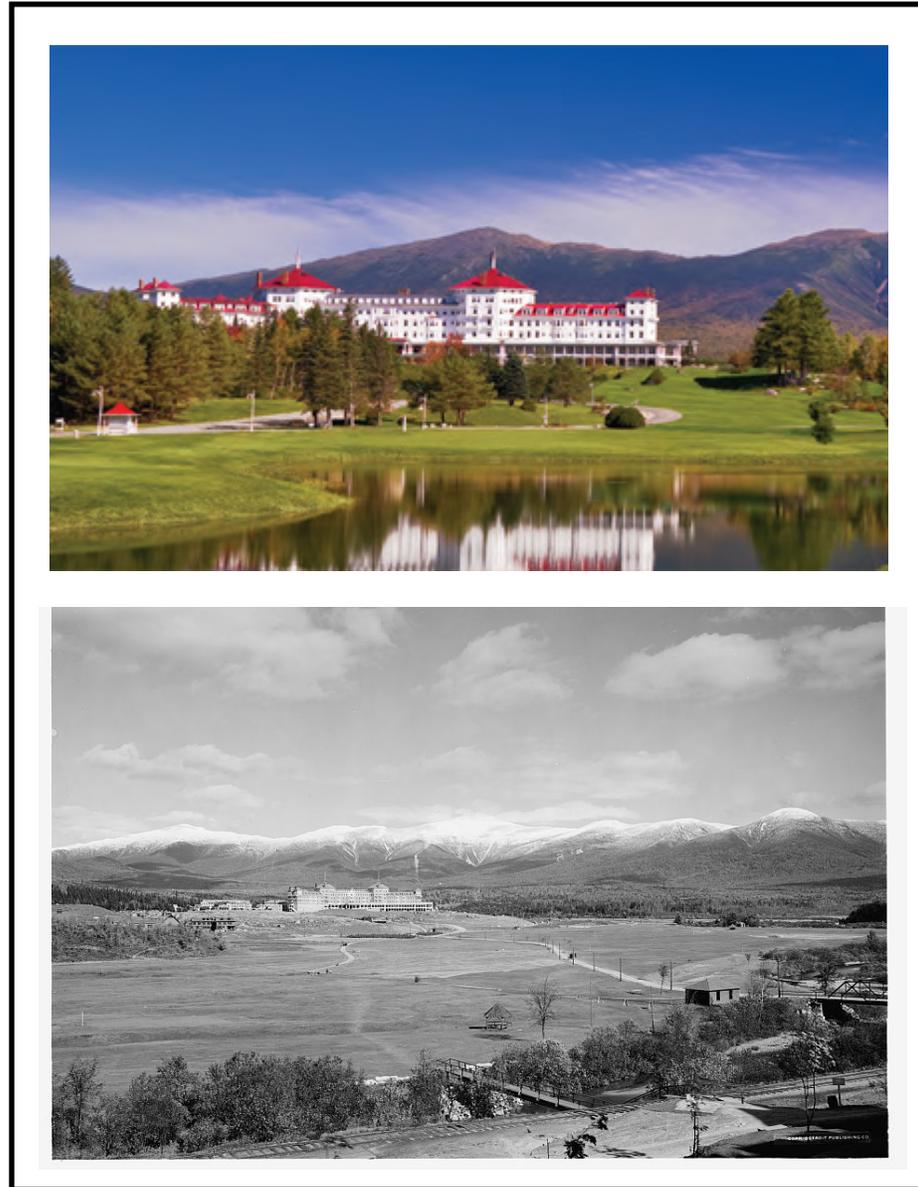


Carroll

21431

X-A002(196)



**Categorical Exclusion/
De minimis 4(f) Determination**

December 2012

Contents

Introduction	1
Existing Conditions	1
Purpose and Need	2
Proposed Action	2
Alternatives to the Proposal.....	3
Alternative 1 – No-Build.....	3
Alternative 2 – Expand Existing Overlook	3
Alternative 3 – Expand Existing Overlook/Construct New Overlook	3
Alternative 4 – Construct Overlook in Different Location	3
Evaluation of Environmental Effects	4
Safety/Transportation Patterns/Community Services.....	4
Air Quality.....	4
Noise.....	5
Neighborhoods/Business Impacts/Land Acquisition/Land Use.....	5
Aesthetics	6
Conservation Lands.....	6
Hazardous Materials.....	7
Utilities	7
Water Quality	7
NH Designated Rivers.....	8
Wetlands/Surface Waters/Shoreland Protection.....	8
Floodplains/Floodways.....	9
Wildlife/Fisheries/Endangered Species/Natural Communities	9
Invasive Plants.....	10
Cultural Resources.....	10
Description of Historic Resources.....	10
Effect on Historic Resources	11
Coordination and Public Participation.....	11
Construction Impacts.....	12
Summary of Environmental Commitments.....	13
Exhibits.....	14

EXHIBITS

Exhibit A	Location USGS Topographic Map Aerial View
Exhibit B	Draft Engineering Plan
Exhibit C	Correspondence Conservation Land Stewardship (CLS) Program
Exhibit D	Correspondence Land and Water Conservation Fund (LWCF) Program
Exhibit E	Correspondence NH Natural Heritage Bureau
Exhibit F	Correspondence US Fish & Wildlife Service
Exhibit G	Correspondence NH Floodplain Management Coordinator
Exhibit H	Correspondence Ammonoosuc River Local Advisory Committee
Exhibit I	Correspondence Conway Scenic Railroad
Exhibit J	Section 106 Effect Memo No Historic Properties Affected
Exhibit K	Conference Report Meeting with Mount Washington Hotel
Exhibit L	Meeting Minutes NHDOT Natural Resource Agency Coordination Meetings
Exhibit M	Meeting Minutes NHDOT Cultural Resource Agency Coordination Meetings

Exhibit N**Photographs**

- N1. View west on US Route 302 toward existing overlook
- N2. View west on US Route 302 from existing overlook
- N3. View east on US Route 302 toward existing overlook
- N4. Area between existing overlook and Ammonoosuc River, view east
- N5. Existing overlook, facing east
- N6. Existing overlook; note lack of defined parking spaces
- N7. The Lodge at Bretton Woods
- N8. The Lodge at Bretton Woods driveway
- N9. Mountain Division Railroad, view east
- N10. View north from railroad toward Mount Washington Hotel
- N11. View from existing scenic overlook
- N12. View from location of proposed scenic overlook
- N13. Typical wetland at site of proposed scenic overlook
- N14. Typical wetland at site of proposed scenic overlook

Introduction

The subject project involves the construction of a new scenic overlook on the south side of US Route 302 to replace the existing overlook located on the north side of US Route 302 (*Exhibit A*). This project is funded by the Statewide Scenic Byways Program.

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.

This document also includes a finding of *de minimis* impact on a Section 4(f) historic resource as defined in 23 CFR 774.

Existing Conditions

US Route 302 is a major east-west route through the White Mountains region and is part of the White Mountain Trail National Scenic Byway. One of the major attractions along this route is the Mount Washington Hotel, a National Historic Landmark. A scenic overlook is located on the north side of US Route 302 near the entrance to the hotel, providing visitors with a spectacular view of the hotel and Presidential Range.

The scenic overlook was constructed in 1988 as part of the reconstruction of US Route 302, and is located within the Controlled Access Right-of-Way (CAROW) that was acquired as part of the roadway project. US Route 302 consists of two 12' travel lanes and 10' paved shoulders through the project area. The posted speed limit is 50 mph. Average Annual Daily Traffic (AADT) volumes in 2010 were 4,000 vehicles per day, although traffic substantially increases during peak tourism periods such as fall foliage.

The existing Mount Washington Hotel scenic overlook is deficient for several reasons. The overlook currently accommodates only 5 cars or 2 buses and parking is poorly defined. In addition, buses have difficulty negotiating the tight turning movements required in the existing overlook. For these reasons, cars and buses often park on the shoulders or stop in the travel way, which creates a safety hazard. A number of environmental concerns and constraints also exist at this site. The existing overlook is adjacent to the 100-year floodplain of the Ammonoosuc River, which flows east-west to the north of the overlook. The overlook is within the watershed of Outstanding Resource Waters; therefore water quality must be maintained and protected per Administrative Rule Env-Wq 1708. Finally, the property north of the CAROW on the north side of US Route 302 is within the boundaries of the Mount Washington Hotel National Historic Landmark and is afforded protection under Section 4(f) of the USDOT Act.

The proposed location of the new scenic overlook is on the south side of US Route 302 across from the existing overlook. The 1.08 acre parcel was owned by CNL Income Bretton Woods, LLC, which owns the Lodge at Bretton Woods, Mt. Washington Hotel, and the Bretton Woods Ski Area. CNL Income is transferring the parcel to the Department as a match toward the Scenic Byways grant that is funding this project. The parcel will be incorporated into the State right-of-way and the proposed scenic overlook will be located entirely within the parcel. The parcel is currently forested with a substantial amount of surface and ground water influence. The site is also relatively shallow to bedrock. The Mountain Division Railroad corridor, utilized by the Conway Scenic Railroad, is to the south of the parcel, the Lodge at Bretton Woods is to the west, and the White Mountain National Forest is to the east.

Purpose and Need

The purpose of the project is to provide increased capacity and improved safety at the Mount Washington Hotel Scenic Overlook.

The need for this project is demonstrated by the limited number of vehicles accommodated by the existing overlook and the resulting safety concerns when vehicles instead park on the shoulders and travel ways.

Proposed Action

The Proposed Action will involve the construction of a new scenic overlook on the south side of US Route 302 and the removal of the existing overlook (*Exhibit B*). The new overlook will accommodate 20 cars and 6 buses. The project will include the following:

- The existing overlook on the north side US Route 302 will be discontinued. The area will be utilized for staging and stormwater treatment during construction.
- A 190' long grass treatment swale will be constructed in the location of the discontinued overlook on the north side of US Route 302. The swale will have an 8-minute resident time and will hold a ten-year storm. Slopes will be 4:1 from the road and 3:1 along the back. The bottom of the swale will be 8' wide with a 0.7% grade. The swale will treat runoff from the proposed overlook.
- Traffic circulation through the new overlook will be one-way with an entrance from the driveway of the Lodge at Bretton Woods and an exit onto US Route 302. Approximately 125' of the Lodge driveway will be reconstructed and widened to better accommodate bus traffic turning off US Route 302 and into the scenic overlook.
- A 6-foot wide pedestrian viewing area will be constructed adjacent to passenger vehicle parking, and a 5-foot wide panel will be constructed adjacent to bus parking to provide an area for passengers to safely enter and exit buses.
- A bermed ditch will be constructed along the south side of the new overlook in order to divert water from the hillside to existing 42" and 30" culverts located to the west and east of the parking area. This ditch is intended to reduce the volume of runoff that must be treated.
- Underdrain will be installed in the new parking area to collect water from the paved area and carry it under US Route 302 and into the treatment swale.
- The slope between the new overlook and the railroad will be 1.5:1. This slope will be lined with stone and covered with humus and grass seed.
- The slope between the new overlook and US Route 302 will be 1.25:1 and will be a mechanically stabilized slope planted with juniper.

A temporary construction easement will be required from CNL Income for the proposed work on the driveway of the Lodge at Bretton Woods. All other work as proposed will be located within the right-of-way of US Route 302 following the transfer of the 1.08 acre parcel to the Department. The Proposed Action will result in approximately 4,000 sq. ft. of wetland impacts. The estimated cost of the Proposed Action is approximately \$992,000.

Alternatives to the Proposal

Alternative 1 – No-Build

The no-build alternative would not construct a new scenic overlook and would provide no improvements to the existing scenic overlook beyond routine maintenance. With space for only 5 cars or 2 buses, the existing overlook does not accommodate the current demands for parking, which often leads to drivers parking along the shoulders and travel ways. The No-Build alternative would not address these 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.

Alternative 2 – Expand Existing Overlook

This alternative would involve expanding the footprint of the existing overlook on the north side of US Route 302 and not constructing a new overlook on the south side of US Route 302. This alternative would result in impacts to the floodplain of the Ammonoosuc River, as well as the property that comprises a National Historic Landmark. Due to limited right-of-way on the north side of US Route 302, it would not be possible to properly treat stormwater runoff from the expanded parking area, and the lack of treatment would result in further degradation of water quality within the watershed of Outstanding Resource Waters. Based on current environmental regulations, the lack of stormwater treatment for an expanded parking area would likely be problematic when attempting to obtain state and federal permits. For these reasons, this alternative was not selected.

Alternative 3 – Expand Existing Overlook/Construct New Overlook

This alternative would involve expanding the footprint of the existing overlook on the north side of US Route 302, as well as constructing a new overlook on the south side of US Route 302. This alternative would result in the impacts described in Alternative 2 associated with the expansion of the existing overlook. In addition, this alternative would result in the added safety concern that would result from pedestrians potentially crossing US Route 302 from one overlook to another to seek a different vantage point. The traffic volumes on US Route 302, combined with the 50 mph posted speed limit and the lack of any other pedestrian crossings in the area, make a formal pedestrian crossing in this location impractical. For these reasons, this alternative was not selected.

Alternative 4 – Construct Overlook in Different Location

The primary reason for the current location of the scenic overlook is the view that it provides of the Mount Washington Hotel, a prominent and historic landmark along this scenic byway. The location of the overlook is further restricted by the presence of the White Mountain National Forest to the east, the Lodge at Bretton Woods to the west, and the Ammonoosuc River to the north. 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 and issues have been reviewed. Resources and issues that are not discussed in the body of the report were investigated; however, no impacts were evident. As such, these resources and 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>
Safety	Farmlands	Water Quality	Historical
Transportation Patterns	Community Services	Wetlands	Archaeological
Air Quality	Energy Needs	Surface Waters	Stonewalls
Noise	Utilities	Groundwater	Aesthetics
Displacements	Environmental Justice	Floodplains/Floodways	
Hazardous Materials		Wildlife/Fisheries	
Neighborhoods		Endangered Species	
Business Impacts		Natural Communities	
Land Acquisition		Shoreland Protection	
Land Use		Wild & Scenic Rivers	
Tax Base		NH Designated Rivers	
Recreation		Forest Lands	
Conservation Lands		Coastal Zone	
Construction Impacts		Invasive Plants	

Safety/Transportation Patterns/Community Services

The functional class of US Route 302 through the project area is Rural Principal Arterial (Class II). This is a major east-west route through the White Mountains between Littleton and Bartlett, NH. The posted speed limit through the project area is 50 mph. Average Annual Daily Traffic (AADT) volumes in the vicinity of the project in 2010 were 4,000 vehicles per day with approximately 9% trucks, although traffic substantially increases during peak tourism periods such as fall foliage.

Traffic will be maintained at all times during construction of the proposed project. There may be short periods of time when alternating one-way traffic is required. There will be no interruption in emergency services along US Route 302 as a result of construction activities.

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 June 15, 2012, under the National Scenic Byways 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 construction of a new scenic overlook, 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 will 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 will both reduce the MSAT background level as well as the possibility of even minor MSAT emissions from this project.

Though exempt from the conformity requirements of the CAAA, the National Environmental Policy Act (NEPA) 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 and vehicle movements for vehicles traveling along US Route 302. As a result, it can be concluded that this project will not have an adverse impact on air quality. No further air quality review is warranted.

Noise

The NHDOT's *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. As this project does not involve the construction of a new highway, the addition of through traffic lanes, or substantial alterations to the vertical or horizontal alignment of the existing roadway, the subject project is not a Type I highway project. Since this project is not a Type I highway project a noise impact assessment is not necessary.

The proposed 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 noise impacts. As a result, this project is not expected to cause a noticeable change in noise levels once construction is completed.

Neighborhoods/Business Impacts/Land Acquisition/Land Use

According to the US Census Bureau, the 2010 population of Carroll was 763, which equates to a population density of 15.2 persons per square mile of land area. The project area is zoned as Residential-Business. The Lodge at Bretton Woods is located on the south side of US Route 302 to the west of the project area and the Mt. Washington Hotel is located north of the project area. Access to businesses will be maintained at all times during construction. There are no residences in the vicinity of the project.

The property on which the proposed scenic overlook will be located was owned by CNL Income Bretton Woods, LLC, which owns the Lodge at Bretton Woods, Mt. Washington Hotel, and the Bretton Woods Ski Area. CNL Income is transferring the 1.08 acre parcel to the Department as a match toward the Scenic Byways grant that is funding this project. The parcel will be incorporated into the State right-of-way and the proposed scenic overlook will be located entirely within the parcel. A temporary construction easement will be required from CNL Income for the proposed work on the driveway of the Lodge at Bretton Woods.

Aesthetics

The project is located on the White Mountain Trail National Scenic Byway, a 100-mile route through the White Mountain Region. The NH Scenic and Cultural Byways Program was established in 1992 under NH RSA 238:19, and is tied directly to the National Scenic Byways Program. This program was established “to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways and expose the unique elements of the state’s beauty, culture and history.” National Scenic Byways, a group of nationally designated byways, represent roadways that are “destinations in themselves and deserve national recognition for the intrinsic values they feature.” The White Mountain Trail was designated a National Scenic Byway in 1998.

There are numerous scenic overlooks along the White Mountain Trail National Scenic Byway. The subject project will provide a larger scenic overlook across from the Mount Washington Hotel to accommodate a larger number of cars and buses. The new overlook is within the viewshed of the Mount Washington Hotel, a National Historic Landmark, and was designed to be visually appropriate to its setting. The riprap slope at the back of the overlook will be covered with humus and seeded with grass and the slope at the front of the overlook will be planted with juniper. These vegetated slopes will help the overlook blend in with the surrounding natural landscape. In addition, native species of shrubs will be planted along the edge of the grass treatment swale to create a more natural appearance.

The railroad line to the south of the new overlook is operated by the Conway Scenic Railroad, which runs daily scenic train rides for one month in the fall between North Conway and Carroll. To facilitate construction of the new overlook, much of the tree cover will be cleared between the overlook and railroad. The Conway Scenic Railroad supports this clearing because it will provide a new view of the Mount Washington Hotel from the train (*Exhibit I*).

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*).

The White Mountain National Forest (WMNF) is located on the south side of US Route 302 to the east of the proposed overlook. The project will not impact the WMNF.

Hazardous Materials

The NHDES OneStop GIS database has no records of contaminated sites in the project area. The Proposed Action will involve excavation within the corridor of the Mountain Division Railroad. Since all excavation will be at least 25 feet from the ballast, there are no concerns with encountering potentially contaminated soils within the rail corridor.

Utilities

The proposed project is 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, Underground
Bretton Woods Telephone	Aerial

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

Water Quality

In accordance with Section 303(d) of the Clean Water Act, the NHDES has designated portions of the Ammonoosuc River (Assessment Unit ID # NHRIV801030402-04) as impaired for Benthic Macroinvertebrate Assessments and pH. "Benthic" refers to the aquatic organisms living in or on the bottom of a body of water. An impairment in the benthic macroinvertebrate community means that changes in water quality have resulted in changes in the types, numbers, or diversity of the benthic community, and is generally attributed to pollutants (metals, acidity, sediment, pesticides, or nutrients) introduced into the water body by sources such as mining, agriculture, storm water, and municipal or industrial wastewater treatment facilities. In New Hampshire, surface waters typically become impaired by low pH due to atmospheric deposition ("acid rain").

The Clean Water Act of 1972 (33 USC 1251) regulates the discharge of pollutants into the waters of the United States and sets quality standards for surface waters. In accordance with the Clean Water Act, the surface waters of New Hampshire have been classified by the State Legislature (NH RSA 485-A:8) as either Class A or Class B. Class A waters are considered to be of the highest quality and considered optimal for use as water supplies after adequate treatment. Class B waters are considered acceptable for fishing, swimming, and other recreational purposes and, after adequate treatment, for use as water supplies. The Ammonoosuc River has been designated a Class B Water. However, the segment of the river adjacent to the project area does not meet Class B standards due to the benthic macroinvertebrate impairment.

A water quality monitoring station is located in the Ammonoosuc River west of the existing scenic overlook. Water quality samples are taken at this location as part of the NHDES Volunteer River Assessment Program. This monitoring station will not be impacted by the proposed project.

There are Wellhead Protection Areas and a Drinking Water Source Protection Area within the limits of the project. In addition, the project is located within an Outstanding Resource Water Watershed; therefore, water quality must be maintained and protected per Administrative Rule Env-Wq 1708.05 (Antidegradation).

Currently, stormwater runoff from the existing scenic overlook flows from the parking area and travels across the natural vegetation that surrounds the parking area before it enters the Ammonoosuc River. As part of the proposed action, runoff from the new overlook will be directed into a 190' long grass treatment swale that will

be constructed in the location of the discontinued overlook. The swale will have an 8-minute resident time and will hold a ten-year storm. Slopes will be 4:1 from the road and 3:1 along the back. The bottom of the swale will be 8' wide with a 0.7% grade. A bermed ditch will be constructed along the south side (top) of the new overlook in order to divert water from the hillside to existing 42" and 30" culverts located to the west and east of the parking area. The hydraulics analysis confirmed that these existing culverts could accommodate the additional flow. The ditch is intended to reduce the volume of runoff that must be treated.

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 will ensure that all exposed areas, where construction activities are ongoing, are stabilized using appropriate erosion control techniques.

Runoff from the existing overlook is not currently treated in a formal treatment area. The new overlook will be located further away from the river and the slopes of the overlook will be vegetated. The proposed treatment swale will treat runoff from the new overlook, and a Stormwater Pollution Prevention Plan will be followed during construction. For these reasons, the project is not expected to result in short-term or long-term degradation of water quality, and satisfies requirements of Env-Wq 1708 (Antidegradation).

NH Designated Rivers

The Ammonoosuc River is a NH Designated River per NH RSA 483, the Rivers Management and Protection Act. The Rivers Management and Protection Act classifies the entire length of designated rivers using four categories: Natural, Rural, Rural-Community, and Community. State regulated protection measures apply to each of these categories. The segment of the Ammonoosuc River adjacent to the project area is classified as "Rural". No protection measures associated with this classification restrict the construction of the proposed action. The Ammonoosuc River Local Advisory Committee (LAC), the organization that oversees the management of this designated river, provided written input on the subject project (*Exhibit H*). A representative from the LAC attended the Public Informational Meeting on October 22, 2012, and the Department also attended the LAC's monthly meeting on November 7, 2012 to provide a summary of the project, solicit feedback, and answer questions.

Wetlands/Surface Waters/Shoreland Protection

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. The wetland areas within the project area consist of palustrine and riverine wetlands classified as PEM2B, PFO4E, PSS1E, and R3UB1H.

The proposed project will involve work within areas under the jurisdiction of the NH Department of Environmental Services (NHDES) Wetlands Bureau and the Army Corps of Engineers (ACOE). Wetland

impacts total approximately 4,000 sq. ft. and are expected to qualify as a minor impact wetlands permit. However, detailed impacts will not be quantified until final design of the project. All appropriate permits will be secured from the NHDES and the ACOE prior to construction. The project is expected to qualify for coverage under the ACOE NH Programmatic General Permit. Total wetland impacts are not expected to exceed the mitigation threshold of 10,000 sq. ft., therefore wetland mitigation will not be required.

Based on the stream order classification system, in which first order streams are the smallest streams, the Ammonoosuc River is considered a 4th order river adjacent to the project area. As such, this water body is subject to the Shoreland Water Quality Protection Act (SWQPA) (NH RSA 483-B), which applies to any river that is classified as 4th order or larger, as well as to any Designated River, lakes, and ponds. The SWQPA establishes minimum standards for activities within the Protected Shoreland that are designed to protect the water quality of the state's larger water bodies. The Protected Shoreland is defined as all land located within 250 feet of the reference line (natural mean high water level or limit of flowage rights) of public waters. The proposed action will result in temporary and permanent impacts to the Protected Shoreland of the Ammonoosuc River. Approximately 80,000 sq. ft. of permanent and/or temporary shoreland impacts will be necessary for the proposed action; however, detailed impacts will not be quantified until final design of the project. A permit from the NH Department of Environmental Services Shoreland Program will be obtained prior to construction.

The project was reviewed by the ACOE, Environmental Protection Agency (EPA), NHDES Wetlands Bureau, NH Fish and Game Department (NHFG), NH Floodplain Management Program, and NH Natural Heritage Bureau (NHNHB) at the monthly NHDOT Natural Resource Agency Coordination Meeting on March 21, 2012 and October 17, 2012. At the October meeting, NH Fish & Game asked that the Department consider planting native shrub species along the proposed treatment swale to improve aesthetics, and this request has been incorporated into the project. No one in attendance at this meeting voiced any concerns with the project as proposed (*Exhibit L*).

Floodplains/Floodways

The Town of Carroll participates in the National Flood Insurance Program. The existing scenic overlook is located adjacent to a Zone A flood zone (*Exhibit G*), an area that is subject to flooding by the 100-year flood. Base flood elevations are not available for Zone A flood zones. Any development in a special flood hazard area should meet the town's floodplain management regulations. The proposed project will be eliminating the existing overlook, which is located adjacent to the Ammonoosuc River floodplain. The proposed treatment swale will not present a new obstruction to flood flows and should, in fact, provide improved capacity within the floodplain since fill will be removed from that area.

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 E*).

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. According to this tool, the Canada lynx, a federally-threatened species, has the potential to occur in regenerating softwood forests in Coos County. The forest type in the location of the proposed scenic overlook is secondary spruce-fir-mixed hardwood forest with a moderately dense understory. While the habitat may be somewhat suitable for lynx, the only documented breeding population of lynx in New Hampshire is located in the Pittsburg area in northern Coos County, and lynx are thought to be present only in very low numbers in the state. For these reasons, it is unlikely that lynx occur in the vicinity of the project (*Exhibit F*).

The proposed project will not include any work on stream crossings or within the Ammonoosuc River and will therefore have no impact on fish or other aquatic organisms.

As part of the NH Wildlife Action Plan (WAP), the NH Fish & Game and other conservation partners analyzed the condition of wildlife habitats by ranking the biological, landscape, and human impact factors most affecting each habitat type. The habitats were then ranked to show the habitats that were Highest Ranking in the State. Based on information available from the WAP, there are no Highest Ranked Habitats located within the project area.

Invasive Plants

An invasive plant is a non-native plant that is able to persist and proliferate outside of cultivation, resulting in ecological and/or economic harm. Under the statutory authority of NH RSA 430:55 and NH RSA 487:16-a, the NH Department of Agriculture, Markets & Food and NHDES prohibit the spread of invasive plants listed on the NH Prohibited Species List. Purple loosestrife, a prohibited invasive plant, was identified within the project area in the ditchline along US Route 302.

The Contractor will be required to prepare an Invasive Species Control and Management Plan prior to the start of any earth disturbing or clearing activities. The plan will outline best management practices that will be followed to prevent the spread and introduction 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. The project was reviewed at monthly Cultural Resource Agency Coordination Meetings on March 8, 2012; June 7, 2012; and November 1, 2012 (*Exhibit M*). It was determined that the project is located adjacent to and within the viewshed of the Mount Washington Hotel, a National Historic Landmark, and the Mountain Division of the Maine Central Railroad, a line that is eligible for listing on the National Register.

Description of Historic Resources

Extant Architectural Resources

The Mount Washington Hotel was listed on the National Register of Historic Places in 1978 and designated a National Historic Landmark in 1986. According to the 1978 Nomination Form, the Hotel opened in 1902 and consisted of a 352-room Y-shaped Spanish Renaissance structure said to be the largest wooden building in New England. Among the Hotel's famous guests were Winston Churchill, Thomas Edison, and President Woodrow Wilson. In 1944, the Hotel hosted the Bretton Woods Conference, during which 730 economists, lawyers, and politicians from many nations gathered for three weeks and produced an agreement that established the International Monetary Fund and the World Bank.

The Hotel grounds, which comprise the boundary of the National Historic Landmark, consist of over 600 acres and include a golf course, tennis courts, and stables. The property is located entirely on the north side of the US Route 302 controlled access right-of-way.

The Mountain Division of the Maine Central Railroad was established in the 1870s and is eligible for the National Register. The route "opened the White Mountains to tourism on a scale that transformed local

communities from rural farm villages to busy luxurious resorts.” It is also significant for its construction and engineering, passing through rough terrain such as Crawford Notch. The line gains 1,623 feet in elevation in the 30 miles between North Conway and Carroll, and includes the famed Frankenstein Trestle, which is 520 feet in length and 85 feet above the floor of the ravine it crosses. The last passenger trains through Crawford Notch ran in 1958, until the Conway Scenic Railroad began offering fall foliage train rides in 1995. This rail line is located along the south side of the project area.

Archaeological Resources

A Phase IA archaeological survey was completed within the project area on both sides of US Route 302, and a Phase IB survey was completed within a smaller archaeologically sensitive area on the south side of the road. No Native American or significant historic Euro-American cultural material was recovered and no further archaeological work is recommended prior to project construction.

Effect on Historic Resources

Effects on historic properties were determined by the NHDHR, FHWA, and NHDOT based on the Section 106 review process established by the National Historic Preservation Act of 1966 (NHPA) and outlined at 36 CFR 800.9. It was determined on November 1, 2012 that the project would result in No Historic Properties Affected (*Exhibit J*).

In addition to the protection afforded them by Section 106 of the NHPA, historic resources are protected under Section 4(f) of the US Department of Transportation Act. As it was determined that the impacts by this Federal action would result in No Historic Properties Affected, FHWA made a finding of *de minimis* impact for the work required within the right-of-way of the Mountain Division of the Maine Central Railroad.

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>
March 8, 2012	Cultural Resource Agency Coordination Meeting
March 21, 2012	Natural Resource Agency Coordination Meeting
June 7, 2012	Cultural Resource Agency Coordination Meeting
October 17, 2012	Natural Resource Agency Coordination Meeting
October 22, 2012	Public Officials/Public Informational Meeting
November 1, 2012	Cultural Resource Agency Coordination Meeting
November 7, 2012	Ammonoosuc River Local Advisory Committee 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:

Agency / Organization	Contact	Date Sent	Reply Received
Town of Carroll		2/8/2012	
Board of Selectmen	Mark Catalano		
Conservation Commission	Joan Karpf		
Historical Society	John Gardiner		
Planning Board	John Birknes		
Fire Department	Jeff Duncan		
Police Department	John Trammell		
Emergency Management Director	Daniel Walker		
North Country Council	Michael King	2/8/2012	
Conservation Land Stewardship Program	Steve Walker	1/26/2012	1/27/2012
NH Division of Parks & Recreation	Jane Carey	1/26/2012	1/27/2012
NH Floodplain Management Program	Jennifer Gilbert	1/26/2012	2/1/2012
NH Natural Heritage Bureau	Melissa Coppola	1/25/2012	1/25/2012
Ammonoosuc River Local Advisory Committee	Charlie Ryan	2/8/2012	3/15/2012
Conway Scenic Railroad	Russell Seybold		5/21/2012

No one has objected to the project as proposed. In addition to the above coordination, the Department has designed the project in close coordination with representatives of CNL Income Bretton Woods, LLC, which owns and operates the Mount Washington Hotel. CNL income fully supports the Proposed Action (*Exhibit K*).

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 will be employed to ensure such increases are minimized to the extent practicable and are limited to the construction period.

The project contractor will 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 will be employed to assure all negative impacts are avoided and/or minimized to the maximum extent practicable.

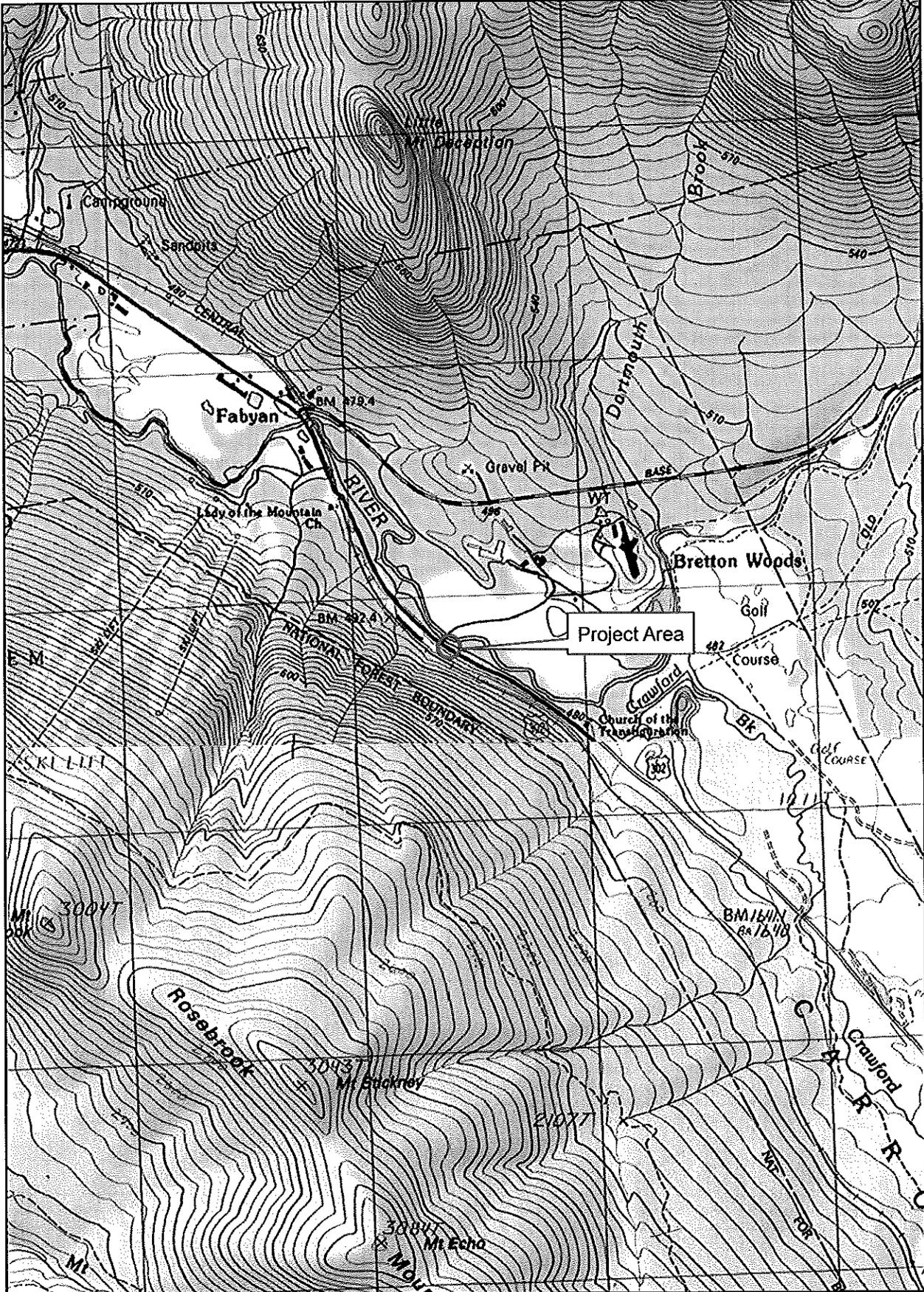
Best Management Practices and NHDOT Standard Specifications will be implemented to prevent spreading invasive plants to new sites during construction of the project.

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. All appropriate permits from the NH Department of Environmental Services and US Army Corps of Engineers must be obtained prior to the commencement of any work within jurisdictional wetlands and the protected shoreland of the Ammonoosuc River. **(Construction)**
3. The project is located within a Wellhead Protection Area and Drinking Water Source Protection Area. Stringent Best Management Practices shall be utilized to prevent adverse impacts to water quality. **(Construction)**
4. The project area contains purple loosestrife, an invasive plant listed on the NH List of Prohibited Invasive Species. All appropriate measures shall be taken to avoid spreading invasive plants during construction; these measures shall be outlined in an Invasive Species Control and Management Plan prior to construction. **(Construction)**
5. All work shall be located within the State right-of-way or easements as shown on the plans. If the scope of work changes and necessitates work outside these areas, work cannot be completed without additional coordination with the Bureau of Environment. **(Construction)**
6. The State Historical Marker located at the existing overlook shall be relocated to the new overlook upon completion of construction. **(Construction)**
7. Native species of shrubs shall be planted along the proposed treatment swale on the north side of US Route 302. **(Construction)**
8. The stone box culvert located under the rail line in the southwest corner of the new overlook shall not be impacted by construction activities, including blasting. **(Construction)**
9. Due to potential contamination, there shall be no excavation within the ballast along the railroad without further coordination with the Bureau of Environment. **(Construction)**
10. Any lighting installed as part of this project shall first be approved by the Bureau of Environment. **(Construction)**

Exhibits



1 inch = 2,000 feet

1:24,000

CARROLL 21431

MT. WASHINGTON
SCENIC OVERLOOK

MT. WASHINGTON HOTEL
AND RESORT

to
Twin Mountain

Ammonoosuc River

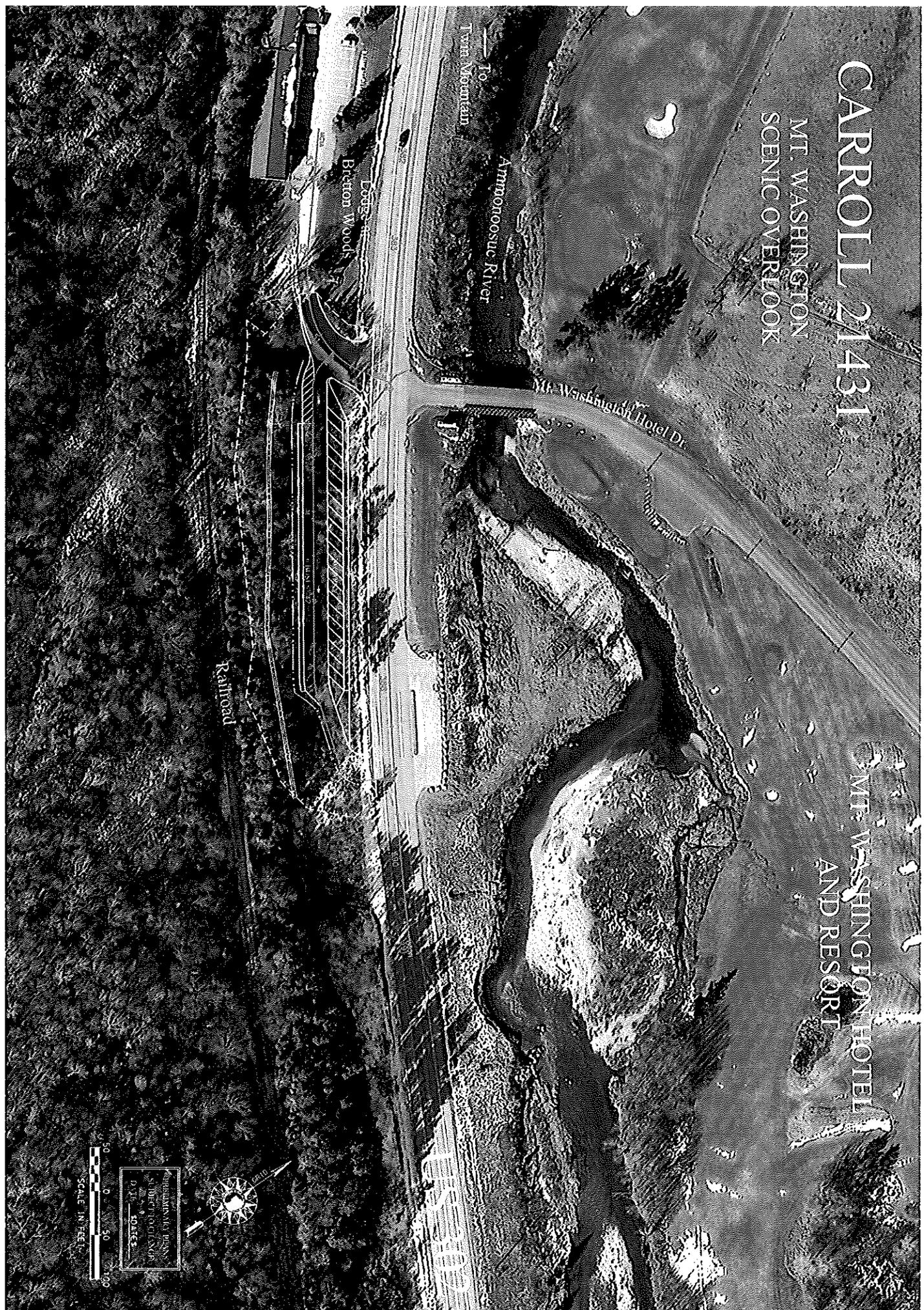
Dodge
Breton Wood

Mr. Washington Hotel Dr.

Railroad



PROFESSIONAL BUSINESS
SURVEYING & ENGINEERING
D. J. H. 20163



CARROLL 21431

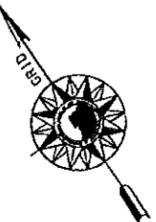
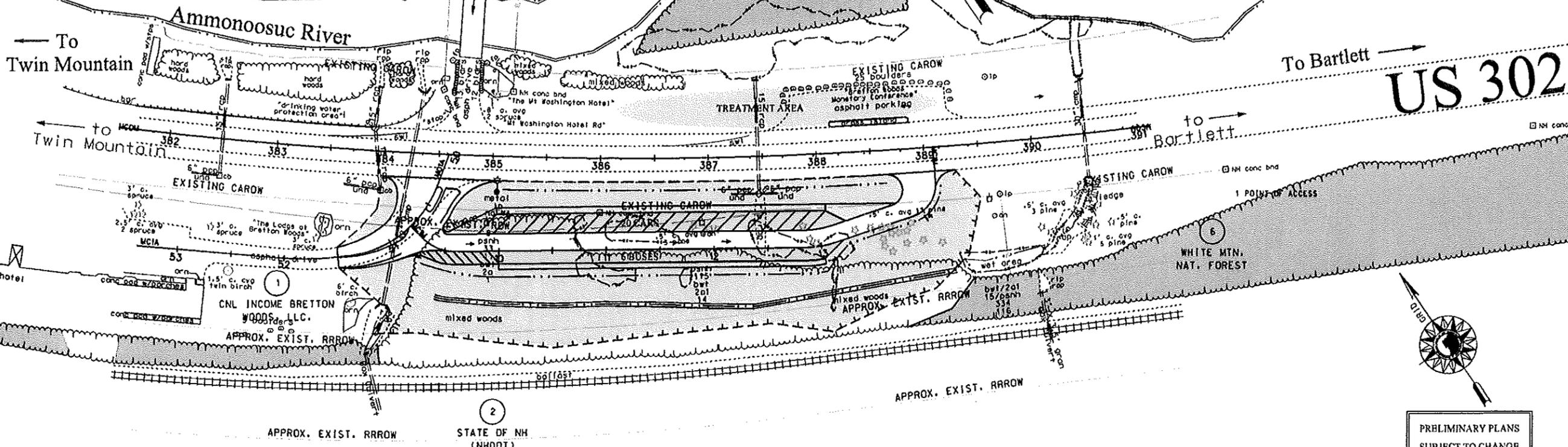
MT. WASHINGTON SCENIC OVERLOOK

10 POINTS OF ACCESS
1 POINT OF COMMERCIAL ACCESS
(SHARED BETWEEN PARCELS 3, 4, AND 5)

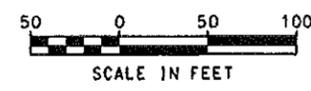
3
BW CLUB, LLC.

4
CNL INCOME BRETTON WOODS, LLC.

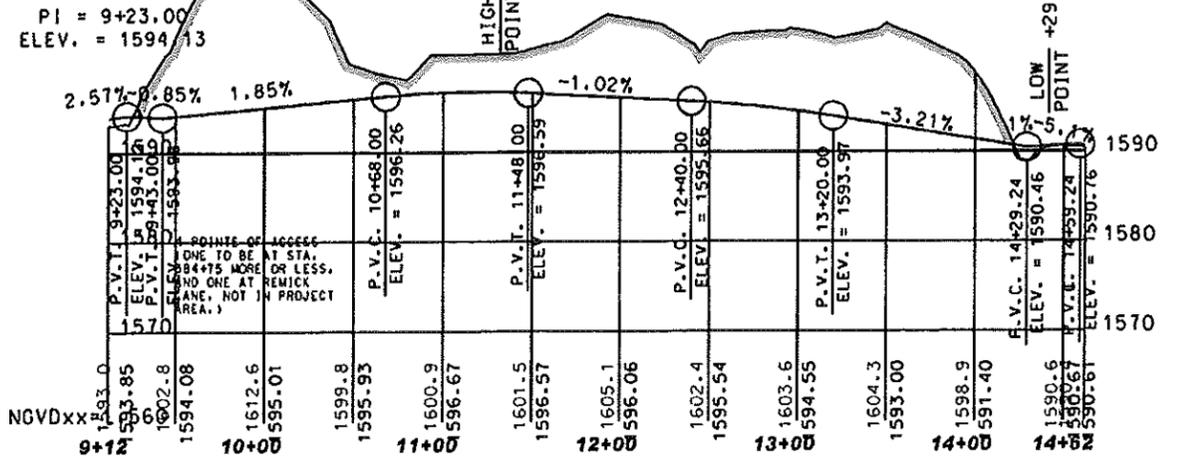
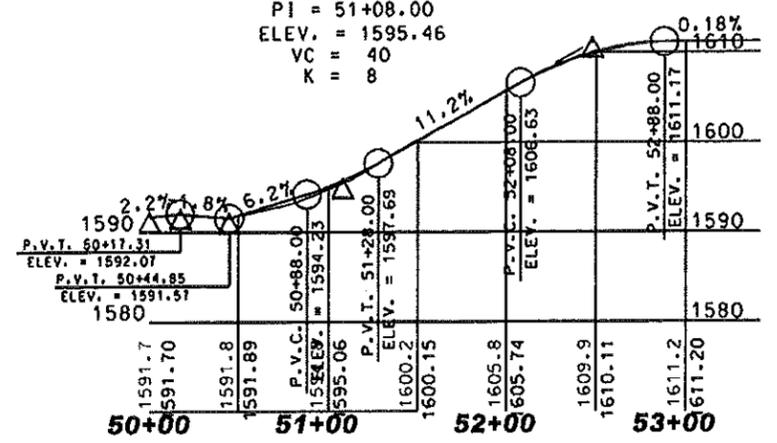
5
BW CLUB, LLC.



PRELIMINARY PLANS
SUBJECT TO CHANGE
DATE 10/10/2012



PI = 51+08.00 ELEV. = 1595.46 VC = 40 K = 8	PI = 52+48.00 ELEV. = 1611.10 VC = 80 K = 7	PI = 9+23.00 ELEV. = 1594.13 VC = 80 K = 28	PI = 11+08.00 ELEV. = 1597.00 VC = 80 K = 28	PI = 12+80.00 ELEV. = 1595.25 VC = 80 K = 36	PI = 14+29.24 ELEV. = 1590.46
--	--	--	---	---	----------------------------------



LEGEND

- Travel Way of Proposed Roadway
- Shoulder of Proposed Roadway
- Proposed Raised Traffic Islands
- Proposed Sidewalks
- Access Points to Proposed Roadway (Drives, etc.)
- Approximate Limits of Slope Work and Landscaping
- Removal of Existing Pavement Outside of Slope Work
- Existing Pavement (Roadways, Drives, Sidewalks, etc.)
- Existing Gravel Surface (Drives, Paths, etc.)
- Existing Tree and/or Brush Line
- Water (Rivers, Streams, Lakes, Ponds, Swamps, etc.)
- Buildings
- Buildings to Be Removed
- Bridge Removal
- Wetlands
- Property Lines
- State, County, City and Town Lines
- Existing Easement Lines
- Proposed Easement Lines
- Existing R.O.W. (Right-of-Way)
- Proposed R.O.W. (Right-of-Way)
- Existing C.A.R.O.W. (Controlled Access)
- Proposed C.A.R.O.W. (Controlled Access)
- Existing I.A.R.O.W. (Unimproved Access)
- Proposed I.A.R.O.W. (Unimproved Access)

Bretton Woods Lodge Drive

Scenic Overlook Drive

Christine Perron

From: Walker, Steve [Steve.Walker@nh.gov]
Sent: Friday, January 27, 2012 9:44 AM
To: Christine Perron
Subject: RE: NHDOT Project, Carroll 21431

Hi Christine, There are no LCIP properties in the project area, stay dry. Cheers S.

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

From: Christine Perron [mailto:CPerron@dot.state.nh.us]
Sent: Thursday, January 26, 2012 1:25 PM
To: Walker, Steve
Subject: NHDOT Project, Carroll 21431

Hi Steve,

The NH Department of Transportation is planning a project that will involve the expansion of the existing Mt Washington Hotel Scenic Overlook on the north side of US Route 302 in Carroll, and the construction of a new scenic overlook on the south side of US Route 302. A location map is attached.

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.

Thanks for your assistance.
Christine

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

 Do you really need to print this e-mail?

<<Topo.jpg>>

State of New Hampshire
INTER-DEPARTMENT COMMUNICATION

To: Christine Perron
Senior Environmental Manager
Dept. of Transportation
Bureau of Environment

From: Jane Carey
Program Specialist
Dept. of Resources and Economic Development
Division of Parks and Recreation

Date: January 27, 2012

Subject: NHDOT Project, Carroll 21431

This communication is in response to your email dated January 26, 2012 involving the expansion of the existing Mt. Washington Hotel Scenic Overlook on the north side of US Route 302, and the construction of a new scenic overlook on the south side of US Route 302, and if there are any Land and Water Conservation Fund (LWCF) 6 (f) properties that would be impacted in the areas of this project.

There are two LWCF properties in Carroll, NH; they are project numbers and names:

33-00058 Twin Mountain Snowmobile Trail
33-00307 Mt. Eisenhower Wayside Area

The description and map you sent has been reviewed and checked with our files. It appears that there would be no impact to any LWCF property in Carroll, NH.

Please contact me at 271-3556 or at Jane.Carey@dred.state.nh.us , should you have any questions or the project plans change.



New Hampshire Natural Heritage Bureau

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

Date: 1/25/2012

From: NH Natural Heritage Bureau

Re: Review by NH Natural Heritage Bureau of request dated 1/25/2012

NHB File ID: NHB12-0202

Applicant: Christine Perron

Description: Mt Washington Hotel Scenic Overlook north and south of US Route 302 just east of Mt Washington Hotel Dr.
Carroll

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.

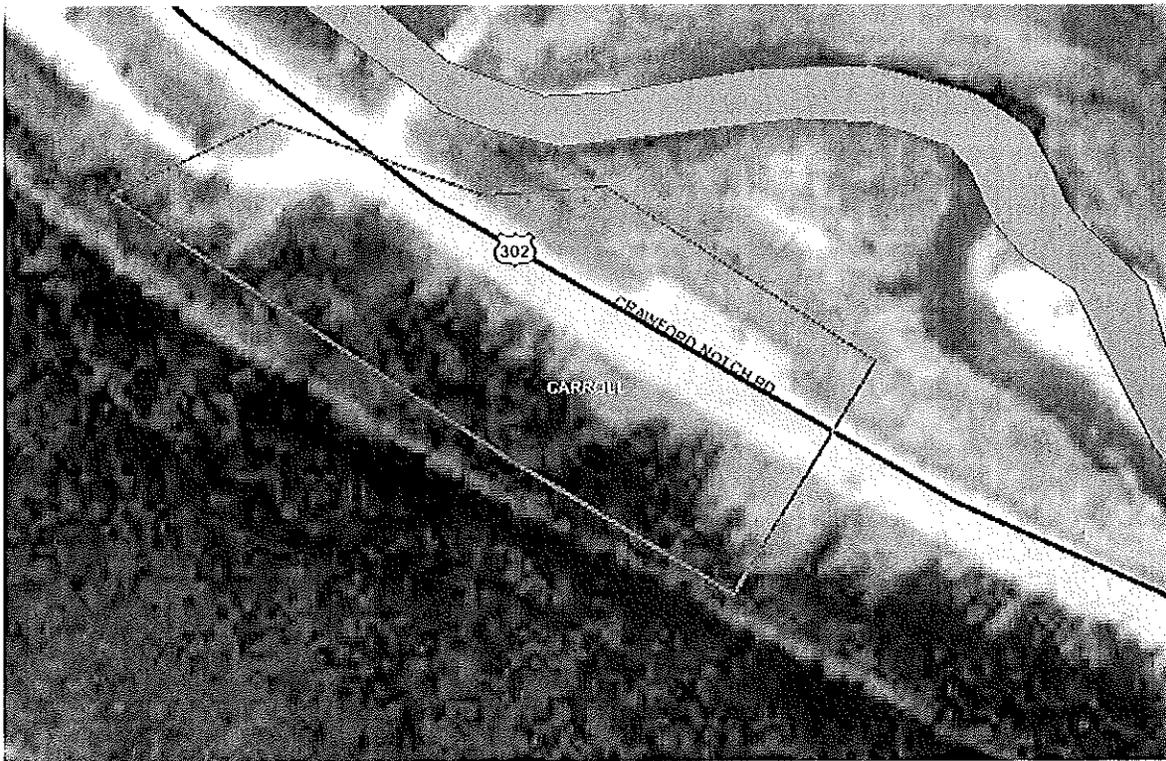
A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed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

This review is valid through 1/24/2013.



New Hampshire Natural Heritage Bureau

MAP OF PROJECT BOUNDARIES FOR: NHB ID# NIIB12-0202





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



JOHN H. LYNCH
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING
107 Pleasant Street
Johnson Hall 3rd Floor
Concord, NH 03301-8501
Telephone: (603) 271-2155
Fax: (603) 271-2615



www.nh.gov/oep

MEMORANDUM

TO: Christine Perron
DOT Bureau of Environment

FROM: Jennifer Gilbert
NH Floodplain Management Coordinator

DATE: February 1, 2012

SUBJECT: Carroll, 21431

I am writing in reference to your email dated January 26, 2012 regarding the above-referenced project. I have reviewed and attached a portion of the current Flood Insurance Rate Map for the proposed area. A Zone A area (without base flood elevations) is located in the proposed project area. I have also attached a copy of the preliminary Digital Flood Insurance Rate Map, which is expected to become effective in January 2013.

State Executive Order 96-4 requires NH state agencies to comply with the floodplain management regulations of all communities that participate in the National Flood Insurance Program (NFIP). Since Carroll is a participating community of the NFIP, any development in a special flood hazard area should meet the community's floodplain management regulations. Development is defined under the NFIP as "any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials."

The NH Department of Transportation (DOT) should use its best judgment in determining if further study is necessary. If DOT feels that the proposed construction will not present a new obstruction to flood flows or alter drainage then additional coordination is likely not necessary.

If you need further assistance, please contact me at 271-2155 or jennifer.gilbert@nh.gov.

Thank you.

OINS 15

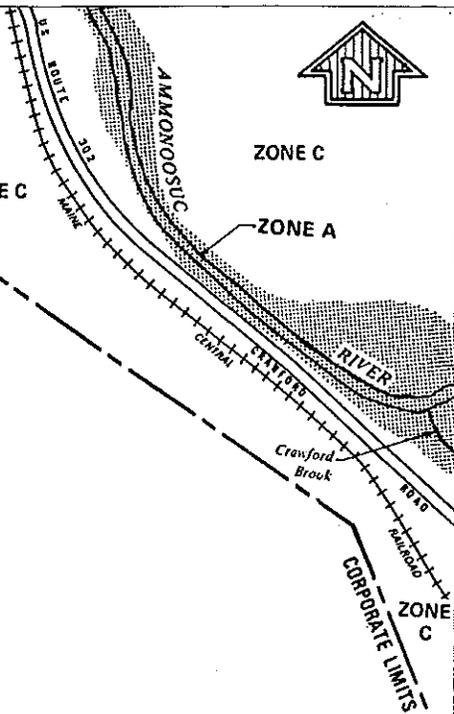
White Mountain National Forest

CORPORATE LIMITS

ZONE C

ZONE C

ZONE A



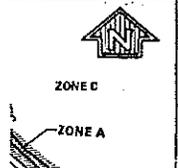
AMMONOOSUC RIVER

Crawford Brook

CORPORATE LIMITS

ZONE C

JOINS 18



ZONE C

ZONE A



APPROXIMATE SCALE

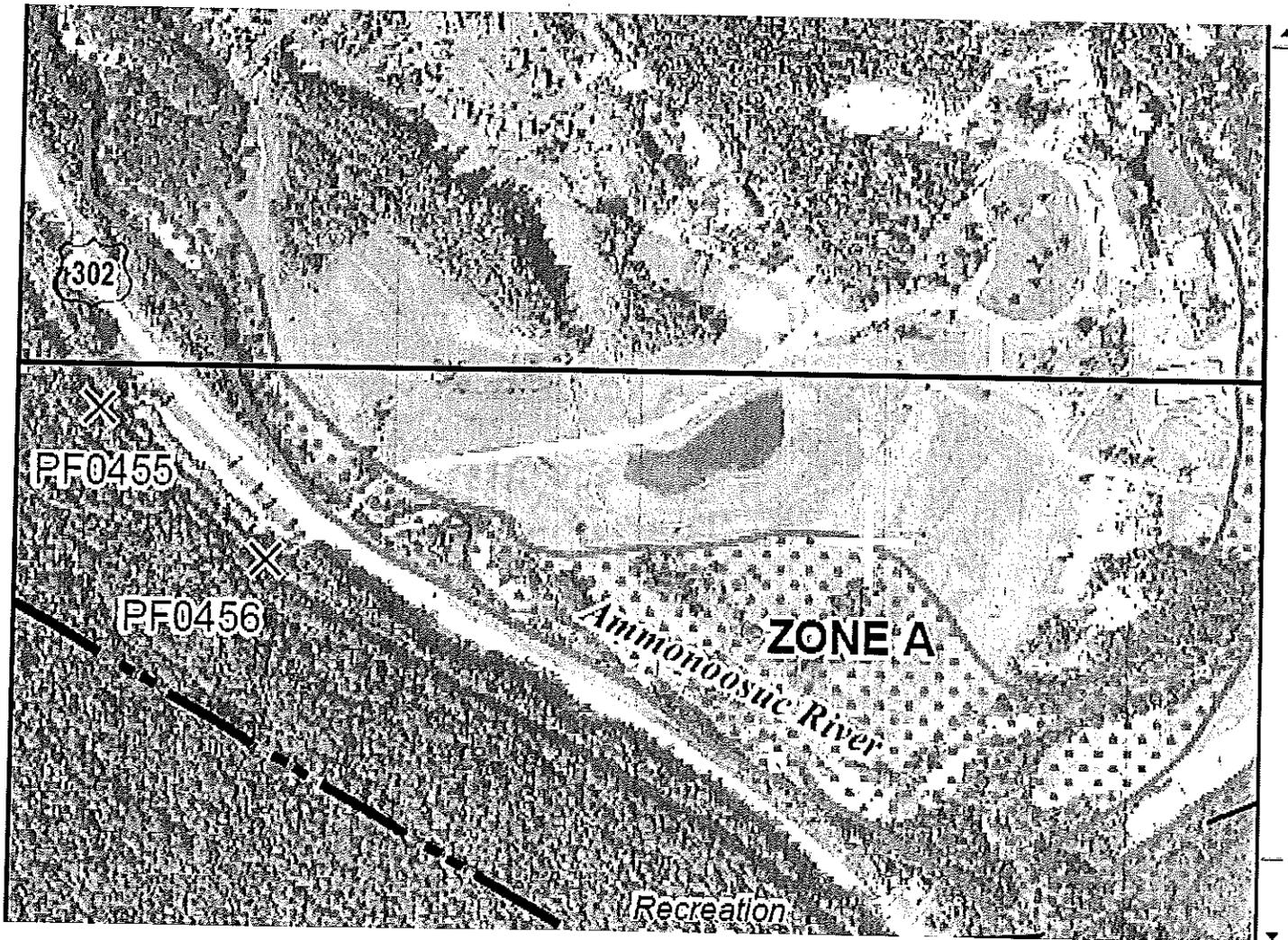
federal emergency management agency

TOWN OF CARROLL, NH COOS COUNTY

EFFECTIVE DATE
APRIL 15, 1986

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Coos County Flood Insurance Rate Map
Preliminary Map Date: May 26, 2011
Expected Effective Date: January 2013



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

From: Charles Ryan, Chairman
Ammonoosuc River Local Advisory Committee

Date: March 15, 2012

Subject: NHDOT Project Carroll #21431 on US Route 302 Request for Input
Reconstruction and Expansion of Existing Mt. Washington Hotel Scenic
Overlook & Construction of a New Scenic Overlook on Opposite Side of Road

Dear Christine Perron,

Thank you for the opportunity for the Ammonoosuc River Local Advisory Committee (LAC) to comment on the above referenced project. Members of LAC reviewed the information and map provided in your letter of February 8, during their monthly meeting held on March 7th. Based on the limited amount of information available to us at this early stage of planning, the following concerns were expressed by the LAC members.

The Anderson Memorial Railroad Plaque is located near the proposed project. The National Register of Historic Places would need to be reviewed to ascertain, if any other important sites are in the vicinity. There are two historic churches located roadside within a mile of the project in each direction (The Church of the Transfiguration to the east and Lady of the Mountain Church westward of the project).

The project will impact the already limited amount of water storage area in the flood plain. Floodwaters from Hurricane Irene inundated the Mt. Washington Hotel area. An ice dam also occurred upstream not far from the project area in the spring of 2011, resulting in a re-routing of the Ammonoosuc and some flooding and erosion damage near the project area.

A fluvial geomorphic study was conducted by Dr. John Field in 2011. Bank stabilization projects have taken place over the years and are discussed, as areas of concern. Horizons Engineering has worked with the resort on these projects. Photographs can be viewed in Dr. Field's 2011 Report: "page 45, figure (7a) large un-vegetated gravel bars; page 46, figure (8) recent bank stabilization, incorporating flood plain bench in front of eroding bank to reduce erosive forces."

Section 106 Adverse Impact would be a factor to be taken into account, as the project will take place in view-of-sight of important landmarks.

Until a more detailed map is provided, we can only estimate location of new scenic overlook. LAC members are not aware of any occurrences of threatened or endangered species listed by the State of NH or the Federal Government at the existing scenic overlook. The New Hampshire Natural Heritage Bureau (NHB) provides information on species officially listed for the area and on natural communities not yet formally listed; it will require a map that is clearly marked with both sites. The information that the NHB provides generally covers a one-mile radius. A VRAP volunteer observed an unidentified orchid, growing in a roadside ditch not far from the project. "Route 302 through Crawford Notch often has excellent colonies of purple fringed orchids in late July." [North American Native Orchid Journal, Vol. 15 (4) 2009]

The Ammonoosuc River is designated by the state, as a protected river in the NH Rivers Management and Protection Program. Members of the Local Advisory Committee participate in The NHDES Volunteer River Assessment Program (VRAP). One of the locations, where we do monthly water quality monitoring of the Ammonoosuc River, is at the Mt Washington Historic Marker Station 27-AMM, which is adjacent to the site of the proposed project.

The invasive plant, purple loosestrife has been observed, growing in the vicinity of the project.

The Mount Washington Hotel, Golf Course and Horseback Riding Facility is adjacent to the construction site, so noise impacts would need to be taken into account.

Water quality concerns to be addressed, during development of the project, include the following:

- Protection of water quality in the river for downstream water supplies.
- Protection of river water quality for important native brook trout fisheries.
- Operations and Management Plan be in place to prevent stream bank damage, control erosion, and prevent stormwater runoff, during this project.
- Ensure the contractor's equipment meets permit requirements.
- Safety measures be employed for movement of equipment and workers' vehicles to prevent traffic hazards
- Will any fill be needed beneath the pavement? What kind of fill would be used?
- Suggest making use of permeable paving surface in overlook area
- Avoid application of fill and pavement, containing potentially hazardous substances
- Replant riparian buffers with native vegetation in the work zone area
- Utilize measures that would prevent untreated storm water runoff, plowed snow, and salt from entering the river

Thank you for the opportunity to provide input for this proposed project. We do so, realizing it is early in the process with more information to be forthcoming, during the permitting process.

Sincerely,

Charles Ryan, Chairman
Ammonoosuc River Local Advisory Committee



THE LEGEND LIVES:
*Scenic Train Rides
Through Crawford Notch*

Monday, May 21, 2012

Christopher Morgan, Administrator
Department of Transportation
Bureau of Rail & Transit
P.O. Box 483
Concord, NH 03302-0483

Ref: Carroll 21431 - Mt. Washington Scenic Overlook

Dear Kit,

The New Hampshire Department of Transportation has engineered a new scenic overlook and turnout to be located on the west side of Rt. 302 in Bretton Woods near the Omi Mount Washington Hotel and view to Mt Washington.

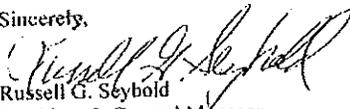
In constructing the new area the plan calls for the removal of some trees in the area of the railroad. We support this scenic enhancement and are in favor of removing the trees in the affected area which will open up a nice view for our passengers on the Notch Train.

If there are some good specimen maple trees that can be saved, we would encourage doing so for the benefit of our beautiful fall foliage season.

If you would like our on-site input as the project progresses, we would be very happy to meet to discuss the overall project down to any fine details.

If you have any questions, please do not hesitate to call me at 603-356-5251, Ext.11.

Sincerely,


Russell G. Seybold
President & General Manager

PO Box 1947 • North Conway, NH 03860
CNL/Mt Wash View
Tel: 603-356-5251 • Fax: 603-356-7606 • Info@conwayscenic.com



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Carroll
X-A002(196)
21431
APR 3580

No Historic Properties Affected Memo With De Minimis Impacts

Pursuant to the meeting and discussions on March 8, 2012, and November 1, 2012, ^{June 7, 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 for improvements pertaining to the Mount Washington Hotel Scenic Overlook on US Route 302 in the Bretton Woods District, Town of Carroll, New Hampshire.

The project consists of the construction of a new scenic overlook on the south side of US Route 302 to replace the existing overlook located on the north side of US Route 302. The existing overlook will be the location of a new stormwater treatment swale. The purpose of the project is to provide increased capacity and improved safety at the Mount Washington Hotel Scenic Overlook. The project will be located entirely within state-owned right-of-way. Constructed slopes at the new overlook will be vegetated.

Based on a review pursuant to 36 CFR 800.4, we determine that the Mount Washington Hotel is a National Historic Landmark, and the Mountain Division of the Maine Central Railroad is eligible for the National Register of Historic Places under Criterion C. Applying the criteria of effect at 36 CFR 800.5, we mutually agree that no historic or archaeological resources are affected in the project area and that no further survey work is needed. *The Phase 1B Archaeological Survey confirmed the area was considerably altered by the construction of the roadway and railroad.*

In addition, with NHDHR concurrence of no historic properties affected for the above undertaking, and in accordance with Section 6009(a) of the 2005 SAFETEA-LU transportation program reauthorization, FHWA intends to, and by signature below, does make a finding of *de minimis* impact for the work required within the right-of-way of the Mountain Division of the Maine Central Railroad. NHDHR's signature below represents concurrence with both the no historic properties affected determination and the *de minimis* finding. Parties to the Section 106 process have been consulted and their concerns have been taken into account. Therefore, the requirements of Section 4(f) have been satisfied.

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

[Signature] 11/13/12
Patrick Bauer, Administrator Date for
Federal Highway Administration
[Signature] 11/2/2012
Jillia Edelmam Date
Cultural Resources Manager

Concurred with by the NH State Historic Preservation Officer:

Elizabeth H. Muzzey 11/6/12
Elizabeth H. Muzzey Date

State Historic Preservation Officer
NH Division of Historical
Resources

c.c. Chris St. Louis, NHDHR Christine Perron, DOT
Edna Feighner, NHDHR Kevin Nyhan, DOT
Jamie Sikora, FHWA Dean Eastman, DOT

C:\Documents and Settings\N16SJC\My Documents\Carroll 21431\Carroll 21431 NoHistoricPropAffected Memo, final.doc

October 11, 2012

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

CONFERENCE REPORT

PROJECT: CARROLL
X-A002(196)
21431
US 320 Mt. Washington Scenic Overlook

DATE OF CONFERENCE: October 11, 2012

LOCATION OF CONFERENCE: Commissioners Conf. Room

ATTENDED BY: NHDOT

J. Brillhart	C. Clement	W. Cass	W. Janelle
V. Chase	C. Green	J. Marshall	C. Green
D. Eastman	M. Pillsbury	J. Hebert	C. Perron

Mt. Washington Hotel Representatives

Tom Lithgow – Director, Asset Management, CNL Financial Group
Joel Maiola - Granite Edge Consulting, Inc.

SUBJECT: Meeting with Mt. Washington Hotel to discuss project progress.

NOTES ON CONFERENCE:

J. Hebert presented the project, which included a review of the project history, scope of work and included an emphasis on the geotechnical and environmental issues, which had manifested since the last meeting with the Hotel on April 25th, 2012. Notable changes, since the last meeting included adding a berm ditch along the south side of the proposed overlook, elimination of retaining walls and conversion of the existing scenic overlook into a treatment area.

Tom agreed that it would be safer to remove the existing parking area so that people would not be tempted to park and cross US 302 for a 'better' look and also noted that if the existing parking area had to be closed during the construction that the hotel would be fine with it. Jim Marshall noted that he would prefer to keep the area open during construction, as long as possible.

The existing 50 mph speed limit was raised as part of the discussion. Tom asked if it could be lowered. Dean Eastman noted that it was out of the scope of work for this project but

offered to assist the hotel in contacting the Bureau of Traffic for a speed study to determine an appropriate posted speed.

The Hotel had a list of concerns that were addressed during the meeting and are attached to this report. Concerns included starting construction as soon as possible. It was noted that because of coordination and permitting issues that construction would not start until mid May of 2013 with completion anticipated by Sept 1, 2013. The Hotel will work with the Bureau of Right-of-Way to coordinate the land transfer for the scenic overlook. The Hotel agrees to pay for the electricity that would be needed to light the parking area and snowplowing, as well. A MOU/MOA will be drafted to outline responsibilities.

Submitted by:



Jon Hebert
Preliminary Design

JAH/jah
w/attachment

- COMMO
- JEFF
- BILL J.
- MIKE P.
- CRAIG G.
- VICKI G.
- CHRISTINE
- JIM
- JOHN H.
- DEAN G.

JOEL MAIOLA
TOM

Thursday, October 11, 2012
Planning Meeting
NH DOT

Timeframe of Review:

Commissioner Review: completed?

DES Permitting issues, other agency requirements that might cause delay? ✓

Final Design: Anticipated 3-4 months ✓

Approx RFP issued by March 11, 2013 *ADVERTISING FEB-MARCH 2013*

Open Bid for 3 weeks *BEGIN CONST. MID MAY 2013*

Completion Date Goal: Memorial Day? *→ 12¹⁶ WEEK CONST. TIME LINE*
↳ SEPT. 1ST 2013

Options for Fall/Winter 2012-2013 Commencement

Scope: Funding options for Clearing

Can CNL start clearing and get reimbursed if preliminary actions agreed to? *NO ADVANTAGE TO MASTER SCHEDULE*

Issues to be resolved:

ROW: Who controls the right of way, Issues to be resolved

Land Transfer: ROW decision, CNL legal process

Road surface: Asphalt, maintenance issues, responsibility for plowing

Retaining Wall: Facing issues to be resolved - NONE

* Interpretive signage: Who funds? Content/design? * \$

* Speed Limit: Process for review, issues in lowering * ← ?

DEED AVAILABLE BY NOV. 1ST 15TH

1 YEAR

Operating Agreement Timeline: *HOTEL TO PLOW*

Plowing: New Lot responsibilities, Old Lot responsibilities. *GONE*

Lighting: LED lights, How many, Cost, Installation and who's responsible;

WILL PAY FOR LIGHTS.

YES WE CAN.

- UNDERGROUND UTILITIES
- AERIAL RELOCATION AN ISSUE.

Natural Resources Agency Meeting Minutes for:

ProjectName	FederalNumber	StateNumber
Carroll	X-A002(196)	21431
<hr/> 3/21/2012 <hr/>		

Attendees NHDOT: Kevin Nyhan, Christine Perron, Marc Laurin, Mike Dugas, Steve Liakos, Kirk Mudgett, Charlie Blackman, Carol Niewola, Jon Hebert. Federal Highway Administration: Jamie Sikora. Army Corps of Engineers: Rich Roach, Marcus Madison (Intern). NHDES: Lori Sommer, Sandra Mattfeldt, Bill Thomas. NH Fish & Game: Carol Henderson. NH Natural Heritage Bureau: Melissa Coppola. NH Office of Energy and Planning: Jennifer Gilbert. Dubois & King: Bob Durfee. Bear Creek Environmental Team: Shelley Gustafson. Unital Service Corp: Tom Murphy. Process Pipeline Services: Mark Wood. BL Companies: John Whitcomb. Stantec: Gregg Cohen, Leigh Bartlett.

Notes

Jon Hebert provided an overview of the project. The project consists of the reconstruction and expansion of the existing Mount Washington Hotel Scenic Overlook on the north side of US Route 302, as well as the construction of a new scenic overlook on the south side of US Route 302 opposite the existing overlook. The project is funded through the Scenic Byways Program.

The existing overlook was constructed in 1985 and will be upgraded to make it larger and to provide safer access. The new overlook will be cut into the hillside on the south side of US Route 302 between the roadway and the Mountain Division RR (used by the Conway Scenic Railroad). The Ammonoosuc River is located on the north side of the existing overlook. The new overlook will require retaining walls and stone riprap on slopes of 1.5:1 to minimize impacts to the railroad corridor.

There are three existing drainage pipes in the project area. A 42" cnp is located at the western end of the proposed overlook. This pipe carries clean water from the mountainside and does not collect any roadway runoff. This pipe will not be changed as part of the project. A 30" cnp is located just to the east of the project area and collects some roadway runoff but will not be changed as part of the project. A 15" rep is located near the middle of the proposed overlook and carries water from catch basins and a wide ditch line. Drainage from the new overlook will be contained and directed into a detention or retention basin for treatment before it enters the existing 15" pipe. The new overlook will be paved. Porous pavement was considered as a means to reduce runoff, but was rejected because it lacks the durability needed for the large number of buses expected. Gravel was also considered as a surfacing material, but was also rejected because it would require increased maintenance. Runoff from the existing overlook will continue to drain as sheet flow. A gravel infiltration trench along the rear of the overlook could be considered to provide some treatment.

A wetland delineation has not yet been completed but some wetland impacts are expected.

Rich Roach commented that having two overlooks could be confusing to the public and suggested a better option may be to remove the existing overlook and construct the new overlook as proposed, which would also move the overlook out of the floodplain. J. Hebert said that the proposed design is expected to improve traffic flow and safety. Mike Dugas added that there is definitely demand for two overlooks.

R. Roach indicated that the project should qualify for coverage under the NH PGP as long as the state has no concerns with permitting, and he did not see any need for the project to be presented at a future meeting. He added that the project should be sensitive to views from the Mount Washington Hotel.

Carol Henderson asked if there were any Natural Heritage Bureau records, and Melissa Coppola stated that there were no records in the project area.

Natural Resources Agency Meeting Minutes for:

ProjectName	FederalNumber	StateNumber
Carroll	X-A002(196)	21431

J. Hebert stated that the project is scheduled to advertise in the fall of 2012. Subsequent to the meeting, it was realized that the advertising date is actually expected to be March 2013.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Carroll 21431
Natural Resource Agency Coordination Meeting
October 17, 2012
Draft Minutes

Jon Hebert provided an update on the project. The project consists of the construction of a new scenic overlook on the south side of US Route 302 opposite from the existing Mount Washington Hotel overlook. The new overlook will be located between the roadway and the railroad corridor (used by the Conway Scenic Railroad). The Ammonoosuc River is located on the north side of the existing overlook.

Since the project was last reviewed at the coordination meeting, the geotechnical report was completed for the project and revealed three issues that have led to changes in the proposed design due to constructability and budget concerns. First, there is a large amount of surface water runoff and groundwater in the project area. Second, the stability of the railroad corridor to the south of the proposed overlook must be taken into consideration. And third, the site is relatively shallow to bedrock, which will necessitate blasting when underdrain is installed.

The proposed overlook will result in approximately 4,000 sq. ft. of wetland impact. The project will also require a Shoreland Permit. The Ammonoosuc River is within an Outstanding Resource Water watershed and the project is located within a wellhead protection area. The river is also impaired for benthic macroinvertebrates. The 100-year floodplain is located close to the edge of the existing overlook; however, the base flood elevation is not known at this time. The property to the north of the US Route 302 controlled access right-of-way is part of the Mount Washington Hotel property and is therefore considered a historic resource. For this reason, impacts to the hotel property will be avoided.

The Department's preferred alternative now consists of constructing the new overlook on the south side of the road and discontinuing the overlook that exists on the north side of the road. Stormwater treatment is proposed in the location of the existing overlook. The new overlook will have one entrance and one exit with one way traffic through the parking area. There will be spaces for twenty cars and six buses, while the existing overlook only accommodates four cars or two buses. The preferred alternative accomplishes several things. First, it reduces the likelihood of people walking across the road as they may have with two overlooks. Second, it provides space for a larger stormwater treatment area. Third, it eliminates any potential floodplain impacts. This alternative has been reviewed with representatives from the Hotel, since the Hotel is providing the match to the Scenic Byways grant that is funding the project, and the alternative was supported.

Kirk Mudgett provided a summary of proposed drainage and treatment. The water coming off the hill to the south of the proposed overlook will be diverted to either side of the paved parking area via a ditchline along the top of the overlook. The water from the

paved area will be directed into a 190' long grass treatment swale located on the north side of Route 302. The swale will have an 8-minute resident time and will hold a ten-year storm. Slopes will be 4:1 from the road and 3:1 along the back. The bottom of the swale will be 8' wide with a 0.7% grade. The paved area at the existing overlook is 5,000 sq. ft and the proposed overlook will be 24,000 sq. ft., for a net increase of 0.4 acres, all of which will be treated.

Carol Henderson asked if anything would be planted in the vicinity of the discontinued overlook. Christine Perron replied that the proposed treatment swale would be grass. C. Henderson said that it would be more attractive if shrubs were planted along the edge of the swale. C. Perron said that this could be discussed. C. Henderson also said that the Ammonoosuc River is a Designated River and asked if there had been any coordination with the Local Advisory Committee. C. Perron said that she has been in contact with the group and they have also been invited to the upcoming Public Informational Meeting.

Gino Infascelli commented that the bridge at the entrance to the Mount Washington Hotel was recently replaced so detailed information on flood elevation may be available from that project.

K. Mudgett noted that the project is expected to advertise in February, with construction planned for summer 2013.

NHDOT Monthly SHPO Meeting Minutes

12/4/2012 2:37:13 PM

Name: Carroll

State Number: 21431

Federal Number: X-A002(196)

Date: 3/8/2012

Note: Carroll, X-A002(196), 21431

Participants: Dean Eastman, Jon Hebert, Christine Perron, NHDOT

Jon Hebert provided an overview of the project. The project consists of the reconstruction and expansion of the existing Mount Washington Hotel Scenic Overlook on the westbound side of US Route 302, as well as the construction of a new scenic overlook on the eastbound side of US Route 302 opposite from the existing overlook. The project was proposed (under a different project number) at one time in the past but was dropped due to funding issues. The project now has funding through the Scenic Byways Program. The new overlook will have parking for 10-13 cars plus buses. The existing overlook, which is currently too small and too challenging for bus traffic, will be expanded and traffic flow will be better defined. One of the primary reasons for this project is to improve traffic flow and safety.

The new scenic overlook is on the opposite side of US 302 from the Mount Washington Hotel, which is a National Historic Landmark. The hotel and all of the Bretton Woods resort (golf, ski area, lodge) is owned by the same private corporation. The new overlook will be located on a parcel of land that is currently owned by this corporation. The corporation is deeding this parcel to the Department as part of the 20% match required by the Scenic Byways program. The parcel is 1.08 acres of the 5.46 acre property on which the Lodge at Bretton Woods is located. The Mountain Division Railroad line, used by the Conway Scenic Railroad, is located on the south side of the parcel. The project will not impact the railroad tracks but will result in some impact within the railroad right-of-way.

Laura Black asked if the railroad is an eligible resource. Eligibility and /or boundary, contributing and non-contributing elements still needs to be clarified. Jamie Sikora commented that, if the railroad is eligible, the 4(f) finding would likely be de minimis.

Christine Perron said that some research into the hotel as a National Historic Landmark has been completed and two different National Register of Historic Places nomination forms were found online, one from 1978 and another from 1985. Jill Edelmans thought that the later form was used for the NHL nomination. The maps included with these forms do not clearly define a boundary, although the later form does state that 688 acres relate to the hotel's historic functions. That map clearly shows that the boundary of the 688 acres is entirely on the north side of US Route 302, while the proposed overlook is on the south side. L. Black stated that the National Historic Landmark boundary would need to be confirmed through further coordination with DHR. J. Edelmans agreed to coordinate with Peter from DHR.

L. Black asked if the scenic byway could be considered an eligible resource, and how the National Scenic Byway plays into Section 106 review. J. Sikora said that he would look into the relationship between the Scenic Byway program/resources and Section 106. This section of US Route 302 is part of the White Mountain Trail National Scenic Byway, which was designated in 1998.

The potential for archaeological concerns needs to be determined. It was noted that

there were no archaeological concerns when the project was originally reviewed ten years ago. Edna Feighner will review the project's RPR form and respond with comments on archaeology.

Follow up: The RPR form was reviewed by the NHDHR archaeologist on March 20, 2012 and asked that an archaeological assessment be completed.

Name: Carroll

State Number: 21431

Federal Number: X-A002(196)

Date: 6/7/2012

Note: Carroll, X-A002(196), 21431

Participants: Dean Eastman, Jon Hebert, Christine Perron, NHDOT; Peter Michaud and Beth Muzzey, NHDHR

Jon Hebert provided an update on the project. The project consists of the reconstruction and expansion of the existing Mount Washington Hotel Scenic Overlook on the westbound side of US Route 302, as well as the construction of a new scenic overlook on the eastbound side of US Route 302 opposite from the existing overlook. The location of the new overlook is on a hillside. Recently completed geotechnical borings have revealed that the site is very wet and ledge is present on the site. These factors led to design changes. The newest layout is in approximately the same location as the layout originally presented and has the same amount of parking. The biggest change is the increased wall size at the front of the overlook adjacent to US Route 302. The wall will be 10-15 feet tall and will be MSE construction, which is essentially a block wall. There will still be a retaining wall at the back of the overlook. The latest design also incorporates a berm and ditch along the back of the overlook in order to collect water from the hillside and keep it separate from the water coming off the parking area.

Christine Perron provided an update on issues and concerns that were raised at the previous meeting. Regarding the Mount Washington Hotel, Peter Michaud confirmed that the boundary of the National Historic Landmark does not extend across Route 302. The existing overlook is located within the Route 302 right-of-way.

Regarding the railroad, the line is the Mountain Division of the Maine Central Railroad is eligible for the National Register. According to information on file at the NHDOT, the line "opened the White Mountains to tourism on a scale that transformed local communities from rural farm villages to busy luxurious resorts". It's also significant for its construction and engineering, passing through rough terrain such as Crawford Notch. The Department feels that the view of the Hotel and surrounding mountains that will be created from the clearing required for the new scenic overlook is consistent with why the rail line is eligible for the National Register. The Conway Scenic Railroad, which operates on this line, sent a letter to the Department in support of the new overlook and the removal of trees as proposed.

There was a question at the previous meeting regarding the date of construction of the Lodge at Bretton Woods, which is located adjacent to the proposed overlook. The lodge was built in the early 1970s.

There was also a question at the previous meeting about the Scenic Byway as a resource under any pertinent CRM laws. According to the FHWA Section 4(f) Policy Paper, the designation of a road as a scenic byway is not intended to create a park or recreation area. The improvement of a publicly-owned scenic byway would not come under the purview of Section 4(f).

Finally, at the request of the DHR, an archaeological assessment will be completed this summer within the project area.

Laura Black asked how the Scenic Byway relates to Section 106. She noted that there were certain reasons why this route became a scenic byway and asked if any of these reasons make it a historic resource. Jamie Sikora stated that he would need to look into this.

Beth Muzzey asked for more information on physical impacts to the railroad. J. Hebert explained that there would be slope work within the 20' right-of-way of the rail line; however there would be no impacts to the ballast and tracks. The slope line would be staying within the tree line. B. Muzzey asked if there were any drainage culverts under the railroad within the project area. C. Perron said that she walked the area and saw only metal pipes. J. Hebert added that there are box culverts in the vicinity of the project but they are located outside the project limits and would not be impacted. The project would not be addressing any railroad drainage. B. Muzzey asked if impacting the railroad would be a 4(f) use. J. Sikora responded that the permanent impacts proposed in the railroad right-of-way would be a de minimis 4(f) use.

B. Muzzey asked if an example was available for the type of wall being proposed. J. Hebert replied that there were many options such as granite like blocks or MRM. B. Muzzey stated that something natural in appearance would seem most appropriate for the setting. She said that the wall was the only thing with potential to impact the National Historic Landmark and something too modern looking would change the viewshed. It was agreed that photographs of potential wall types would be sent to DHR and the Mount Washington Hotel for comment. The letter from the Conway Scenic Railroad would also be sent to DHR.

P. Michaud commented that the project seemed acceptable from the point of view of the National Historic Landmark, and just asked that there be more coordination regarding the wall. He also asked if the Hotel should be asked to comment on the project. Dean Eastman stated that the Hotel would continue to be included in discussions about the project.

J. Sikora asked if the Scenic Byways group had been asked to comment on the project. D. Eastman said that the group is familiar with the project and had no concerns. The North Country Council has written a letter in support of the project.

SHPO Meeting
November 1, 2012
Draft Minutes

Carroll 21431

Sheila Charles opened the discussion by saying that she had recently received the End of Field Letter from the archaeologist. The Phase 1B survey has been completed and did not find any resources in the project area. Edna Feighner agreed that no further archaeological study or coordination was necessary.

Jon Hebert provided an update on the project. Since the project was last discussed in June, the design of this scenic overlook project has changed due to further consideration of safety concerns and other issues. The project still consists of the construction of a new scenic overlook on the south side of US Route 302, but now it has been decided to discontinue the existing overlook located on the north side of the roadway. The location of the existing overlook will be used instead for a stormwater treatment swale, which will be planted with grass and will not require fencing. The Department was also asked to consider planting low shrubs along the swale. The slope at the front of the new overlook will no longer require a retaining wall and will instead consist of a 1 ¼:1 mechanically stabilized slope. Once constructed, this slope will be planted with juniper, which will provide a low-maintenance, hardy vegetative cover. The slope at the back of the new overlook will be a 1 ½:1 stone lined slope covered with humus and grass. There will be a stone-lined ditch along the top of the overlook but the stone will not be visible from the overlook.

The new overlook will require cutting into the hillside within the railroad right-of-way, but all impacts will be at least 25' away from the ballast and tracks. Christine Perron commented that Jamie Sikora had said at the last meeting that the work proposed within the railroad right-of-way would be a *de minimis* 4(f) impact, and she provided DHR with a copy of the letter sent to the Department from the Conway Scenic Railroad in support of the project.

Laura Black asked about coordination with the Mount Washington Hotel. C. Perron replied that since the Hotel was providing the match to the Scenic Byways Grant, the Department was coordinating closely with them on the project. J. Hebert added that a meeting with Hotel representatives and the Commissioner's Office was held a few weeks ago and the Hotel was supportive of the project as proposed. Dean Eastman commented that he could send L. Black correspondence from the Hotel indicating their support.

C. Perron said that the state historic marker that is currently located at the existing overlook will need to be relocated to the new overlook. L. Black suggested following up with Mary Kate at her office on this issue to ensure that the new location is properly documented.

It was agreed that the project would result in No Historic Properties Affected.



N1. View west on US Route 302 toward existing overlook (right) and location of proposed overlook (hillside on left)



N2. View west on US Route 302 from existing overlook



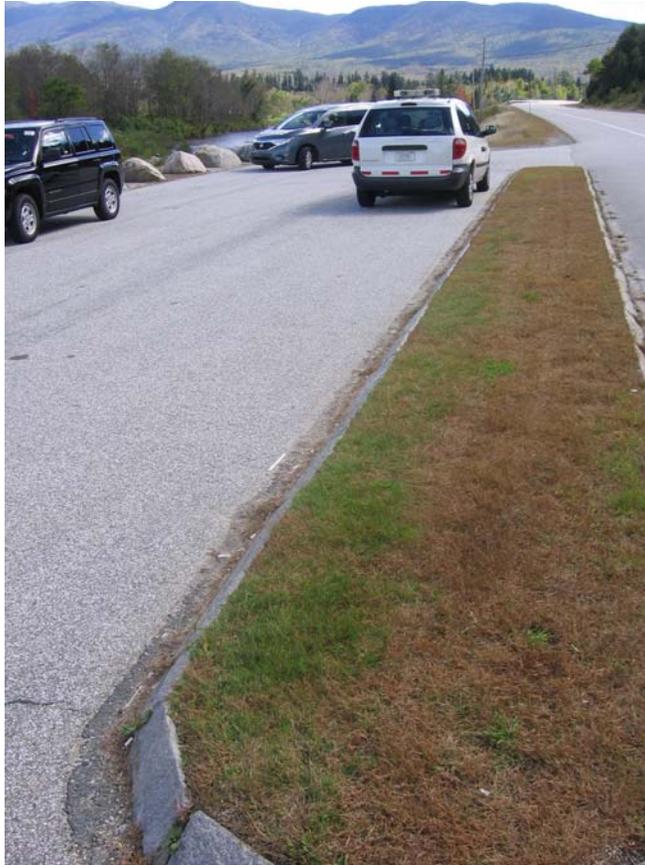
N3. View east on US Route 302 toward existing overlook



N4. Area between existing overlook and Ammonoosuc River, view east



N5. Existing overlook, facing east



N6. Existing overlook; note lack of defined parking spaces



N7. The Lodge at Bretton Woods



N8. The Lodge at Bretton Woods driveway



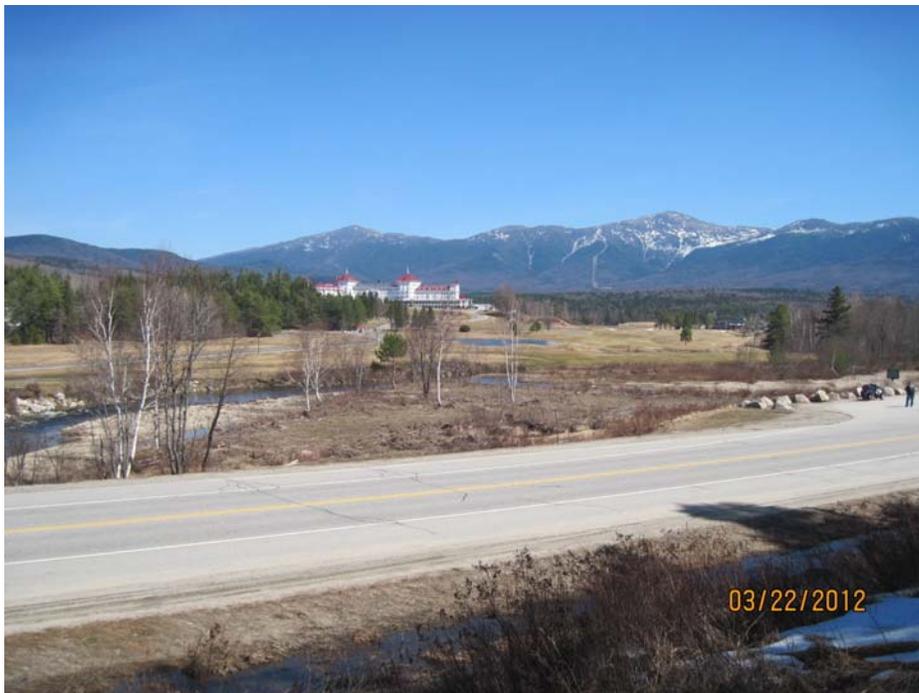
N9. Mountain Division Railroad, view east



N10. View north from railroad toward Mount Washington Hotel
(red roof is visible through trees)



N11. View from existing scenic overlook



N12. View from location of proposed scenic overlook



N13. Typical wetland at site of proposed scenic overlook



N14. Typical wetland at site of proposed scenic overlook