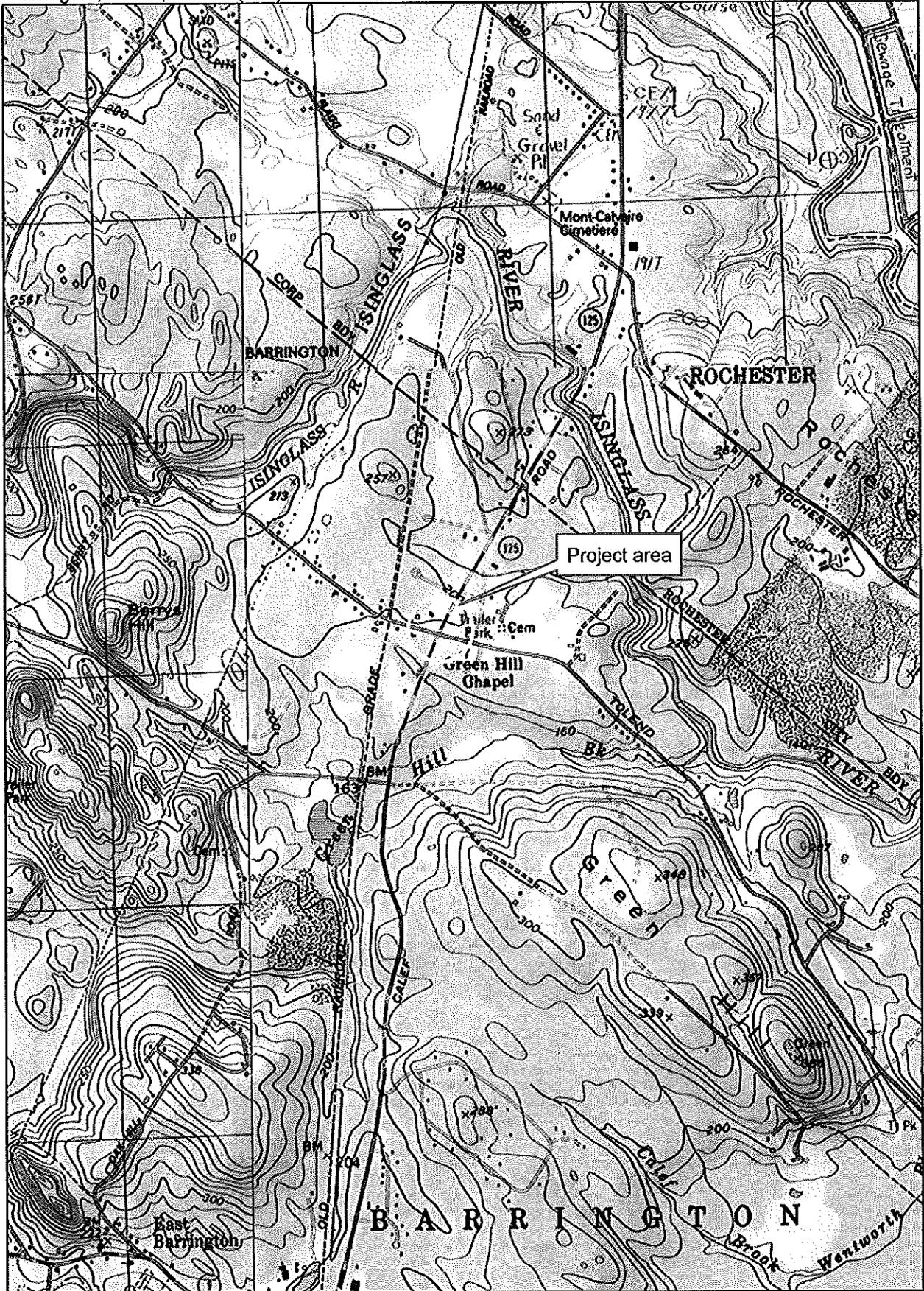
The following environmental commitments have been made for this project.

1. Prior to the commencement of work, the contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) specific to this project. The SWPPP shall be approved by the Department and implemented and monitored as noted in coordination with the Department's Bureau of Construction. **(Construction)**
2. The project is located within a Wellhead Protection Area. Stringent Best Management Practices shall be utilized to prevent adverse impacts to water quality. **(Construction)**
3. The project area contains plants that are on the NH List of Prohibited Invasive Species (AGR 3802.01) (glossy buckthorn, multiflora rose, autumn olive, purple loosestrife, honeysuckle, Japanese barberry,

and Oriental bittersweet). Locations of these plants shall be shown on construction plans.  
**(Design/Construction)**

4. Prior to the start of any earth disturbing or clearing activities, the contractor shall submit an Invasive Species Control and Management Plan to outline Best Management Practices that will be utilized to avoid spreading invasive plants during construction. **(Construction)**
5. All work shall be located within the existing State right-of-way. If the scope of work changes and necessitates work outside the right-of-way, work cannot be completed without additional coordination with the Bureau of Environment. **(Construction)**
6. It is not anticipated that any work will be conducted in areas within the jurisdiction of the NH Department of Environmental Services Wetlands Bureau. However, should design changes or the contractor's method of construction require work or staging within Wetlands Bureau jurisdiction, the appropriate permits from the NH Department of Environmental Services and the US Army Corps of Engineers must be obtained prior to the commencement of construction. **(Design/Construction)**
7. A hazardous waste remediation site is located in the northwest quadrant of the intersection, and a hazardous waste generator is located in the southwest quadrant. If any visual or olfactory indications of the presence of contamination are encountered during excavation, the Bureau of Environment shall be notified immediately and construction shall be discontinued until the situation is assessed.  
**(Construction)**
8. The Department shall continue coordinating with the Department of Environmental Services to determine an appropriate course of action for addressing the three bedrock wells on the west side of NH Route 125. **(Design/Environment)**

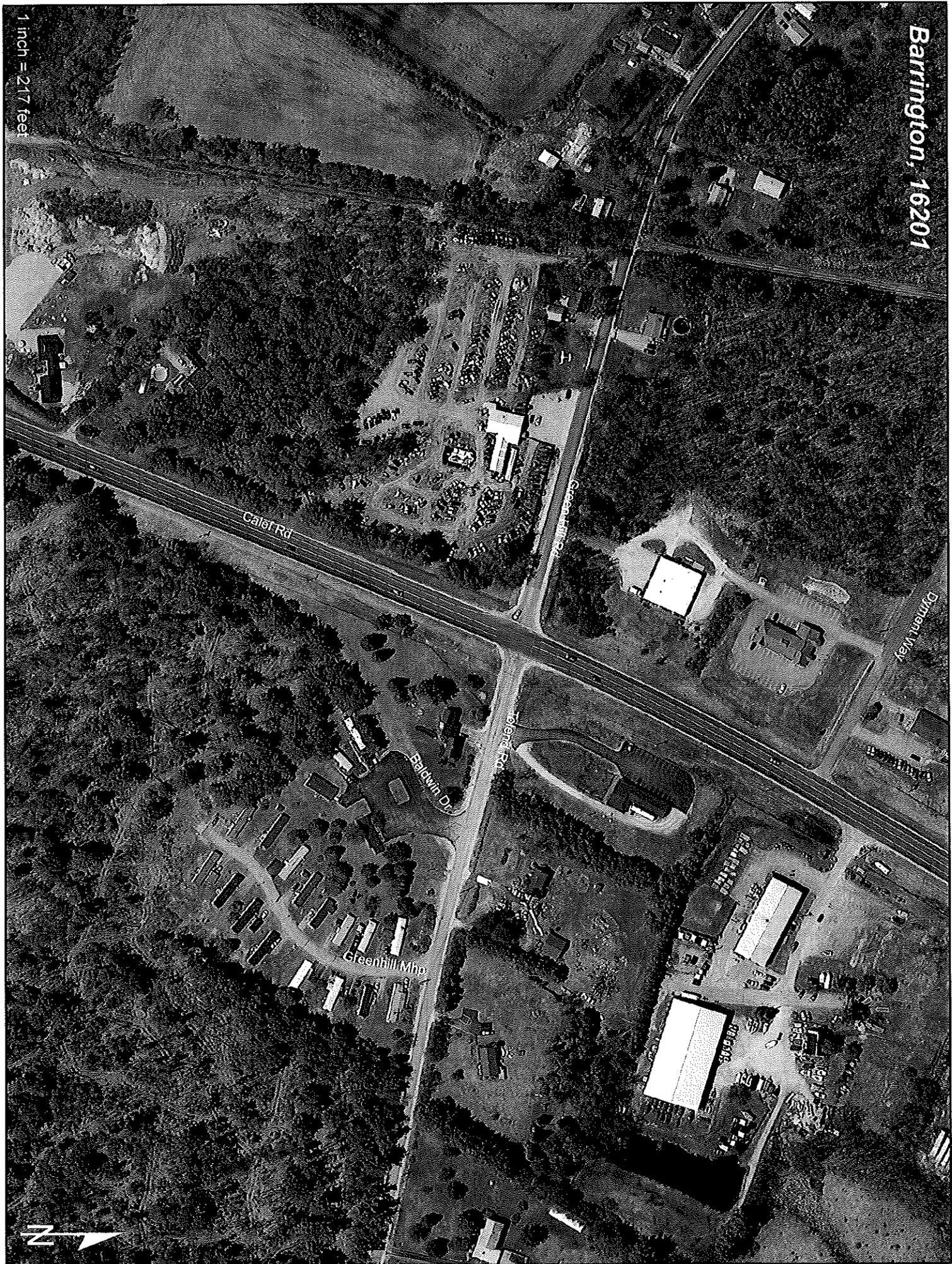
## **Exhibits**



1:24,000

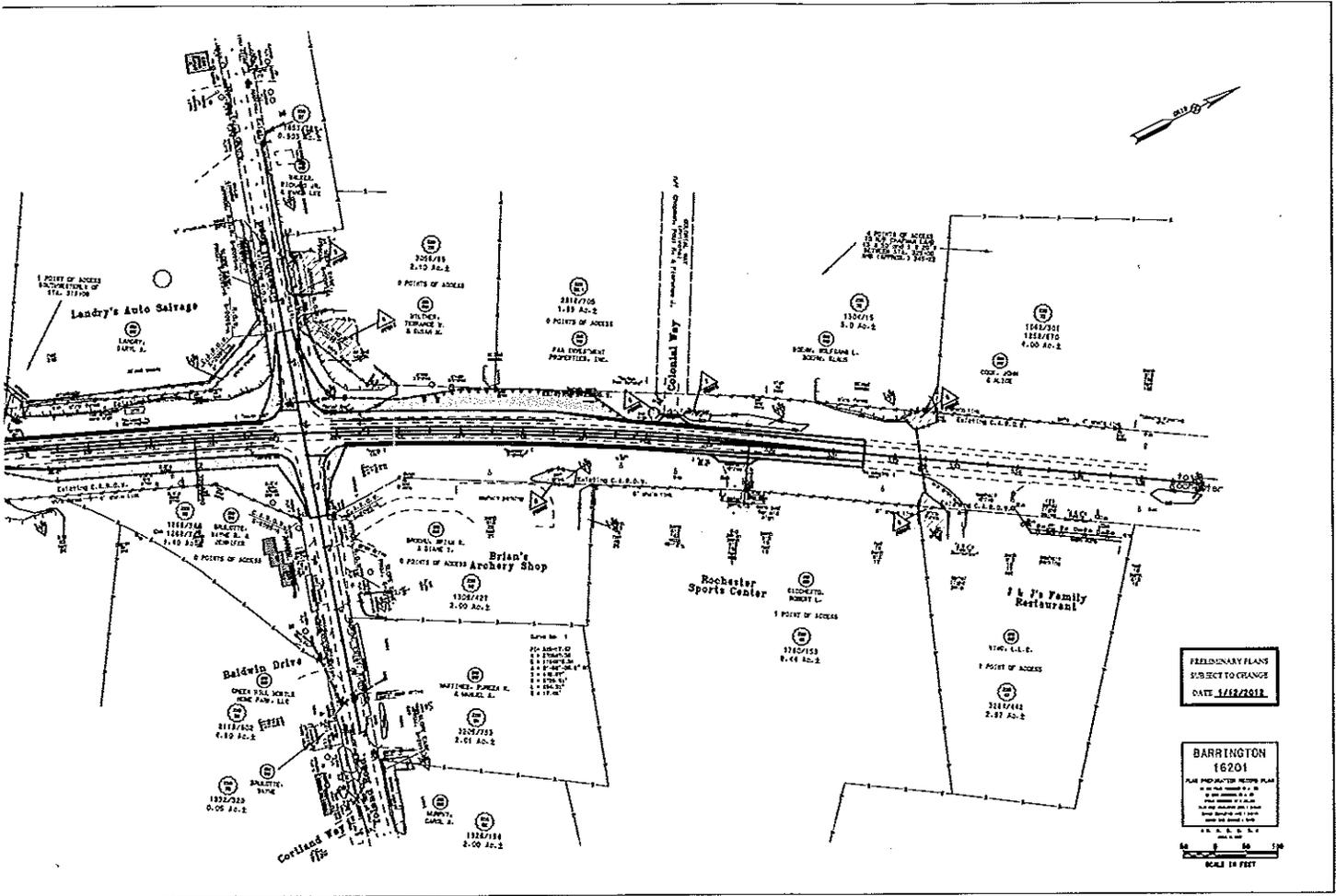
1 inch = 2,000 feet

Barrington, 16201



1 inch = 217 feet





**Christine Perron**

**From:** Walker, Steve [Steve.Walker@nh.gov]  
**Sent:** Monday, July 18, 2011 11:55 AM  
**To:** Christine Perron  
**Subject:** RE: 2 NHDOT projects: Barrington 16178 and Barrington 16201

Hi Christine, Sorry for the delay, I was off on vacation. Neither of the project areas has any LCIP properties involved. Thanks Stephen

-----Original Message-----

**From:** Christine Perron [mailto:CPerron@dot.state.nh.us]  
**Sent:** Friday, July 01, 2011 10:43 AM  
**To:** Walker, Steve  
**Subject:** 2 NHDOT projects: Barrington 16178 and Barrington 16201

The NH Department of Transportation is planning two separate projects in the Town of Barrington:

Project #16178 will consist of safety improvements at the intersection of US Route 202 and NH Route 9. Several design alternatives are being studied, including reconfiguration into a "T" intersection, signalization, grading to improve sight lines, and widening for turn lanes.

Project #16201 will consist of safety improvements at the intersection of NH Route 125, Tolend Road, and Greenhill Road. Design alternatives under consideration include signalization and widening for turn lanes.

The Department's Bureau of Environment is conducting an environmental study for the subject project. In an effort to ensure that all issues/resources associated with the project are appropriately evaluated, we request your agency's input. Any comments you may have concerning this project, or resources within the project area, will assist in the preparation of the environmental document.

Please feel free to contact me if you have any questions. Thank you for your assistance.

Christine Perron  
Senior Environmental Manager  
NH Department of Transportation  
Bureau of Environment  
7 Hazen Drive, Concord, NH 03302  
Ph: (603) 271-3717  
Fax: (603) 271-7199  
cperron@dot.state.nh.us

**Christine Perron**

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**From:** Jane Carey [Jane.Carey@dred.state.nh.us]  
**Sent:** Monday, July 11, 2011 2:41 PM  
**To:** Christine Perron  
**Subject:** RE: 2 NHDOT Projects: Barrington 16178 and Barrington 16201

Good afternoon Christine

There are no Land and Water Conservation Fund Properties in the town of Barrington, NH.

Sincerely,

*Jane Carey*  
Program Specialist  
Division of Parks & Recreation  
172 Pembroke Road, PO Box 1856  
Concord NH 03302-1856  
Phone (603) 271-3556 Fax (603) 271-3553  
[Jane.Carey@dred.state.nh.us](mailto:Jane.Carey@dred.state.nh.us)

From:

To:

-----Original Message-----

**From:** Christine Perron [mailto:CPerron@dot.state.nh.us]  
**Sent:** Friday, July 01, 2011 10:47 AM  
**To:** Jane Carey  
**Subject:** 2 NHDOT Projects: Barrington 16178 and Barrington 16201

Good morning,

The NH Department of Transportation is planning two separate projects in the Town of Barrington:

Project #16178 will consist of safety improvements at the intersection of US Route 202 and NH Route 9. Several design alternatives are being studied, including reconfiguration into a "T" intersection, signalization, grading to improve sight lines, and widening for turn lanes.

Project #16201 will consist of safety improvements at the intersection of NH Route 125, Tolend Road, and Greenhill Road. Design alternatives under consideration include signalization and widening for turn lanes.

The Department's Bureau of Environment is conducting an environmental study for the subject projects. In an effort to ensure that all issues/resources associated with the projects are appropriately evaluated, we request your agency's input. Please review this information and comment on the need for further analysis regarding Land and Water Conservation Funds that may have been utilized within the project areas.

Thank you for your assistance.

Christine Perron  
Senior Environmental Manager  
NH Department of Transportation  
Bureau of Environment  
7 Hazen Drive, Concord, NH 03302

7/11/2011

EXHIBIT D

**Christine Perron**

---

**From:** Dan Camara [dcamara@strafford.org]  
**Sent:** Monday, August 01, 2011 3:04 PM  
**To:** Christine Perron  
**Cc:** Connie Brawders (Constance Brawders); Cynthia Copeland; Marc Ambrosi  
**Subject:** Projects 16178 and 16201

Hi Christine,

Please find attached the coordinated Town and RPC responses to your questions regarding proposed NHDOT projects 16178 and 16201 in Barrington.

Please let us know if you have any further questions with regards to these two project areas.

Thank you,  
Dan

**Daniel Camara**  
Senior GIS/Transportation Analyst  
Strafford Regional Planning Commission  
150 Wakefield St., Suite 12  
Rochester, NH 03867

P: 603-994-3500 x114  
F: 603-994-3504  
[www.strafford.org](http://www.strafford.org)



**Land Use Department**

**Town of Barrington**

137 Ramsdell Lane

Barrington, NH 03825

603.664.0195

[planner.cbrawders@barrington.nh.gov](mailto:planner.cbrawders@barrington.nh.gov)

July 28, 2011

Ms. Christine Perron  
Senior Environmental Manager  
NH Department of Transportation  
Bureau of Environment  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

Re: Proposed NHDOT Projects:  
Barrington, 16178, Intersection of US Route 202 and NH Route 9  
Barrington, 16201, Intersection of NH Route 125, Tolend Road, and Greenhill Road

Dear Ms. Perron;

In response to your letter dated July 1, 2011 requesting environmental comments, the Town of Barrington, in cooperation with Strafford Regional Planning Commission submit the enclosed document.

The following departments, boards, commissions, and committees contributed information to this written report: Planning Board, Land Use Office, Conservation Commission, and Historical Society, as requested in your correspondence. Additionally, at the March 28, 2011 Barrington Board of Selectmen meeting, safety improvements were discussed with NHDOT representatives William Oldenburg, Steve Ireland, Stuart Thompson, and John Butler. Barrington Police Chief Richard Conway, Fire Chief Rick Walker, and Finance Director Carolyn Berryment contributed to the dialogue citing two issues of concern: 1. Traffic stacking at Tolend and Greenhill waiting to enter Route 125 and 2. Site distance along Route 125. A copy of the minutes is available on line.  
<http://www.barrington.nh.gov/TownHall/Government/BoardsandCommittees/Selectmen.aspx>

The Barrington Town Offices will be relocating from 137 Ramsdell Lane to 333 Calef Highway (Route 125) on August 15, 2011 approximately one mile south of the intersection of Route 125, Tolend, and Greenhill Roads.

Thank you for the opportunity to present this information to NHDOT. Please do not hesitate to contact me if further assistance is needed.

Sincerely,

Constance M. Brawders  
Town Planner

# Proposed NHDOT Projects – Barrington, NH

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This document has been prepared for the New Hampshire Department of Transportation Bureau of Environment in response to their request for information regarding proposed NHDOT project #16178 and project #16201. These responses reflect coordinated responses between the Strafford Regional Planning Commission and the Town of Barrington.

## **Barrington project #16178 - the intersection of US Route 202 and NH Route 9**

1. This project will consist of safety improvements.
2. Design alternatives being studied include:
  - a) Reconfiguration into a "T"
  - b) Signalization
  - c) Grading to improve sight lines
  - d) Widening for turn lanes

### Question #1:

*"Are there any existing or proposed community or regional plans that might have a bearing on this project?"*

Yes, the SRPC "2011-2035 Metropolitan Transportation Plan."

### Question #2

*"Are there any natural or cultural resources of significance in the vicinity of the project? (e.g. prime wetlands, floodplains, stonewalls, cemeteries, historical or archeological resources, etc.)"*

There is a Town-designated prime wetland approximately 400 feet to the west of this intersection as shown on Figure 1. This is identified on the Prime Wetland Map, Barrington Tax Map Sheet 5, prepared for the Barrington Conservation Commission, and prepared by IEP Inc., 39 Bow Street; Portsmouth, NH dated January 1991, as prime Wetland 45 (Hale Pond).

Members of the Town of Barrington Historical Society and Barrington Conservation Commission describe the cellar ruins of a dwelling located approximately 100 feet northeast of the intersection on the east side of Route 202 as belonging to "Hale Esq.", according to a Barrington map dating from 1805, and later described on a map from 1871 as "Wm Hale".

Stone walls are found in the site area.

The Hale Cemetery is located approximately 300 feet southwest of the intersection on the west side of

Route 9 and 202 in the vicinity of Hale Pond. (See Figure 6)  
Of additional note, the area is recognized as a Maple sugar bush, with tubing in place.

Question #3

*"Are there any public parks, recreation areas or wildlife/waterfowl refuges in the vicinity of the project? Have Land & Water Conservation funds been used in the project area?"*

SRPC is not aware of any public parks, recreation areas or wildlife/waterfowl refuges in the vicinity of the project area. We are also not aware of any Land & Water Conservation funds that have been used in the project area.

The Barrington Conservation Commission reports Hale Pond as being a wildlife and waterfowl habitat.

Question #4

*"Are there any locally or regionally significant water resources or related protection areas in the project vicinity? (e.g. public water supplies, wellhead protection areas, aquifer protection districts, etc.)"*

There are no public water supplies, well head protection areas, or aquifer protection districts in the vicinity of the project area that SRPC is aware of.

Question #5

*"Are there any water quality concerns that should be addressed during the development of this project? (e.g. stormwater management, NPDES Phase II, impaired waters, etc.)"*

Stormwater management should be addressed to protect the health of the nearby prime wetland to the west.

Question #6

*"Are you aware of any existing or potential hazardous materials or contaminants in the vicinity of the project? Are there asbestos landfills or asbestos containing utility pipes located within the project limits?"*

There is one hazardous waste generating business documented by NHDES located approximately 900ft to the east of the project area (Bisson Auto Body). See Figure 4. There are no contaminants, asbestos landfills, or asbestos containing utility pipes in the project vicinity that SRPC is aware of.

Question #7

*“Do you have any environmental concerns not previously noted (e.g. noise impacts, farmland conversion, etc.) that you feel the Department should be aware of for this project?”*

There are none that SRPC is aware of.

Question #8:

*“Will the proposed project have a significant effect upon the surrounding area? If so, please explain.”*

Aligning this intersection (or straightening the road), improving sight lines, and creating a left turn lane would ensure safer turning movements at this intersection. This is primarily a through route for commuters and this project takes place in a relatively rural area. There are no obvious impacts to the surrounding area that would result from this safety improvement unless the flow of traffic is interrupted by installing a signal.

Question #9

*“Are you aware of any existing roadside populations of non-native invasive plant species (such as Japanese knotweed, phragmites, or purple loosestrife) in the project area?”*

There are none that SRPC is aware of.

**Barrington project #16201 - the intersection of NH Route 125, Tolend Road, and Greenhill Road**

1. This project will consist of safety improvements.
2. Design alternatives being studied include:
  - a) Signalization
  - b) Widening for turn lanes

Question #1:

*“Are there any existing or proposed community or regional plans that might have a bearing on this project?”*

Yes. Regional plans include: the SRPC “2011-2035 Metropolitan Transportation Plan,” the “Route 125 Transportation & Land Use Corridor Study.”

Question #2

*“Are there any natural or cultural resources of significance in the vicinity of the project? (e.g. prime wetlands, floodplains, stonewalls, cemeteries, historical or archeological resources, etc.)”*

There is a Town-designated prime wetland approximately 1000 feet to the southeast of this intersection as shown in Figure 2. This is identified on the Prime Wetland Map, Barrington Tax Map Sheet 12, prepared for the Barrington Conservation Commission, and prepared by IEP Inc., 39 Bow Street; Portsmouth, NH dated January 1991, as prime Wetland 27. There are no floodplains, stonewalls, cemeteries, or historical/archeological resources that SRPC is aware of.

#### Question #3

*"Are there any public parks, recreation areas or wildlife/waterfowl refuges in the vicinity of the project? Have Land & Water Conservation funds been used in the project area?"*

SRPC is not aware of any public parks, recreation areas or wildlife/waterfowl refuges in the vicinity of the project area. We are also not aware of any Land & Water Conservation funds that have been used in the project area.

#### Question #4

*"Are there any locally or regionally significant water resources or related protection areas in the project vicinity? (e.g. public water supplies, wellhead protection areas, aquifer protection districts, etc.)"*

There is a wellhead protection area associated with the public water supply well for the Green Hills Mobile Home Park. This wellhead protection area covers the entire project area. There is also a Stratified Drift Aquifer located below the project area. See Figure 3.

#### Question #5

*"Are there any water quality concerns that should be addressed during the development of this project? (e.g. stormwater management, NPDES Phase II, impaired waters, etc.)"*

Stormwater management should be addressed in order to protect the water flowing into the stratified drift aquifer and consequently the Green Hills Mobile Home Park public water supply.

#### Question #6

*"Are you aware of any existing or potential hazardous materials or contaminants in the vicinity of the project? Are there asbestos landfills or asbestos containing utility pipes located within the project limits?"*

There are two hazardous waste generating businesses documented by NHDES in the project vicinity; Seacoast Business Systems and Landry's Auto Salvage. Both should not have an immediate effect on the project but are worth noting nonetheless. See Figure 5. There are no contaminants, asbestos landfills, or asbestos containing utility pipes in the project vicinity that SRPC is aware of.

Question #7

*“Do you have any environmental concerns not previously noted (e.g. noise impacts, farmland conversion, etc.) that you feel the Department should be aware of for this project?”*

There are none that SRPC is aware of.

Question #8:

*“Will the proposed project have a significant effect upon the surrounding area? If so, please explain.”*

Depending on the chosen alternative this project could have a significant impact on the area. Route 125 moves a large volume of commuter traffic on a daily basis heading both North and South. The roadway currently consists of one lane in each direction with large breakdown lanes. There are no controlled left turns or left turning lanes in this area.

There is potential for regional impact by impeding the flow of traffic in this area. There will also be a resulting impact on air quality from the interruption of traffic flow if a signal is installed. In addition this area is zoned for “Regional Commercial (RC)” and a signal in this area could promote commercial development. Any development may boost the economy in this area, but will also have a negative impact on traffic flow and access management measures should be taken to ensure the safety of travelers.

If the road is widened to include designated left turning lanes but there is no signal, turning off route 125 will be made safer, but the measures will not be enough to achieve significant safety improvements for vehicles merging onto route 125.

The Route 125 Transportation & Land Use Corridor Study should be referenced for design alternatives, specifically page 47 and Figure 51.

Questions #9

*“Are you aware of any existing roadside populations of non-native invasive plant species (such as Japanese knotweed, phragmites, or purple loosestrife) in the project area?”*

There are none that SRPC is aware of.

**Figure 1**

Route 9/US 202

Project Area

Washington

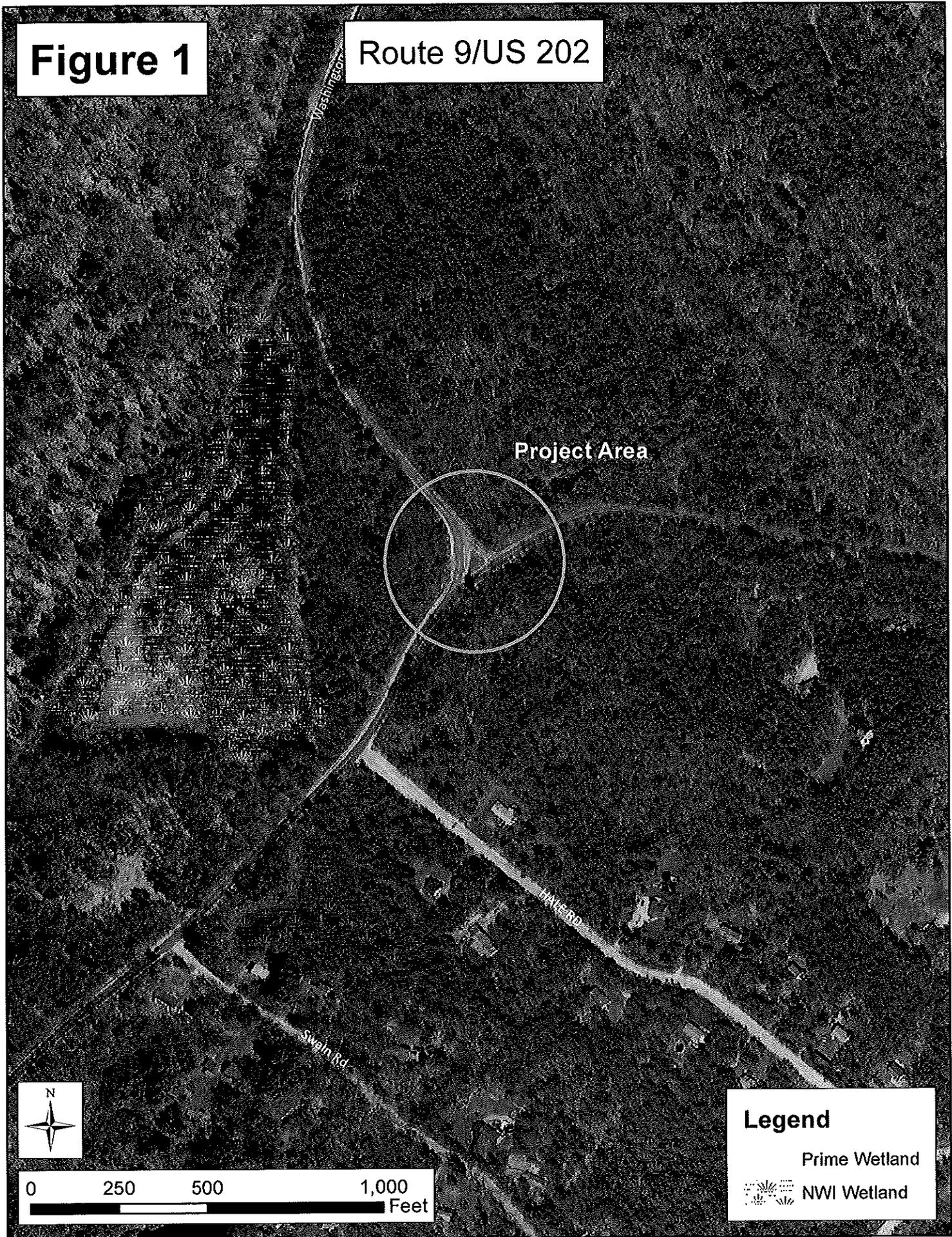
HAWK RD

Swain Rd



**Legend**

- Prime Wetland
- NWI Wetland



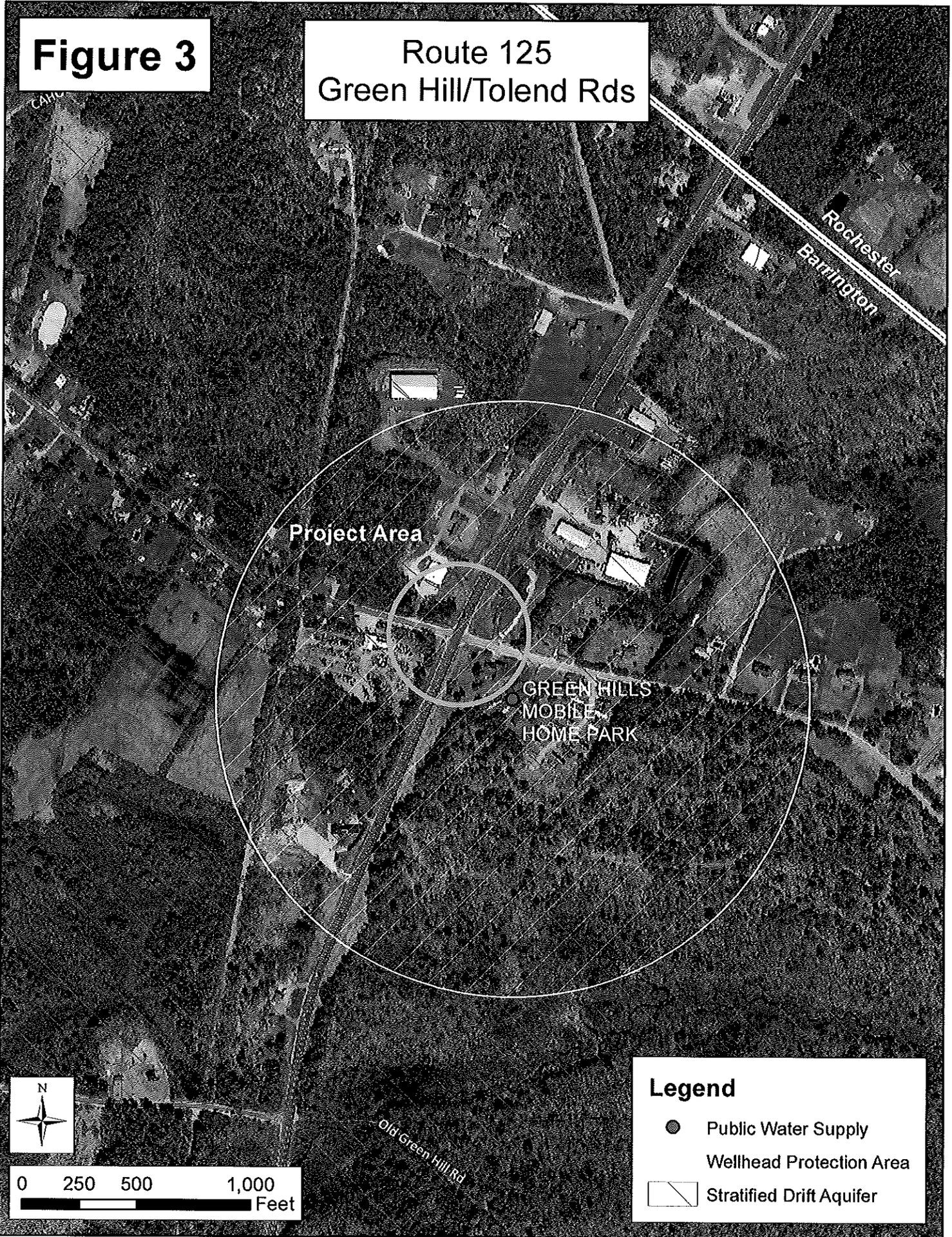
**Figure 2**

**Route 125  
Green Hill/Tolend Rds**



**Figure 3**

**Route 125  
Green Hill/Tolend Rds**



**Legend**

- Public Water Supply
- Wellhead Protection Area
- Stratified Drift Aquifer



0 250 500 1,000 Feet

**Figure 4**

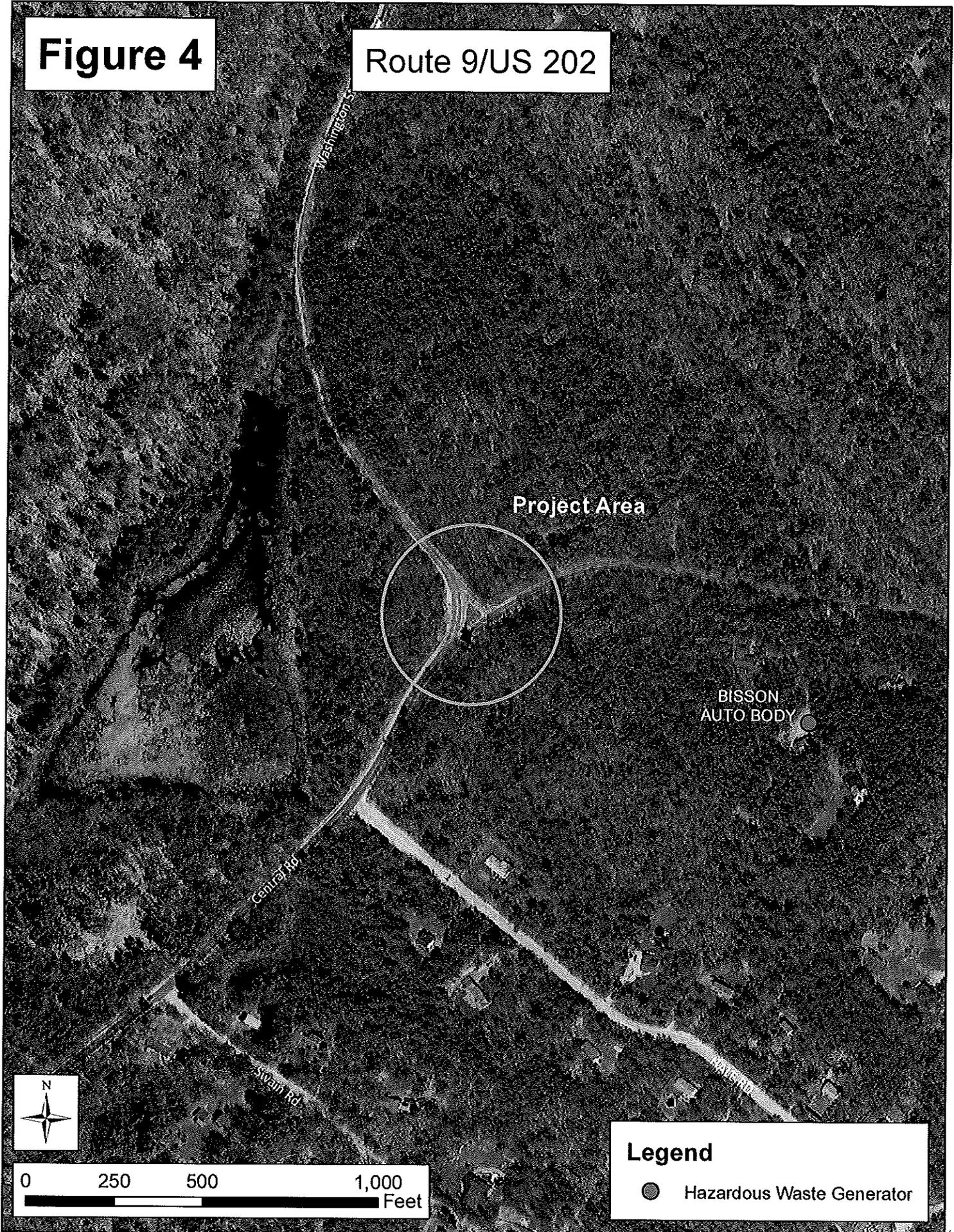
Route 9/US 202

Project Area

BISSON  
AUTO BODY

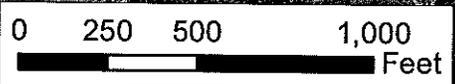
**Legend**

● Hazardous Waste Generator



**Figure 5**

**Route 125  
Green Hill/Tolend Rds**

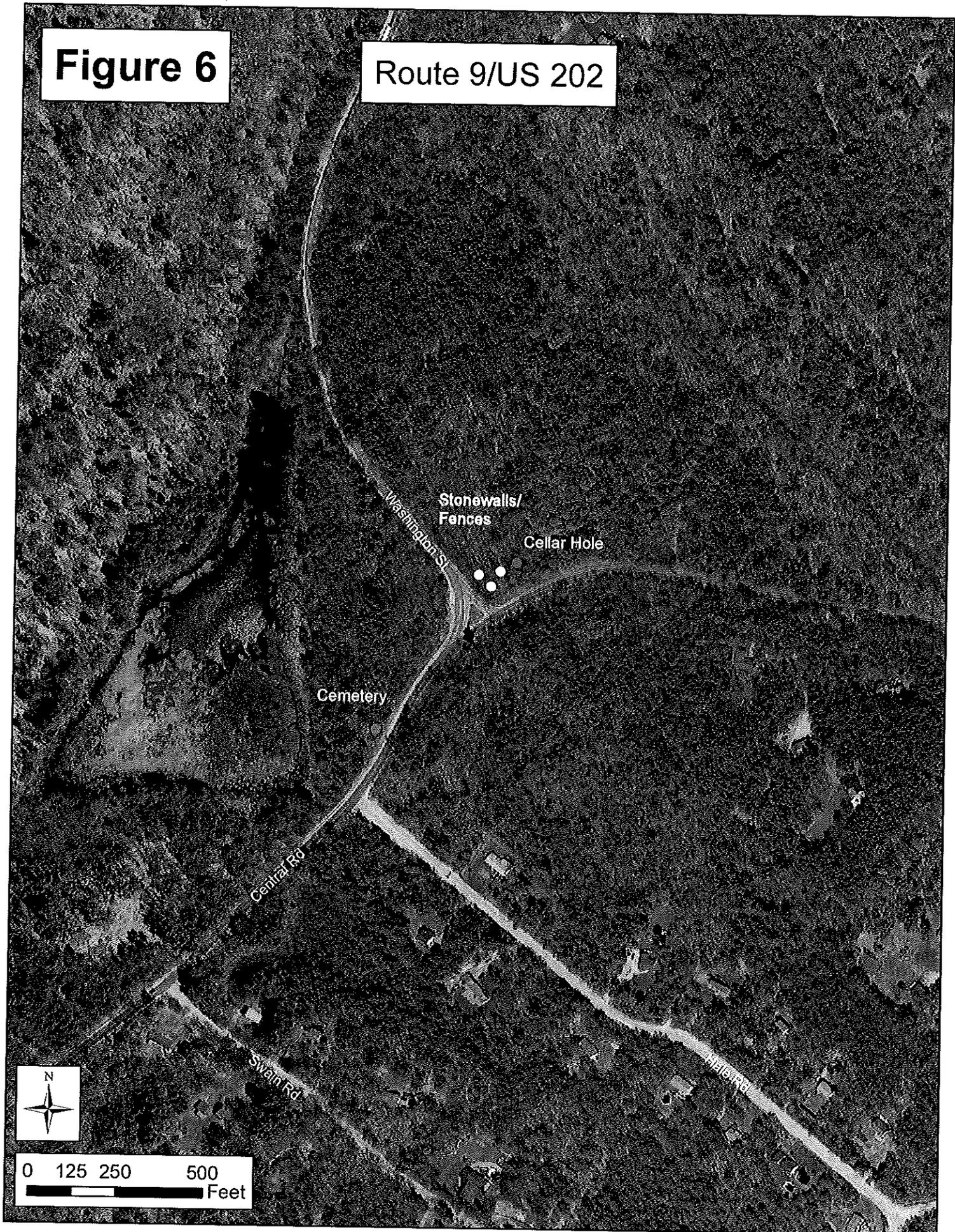


**Legend**

● Hazardous Waste Generator

**Figure 6**

Route 9/US 202



CJP ✓

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

RECEIVED  
BUREAU OF ENVIRONMENT

JUN 06 2011

NH DEPARTMENT OF  
TRANSPORTATION

DATE: June 1, 2011

FROM: *ja* Jay Ankenbrock, Chief of Labor Compliance, Executive Office

TO: Michael Dugas, Chief of Preliminary Design, Highway Design

RE: Environmental Justice Population Analysis, Project: Barrington 16201

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

Please note 2000 Census data was used for this analysis, as the 2010 data has not been loaded into the database.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Charlie Hood, Administrator, Bureau of Environment  
Bill Oldenburg, Administrator of Highway Design

## EJ Population Analysis for Project: Barrington 16201

STUDY AREA	AVG% Elderly Population (P8)	AVG% Minority Population (P6)	AVG% Low-income Population (P87)	AVG% Disabled Population Sensory (P41)	AVG% Physical LEP (P19)
Impacted Area – Strafford County US Census Tract #850, Block Groups 1 & 2.	8.84%	0.34%	5.21%	2.90%	1.00%
Surrounding Area ____ County, Census Tract # __, Block Group ____	7.10%	1.87%	6.09%	2.69%	0.15%
<b>REMARKS:</b> * The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.  LEP Definition: Where there is a population of people who speak English as a second language less than well (“not well” or “not at all” as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.					

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:** Special consideration should be given to any project features that affect pedestrian accessibility. This project constitutes an alteration in accordance with Title II of the Americans with Disabilities Act. As such, minimum ADAAG accessibility requirements apply, unless deemed technically infeasible. For more information, I have provided a link to the Draft Public Rights-of-Way Guidelines (PROWAG). Although these guidelines will not be enforceable until they have been adopted by the US DOJ and US DOT, the FHWA considers them to be the most current recommended best practices in pedestrian facility design: <http://www.access-board.gov/rowdraft.htm#Text>.

**Outreach Recommendations:** There are no recognized senior groups, centers or CAP's serving Barrington, per the town of Barrington Welfare Office.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Pond View 280 New Hampshire 9 Barrington, NH 03825	Seniors	603-664-9967



## New Hampshire Natural Heritage Bureau

---

**To:** Christine Perron  
NHDOT Bureau of Environment  
7 Hazen Drive  
Concord, NH 03302

**Date:** 5/18/2011

**From:** NH Natural Heritage Bureau

**Re:** Review by NH Natural Heritage Bureau of request dated 5/18/2011

NHB File ID: NHB11-1042

Applicant: Christine Perron

Description: Intersection of NH Route 125, Tolend Rd, and Green Hill Rd  
Barrington

Project Categories:  
Roads, Driveways, Bridges: Road construction

The NH Natural Heritage database has been checked for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government. We currently have no recorded occurrences for sensitive species near this project area.

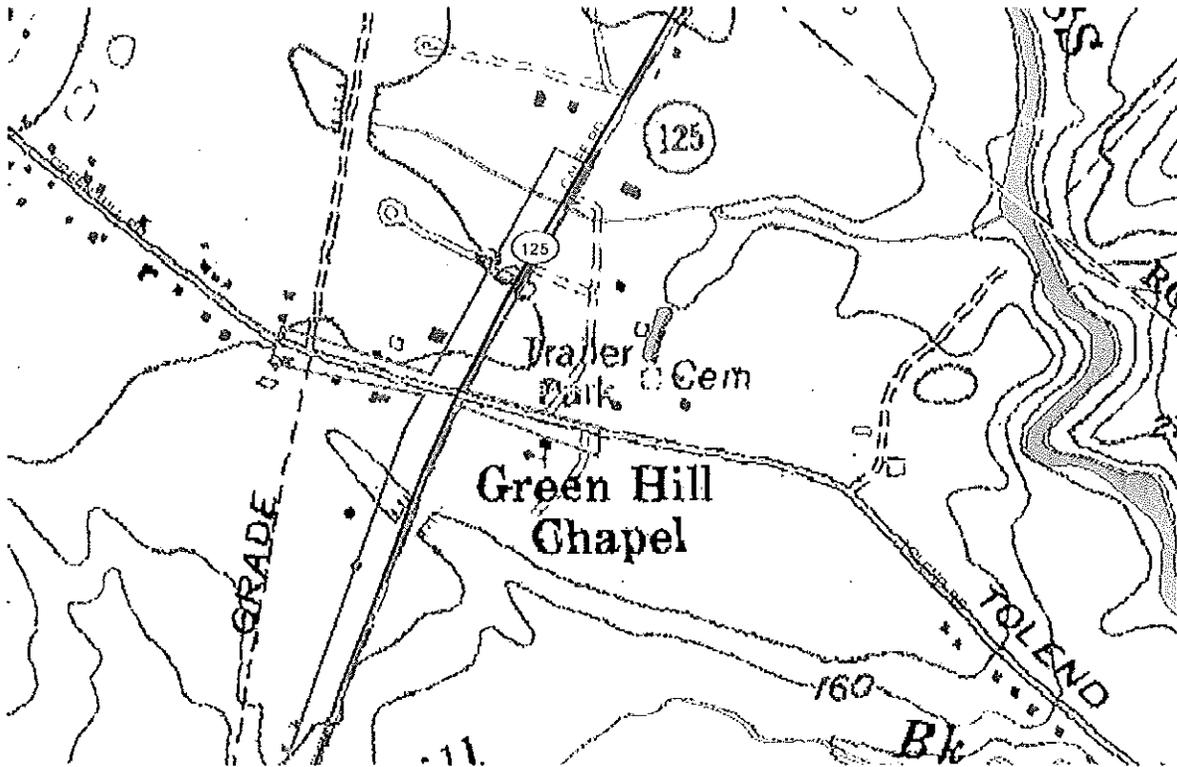
A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. An on-site survey would provide better information on what species and communities are indeed present

This review is valid through 5/17/2012.



New Hampshire Natural Heritage Bureau

MAP OF PROJECT BOUNDARIES FOR: NHB ID# NHB11-1042





# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

New England Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5087  
<http://www.fws.gov/newengland>

January 17, 2012

To Whom It May Concern:

This project was reviewed for the presence of federally listed or proposed, threatened or endangered species or critical habitat per instructions provided on the U.S. Fish and Wildlife Service's New England Field Office website:

(<http://www.fws.gov/newengland/EndangeredSpec-Consultation.htm>)

Based on information currently available to us, no federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required. No further Endangered Species Act coordination is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your cooperation. Please contact Mr. Anthony Tur of this office at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Thomas R. Chapman  
Supervisor  
New England Field Office



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



3455

CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

BARRINGTON
X-A001(181)
16201

No Historic Properties Affected Memo

Pursuant to the meeting and discussions on January 12, 2012 and May 10, 2012, and for the purpose of compliance with regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Procedures for the Protection of Historic Properties (36 CFR 800), the NH Division of the Federal Highway Administration (FHWA) and the NH Division of Historical Resources (NHDHR) have coordinated the identification and evaluation of historical and archaeological resources with plans to install a traffic signal and turning lanes at the intersection of NH Route 125, Tolend Road and Green Hill Road in the Town of Barrington, New Hampshire.

Based on a review pursuant to 36 CFR 800.4, FHWA determined that Brulotte property located in south east quadrant of the intersection of NH Route 125 and Tolend Road is potentially eligible for the National Register of Historic Places. It was mutually agreed that the addition of signalization arms and turning lanes will not introduce visual, atmospheric or audible elements that would diminish the integrity of the property, nor will the addition of a signalized intersection and additional turn lanes change the character of the properties use or physical features. The historic road alignment of NH Route 125 passed behind the house, creating the triangular parcel. The NHDOT reconfigured NH Route 125 in the late 1970s, to the current configuration, with NH Route 125 passing on the west side of the house and creating the wide right-of-way buffer between the house and the road. The current ROW is 150' wide, and there are trees and a chain link fence that create a buffer between the west facade of the Brulotte property and NH Route 125.

Noise analysis showed that any noise level increases would not be perceptible to a person with average hearing (increase of 2.2dB). Air quality analysis results concluded that air quality may improve slightly, but will not be negatively impacted. No concerns were voiced by the homeowner or historical society at the Public Information meeting.

Based on a review pursuant to 36 CFR 800.4, we agree that no historic or archaeological resources are affected in the project area and that no further survey work is needed.

In accordance with the Advisory Council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Handwritten signatures and dates for Patrick Bauer, Administrator (8/17/12) and Jill Edelmann, Cultural Resources Manager (8/17/2012).

Concurred with by the NH State Historic Preservation Officer:

Handwritten signature and date for Elizabeth H. Muzzey, State Historic Preservation Officer (8/14/12).

c.c. Chris St. Louis, NHDHR; Christine Perron, DOT; Jamie Sikora, FHWA; Jon Butler, DOT

S:\Environment\PROJECTS\DESIGN\16201\NoHistoricPropAffected 2012.doc

March 20, 2012

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** BARRINGTON  
X-A001(181)  
16201  
NH 125/Tolend Rd/Greenhill Rd Intersection Safety Improvements (HSIP)

**DATE OF CONFERENCE:** March 1, 2012

**LOCATION OF CONFERENCE:** Early Childhood Learning Center, Barrington

**ATTENDED BY:** **NHDOT**  
Bill Oldenburg  
John Butler  
Doug DePorter  
**OTHERS**  
See attached sign-in sheet.

**SUBJECT:** Public Officials/Public Informational Meeting

**NOTES ON CONFERENCE:**

Bill Oldenburg introduced this intersection safety improvement project at the intersection of NH Route 125 / Tolend Road / Greenhill Road. He explained that the intersection had been identified for improvements through the work of the Highway Safety Improvement Program (HSIP). The current Federal highway funding law, known by its acronym of SAFETEA-LU, created the Highway Safety Improvement Program to identify highway safety issues and provide for modest safety improvements that would achieve a significant reduction in traffic fatalities and serious injury accidents. New Hampshire receives \$5.5 million per year to implement modest safety improvements in locations where crash data indicates safety deficiencies. Crash data available for the intersection showed that there were 21 accidents between 2002 to 2009, including 1 fatal accident and 9 severe injury accidents.

In March of 2011 the Department met with the Board of Selectmen to get an understanding of the perceived deficiencies at the intersection, and to gain their support to investigate possible solutions to improve safety. Based on that input and an engineering study by the Department, a conceptual plan for improvements has been developed. Several important

issues were considered as the designs were developed, including safety, efficient operation, property impacts, historic resources, and natural resources.

John Butler described the existing intersection conditions and the conceptual plan for improvements. NH 125 through the intersection area has two 12' wide travel lanes, 10' wide paved shoulders, and a 150' wide controlled access right-of-way. The posted speed limit on NH 125 is 50 mph. Environmental issues include some small pockets of wetlands scattered throughout the project area and a potentially historic house in one quadrant of the intersection. Current average daily traffic volumes are approximately 14,600 vehicles on NH 125, 2100 vehicles on Greenhill Road, and 1100 vehicles on Tolend Road.

In 2008, the Strafford Regional Planning Commission completed a NH Route 125 corridor study, which recommended signalizing the NH 125/Tolend Rd/Greenhill Rd intersection and widening NH 125 to have two through lanes in each direction for long-term capacity needs. Concerns expressed by town officials and the public at the March 2011 meeting included the difficulty of safely pulling out of the two side roads and the speed of traffic on NH 125. The predominant recommendation at that meeting was to signalize the intersection.

Traffic data was collected at the intersection and an engineering analysis was done to determine if signalization is justified at the intersection. Based on that analysis, it was determined that signals are warranted, therefore, signalization of the intersection is proposed. The proposed design also calls for separate left turn and right turn lanes on NH 125 in both the northbound and southbound directions. Constructing the turning lanes will require widening NH 125 by approximately 10' in two areas. No impacts to private property or environmental resources are anticipated. The construction cost is estimated to be \$625,000.

Bill Oldenburg noted that an environmental document will be prepared for the project which will describe all known environmental resources in the project area, and the anticipated impacts to those resources. Bill noted that owners of historic properties directly affected by the project or agencies that possess a direct interest in historical resources can become more involved in an advisory role during project development by becoming a "Consulting Party" to the Section 106 process. He also noted that several areas of invasive (non-native) plants have been identified in the project area, and measures will be taken to ensure that these plants are not spread by the construction activities.

Bill noted that funding for the project will be a combination of State and Federal funds. No Town funds are anticipated to be required. If the proposal is well received at tonight's meeting, the project could possibly be advertised for construction this coming winter, with construction in 2013.

Discussion:

The fire chief requested that the new signals be equipped with Opticom for emergency vehicles and with a generator transfer switch so that the signals could be run off a portable generator if the power goes out. He noted that the Town might be able to provide a generator in the event of a power outage.

It was asked if the signals would operate in flashing mode during non-peak traffic times, and if there would be traffic sensors in the pavement. Bill Oldenburg responded that the signals will be fully actuated with sensors in the pavement, but they will not be put on flash mode during non-peak traffic.

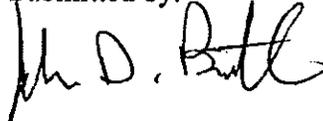
It was recommended that lighting be provided at the intersection. Bill Oldenburg responded that lighting will be considered, but in general the Department has been reducing the number of active street lights statewide as a cost savings measure.

It was noted that speeding on NH 125 is a significant issue, and that turning left from NH 125 is uncomfortable due to the fear of being rear-ended. It was asked if the speed limit on NH 125 would be reduced. Bill Oldenburg responded that the speed limit is likely to be reduced through the intersection area, but is unknown at this time what the reduced speed limit will be, and where the exact limits of the reduction will be.

It was noted that truck traffic on NH 125 is significant. In particular there has been an increase in Waste Management trucks heading north to a facility in Rochester.

It was recommended that signing could be improved on Tolend Road and Greenhill Road to alert drivers of the upcoming intersection.

Submitted by:



John D. Butler, PE  
Preliminary Design Supervisor

cc: W. Cass                      D. DePorter  
W. Oldenburg                C. Perron  
W. Lambert                   M. Dugas  
Barrington Selectmen



**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION**

**BUREAU OF HIGHWAY DESIGN**

**RECORD OF TELEPHONE CONVERSATION**

**BY:** Bill Oldenburg

**DATE:** February 29, 2012 **TIME:** 11:00am

**INDIVIDUAL:** Wayne Brulotte  
**ORGANIZATION:** Abutter

**TITLE:**  
**PHONE #:**

**PROJECT:** Barrington 16201  
**SUBJECT:** NH125/Tolend Road Intersection Project

**ITEMS DISCUSSED:**

Mr. Brulotte called to see if the Public Information Meeting was going to be held as scheduled on February 1, 2012 due to the potential for a snowstorm. I explained that we would still probably hold the meeting. He explained that he plowed so if there was a snowstorm he may not be able to attend.

I explained to him what the project entailed, that due to the accident history we were reviewing ways to improve safety at the intersection. I mentioned that the preferred alternative that was going to be presented involved signalizing the intersection, widening NH 125 to add left and right turn lanes. Also the approaches from Tolend Road and Green Hill Road would have minor work and extent only about 200' from the intersection.

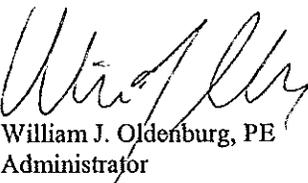
Mr. Brulotte stated that he fully concurred with the project and that project was very needed to improve safety of vehicles leaving the side roads. He stated that he had lived in the house for 13 years and had seen some very bad accidents at the intersection. From his statements I do not believe he lives in the house currently but instead rents the house out. He still owns the property and the abutting mobile home park.

I also explained that the plans were available for viewing on the NHDOT.com website and if he had any questions he could call me.

Mr. Brulotte had no objections to the project.

**ACTION REQUIRED:**

None

  
**SIGNED BY:** William J. Oldenburg, PE  
**TITLE:** Administrator

**COPY:** J. Butler  
C. Perron

**ROUTED THROUGH:**

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# NHDOT Monthly SHPO Meeting Minutes

7/26/2012 2:21:38 PM

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**Name:** Barrington

**State Number:** 16201

**Federal Number:** X-A001(181)

**Date:** 1/12/2012

**Note:** Barrington, X-A001(181), 16201  
Participants: John Butler, NHDOT

John Butler described the project. The project is located at the intersection of NH Route 125, Tolend Road, and Green Hill Road and is part of the Highway Safety Improvement Program. The intersection has an average accident rate of 2.5 crashes per year, three quarters of which have resulted in injuries. The project area is predominantly commercial. There is an existing 150' wide controlled access right-of-way along NH Route 125.

One alternative has been developed for this project and will consist of signaling the intersection and widening for left and right turn lanes on NH Route 125. All work will be done within the existing right-of-way.

Edna Feighner stated that there were no archaeological concerns with the project.

Laura Black had concerns about the potentially historic house located at the corner of NH Route 125 and Tolend Road, and suggested that a form should be completed. She felt that the house still had a rural feeling and the introduction of a signalized intersection could increase the traffic and the increased noise could present atmospheric changes to the property. Jill Edelmann replied that the project would not physically impact the property, and did not see the need to complete an Individual form. It was noted that the roadway alignment has changed over the years in regards to this house; NH Route 125 was relocated to its current location from where it had once followed the property line located at the back of the subject property, connecting up to the current Baldwin Drive then continuing north. If the house were determined eligible for architecture only, which is very likely given the commercial infill in the area, the addition of the turning lane would not impact the property's eligibility. L. Black recommended contacting the homeowners to determine if they have any concerns with the project, particularly in regard to noise increases from vehicles starting and stopping at a signal. J. Butler replied that as abutters the homeowners would get a notification letter prior to the Public Informational Meeting.

It was agreed that the project would be discussed again after the Public Informational Meeting. If the homeowners of the potentially historic house had no concerns, then a No Historic Properties Affected memo would be signed, as the project impacts are contained within the ROW. If the homeowners had concerns, the eligibility of the house would be re-visited and the concerns of the homeowners addressed. DHR requested 11x17 copies of the presented concepts, which transmitted on January 20, 2012.

Subsequent to this meeting it was also determined that a noise analysis will be done at this location.

## BUREAU OF ENVIRONMENT CONFERENCE REPORT

**SUBJECT:** Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

**DATE OF CONFERENCES:** May 10, 2012

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

<b>NHDOT</b>	Trent Zanes		Ron Pelissier
John Butler		<b>Historic</b>	
Bryanne Campbell	<b>Federal Highway</b>	<b>Documentation Co.</b>	<b>Town of</b>
Jill Edelmann	<b>Administration</b>	Rich Casella	<b>Peterborough</b>
Bob Hudson	Jamie Sikora		Rodney Bartlett
Wendy Johnson		<b>Hoyle Tanner</b>	
Bob Landry	<b>NHDHR</b>	Bill Davidson	<b>City of Portsmouth</b>
Steve Liakos	Laura Black	Sean James	Cindy Hayden*
Brian Lombard	Peter Michaud	Jason Lodge	
Don Lyford	Beth Muzzey	Matt Low	<b>Town of</b>
Kirk Mudgett			<b>Winchester</b>
Kevin Nyhan	<b>Albacore Park</b>	<b>Town of</b>	Margaret Sharra
Christine Perron	Ken Herrick	<b>Allenstown</b>	
Alex Vogt	Paul McEachern	Paul Apple	

*\*participant via conference call*

*(When viewing these minutes online, click on an attendee to send an e-mail)*

### PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

*(minutes on subsequent pages)*

<i>May 10, 2012</i> .....	<b>Error! Bookmark not defined.</b>
Peterborough, 14935 (no federal number) .....	<b>Error! Bookmark not defined.</b>
Henniker, 15718 (no federal number).....	<b>Error! Bookmark not defined.</b>
Winchester, X-A001(100), 16034.....	<b>Error! Bookmark not defined.</b>
Portsmouth, STP-X-5379(025), 13455 .....	<b>Error! Bookmark not defined.</b>
Barnstead, X-A001(174), 14121E.....	<b>Error! Bookmark not defined.</b>
Barrington, X-A001(173), 16178.....	<b>Error! Bookmark not defined.</b>
Barrington, X-A001(181), 16201.....	<b>2</b>
Allenstown, X-A000(783), 15550.....	<b>Error! Bookmark not defined.</b>
Wentworth-Rumney, X-A001(194), 16221 .....	<b>Error! Bookmark not defined.</b>
Walpole, 66017R .....	<b>Error! Bookmark not defined.</b>
Walpole, stone arch culvert at MP 106.5 (no project numbers).....	<b>Error! Bookmark not defined.</b>

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**Barrington, X-A001(181), 16201****Participants: John Butler and Christine Perron, NHDOT**

The project proposes to install traffic signals and turn lanes at the intersection of NH Route 125, Tolend Road, and Green Hill Road. The purpose of this second meeting was to provide an update on additional environmental analyses and public coordination, specifically in regards to the potentially historic house owned by Mr. Brulotte. Christine Perron first described the project setting. Traffic signals are currently located approximately 2 miles south and 1 mile north on NH Route 125. The project area is zoned by the town as "Regional Commercial", including the south side of Tolend Road. Of the 6 buildings adjacent to the project, 5 are commercial. The former alignment of NH Route 125 went behind the Brulotte house until the late 1970s. The existing ROW is established with a chain link fence, with some small trees located between the fence and the Brulotte house. The front of the Brulotte house faces Tolend Road and overlooks a commercial property.

C. Perron then described the additional environmental analyses that have been completed. An air quality analysis shows that overall efficiency and congestion of this intersection will improve as a result of the proposed project. As a result it could be concluded that this project will not negatively impact air quality and may result in a slight improvement in air quality. The noise analysis determined that the current noise level at the Brulotte property is 60.3 dB. Over the next 20 years, as a result of the proposed project and expected increases in traffic, noise levels at the Brulotte house are expected to increase by 2.2 dB, a change that is not perceptible to a person with average hearing. No receptors within the project area have been identified as being impacted by highway traffic noise as defined by FHWA.

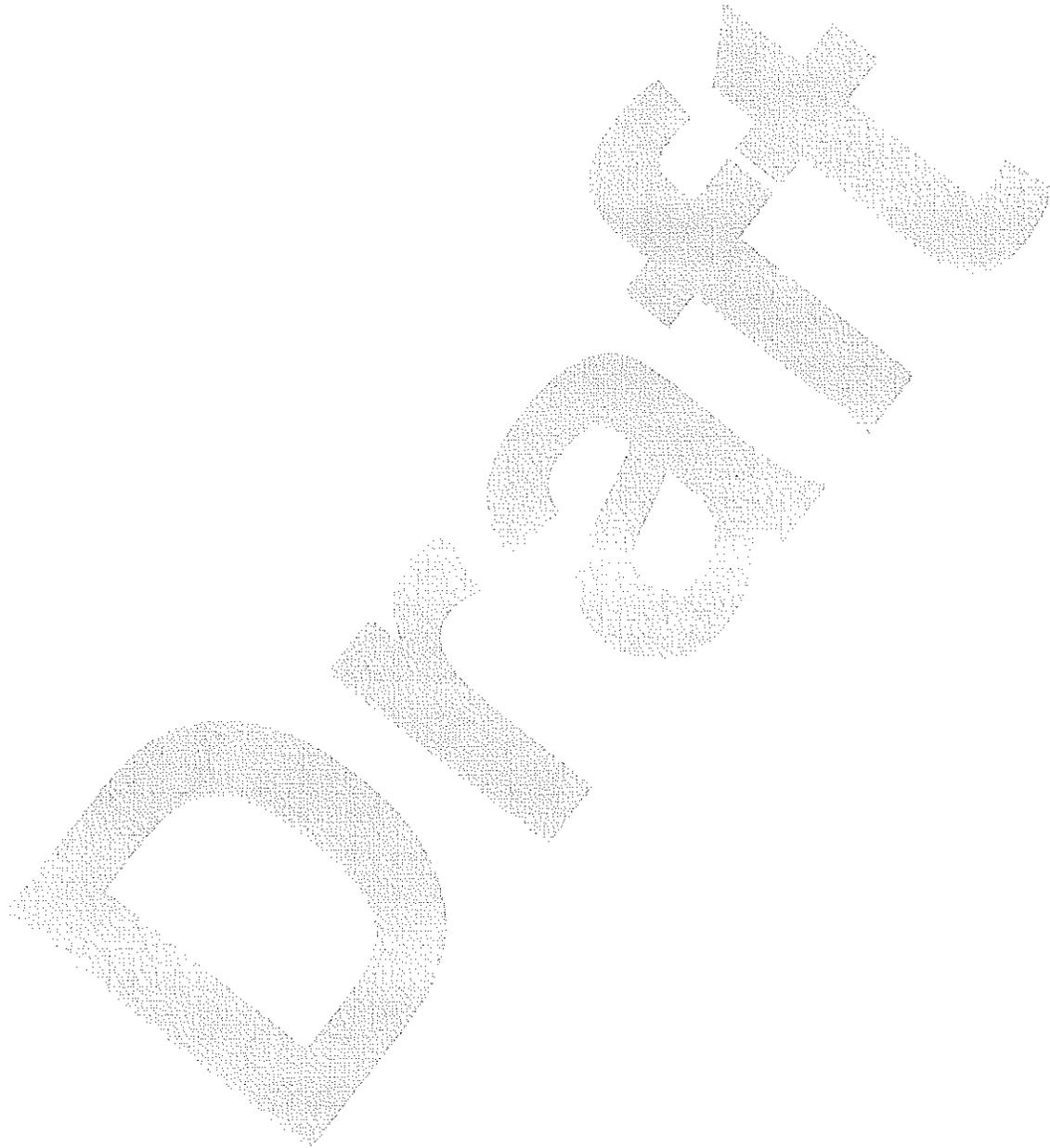
As agreed upon at the previous meeting, an abutter notification letter was sent to Mr. Brulotte prior to the Public Informational Meeting and included additional language regarding notifying the Department about concerns with historic resources. Mr. Brulotte called Bill Oldenburg at the NHDOT prior to the Public Informational Meeting to express support for the project. The Public Informational Meeting was held on March 1, 2012. Mr. Brulotte attended and voiced no concerns. A representative of the Historical Society also attended the meeting and expressed support for the project following the meeting. The Planning Board, Land Use Office, Conservation Commission, Historical Society and Strafford Regional Planning Commission all contributed to the response to the Bureau of Environment's initial contact letter mailed on July 1, 2011. This letter specifically asks if there are any concerns with historic resources. The response to the letter indicated that there were no concerns with historic resources.

For the reasons discussed, the Department believes that the area of potential affect is contained within the project limits, which are within the existing right-of-way.

Jamie Sikora stated that based on the information provided, he believed the project would have no impact on any resources and could have "no adverse effect".

Laura Black said that she understood why this conclusion could be reached and agreed that the information provided was useful to have. However, it was DHR's position that projects need to go

through all steps of the 106 process, including determination of an Area of Potential Effect and eligibility of properties. She stated that, for this project, the Department would need to thoroughly document why the chosen effect finding was made.



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## Natural Resources Agency Meeting Minutes for:

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ProjectName	FederalNumber	StateNumber
Barrington	X-A001(181)	16201
1/18/2012		

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**Attendees** NHDOT: Kevin Nyhan, Christine Perron, Matt Urban, Randy Talon, Amy Lamb, John Butler, Bill Oldenburg, Joe Adams. Army Corps of Engineers: Rich Roach. NHDES: Gino Infascelli, Steve Landry, Darlene Forst. EPA: Mark Kern. NH Fish & Game: Carol Henderson. NH Natural Heritage Bureau: Melissa Coppola. NH Office of Energy and Planning: Jennifer Gilbert. KV Partners: Mike Vignale. Town of Bristol: Michael Capone. McFarland Johnson: Vicki Chase, James Hall. AECOM: Jennifer Doyle-Breen. Headwaters Hydrology: Sean Sweeney. Inter-Fluve: Nick Nelson.

### Notes

John Butler described the project. The project is located at the intersection of NH Route 125, Tolend Road, and Green Hill Road and is part of the Highway Safety Improvement Program. The intersection has an average accident rate of 2.5 crashes per year, three quarters of which have resulted in injuries. The project area is predominantly commercial. There is an existing 150' wide controlled access right-of-way along NH Route 125.

There are scattered pockets of wetlands throughout the project area. A potentially historic house is located at the corner of NH Route 125 and Tolend Road, and there is potential for contaminated soils related to the auto salvage yard.

One alternative has been developed for this project and will consist of signaling the intersection and widening for left and right turn lanes on NH Route 125. All work can be done within the existing right-of-way. There would be no wetland impacts.

Christine Perron added that the Natural Heritage Bureau had no records of rare species in or near the project area. There is a prime wetland to the south of the project but proposed work would be well outside of the prime wetland and its buffer. Invasive plants are located in the project area and will be handled according to best management practices. The Isinglass River is located 0.3 miles to the north and the Cocheco River is located 1.8 miles to the east.

No one in attendance voiced any concerns with the project as proposed. This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Barrington  
X-A001(181)  
16201

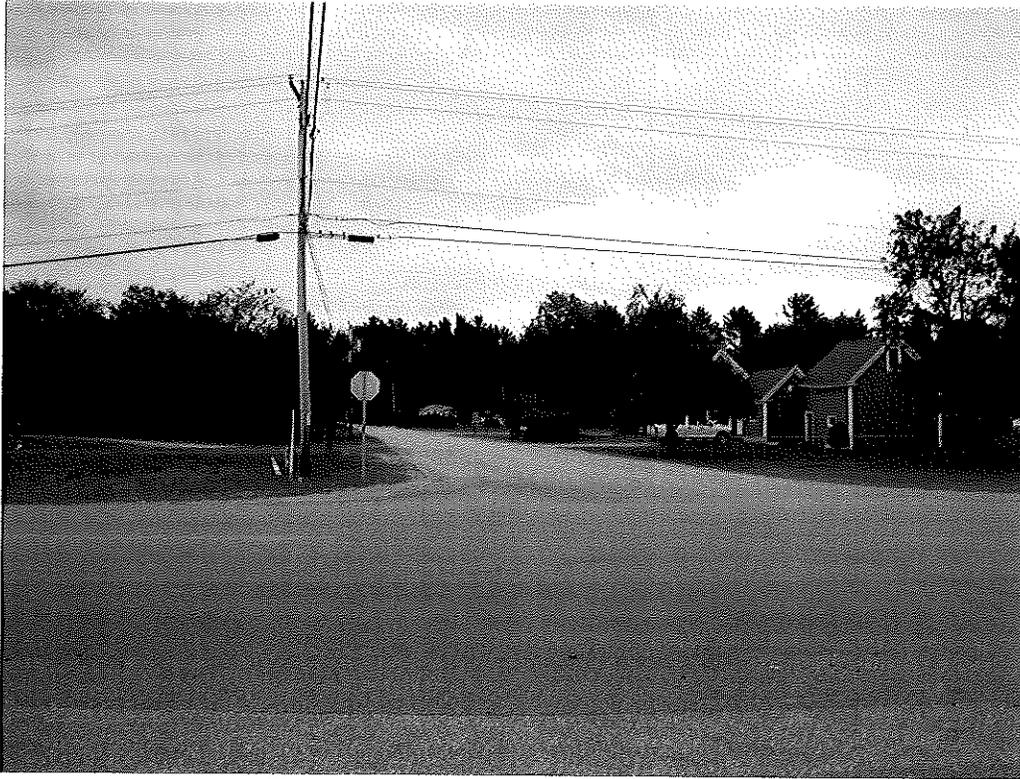


Photograph O1. View north through intersection on NH Route 125



Photograph O2. View south through intersection

**Barrington  
X-A001(181)  
16201**



**Photograph O3. View east down Tolend Road**



**Photograph O4. View west down Green Hill Road**