BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: August 17, 2011
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Bob Landry
Cheryl Rasmussen
Chris Carucci
Christine Perron
Dan Prehemo
John Sargent
Jon Evans
Keith Cota
Lennart Suther
Marc Laurin
Michael Servetas
Mike Dugas
Pete Stamnas
Randy Talon
Wayne Brooks

Army Corps of Engineers
Rich Roach

EPA
Mark Kern

NHDES
Gino Infascelli
Lori Sommer

NH Fish and Game
Carol Henderson

The Smart Associates
Jenn Riordan

CLD Engineers
John Byatt

Unitil
Patty Quinn
Roger Barham
Tom Murphy

Process Pipeline Services
Mark Wood

VHB
Frank Kozcalka
Nancy Rendall

BL Companies
Derek Kohl
John Whitcomb

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

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:
(minutes on subsequent pages)

Finalization of July 20, 2011 Meeting Minutes 2
Manchester, 14966 (non-Federal) 2
Seabrook, 15769 (non-Federal) 3
Granite State Gas Transmission, (Associated with Newington-Dover, 11238)(no Federal #) 4
Enfield-Lebanon, A000(149), 13962 6
Salem-Manchester, IM-IR-93-1(174)0, 10418C 9

(When viewing these minutes online, click on a project to zoom to the minutes for that project)

NOTES ON CONFERENCE:

Finalization of July 20, 2011 Meeting Minutes

The July 20, 2011 meeting minutes were finalized.

Manchester, 14966 (non-Federal)

The project involves five "red-listed" bridges in the vicinity of the Millyard on I-293 at Exit 4 in Manchester and was last presented at the July 20, 2011 Natural Resource Agency Coordination Meeting. The two I-293 mainline bridges over the Piscataquog River will be replaced with single-span bridges. At the July 2011 meeting, NH Fish & Game asked if the existing bridge piers in the Piscataquog River could be removed to the river bed to provide a natural substrate. The Department and CLD Engineers have since evaluated the options for removing the piers and the amount of impact that would result from these options.

John Byatt discussed the two options for removing the existing bridge piers in the Piscataquog River. The piers can either be removed to the bottom construction joint or they can be removed to the river bed. If the piers are removed to the bottom construction joint, riprap would only need to be placed in the bridge widening area (where there are no existing piers). The existing piers provide stabilization for the sandy substrate and banks. If these piers are removed to the river bed, then extensive riprap would need to be placed to stabilize the area and to prevent scour. This would cause an increase of approximately 7,000 square feet of permanent bed impact and 10,000 square feet of permanent bank impact. Removing the piers to the bottom construction joint instead of to the river bed would result in less permanent wetland impact and would also have a lower cost. Handouts showing the two pier removal options and the amount of wetland impact were distributed.

Carol Henderson said that removing the piers to the bottom construction joint would be acceptable. Carol asked what the Department's preference is regarding the two pier removal options. John Byatt responded that they would like to remove the piers to the construction joint.

Lori Sommer asked when the mussel survey would be completed. Jon Evans said that it would be done before construction.

Gino Infascelli asked if riprap would need to be placed within the existing bridge area. John Byatt responded that riprap would only be added in the bridge widening area.

Agency File Numbers: Natural heritage: (NHB09-1047)

This project was previously reviewed on the following dates: 1/20/2010, 7/21/2010 & 7/20/2011 .
Note: Carol Henderson left the meeting after this presentation.

Seabrook, 15769 (non-Federal)

This project involves the widening of NH Route 107 over I-95 from just west of the SB On/Off Ramps, east to the US Route 1 intersection. Frank Koczalka, Vanasse Hangen Brustlin, Inc. (VHB) presented the proposed improvements to NH Route 107 in Seabrook. It is a project that is in the NHDOT 10 –year plan and the timeframe for completion has been accelerated to meet the needs of an off-site private development. The project has independent utility as it is an evacuation route for the Seabrook power plant and will be improved whether or not the private development is built. The proposed design improvement involves reconstructing and widening (primarily to the south) to a 5-lane section along a portion of NH 107 beginning at NH 107/US 1 intersection and extending westerly through the I-95 interchange and the NH 107 bridge over I-95 for approximately 3,000 feet before ending approximately 650 feet west of the I-95/NH 107 southbound off-ramp intersection. All reconstruction and widening improvements are to be completed within the existing roadway right-of-way. There are no federal funds being used for this project.

The project will involve the placement of an additional 48,000 s.f. of pavement to an existing 241,000 sf of pavement within the limits of the project area. Currently, none of the stormwater runoff from the existing pavement receives any formal BMP treatment. The project proposes to install two detention basins and one treatment swale which improve water quality to approximately 67 percent of the stormwater runoff within the project area.

The project will result in approximately 6,500 sf of impact to wetlands at six wetland impact areas. Almost all of these wetland impacts are due to slope cut or fill impacts for the road improvements. One of the proposed wetland impact areas is due to a proposed detention basin where the slope lines from the basin would result in approximately 1,028 sf of wetland impact. Rich Roach indicated that they do not usually allow wetland impacts for BMP's. Lori Sommer asked what the quality of the impacted wetlands was and whether there were any invasive species present in the wetland. Nancy Rendall, VHB indicated that an invasive species survey had been completed in the project area. A map showing the extent of invasive species was passed around to the participants. Due to the extent of invasive species within the limits of the project area the small amount of BMP impacts to Wetland 5 would be acceptable.

Rich Roach asked if the surface waters associated with the project were impaired for chlorides. Nancy stated that chlorides were not on the impaired list of Cain's Brook. Cain's Brook is listed for E.coli and pH impairment. Mark Kern asked where the project was relative to salt water intrusion, but that data was not available at the meeting. Rich Roach indicated per the Clean Water Act if the project adds an acre of pavement to an area that is impaired for chloride then the project will need to consider checks and balances to manage for chronic salt issues. Mark Kern asked if NHDES had any monitoring data for Cains Brook and Lori Sommer said there might be some information available. Mark Kern said that if it turned out that no chloride data were available, that one option would be to monitor during the late summer and during melting snows to determine chloride levels and/or if the timing to monitor did not meet with the project time schedule to assume that the area was impaired for salt and to develop a plan to manage and control chloride levels. Marc Laurin postulated that since chlorides were not listed as an impairment by NHDES that there is a presumption that there are no chloride impairments to the stream. This is the normal procedure for all projects. Monitoring to evaluate impairments is not the responsibility of NHDOT. It was decided that NHDOT would coordinate with NHDES Watershed Bureau to

determine if chloride data is available for the project area before considering any alternatives that involved chloride monitoring or management.

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

Granite State Gas Transmission, (Associated with Newington-Dover, 11238)(no Federal #)

John Whitcomb, Project Manager for BL Companies introduced the project. Granite State Gas Transmission (GSGT) currently has a 1,500-ft segment of 10-inch diameter pipeline crossing Little Bay between Newington and Dover, NH suspended below the Little Bay Bridge (Spaulding Tpk). As part of the Department's Newington – Dover (11238) project, GSGT must relocate off the new bridge. GSGT proposes to perform a Horizontal Directional Drill (HDD) under Little Bay from Newington to Dover, NH.

Background:
GSGT owns and operates an 87-mile long (492 psig MAOP) interstate transmission pipeline that begins in Haverhill, MA, travels through NH and terminates in Portland ME. The pipeline, which consists mostly of 8 and 10 inch coated steel, crosses the Little Bay River (adjacent to the Piscataqua River) between Dover and Newington NH. The 1500-ft segment of pipeline crossing the river is 10-inch in diameter and is currently suspended below the Little Bay Bridge (US-RTE-16).

The NH Department of Transportation (NHDOT) is currently in the process of constructing a new bridge adjacent to the existing Little Bay Bridge. The NHDOT will also be refurbishing the existing Little Bay Bridge and will be performing major highway improvements north and south of the bridge over the next several years. The NHDOT has informed GSGT that the existing 10-inch pipeline needs to be relocated to accommodate bridge refurbishment before September 2013.

After examining possible alternative locations for the replacement pipe on the new bridge, GSGT decided to replace the pipeline with 10-inch coated steel via a HDD under the river. It is anticipated that the majority of the drill path will be within rock; the drill path will be approximately 30 feet below the Little Bay channel bottom.

Alternative Drill Paths:
Alternative A: This is the preferred alternative, which involves running the new line parallel to Route 16 for approximately 2500' to the east crossing under Little Bay and exiting in the Dover Point parking area. This alternative's entry point is located above River Road, adjacent to the Electrical Warehouse outside of the FEMA Floodplain, tidal wetlands and 250' Shoreland Protection zone. The exit point falls outside of the FEMA Floodplain and tidal wetlands, but within the 250' Shoreland Protection zone. The exit point additionally falls within an area identified by New Hampshire Division of Historical Resources (NHDHR) as having the potential for subgrade archeological sensitivity; therefore we are initiating a Request for Project Review (RPR) by the NHDHR. It is anticipated that the preferred alternative will only require temporary work easements from the state.

Alternative B: This Alternative would leave the wooded area to the north of River Road and travel for approximately 2500' along the east side of the bridge crossing under Little Bay and exiting adjacent to the Dover Point boat launch. This alternative's entry point would be located within the FEMA Floodplain, tidal wetlands and 250' Shoreland Protection zone. The exit point would fall outside of the FEMA Floodplain and tidal wetlands, but within the 250' Shoreland Protection zone. The exit point additionally falls within an area identified by New Hampshire Division of Historical Resources (NHDHR) as having the potential for subgrade archeological sensitivity, and would also come ashore adjacent to a recreational use. This alternative would require temporary easements from both the state and private property owners.

Alternative C: This Alternative would leave Bloody Point and travel for approximately 2200' to the north crossing under Little Bay and exiting adjacent to the Dover Point boat launch. This alternative's entry point would be located within the FEMA Floodplain, tidal wetlands and 250' Shoreland Protection zone. The entry point would also fall within an area of Historical significance along an abandoned rail corridor. The exit point would fall outside of the FEMA Floodplain and tidal wetlands, but within the 250' Shoreland Protection zone. The exit point additionally falls within an area identified by New Hampshire Division of Historical Resources (NHDHR) as having the potential for subgrade archeological sensitivity, and would also come ashore adjacent to a recreational use. This alternative would require temporary easements from both the state and private property owners.

Environmental, Social and Historic Impacts:

- Temporary disruption to property for staging areas.
- Temporary disruption to use of part of public parking area on north side of river.
- Temporary construction impacts with the Shoreland Protection zone.
- Potential for inadvertent drilling mud release.
- No direct impacts to vegetation, wildlife, coastal resources, structures. Minor clearing will be needed on the south side of Little Bay.

Potential Permits, approvals sign-offs:

- USACOE Section 404 WQ Permit
- NHDES 401 WQ Permit
- NHDES Shoreland Permit
- USCG Jurisdictional Sign-Off
- NHDHR FONSI

It was noted that the project is in the conceptual stage of development and little hard information will be presented today. This is hopefully a meeting to determine how to proceed and to start the dialogue necessary to success.

Rich Roach noted that a Section 10 permit would likely be required. He also indicated was that a NEPA 16 might be necessary. It was determined that the ACOE would be the lead federal agency and that all presentations and work sessions will be done in front of this group. The ACOE has jurisdiction as the project will occur within the boundary of navigable waters.

The applicant was asked about schedule. it is anticipated that construction will start in late 2012 with completion within the winter of 2013 using a construction schedule of 4 months. The

applicant was advised that NH Fish & Game may have an interest in the project schedule as the drill pit on the eastern shore will be in proximity to the boat launch and will likely impair its use during construction.

Although not discussed the applicant is also aware that shellfish resources are present in the area and the potential for impacts will have to be evaluated.

In terms of disturbance the applicant noted that the main disturbance will consist of the excavated drill pits that will be required on each landing. The selection of the preferred alternative is based on minimizing impacts associated with these pits.

The Pit on the western shore will be deep. It will be located just above an observed wetland area, but will be in the upland area at an elevation 10 to 15 ft above the wetland elevation. A new wetland delineation for this area will be completed as part of the survey work being done.

The Pit locations as shown on the preferred alternative are also suitable for the large laydown/ staging area necessary for the pipe pull. Moving either pit further inland may impair the laydown area and become a constructability issue. The locations will be reviewed as design progresses and any ability to move out of impact areas will be considered

The project is currently being surveyed.

Subsequent to this meeting the design team will move forward with the preferred alternative so that the hydrographic survey and geotechnical work can commence. This work will need to be completed and mapped so the geotechnical rock cores within the water way can be designed, scheduled and completed.

The meeting schedule was discussed and the applicant currently intends to present at the October Resource Agency Meeting. In October a plan with survey, geotechnical information, drill baseline and drill pit locations will hopefully be presented for review and comment.

The Newington-Dover, 11238 project was previously reviewed on the following dates: 4/16/2003, 7/16/2003, 4/21/2004, 6/23/2004, 1/19/2005, 4/20/2005, 7/20/2005, 8/17/2005, 11/2/2005, 12/14/2005, 2/21/2006, 3/21/2007, 10/15/2008 & 8/19/2009.

Enfield-Lebanon, A000(149), 13962

Chris Carucci provided an overview of the project. This project (also known as a "4R" project) involves the rehabilitation of a 4 mile portion of I-89, from just north of Exit 15 (Mile 50.8) to north of Exit 17 (Mile 54.8).

Work will include the following:

- Mainline pavement recommendation is to cold plane 2" and pave 3.5"
- Exit 16 and Exit 17 ramp pavement will be removed and replaced
- Exit 15 ramp and cross road guardrail replacement
- Exit 15 cross road pavement ¾" overlay
- Bridge work – deck repair/replacements (no impact to jurisdictional areas)

- Recreation Trail (parallel to the Interstate) – fence repair and 1” overlay
- Rock remediation Exit 15 NB on ramp (scaling)
- Rock work – Sta 573+00 to 579+00 – cut back rock slope about 10’, create 32’ ditch
- Rock work - Exit 17 SB On Ramp – cut back rock slope about 10’, create 30’ ditch
- Selective clearing of large pines at Exit 17 (not within shoreland)
- Embankment stabilization – Sta 460+00 – 472+00 – replace fill above the top of bank of Stony Brook. Top of bank follows the top of concrete retaining wall and ledge areas. Work will take place above the top of bank line.

Work on existing stream crossings will consist of minor repairs only. No culvert replacements are proposed on stream crossings. Stream crossings are as follows:

54" CMP Sta 594+50, – Tier 1 DA ~ 96 acres L = 240’
Q50 = 100 cfs, existing outlet velocity ~ 17.5 ft/s;
Pipe is in poor condition and needs to be sliplined;
Use 48” polymer coated metal liner (small increase in outlet velocity);
An improved inlet fitting will be used to maintain the existing inlet capacity (20’ x 48” to 60”);
Replace inlet header;
Replace CBs and pipe in median;
Repair outlet header;
Construct 5 cy stone fill class B at both ends.

36” RCP Sta 610+25, – Tier 1 DA ~ 22 ac L = 150’
Relay 8 lf of pipe at inlet and outlet;
Replace header at inlet;
Reset end section at outlet;
Construct 5 cy stone fill class B at outlet.

24” RCP Sta 615+50 SB - Tier 1 DA ~ 49 acres L = 140’
Remove 8 lf of pipe at outlet

36” RCP Sta 615+40 NB - Tier 1 DA ~77 acres L = 165’
Header repair at inlet;
Concrete pipe joint repair;
Relay 24 lf of pipe at outlet;
Replace header at outlet;
Construct 5 cy stone fill class B at outlet.

24” RCP Ramp Sta 23+25 - Tier 3 DA ~ 25 acres L = 135’
Tier 3 due to proximity to Mascoma River;
Relay 8 lf of pipe at inlet and outlet;
Replace headers at inlet and outlet.

Twin 66" RCPs (Hardy Hill Brook) – Tier 3 DA ~ 1516 acres L = 270’
Concrete pipe joint repair;
Replace header at outlet.

30" RCP Sta 658+25 NB - Tier 1 DA ~77 acres L = 248'
Relay 8 lf of pipe at outlet;
Const new header at outlet.

Work on large drainage pipes that are not located on streams will consist of resetting ends of pipes, repairing/replacing headers, removing sediment at outlets, and adding stone aprons or stone channel lining as needed. These pipes are as follows:

- 36" Rcp Sta 466+00 L = 322'
- 30" Rcp Sta 525+50 Median drainage outlet
- 42" Rcp Sta 529+50 L = 214'
- 36" Cmp / Rcp's Sta 602+50 L = 33', 90', 108'

There are also approximately 100 outlet points from small drainage pipes (12" – 24" diameter, underdrain, and metal sluices (34 rcp; 143 cmp; 30,000 linear ft of underdrain; 8 sluices). Of these 100 outlet points, 66 are located in wetlands jurisdiction. Work on these structures will entail:

- Replacing metal sluices with slope pipes, end sections, and small stone aprons
- Replacing existing slope pipes, adding end sections and small stone aprons
- Resetting rcp ends, adding end sections, adding stone aprons where eroded
- Cmp's can be replaced if not too deep, otherwise sliplined, add end sections, add stone as needed
- Reconstructing top of all CB's (some are within "wet" median ditches)

Wetland impacts have been estimated and are anticipated to be approximately 5000 sq. ft. of permanent impacts and 3500 sq. ft. of temporary impact.

Most of the pipes would qualify under the Notification of Routine Roadway Maintenance process based on pipe size alone; however, many are located in wetlands classified as marsh, which disqualifies them from this process.

Total channel and bank impacts will be approximately 200 linear feet. This total does not include any impacts along the retaining wall on Stony Brook since work in this location will be located just above the top of bank. This work will run parallel to the brook for 1200 linear feet.

Shoreland impacts within the protected shoreland of the Mascoma River will be approximately 13,000 sq. ft.

There are invasive plants throughout the project area and standard practices will be employed to prevent their spread during construction.

Christine Perron stated that the NH Natural Heritage Bureau had no concerns with the project in regard to rare species or exemplary communities.

Rich Roach stated that the project would qualify for coverage under the NH PGP.

C. Perron asked Lori Sommer if she had any concerns with the linear feet of impacts since it was at or near the 200 ft. mitigation threshold. L. Sommer said that she had no concerns since all impacts were the result of repairs to existing structures.

No questions or concerns were raised about the project or impacts as proposed.

Agency File Numbers: Natural heritage: (NHB10-1953&1954)

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

Salem-Manchester, IM-IR-93-1(174)0, 10418C

This project involves the widening of Interstate 93 to add capacity between Salem and Manchester. Peter Stamnas described the mitigation creation options for the proposed Windham Median Site that were discussed at a recent Windham Conservation Commission meeting. The Commission strongly favored not removing any of the embankment of the existing northbound barrel. This would mean leaving the existing ground elevations in this area as they are now, removing the pavement and planting the area with trees. The Commission envisioned that the area would be used by the public for passive recreation such as walking their dogs and snowshoeing. The Canobie Lakes Watershed Association also expressed an interest in becoming stewards of this ±34 acre Preservation Site. Dan Prehemo stated that this would save the Department $400,000 to $500,000 to leave the embankment in place. P. Stamnas asked if it would be acceptable to the Resource Agencies to leave the embankment in place. All concurred that it would be suitable to leave the embankment.

Rich Roach stated that as credit was taken for this wetland creation in the I-93 mitigation plan, some in-lieu fee compensation might be appropriate. Mark Kern also supported this statement and indicated that it would make sense to spend the money on long-term protection of resources through the in-lieu fee program. Lori Sommer stated that the area of creation proposed should be the acreage used for calculating the in-lieu fee.

Marc Laurin stated that the Windham Conservation Commission also asked that the conservation easement for this location include some provision to allow agriculture on a portion of land that used to be a farm field. L. Sommer indicated that she would like to review the easement proposal language, but this activity would be allowable.

P. Stamnas stated that although the 13933H construction contract will not advertise until 2015, the Department is in the process of finalizing the design for this contract, and will make a proposal on what needs to be done regarding in-lieu fee mitigation in the near future. L. Sommer thought that it would be ideal if the payment could come in by the end of the year. The in-lieu fee will be further discussed with L. Sommer to decide on a reasonable compensation for the lost of the creation acreage.

Gino Infascelli asked if it made sense, from a future maintenance standpoint, if the culvert under the existing northbound should be replaced under the 13933H contract. P. Stamnas stated that for hydraulic reasons the culvert needs to remain. The culvert will be evaluated to see if there would be a future concern with leaving it or if it would be better to replace it. As of now the Department foresees only removing the pavement and landscaping the embankment.

Agency File Numbers: Wetland Permit (Permit #: 2002-02033)

This project was previously reviewed on the following dates: 8/10/1995, 1/10/1999, 2/16/2000, 5/17/2000, 6/14/2000, 7/19/2000, 8/10/2000, 9/20/2000, 10/18/2000, 1/17/2001, 2/14/2001, 3/21/2001, 4/18/2001, 5/10/2001, 8/15/2001, 9/19/2001, 10/17/2001, 11/21/2001, 1/16/2002, 2/20/2002, 5/15/2002, 6/18/2003, 10/15/2003, 12/17/2003, 10/20/2004, 11/17/2004, 1/18/2006, 12/19/2007, 2/20/2008, 10/15/2008, 11/19/2008, 12/17/2008, 1/21/2009, 2/18/2009, 4/15/2009, 5/20/2009, 7/15/2009, 8/19/2009, 10/29/2009, 1/20/2010, 2/17/2010, 3/17/2010, 5/19/2010, 7/21/2010, 9/15/2010, 12/15/2010, 5/18/2011 & 6/15/2011.