# BUREAU OF ENVIRONMENT
## CONFERENCE REPORT

**SUBJECT:** NHDOT Monthly Natural Resource Agency Coordination Meeting
**DATE OF CONFERENCE:** January 16, 2008
**LOCATION OF CONFERENCE**: John O. Morton Building
**ATTENDED BY:**

**NHDOT**
Bob Aubrey
Bob Davis
Bob Landry
Cathy Goodmen
Charlie Blackman
Chris Carucci
Christine Perron
Don Lyford
Jason Tremblay
Jim Bowles
Jon Evans
Kevin Nyhan
Kirk Mudgett
Laurel Kenna
Matt Urban
Randy Talon
Ron Crickard
Ron Grandmaison
Tim Mallette
Wendy Johnson

**Federal Highway Administration**
Jamie Sikora

**NHDES**
Chris Williams
Deb Loiselle
Gino Infascelli
Paul Piszczek
Steve Couture

**NH Fish and Game**
Kim Tuttle

**Army Corps of Engineers**
Rich Roach

**National Marine Fisheries Service**
Mike Johnson

**Headwaters Hydrology**
Sean Sweeney

**Stantec**
Cole Melendy
Rene LaBranche

**L.C. Engineering**
Lou Caron

**Louis Berger Group**
Judith Houston

**Citizens**
Mark Linehan

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



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

**NOTES ON CONFERENCE:**

**Finalization of December 19, 2007 Meeting Minutes**

The December 19, 2007 meeting minutes were finalized.

**Wakefield 14085, 14871 and 14872 (Non-Federal)**

These projects were presented by Cathy Goodmen and Wendy Johnson. The intent of these projects is to add northbound left turn lanes on NH Route 16 at the intersections of Gage Hill Road, Governor's Road and Stoneham Road. There will be some wetland impact issues at each intersection as there will be some drainage work and some slope work. The project area was reviewed by the NH Natural Heritage Bureau (NHNHB) and there are no endangered species or critical communities at these intersections. At Governor's Road a 30" corrugated metal pipe (CMP) will be slip lined with a smooth plastic pipe, as the existing pipe is severely deteriorated. The headwalls will also be repaired and stone aprons will be constructed at the inlet and outlet ends. Kim Tuttle was concerned about the ability of amphibians to use the stream crossing and asked if this is a perennial stream. It is a perennial stream on the inlet side, but at the outlet end there is a palustrine wetland. K. Tuttle asked if NHDOT could replace the culvert. The Department cannot replace it in an efficient manner because it is under approximately 30 feet of fill. K. Tuttle also asked if the slipliner could be rough surfaced, but W. Johnson said she had contacted the manufacturer and they don't have rough slip lining for plastic pipes at this time. K. Tuttle asked if a corrugated metal pipe could be used to line the culvert; W. Johnson said she would look into it. J. Bowles noted that the culvert is always full of water and functions more as an equalizer to the wetland and not a stream. R. Roach asked what the biota in the area are and if there are even animals present that would use this culvert to cross the corridor. R. Roach also indicated that the DOT might want to do an analysis of the culvert area habitat to determine the biota present. W. Johnson noted that the project is to advertise in March of 2008. The wetland impacts are 6,832 s.f. of permanent impacts and 1,323 s.f. of temporary impacts with 499 linear feet of channel and bank impacts. At Stoneham Road the culvert carrying Copp Brook will be extended 40 feet and the drainage culvert at Governor's Road will be extended 27 feet. R. Roach stated this project is eligible for an SPGP, but that the Department should continue to coordinate with the State officials. The project will be reviewed again at the February meeting once the issues raised by K. Tuttle have been considered.

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

**Hinsdale, X-A000(426), 14540N**

Jon Evans began by giving a brief overview of the project, which was previously presented at the March 15, 2006 and the August 23, 2006 Resource Agency Meetings. The proposed project is located on NH Route 63 beginning approximately 800 feet to the north of its intersection with NH Route 119 and extending north approximately 2,200 feet. The project involves the reconstruction of NH Route 63 to permanently fix this severely damaged stretch of roadway. The subject

roadway was damaged during the floods of October 9, 2005 after floodwaters in adjacent Kilburn Brook undermined the roadway, causing the collapse of a large section of the northbound travel lane and portions of the southbound lane. In order to restore safe vehicular passage through this area, a temporary bypass road was constructed immediately following the flood event.

Kirk Mudgett reviewed the wetland impact areas, which include several ditches and vegetated wetlands as well as the stabilization of an approximately 7,070 s.f. section of bank along Kilburn Brook. This section is approximately 272 feet long by 26 feet high and will be stabilized using Class B stone at a 1.5:1 slope, keyed in above the ordinary high water (OHW) line. The stream will not be impacted and the floodplain is not expected to be impacted as a result of this project.

Jon Evans summarized the total jurisdictional impacts: 1,370 s.f. of permanent wetland impacts, 7,595 s.f. of bank impacts and 2,550 s.f. of temporary impacts for a total of 11,515 s.f. The permit for these impacts was submitted in December to the NHDES Wetlands Bureau. Gino Infascelli confirmed that since this was a flood related project, review of this project would be expedited as agreed to between DOT and DES following the flooding. Rich Roach confirmed that this project would be eligible for coverage under the NH SPGP.

Jon Evans noted that the Ashuelot River is within ¼ mile of the project and therefore input from the Ashuelot River Local Advisory Committee (ARLAC) was solicited and they were invited to this meeting. The ARLAC recently submitted a request to both the Department and the Wetlands Bureau that increased vegetation along Kilburn Brook be considered for this project. Kilburn Brook is a known coldwater habitat and increased vegetation would provide more shade to the brook. Jon Evans indicated that tree removal would be kept to a minimum throughout the length of the project. He also indicated that the possibility of providing plantings on the newly constructed slope was reviewed with both the Department's Geotechnical section and Roadside Development section. It was determined that planting shade trees would eventually compromise the stability of the newly constructed slope and would likely not survive their juvenile years given the steep nature of the slope. Smaller shrub species could be planted on the subject slope, however they would provide little to no additional shade. Species similar to these should naturally populate the slope over the next few years with a higher probably of survival. For these reasons, the Department does not propose the inclusion of plantings with this project.

Steve Couture and Rich Roach asked if plantings could be added near the OHW line, below the toe-of-slope. Jon Evans indicated that if this were done, a flooding event would likely destabilize the trees, creating a downstream flooding hazard.

Rich Roach suggested adding humus and seed mix to the stone fill to help fill in the gaps and facilitate the growth of natural vegetation on the slope. Bob Landry indicated that this could be done above the Q50 as long as it was understood that given the steep nature of the slope, some sediment might initially wash into the brook. Those in attendance agreed that this was acceptable as long as the proper erosion control measures were in place. Jamie Sikora agreed that the addition of humus and seed above the Q50 was acceptable to FHWA.

Rich Roach confirmed that this project would qualify for coverage under the NH SPGP.
*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following dates: 3/15/2006, 8/23/2006.*

**Bartlett, BRF-MGS-X-0321(023), 13043**

This project consists of the replacement of the bridge that carries US Route 302 over the Saco River and the Conway Scenic Railroad. A follow up review of proposed bank restoration was presented.

In October of 2007, the Bartlett 13043 project was brought to the Natural Resource Agencies in an attempt to obtain guidance for an approach to restore the section of eroded bank along the Saco River. This section of bank collapsed as a result of the construction of a temporary bridge pier and causeway that restricts approximately ¾ of the river. During that meeting it was suggested by Steve Couture, DES, to look into the use of rock vanes in addition to the riprap approach that had been proposed.

Sean Sweeney of Headwaters Hydrology was hired by NHDOT to provide his expert opinion on the matter. He reviewed his findings, which involved two potential solutions, repairing just the bank or repairing the river as well as the bank. All NRA parties were in agreement that the eroded bank was in need of repair, however the consensus was that fixing only the eroded bank would not be appropriate. It was made clear that the preferred approach was a river restoration design that had been outlined in Sweeney's report.

Jim Bowles expressed his concerns over the budget, and the water quality standards that are currently outlined in the permit. Rich Roach, ACOE, suggested that the Department repair the eroded bank immediately to protect it from high water in the spring. He also suggested the Department should perform the river restoration phase when the temporary bridge pier is removed. He confirmed that this two-phased approach would qualify for coverage under the NH SPGP and that he was amenable to allowing machinery to enter the river to facilitate the restoration effort. He suggested the Department coordinate with Paul Piszczek (DES Watershed Management Bureau, not in attendance), as there have been projects of similar design and intent that proceeded with the support of his office. Gino noted that stabilizing the bank, utilizing the material deposited downstream of the temporary pier, would result in the reoccurrence of the aggradation if it were removed while the pier remained in place. Sean indicated he could modify the construction sequence to help with some of the concerns noted during the discussion. It was noted that this approach would require that all water quality standards holding the NHDOT to 10 NTU's within a mixing zone of 100 ft., would have to be suspended. All parties agreed that as long as the NHDOT could provide written commitments to the restoration following the bank stabilization and project construction, the approach was appropriate. NH DES and the ACOE will await the memo.

At the conclusion of the meeting, landowner Mark Linehan noted to NHDOT that the thalweg was not in the center of the river prior to construction. It is closer to the bank along his property. This is consistent with NHDOT's recollection.

NHDOT advised M. Linehan that the Department will pay the bridge contractor to do the additional work, including the river restoration, as long as the regulatory agencies allow NHDOT to do the restoration work without the wetlands permit condition of no equipment in the water and

the NHDES Watershed Management Bureau's condition of no turbidity increase greater than 10 NTU's that was imposed for the waterline installation.

*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following dates: 6/23/2004, 5/17/2006, 10/17/2007.*

**Hooksett, 1643-NH-2-R (Associated with DOT Project #12537A)**

Purpose of the Proposed Work

The proposed project consists of the installation of a 6' x 10' (or potentially a 6' x 12') pre-cast concrete box culvert to replace the existing 48" RCP culvert and 36" HDPE culvert that carry Dalton Brook beneath Benton Road. The purpose of the project is to help mitigate the flooding issues that have historically occurred upstream of the culvert in the vicinity of US Route 3/ NH Route 28 and the NH Route 28 Bypass. During the 2006 Mother's Day Storm it was reported that floodwater levels rose so that 15" of standing floodwater was inside the K-Mart store's 1st floor, located between US Route 3/ NH Route 28 and the NH Route 28 Bypass. In addition, during the spring of 2007, floodwaters from Dalton Brook caused portions of US Route 3/ NH Route 28 and the NH Route 28 Bypass, and Benton Road to be closed in the vicinity of the proposed work.

Existing and Proposed Hydraulics

Dalton Brook generally flows from east to west across US Route 3/ NH Route 28 and the NH Route 28 Bypass. On the west side of the NH Route 28 Bypass, portions of the brook are carried through what are believed to be two 48" culverts beneath the Merchants Motors Parking Lot. Immediately downstream of the Merchant Motors culvert outlets, Dalton Brook flows in an open channel north for approx. 130', beneath Benton Road, and through a wooded area for approximately 500' before entering a large prime wetland located west of US Route 3/ NH Route 28.

Significant Hydraulic Issue

The existing inverts of the Benton Road culverts are approximately 3 feet higher than the Merchant Motors culverts, thus impeding stormwater from flowing freely through the structures. The proposed Benton Road box culvert will be lowered by approximately 3.5' to provide positive streambed slope and to help mitigate ponding upstream of Benton Road and improve stormwater hydraulics. Lowering the Benton Road culvert invert requires that approximately 300' to 350' of stream channel downstream of Benton Road be lowered. It is estimated that the proposed work on Benton Road and the associated stream channel modifications alone would have a positive effect on the drainage issues in the affected area and would potentially mitigate stormwater issues associated with an approximate 10-year and 25-year storm event.

Stream Channel Restoration

Gove Environmental Services, Inc will be involved in the design of the stream restoration portion of this project. NHDOT provided Stantec and L.C. Engineering copies of *Guidelines for Naturalized River Channel Design and Bank Stabilization* and *White Paper – River Restoration and Fluvial Geomorphology* by NHDES and NHDOT and the design would incorporate recommendations included therein. Kim Tuttle noted concerns of using plastic matting due to recent information regarding the mortality of reptiles. Coconut matting will be considered for use

in the proposed stream channel restoration design. It was also noted that the area of the proposed stream restoration is greater than 100' from a prime wetland.

Discussion
Rich Roach of the US Army Corps of Engineers expressed concern that the proposed work around Benton Road is only one aspect of the drainage issues in that area. Rich Roach requested that an agreement be reached among all parties (NHDOT, Town of Hooksett, and Merchant Motors) that all drainage issues would be addressed. Rich Roach also requested that previous permits obtained for filling the former open channel and installation of the culverts on the Merchants Motors property be investigated. Stantec indicated that the Town of Hooksett would be made aware of this request.

*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following date: 7/18/2007*

**Hollis, 15310 (Non-Federal)**

Jon Evans began by giving a brief overview of the project. This project involves the replacement of a culvert on Depot Road in Hollis, NH. This 6' wide, 7' high, 42' long, stone box culvert is located on Sucker Brook approximately 1,800 feet north of the Depot Road/NH Route 111 intersection. Sucker Brook carries water intermittently and is greatly affected by the water levels of the Nashua River about 800 feet downstream from the subject culvert. This culvert was damaged during the floods of April 2007 resulting in severe structural deficiencies and safety concerns. The Department received emergency authorization (DES# 2008-00005) in early January 2008 to temporarily stabilize the culvert while a more permanent fix could be developed. This stone box culvert has been reviewed with the NH Division of Historical Resources (NHDHR) and is eligible for listing in the National Register of Historic places.

Bob Davis gave a brief overview of the proposed design of the project. The Department's preferred alternative is to replace the existing 6' wide, 7' tall, 42' long, stone box culvert with a 7' wide, 7' tall, 60' long, concrete box culvert. The invert of the new culvert would be buried approximately 1-foot below the streambed to provide for 1-foot of naturalized material to be placed in the bottom. Bob Davis explained that although this is the Department's preferred option, there is a possibility that, due to various utility issues associated with the use of a crane, two 60" concrete pipes could be necessary, as they are lighter and do not require the use of a crane. The Department would like to complete this work during the summer of 2008. This project will require closing the road in both directions and detouring traffic approximately 2 miles on local roads.

Rich Roach asked if the existing culvert could be slip-lined instead of replaced. Bob Davis said that the intent of the project was to provide a replacement that is similar in size to the existing culvert, so as not to have an effect on the flood patterns of the area. Rich Roach also asked why the length of the culvert was extended. Bob Davis responded that the extended length was necessary to provide for slightly wider shoulders, to help stabilize the embankments against future collapse and to provide updated guardrail.

Kim Tuttle expressed concerns that the twin pipe design would not prove as well for fish passage. Jon Evans noted that approximately 400' upstream the town has two similarly sized concrete pipes passing beneath Twiss Lane. He also noted that this stream is intermittent and often does not have any flowing water. Gino Infascelli suggested that if the twin pipes were necessary, one could be raised slightly to provide for easier amphibian passage. Kim Tuttle agreed that this design would be best should this alternative be necessary.

Jon Evans confirmed that the understanding was that the box culvert is the preferred design and the twin pipe option would only be chosen if it was determined to be the only feasible option. If the twin pipe option is necessary the Department can proceed without further review from the resource agencies. Jon Evans also noted that once an alternative is chosen, a wetlands permit would be submitted.

Rich Roach confirmed that this project would qualify for coverage under the NH SPGP. Rich Roach also confirmed that, as there is no FHWA funding involved in this project, the Army Corps is the lead Federal agency for this project as a result of the anticipated wetland impacts.

*This project has not been discussed at any of the previous Natural Resource Agency Coordination Meetings.*

**Hampton Falls-Hampton, 13408B (Non-Federal)**

Kevin Nyhan passed out copies of the draft feasibility study prepared for this project, which involves addressing the bridge/ overflow culvert/ fish ladder on Taylor River along Interstate 95. K. Nyhan indicated that he would like comments on the study at next month's meeting. Items he was looking for were: permitability of each alternative, missing items/studies, any other comments or issues.

K. Nyhan indicated that ACOE may be the lead federal agency on this project. Rich Roach indicated that a Corps permit would probably be required. He further asked if the US Coast Guard had jurisdiction over this waterway. *Subsequent to this meeting, the Department heard that a Coast Guard bridge permit would be required.*

R. Roach requested that the Department look into whether a Coast Guard permit was ever issued for the construction of the existing dam. If it was not permitted, legally it does not exist.

Mike Johnson asked who the abutters were. K. Nyhan responded that the abutters to the impoundment consist of residences and Taylor River Estates.

Comments on the document can be brought to the meeting next month or emailed prior to the meeting to Bob Landry at rlandry@dot.state.nh.us.
*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following date: 12/19/2007.*

**Statewide, 14802 (Non-Federal)**

David Scott began the presentation with a brief overview of the project. This project involves repairing the piles of two bridges located on NH Route 1B in New Castle and Portsmouth. The piles are steel and were encased in concrete in 1986. This concrete is now in poor condition. Work will consist of removing the old concrete and encasing each pile with new concrete. Because of concerns raised at a previous meeting regarding fish migration, no work will take place in the water between April 1 and July 1. Old concrete will be prevented from falling into the water and will be removed from the site. This project was discussed at the March 21, 2007 coordination meeting and was being presented again to focus specifically on sediment removal and turbidity.

It is estimated that each concrete encasement extends approximately two feet below the mud line; therefore, approximately 0.7 cubic yards of sediment must be moved away from each pile to complete this work. Because digging this sediment by hand may not be feasible due to compaction, an airlift system will be used to move the sediment away from each pile. An airlift works by moving compressed air through a pipe to suck water and sediment through an inlet. The displaced water and sediment is discharged away from the work area through a pipe located at the sea floor. The depth of water at these sites can be as deep as 32 feet.

Options for controlling potential turbidity were given:

a) Cofferdams – Installing cofferdams would likely be more expensive than the actual work and, therefore, is cost prohibitive.
b) Silt curtain – It would be very difficult to get a solid connection between a silt curtain and the underwater substrate, especially with tidal currents.
c) Upland disposal – This would be expensive and would require disposal of not just the sediment but also the large volume of water that is displaced. It is also unknown where this sediment and water could be disposed.
d) Settling pond – There is limited space for a settling pond to be constructed at each bridge site. A pond could not interfere with navigability through the channel. Also, a rare plant occurs near each bridge, further limiting available space for a settling pond.
e) No turbidity controls – The airlift will be discharged at the sea floor, therefore sediment will stay low in the water column. It is possible that tidal currents, especially in storms, churn up even more sediment and create more turbidity than this project would.

Kim Tuttle asked how many piles would be worked on at once. D. Scott said that he would like to leave that up to the contractor. The contractor will need to ensure that the channel remains navigable.

Mike Johnson asked if the discharge from the airlift would be directed downstream. D. Scott explained that discharge would be directed away from the bridge and the direction would depend on tidal flows. He also reiterated that discharge would be directed toward the streambed, not up into the water column.

K. Tuttle asked where the staging area for the project would be located. D. Scott said a barge would be used. The Fish and Game property on Goat Island would not be used.

Gino Infascelli asked about the upland disposal option: if the discharge from the airlift was pumped to a barge, wouldn't it be the contractor's responsibility to find a disposal site? D. Scott explained that it would be a good idea to have some knowledge of what disposal would entail in order to get a handle on costs.

M. Johnson said that winter flounder would be spawning in this area prior to April 1. D. Scott said that work would start after July 1 and could not extend into the winter because of temperature restrictions of construction materials. M. Johnson considers the time of year restriction (April 1 to July 1) to be a mitigative factor. He later stated that while it is not ideal to create any turbidity in EFH (essential fish habitat) waters, he understands that the project has no viable alternatives and will have minimal impacts as proposed. He said that he had no further recommendations or comments on the project.

Rich Roach suggested that concrete below the mud may not even need to be replaced. If that were the case, the new concrete could start at the mud line and the sediment would not need to be disturbed. D. Scott replied that he anticipates the concrete below the mud will need replacement.

R. Roach stated that the work involves maintenance of an existing structure, therefore the project would be exempt from the Clean Water Act and would not require confirmation of SPGP provided that the Coast Guard does not have any objections to the proposed work. Christine Perron will provide him with the letter she received from the Coast Guard indicating that they had no concerns.

Paul Piszczek stated that a 401 water quality certificate review would not be required.

G. Infascelli asked when the work would be finished. D. Scott answered that work should be completed by November. Gino indicated that there should be no work in the water during spawning of winter flounder; therefore the time of year restriction will be extended to January 1 to July 1. D. Scott said that this would not be a problem.

*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following date: 3/21/2007.*

**Salem, 14883 (Non-Federal)**

The purpose of this meeting was to request the natural resource agencies' comments relative to this municipally-managed bridge replacement project, located on Haverhill Road, in Salem, NH.

Judith Houston of the Louis Berger Group provided a short presentation of information and photographs explaining the existing conditions of this bridge, and proposed replacement project due to structural and safety issues associated with the current construction:

This bridge replacement is the Town's highest priority replacement project. The existing bridge is on NHDOT's Red List due to structural and safety deficiencies. The bridge is approximately 16 ft. clear span by 6 ft. high and was constructed in 1930. The dry-laid stone abutments are in poor condition due to settlement of underlying substructure. It is not cost effective to repair the

structure. The safety issues include inadequate concrete parapet construction. A sharp roadway curve near the project adds to poor sight distance.

The current bridge has no hydraulic issues. It is located within a Zone A floodplain of the Spicket River. The bridge is proposed to be replaced with a 20 ft. by 6 ft. high precast concrete arched frame with an open bottom to maintain the natural streambed. This size allows the passage of both the 50- and 100-year events with 1.5 ft and 0.6 feet of freeboard respectively. It will be built in its current location with minimal change in alignment. Solid pre-cast concrete parapets are proposed *(Please note that this information was presented incorrectly, the concrete parapets will be cast-in-place.*). Class B stone fill will be installed for scour protection at the abutments and bank erosion control. Temporary slope easements are being negotiated by the Town.

The Town is also proposing to repave through the Haverhill Road and North Main Street intersection. Two 12-foot lanes are proposed to match the approach roadway. The pavement over the bridge is to be slightly widened.

Approximately 837 s.f. of wetlands will be impacted *(Please note that this has been recently revised to 940 s.f. of impact.).* A NHDES Dredge and Fill Permit application is currently being prepared and will be submitted to NHDES shortly. Berger assumes that the project falls under the USACE State Programmatic General Permit, and no Individual Permit is required. An EPA NOI must be submitted by the Contractor and Owner under the Construction Dewatering Permit for dewatering activities during construction. NHDOT Environmental Review documentation (for non-Federal projects) is also being prepared for submittal shortly.

There are no listed endangered species in the vicinity, however, several 'tracked species' in the general area:

1. Eastern Pond Mussel was documented 3.75 miles upstream of bridge in Walsh Pond.
2. Blandings Turtle has been documented in Derry and Hampstead.
3. Banded Sunfish has been documented in the Spicket River.

No impacts to wildlife are anticipated. The open bottom bridge structure with natural channel bottom will be maintained.

The project was discussed at a Cultural Resource Agency Coordination Meeting in July 2006. The bridge does not meet National Register criteria, however it is located near historic period residences, hence the proposed concrete parapet design.

Gino Infascelli asked if the project is located within Prime Wetlands? Berger responded that they do not know and will follow up with the Town. Gino asked if there is a walkway or bike lane proposed over the bridge, as it is very narrow. Berger responded no that the proposed bridge is to be installed within its current footprint to minimize wetlands impacts and to keep with the historical context of the area. Gino concluded with what are the erosion control methods proposed for the dewatering activities. Berger responded that means and methods are not specified in the design. The contractor is required to follow the NHDOT specifications for this work. Gino stated that he will include erosion control methods to be used during dewatering as conditions in permit. He also suggested that Berger reference that he was in attendance at this meeting in our cover letter with the permit application, as he may end up reviewing the package.

Kim Tuttle requested that no rip-rap be placed on the stream bottom, and to minimize removal of the existing vegetation as much as possible.
Berger will check with the City to determine if the project is within Prime Wetlands. Following this meeting Berger determined that it is not.

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

**Portsmouth-Kittery, BHF-X-T-0101(015), 13678**

This project involves the rehabilitation of the bridge that carries US Route 1 over the Piscataqua River between Portsmouth, NH and Kittery, ME. Kevin Nyhan presented the wetland impacts, which consist of 21,000 s.f. of temporary impacts to previously disturbed tidal buffer zone and approximately 40 s.f. of temporary impacts to the bed of the Piscataqua River for the use of spud piles of a barge for the staging of work. Due to the spud piles the project classification could be Major instead of Minimum. Mike Johnson stated that from an EFH perspective there could be turbidity issues, but given the current of the river and the high navigation traffic it would not be a concern. K. Nyhan asked Gino Infascelli if he could permit the project as a Minimum given the spud pile use. G. Infascelli indicated he would review the rules. An ACOE permit is not required.

Kim Tuttle asked if the peregrine falcons were still nesting on the bridge. K. Nyhan responded that they are not and precautions have been taken to prevent them. They have been seen on the adjacent bridge: the Sarah Mildred Long Bridge. K. Tuttle will follow up.

Chris Williams indicated that, depending upon the funding source, a consistency finding under the Coastal Zone Management Act (CZMA) would be required. K. Nyhan will follow up with C. Williams with the funding source.

*This project was previously reviewed at the Monthly Natural Resource Agency Coordination Meeting on the following dates: 9/15/2004, 9/21/2005, 5/16/2007.*

**Hopkinton, 13799 (Non-Federal)**

This project involves rehabilitating the existing bridge over the spillway on NH Route 127 in Hopkinton. It is located approximately 0.5 miles west of the intersection of NH Route 127 and Interstate 89 at Exit 6.

Jason Tremblay presented an overview of the project. Work will consist of rehabilitation of the existing bridge, partial and full depth deck repairs, replacing existing bridge rail, joint work, and there is a potential for painting the structural steel (girders). None of the work will alter or affect the function or capacity of the spillway channel at any time. All work is anticipated to be completed in the original footprint of the existing bridge.

Laurel Kenna presented information regarding environmental concerns with the project. It was noted that the project is within 0.25 miles of the Contoocook River, which is listed as a Designated River.

The Hopkinton Flood Insurance Rate Map indicated that the project area is also located in a Zone A, a special flood hazard area inundated by 100-year flood events, which is associated with the spillway channel. There are no wetlands, or species of concern located within the project area. Because there were no wetlands located within the project area, and it was not anticipated that there would be any impacts on surrounding wetlands, it was made known that there was no intent on obtaining a wetlands permit.

Gino Infascelli inquired about a letter sent by Laura Weit, Rivers Management and Protection Program. The letter indicated that the bridgework does not appear subject to RMAC, but it does fall under the jurisdiction of the Contoocook and North Branch Rivers Local Advisory Committee (CNBRLAC). The letter also indicated that all information provided to Laura Weit was forwarded to Michelle Hamm, Chair of the CNBRLAC. Kevin Nyhan, stated that the LAC was invited to attend the resource agency meeting, and there was no representation from LAC present at the meeting.

Rich Roach expressed his feelings that the project should be made known to Joe Redlinger at the ACOE who oversees the Hopkinton-Everett Dam System for the Corps (one of which is associated with this spillway channel) as a precautionary measure. This will ensure the awareness of the projects presence in the area in order to avoid any potential conflict with the ACOE. Laurel Kenna will ensure coordination with Mr. Redlinger.

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