



**CATEGORICAL EXCLUSION
PROGRAMMATIC DETERMINATION CHECKLIST**

Action/Project Name: Thornton-Woodstock
Federal Project Number: X-A004(389)

State Project Number: 40404
CE Action Number: 26

Description of Project:

The proposed project will rehabilitate approximately 7.0 miles of Interstate 93 northbound and southbound lanes, beginning at the bridge over the Pemigewasset River (#247/079 & #247/080) near Exit 29 in Thornton and ending at the bridge over the Pemigewasset River (#201/068 & 202/068) just north of Exit 30 in Woodstock (Exhibit 1). The project will include the following activities: pavement resurfacing; repair and replacement of guardrail; drainage repair; rock scaling and associated tree clearing; deck and joint repairs on the bridges over US Route 3 in Thornton, Merrill Access Road, Mirror Lake Road and US Route 3 in Woodstock; and replacement of a culvert headwall on Leeman's Brook at the Exit 30 interchange. There is no proposed roadway widening as all pavement overlay will match the existing pavement width. All work will remain within previously disturbed and built-up areas adjacent to Interstate 93 and no work, including access or staging, will extend beyond the existing State right-of-way.

PROGRAMMATIC CATEGORICAL EXCLUSION (CE) CRITERIA¹

	NO	YES
1 <u>Right-of-Way</u> – Does the proposed action result in any residential or non-residential displacements, or acquisition of property rights to an extent that impairs the functions of the affected property? Does the proposed action include acquisition of land for hardship or protective purposes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 <u>Traffic</u> – Does the proposed action result in capacity expansion of a roadway by addition of through lanes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 <u>Roadway Access</u> – Does the proposed action involve the construction of temporary access, or the closure of existing road, bridge, or ramps that would result in major traffic disruptions? Does the proposed action involve changes in access that pertain to interstate highways, or that have wide-reaching ramifications?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4 <u>Cultural Resources</u> – Does the proposed action have an Adverse Effect on historic properties pursuant to Section 106 of the National Historic Preservation Act?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5 <u>Section 4(f)</u> – Does the proposed action require the use of any property protected by Section 4(f) of the 1966 USDOT Act, that cannot be documented with a <i>de minimis</i> impact determination, or a programmatic Section 4(f) evaluation, other than the programmatic evaluation for the use of historic bridges?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6 <u>Section 6(f)/Conservation Properties</u> – Does the proposed action require the acquisition of any land under the protection of Section 6(f) of the Land and Water Conservation Act of 1965, or other publicly funded conservation areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7 <u>Wetlands/Surface Waters</u> – Does the proposed action require an Army Corps of Engineers Individual Permit pursuant to the Clean Water Act, and/or a Section 10 permit pursuant to the Rivers and Harbors Act of 1899?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8 <u>US Coast Guard</u> – Does the proposed action require a US Coast Guard bridge permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9 <u>Floodways/Floodplains</u> – Does the proposed action encroach on the regulatory floodway of water courses or water bodies, resulting in more than a nominal increase in base flood elevation? Does the proposed action have a significant or adverse impact on floodplain values, or create a significant risk to human life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10 <u>Water Quality</u> – Does the proposed action have more than a negligible impact on water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11 <u>Wild and Scenic Rivers</u> – Does the proposed action require construction in, across, or adjacent to a river designated as a component of, or proposed for inclusion in, the National System of Wild and Scenic Rivers?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12 <u>Noise</u> – Is the proposed action a Type I highway project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13 <u>Endangered Species</u> – Is the proposed action likely to adversely affect species or critical habitat of species protected by the Endangered Species Act, or result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14 <u>Air Quality</u> – Is the project inconsistent with the State Implementation Plan in air quality non-attainment areas, or the Statewide Transportation Improvement Program, or, in applicable urbanized areas the Transportation Improvement Program?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15 <u>CZMA</u> – Is the project inconsistent with the State's Coastal Zone Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16 <u>Other</u> – Are there any other major issues of concern that would benefit from a more detailed discussion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹ See *Detailed Instructions* for further explanations of the questions and documentation requirements.

DETAILED DISCUSSION OF PROGRAMMATIC CE CRITERIA

Provide a brief narrative response as to how your project qualifies for a Programmatic Categorical Exclusion.

1. Right-of-Way – Does the proposed action result in any residential or non-residential displacements, or acquisition of property rights to an extent that impairs the functions of the affected property? Does the proposed action include acquisition of land for hardship or protective purposes?

The proposed action, including access, staging and construction, will not extend beyond the existing State right-of-way or easements and will therefore not require impacts to any adjacent properties. There will be no residential or non-residential displacements and the acquisition of properties that will impair the function, for hardship or protective purposes or otherwise.

2. Traffic – Does the proposed action result in capacity expansion of a roadway by addition of through lanes?

There will be no increase in roadway capacity as no lanes, through or auxiliary will be added. The existing width of pavement will be maintained throughout the project area.

3. Roadway Access – Does the proposed action involve the construction of temporary access, or the closure of existing road, bridge, or ramps that would result in major traffic disruptions? Does the proposed action involve changes in access that pertain to interstate highways, or that have wide-reaching ramifications?

The proposed project will require temporary, short term day time lane, shoulder and ramp closures within the project area to accommodate paving and guardrail work. Portable changeable message signs will be used to notify drivers of these closures and uniformed officers and flaggers will be used to control traffic during closures.

The proposed bridge work will require additional ramp closures at the Exit 29 and Exit 30 interchanges. These include Exit 29 south bound on-ramp for six continuous weeks, Exit 30 southbound off-ramp for twelve continuous weeks and Exit 30 northbound on-ramp for six continuous weeks. Despite the length of these closures, there will be no major traffic disruptions or wide-reaching ramifications due to the easy accessibility of detours on US Route 3 for all proposed closures. US Route 3 closely follows Interstate 93 in this area and is accessible from every exit located north, south and within the project area. These detours will be signed and will not significantly increase miles traveled by the general public, though speed limits on the detours will be slower than those on Interstate 93. Additionally, vehicle volumes are low on these ramps, varying from 200-500 cars per day during the summer.

This work will span two construction seasons, with closures alternating appropriately. Because of the proximity of detours which will not impede accessibility to any other state or local roads, these closures will not be timed around special events or tourist seasons in the area.

4. Cultural Resources – Does the proposed action have an Adverse Effect on historic properties pursuant to Section 106 of the National Historic Preservation Act?

The proposed project has been certified as having “No Potential to Cause Effects” by the Department’s Cultural Resources Program under the Section 106 Programmatic Agreement Appendix B (Exhibit 2). This project involves modernization and general maintenance of the highway, as well as non-historic culvert maintenance. Construction of this project will meet all requirements of the Section 106 Programmatic Agreement and no further consultation with NH Division of Historical Resources is necessary.

5. Section 4(f) – Does the proposed action require the use of any property protected by Section 4(f) of the 1966 USDOT Act, that cannot be documented with a *de minimis* impact determination, or a programmatic Section 4(f) evaluation, other than the programmatic evaluation for the use of historic bridges?

As this project does not involve any impacts outside of the limits of the existing right-of-way and does not involve any substantial alterations to the layout of the existing roadway, it is not anticipated that there will

be any use (direct, constructive or otherwise) of any publicly owned parks or wildlife refuges protected by Section 4(f). The Department has reviewed the proposed project with NH Division of the Federal Highway Administration and the NH Division of Historical Resources and all are in agreement that the proposed project is not anticipated to result in a use of any historic resources within or adjacent to the project area. As a result, the proposed action is not anticipated to result in a use of any properties protected by Section 4(f) of the USDOT Act.

6. Section 6(f)/Conservation Properties – Does the proposed action require the acquisition of any land under the protection of Section 6(f) of the Land and Water Conservation Act of 1965, or other publicly funded conservation areas?

The NHDES OneStop database shows two areas conservation lands are located adjacent to the project area (Exhibit 3). These areas are part of the White Mountain National Forest (WMNF) and are managed by the US Department of Interior Forest Service (Forest Service). The Forest Service has been contacted and does not have concern for any impacts to the WMNF as a result of the project as proposed (Exhibit 4)

The NH Division of Parks and Recreation's Land and Water Conservation Fund Program (LWCF) has been contacted and confirmed that there are no impacts to any properties protected by Section 6(f) of the LWCF (Exhibit 5). The Conservation Land Stewardship Program (CLS) has also confirmed that there are no conservation lands managed or funded by the CLS Program in the project vicinity (Exhibit 6). The Land and Community Heritage Investment Program (LCHIP) has not responded to inquiries regarding resources protected under LCHIP, however, there will be no impacts outside of the existing State right-of-way. As such, there will be no acquisition or other use of any properties under protection of the Section 6(f) of the LWCF or any other publicly funded conservation program.

7. Wetlands/Surface Waters – Does the proposed action require an Army Corps of Engineers Individual Permit pursuant to the Clean Water Act, and/or a Section 10 permit pursuant to the Rivers and Harbors Act of 1899?

The proposed project will impact the banks, channel and associated wetlands of Leeman's Brook located at the Interstate 93 Exit 30 interchange with US Route 3, wetlands adjacent to Hubbard Brook just north of Merrill Access Road and the protected shoreland of the Pemigewasset River just south of Exit 29. The intent of the work which will impact wetlands is to maintain aging infrastructure by replacing and relocating drainage structures as necessary. As proposed, the project does not require an Individual Permit from the US Army Corps of Engineers (USACOE). All impacts to jurisdictional wetland areas will require a Standard Dredge and Fill Permit from the NH Department of Environmental Services Wetlands Bureau (NHDES) and confirmation from the USACOE that the project qualifies under the NH State Programmatic General Permit. All impacts to protected shore lands will require a Shoreland Permit by Notification from the NHDES Shoreland Program. The Contractor will be required to follow all conditions of the approved permits from NHDES. Any work outside of permitted areas, whether necessitated by design changes or the Contractor's method of construction, shall be permitted through NHDES and USACOE prior to the start of construction.

8. US Coast Guard – Does the proposed action require a US Coast Guard bridge permit?

The proposed work is not located on a navigable water course and will not require the acquisition of a US Coast Guard bridge permit.

9. Floodways/Floodplains – Does the proposed action encroach on the regulatory floodway of water courses or water bodies, resulting in more than a nominal increase in base flood elevation? Does the proposed action have a significant or adverse impact on floodplain values, or create a significant risk to human life or property?

The NH Office of Energy and Planning has been contacted and supplied the National Flood Insurance Program (NFIP) Flood Insurance Rate Maps indicating that the project passes through three special hazard areas designated as Zone A (Exhibit 7). The Towns of Thornton and Woodstock are participating

communities in the NFIP, however, the work within the Zone A areas will not introduce new fill or obstructions within the floodplain and therefore will not increase the base flood elevation in the community and will not pose a risk to human life or property.

10. Water Quality – Does the proposed action have more than a negligible impact on water quality?

The existing facility within the project area discharges stormwater to number of brooks, rivers and lakes including, Bagley Brook, Burleigh Brook, Hubbard Brook, Leemans Brook, the Pemigewasset River, Mirror Lake and a number of unnamed brooks. Many of these waterbodies are considered Outstanding Resource Waters (Tier 3 waters) and are afforded additional protections under State and Federal law.

This project is considered roadway maintenance and routine installation of roadway appurtenances and therefore meets the criteria for NHDES Alteration of Terrain Program General Permit by Rule (Env-Wq 1503). The project will not result in an increase in impervious surface as all resurfacing will remain within the existing edge of pavement. No addition permanent structural stormwater treatment was proposed. The proposed project will involve more than one acre of earth disturbance and therefore will require coverage under the Environmental Protection Agency's (EPA) National Pollutant Discharge and Elimination System's (NPDES) Construction General Permit (CGP). As such, a Stormwater Pollution Prevention Plan (SWPPP), a Notice of Intent (NOI) and a Notice of Termination (NOT) will be necessary for this project. The Contractor will prepare the SWPPP that will include necessary erosion and sediment controls minimize adverse impacts to surface waters as a result of construction. The Tier 3 waters will require increased inspections and quicker soil stabilization.

Conditions set forth in the Standard Dredge and Fill and Shoreland Permit by Notification permits issued by NHDES, as well as the USACOE State Programmatic General Permit will be followed and as appropriate, be included in the SWPPP.

The Department's Water Quality Program has reviewed the project scope, wetland plans and erosion control plans and has confirmed that there will be no adverse impacts on water quality in the area surface waters within the project area.

11. Wild and Scenic Rivers – Does the proposed action require construction in, across, or adjacent to a river designated as a component of, or proposed for inclusion in, the National System of Wild and Scenic Rivers?

The proposed project will not have any impact on, nor is it located in the vicinity of, any river listed or proposed for inclusion in the National System of Wild and Scenic Rivers.

12. Noise – Is the proposed action a Type I highway project?

As this project does not involve the construction of a new highway, the addition of through traffic lanes or 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.

13. Endangered Species – Is the proposed action likely to adversely affect species or critical habitat of species protected by the Endangered Species Act, or result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act?

The NH Natural Heritage Bureau (NHNHB) has reviewed the proposed project area for the presence of any known records of state or federally rare, threatened or endangered species, their habitats or other exemplary natural communities and found that although there are records in the vicinity of the project area, there will be no impacts based on the scope of work (Exhibit 8).

The US Fish and Wildlife Service (USFWS) Information for Planning and Conservation Tool indicated that the project area is located within the range of the northern long-eared bat (NLEB) (Exhibit 9). The

proposed activities are included in the USFWS/Federal Highway Administration (FHWA) Range-wide Programmatic Informal Biological Assessment (Programmatic BA) for Indiana Bat and NLEB. This project was reviewed using the USFWS/FHWA Range-wide Programmatic Informal Consultation Project Submittal Form due to the commitment to complete all clearing during the winter hibernation season, which spans from November 1 to April 14 in this area (Exhibit 10). Woodstock is home to a known NLEB winter hibernacula site, however, NH Fish and Game has confirmed that this site is not within one quarter of a mile from the project area (Exhibit 11). This allows the use of the Programmatic BA and dictates the timeframe for the restriction on clearing for this project. Additionally, the bridges over US Route 3 at Exit 29 in Thornton, Merrill Access Road, Mirror Lake Road and US Route 3 at Exit 30 in Woodstock, which will receive deck and joint repairs, have been inspected for the presence of, or indication of usage by bats, which yielded a negative result (Exhibit 12). All necessary avoidance and minimization measures to prevent incidental take of NLEB during construction and clearing will be included in the proposal. As such, this project has a May Affect, Not Likely to Adversely Affect finding for impacts to NLEB and no further coordination is necessary.

14. Air Quality – Is the project inconsistent with the State Implementation Plan in air quality non-attainment areas, or the Statewide Transportation Improvement Program, or, in applicable urbanized areas the Transportation Improvement Program?

A conformity determination is not required, as the project is consistent with exempt projects listed in Table 2 of 40 CFR 93.126. Additionally, when completed, the project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, 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. 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.

15. CZMA – Is the project inconsistent with the State’s Coastal Zone Management Plan?

The proposed project is not located within a town included in the State’s Coastal Zone Management Plan.

16. Other - Are there any other major issues of concern that would benefit from a more detailed discussion?

The project area was not reviewed for invasive species. The Contractor will be obligated to abide by recommendations in the Department publication *Best Management Practices for Roadside Invasive Plants* in order to decrease the risk of spreading invasive plants.

The proposed project has been reviewed by the Department’s Contamination Program and there are no concerns for encountering contaminated materials or monitoring wells during the construction. The Contractor will be required to stop work and contact the Bureau of Environment should any indications of contamination become evident during excavation.

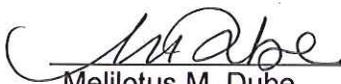
ENVIRONMENTAL COMMITMENTS

(List each environmental commitment made for the project, indicating the entity responsible for ensuring successful implementation.)

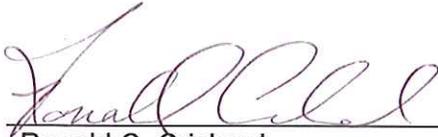
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1. All work shall be located within existing State right-of-way or easements. If the scope of work changes and necessitates work outside of the right-of-way or easements, work shall not be completed without additional coordination with the Bureau of Environment. (Design, Construction, Environment)
 2. All appropriate permits from the NH Department of Environmental Services and the US Army Corps of Engineers shall be obtained prior to the commencement of work within jurisdictional wetlands and protected shoreland of the Pemigewasset River. (Design, Construction, Environment)
 3. The existing edge of pavement shall not be extended. (Design, Construction)
 4. This project requires coverage under the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System's (NPDES) Construction General Permit (CGP). Therefore, a Notice of Intent (NOI) shall be filed and the Contractor shall prepare a Stormwater Pollution Prevention Plan (SWPPP), to be submitted to the Department at least 14 days prior to the start of construction. (Construction, Environment)
 5. The project area has not been reviewed for invasive plant species. All work, including daily removal of plant material from construction equipment, shall be conducted in accordance with the Department publication *Best Management Practices for Roadside Invasive Plants*. (Construction)
 6. The project is located within a Drinking Water Source Protection Area, a Wellhead Protection Area and over an aquifer. Stringent best management practices shall be utilized to prevent adverse impacts to water quality. (Construction)
 7. Tree clearing shall be limited to that which is required to implement the project effectively and safely. Clearing areas shall be clearly indicated on the plans and shall be delineated in the field. All tree clearing shall occur from November 1 to April 14 and at no time shall documented northern long-eared bat roost trees or documented foraging habitat be cleared. If tree clearing must occur after April 15, 2017, notify the Bureau of Environment prior to start of clearing. (Design, Construction, Environment)
 8. If bridge work will be initiated after May 3, 2017 (one year after initial bridge inspections), inspection of the bridges for the presence of, or evidence of use by, bats shall be completed prior to any work on the bridges. If bridge inspections are necessary, the Contractor shall notify the Bureau of Environment no later than fourteen (14) days prior to the start of work on the bridges to provide adequate time for inspection. If bats are found to be present, or, if there is evidence of bat usage, work at the bridges shall not commence until after the Bureau of Environment has completed coordination with the US Fish and Wildlife Service to determine the appropriate follow up or mitigative actions. (Construction, Environment)
 9. Hazardous waste remediation sites are located within the project area. While concerns associated with these sites are not anticipated during construction, if any visual or olfactory observations indicate the presence of contamination during excavation, the Bureau of Environment shall be notified immediately and construction shall be discontinued until the situation is assessed. (Construction, Environment)
 10. This project is located within ¼ mile of the Pemigewasset River, a Designated River. For any work within a ¼ mile of the Pemigewasset River not shown on the plans including; the Contractor's method of construction, access and staging areas, the Contractor shall coordinate with the Pemigewasset River Local Advisory Committee (Max Stamp, hmstamp@metrocast.net)
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CLASSIFICATION DETERMINATION

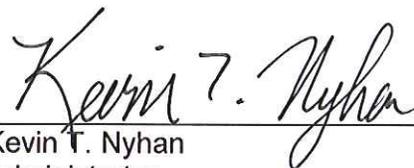
- The proposed action qualifies for a Programmatic Categorical Exclusion.
- The proposed action does not qualify for a Programmatic Categorical Exclusion.

Prepared by: 
Melilotus M. Dube
Environmental Manager
NHDOT Bureau of Environment

6/15/16
Date

Approval Recommended By: 
Ronald C. Crickard
Project Management Section Chief
NHDOT Bureau of Environment

6/16/16
Date

Approved by: 
Kevin T. Nyhan
Administrator
NHDOT Bureau of Environment

6/27/16
Date

Note: Post-hearing follow-up actions, if any, are indicated on the final page of this document.

LIST OF EXHIBITS

(Attach, and list below, documentation/correspondence, as appropriate, that demonstrates how you were able to check each 'NO' box identified on Page 1, in accordance with Section IV(A)(1)(b) of the Programmatic Agreement. Attach such exhibits as maps, plans, letters, figures, tables and permits.)

- Exhibit 1. Topographic Map
- Exhibit 2. Section 106 Programmatic Agreement
- Exhibit 3. GRANITView Conservation Land Map
- Exhibit 4. US Forest Service Correspondence
- Exhibit 5. Land and Water Conservation Fund Program Correspondence
- Exhibit 6. Conservation Land Stewardship Program Correspondence
- Exhibit 7. Office of Energy and Planning Correspondence
- Exhibit 8. NH Natural Heritage Bureau DataCheck Results Memo
- Exhibit 9. US Fish and Wildlife Service Information for Planning and Conservation Tool Species List
- Exhibit 10. USFWS/FHWA Range-wide Programmatic Informal Consultation for Northern Long-Eared Bat Project Submittal Form
- Exhibit 11. NH Fish and Game Correspondence
- Exhibit 12. Northern Long-Eared Bat Bridge Inspection Forms

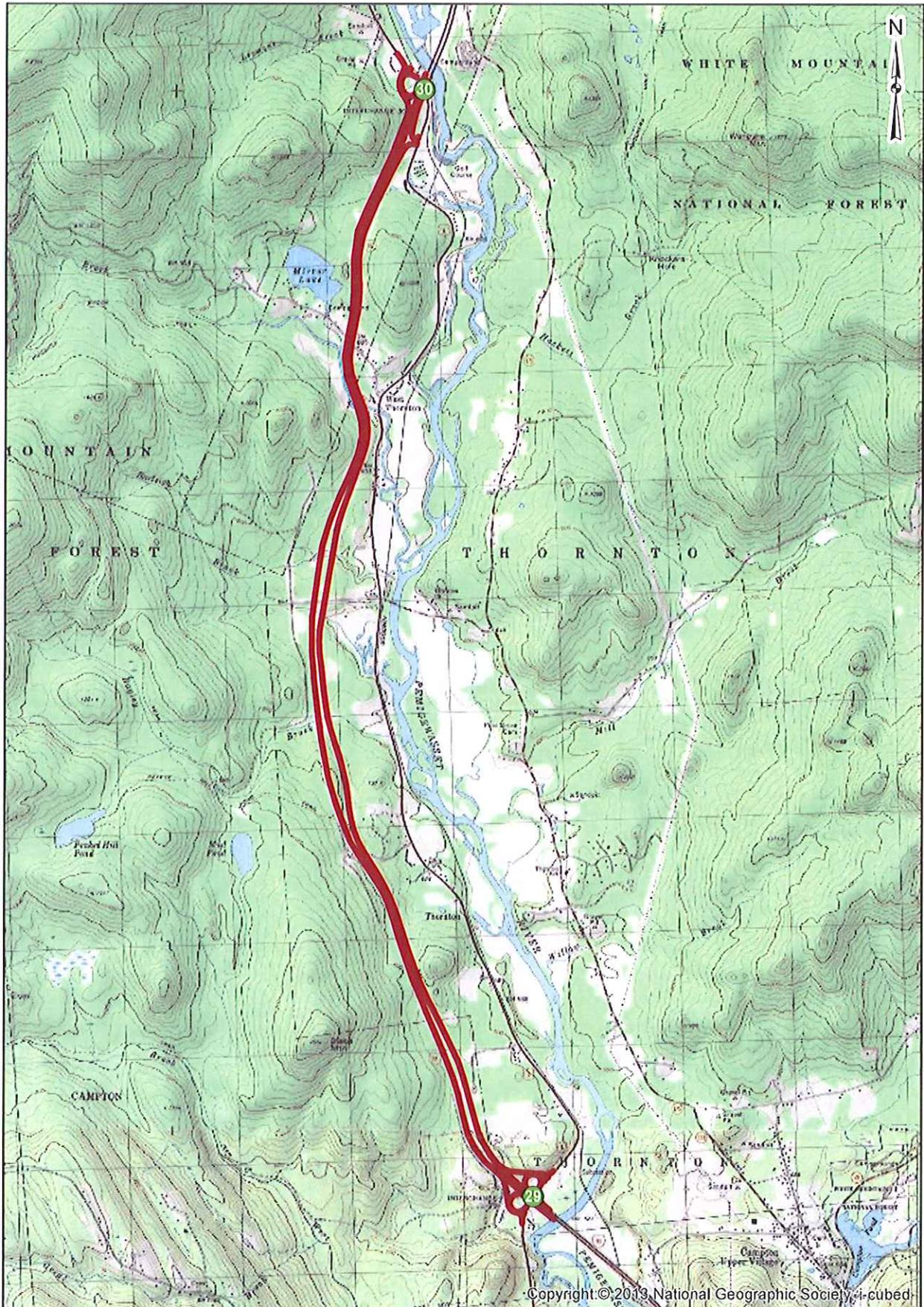
ACTIVITIES THAT QUALIFY FOR PROGRAMMATIC CATEGORICAL EXCLUSION

CE Action Number	Activity Description (See Appendix A of the Programmatic Agreement for more information)
1	Activities which do not lead directly to construction.
2	Approval of utility installations along or across a transportation facility.
3	Construction of bicycle and pedestrian lanes, paths, and facilities.
4	Activities included in the State's "highway safety plan" under 23 U.S.C. 402.
5	Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/ or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.
6	The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7	Landscaping.
8	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
9	Emergency repairs under 23 U.S.C. 125.
10	Acquisition of scenic easements.
11	Determination of payback under 23 U.S.C. 156 for property previously acquired with Federal-aid participation.
12	Improvements to existing rest areas and truck weigh stations.
13	Ridesharing activities.
14	Bus and rail car rehabilitation.
15	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17	The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18	Track and railbed maintenance and improvements when carried out within the existing right-of-way.
19	Purchase and installation of operating or maintenance equipment located within the transit facility, with no significant impacts off site.
20	Promulgation of rules, regulations, and directives.
21	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system.
22	Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way.
23	Projects of Limited Federal Assistance pursuant to 23 CFR 771.117(c)(23). Limited Federal Assistance is defined as any project that (A) receives less than \$5,000,000 in Federal funds or (B) has a total estimated cost of less than \$30,000,000, with Federal funds comprising less than 15 percent of the total estimated cost of the project.
24	Localized geotechnical and other investigation for preliminary design and for environmental analyses and permitting purposes.
25	Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342)) carried out to address water pollution or environmental degradation
26	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).
27	Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.
28	Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at grade railroad crossings.
29	Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.
30	Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity.
31	Transportation corridor fringe parking facilities.
32	Construction of new truck weigh stations or rest areas.
33	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts
34	Approvals for changes in access control.
35	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
36	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
37	Construction of bus transfer facilities when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
38	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.



STOP HERE IF YOUR PROJECT QUALIFIES FOR A PROGRAMMATIC CATEGORICAL EXCLUSION AND DOES NOT REQUIRE A PUBLIC HEARING.

Thornton-Woodstock 40404



0 0.5 1 2 Miles
1:50,000

Date Reviewed: 1/27/2016

Project Name: Thornton-Woodstock

State Number: 40404

FHWA Number: X-A004(389)

Environmental Contact: Meli Dube

DOT

Email Address: mdube@dot.state.nh.us

Project Manager: Tobey Reynolds

Project Description: The proposed project involves pavement rehabilitation on Interstate 93 from Exit 29 to Exit 30. The work will also include drainage improvements which involves replacing failed slope pipes along the highway and the replacement of a headwall holding twin pipes which carry Leeman's Brook through the Exit 30 Ramp system. Guardrail will also be repaired, replaced and extended where necessary to meet current safety standards. Routine rock scaling and associated clearing on cliff faces and tops within the maintained roadway area is also included.

Please select the applicable undertaking type(s):

<input checked="" type="checkbox"/>	1. Modernization and general highway maintenance that may require additional highway right-of-way or easement , and which is not within the boundaries of a historic property or district , including:
	a. Culvert replacement when the culvert is less than 60" in diameter and excavation for replacement is limited to previously disturbed areas
	b. guardrail replacement, provided any extension does not connect to a bridge older than 50 years, and there is no change in access associated with the extension
<input checked="" type="checkbox"/>	2. Non-historic bridge and culvert maintenance, renovation, or total replacement, that may require minor additional right-of-way or easement , and which is not within the boundaries of a historic property or district , including:
	a. replacement of maintenance of drainage pipes and culverts made of steel, plastic and concrete Choose an item.
<input type="checkbox"/>	3. Historic bridge maintenance activities within the limits of existing right-of-way, including:
	Choose an item.
	Choose an item.
<input type="checkbox"/>	4. Stream stabilization and restoration activities (including removal of debris or sediment obstructing the natural waterway, or any non-invasive action to restore natural conditions).
<input type="checkbox"/>	5. Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths and facilities, small passenger shelters, and alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons, not within the boundaries of a historic property or district .
<input type="checkbox"/>	6. Installation of bicycle racks, not within the boundaries of a historic property or district .
<input type="checkbox"/>	7. Recreational trail construction, not within the boundaries of a historic property or district .
<input type="checkbox"/>	8. Recreational trail maintenance when done on existing alignment.
<input type="checkbox"/>	9. Modernization, maintenance, and safety improvements of railroad facilities within the existing railroad or highway right-of-way, not within the boundaries of a historic property or district, and no historic railroad features are impacted , including, but not limited to:
	Choose an item.
	Choose an item.
<input type="checkbox"/>	10. Acquisition or renewal of scenic, conservation, habitat, or other land preservation easements
<input type="checkbox"/>	11. Installation of Intelligent Transportation Systems.

Section 106 Programmatic Agreement – Cultural Resources Review Effect Finding

Appendix B Certification – Projects with Minimal Potential to Cause Effects

Please describe how this project is applicable under Appendix B of the Programmatic Agreement.

The proposed project is primarily a highway modernization and maintenance project which involves resurfacing and updates guardrail runs to meet current safety standards. Drainage maintenance and updates are also included under Appendix B of the Programmatic Agreement and will be executed in this project via the replacement of slope drain pipes and one headwall replacement. Finally, routine rock scaling and the associated clearing is a normal highway maintenance activity and is necessary in areas with cliff faces adjacent to the roadway.

NHDOT in-house projects: Please append photographs, USGS maps, design plans and as-built plans, if available, for review.



Figure 1. Headwall Replacement at Leeman’s Brook

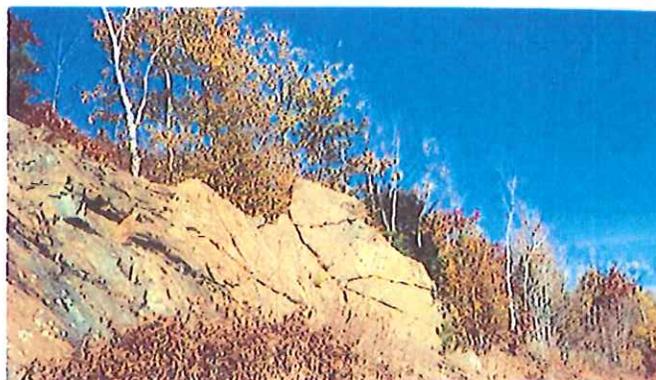


Figure 2. Example of Rock Scaling Location

Coordination Efforts:

Has an RPR been submitted to NHDOT for this project?	No	NHDHR R&C # assigned?	Click here to enter text.
Please identify public outreach effort contacts; method of outreach and date:	Initial contact letters sent to Town officials on January 27, 2016.		

Finding: (To be filled out by NHDOT Cultural Resources Staff)

<input checked="" type="checkbox"/>	No Potential to Cause Effects	<input type="checkbox"/>	No Historic Properties Affected
This finding serves as the Section 106 Memorandum for your environmental documents, no further coordination is necessary.			
<input type="checkbox"/>	This project does not comply with Appendix B, and will continue under the Section 106 review process outlined in 36 CFR 800.3-800.7. Please contact NHDOT Cultural Resources Staff to determine next steps.		
NHDOT comments: rock scaling is a maintenance activity with no potential to cause effects.			
 NHDOT Cultural Resources Staff		1/27/2016 Date	

Coordination of the Section 106 process should begin as early as possible in the planning phase of the project (undertaking) so as not to cause a delay.

Project sponsors should not predetermine a Section 106 finding under the assumption that an undertaking conforms to the types listed in Appendix B until this form is signed by the NHDOT Bureau of Environment Cultural Resources Program staff.

Section 106 Programmatic Agreement – Cultural Resources Review Effect Finding

Appendix B Certification – Projects with Minimal Potential to Cause Effects

Every project shall be coordinated with, and reviewed by the NHDOT-BOE Cultural Resources Program in accordance with the Cultural Resources Programmatic Agreement among the Advisory Council on Historic Preservation, Federal Highway Administration, NH Department of Transportation, and the State Historic Preservation Office. In accordance with the Advisory Council's regulations, we will continue to consult, as appropriate, as this project proceeds.

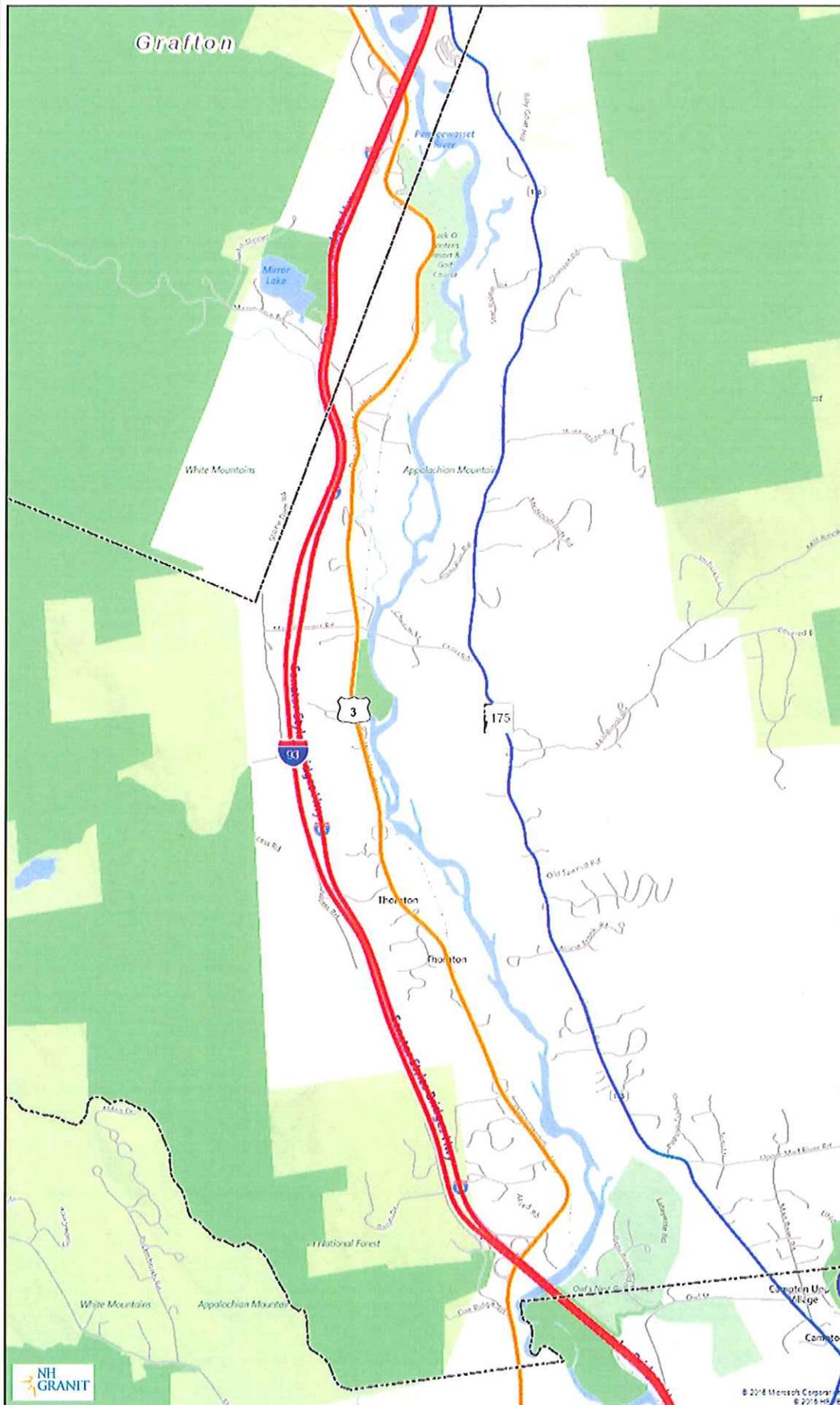
If any portion of the undertaking is not entirely limited to any one or a combination of the types specified in Appendix B (with, or without a portion that is included as a type listed in Appendix A), please continue discussions with NHDOT Cultural Resources staff.

This No Potential to Cause Effect or No Historic Properties Affected project determination is your Section 106 finding, as defined in the Programmatic Agreement.

Should project plans change, please inform the NHDOT Cultural Resources staff in accordance with Stipulation VII of the Programmatic Agreement.

Thornton-Woodstock 40404 Conservation Lands

EXHIBIT 3



Legend

- State
- County
- City/Town
- Interstates
- Turnpikes
- US Routes
- State Routes
- Local Roads
- CL: Generic

Map Scale

1: 48,312



© NH GRANIT, www.granit.unh.edu

Map Generated: 5/26/2016

Notes

The project area on I93 does not pass through the White Mountain National Forest. Two areas come adjacent to the highway, however, work at these areas will involve resurfacing, guardrail replacement and shoulder leveling.



Melilotus Dube

From: Lees, Warren S -FS <wslees@fs.fed.us>
Sent: Thursday, June 09, 2016 2:48 PM
To: Melilotus Dube
Subject: RE: NHDOT Project Thornton-Woodstock 40404

Meli,

I have heard back from the District Ranger and the Forest Engineer and the White Mountain National Forest has no concerns with the project. Please proceed.

I hope it is a fun project.



W. Scott Lees Jr, P.E.
 Civil Engineer
 Forest Service
 White Mountain National Forest

p: 603-536-6252
 c: 603-348-0133
 f: 603-536-3685
wslees@fs.fed.us

71 White Mountain Drive
 Campton, NH 03223-4272
www.fs.fed.us



Caring for the land and serving people

From: Melilotus Dube [mailto:MDube@dot.state.nh.us]
Sent: Thursday, June 09, 2016 2:32 PM
To: Lees, Warren S -FS <wslees@fs.fed.us>
Subject: RE: NHDOT Project Thornton-Woodstock 40404

Scott,

Thanks for getting back to me. I appreciate your efforts to expedite this for us! I have a little bit of flexibility right now but I will touch base again to let you know when that window is closing if I haven't heard back from you.

Have a great day,

Meli

From: Lees, Warren S -FS [mailto:wslees@fs.fed.us]
Sent: Thursday, June 09, 2016 2:26 PM
To: Melilotus Dube
Subject: RE: NHDOT Project Thornton-Woodstock 40404

Meli,

I have been waiting for this email. There are two people that need to sign off on this project for the FS. One has signed off the other has not. I have a call into to him letting him know that NHDOT is anxious to get an answer from us. Once he lets me know I will let you know. Please do not hesitate to contact me if you think we are taking too long to respond.

Respectfully,



W. Scott Lees Jr, P.E.
Civil Engineer
Forest Service
White Mountain National Forest

p: 603-536-6252
c: 603-348-0133
f: 603-536-3685
wslees@fs.fed.us

71 White Mountain Drive
Campton, NH 03223-4272
www.fs.fed.us



Caring for the land and serving people

From: Melilotus Dube [<mailto:MDube@dot.state.nh.us>]
Sent: Thursday, June 09, 2016 1:40 PM
To: Lees, Warren S -FS <wslees@fs.fed.us>
Subject: RE: NHDOT Project Thornton-Woodstock 40404

Scott,

Just hoping to touch base with you regarding input on this project. As always, please let me know if there are any questions or concerns.

Meli

Melilotus M. Dube
Environmental Manager
NHDOT Bureau of Environment
7 Hazen Drive
Concord, NH 03301
(603) 271-1612
mdube@dot.state.nh.us

From: Lees, Warren S -FS [<mailto:wslees@fs.fed.us>]
Sent: Friday, May 27, 2016 11:53 AM
To: Melilotus Dube
Subject: RE: NHDOT Project Thornton-Woodstock 40404

Dear Mr. Dube,

Thank you for sending the information on the above referenced project. I have reviewed it and sent it to others for review. I hope to have an answer to you shortly.



W. Scott Lees Jr, P.E.
Civil Engineer
Forest Service
White Mountain National Forest

p: 603-536-6252
c: 603-348-0133
f: 603-536-3685
wslees@fs.fed.us

71 White Mountain Drive
Campton, NH 03223-4272
www.fs.fed.us



Caring for the land and serving people

From: Melilotus Dube [<mailto:MDube@dot.state.nh.us>]
Sent: Thursday, May 26, 2016 11:28 AM
To: Lees, Warren S -FS <wslees@fs.fed.us>
Subject: FW: NHDOT Project Thornton-Woodstock 40404

Dear Mr. Lees,

I know you have not yet had a chance to respond to my initial email, however, I would like to follow up with a bit more detail regarding the project in relation to the White Mountain National Forest. The attached Conservation Lands-Reference map shows that the project area does not pass through WMNF owned land and there are only two locations near Exit 29 and Mirror Lake that the WMNF extends and is adjacent to the roadway. The majority of the project, including those areas where the WMNF is located adjacent to the roadway, is strictly resurfacing within the existing edge of pavement, replacing and extending guardrail where necessary and any necessary shoulder leveling immediately adjacent to the roadway to accommodate the resurfacing and guardrail work. All work will remain completely within the existing State right-of-way. The areas with other work, as mentioned briefly in my previous email, are described in more detail below:

Rock scaling and associated clearing:

There are two sections (see attached Wetland Plans and Rock Cut maps) which will require hand scaling on the cliffs adjacent to the highway to prevent loose rock from falling and endangering the traveling public. This operation also involves clearing trees on top of the rock outcrops approximately 10-20' back from the edge. These areas are within the existing State right-of-way and are routinely cleared in order to maintain the integrity of the rock faces. As you will see from the attached Conservation Lands maps, neither of these sections are in the areas where the WMNF comes in close proximity to the I93 corridor.

Drainage work:

There are two sections requiring drainage work.

1. Seven small slope pipes in the vicinity of Hubbard Brook will receive end section replacements. There will be clearing associated with this drainage work, but only to the extent necessary to access and replace the pipe end sections. The maximum width allowed is 25', as shown in the Wetland Plans on Sheets 11 and 12 of 14. Please note that these pipes are located south of Mirror Lake Road, while the parcel of WMNF forest associated with Mirror Lake is located to the north, as can be seen in the attached Conservation Lands-Mirror lake map.
2. The headwall holding twin pipes which carry Leeman's Brook under the I93 ramps and US Route 3 at the US3/I93 interchange at Exit 30 will be replaced, as shown in the Wetland Plans on Sheet 13 of 14. There is no clearing anticipated for this effort. There are no conservation lands in proximity to this location.

Consultation with USFWS has been completed using the Range Wide Programmatic Biological Assessment and all clearing will be carried out during the winter months to avoid impacts to northern long-eared bats. The project has also

been reviewed by the Department's Cultural Resources Program and has been certified as having No Potential to Cause Effect under the Section 106 Programmatic Agreement between the Federal Highway Administration, the NH Division of Historical Resources and the NHDOT.

Assuming that the WMNF is protected by Section 4(f) of the USDOT Act, I would like to confirm with you the anticipated use. Given the project scope, I do not anticipate that there will be any use of WMNF property, constructive or otherwise. Our standard procedure is to allow the Forest Service 30 days to review a draft of the NEPA document for work on Forest Service land, however, since this work is occurring adjacent to and not within the WMNF, I would like to give you the opportunity to decide if the Forest Service would like this review time or not.

Thank you for your time,
Meli

Melilotus M. Dube
Environmental Manager
NHDOT Bureau of Environment
7 Hazen Drive
Concord, NH 03301
(603) 271-1612
mdube@dot.state.nh.us

From: Melilotus Dube
Sent: Thursday, May 26, 2016 7:57 AM
To: 'wslees@fs.fed.us'
Subject: NHDOT Project Thornton-Woodstock 40404

Dear Mr. Lees,

The Department is proposing the subject project which will rehabilitate approximately 7.0 miles of Interstate 93 northbound and southbound lanes, beginning at the bridge over the Pemigewasset River (#247/079 & #247/080) near Exit 29 in Thornton and ending at the bridge over the Pemigewasset River (#201/068 & 202/068) just north of Exit 30 in Woodstock. The project will include the following activities: pavement resurfacing; repair and replacement of guardrail; drainage repair; rock scaling and associated tree clearing; deck and joint repairs on the bridges over US Route 3 in Thornton, Merrill Access Road, Mirror Lake Road and US Route 3 in Woodstock; and replacement of a culvert headwall on Leeman's Brook at the Exit 30 interchange. There is no proposed roadway widening as all pavement overlay will match the existing pavement width. All work will remain within previously disturbed and built-up areas adjacent to Interstate 93 and no work, including access or staging, will extend beyond the existing State right-of-way.

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. Please review this information and comment on the need for further analysis regarding US Forest Service resources that may be located within the project area. Any comments you may have concerning this project, or resources within the project area, will assist in the preparation of the environmental document.

Please see the attached map. An early response to this letter will greatly aid us in meeting our established schedule. If you have any questions, comments or require further information regarding the above referenced project please feel free to contact me at (603)271-1612 or mdube@dot.state.nh.us. Thank you for your assistance.

Sincerely,

Melilotus Dube

From: Gegas, Vasilios (Bill) <Vasilios.Gegas@dred.nh.gov>
Sent: Tuesday, September 01, 2015 11:06 AM
To: Melilotus Dube
Subject: RE: NHDOT Thornton-Woodstock 40404 LWCF Inquiry

Hi Meli,

Based on the information provided, we do not anticipate impacts to any designated LWCF 6(f)(3) properties.

Bill Gegas
Program Specialist
NH Division of Parks and Recreation
172 Pembroke Road
Concord, NH 03302-1856
Tel: 603-271-3556
Fax: 603-271-3553
bill.gegas@dred.nh.gov
www.nhstateparks.org

Please note that the NH Department of Resources and Economic Development, including the Division of Parks and Recreation, is no longer utilizing PO Box 1856, Concord, NH for general mail.

All deliveries should be sent to 172 Pembroke Road, Concord, NH 03301.

From: Melilotus Dube [<mailto:MDube@dot.state.nh.us>]
Sent: Monday, August 31, 2015 2:03 PM
To: Gegas, Vasilios (Bill)
Subject: NHDOT Thornton-Woodstock 40404 LWCF Inquiry

Dear Mr. Gegas,

The NH Department of Transportation is planning the subject project, involving pavement rehabilitation along 6.7 miles of Interstate 93 from MM 88.4 to MM 95.1 (north and south barrels including exits 29 and 30). The scope of work will include associated shoulder leveling, drainage rehabilitation, minor bridge maintenance and guardrail replacement/extension. All work will remain within the existing State right-of-way.

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. Please review this information and comment on the need for further analysis regarding LWCF resources that may be located within the project area. Any comments you may have concerning this project, or resources within the project area, will assist in the preparation of the environmental document.

Please see the attached map. An early response to this letter will greatly aid us in meeting our established schedule. If you have any questions, comments or require further information regarding the above referenced project please feel free to contact me at (603)271-1612 or mdube@dot.state.nh.us. Thank you for your assistance.

Sincerely,
Meli Dube

Melilotus M. Dube

Environmental Manager
NHDOT Bureau of Environment
7 Hazen Drive
Concord, NH 03301
(603) 271-1612
mdube@dot.state.nh.us

Melilotus Dube

From: Walker, Steve <Steve.Walker@nh.gov>
Sent: Tuesday, September 01, 2015 7:51 AM
To: Melilotus Dube
Subject: RE: NHDOT Thornton-Woodstock 40404 CLS Inquiry

Hi Meli, there are no LCIP properties in the project area. Thanks Steve

Steve Walker
Office of Energy and Planning
Stewardship Specialist
603-271-6834

From: Melilotus Dube [<mailto:MDube@dot.state.nh.us>]
Sent: Monday, August 31, 2015 2:07 PM
To: Walker, Steve
Subject: NHDOT Thornton-Woodstock 40404 CLS Inquiry

Dear Mr. Walker,

The NH Department of Transportation is planning the subject project, involving pavement rehabilitation along 6.7 miles of Interstate 93 from MM 88.4 to MM 95.1 (north and south barrels including exits 29 and 30). The scope of work will include associated shoulder leveling, drainage rehabilitation, minor bridge maintenance and guardrail replacement/extension. All work will remain within the existing State right-of-way.

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. Please review this information and comment on the need for further analysis regarding CLS resources that may be located within the project area. Any comments you may have concerning this project, or resources within the project area, will assist in the preparation of the environmental document.

Please see the attached map. An early response to this letter will greatly aid us in meeting our established schedule. If you have any questions, comments or require further information regarding the above referenced project please feel free to contact me at (603)271-1612 or mdube@dot.state.nh.us. Thank you for your assistance.

Sincerely,
Meli Dube

Melilotus M. Dube
Environmental Manager
NHDOT Bureau of Environment
7 Hazen Drive
Concord, NH 03301
(603) 271-1612
mdube@dot.state.nh.us



MARGARET WOOD HASSAN
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING
107 Pleasant Street, Johnson Hall
Concord, NH 03301-3834
Telephone: (603) 271-2155
Fax: (603) 271-2615



www.nh.gov/oep

MEMORANDUM

TO: Melilotus Dube
Environmental Manager
NHDOT

FROM: Jennifer Gilbert
NH Floodplain Management Coordinator
State NFIP Coordinator

DATE: June 10, 2016

SUBJECT: NHDOT Project Thornton-Woodstock 40404

I am writing in reference to your e-mail dated May 26, 2016 regarding the above-referenced project.

I have reviewed and enclosed a portion of the FEMA Grafton County Flood Insurance Rate Map (FIRM) where the proposed study area is located in Thornton and Woodstock. Within the study area are special flood hazard areas designated as Zone A and AE (blue polka dot areas on enclosed map).

Since the town of Thornton and town of Woodstock are participating communities of the National Flood Insurance Program (NFIP), any development in a special flood hazard area should meet the NFIP requirements contained in each municipality's floodplain management ordinance. 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."

If any development takes place within Zone AE areas, the following NFIP requirement contained in the city's floodplain regulation is also applicable:

Until a Regulatory Floodway is designated along watercourses, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zone AE on the FIRM, unless it is demonstrated by the applicant that the cumulative effect of the proposed development, when combined with all existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

If any development takes place within Zone A, best judgment should be used in determining if further study is necessary. If the proposed project will not present a new obstruction to flood flows or alter drainage then additional coordination is likely not necessary.

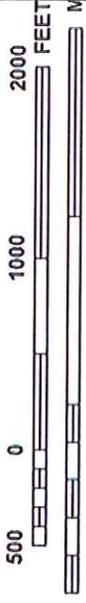
The FEMA Flood Insurance Rate Maps and Flood Insurance Study for Grafton County can be viewed and downloaded from University of New Hampshire's GRANIT website at <http://www.granit.unh.edu/dfirms/>

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

JOINS PANEL U645



MAP SCALE 1" = 1000'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0835E

FIRM

FLOOD INSURANCE RATE MAP
GRAFTON COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)
PANEL 835 OF 1185

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:	
COMMUNITY	NUMBER
GRAFTON, TOWN OF	330048
THORNTON, TOWN OF	330075
	PANEL
	SUFFIX
	0835
	E

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

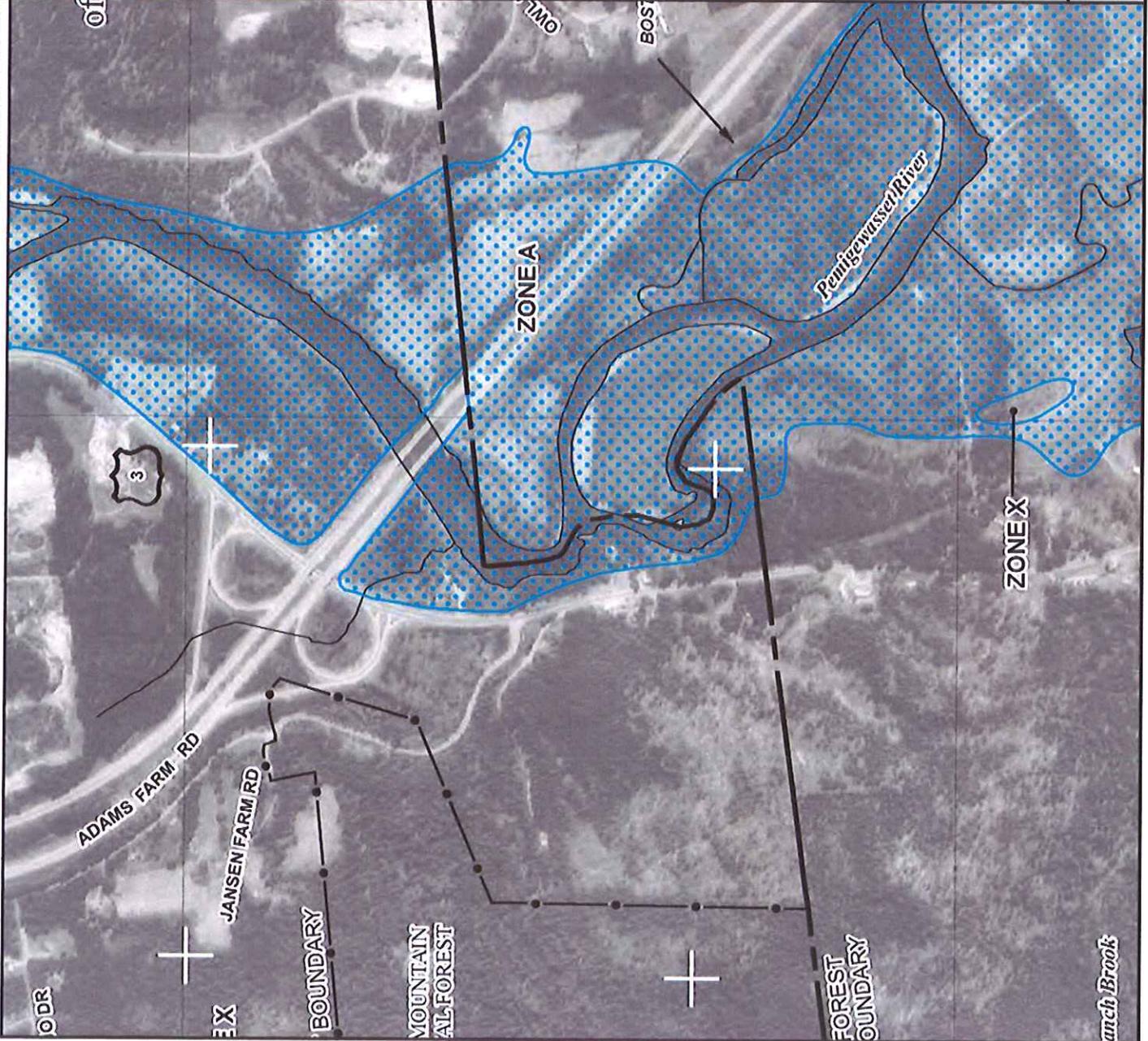


MAP NUMBER
33009C0835E

EFFECTIVE DATE
FEBRUARY 20, 2008

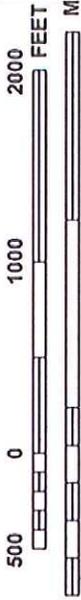
Federal Emergency Management Agency

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





MAP SCALE 1" = 1000'



NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0640E

FIRM FLOOD INSURANCE RATE MAP

GRAFTON COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)

PANEL 640 OF 1185

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CAMPTON, TOWN OF	330048	0640	E
ELLSWORTH, TOWN OF	330025	0640	E
THORNTON, TOWN OF	330075	0640	E
WOODSTOCK, TOWN OF	330075	0640	E

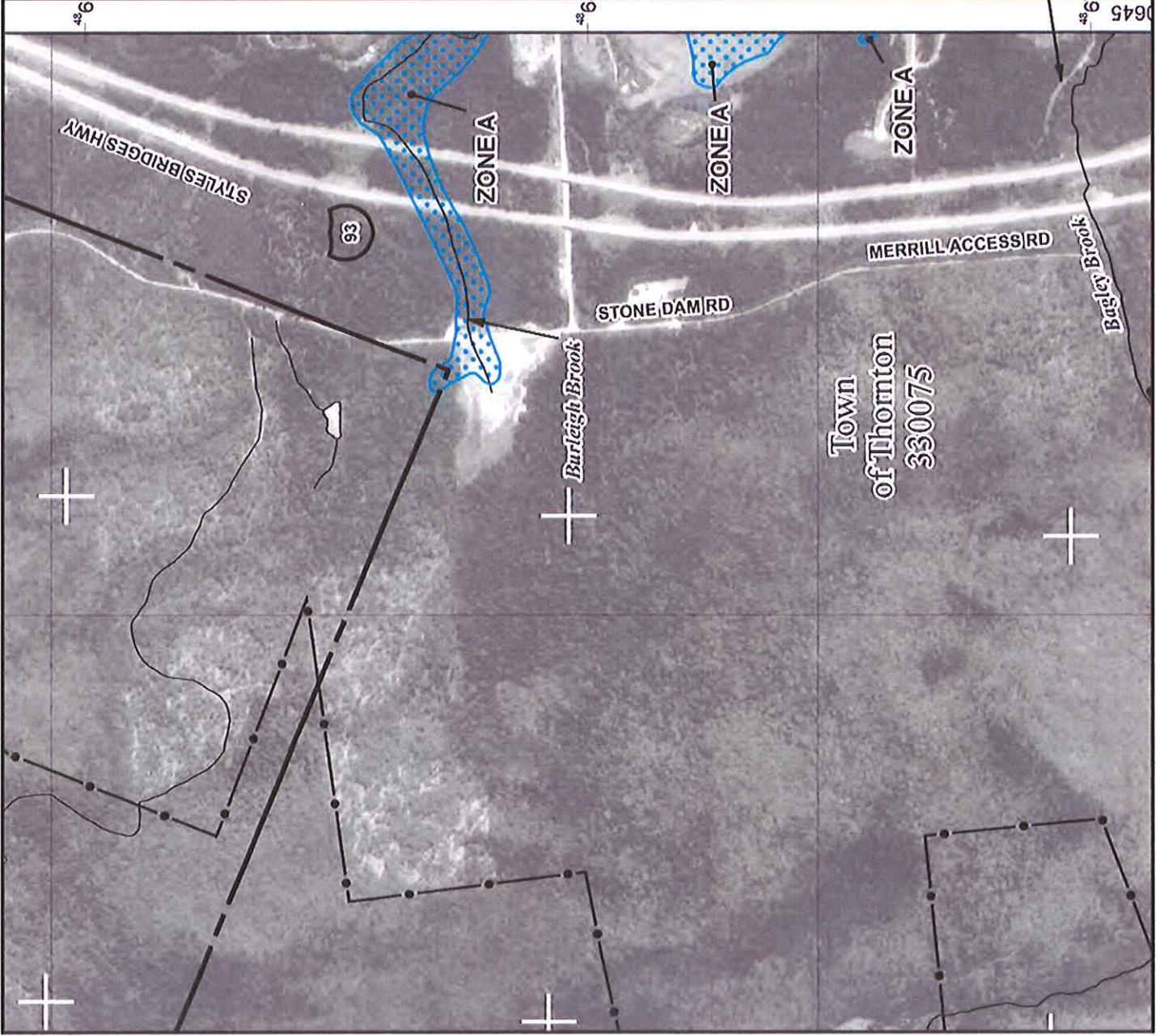
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
33009C0640E

EFFECTIVE DATE
FEBRUARY 20, 2008

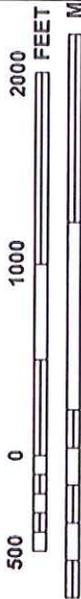
Federal Emergency Management Agency



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MAP SCALE 1" = 1000'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0635E

FIRM
FLOOD INSURANCE RATE MAP
GRAFTON COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)

PANEL 635 OF 1185

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
THORNTON TOWN OF	330075	0635	E
WOODSTOCK TOWN OF	330079	0635	E

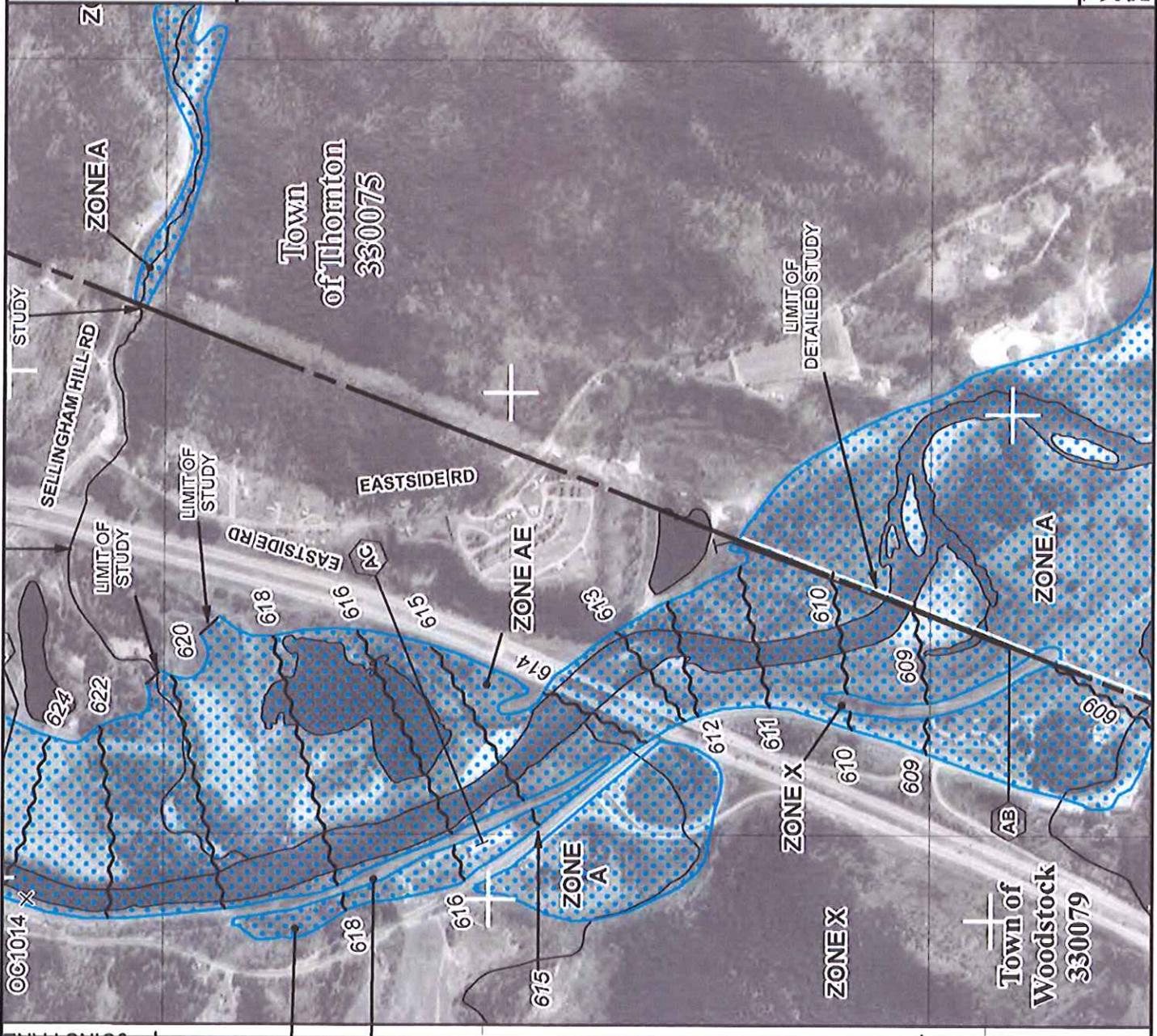
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
33009C0635E

EFFECTIVE DATE
FEBRUARY 20, 2008

Federal Emergency Management Agency



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



NEW HAMPSHIRE NATURAL HERITAGE BUREAU
NHB DATACHECK RESULTS LETTER

To: Melilotus Dube
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03301

From: NH Natural Heritage Bureau

Date: 8/20/2015 (valid for one year from this date)

Re: Review by NH Natural Heritage Bureau of request submitted 8/17/2015

NHB File ID: NHB15-2718 **Applicant:** Melilotus Dube

Location: Thornton, Woodstock
I-93 North and South barrels, MM 88.4-95.1

Project
Description: NHDOT Thornton-Woodstock 40404. Pavement preservation with minor drainage and guardrail maintenance.

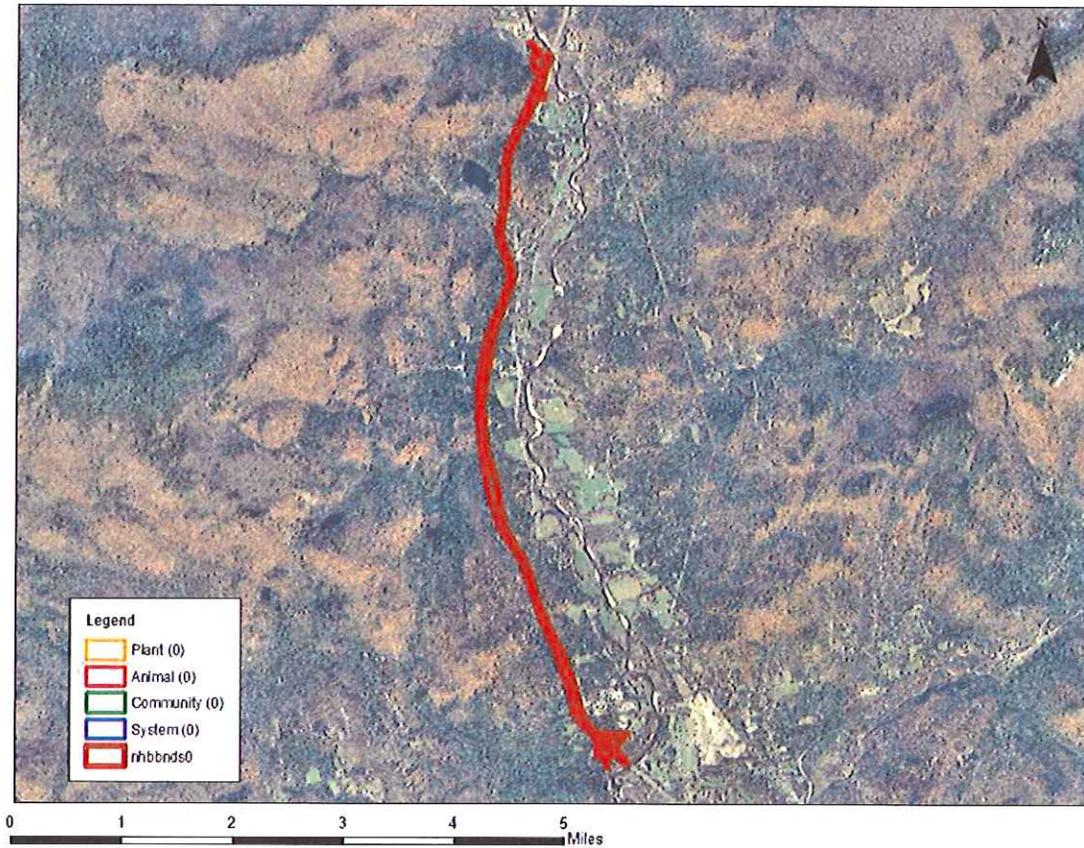
The NH Natural Heritage database has been checked by staff of the NH Natural Heritage Bureau and/or the NH Nongame and Endangered Species Program for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government.

It was determined that, although there was a NHB record (e.g., rare wildlife, plant, and/or natural community) present in the vicinity, we do not expect that it will be impacted by the proposed project. This determination was made based on the project information submitted via the NHB Datacheck Tool on 8/17/2015, and cannot be used for any other project.



MAP OF PROJECT BOUNDARIES FOR: **NHB15-2718**

NHB15-2718





United States Department of the Interior



FISH AND WILDLIFE SERVICE
 New England Ecological Services Field Office
 70 COMMERCIAL STREET, SUITE 300
 CONCORD, NH 03301
 PHONE: (603)223-2541 FAX: (603)223-0104
 URL: www.fws.gov/newengland

Consultation Code: 05E1NE00-2016-SLI-0853

January 26, 2016

Event Code: 05E1NE00-2016-E-01130

Project Name: Thornton-Woodstock 40404

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Thornton-Woodstock 40404

Official Species List

Provided by:

New England Ecological Services Field Office

70 COMMERCIAL STREET, SUITE 300

CONCORD, NH 03301

(603) 223-2541

<http://www.fws.gov/newengland>

Consultation Code: 05E1NE00-2016-SLI-0853

Event Code: 05E1NE00-2016-E-01130

Project Type: TRANSPORTATION

Project Name: Thornton-Woodstock 40404

Project Description: Pavement rehabilitation on Interstate 93 from Exit 29 to Exit 30. Work also includes associated minor drainage repairs/resetting and guardrail repair/replacement/extension as necessary. Headwall repair on twin 72" pipes carrying Leeson Brook will also be included.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: Thornton-Woodstock 40404

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Grafton, NH



United States Department of Interior
Fish and Wildlife Service

Project name: Thornton-Woodstock 40404

Endangered Species Act Species List

There are a total of 1 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Mammals	Status	Has Critical Habitat	Condition(s)
Northern long-eared Bat (<i>Myotis septentrionalis</i>)	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: Thornton-Woodstock 40404

Critical habitats that lie within your project area

There are no critical habitats within your project area.

**Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and
Federal Transit Administration (FTA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, FTA, and
Transportation Agencies *Updated February 2016*

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this submittal form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the submittal form can be found by hovering your cursor over each text box.

1. Date: **May 11, 2016**

2. Lead Agency: **FHWA**

This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency: **NHDOT**

a. Name: **Meli Dube**

b. Title: **Environmental Manager**

c. Phone: **(603) 271-1612**

d. Email: **mdube@dot.state.nh.us**

4. Consultation Code¹: **05E1NE00-2016-SLI-0853**

5. Project Name(s): **Thornton-Woodstock 40404**

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

Rehabilitation of 7.0 miles of Interstate 93 northbound and southbound lanes, beginning at the Bridge over the Pemigewasset River near Exit 29 in Thornton and ending at the bridge over the Pemigewasset River just north of Exit 30 in Woodstock. The project will consist of the following activities: rehabilitation of the pavement; repair and replacement of guardrail; drainage repair; rock scaling and associated tree clearing in a 10' wide swatch from the edge of the cliff faces; deck and joint repairs to the bridges over US Route 3 in Thornton, Merrill Access Road, Mirror Lake Road and US Route 3 in Woodstock; and replacement of a culvert headwall at the crossing carrying Leeman's Brook under I93 at Exit 30.

7. Other species from Official Species List: None indicated on IPAC Official Species List

No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (submittal form complete)

No effect – project(s) are inside the range but no suitable summer habitat (submittal form complete)

No effect – project(s) are completely within existing road/rail surface and do not involve percussive or other activities that increase noise above existing traffic/background levels (submittal form complete)

No effect – project(s) includes maintenance, alteration, or demolition of bridge(s)/structure(s) and indicate(s) no signs of bats from results of a bridge/structure assessment (submittal form complete)

No effect – project(s) do not involve construction activities (e.g., bridge assessments, property inspections, development of planning and technical studies, property sales, property easements, and equipment purchases) (submittal form complete)

Otherwise, please continue below.

9. For Ibat/NLEB, if Applicable, Explain Your May Affect, Not Likely to Adversely Affect Determination (without implementation of AMMs)

NLAA – project(s) are inside the range but negative bat presence/absence (P/A) surveys (submittal form complete)

NLAA – project(s) conducted completely within existing road/rail surface and involve percussive activities (submittal form complete)

NLAA – project(s) are within areas that contain suitable forested habitat but do not remove or alter trees (e.g., landscaping rest areas, mowing, brush removal, sign or guiderail replacement, and stormwater management) (submittal form complete)

NLAA – project(s) of slash pile burning (submittal form complete)

NLAA – wetland or stream protection activities are associated with wetland mitigation and do not clear suitable habitat (submittal form complete)

Otherwise, please continue below.

For Ibat/NLEB, if applicable, continue to complete the submittal form to explain your may affect, not likely to adversely affect determination (**with implementation of AMMs**)

10. Affected Resource/Habitat Type

✓ Trees

✓ Bridge

Other Non-Tree Roosting Structure (e.g., building)

Other (please explain):

11. For Tree Removal Projects:

a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface: ✓

b. Please verify that all tree removal will occur during the inactive season²: ✓

c. Timing of clearing: November 1 2016 - April 14 2017

d. Amount of clearing: < 1 acre

² Coordinate with local Service field office for appropriate dates.

12. For Bridge/Structure Work Projects:

- a. Proposed work: Deck and joint repairs
- b. Timing of work: Spring/summer 2017
- c. Evidence of bat activity on bridge/structure:
None, Bridge Assessment completed on May 3, 2016
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
N/A- Bridge Assessment indicated no bat usage
- e. If applicable, verify that bridge/structure work will occur only in the winter months:
N/A- Bridge Assessment indicated no bat usage

13. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0). ✓

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1: ✓

Tree Removal AMM 2: ✓

Tree Removal AMM 3: ✓

Tree Removal AMM 4: ✓

Bridge AMM 1:

Bridge AMM 2: ✓

Bridge AMM 3:

Bridge AMM 4:

Structure AMM 1:

Structure AMM 2:

Structure AMM 3:

Structure AMM 4:

Lighting AMM 1:

Lighting AMM 2:

³ See AMMs Fact Sheet (Appendix C) for more information on the following AMMs.

Melilotus Dube

From: Preston, Emily <Emily.Preston@wildlife.nh.gov>
Sent: Wednesday, May 25, 2016 3:44 PM
To: Lamb, Amy; Rebecca A. Martin
Cc: Melilotus Dube
Subject: RE: Thornton-Woodstock 40405 Clearing Areas

I checked that one too.

Emily

From: Lamb, Amy
Sent: Wednesday, May 25, 2016 3:44 PM
To: Preston, Emily; 'Rebecca A. Martin'
Cc: Melilotus Dube
Subject: RE: Thornton-Woodstock 40405 Clearing Areas

Thanks, Emily. I was just checking as well. There's another hibernacula in Campton, but that is also >0.25 miles from the project area.

-Amy

Amy Lamb
 Ecological Information Specialist
 (603) 271-2215 ext. 323

NH Natural Heritage Bureau
 DRED - Forests & Lands
 172 Pembroke Rd
 Concord, NH 03301

From: Preston, Emily
Sent: Wednesday, May 25, 2016 3:42 PM
To: 'Rebecca A. Martin'; Lamb, Amy
Cc: Melilotus Dube
Subject: RE: Thornton-Woodstock 40405 Clearing Areas

The Woodstock hibernacula is more than .25 miles from Rte 93.

Emily

From: Rebecca A. Martin [<mailto:RMartin@dot.state.nh.us>]
Sent: Wednesday, May 25, 2016 3:28 PM
To: Preston, Emily; Lamb, Amy
Cc: Melilotus Dube
Subject: FW: Thornton-Woodstock 40405 Clearing Areas

Hello Emily and Amy,

I received an update from the environmental manager today regarding the Thornton-Woodstock 40405 project. The environmental manager is now planning to utilize the FHWA Programmatic with a time-of-year restriction on clearing. However, projects within 0.5 miles of hibernacula are not covered by the FHWA range-wide programmatic informal consultation. I have a note that there is a hibernacula in Woodstock. Would either of you be able to check the proximity of the hibernacula to the project area shown in red on the attached map?

Thank you,

Rebecca Martin
Environmental Manager
NH DOT Bureau of Environment
7 Hazen Drive
Concord, NH 03302
(603)271-6781
rmartin@dot.state.nh.us

APPENDIX C: Bridge/Structure Assessment Form

Bridge Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside, from activities above that bore down to the underside, or that could impact expansion joints, from deck removal on bridges, or from structure demolish. Each bridge/structure to be worked on must have a current bridge inspection. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the US Fish and Wildlife Service, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing structures prior to allowing any work to proceed.

DOT Project # 40404 Water Body 193 over US Route 3 Date/Time of Inspection 5/3/16 12pm

Route:	County:	Federal Structure ID:	Bat Indicators				Notes: (e.g., number & species of bats, if known. Include the results of thermal, emergent, or presence/absence summer survey)
Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.			Visual	Sound	Droppings	Staining	
<u>193</u>	<u>Grafton</u>	<u>243/076</u> <u>243/077</u>	<u>no</u>	<u>no</u>	<u>no</u>	<u>no</u>	<u>no evidence of bat usage</u>

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures	Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & 24" deep	Crevices, rough surfaces or imperfections in concrete	Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	Spaces between walls, ceiling joists	Possible corridors for netting	None/poor	Marginal	excellent

All guardrails	<input checked="" type="checkbox"/>			Evidence of bats using bird nests, if present?	Yes	<input checked="" type="checkbox"/>	
All expansion joints	<input checked="" type="checkbox"/>						
Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/>						
Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/>						

Assessment Conducted By: Meli Osbe

Signature(s): Meli Osbe

District Environmental Use Only: _____ Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed a minimum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.
2. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the assessment.
3. Failure to submit this information will result in that structure being removed from the planned work schedule.
4. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
5. Estimates of numbers of bats observed should be placed in the Notes column.
6. Any questions should be directed to the District Environmental Manager.

NHDOT Project Thornton-Woodstock 40404
Range-Wide Biological Assessment for Transportation Projects for Northern Long-Eared Bat
Appendix C: Bridge Assessment Form Photos

Interstate 93 over US Route 3, Thornton, State Bridge #s 243/076 & 243/077



Figure 1. Western Abutment and I-Beams



Figure 2. Eastern Abutment and I-Beams

Photos taken by Meli Dube on May 3, 2016

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DOT Project # 40404 Water Body 193 over Merrill Access Rd Date/Time of Inspection 5/3/10 12:15pm

Route:	Country:	Federal Structure ID:	Bat Indicators				Notes: (e.g., number & species of bats, if known. Include the results of thermal, emergent, or presence/absence summer survey)
Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.			Visual	Sound	Droppings	Staining	
193	Grafton	173/064 173/068	no	no	no	no	no evidence of bat usage

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures	Summary Info (circle all that apply)		
All vertical crevices sealed at the top and 0.5-1.25" wide & 24" deep	<input checked="" type="checkbox"/> Crevices, rough surfaces or imperfections in concrete <input type="checkbox"/> Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	<input checked="" type="radio"/> High <input type="radio"/> Low <input type="radio"/> None	<input type="radio"/> None/poor <input checked="" type="radio"/> Marginal <input type="radio"/> excellent
All crevices >12" deep & not sealed	<input checked="" type="checkbox"/> Spaces between walls, ceiling joists	Possible corridors for netting	<input type="radio"/> None/poor <input checked="" type="radio"/> Marginal <input type="radio"/> excellent	<input type="radio"/> None/poor <input checked="" type="radio"/> Marginal <input type="radio"/> excellent

All guardrails			Evidence of bats using bird nests, if present?	Yes	No
All expansion joints	<input checked="" type="checkbox"/>				
Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/>				
Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/>				

Assessment Conducted By: Meli Dube

Signature(s):

Meli Dube

District Environmental Use Only:

Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed a minimum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.
2. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the assessment.
3. Failure to submit this information will result in that structure being removed from the planned work schedule.
4. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
5. Estimates of numbers of bats observed should be placed in the Notes column.
5. Any questions should be directed to the District Environmental Manager.

NHDOT Project Thornton-Woodstock 40404
Range-Wide Biological Assessment for Transportation Projects for Northern Long-Eared Bat
Appendix C: Bridge Assessment Form Photos

Interstate 93 over Merrill Access Road, Woodstock, State Bridge #s 173/064 & 173/068



Figure 1. Western Abutment and I-Beams



Figure 2. Eastern Abutment and I-Beams

Photos taken by Meli Dube on May 3, 2016

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DOT Project # 46904	Water Body 193 over Mirror Lake Road	Date/Time of Inspection 5/3/16 12:30 pm
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Route:	County:	Federal Structure ID:	Bat Indicators				Notes: (e.g., number & species of bats, if known. Include the results of thermal, emergent, or presence/absence summer survey)
Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.			Visual	Sound	Droppings	Staining	
193	Grafton	201/534 202/034	no	no	no	no	no evidence of bat usage

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures	Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & 24" deep	Crevices, rough surfaces or imperfections in concrete	Human disturbance or traffic under bridge/in culvert or at the structure	Flight	Low	None
All crevices >12" deep & not sealed	Spaces between walls, ceiling joists	Possible corridors for netting	None/poor	Marginal	excellent

All guardrails				Evidence of bats using bird nests, if present?	Yes	No		
All expansion joints	<input checked="" type="checkbox"/>							
Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/>							
Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/>							

Assessment Conducted By: Meli Abbe

Signature(s): [Signature]

District Environmental Use Only:

Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed a minimum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.
2. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the assessment. Failure to submit this information will result in that structure being removed from the planned work schedule.
3. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
4. Estimates of numbers of bats observed should be placed in the Notes column.
5. Any questions should be directed to the District Environmental Manager.

Interstate 93 over Mirror Lake Road, Woodstock, State Bridge #s 201/034 & 202/034



Figure 1. Western Abutment and I-Beams



Figure 2. Eastern Abutment and I-Beams

Photos taken by Meli Dube on May 3, 2016

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DOT Project # 40404 Water Body 193 over US Route 3 Date/Time of Inspection 5/3/16 12:45 pm

Route:	County:	Federal Structure ID:	Bat Indicators				Notes: (e.g., number & species of bats, if known. Include the results of thermal, emergent, or presence/absence summer survey)
Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.			Visual	Sound	Droppings	Staining	
193	Grafton	202/064 203/064	ns	ns	ns	ns	no evidence of bat usage

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures	Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	Crevice, rough surfaces or imperfections in concrete	Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	Spaces between walls, ceiling joists	Possible corridors for netting	None/poor	Marginal	excellent

				Evidence of bats using bird nests, if present?	Yes	No		
All guardrails	<input checked="" type="checkbox"/>							
All expansion joints	<input checked="" type="checkbox"/>							
Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/>							
Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/>							

Assessment Conducted By: Meli Djae

Signature(s): 

District Environmental Use Only: _____

Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed a minimum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.
2. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the assessment. Failure to submit this information will result in that structure being removed from the planned work schedule.
3. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
4. Estimates of numbers of bats observed should be placed in the Notes column.
5. Any questions should be directed to the District Environmental Manager.

NHDOT Project Thornton-Woodstock 40404
Range-Wide Biological Assessment for Transportation Projects for Northern Long-Eared Bat
Appendix C: Bridge Assessment Form Photos

Interstate 93 over US Route 3, Woodstock, State Bridge #s 202/064 & 203/064



Figure 1. Western Abutment and I-Beams



Figure 2. Eastern Abutment and I-Beams

Photos taken by Meli Dube on May 3, 2016