

# STATE OF NEW HAMPSHIRE INTER-DEPARTMENT COMMUNICATION

**DATE:** June 22, 2022

**FROM:** Joshua Brown  
Wetlands Program Analyst

**AT (OFFICE):** Department of  
Transportation

**SUBJECT** Dredge & Fill Application  
Statewide (Rumney), 41915A  
Bureau of  
Environment

**TO** Karl Benedict, Public Works Permitting Officer  
New Hampshire Wetlands Bureau  
29 Hazen Drive, P.O. Box 95  
Concord, NH 03302-0095

Forwarded herewith is the application package prepared by NH DOT Bureau of Bridge Design for the subject major impact project. The project is located along NH Route 25 over Halls Brook in the Town of Rumney, NH. The NH Department of Transportation (NHDOT) is proposing streambank and streambed stabilization measures at the crossing to address existing scour issues, to prevent future scouring or undermining of the crossing, and, where feasible, to improve aquatic organism passage through the crossing.

This project was reviewed at the Natural Resource Agency Coordination Meeting on October 15, 2021. A copy of the minutes has been included with this application package. A copy of this application and plans can be accessed on the Departments website via the following link: <http://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/wetland-applications.htm>.

NHDOT anticipates and request that this project be reviewed and permitted by the Army Corp of Engineers through the State Programmatic General Permit process. A copy of the application has been sent to the Army Corp of Engineers.

Mitigation was determined to not be required as the proposed work was determined to be self-mitigating.

The lead people to contact for this project are David Scott, Bureau of Bridge Design (271-1613 or [David.L.Scott@dot.nh.gov](mailto:David.L.Scott@dot.nh.gov)) or Andrew O'Sullivan, Wetlands Program Manager, Bureau of Environment (271-3226 or [Andrew.O'Sullivan@dot.nh.gov](mailto:Andrew.O'Sullivan@dot.nh.gov)).

A payment voucher has been processed for this application (Voucher #686623) in the amount of \$4,462.80.

If and when this application meets with the approval of the Bureau, please send the permit directly to Andrew O'Sullivan, Wetlands Program Manager, Bureau of Environment.

JRB;  
cc:  
BOE Original  
Town of Rumney (4 copies via certified mail)  
David Trubey, NH Division of Historic Resources (Cultural Review Within)  
John Magee, NH Fish & Game (via electronic notification)  
Maria Tur, US Fish & Wildlife (via electronic notification)  
Jeanie Brochi, US Environmental Protection Agency (via electronic notification)  
Michael Hicks & Rick Kristoff, US Army Corp of Engineers (via electronic notification)  
Kevin Nyhan, BOE (via electronic notification)

\\dot.state.nh.us\data\Environment\PROJECTS\STATEWIDE\41915A\Wetlands\Wetland Applications\41915A-6 (Rumney)\Application Submission Docs\WETAPP - Coverletter.doc

**Bridge 105/063 – NH Route 25 over Halls Brook  
Rumney, NH**

**NH Department of Transportation (NHDOT)  
Statewide Bridge Scour Stabilization Project  
Federal Project Number: X-A004(779)  
NHDOT Project Number: 41915A**

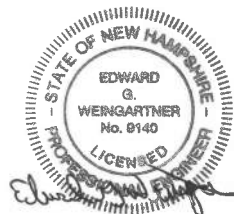
**New Hampshire Department of  
Environmental Services**

**Wetlands Bureau Permit Application**

Hoyle Tanner Project Numbers: 092592.01 & 092590.18



Prepared By:



6/9/2022

June 2022

June 9, 2022

D.E.S. Wetlands Bureau  
P.O. Box 95  
Concord, NH 03302-0095

Re: DRAFT Wetlands Permit Application  
NHDOT Statewide Scour Stabilization No. 41915A  
Bridge 105/063 – NH Route 25 over Halls Brook, Rumney, NH  
Hoyle Tanner Project Nos. 092592.01 & 092590.18

Dear Sir/Madam:

The NH Department of Transportation (NHDOT) Statewide #41915A Project involves stabilization efforts to address scour issues and prevent additional scouring or undermining of the existing crossing, and, where feasible, increase aquatic organism passage through the crossing.

NH Route 25 over Halls Brook is located in Rumney, NH. The 22-foot span concrete box culvert bridge experiences high flood flow velocities and has a large and deep scour pool that has formed at the outlet. Proposed stabilization measures include filling the scour hole with Class IX riprap with natural streambed material, as available, or crushed stone placed overtop and as infill. The riprap will be installed to match the invert elevation at the outlet such that the existing perch will be removed and aquatic organism passage will be restored during low flows. New Class V riprap will be placed on the banks to reestablish riprap placed during construction and maintenance of this culvert over time. Bank plantings will be installed to restore altered bank areas.

There will be permanent and temporary resource impacts as a result of the project. All areas of temporary disturbance will be re-vegetated upon work completion. A filing fee of \$4,462.80 is included with the package. The current schedule is to commence construction in the spring of 2023 and complete construction by fall 2023.

If you require any additional information, please feel free to contact me at your convenience.

Very truly yours,  
**HOYLE, TANNER & ASSOCIATES, INC.**



Kimberly R. Peace  
Senior Environmental Coordinator

## TABLE OF CONTENTS

- **NHDES WETLANDS BUREAU PERMIT APPLICATION**
- **PROJECT LOCATION MAP – USGS 1:24,000 COLOR TOPO MAP**
- **TAX MAP**
- **ATTACHMENT A MINOR AND MAJOR PROJECTS**
- **AVOIDANCE AND MINIMIZATION CHECKLIST**
- **PREAPPLICATION CORRESPONDENCE WITH NHDES AND NHF&G**
- **NATURAL RESOURCES AGENCY COORDINATION MEETING MINUTES**
- **WETLAND DELINEATION REPORT, FUNCTIONAL ASSESSMENT & SITE PHOTOS, STONEY RIDGE ENVIRONMENTAL**
- **HYDROLOGIC AND HYDRAULIC ANALYSIS**
- **BANK/SHORELINE STABILIZATION PROJECT-SPECIFIC WORKSHEET**
- **NATURAL HERITAGE BUREAU (NHB) REVIEW & WOOD TURTLE FLYER**
- **US FISH AND WILDLIFE (USF&W) IPAC RESULTS**
- **US FISH AND WILDLIFE (USF&W) CORRESPONDENCE**
- **SECTION 106 EFFECT MEMO**
- **SUPPLEMENTAL NARRATIVE**
- **US ARMY CORPS OF ENGINEERS NEW HAMPSHIRE PROGRAMMATIC GENERAL PERMIT (PGP) APPENDIX B CHECKLIST**
- **EXPLANATIONS FOR CHECKLIST ANSWERS**
- **CONSTRUCTION SEQUENCE**
- **RIP-RAP AND STONE INFILL SPECIFICATIONS**
- **PROJECT PLANS**



# STANDARD DREDGE AND FILL WETLANDS PERMIT APPLICATION

Water Division/Land Resources Management  
Wetlands Bureau

[Check the Status of your Application](#)



**RSA/Rule:** RSA 482-A/Env-Wt 100-900

**APPLICANT'S NAME:** NH Department of Transportation

**TOWN NAME:** Rumney

Administrative Use Only	Administrative Use Only	Administrative Use Only	File No.:
			Check No.:
			Amount:
			Initials:

A person may request a waiver of the requirements in Rules Env-Wt 100-900 to accommodate situations where strict adherence to the requirements would not be in the best interest of the public or the environment but is still in compliance with RSA 482-A. A person may also request a waiver of the standards for existing dwellings over water pursuant to RSA 482-A:26, III(b). For more information, please consult the [Waiver Request Form](#).

<b>SECTION 1 - REQUIRED PLANNING FOR ALL PROJECTS (Env-Wt 306.05; RSA 482-A:3, I(d)(2))</b>	
Please use the <a href="#">Wetland Permit Planning Tool (WPPT)</a> , the Natural Heritage Bureau (NHB) <a href="#">DataCheck Tool</a> , the <a href="#">Aquatic Restoration Mapper</a> , or other sources to assist in identifying key features such as: <a href="#">priority resource areas (PRAs)</a> , <a href="#">protected species or habitats</a> , coastal areas, designated rivers, or designated prime wetlands.	
Has the required planning been completed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the property contain a PRA? If yes, provide the following information:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<ul style="list-style-type: none"> <li>• Does the project qualify for an Impact Classification Adjustment (e.g. NH Fish and Game Department (NHF&amp;G) and NHB agreement for a classification downgrade) or a Project-Type Exception (e.g. Maintenance or Statutory Permit-by-Notification (SPN) project)? See Env-Wt 407.02 and Env-Wt 407.04.</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<ul style="list-style-type: none"> <li>• Protected species or habitat?                             <ul style="list-style-type: none"> <li>○ If yes, species or habitat name(s): Wood Turtle (<i>Glyptemys insculpta</i>)</li> <li>○ NHB Project ID #: NHB22-1477</li> </ul> </li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
• Bog?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• Floodplain wetland contiguous to a tier 3 or higher watercourse?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• Designated prime wetland or duly-established 100-foot buffer?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• Sand dune, tidal wetland, tidal water, or undeveloped tidal buffer zone?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the property within a Designated River corridor? If yes, provide the following information:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<ul style="list-style-type: none"> <li>• Name of Local River Management Advisory Committee (LAC):</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

[lrn@des.nh.gov](mailto:lrn@des.nh.gov) or (603) 271-2147

NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095

[www.des.nh.gov](http://www.des.nh.gov)

• A copy of the application was sent to the LAC on Month: <input type="text"/> Day: <input type="text"/> Year: <input type="text"/>	
For dredging projects, is the subject property contaminated? • If yes, list contaminant: <input type="text"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is there potential to impact impaired waters, class A waters, or outstanding resource waters?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
For stream crossing projects, provide watershed size (see <a href="#">WPPT</a> or Stream Stats): N/A	
<b>SECTION 2 - PROJECT DESCRIPTION (Env-Wt 311.04(i))</b>	
Provide a <b>brief</b> description of the project and the purpose of the project, outlining the scope of work to be performed and whether impacts are temporary or permanent. DO NOT reply "See attached"; please use the space provided below.	
<p>The NH Department of Transportation (NHDOT) is proposing streambank and streambed stabilization measures at the NH Route 25 crossing over Halls Brook in Rumney, NH, to address existing scour issues, to prevent future scouring or undermining of the crossing, and, where feasible, to improve aquatic organism passage through the crossing.</p> <p>The 22-foot span concrete box culvert bridge experiences high flood flow velocities and has a large and deep scour pool that has formed at the outlet. Proposed stabilization measures include filling the scour hole with Class IX riprap with natural streambed material, as available, or crushed stone placed overtop and as infill. The riprap will be installed to match the invert elevation at the outlet such that the existing perch will be removed, and aquatic organism passage will be restored during low flows. New Class V riprap will be placed on the banks to reestablish riprap placed during construction and maintenance of this culvert over time. Bank plantings will be installed to restore altered bank areas.</p> <p>The proposed project will result in a total of 3,178 square feet and 243 linear feet of temporary wetland impact and 7,979 square feet and 155 linear feet of permanent wetland impact. Temporary impacts are associated with providing space for the contractor to install riprap and water diversion structures, a clean water bypass system and other erosion control best management practices as well as replacement of riprap on the banks where it was previously installed. Permanent impacts are associated with the replacement of riprap along both banks downstream of the crossing and within the stream channel to fill a large scour hole at the outlet of the crossing. Temporary bank impact areas that include soil disturbance and vegetation removal will be restored via installation of plantings as shown on the plans provided.</p>	
<b>SECTION 3 - PROJECT LOCATION</b>	
Separate wetland permit applications must be submitted for each municipality within which wetland impacts occur.	
ADDRESS: NH Route 25	
TOWN/CITY: Rumney	
TAX MAP/BLOCK/LOT/UNIT: NHDOT ROW Adjacent to Map 12, Lots 7-32-1, & 7-4	
US GEOLOGICAL SURVEY (USGS) TOPO MAP WATERBODY NAME: Halls Brook <input type="checkbox"/> N/A	
(Optional) LATITUDE/LONGITUDE in decimal degrees (to five decimal places): 43.795025° N / -71.839476° W	
<b>SECTION 4 - APPLICANT (DESIRED PERMIT HOLDER) INFORMATION (Env-Wt 311.04(a))</b>	
If the applicant is a trust or a company, then complete with the trust or company information.	
NAME: NH Department of Transportation / David L. Scott, PE	
MAILING ADDRESS: P.O. Box 483, 7 Haven Drive	
TOWN/CITY: Concord	STATE: NH ZIP CODE: 03302

[lrn@des.nh.gov](mailto:lrn@des.nh.gov) or (603) 271-2147

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EMAIL ADDRESS: <a href="mailto:david.l.scott@dot.nh.gov">david.l.scott@dot.nh.gov</a>		
FAX: (603) 271-2759	PHONE: (603) 271-2731	
ELECTRONIC COMMUNICATION: By initialing here: <u>DLS</u> , I hereby authorize NHDES to communicate all matters relative to this application electronically.		
<b>SECTION 5 - AUTHORIZED AGENT INFORMATION (Env-Wt 311.04(c))</b>		
<input type="checkbox"/> N/A		
LAST NAME, FIRST NAME, M.I.: Peace, Kimberly R.		
COMPANY NAME: Hoyle, Tanner & Associates, Inc.		
MAILING ADDRESS: 150 Dow Street		
TOWN/CITY: Manchester	STATE: NH	ZIP CODE: 03101
EMAIL ADDRESS: <a href="mailto:kpeace@hoyletanner.com">kpeace@hoyletanner.com</a>		
FAX: 603-669-4168	PHONE: (603) 460-5205	
ELECTRONIC COMMUNICATION: By initialing here <u>KRP</u> , I hereby authorize NHDES to communicate all matters relative to this application electronically.		
<b>SECTION 6 - PROPERTY OWNER INFORMATION (IF DIFFERENT THAN APPLICANT) (Env-Wt 311.04(b))</b>		
If the owner is a trust or a company, then complete with the trust or company information.		
<input checked="" type="checkbox"/> Same as applicant		
NAME:		
MAILING ADDRESS:		
TOWN/CITY:	STATE:	ZIP CODE:
EMAIL ADDRESS:		
FAX:	PHONE:	
ELECTRONIC COMMUNICATION: By initialing here _____, I hereby authorize NHDES to communicate all matters relative to this application electronically.		
<b>SECTION 7 - RESOURCE-SPECIFIC CRITERIA ESTABLISHED IN Env-Wt 400, Env-Wt 500, Env-Wt 600, Env-Wt 700, OR Env-Wt 900 HAVE BEEN MET (Env-Wt 313.01(a)(3))</b>		
In accordance with Env-Wt 400 the jurisdictional areas within the project limits have been delineated by Stoney Ridge Environmental, LLC. A copy of the Wetland Delineation and Invasive Species Report is included with this application. The jurisdictional areas are referenced on the included wetland impact plan.		
The project has been designed in accordance with, Env-Wt 514.02, Env-Wt 514.03, Env-Wt 514.04, Env-Wt 514.05, and 514.06. Project-specific information is contained within this permit application.		
<b>SECTION 8 - AVOIDANCE AND MINIMIZATION</b>		
The Avoidance and Minimization Checklist is attached to this permit application.		

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**SECTION 9 - MITIGATION REQUIREMENT (Env-Wt 311.02)**  
 If unavoidable jurisdictional impacts require mitigation, a mitigation [pre-application meeting](#) must occur at least 30 days but not more than 90 days prior to submitting this Standard Dredge and Fill Permit Application.

Mitigation Pre-Application Meeting Date: Month:  Day:  Year:   
 N/A - Mitigation is not required) – See Supplemental Narrative for details

**SECTION 10 - THE PROJECT MEETS COMPENSATORY MITIGATION REQUIREMENTS (Env-Wt 313.01(a)(1)c)**

Confirm that you have submitted a compensatory mitigation proposal that meets the requirements of Env-Wt 800 for all permanent unavoidable impacts that will remain after avoidance and minimization techniques have been exercised to the maximum extent practicable:  I confirm submittal.  
 N/A – Compensatory mitigation is not required) – See Supplemental Narrative for details

**SECTION 11 - IMPACT AREA (Env-Wt 311.04(g))**

For each jurisdictional area that will be/has been impacted, provide square feet (SF) and, if applicable, linear feet (LF) of impact, and note whether the impact is after-the-fact (ATF; i.e., work was started or completed without a permit).  
 For intermittent and ephemeral streams, the linear footage of impact is measured along the thread of the channel. *Please note, installation of a stream crossing in an ephemeral stream may be undertaken without a permit per Rule Env-Wt 309.02(d), however other dredge or fill impacts should be included below.*  
 For perennial streams/ivers, the linear footage of impact is calculated by summing the lengths of disturbances to the channel and banks.  
 Permanent impacts are impacts that will remain after the project is complete (e.g., changes in grade or surface materials).  
 Temporary impacts are impacts not intended to remain (and will be restored to pre-construction conditions) after the project is completed.

JURISDICTIONAL AREA		PERMANENT			TEMPORARY		
		SF	LF	ATF	SF	LF	ATF
Wetlands	Forested Wetland			<input type="checkbox"/>			<input type="checkbox"/>
	Scrub-shrub Wetland			<input type="checkbox"/>			<input type="checkbox"/>
	Emergent Wetland			<input type="checkbox"/>			<input type="checkbox"/>
	Wet Meadow			<input type="checkbox"/>			<input type="checkbox"/>
	Vernal Pool			<input type="checkbox"/>			<input type="checkbox"/>
	Designated Prime Wetland			<input type="checkbox"/>			<input type="checkbox"/>
	Duly-established 100-foot Prime Wetland Buffer			<input type="checkbox"/>			<input type="checkbox"/>
Surface Water	Intermittent / Ephemeral Stream			<input type="checkbox"/>			<input type="checkbox"/>
	Perennial Stream or River	7,166	101	<input type="checkbox"/>	1,143	71	<input type="checkbox"/>
	Lake / Pond			<input type="checkbox"/>			<input type="checkbox"/>
	Docking - Lake / Pond			<input type="checkbox"/>			<input type="checkbox"/>
	Docking - River			<input type="checkbox"/>			<input type="checkbox"/>
Banks	Bank - Intermittent Stream			<input type="checkbox"/>			<input type="checkbox"/>
	Bank - Perennial Stream / River	813	54	<input type="checkbox"/>	2,035	172	<input type="checkbox"/>
	Bank / Shoreline - Lake / Pond			<input type="checkbox"/>			<input type="checkbox"/>
Tidal	Tidal Waters			<input type="checkbox"/>			<input type="checkbox"/>
	Tidal Marsh			<input type="checkbox"/>			<input type="checkbox"/>
	Sand Dune			<input type="checkbox"/>			<input type="checkbox"/>
	Undeveloped Tidal Buffer Zone (TBZ)			<input type="checkbox"/>			<input type="checkbox"/>
	Previously-developed TBZ			<input type="checkbox"/>			<input type="checkbox"/>
	Docking - Tidal Water			<input type="checkbox"/>			<input type="checkbox"/>
<b>TOTAL</b>		<b>7,979</b>	<b>155</b>		<b>3,178</b>	<b>243</b>	



<b>SECTION 12 - APPLICATION FEE (RSA 482-A:3, I)</b>		
<input type="checkbox"/> <b>MINIMUM IMPACT FEE:</b> Flat fee of \$400.		
<input type="checkbox"/> <b>NON-ENFORCEMENT RELATED, PUBLICLY-FUNDED AND SUPERVISED RESTORATION PROJECTS, REGARDLESS OF IMPACT CLASSIFICATION:</b> Flat fee of \$400 (refer to RSA 482-A:3, 1(c) for restrictions).		
<input checked="" type="checkbox"/> <b>MINOR OR MAJOR IMPACT FEE:</b> Calculate using the table below:		
Permanent and temporary (non-docking):	11,157 SF	× \$0.40 = \$ 4,462.80
Seasonal docking structure:	SF	× \$2.00 = \$
Permanent docking structure:	SF	× \$4.00 = \$
Projects proposing shoreline structures (including docks) add \$400 = \$		
		Total = \$ 4,462.80
<b>The application fee for minor or major impact is the above calculated total or \$400, whichever is greater = \$4,462.80</b>		
<b>SECTION 13 - PROJECT CLASSIFICATION (Env-Wt 306.05)</b>		
Indicate the project classification.		
<input type="checkbox"/> Minimum Impact Project	<input type="checkbox"/> Minor Project	<input checked="" type="checkbox"/> Major Project
<b>SECTION 14 - REQUIRED CERTIFICATIONS (Env-Wt 311.11)</b>		
<b>Initial each box below to certify:</b>		
Initials: <i>DLs</i>	To the best of the signer's knowledge and belief, all required notifications have been provided.	
Initials: <i>DLs</i>	The information submitted on or with the application is true, complete, and not misleading to the best of the signer's knowledge and belief.	
Initials: <i>DLs</i>	The signer understands that: <ul style="list-style-type: none"> <li>• The submission of false, incomplete, or misleading information constitutes grounds for NHDES to:                         <ol style="list-style-type: none"> <li>1. Deny the application.</li> <li>2. Revoke any approval that is granted based on the information.</li> <li>3. If the signer is a certified wetland scientist, licensed surveyor, or professional engineer licensed to practice in New Hampshire, refer the matter to the joint board of licensure and certification established by RSA 310-A:1.</li> </ol> </li> <li>• The signer is subject to the penalties specified in New Hampshire law for falsification in official matters, currently RSA 641.</li> <li>• The signature shall constitute authorization for the municipal conservation commission and the Department to inspect the site of the proposed project, except for minimum impact forestry SPN projects and minimum impact trail projects, where the signature shall authorize only the Department to inspect the site pursuant to RSA 482-A:6, II.</li> </ul>	
Initials: N/A	If the applicant is not the owner of the property, each property owner signature shall constitute certification by the signer that he or she is aware of the application being filed and does not object to the filing.	
<b>SECTION 15 - REQUIRED SIGNATURES (Env-Wt 311.04(d); Env-Wt 311.11)</b>		
SIGNATURE (OWNER): <i>David L. Scott</i>	PRINT NAME LEGIBLY: David L. Scott	DATE: 6/17/2022
SIGNATURE (APPLICANT, IF DIFFERENT FROM OWNER): _____	PRINT NAME LEGIBLY:	DATE:
SIGNATURE (AGENT, IF APPLICABLE): <i>Kimberly Peace</i>	PRINT NAME LEGIBLY: Kimberly Peace	DATE: 6/9/2022

[irm@des.nh.gov](mailto:irm@des.nh.gov) or (603) 271-2147

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<b>SECTION 16 - TOWN / CITY CLERK SIGNATURE (Env-Wt 311.04(f))</b>	
As required by RSA 482-A:3, I(a)(1), I hereby certify that the applicant has filed four application forms, four detailed plans, and four USGS location maps with the town/city indicated below.	
TOWN/CITY CLERK SIGNATURE:  _____	PRINT NAME LEGIBLY:  <div style="border: 1px solid red; padding: 5px; color: red; text-align: center;">                     Please refer to Env-wt 311.05(a)(14) &amp; RSA 482-A:3I(a)(1)                      The four (4) town copies have been sent via certified mail and filed directly with the town in accordance with the above rule and regulation.                 </div>
TOWN/CITY:	DATE:

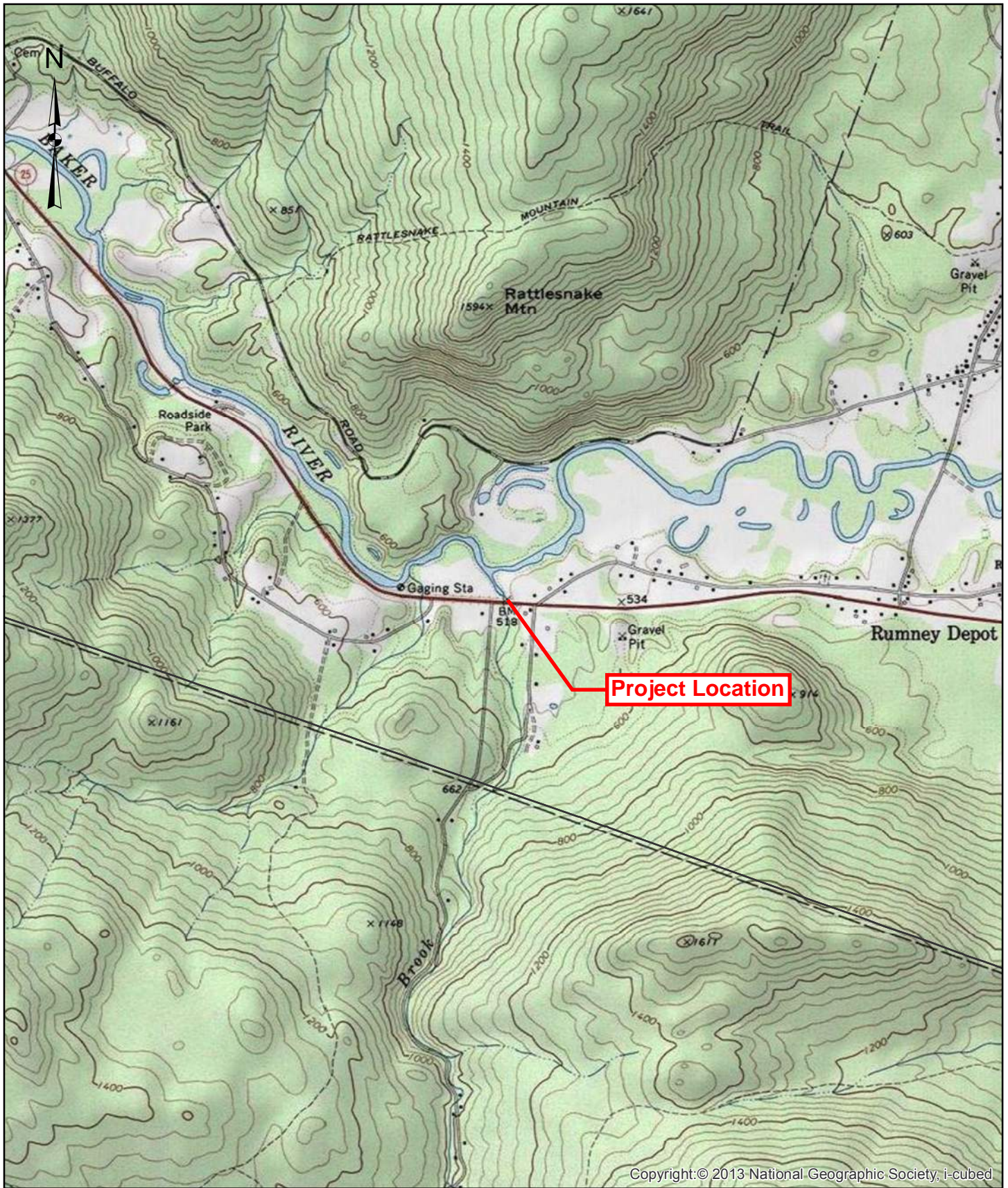
**DIRECTIONS FOR TOWN/CITY CLERK:**

Per RSA 482-A:3, I(a)(1)

1. IMMEDIATELY sign the original application form and four copies in the signature space provided above.
2. Return the signed original application form and attachments to the applicant so that the applicant may submit the application form and attachments to NHDES by mail or hand delivery.
3. IMMEDIATELY distribute a copy of the application with one complete set of attachments to each of the following bodies: the municipal Conservation Commission, the local governing body (Board of Selectmen or Town/City Council), and the Planning Board.
4. Retain one copy of the application form and one complete set of attachments and make them reasonably accessible for public review.

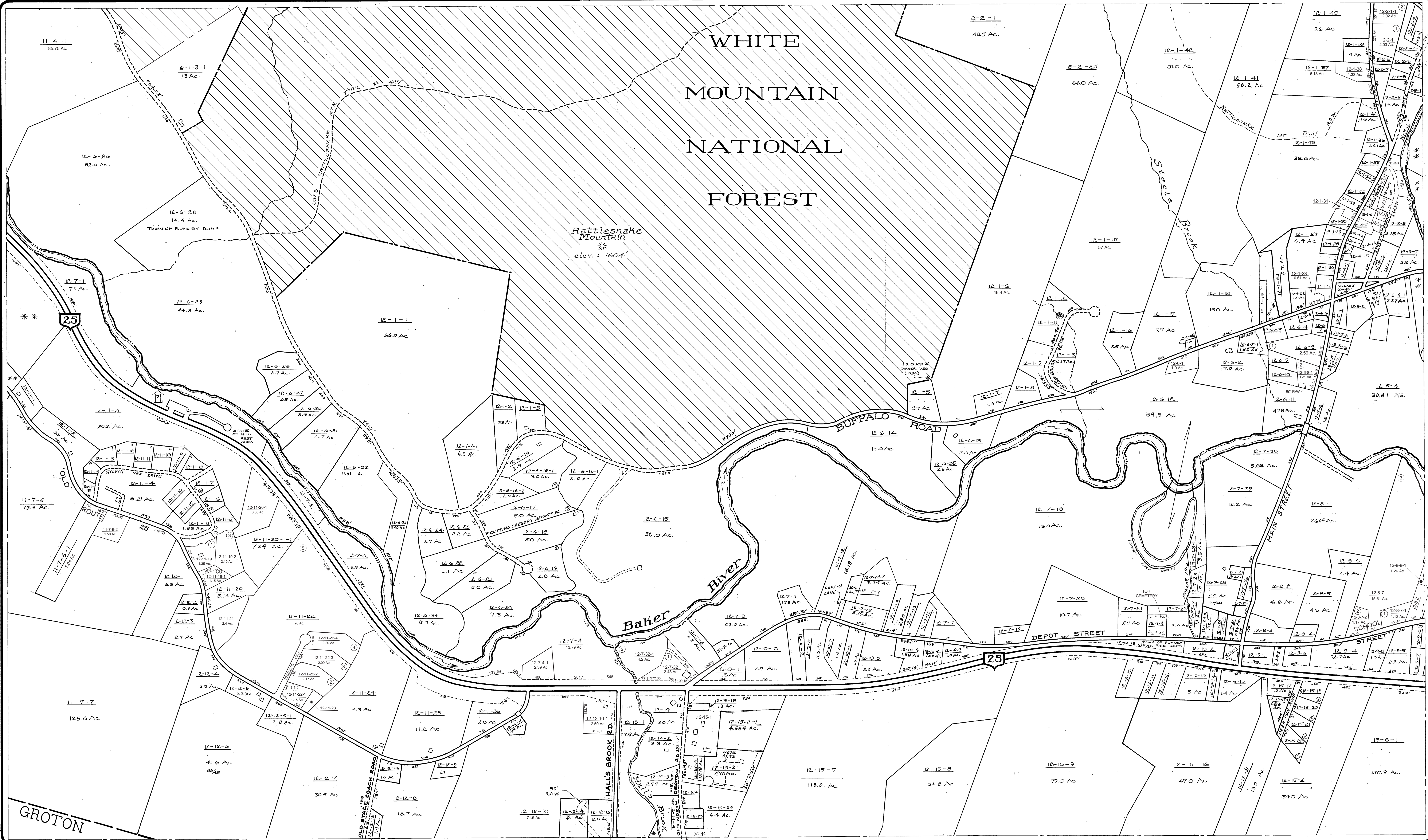
**DIRECTIONS FOR APPLICANT:**

Submit the original permit application form bearing the signature of the Town/City Clerk, additional materials, and the application fee to NHDES by mail or hand delivery at the address at the bottom of this page. Make check or money order payable to "Treasurer – State of NH".



Copyright © 2013 National Geographic Society, I-cubed

		150 Dow Street Manchester, NH 03101-1227 Tel 603-669-8555 Fax 603-669-4168 Web Page www.hoyletanner.com		NHDOT 41915 SCOUR STABILIZATION PROJECT RUMNEY BRIDGE 105/063 NH ROUTE 25 OVER HALLS BROOK		MAP	
		DR. BY jtheriault		DATE 9/5/2019		SCALE 1 inch = 2,000 feet	
<b>PROJECT LOCATION MAP</b>							



WHITE  
MOUNTAIN  
NATIONAL  
FOREST

Rattlesnake Mountain  
\*  
elev. : 1604'

Baker River

BUFFALO ROAD

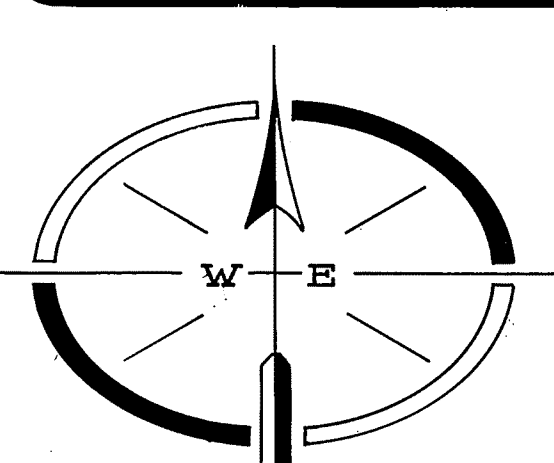
25

MAIN STREET

DEPOT STREET

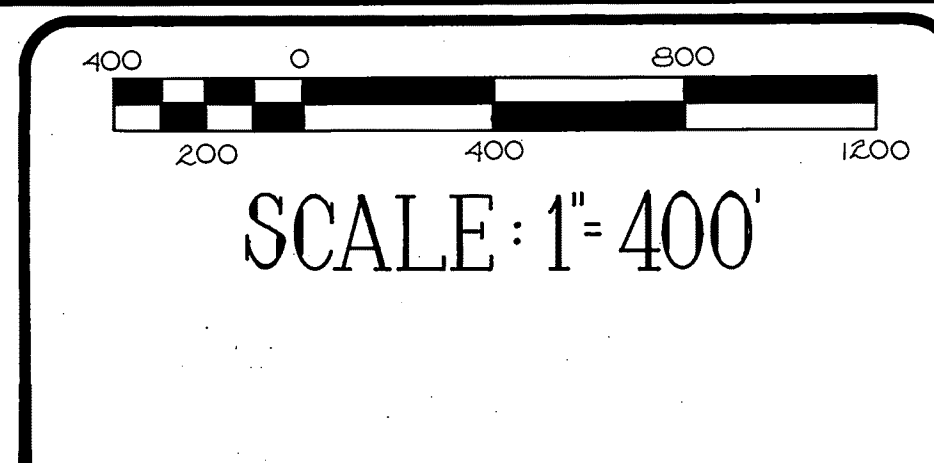
SCHOOL STREET

GROTON



**NOTES**

- Grid shown is based on New Hampshire coordinate system.
- Maps to be used for assessing purposes only. Not for legal conveyance of property or deed descriptions.
- Property data and town boundaries compiled from USGS grids, USFS maps, surveys, deed research, aerial photography, & field measurement.
- Parcel areas obtained from either legal surveys or planimetry.



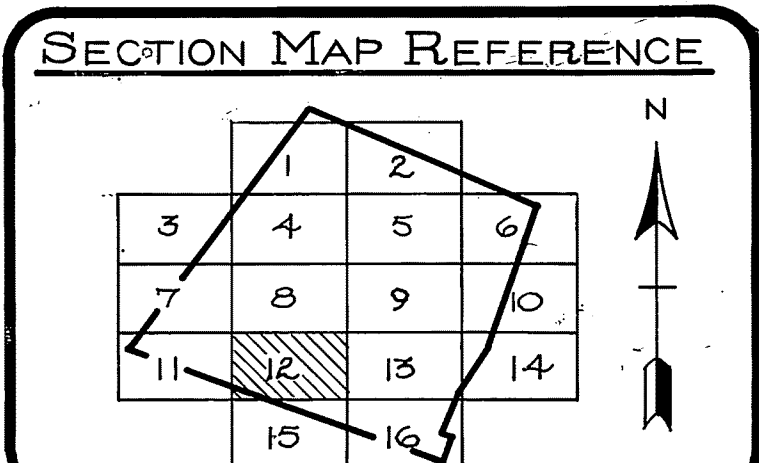
TAX MAP OF THE TOWN OF

# RUMNEY

Grafton County, N.H. CURRENT TO: APRIL 1, 2015

**LEGEND**

- White Mountain National Forest
- stream or brook
- refer to adjacent section map
- gravel road



PREPARED BY:

R.F.D. # 1  
Campden, N.H.  
03223



**STANDARD DREDGE AND FILL  
WETLANDS PERMIT APPLICATION  
ATTACHMENT A: MINOR AND MAJOR PROJECTS**



Water Division/Land Resources Management

Wetlands Bureau

[Check the Status of your Application](#)

**RSA/ Rule:** RSA 482-A/ Env-Wt 311.10; Env-Wt 313.01(a)(1); Env-Wt 313.03

**APPLICANT'S NAME:** NH Department of Transportation

**TOWN NAME:** Rumney

Attachment A is required for *all minor and major projects*, and must be completed *in addition* to the [Avoidance and Minimization Narrative](#) or [Checklist](#) that is required by Env-Wt 307.11.

For projects involving construction or modification of non-tidal shoreline structures over areas of surface waters having an absence of wetland vegetation, only Sections I.X through I.XV are required to be completed.

**PART I: AVOIDANCE AND MINIMIZATION**

In accordance with Env-Wt 313.03(a), the Department shall not approve any alteration of any jurisdictional area unless the applicant demonstrates that the potential impacts to jurisdictional areas have been avoided to the maximum extent practicable and that any unavoidable impacts have been minimized, as described in the [Wetlands Best Management Practice Techniques For Avoidance and Minimization](#).

**SECTION I.I - ALTERNATIVES (Env-Wt 313.03(b)(1))**

Describe how there is no practicable alternative that would have a less adverse impact on the area and environments under the Department's jurisdiction.

Streambed and bank impacts have been minimized to the extent practicable while meeting the project purpose and need of repairing existing scour damage, preventing additional undermining of the structure in the future, and improving Aquatic Organism Passage (AOP). Due to Halls' Brook high velocities of 21.2 feet per second (FPS) that corresponds to a flow of 2,230 cubic feet per second (CFS) during the 100-year design storm, as shown in the attached hydraulic analysis, soft or bioengineered bank materials discussed in Env-Wt 514.02 would wash downstream, leaving an exposed streambed, redevelopment of a scour hole, and the leave the crossing structure vulnerable to further scour damage. The proposed project includes placement of Class IX riprap as indicated on the attached plans. All voids will be filled with clean washed gravel and native excavate as practicable in the streambed to prevent hyporheic flows. This combined strategy will dissipate stream energy and resist further scour, protect the abutments, and remove the existing perched outlet condition.

**SECTION I.II - MARSHES (Env-Wt 313.03(b)(2))**

Describe how the project avoids and minimizes impacts to tidal marshes and non-tidal marshes where documented to provide sources of nutrients for finfish, crustacean, shellfish, and wildlife of significant value.

N/A – this project is not located within tidal waters or marshes.

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**SECTION I.III - HYDROLOGIC CONNECTION (Env-Wt 313.03(b)(3))**

Describe how the project maintains hydrologic connections between adjacent wetland or stream systems.

The proposed scour protection work will improve and retain hydrologic connectivity through the crossing. The crossing is currently experiencing channel degradation that has undermined the wingwalls and has resulted in development of a large scour hole. The scour hole will be filled with Class IX riprap to restore streambed grades to historic conditions.

**SECTION I.IV - JURISDICTIONAL IMPACTS (Env-Wt 313.03(b)(4))**

Describe how the project avoids and minimizes impacts to wetlands and other areas of jurisdiction under RSA 482-A, especially those in which there are exemplary natural communities, vernal pools, protected species and habitat, documented fisheries, and habitat and reproduction areas for species of concern, or any combination thereof.

Impacts to the jurisdictional bank and bed of Halls Brook are necessary to protect the structure, prevent additional scour and improve AOP, but these impacts have been minimized to the extent practicable. There are no exemplary natural communities, vernal pools or documented fisheries. There is documented Wood turtle habitat in the vicinity of the project but not at this crossing. The NHDES Wetlands Permit Planning Tool shows the proposed project area as predicted cold water fisheries habitat; see Supplemental Narrative for information regarding coordination with NHF&G.

**SECTION I.V - PUBLIC COMMERCE, NAVIGATION, OR RECREATION (Env-Wt 313.03(b)(5))**

Describe how the project avoids and minimizes impacts that eliminate, depreciate or obstruct public commerce, navigation, or recreation.

The proposed scour stabilization project will have a positive effect on public commerce. The project will enhance roadway safety to the traveling public by diminishing the potential for undermining of an existing structure on a state highway.

The project will have no impact on navigation or recreation. The US Coast Guard, in an April 30, 2020, Determination of Navigability, concluded that Halls Brook at the crossing location is not a Navigable Water of the United States.

**SECTION I.VI - FLOODPLAIN WETLANDS (Env-Wt 313.03(b)(6))**

Describe how the project avoids and minimizes impacts to floodplain wetlands that provide flood storage.

The proposed project will have no permanent impact on floodplain wetlands. Scour stabilization measures are proposed in the streambank and streambed of Halls Brook.

**SECTION I.VII - RIVERINE FORESTED WETLAND SYSTEMS AND SCRUB-SHRUB – MARSH COMPLEXES (Env-Wt 313.03(b)(7))**

Describe how the project avoids and minimizes impacts to natural riverine forested wetland systems and scrub-shrub – marsh complexes of high ecological integrity.

N/A

**SECTION I.VIII - DRINKING WATER SUPPLY AND GROUNDWATER AQUIFER LEVELS (Env-Wt 313.03(b)(8))**

Describe how the project avoids and minimizes impacts to wetlands that would be detrimental to adjacent drinking water supply and groundwater aquifer levels.

N/A

**SECTION I.IX - STREAM CHANNELS (Env-Wt 313.03(b)(9))**

Describe how the project avoids and minimizes adverse impacts to stream channels and the ability of such channels to handle runoff of waters.

Impacts to the Halls Brook channel will be necessary to effectively stabilize the crossing structure as flow velocities at this location can reach 21.2 feet per second (fps) during a 100-year storm event. The proposed project includes installation of Class IX riprap to dissipate outlet stream energy, prevent the redevelopment of a scour pool, and resist further scour and erosion at the abutments and footings. This strategy minimizes depth and width of impact to the streambed. All voids will be filled with clean washed gravel and native stone, as practicable, in the streambed. Effective stabilization of this crossing will improve Halls Brook's ability to handle runoff waters by preventing downstream sedimentation caused by bank and bed erosion.

**SECTION I.X - SHORELINE STRUCTURES - CONSTRUCTION SURFACE AREA (Env-Wt 313.03(c)(1))**

Describe how the project has been designed to use the minimum construction surface area over surface waters necessary to meet the stated purpose of the structures.

N/A – This project does not include any shoreline structures.

**SECTION I.XI - SHORELINE STRUCTURES - LEAST INTRUSIVE UPON PUBLIC TRUST (Env-Wt 313.03(c)(2))**

Describe how the type of construction proposed is the least intrusive upon the public trust that will ensure safe docking on the frontage.

N/A – This project does not include any shoreline structures.

**SECTION I.XII - SHORELINE STRUCTURES – ABUTTING PROPERTIES (Env-Wt 313.03(c)(3))**

Describe how the structures have been designed to avoid and minimize impacts on ability of abutting owners to use and enjoy their properties.

N/A – This project does not include any shoreline structures.

**SECTION I.XIII - SHORELINE STRUCTURES – COMMERCE AND RECREATION (Env-Wt 313.03(c)(4))**

Describe how the structures have been designed to avoid and minimize impacts to the public's right to navigation, passage, and use of the resource for commerce and recreation.

N/A – This project does not include any shoreline structures.

**SECTION I.XIV - SHORELINE STRUCTURES – WATER QUALITY, AQUATIC VEGETATION, WILDLIFE AND FINFISH HABITAT (Env-Wt 313.03(c)(5))**

Describe how the structures have been designed, located, and configured to avoid impacts to water quality, aquatic vegetation, and wildlife and finfish habitat.

N/A – This project does not include any shoreline structures.

**SECTION I.XV - SHORELINE STRUCTURES – VEGETATION REMOVAL, ACCESS POINTS, AND SHORELINE STABILITY (Env-Wt 313.03(c)(6))**

Describe how the structures have been designed to avoid and minimize the removal of vegetation, the number of access points through wetlands or over the bank, and activities that may have an adverse effect on shoreline stability.

N/A – This project does not include any shoreline structures.

**PART II: FUNCTIONAL ASSESSMENT**

**REQUIREMENTS**

Ensure that project meets the requirements of Env-Wt 311.10 regarding functional assessment (Env-Wt 311.04(j); Env-Wt 311.10).

**FUNCTIONAL ASSESSMENT METHOD USED:**

Stoney Ridge Environmental, LLC has prepared a functional assessment using the US Army Corps Highway Methodology guidelines. A summary narrative of the assessment results is part of the Wetland Delineation and Invasive Species Report included with this application.

**NAME OF CERTIFIED WETLAND SCIENTIST (FOR NON-TIDAL PROJECTS) OR QUALIFIED COASTAL PROFESSIONAL (FOR TIDAL PROJECTS) WHO COMPLETED THE ASSESSMENT:** Cindy Balcius, CWS

**DATE OF ASSESSMENT:** September 2019

Check this box to confirm that the application includes a NARRATIVE ON FUNCTIONAL ASSESSMENT:

For minor or major projects requiring a standard permit without mitigation, the applicant shall submit a wetland evaluation report that includes completed checklists and information demonstrating the RELATIVE FUNCTIONS AND VALUES OF EACH WETLAND EVALUATED. Check this box to confirm that the application includes this information, if applicable:

Note: The Wetlands Functional Assessment worksheet can be used to compile the information needed to meet functional assessment requirements.





# AVOIDANCE AND MINIMIZATION CHECKLIST

## Water Division/Land Resources Management Wetlands Bureau



[Check the Status of your Application](#)

**RSA/Rule:** RSA 482-A/ Env-Wt 311.07(c)

This checklist can be used in lieu of the written narrative required by Env-Wt 311.07(a) to demonstrate compliance with requirements for Avoidance and Minimization (A/M), pursuant to RSA 482-A:1 and Env-Wt 311.07(c).

For the construction or modification of non-tidal shoreline structures over areas of surface waters without wetland vegetation, complete only Sections 1, 2, and 4 (or the applicable sections in [Attachment A: Minor and Major Projects \(NHDES-W-06-013\)](#)).

The following definitions and abbreviations apply to this worksheet:

- “A/M BMPs” stands for [Wetlands Best Management Practice Techniques for Avoidance and Minimization](#) dated 2019, published by the New England Interstate Water Pollution Control Commission (Env-Wt 102.18).
- “Practicable” means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes (Env-Wt 103.62).

SECTION 1 - CONTACT/LOCATION INFORMATION		
APPLICANT LAST NAME, FIRST NAME, M.I.: NH Department of Transportation		
PROJECT STREET ADDRESS: NH Route 25	PROJECT TOWN: Rumney	
TAX MAP/LOT NUMBER: NHDOT ROW Adjacent to Map 12, Lots 14-1, 7-32-1, & 7-4		
SECTION 2 - PRIMARY PURPOSE OF THE PROJECT		
Env-Wt 311.07(b)(1)	Indicate whether the primary purpose of the project is to construct a water-access structure or requires access through wetlands to reach a buildable lot or the buildable portion thereof.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If you answered “no” to this question, describe the purpose of the “non-access” project type you have proposed: The purpose of the project is to maintain safety and protect the traveling public by addressing hydraulic scour damage compromising the safety of the bridge conveying Halls Brook at its crossing under NH Route 25 in Rumney.		
SECTION 3 - A/M PROJECT DESIGN TECHNIQUES		
Check the appropriate boxes below in order to demonstrate that these items have been considered in the planning of the project. Use N/A (not applicable) for each technique that is not applicable to your project.		
Env-Wt 311.07(b)(2)	For any project that proposes new permanent impacts of more than one acre or that proposes new permanent impacts to a Priority Resource Area (PRA), or both, whether any other properties reasonably available to the applicant, whether already owned or controlled by the applicant or not, could be used to achieve the project’s purpose without altering the functions and values of any jurisdictional area, in particular wetlands, streams, and PRAs.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 311.07(b)(3)	Whether alternative designs or techniques, such as different layouts, construction sequencing, or alternative technologies could be used to avoid impacts to jurisdictional areas or their functions and values.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A

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Env-Wt 311.07(b)(4) Env-Wt 311.10(c)(1) Env-Wt 311.10(c)(2)	The results of the functional assessment required by Env-Wt 311.03(b)(10) were used to select the location and design for the proposed project that has the least impact to wetland functions.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 311.07(b)(4) Env-Wt 311.10(c)(3)	Where impacts to wetland functions are unavoidable, the proposed impacts are limited to the wetlands with the least valuable functions on the site while avoiding and minimizing impacts to the wetlands with the highest and most valuable functions.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 313.01(c)(1) Env-Wt 313.01(c)(2) Env-Wt 313.03(b)(1)	No practicable alternative would reduce adverse impact on the area and environments under the department's jurisdiction and the project will not cause random or unnecessary destruction of wetlands.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 313.01(c)(3)	The project would not cause or contribute to the significant degradation of waters of the state or the loss of any PRAs.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 313.03(b)(3) Env-Wt 904.07(c)(8)	The project maintains hydrologic connectivity between adjacent wetlands or stream systems.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 311.10 A/M BMPs	Buildings and/or access are positioned away from high function wetlands or surface waters to avoid impact.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 311.10 A/M BMPs	The project clusters structures to avoid wetland impacts.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 311.10 A/M BMPs	The placement of roads and utility corridors avoids wetlands and their associated streams.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
A/M BMPs	The width of access roads or driveways is reduced to avoid and minimize impacts. Pullouts are incorporated in the design as needed.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
A/M BMPs	The project proposes bridges or spans instead of roads/driveways/trails with culverts.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
A/M BMPs	The project is designed to minimize the number and size of crossings, and crossings cross wetlands and/or streams at the narrowest point.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 500 Env-Wt 600 Env-Wt 900	Wetland and stream crossings include features that accommodate aquatic organism and wildlife passage.	<input checked="" type="checkbox"/> Check <input type="checkbox"/> N/A
Env-Wt 900	Stream crossings are sized to address hydraulic capacity and geomorphic compatibility.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
A/M BMPs	Disturbed areas are used for crossings wherever practicable, including existing roadways, paths, or trails upgraded with new culverts or bridges.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A

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<b>SECTION 4 - NON-TIDAL SHORELINE STRUCTURES</b>		
Env-Wt 313.03(c)(1)	The non-tidal shoreline structure has been designed to use the minimum construction surface area over surfaces waters necessary to meet the stated purpose of the structure.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 313.03(c)(2)	The type of construction proposed for the non-tidal shoreline structure is the least intrusive upon the public trust that will ensure safe navigation and docking on the frontage.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 313.03(c)(3)	The non-tidal shoreline structure has been designed to avoid and minimize impacts on the ability of abutting owners to use and enjoy their properties.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 313.03(c)(4)	The non-tidal shoreline structure has been designed to avoid and minimize impacts to the public's right to navigation, passage, and use of the resource for commerce and recreation.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 313.03(c)(5)	The non-tidal shoreline structure has been designed, located, and configured to avoid impacts to water quality, aquatic vegetation, and wildlife and finfish habitat.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A
Env-Wt 313.03(c)(6)	The non-tidal shoreline structure has been designed to avoid and minimize the removal of vegetation, the number of access points through wetlands or over the bank, and activities that may have an adverse effect on shoreline stability.	<input type="checkbox"/> Check <input checked="" type="checkbox"/> N/A

**Pre-Application Correspondence with NHDES  
and NHF&G**

## **MEETING NOTES**



**PROJECT:** Bridge Scour Stabilization:  
Dorchester NH 118  
Dorchester River Road  
Landaff Millbrook Road  
Thornton NH 175  
Rumney NH 25  
  
NHDOT Project No. 41915A

**DATE OF MEETING:** October 15, 2021

**LOCATION:** Microsoft Teams Online Meeting

**ATTENDEES:** Karl Benedict, NHDES  
Lori Sommer, NHDES  
Andrew O’Sullivan, NHDOT  
Kimberly Peace, Hoyle, Tanner  
Deb Coon, Hoyle, Tanner  
Sean James, Hoyle, Tanner

**SUBJECT:** Pre-Application Meeting and Mitigation Coordination

**PREPARED BY:** K. Peace  
Hoyle, Tanner Project No. 092592.01 and 092590.18

**Distribution:** All attendees

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The NH Department of Transportation (NHDOT) Statewide #41915A Project involves stabilization efforts at seven locations in Grafton County to address scour issues and prevent additional scouring or undermining of the existing crossings, and, where feasible, increase aquatic organism passage (AOP) and stabilize bank and streambed areas through the crossing. NHDOT and Hoyle, Tanner & Associates, Inc. (Hoyle, Tanner) are currently preparing the following wetland permit applications:

- Dorchester Bridge 138/064 - NH 118 over Bucks Brook
- Dorchester Bridge 155/099 – River Road over South Branch Baker River
- Landaff Bridge 079/156 – Millbrook Road over Mill Brook
- Thornton Bridge 203/099 – NH Route 175 over Mill Brook
- Rumney Bridge 105/063 – NH Route 25 over Halls Brook

K. Peace refamiliarized meeting attendants with the scope of the project and introduced the first four current proposed project locations to discuss collectively how to address mitigation for proposed impacts. The following items were discussed among the meeting attendees:

For Dorchester 138/038 over Bucks Brook, the linear feet of the fill in the streambed will be considered a permanent impact. L. Sommer stated mitigation could be calculated according to the linear feet (LF) of impact to the stream channel.

A. O'Sullivan asked if, because the impact is less than 200 lf, could this fall below the mitigation threshold for a bank stabilization project?

L. Sommer agreed that this, and other projects with LF of fill under 200 LF, would not require mitigation as long as a post-construction monitoring plan was submitted to ensure a functioning system results from the work.

K. Benedict stated DES would like to see plantings added to the seeding and loaming in areas of temporary bank impacts. A. O'Sullivan agreed and will work with Hoyle Tanner to provide a Planting and Post-Construction Monitoring Plan for each site. K. Peace noted that plantings can only be successful above flowing water and that typically design notes that planting only will be on banks above Q2 or even Q10 storm elevations. K. Benedict agreed and said provide explanations of the limit of plantings based on the hydraulic analysis of each site. He also asked the native excavate be re-used as feasible to increase potential for re-colonization of native vegetation, and that this be included on the construction plans and in the application construction sequence, as well as the planting plan.

L. Sommer requested Note #2 on the wetland plan under Access for Bridge Construction be revised to specify that temporary fill shall occur only within limits as shown, and that the word "remain" be removed so there is no doubt that any temporary stone fill will need to be removed upon completion.

Discussion ensued over the need for water flows to not go subsurface, or below any fill placed in the streambed, but go over the installed surface. Plan notes include crushed stone infill installed over and between riprap to address this, and per Karl's comment, native excavate from the existing streambed will be used instead of stone brought from offsite where feasible according to engineering best practices. This will be noted in the construction sequence in the application and on plans. NHDOT stone/riprap spec will be provided in the application and on construction plans as well.

K. Benedict stated that if off-site material should be required for infill, a sieve analysis should be completed and data provided to DES to ensure that it meets the required gradation. This will be included in the Post-Construction Monitoring Plan as needed. Sieve analysis will not be required for native excavate from the sites.

DES asked that the extent of channel impacts be provided for Thornton, excluding areas under the bridge, to confirm the fill will not be over 200 LF and require mitigation. Areas that are ledge will not need to be revegetated.

K. Benedict said for each site, the avoidance and minimization narrative should address the reasons why the project is needed, why only scour protection, why now, why what is proposed, and include temporary access locations.

L. Sommer agreed that impacts where there is replacement of existing or prior installed riprap can be shown as temporary.

K. Benedict stated that in locations where there is a DW line between OHW and TOB, each site should be reviewed to determine if that impacted DW lies in a FEMA-mapped 100-yr floodplain, since those areas would be Priority resource Areas, and will require mitigation.

For the Rumney site, K. Peace and S. James presented the plan developed with Sean Sweeney to address low flows through the perched box culvert by installing several cross-vane grade control structures downstream of the crossing, as well as baffles through the box culvert itself. S. James presented details from a cast-molded stream bottom with baffles built into it installed in a crossing in Vermont that has been successful. He stated that the post-construction hydraulics prove that the baffles met the desired purpose.

K. Benedict stated because this design is complex, and such structures can be difficult to install correctly, that Sean Sweeney should be on site during installation.

L. Sommer and K. Benedict agreed that provided the installed structures prove to meet the goal of elevating low flows through the crossing, no mitigation would be required as the project will be viewed as a stream restoration project. They also noted that the design must be approved by John Magee at NHF&G.

K. Peace suggested that a multi-resource agency meeting be set up, and a field visit was proposed for DES and NHF&G to meet with DOT and Hoyle Tanner on site. This application (Rumney) will be held until after that meeting, but the other four will be submitted within the next few weeks.

Should you have any questions regarding the above, please contact Kimberly Peace at [kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)

Submitted by:



Kimberly Peace  
Senior Environmental Coordinator  
Hoyle, Tanner & Associates, Inc.  
cc: Attendees, File



# Meeting Notes

**Attendees:** Karl Benedict, NHDES  
Lori Sommer, NHDES  
Jonathan Evans, NHDOT  
David Scott, NHDOT  
Jason Tremblay, NHDOT  
John Magee, NHF&G  
Kimberly Peace, Hoyle Tanner  
Sean James, Hoyle Tanner

**Prepared By:** Kimberly Peace

**Date:** January 31, 2022

**Re:** Bridge Scour Stabilization  
Rumney 105-063  
Federal Project No.: X-A004(779)  
NHDOT Project No. 41915A

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The NH Department of Transportation (NHDOT) Statewide #41915 Project involves stabilization efforts at seven locations in Grafton County to address scour issues and prevent additional scouring or undermining of the existing crossings, and, where feasible, increase aquatic organism passage (AOP) and stabilize bank and streambed areas through the crossing.

NHDOT and Hoyle, Tanner & Associates, Inc. (Hoyle, Tanner) are currently preparing a wetland permit application for Bridge 105/063 – NH Route 25 over Halls Brook in Rumney, NH. Initial design was presented at a NHDOT NR Agency Meeting in April 15, 2020 as part of the group of scour projects. The 22-foot span concrete box culvert has a large and deep scour pool that has formed at the outlet. Granular fill and Class IX riprap was proposed to fill the scour hole, with riprap limits extending approximately 65 feet downstream of the bridge. At that meeting, and during email coordination after, comments were made regarding the potential for installing a weir or some type of structure to backwater the perched culvert at this location.

As design progressed, and with input from NHDES, the site was reviewed for alternative concepts that would allow for improved low flows through the crossing structure as well as scour stabilization. Sean Sweeney of Headwaters Consulting, LLC. was brought into the team, who designed a concept plan that includes baffles within the crossing and a series of cross vanes/wiers downstream.

This design was presented to Karl and Lori at a meeting on October 15, 2021 with the idea of going forward with that design but needing more input from NHF&G to determine if the design would fully address the issues that NHF&G is targeting. NHDOT also reviewed the design against the existing completed Categorical Exclusion and identified concerns with the new design over potential ROW and



easements, site access, EFH analysis, historic/archaeological resources, and coordination with NHF&G regarding wood turtles. It was determined that the proposed design, because it extends more than 330 linear feet downstream of the outlet, collectively the impacts to bank, bank and channel may require an Individual Permit from USACE.

As a result, this meeting was held to discuss revising the proposed plans to the extent that the project goals could be achieved, the design could be permitted, and AOP concerns would be addressed while not having to address all of the issues noted above.

Sean stated that the crossing is flashy, flows can be as low as several inches of water but high flows can be 21 cubic feet per second (CFS) through the crossing, which is why the proposed riprap is Class IX, the largest size, with a nominal diameter of 3'. He showed the existing stream gradient and hydraulic model that shows higher velocities at the outlet which then lower significantly approximately 75' downstream from the outlet.

Karl asked if the design addresses dissipating the energy causing the scour pool if we go back to the initial design that would fill the scour hole with riprap- would we be pushing that energy downstream and causing erosion? Is there a way to reduce the velocity? Sean noted from an engineering perspective that we could either reduce the velocity some at the pool but were proposing fill at grade in order to level the stream to meet downstream elevations for AOP.

John comments that any improvement in AOP here is beneficial in that the currently perched outlet, which is more than 5' at the lip of the outlet, presents an obstruction to passage for fish and turtles. He stated that there have been fish surveys conducted upstream of the crossing with wild brook trout and blacknose dace observed. To address fish passage, the design should allow for greater than 3" water depth throughout the structure, no more than a 6" vertical jump and greater than 6" water depth between grade control structures. Blacknose dace do not jump but can ascend steep streams, while brook trout can jump and also ascend very steep streams, and Wood turtles cannot climb over vertical baffles. Baffles can allow for backwatering for fish but they are not advised inside the crossing unless there are ramps, either at each baffle or along the side as a type of ramp system through the crossing, to allow for turtles to pass. He also suggested there could be a V-shaped notch through the middle of the channel, if riprap is installed, to allow for lowest flows to address AOP.

Discussion ensued over potential grade controls at the downstream end of the scour pool that could use the existing ground elevation, which rises in that location, to assist in the grade control. John asked if installing two grade control structures between 3+20 and 3+70 or one structure at 3+70 and one at El 500 would work? This could minimize the fill in the scour pool, leaving a smaller pool at the outlet that would reduce the perch to levels acceptable for these species, to meet passage but still absorb energy. Sean said we will discuss this with Sean Sweeney and get back to the group.

Karl discussed permitting with Kimberly regarding addressing Env-Wt 900 and Env-Wt 500 rules, as well as the need for future monitoring no matter which design is proposed to ensure it meets the AOP goals. Kimberly stated the application will target Env-Wt 500 because the crossing is not changing and will address briefly in narrative why the Chapter 900 rules will not be responded to. Karl agreed. He also noted we should compare impacts between the alternative designs to support avoidance and minimization requirements. He asked about PRA, Kimberly stated she doesn't think so in this location but will check to verify.

Lori stated she would need to see the final design to comment on mitigation, as there may be potential need for it if the linear feet of impacts for fill exceed 200 LF.

Once a design is determined that will address these comments, another meeting will be held to review and discuss before the permit application is submitted.

Submitted by:

A handwritten signature in black ink that reads "Kimberly Peace". The signature is written in a cursive style with a large initial 'K' and a long, sweeping underline.

Kimberly Peace  
Senior Environmental Coordinator  
Hoyle, Tanner & Associates, Inc.  
cc: Attendees, File



# Meeting Notes

**Attendees:** Karl Benedict, NHDES  
Jonathan Evans, NHDOT  
Andrew O’Sullivan, NHDOT  
David Scott, NHDOT  
Jason Tremblay, NHDOT  
Kimberly Peace, Hoyle Tanner  
Sean James, Hoyle Tanner

**Prepared By:** Kimberly Peace

**Date:** April 18, 2022

**Re:** Bridge Scour Stabilization  
Rumney 105-063  
Federal Project No.: X-A004(779)  
NHDOT Project No. 41915

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The NH Department of Transportation (NHDOT) Statewide #41915 Project involves stabilization efforts at seven locations in Grafton County to address scour issues and prevent additional scouring or undermining of the existing crossings, and, where feasible, increase aquatic organism passage (AOP) and stabilize bank and streambed areas through the crossing. As part of this effort, NHDOT and Hoyle, Tanner & Associates, Inc. (Hoyle, Tanner) are currently preparing a wetland permit application for Bridge 105/063 – NH Route 25 over Halls Brook in Rumney, NH.

To summarize efforts to date for this site:

1. Initial design was presented at a NHDOT NR Agency Meeting on April 15, 2020, as part of the group of scour projects. The 22-foot span concrete box culvert has a large and deep scour pool that has formed at the outlet. Granular fill and Class IX riprap was proposed to fill the scour hole, with riprap limits extending approximately 65 feet downstream of the bridge. At that meeting, and during email coordination after, comments were made regarding the potential for installing a weir or some type of structure to backwater the perched culvert at this location.
2. Sean Sweeney of Headwaters Consulting, LLC. was brought into the team, who designed a concept plan that includes baffles within the crossing and a series of cross vanes/wiers downstream.
3. This design was presented to Karl and Lori at a meeting on October 15, 2021, with the idea of going forward with that design but needing more input from NHF&G to determine if the design would fully address the issues that NHF&G is targeting.
4. NHDOT reviewed the proposed design against the existing completed Categorical Exclusion and identified concerns with the new design over potential ROW and easements, site access, EFH analysis, historic/archaeological resources, and coordination with NHF&G regarding wood turtles. It was determined that the proposed design, because it extends more than 330 linear

feet downstream of the outlet, collectively the impacts to bank, bank and channel may require an Individual Permit from USACE.

5. A subsequent meeting was held on January 31, 2022, to discuss revising the proposed plans to the extent that the project goals could be achieved, the design could be permitted, and AOP concerns would be addressed while not having to address all the issues noted above.
6. From the January 31, 2022, meeting, DES and NHF&G requested that the design be reviewed again to determine if installing grade controls at the downstream end of the scour pool at or near the existing ground elevation, which rises in that location, would simplify the design while meeting AOP requirements. Also suggested for review was installing two grade control structures between 3+20 and 3+70 or one structure at 3+70 and one at El 500 to minimize the fill in the scour pool, leaving a smaller pool at the outlet that would reduce the perch to levels acceptable for these species, to meet passage but still absorb energy. Sean said we will discuss this with Sean Sweeney and get back to the group.
7. Sean Sweeney stated via email that the design he proposed could not be revised to reduce the length of downstream alteration, or the number of weirs needed, while reducing impacts, meeting AOP and increasing backwatering through the culvert.

During the subject April 18, 2022, meeting, DOT and Hoyle Tanner summarized this and presented that the only feasible, practicable option that will meet the purpose and need for the project while minimizing impacts and addressing AOP and wildlife concerns is a slightly modified version of the original plan that will install fill in the scour hole and grade the stream for a length of approximately 65 feet downstream.

K. Peace shared photos taken from the crossing facing downstream that show an existing low flow channel on the west side of the stream. She noted that the design will be modified to tie into this low flow channel such that there will remain areas of flow for fish passage through the area, and that the grading will eliminate the existing perch but will not be able to address backwatering the crossing. She also noted that although other scour sites have included a planting plan, because in this location there are no bank impacts outside of areas that were previously disturbed and/or lined with stone, a planting plan will not be provided.

K. Benedict recognized the work that has been done and agreed that the proposed design is likely permissible as long as the following is addressed in the application:

- A narrative comparing streambed impacts between the proposed design and the alternative design that included weirs;
- A discussion on how the proposed is an improvement over existing conditions, and provide as many specifics as possible;
- An alternative analysis regarding why the alternative design was not feasible, including ROW impacts, easements needed, potential NEPA issues, cultural and archaeological impacts, cost comparison, anything else helpful;
- Comment on how the design will improve passage for the fish species that John Magee had previously noted are in this stream to the extent feasible and over existing conditions;
- Justify the velocities for choosing stone sizes using hydraulic analyses, and why impacts along the bank are replacement of stone and not new impacts- DOT offered to include original design plans in the application;

- Plans should include infill between the riprap using native excavate if possible or where design flows do not predict it will wash away;
- Note on plans that existing bank vegetation be retained as much as possible and that the design shows site access and clearing reduced to the extent feasible;
- Verify no PRA or areas of bank impact beyond existing disturbed or prior stoned areas; and,
- Address comments to the satisfaction of NHF&G for fish and turtles.

Discussion ensued over mitigation and that DOT will not propose any due to the length of stream impacts being less than 200 LF, K. Benedict said he will have to verify that with Lori Sommer since she was not available for this meeting.

Andrew O'Sullivan said he will reach out to John Magee for additional review and comment regarding fish passage and will relay any concerns or comments to Hoyle Tanner for discussion in the application.

Submitted by:

A handwritten signature in black ink that reads "Kimberly Peace". The signature is written in a cursive, flowing style.

Kimberly Peace  
Senior Environmental Coordinator  
Hoyle, Tanner & Associates, Inc.  
cc: Attendees, File

# Meeting Summary and Response

**Attendees:** John Magee, NHF&G  
Kimberly Peace, Hoyle Tanner

**Prepared By:** Kimberly Peace

**Date:** April 19, 2022

**Re:** Bridge Scour Stabilization  
Rumney 105-063  
Federal Project No.: X-A004(779)  
NHDOT Project No. 41915

---

K. Peace met with J. Magee on this date as a follow-up to the meeting held with NHDES and NHDOT to review what was discussed during the April 18, 2022, meeting regarding this project. J. Magee offered the following comments:

- If the design removes the existing outlet perch it will be an improvement for AOP
- There were surveys that caught eastern brook trout upstream of the culvert, and within several other streams nearby and within this watershed
- The ability for trout to move through the crossing at low flows is important for species restoration/conservation in the watershed and region.
- Slope through structure (~100 feet long) looks to be about 1.1%, and if so, then to achieve a 3+ inch water depth up to the inlet, the water elevation would have to be about 1.2 feet higher than the outlet invert. It may be possible to achieve that with weirs within the ROW, but that slope would be fairly steep. Best practice is to limit any elevation change over the weirs to about 6 inches with a water depth at each weir of 6+ inches (trout can jump over 6 inches pretty easily when they have a starting depth of the same or more). This was the approach taken by DOT and others in Warner under Rt 89.
- If the culvert cannot be backwatered using a single weir, or a few weirs within the ROW or immediate project limits, then another option is to install concrete baffles on both sides of the invert that direct water into the center to allow for a low flow channel of several inches, with a goal of obtaining at least 3" throughout the central portion of the structure.
- Baffles could be set in concrete into the floor of the structure, possibly only 2" to achieve the flow depth through the center
- If they are rounded, or angled on both sides, then they would not act as small dams that would be damaged by rocks and debris over time, and would not prevent turtles or small amphibians from crossing over them
- Possibly not viable if flows too high and debris would damage them to lose functionality in a short time

- NHF&G would allow for the site to be installed and not monitored over time
- An example of this was done in a culvert in Snell Road at the Oyster River by DOT

K. Peace looked for information on this project after ending the call and believes this to be a project in Lee at Snell Road where a rusting CMP had a cement liner installed that included baffles to improve passage for lamprey. DES permit number was 1007-00353 and DOT # was 14844. Will investigate further to determine if this is viable in this situation.

Subsequent to this discussion, Sean James, PE and Ed Weingartner, PE, of Hoyle Tanner reviewed the initially proposed design, the grade control structure design provided by Sean Sweeney, PE and CWS, and correspondence provided by S. Sweeney with regard to that design. As he noted, backwatering the structure is not a viable option in this location. His proposal for baffles within the culvert was based on working in coordination with the proposed weirs to be installed at a length downstream- without installing the weirs, the downstream reconstruction to address the perched outlet would not increase the depth of the lowest flows through the culvert.

Due to the high water flows in this location, as documented in the hydraulic analysis, which can carry large stones and other debris high flow events, it is extremely unlikely that any baffles installed within the structure would remain functional for a length of time that would offset the cost of designing and installing them.

Based on the collective professional judgement of these members of the engineering design team, it was determined that there is no feasible way to backwater the culvert within the scope and budget of the project while meeting the purpose and need, which is to stabilize the crossing against scouring. The proposed design of filling the scour hole and grading the streambed to remove the outlet perch and allow for a low flow channel along the west side of the streambed will be an improvement for fish and AOP while meeting the goals of the project.

Submitted by:

A handwritten signature in black ink that reads "Kimberly Peace". The signature is written in a cursive, flowing style.

Kimberly Peace  
Senior Environmental Coordinator  
Hoyle, Tanner & Associates, Inc.  
cc: Attendees, File

## Coon, Deb L.

---

**From:** Tuttle, Kim <Kim.A.Tuttle@wildlife.nh.gov>  
**Sent:** Tuesday, May 3, 2022 11:58 AM  
**To:** Coon, Deb L.  
**Cc:** FGC: NHFG review; Magee, John  
**Subject:** [External] RE: NHB22-1477 NH Route 25 over Halls Brook Rumney (same as NHB21-1587)

Hi Deb,

John Magee is going to contact Kimberly Peace again to confirm if recommendations to allow passage of wood turtle and eastern brook trout were incorporated into the plans. If you don't hear back from us by early next week, please send a reminder email.

Thanks,

Kim Tuttle  
Wildlife Biologist  
NH Fish and Game  
11 Hazen Drive  
Concord, NH 03301  
603-271-6544

As of February 3, 2022, New Hampshire Fish and Game requirements for environmental review consultation have changed. To review the new rules, please go to [Proposed Rules | Legislative | New Hampshire Fish and Game Department \(state.nh.us\)](#). All requests for consultation and submittals should be sent via email to [NHFGreview@wildlife.nh.gov](mailto:NHFGreview@wildlife.nh.gov) or can be sent by mail. **The NHB datacheck results letter number needs to be included in the email subject line.**

*The requirements for consultation (Fis 1004) shall not apply to the following: statutory permit by notification, permit by rule, permit by notification, routine roadway registration, docking structure registration, or conditional authorization by rule. Review requests for these projects can be sent directly to [kim.tuttle@wildlife.nh.gov](mailto:kim.tuttle@wildlife.nh.gov).*

---

**From:** Coon, Deb L. <dcoon@hoyletanner.com>  
**Sent:** Tuesday, May 3, 2022 10:58 AM  
**To:** Tuttle, Kim <Kim.A.Tuttle@wildlife.nh.gov>  
**Cc:** 092592.01 - NHDOT Statewide Env #41768 Scour Stabilization <092592.01-NHDOTStatewideEnv#41768ScourStabilization@hoyletanner.onmicrosoft.com>  
**Subject:** NHB22-1477 Review Request

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Hi Kim

We have received the attached NHB Report for a NH Department of Transportation (NHDOT) Scour/Bank Stabilization project in Rumney, NH. You will note the NHB DataCheck Results Report includes the Wood Turtle (*Glyptemys insculpta*), a species of Special Concern. A more detailed project description can be found below:



## Project Description

NHDOT Statewide Project number #41915 involves stabilization efforts to address scour issues and prevent additional scouring or undermining of the existing crossing, and, where feasible, increase aquatic organism passage through the crossing. The project location is NH Route 25 over Halls Brook in Rumney, NH. The 22-foot span concrete box culvert bridge experiences high flood flow velocities and has a large and deep scour pool that has formed at the outlet. Proposed stabilization measures include filling the scour hole with natural streambed material and Class IX riprap to be placed at the outlet which will eliminate the perched outlet. Native excavate and gravel, or if needed, gravel brought from off-site, will be used to infill riprap spaces. New Class V riprap will be placed on the banks to reestablish riprap placed during construction of this culvert. The current schedule is to commence construction in the spring of 2023 and complete construction by fall 2023.

As we have been working on the design we have been coordinating with John Magee regarding fisheries. Per comments listed on the NHB Report I have attached photos of the project area for your review. Please advise us of any conservation measures that need to be provided to the contractor in order to avoid or minimize impacts to this protected species or its habitat.

If you have any other questions or require any additional information please let me know.

Thank you



### **Deb Coon**

Associate / Environmental Coordinator

[dcoon@hoyletanner.com](mailto:dcoon@hoyletanner.com)

T: 603-460-5154 • F: 603-669-4168

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## Coon, Deb L.

---

**From:** Evans, Jonathan <Jonathan.A.Evans@dot.nh.gov>  
**Sent:** Tuesday, May 24, 2022 12:49 PM  
**To:** Peace, Kimberly R.  
**Cc:** OSullivan, Andrew; Scott, David; Tremblay, Jason; James, Sean T.; Weingartner, Edward G.; Coon, Deb L.; 092592.01 - NHDOT Statewide Env #41768 Scour Stabilization  
**Subject:** FW: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization  
**Attachments:** Statewide 41915A F&G coordination.pdf

Hi Kimberly,

I followed up with John Magee last week and he agrees with the proposed design which simply removes the perch by filling the scour hole. Please find the below email coordination. Essentially F&G agrees that while it would be ideal to fix the crossing, they understand that that is outside the scope of the project and agreed that the proposed design will still result in an improvement from a fish and turtle passage standpoint than what exists today. Melissa is going to follow up with some general recommendations, but I would imagine they will be similar to those which we have already committed to (which I noted in my email to her below).

Now that this has been resolved, could you send us a copy of the final Rumney application package? If you sent this, I apologize, I cannot find it.

Thank you!

-Jon

---

**From:** Evans, Jonathan  
**Sent:** Tuesday, May 17, 2022 3:49 PM  
**To:** Magee, John <john.a.magee@wildlife.nh.gov>  
**Cc:** Winters, Melissa <Melissa.J.Winters@wildlife.nh.gov>; Tuttle, Kim <Kim.A.Tuttle@wildlife.nh.gov>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Hi John,

This is great! Thank you again for your help in wrapping up our DOT/F&G coordination effort.

Melissa,

The environmental document for this project notes the following recommendations which were developed based upon the attached coordination with Kim Tuttle in May of 2020:

1. If wood turtles are found laying eggs in a work area, contractors shall contact Melissa Doperalski at her office number (603) 271-1738 or her cell number (603)479-1129; or they shall contact Josh Megyesy at (603) 271-1125.
2. The NHF&G Wood Turtle Flyer shall be distributed to all state workers and contractors working at the Rumney Bridge 105/063 site so that they may become familiar with the identification of wood turtles should they use the project area.
3. Wildlife friendly erosion control shall be used in place of any welded plastic or biodegradable plastic erosion control netting. Plan specifications shall require coco or jute matting such as North American Green SC150BN or an equivalent product.

4. Filling the entire width of Hall Brook with riprap may impede turtle movement, and it is recommended that the streambed be lined with a variety of stone sizes resembling an upstream reach to the extent possible.

These recommendations have been or will be incorporated into the project design and contract documents. I will adjust the language in the contract documents to reflect your name change, but please let me know if you require any other adjustments.

Thank you both again for your help!

-Jon

~~~~~

Jonathan Evans, Chief, Project Management Section  
NH Department of Transportation, Bureau of Environment  
7 Hazen Dr., PO Box 483, Concord, NH 03302-0483  
Email: [Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)  
Phone: (603)271-4048

---

**From:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Sent:** Tuesday, May 17, 2022 1:03 PM  
**To:** Evans, Jonathan <[Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)>  
**Cc:** Winters, Melissa <[Melissa.J.Winters@wildlife.nh.gov](mailto:Melissa.J.Winters@wildlife.nh.gov)>; Tuttle, Kim <[Kim.A.Tuttle@wildlife.nh.gov](mailto:Kim.A.Tuttle@wildlife.nh.gov)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Jon, I just spoke with Melissa. We're good with the proposal that removes the perched condition slightly.

Melissa has some other general recommendations (such as to use wildlife friendly fabric) that she will provide via replying to this email.

John

John Magee (he/him/his)  
M.S., Certified Fisheries Professional  
Fisheries Habitat Research and Management Programs Coordinator  
New Hampshire Fish and Game Department  
11 Hazen Drive, Concord, NH 03301  
Phone 603-271-2744  
Fax 603-271-5829

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---

**From:** Evans, Jonathan <[Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)>  
**Sent:** Tuesday, May 17, 2022 9:06 AM  
**To:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Hi John,

Noon works great! I will give you a call at your desk phone at noon.

Thanks again!

-Jon

~~~~~

Jonathan Evans, Chief, Project Management Section  
NH Department of Transportation, Bureau of Environment  
7 Hazen Dr., PO Box 483, Concord, NH 03302-0483  
Email: [Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)  
Phone: (603)271-4048

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**From:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Sent:** Tuesday, May 17, 2022 8:43 AM  
**To:** Evans, Jonathan <[Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Definitely. How about at noon today?

John Magee (he/him/his)  
M.S., Certified Fisheries Professional  
Fisheries Habitat Research and Management Programs Coordinator  
New Hampshire Fish and Game Department  
11 Hazen Drive, Concord, NH 03301  
Phone 603-271-2744  
Fax 603-271-5829

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---

**From:** Evans, Jonathan <[Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)>  
**Sent:** Monday, May 16, 2022 6:29 PM  
**To:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Subject:** FW: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Hi John,

I was hoping you might have a few minutes to discuss this project to make sure we are on the same page regarding F&G's conservation recommendations in advance of NHDOT submitting the wetland permit application to DES. Would you have a few minutes to chat sometime over the next few days? Perhaps after the Natural Resource Agency Meeting on Wednesday? I have availability pretty much any time tomorrow (Tuesday), Wednesday (other than the resource agency meeting) or Thursday.

Thank you!

-Jon

---

**From:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Sent:** Wednesday, May 4, 2022 11:52 AM  
**To:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

This ppt may be somewhat helpful. I gave it to DES permitting folks in January at their request.

John Magee (he/him/his)  
M.S., Certified Fisheries Professional  
Fisheries Habitat Research and Management Programs Coordinator  
New Hampshire Fish and Game Department  
11 Hazen Drive, Concord, NH 03301  
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---

**From:** Magee, John  
**Sent:** Wednesday, May 4, 2022 11:44 AM  
**To:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

No apologies necessary – I suspect it was me not being a patient reader and swamped with a bunch of things that recently got thrown on my plate.

I do have some recommendations about imbrication – attached is a very simple procedure we used in 2008 at Nash Stream Forest and replicated a few times since. Also, see <https://www.youtube.com/watch?v=b9i-teLFTy0>. It's a really good video that explains the concept – worth watching. Tom Ballesterio at UNH sent that to me recently.

Hope that helps. I will look for other information that may be helpful to you on this.

John

John Magee (he/him/his)  
M.S., Certified Fisheries Professional  
Fisheries Habitat Research and Management Programs Coordinator  
New Hampshire Fish and Game Department  
11 Hazen Drive, Concord, NH 03301  
Phone 603-271-2744  
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---

**From:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>  
**Sent:** Tuesday, May 3, 2022 12:52 PM  
**To:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

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Hi John, I will send you the plans when we have them, I believe the approach you are requesting is what we have designed. Sorry if that has become lost in translation.

Do you have design details for imbricating stones, since that's a new one for me (I looked it up) and we may have to give some guidance to the contractors on how to stack the stones in the manner you are thinking about.

Thanks-

**Kimberly R. Peace**

Associate / Senior Environmental Coordinator at Hoyle Tanner

T: 603-460-5205 • C: 603-716-3343

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---

**From:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Sent:** Tuesday, May 3, 2022 12:38 PM  
**To:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

OK. Here's something to consider: eliminate the perch by filling the outlet pool (carefully imbricating the larger stones), recognizing it will be fairly steep (how steep?). At a minimum, wood turtles will be able to enter the culvert's outlet and walk through the culvert. At intermediate flows, there may be enough water depth in the culvert and low enough velocities that trout can ascend it. That would be a huge improvement over the existing conditions and over the situation in which there is still an outlet perch. Is that possible?

Sorry for my revision in thinking on this. This discussion happened precisely when we lost three positions and I and others had to add significant work on us quite suddenly.

Thanks for the discussion and your time,

John

John Magee (he/him/his)  
M.S., Certified Fisheries Professional  
Fisheries Habitat Research and Management Programs Coordinator  
New Hampshire Fish and Game Department  
11 Hazen Drive, Concord, NH 03301  
Phone 603-271-2744  
Fax 603-271-5829

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---

**From:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>  
**Sent:** Tuesday, May 3, 2022 11:47 AM  
**To:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>  
**Subject:** RE: [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

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Hi John-

We can engineer the streambed to eliminate the perched outlet by installing stone in the scour pool, which was the initial proposal, but DES typically sees this as the worst option and asks that we look at other options to solve the problem, which we did. The option of downstream weirs will be expensive and only questionably successful. As we discussed, in first pass it looks like Sean gave is an extreme version of a plan, however, when we asked him how we can reduce the downstream impact, he said the site features aren't going to allow a revised design with less weirs.

We can remove the perch, but the ultimate grade coming down from the outlet lip to tie into the current low flow on the west side that has naturally formed will be steep. And this isn't going to resolve the backwatering issue, we don't think given the high flows here that baffles in the culvert are going to either work or be sustainable, and to fully vet that we would need to do additional hydraulic modeling, which isn't in the scope given that the scope of work is to stabilize the structure against scour.

I think what we are ending up with is the best we can offer until the structure is up for replacement with an open bottom crossing.

Thanks-

**Kimberly R. Peace**

Associate / Senior Environmental Coordinator at Hoyle Tanner

T: 603-460-5205 • C: 603-716-3343

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---

**From:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>

**Sent:** Tuesday, May 3, 2022 11:32 AM

**To:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>

**Subject:** [External] RE: NHDOT Statewide 41915A, Rumney Scour Stabilization

Kim: am I correct that Sean is saying the only way to eliminate the perched condition is to construct 9 grade control structures downstream? I want to make sure I understand this part of his memo.

If the perch can be eliminated, that would help with fish passage (likely not a very low flows, but at some intermediate flows) and could also ensure that wood turtles could get into the culvert – the concrete bottom is not an impediment for them

Thank you,

John

John Magee (he/him/his)

M.S., Certified Fisheries Professional

Fisheries Habitat Research and Management Programs Coordinator

New Hampshire Fish and Game Department

11 Hazen Drive, Concord, NH 03301

Phone 603-271-2744

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---

**From:** Peace, Kimberly R. <[kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)>

**Sent:** Monday, April 25, 2022 4:02 PM

**To:** Magee, John <[john.a.magee@wildlife.nh.gov](mailto:john.a.magee@wildlife.nh.gov)>; Benedict, Karl <[Karl.D.Benedict@des.nh.gov](mailto:Karl.D.Benedict@des.nh.gov)>

**Cc:** Evans, Jonathan <[Jonathan.A.Evans@dot.nh.gov](mailto:Jonathan.A.Evans@dot.nh.gov)>; OSullivan, Andrew <[Andrew.M.OSullivan@dot.nh.gov](mailto:Andrew.M.OSullivan@dot.nh.gov)>; Scott, David <[David.L.Scott@dot.nh.gov](mailto:David.L.Scott@dot.nh.gov)>; Tremblay, Jason <[Jason.A.Tremblay@dot.nh.gov](mailto:Jason.A.Tremblay@dot.nh.gov)>; James, Sean T. <[sjames@hoyletanner.com](mailto:sjames@hoyletanner.com)>; 092592.01 - NHDOT Statewide Env #41768 Scour Stabilization <[092592.01-NHDOTStatewideEnv#41768ScourStabilization@hoyletanner.onmicrosoft.com](mailto:092592.01-NHDOTStatewideEnv#41768ScourStabilization@hoyletanner.onmicrosoft.com)>; Coon, Deb L. <[dcoon@hoyletanner.com](mailto:dcoon@hoyletanner.com)>

**Subject:** NHDOT Statewide 41915A, Rumney Scour Stabilization

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Hello John and Karl-

Attached are meeting minutes for both the meeting held with Karl on April 18 and with John on April 19. I added a response to John's comments, at the end of that memo, as we reviewed the site plans again to see if John's comments regarding baffles in the culvert could be addressed. Attached is the email from Sean Sweeney that provides the supporting evidence for not including baffles in the proposed design.

We will move the permit application forward with the design including fill of the scour hole to address stabilization of the crossing, with grading of the streambed to tie into the low flow channel on the west side of the stream and to remove the outlet perch.

Thank you for your efforts in this project-



**Kimberly R. Peace**

Associate / Senior Environmental Coordinator at Hoyle Tanner  
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**Natural Resources Agency Coordination  
Meeting Minutes**

## MEETING NOTES



150 Dow Street  
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**PROJECT:** Bridge Scour Stabilization  
Seven Locations  
Federal Project No.: X-A004(779)  
NHDOT Project No. 41915

**DATE OF CONFERENCE:** April 15, 2020

**DATE ISSUED:** April 23, 2020

**LOCATION:** NHDOT, Bureau of Environment, Zoom teleconference

**ATTENDEES:** Bill Saffian, NHDOT  
Chelsea Noyes, NHDOT  
Ron Crickard, NHDOT  
Andrew O'Sullivan, NHDOT  
Karl Benedict, NHDES  
Lori Sommer, NHDES  
Beth Alaphat, USEPA  
Carol Henderson, NHF&G  
Rick Kristoff, USACE  
Pete Steckler, The Nature Conservancy  
Kimberly Peace, Hoyle, Tanner  
Joanne Theriault, Hoyle, Tanner  
Sean James, Hoyle, Tanner

**SUBJECT:** Environmental Permitting Requirements

**PREPARED BY:** K. Peace  
Hoyle, Tanner Project No. 092592.01 and 092590.18

**Distribution:** All attendees

---

The NH Department of Transportation (NHDOT) Statewide #41915 Project involves stabilization efforts at seven locations in Grafton County to address scour issues and prevent additional scouring or undermining of the existing crossings, and, where feasible, increase aquatic organism passage and stabilize bank and streambed areas through the crossing. The seven locations include: NH Route 118 over Bucks Brook in Dorchester; River Road over the South Branch Baker River in Dorchester; Millbrook Road over Mill Brook located in Landaff; NH Route 10 over Grant Brook located in Lyme; NH Route 25 over Halls Brook in Rumney; NH Route 175 over Mill Brook in Thornton; and Interstate 93 over Eastman Brook in Woodstock. Kimberly Peace, Sean James, and Joanne Theriault from Hoyle Tanner presented.

J. Theriault gave an overview of the project goals and then reviewed each bridge individually. In each location, scour stabilization measures will be installed to protect the existing infrastructure. Work will not

be conducted on the bridge, wingwalls or abutments. Plans provided show approximate impact areas and locations of construction access routes. Survey/topo shown on plans has been created using LIDAR along with limited ground survey in some locations. In all locations, unless stated otherwise, the intent is to excavate the streambed to the required depth, install riprap to match existing elevations and key into the upstream and downstream profiles. Impacts to Northern long-eared bat summer habitat will need to be addressed at all locations, and Essential Fish Habitat (EFH) analysis for Atlantic salmon will need to be addressed at all but one location (Lyme 075/106). A Categorical Exclusion for the project is being developed that will address these issues, along with some potential Section 6(f) concerns in Dorchester and Section 106 and 4(f) concerns in Lyme. Each location will undergo state environmental permitting separately, and all locations are Tier 3 stream crossings with watersheds greater than or equal to 640 acres per Env-Wt 904.05.

#### NH Route 118 over Bucks Brook in Dorchester

Proposed installation of Class V stone on outlet side only for approximately 1,300 sq ft of streambed and bank impact. S. James noted that the streambed will be excavated approximately 3' deep so that the stone will be installed at existing grade, over a geotextile layer, with no change in streambed profile.

L. Sommer: Is the culvert perched? S. James: No.

R. Crickard: The plans for the next meeting should indicate more precise locations of riprap installation. Hoyle, Tanner agreed.

L. Sommer: The linear feet of channel impact would be used to calculate mitigation, and are you proposing to cover the bank areas with native or original streambed material?

K. Benedict: DES requests covering riprap to fill the voids, using existing stone where possible, and presenting a good alternatives analysis. The result should be a stream simulation that matches upstream and downstream conditions where possible, but if the hydrology of the stream would result in loose materials washing downstream, maybe just fill the voids. The end result should be a stabilized base to sit below the streambed simulation materials.

S. James: In this location, there is high enough velocity that the native material would wash downstream. Hoyle, Tanner agrees to look into filling the riprap voids.

K. Benedict: Look at the wetlands rules Env-Wt 514 to address the requirements for bank stabilization, specifically how high up the banks the riprap should be. Can some portion of the bank be left vegetated? How will impacts be minimized? The permit application will need to include analysis of stream velocities and flood elevations.

C. Henderson: What about the NHHB Datacheck results?

J. Theriault: There are no species identified in this location, and per prior discussion with K. Benedict, plans with impacts identified will be sent to NHF&G for their review prior to permit submittal.

#### River Road over the South Branch Baker River in Dorchester

Proposed installation of Class IX stone on outlet and inlet sides for approximately 6,550 sq ft of streambed and bank impact. S. James noted that the streambed will be excavated approximately 6' deep so that the

stone will be installed at existing grade, over a geotextile layer, with no change in streambed profile. The northwest bank will contain some armoring to provide stability where it currently erodes.

K Benedict: Similar concerns as prior crossing. Additionally, has there been thought of deflecting the energy using design instead of bank armoring?

S. James: Those options can be examined.

K. Benedict: Will the stream be crossed with equipment to work on the opposite bank, or will there be a second access on the west side?

S. James: The site has limited access options, so work will occur on the opposite (west) side from the access road while the stream is diverted on that side. The diversion and stream flow will then reverse, and work will occur on the east side closer to the access road.

#### Millbrook Road over Mill Brook located in Landaff

Proposed installation of Class VII stone on outlet side only for approximately 1,250 sq ft of streambed and bank impact along with repairs to the stone masonry wall on the northeast side. S. James noted that the streambed will be excavated approximately 4' deep so that the stone will be installed at existing grade, over a geotextile layer, with no change in streambed profile.

K. Benedict: Same concerns as prior crossings.

#### NH Route 10 over Grant Brook located in Lyme

Proposed installation of Class V stone on the outlet and inlet sides for approximately 3,500 sq ft of streambed and bank impact. S. James noted that the streambed will be excavated approximately 3' deep so that the stone will be installed at existing grade, over a geotextile layer, with no change in streambed profile. The stream has aggraded in the southeast side through the crossing.

A. O'Sullivan: Will the aggraded material be removed?

S. James: It isn't planned to be removed since the stream through the crossing is in a steady-state, the aggradation has been stabilized, and the focus is on protection of the infrastructure.

K. Benedict: Current and energy deflection could also be examined in this location to direct energy back to the center of the channel.

C. Henderson: NHF&G would like to examine this more closely as it relates to fish passage.

#### NH Route 25 over Halls Brook in Rumney

Proposed installation of stone on the outlet for approximately 4,500 sq ft of streambed and bank impact along with grout filled nylon bags at the wingwalls where they have been undermined. S. James noted that the depth and type of stone is still being investigated and will be based on final survey data to address the scour hole and perched outlet.

C. Henderson: How will the perched outlet be addressed?

S. James: Stone will be added to fill the scour hole and regrade the streambed so that it will key into the downstream elevation. In this location the streambed will not be excavated unless it is determined during final survey.

K. Benedict: Consider using a grade control structure.

S. James: The issue with grade control is that we encounter resistance during permitting due to reduction in aquatic organism passage. If DES could provide suggestions that could satisfy NHF&G we would review them for potential use in this location.

K. Benedict agreed and said the new crossing should be an improvement for fish passage.

J. Theriault: This location has wood turtle habitat nearby but just outside of the proposed work areas. Once impacts have been determined, coordination with NHF&G will occur to determine avoidance and minimization measures.

#### NH Route 175 over Mill Brook in Thornton

Proposed installation of Class VII stone on the outlet and inlet sides for approximately 5,650 sq ft of streambed and bank impact. This location will have two access routes. S. James noted that the streambed will be excavated approximately 4' deep so that the stone will be installed at existing grade, over a geotextile layer, with no change in streambed profile.

P. Steckler: What is the pond upstream and north of the site? Is it connected to the stream crossing?

S. James: We are aware of this water feature but are not sure whether it is natural or manmade. The water feature / pond is outside of the proposed work areas, but Hoyle, Tanner will review the mapping of the area to determine any potential connection between the pond and the river.

#### NH Route 175 over the Pemigewasset River in Woodstock

Proposed installation of A Jacks or an armor matrix on the outlet side within the streambed and Class IX stone to be placed on the banks for approximately 7,100 sq ft of streambed and bank impact. There is steel sheeting in the river on the downstream side that will be removed in order to install the armor matrix.

K. Benedict: DES will want to review the specs of the armor matrix.

S. Large: DOT has proposed and permitted, but not constructed, this product and understands DES will require cross-section profiles as part of the permit for review. The impacts will be shown as permanent for the wetland permits. Adding native material or infill may not be feasible due to the high water velocity here. Hydraulic analysis will be provided with the application.

#### Project Summary Discussion

S. Large: Crossing designs will need to be reviewed for consistency with the wetland rules regarding bank stabilization.

K. Benedict: In general, each permit application will need to address avoidance and minimization, alternative designs, stream simulations and materials, and plans will need to show cross-sections, erosion controls and water diversion. It would be helpful for the next meeting to have the limits of existing riprap shown. For the crossings that are perched, presentation should include longitudinal profiles. Consider adding a low flow channel through the center of the stream simulation to allow for continual hydraulic connectivity.

P. Steckler agreed with this comment.

K. Benedict: Information should also be provided to quantify linear feet of impacts between stream bed and banks, and DOT should consider and plan for timing of work to minimize impacts to fish populations.

S. Large: A meeting should be held between K. Benedict and DOT before the next NR Meeting.

S. James: Requested clarification on the amount of detail for water diversion, since contractor means and methods allow the to modify what we propose. K. Benedict stated that DES can condition the permit for the contractor to provide a final dewatering plan with DES given 2 weeks to review it before start of construction, and that his review is to ensure the impacts from dewatering are contained in the permit and that the dewatering plan is feasible.

There were no other concerns stated by the meeting attendees.

It was decided that a second NR Meeting should be held before submitting permit applications.

Should you have any questions regarding the above, please contact Kimberly Peace at [kpeace@hoyletanner.com](mailto:kpeace@hoyletanner.com)

Submitted by:



Kimberly Peace  
Senior Environmental Coordinator  
Hoyle, Tanner & Associates, Inc.  
cc: Attendees, File

**Wetland Delineation Report, Functional  
Assessment & Site Photos  
Stoney Ridge Environmental, LLC**

# WETLAND DELINEATION & INVASIVE SPECIES REPORT

STATEWIDE SCOUR PROJECT  
DORCHESTER, EASTON, LANDAFF, LYME, RUMNEY, THORNTON, WOODSTOCK,  
NEW HAMPSHIRE

Prepared For:

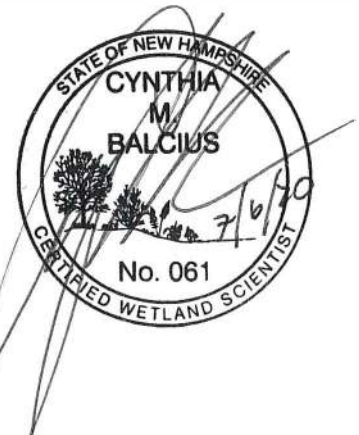
Hoyle, Tanner, & Associates  
150 Dow Street  
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Prepared By:



233 Prospect Mountain Road  
Alton, New Hampshire 03809  
Phone: (603) 776-5825 Fax: (603) 776-5826



**Note:** This report has been redacted to only include permit application specific locations.

September 2019

SRE # 18-138



# Wetland Delineation & Invasive Species Report

## Statewide Scour Project

### Dorchester, Easton, Landaff, Lyme, Rumney, Thornton, Woodstock, New Hampshire

#### Introduction

The purpose of this report is to document the field data collected by Stoney Ridge Environmental LLC (SRE) for the Statewide Scour Project. SRE was contracted by Hoyle, Tanner & Associates (HTA) to complete a wetland delineation, invasive species delineation and a function and value assessment at 9 sites across Northern New Hampshire and provide a report documenting the results. The delineation was completed for edge of jurisdictional wetland, ordinary high water mark, and top of bank. The sites consisted of 9 stream crossings in the towns of Dorchester, Easton, Landaff, Lyme, Rumney, Thornton, and Woodstock. All sites were crossings of upper perennial streams.

#### Site Description

For the purposes of this report, each site was given a site number. Site numbers can be found in the table below.

**Table 1: Summary of Site Numbers**

Site Number	Road of Crossing	Stream	Town
1	Route 118	Buck's Brook	Dorchester
2	River Road	South Branch Baker River	Dorchester
3	Easton Road	Unknown	Easton
4	Millbrook Road	Mill Brook	Landaff
5	Route 10	Grant Brook	Lyme
6	Route 25	Hall's Brook	Rumney
7	Route 175	Mill Brook	Thornton
8	Eastside Road	Pemigewasset River	Woodstock
9	Route 93	Eastman Brook	Woodstock

#### Methods

Field work for this project was completed on May 14, 15, and 16 of 2019. Arctic pink flagging was utilized for edge of jurisdictional wetlands, blue polka dotted flagging was utilized for ordinary high water mark, and red striped flagging was utilized for top of bank. All pertinent flagging was GPS located using an Sokkia GRX 2 GPS unit with sub-meter resolution capabilities. Locations of any invasive species within the project area were also GPS located. The GPS located flags were overlaid on an aerial images of the project areas. A plan for each site

depicting edge of jurisdictional wetlands, ordinary high water mark, and top of bank is provided as a part of this report. These plans also show the locations of any invasive species, as well as the classification of the streams and any wetlands within the project area. Wetlands were classified using the criteria outlined in the “Classification of Wetlands and Deepwater Habitats of the United States” (Cowardin et al. 1979). A function and value assessment was completed for each site using the Army Corps Highway Methodology.

All of the wetland delineations within the project area utilized the following standards:

- 1) United States Department of Agriculture, Natural Resources Conservation Service. 2016. *Field Indicators of Hydric Soils in the United States*, Version 8.0. L.M. Vasilas, G.W. Hurt, and J.F. Berkowitz (eds.). USDA, NRCS, in cooperation with the National Technical Committee for Hydric Soils.
- 2) *Field Indicators for Identifying Hydric Soils In New England*. Version 4. May 2017. New England Hydric Soils Technical Committee.
- 3) *North American Digital Flora: National Wetland Plant List, version 2.1.0* ([http://wetland\\_plants.usace.army.mil](http://wetland_plants.usace.army.mil)). U.S. Army Corps of Engineers, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH, and BONAP, Chapen Hill.
- 4) *The National Wetland Plant List: 2016 wetland ratings*. Lichvar, R.W., D.L. Banks, W.N. Kirchner, and N.C. Melvin. 2016. *Phytoneuron* 2016-30: 1-17. Published 28 April 2016. ISSN 2153 733X.
- 5) *Corps of Engineers Wetlands Delineation Manual*. January 1987. Wetlands Research Program Technical Report Y-87-1.
- 6) *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region*. January 2012, version 2. U.S. Army Corps of Engineers. Environmental Laboratory ERDC/EL TR-12-1.
- 7) *Classification of Wetlands and Deepwater Habitats of the United States*. December 1979. L. Cowardin, V. Carter, F. Golet, and E. LaRoe. US Department of the Interior. Fish and Wildlife Service. FWS/OBS-79/31.

## Site 6:

Site 6 is a stream crossing located on Route 25 in Rumney, New Hampshire on Hall's Brook. This crossing is a large four sided box structure. SRE performed the delineation approximately 75 feet up and downstream of the crossing. The stream is classified as riverine, upper perennial with an unconsolidated bottom composed of cobble-gravel and sand (R3UB1/2). The stream is shallow and fast moving and flows north in the project area. A large pool is located at the outlet of the crossing structure. Scouring of the channel has caused degradation and subsequent aggradation of materials just downstream of the outlet of the culvert.



This is a view looking upstream towards the crossing structure.

An intermittent stream enters the main channel just south of the crossing structure. This other stream is classified as riverine, intermittent with a streambed composed of cobble-gravel and sand (R4SB3/4). All adjacent wetland areas are classified as riverine, upper perennial, unconsolidated shore composed of cobble-gravel and sand (R3US1/2). These areas of adjacent wetland as well as the intermittent stream are depicted on the attached plan.

Adjacent upland areas feature forested land and are dominated by white pine (*Pinus strobus*), red maple (*Acer rubrum*), and paper birch (*Betula papyrifera*). The invasive species Japanese knotweed (*Fallopia japonica*) and Japanese barberry (*Berberis thunbergii*) were observed on site, and their locations are depicted on the attached plan.

An annotated function and value assessment was performed for this site using the Army Corps Highway Methodology. It was determined that this system exhibits the following functions: floodflow alteration, fish habitat, production export, sediment/shoreline stabilization and wildlife habitat. Floodflow alteration and sediment/shoreline stabilization are relatively low at this site due to minimal floodplain wetland.

## PHOTO LOG

Statewide Scour Project  
Northern New Hampshire  
Photos Taken: May 14-16, 2019

**PHOTO 21:** This is a view of the inlet of the crossing structure at site 6.



**PHOTO 22:** This is a view of the outlet of the crossing structure at site 6.



## PHOTO LOG

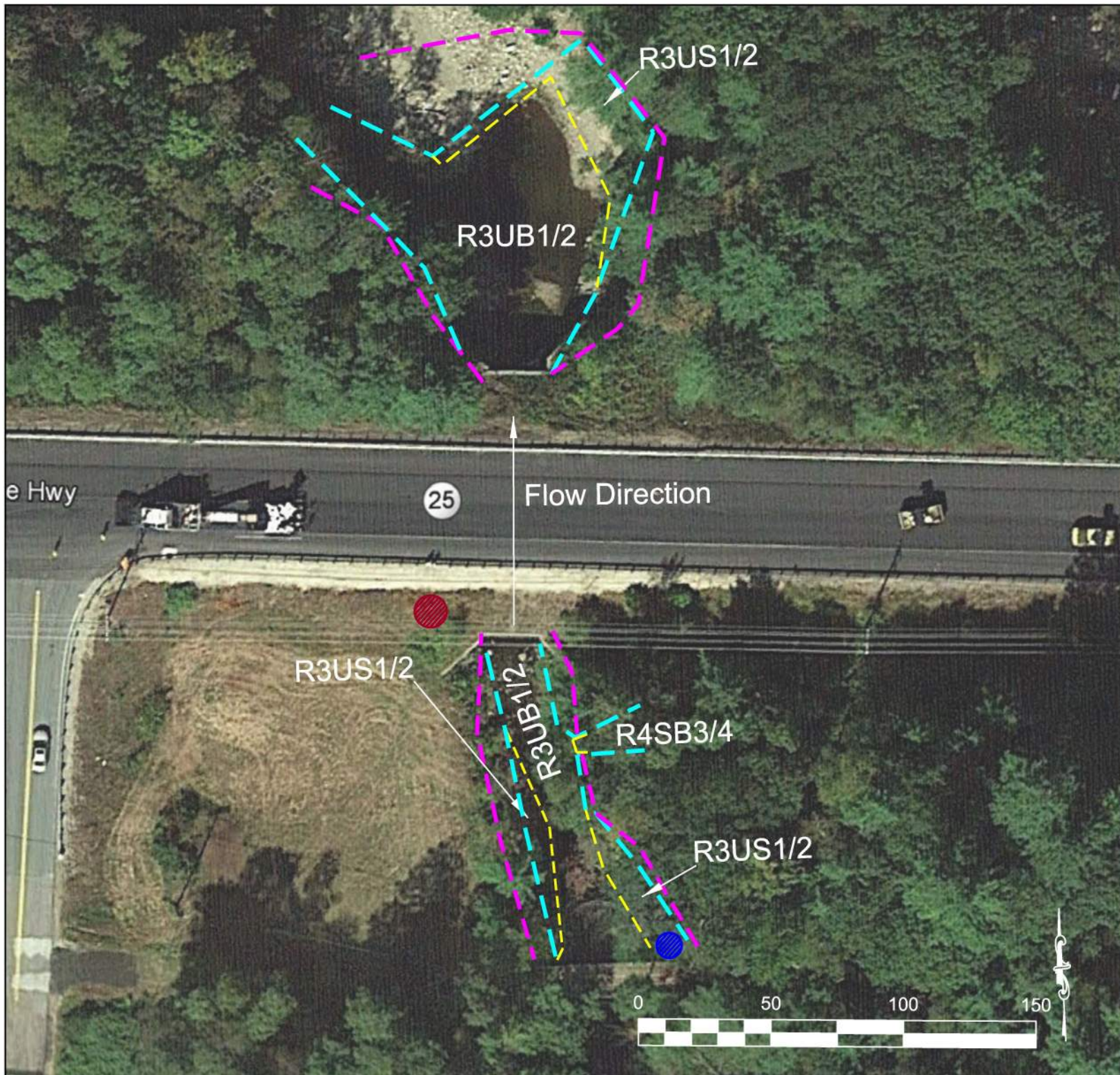
Statewide Scour Project  
Northern New Hampshire  
Photos Taken: May 14-16, 2019

**PHOTO 23:** This is a view looking downstream away from the crossing structure at site 6.





**PHOTO 24:** This is a view looking upstream away from the crossing structure at site 6.





### Legend

- - - Top of Bank
- - - Edge of Jurisdictional Wetland
- - - Ordinary High Water Mark
- - - Change in Classification
-  Japanese Knotweed
-  Japanese Barberry

### Plan Notes

All points were located using a GPS unit with sub-meter resolution. Jurisdictional wetlands on site were delineated by Stoney Ridge Environmental LLC on 5/16/2019

### Existing Conditions Site 6 - Route 25 Rumney, NH



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## **Conclusion**

In conclusion, SRE visited 9 stream crossing sites across northern New Hampshire as part of the Statewide Scour Project. At each site, SRE delineated the edge of jurisdictional wetlands, as well as the ordinary high water mark and top of bank. SRE also delineated the extent of any invasive species observed on site. All points were GPS located and overlaid onto aerial imagery. A plan for each site was created depicting each of the delineated lines, the classification of each system, and the location of any invasive species. An annotated scaled down function and value assessment was performed for each site, and the results are summarized in this report.

This completes the delineation and invasive species report for the 9 sites located in the towns of Dorchester, Easton, Landaff, Lyme, Rumney, Thornton, and Woodstock. Please feel free to contact our office at 603-776-5825 with any questions.

# **Hydrologic and Hydraulic Analysis**



**NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES**  
**WETLAND PERMIT APPLICATION**  
for  
**Scour Stabilization of Bridge 105/063 – NH 25 over Halls Brook**  
**Rumney, NH**  
**Hydrologic and Hydraulic Analysis**

A scour hole has formed at the outlet of the 22-foot span concrete box culvert bridge carrying NH Route 25 over Halls Brook in Rumney, NH. The scour hole, which has a 7' maximum depth and extends downstream approximately 75' from the outlet, is to be filled and armored with a stone riprap apron. The purpose of armoring the channel and banks is to mitigate further scouring and undermining of the existing crossing.

Hydrologic and hydraulic analyses were performed for the existing conditions for the Halls Brook crossing at the NH Route 25 Bridge. The hydrologic analysis was performed using USGS StreamStats for NH (USGS NH Regression Equations) and NCHRP Report 15-36, Estimating Joint Probabilities of Design Coincident Flows at Stream Confluences. The confluence of Halls Brook with the Baker River is less than 500 feet downstream from the outlet of the culvert, thus the influence of the Baker River on the hydraulics of the crossing was included in the analyses. Since Halls Brook is ungagged, StreamStats, which is the preferred method in accordance with the NHDOT Bridge Design Manual for ungagged sites, was utilized to develop analysis flows. A gage on the Baker River is located less than 2,000 feet upstream of the confluence with Halls Brook; therefore, gage data was used for the Baker River analysis flows. The 100-year joint return period was used for design based on the estimated remaining life of the structure and the probability of exceedance for the storm event within that timeframe. The 100-year joint return period combination most likely to develop scouring velocities at the outlet of the bridge is for the combination of the 100-year storm event of Halls Brook with the 2-year storm event for the Baker River. This corresponds to a flow of 2,230 cubic feet per second for Halls Brook and a flow of 5,140 cubic feet per second for the Baker River.

The hydraulic analyses were performed using the Bureau of Reclamation's Sedimentation and River Hydraulics – Two-Dimensional model (SRH-2D), which is a 2D hydraulic, sediment, temperature, and vegetation model for river systems, utilizing Aquaveo surface-water modeling solution program, SMS 13.0, for the existing conditions. A two-dimensional analysis was performed since the waterway in the vicinity of the bridge is more complex and the brook is fairly large conveying water from a 10.6 square mile drainage area. The existing plans, bridge inspection report, site photos, and publicly sourced LiDAR data were used to develop the hydraulic model of the crossing to obtain velocities and approximate water depths.

The maximum velocity in the channel for the 100-year storm event is 21.2 feet per second. This coupled with the observed scour at the outlet necessitates the installation of Class IX riprap with a median stone diameter ( $d_{50}$ ) of 36". The rock riprap revetment was designed to resist scour per the Federal Highway Administration (FHWA) Hydraulic Engineering Circular No. 14 (HEC-14) Section 10.3, Riprap Aprons After Energy Dissipators. The equation used is the same as that used for riprap protection around bridge piers found in FHWA HEC-23, Volume 2.



# BANK/ShORELINE STABILIZATION PROJECT-SPECIFIC WORKSHEET FOR STANDARD APPLICATION



Water Division/Land Resources Management  
Wetlands Bureau

[Check the Status of your Application](#)

**RSA/Rule:** RSA 482/ Env-Wt 514

**APPLICANT LAST NAME, FIRST NAME, M.I.:** NH Department of Transportation

This worksheet summarizes the criteria and requirements for a Standard Permit for all types of “bank/shoreline stabilization” projects, as outlined in Chapter Env-Wt 500. In addition to the project-specific criteria and requirements on this worksheet, all Standard Applications must meet the criteria and requirements listed in the [Standard Dredge and Fill Wetlands Permit Application form \(NHDES-W-06-012\)](#).

Do **not** use this worksheet if the project is located in a coastal (tidal) area (Env-Wt 509.02(b)).

## SECTION 1 - APPROVAL CRITERIA (Env-Wt 514.02)

**An application for bank/shoreline stabilization must meet the following approval criteria:**

- The project must meet the applicable conditions established in Env-Wt 300.
- For a hard-scape stabilization proposal, such as rip-rap or a retaining wall, the applicant must demonstrate that the bank or shoreline in that location cannot be stabilized by preserving natural vegetation, landscaping, or bioengineering.
- Bank/shoreline stabilization must be designed to be the least intrusive practicable method in accordance with Chapter 8 of the [Wetlands Best Management Practice Techniques for Avoidance and Minimization \(A/M BMPs\)](#).
- Bank/shoreline stabilization must conform to the natural alignment of the bank/shoreline.
- Bank/shoreline stabilization must not adversely affect the stream course such that water flow will be transported by the stream channel in a manner that the stream maintains its dimensions, general pattern, and slope with no unnatural raising or lowering of the channel bed elevation along the stream bed profile.
- Bank/shoreline stabilization must not adversely affect the physical stream forms or alter the local channel hydraulics, natural stream bank stability, or floodplain connectivity.
- Bank/shoreline stabilization must avoid and minimize impacts to shoreline resource functions as described in Env-Wt 514.01 and Chapter 8 of the [A/M BMPs](#).
- If the project is a wall on a great pond or other surface water where the state holds fee simple ownership of the bed, bank/shoreline stabilization must locate the wall on the shoreward side of the normal high water line.
- If the project is to install rip-rap, bank/shoreline stabilization must locate the rip-rap shoreward of the normal high water line, where practicable, and extend it not more than two feet lakeward of that line at any point.
- The hierarchy of bank stabilization practices must be as follows:
  - (1) Soft vegetative bank stabilization, including regrading and replanting of slopes, in which all work occurs above ordinary high water or normal high water,
  - (2) Bioengineered bank stabilization or naturalized design techniques that uses a combination of live vegetation, woody material, or geotextile matting and may include regrading and replanting of slopes,

[lrn@des.nh.gov](mailto:lrn@des.nh.gov) or (603) 271-2147

NHDES Wetlands Bureau, 29 Hazen Drive, PO BOX 95, Concord, NH 03302-0095

[www.des.nh.gov](http://www.des.nh.gov)

- (3) Semi-natural form design shall be allowed only where the applicant demonstrates that anticipated turbulence, flows, restricted space, or similar factors, render vegetative or soft stabilization methods, bioengineering, and natural process design stabilization methods physically impractical,
- (4) Hard-scape or rip-rap design shall be allowed only where anticipated turbulence, flows, restricted space, or similar factors render vegetative, bio-engineering, semi-natural form design and diversion methods physically impractical and where necessary to protect existing infrastructure, and
- (5) Wall construction shall be allowed as the last available option, only where lack of space or other limitations of the site make alternative stabilization methods of bioengineering, seminatural, and rip-rap impractical. Wherever sufficient room exists, slopes shall be cut back to eliminate the requirement for a wall.

Stream bank-stabilization project plans must be developed in accordance with the following techniques, as applicable:

- Naturalized and semi-natural design techniques where practicable in accordance with the [Guidelines for Naturalized River Channel Design and Bank Stabilization](#) dated February 2007; R. Schiff, J.G. MacBroom, and J. Armstrong Bonin.
- For bioengineering projects, [National Engineering Handbook Part 654 \(NEH 654\), Technical Supplement 141, Streambank Soil Bioengineering](#), dated August 2007, USDA NRCS.
- For stream restoration projects, [NEH 654, Stream Restoration Design](#), dated August 2007, USDA NRCS.

**SECTION 2 - APPLICATION REQUIREMENTS FOR ALL BANK/ShORELINE STABILIZATION PROJECTS (Env-Wt 514.03)**

An application for any bank/shoreline stabilization project must include:

A narrative and photos that:

- Describe and illustrate existing conditions and locations where shoreline vegetation currently exists.

The wetland permit application includes a Wetland Delineation and Invasive Species Report by Stoney Ridge Environmental, LLC (SRE). Wetlands were delineated by Cindy Balcius, CWS No. 061. Photos and a narrative of the site conditions are contained within this report.

- Identify all known causes of erosion to the bank/shoreline in that location.

Halls Brook through the crossing and in the project location experiences high velocities of 21.2 feet per second (FPS) during the 100-yr design storm, as detailed in the hydraulic analysis included in the wetland permit application. The upstream banks are stable, however, downstream of the crossing, the high flows have eroded the banks on both sides of the river and created a large scour pool that is jeopardizing the stability of the bridge and wingwalls.

- Identify information and, for minor and major projects, engineering standards used to determine the appropriateness of the proposed bank stabilization treatment or practice.

Refer to the attached hydrologic analysis for details regarding the type of analysis that was performed. Using that analysis, the maximum velocity in the channel for the 100-year storm event is 21.2 feet per second. Preliminary analysis using Design Guideline 14 in the Federal Highway Administration (FHWA) Hydraulic Engineering Circular No. 23 (HEC-23), volume 2, showed that stone riprap with a median diameter of 36" would be necessary to adequately provide a static stream bottom to mitigate headcutting and undermining of the existing structure. The rock riprap revetment was designed to resist scour and protect the abutments per Design Guideline 14 in the Federal Highway Administration (FHWA) Hydraulic Engineering Circular No. 23 (HEC-23), volume 2. NHDOT specifications for this stone are included in the wetland permit application

- Explain the design elements that have been incorporated to address erosion, by eliminating or minimizing the causes therefor.

As detailed in the wetland permit application supplemental narrative and answers to questions, the proposed design includes riprap that has been developed for this site to specifically address the scouring which is compromising the stability of the crossing, via the undermining that is occurring at the footings of the bridge. The high flows that occur in this location cannot be reduced, and the crossing cannot be replaced with a larger structure. It is anticipated that the stabilization measures once implemented will result in a reduction in erosion in this location.

The riprap will be infilled with streambed gravel, when practicable or clean gravel so that there are no voids and flows are across the stone.

- For minor and major bank/shoreline stabilization projects or minimum impact bioengineering stream bank projects, identify the flood risk tolerance of the proposed treatment or practice using the appropriate technical guidance or national engineering handbook.

The bridge is a critical piece of infrastructure within the State of New Hampshire's transportation system, with a low flood risk tolerance. The project goal is to protect this bridge by installing stabilization measures that will accommodate future flood events without impacting the bridge. Refer to the hydraulic analysis for more information on how the design meets the FHWA engineering standards.

A cross-section plan that shows:

- The difference in elevation between the lowest point of the bank/shoreline slope to be impacted by the construction and the highest point of the bank/shoreline slope to be impacted.
- The linear distance across the proposed project area as measured along a straight line between the highest and lowest point of the bank/shoreline slope to be impacted.
- The existing and proposed slope of the bank/shoreline.
- The normal high water line or ordinary high water mark, as applicable.

Hard-scape, rip-rap, or unnatural design plans that must include:

- Designation of minimum and maximum stone size.
- Gradation.
- Minimum rip-rap thickness.

- Type of bedding for stone.
- Cross-section and plan views of the proposed installation.
- A description of anticipated turbulence, flows, restricted space, or similar factors that would render vegetation and bioengineering stabilization methods physically impracticable.
- Engineering plans for rip-rap in excess of 100 linear feet along the bank or bed of a stream or river, including in-stream revetments, stamped by a professional engineer.
- If the project proposes rip-rap adjacent to great ponds or other surface waters where the state holds fee simple ownership to the bed, a stamped surveyed plan showing the location of the normal high water line and the footprint of the proposed project.

Design plans for a wall in non-tidal waters must include:

- Cross-section and plan views of the proposed installation and sufficient plans to clearly indicate the relationship of the project to fixed points of reference, abutting properties, and features of the natural shoreline.
- If the application is for a wall adjacent to a great pond or other surface water where the state holds fee simple ownership to the bed, a surveyed plan, stamped by a licensed land surveyor, showing the location of the normal high water line and the footprint of the proposed project.

### **SECTION 3 - DESIGN REQUIREMENTS FOR ALL BANK/ShORELINE STABILIZATION PROJECTS (Env-Wt 514.04)**

In addition to meeting all applicable requirements in Env-Wt 300, bank/shoreline stabilization must be designed to:

- Incorporate stormwater diversion and retention to minimize erosion.
- Retain natural vegetation to the maximum extent possible.
- If space and soil conditions allow, cut back unstable banks to a flatter slope and then plant with native, non-invasive trees, shrubs, and groundcover.
- Avoid and minimize impacts to adjacent properties and infrastructure.
- Avoid and minimize impacts to water quality.
- Avoid and minimize impacts to priority resource areas, avian nesting areas, fish spawning locations, and other wildlife habitat to meet the requirements of Env-Wt 514.02.
- Incorporate naturalized and semi-natural design techniques where practicable in accordance with [Guidelines for Naturalized River Channel Design and Bank Stabilization](#) dated February 2007, R. Schiff, J.G. MacBroom, and J. Armstrong Bonin.
- For bioengineering projects, be in accordance with [NEH 654, Technical Supplement 141, Streambank Soil Bioengineering](#), dated August 2007, USDA NRCS.
- For stream restoration projects, be in accordance with [NEH 654, Stream Restoration Design](#), dated August, 2007, USDA NRCS.

#### **SECTION 4 - CONSTRUCTION REQUIREMENTS FOR ALL BANK/ShORELINE STABILIZATION PROJECTS (Env-Wt 514.05)**

In addition to all applicable construction standards specified in Env-Wt 300, the following apply to all bank/shoreline stabilization projects:

- Materials used to emulate a natural channel bottom must:
  - Be consistent with materials identified in the reference reach, and
  - Not include any angular rip-rap or gravel unless specifically identified on the approved plan.
- Bank restoration must be constructed, landscaped, and monitored in a manner that will create a healthy riparian or lacustrine shoreline system.
- Bank/shoreline stabilization areas must:
  - (1) Have at least 75% successful establishment of vegetation after two growing seasons, or
  - (2) Be replanted and re-established until a functional lacustrine, wetland, or riparian system has been reestablished in accordance with the approved plans.
- Unless otherwise approved, construction must be performed during low flow or dry conditions.
- Where there is documented occurrence of a cold water fishery or protected species or habitat, unless a waiver of this condition is issued in writing by the department in consultation with the New Hampshire Fish and Game Department, work must occur:
  - During low-flow or dry conditions during the growing season, and
  - Prior to October 1.
- Work authorized must be carried out in accordance with Env-Wt 307 such that there are no discharges in or to spawning or nursery areas during spawning seasons.
- Work authorized must be carried out in accordance with Env-Wt 307 such that controls are in place to protect water quality and appropriate turbidity controls such that no turbidity escape the immediate dredge area and must remain until suspended particles have settled and water at the work site has returned to normal clarity.
- Within 60 days of completion of construction, the applicant must submit a post-construction report that:
  - Has been prepared by a professional engineer, certified wetland scientist, or qualified professional, as applicable, and
  - Contains a narrative, exhibits, and photographs, as necessary to report the status of the project area and restored jurisdictional area.

#### **SECTION 5 - ON-GOING REQUIREMENTS FOR ALL BANK/ShORELINE STABILIZATION PROJECTS (Env-Wt 514.06)**

The owner must monitor the project and take corrective measures if the area is inadequately stabilized or restored by:

- (a) Replacing fallen or displaced materials without a permit, where no machinery in the channel is required,
- (b) Identifying corrective actions and follow-up plans in accordance with Env-Wt 307, and
- (c) Filing appropriate application and plans where work exceeds (a), above.

**SECTION 6 - BANK STABILIZATION CONSTRUCTION PROJECT CLASSIFICATION (Env-Wt 514.07)**

Refer to Env-Wt 514.07 for project classification.

**Natural Heritage Bureau (NHB) Review &  
Wood Turtle Flyer**



# Memo

## NH Natural Heritage Bureau NHB DataCheck Results Letter

Please note: portions of this document are confidential.

Maps and NHB record pages are confidential and should be redacted from public documents.

**To:** Deb Coon, Hoyle, Tanner & Associates, Inc.  
150 Dow Street  
Manchester, NH 03101

**From:** NHB Review, NH Natural Heritage Bureau

**Date:** 2022-04-28 (valid until 04-28-2023)

**Re:** Review by NH Natural Heritage Bureau

**Permits:** NHDES - Wetland Standard Dredge & Fill - Major, USACE - General Permit

**NHB ID:** NHB22-1477

**Town:** Rumney

**Location:** NH Route 25

**Description:** Previously reviewed as NHB21-1587. NH Route 25 over Halls Brook is located in Rumney, NH. The 22-foot span concrete box culvert has a large and deep scour pool that has formed at the outlet. Granular fill and riprap will be used to fill the scour hole

**cc:** NHFG Review

As requested, I have searched our database for records of rare species and exemplary natural communities, with the following results.

**Comments** NHB: No Comments At This Time

**F&G: Please confirm whether the proposed project would alleviate any perch that may be present at the outlet. Please send photos of project area. Please refer to NHFG consultation requirements below. This project is exempt from the formal consultation rules.**

### Vertebrate species

**State<sup>1</sup> Federal Notes**

Wood Turtle (*Glyptemys insculpta*)

SC

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Contact the NH Fish & Game Dept (see below).

<sup>1</sup>Codes: "E" = Endangered, "T" = Threatened, "SC" = Special Concern, "--" = an exemplary natural community, or a rare species tracked by NH Natural Heritage that has not yet been added to the official state list. An asterisk (\*) indicates that the most recent report for that occurrence was more than 20 years ago.

*For all animal reviews, refer to 'IMPORTANT: NHFG Consultation' section below.*

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

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## Memo

## NH Natural Heritage Bureau NHB DataCheck Results Letter

Please note: portions of this document are confidential.

Maps and NHB record pages are confidential and should be redacted from public documents.

### **IMPORTANT: NHFG Consultation**

If this NHB Datacheck letter DOES NOT include ANY wildlife species records, then, based on the information submitted, no further consultation with the NH Fish and Game Department pursuant to Fis 1004 is required.

If this NHB Datacheck letter includes a record for a threatened (T) or endangered (E) wildlife species, consultation with the New Hampshire Fish and Game Department under Fis 1004 may be required. To review the Fis 1000 rules (effective February 3, 2022), please go to <https://wildlife.state.nh.us/wildlife/environmental-review.html>. All requests for consultation and submittals should be sent via email to [NHFGreview@wildlife.nh.gov](mailto:NHFGreview@wildlife.nh.gov) or can be sent by mail, and **must include the NHB Datacheck results letter number and “Fis 1004 consultation request” in the subject line.**

If the NHB DataCheck response letter does not include a threatened or endangered wildlife species but includes other wildlife species (e.g., Species of Special Concern), consultation under Fis 1004 is not required; however, some species are protected under other state laws or rules, so coordination with NH Fish & Game is highly recommended or may be required for certain permits. While some permitting processes are exempt from required consultation under Fis 1004 (e.g., *statutory permit by notification, permit by rule, permit by notification, routine roadway registration, docking structure registration, or conditional authorization by rule*), coordination with NH Fish & Game may still be required under the rules governing those specific permitting processes, and it is recommended you contact the applicable permitting agency. For projects not requiring consultation under Fis 1004, but where additional coordination with NH Fish and Game is requested, please email: Kim Tuttle [kim.tuttle@wildlife.nh.gov](mailto:kim.tuttle@wildlife.nh.gov) with a copy to [NHFGreview@wildlife.nh.gov](mailto:NHFGreview@wildlife.nh.gov), and include the NHB Datacheck results letter number and “review request” in the email subject line.

Contact NH Fish & Game at (603) 271-0467 with questions.

# Wood Turtle

*(Glyptemys insculpta)*

(New Hampshire Species of Special Concern)



- Neck and forelimbs are orange.
- Characterized by its highly sculpted shell with each large scute taking on an irregular pyramidal shape.
- Adults can be 5-8 inches long.



**Please report sightings to NH Fish and Game at [RAARP@wildlife.nh.gov](mailto:RAARP@wildlife.nh.gov) or at 603-271-2461. Photo documentation, location, and date/time of observation is helpful.**

**NOTE: It is illegal to remove a wood turtle from the wild (RSA 207:1, FIS 804.02).**

# **US Fish and Wildlife (USF&W) IPaC Results & Correspondence**



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New England Ecological Services Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5094  
Phone: (603) 223-2541 Fax: (603) 223-0104  
<http://www.fws.gov/newengland>

In Reply Refer To:

May 04, 2022

Project Code: 2022-0038938

Project Name: Scour Protection of Bridge No. 105/063 NH Route 25 over Hall Brook, Rumney, NH

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

To Whom It May Concern:

*Please review this letter each time you request an Official Species List, we will continue to update it with additional information and links to websites may change.*

### **About Official Species Lists**

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. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

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 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. 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 by returning to an existing project's page in IPaC.

### **Endangered Species Act Project Review**

Please visit the “**New England Field Office Endangered Species Project Review and**

**Consultation**” website for step-by-step instructions on how to consider effects on listed species and prepare and submit a project review package if necessary:

<https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review>

**\*NOTE\*** Please do not use the **Consultation Package Builder** tool in IPaC except in specific situations following coordination with our office. Please follow the project review guidance on our website instead and reference your **Project Code** in all correspondence.

**Northern Long-eared Bat Update** - Additionally, please note that on March 23, 2022, the Service published a proposal to reclassify the northern long-eared bat (NLEB) as endangered under the Endangered Species Act. The U.S. District Court for the District of Columbia has ordered the Service to complete a new final listing determination for the NLEB by November 2022 (Case 1:15-cv-00477, March 1, 2021). The bat, currently listed as threatened, faces extinction due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across the continent. The proposed reclassification, if finalized, would remove the current 4(d) rule for the NLEB, as these rules may be applied only to threatened species. Depending on the type of effects a project has on NLEB, the change in the species’ status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective (anticipated to occur by December 30, 2022). If your project may result in incidental take of NLEB after the new listing goes into effect this will first need to be addressed in an updated consultation that includes an Incidental Take Statement. If your project may require re-initiation of consultation, please contact our office for additional guidance.

#### *Additional Info About Section 7 of the Act*

Under section 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether projects may affect threatened and endangered species and/or designated critical habitat. If a Federal agency, or its non-Federal representative, determines 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 Federal agency also may need to consider proposed species and proposed critical habitat in the consultation. 50 CFR 402.14(c)(1) specifies the information required for consultation under the Act regardless of the format of the evaluation. 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:

<https://www.fws.gov/service/section-7-consultations>

In addition to consultation requirements under Section 7(a)(2) of the ESA, please note that under sections 7(a)(1) 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. Please contact NEFO if you would like more information.

**Candidate species** that appear on the enclosed species list have no current protections under the

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ESA. The species' occurrence on an official species list does not convey a requirement to consider impacts to this species as you would a proposed, threatened, or endangered species. The ESA does not provide for interagency consultations on candidate species under section 7, however, the Service recommends that all project proponents incorporate measures into projects to benefit candidate species and their habitats wherever possible.

### **Migratory Birds**

In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see:

<https://www.fws.gov/program/migratory-bird-permit>

<https://www.fws.gov/library/collections/bald-and-golden-eagle-management>

Please feel free to contact us at **newengland@fws.gov** with your **Project Code** in the subject line if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat.

Attachment(s): Official Species List

Attachment(s):

- Official Species List
-

## **Official Species List**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **New England Ecological Services Field Office**

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

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## Project Summary

Project Code: 2022-0038938  
Event Code: None  
Project Name: Scour Protection of Bridge No. 105/063 NH Route 25 over Hall Brook, Rumney, NH  
Project Type: Bridge - Maintenance  
Project Description: Scour Protection of Bridge No. 105/063 NH Route 25 over Hall Brook, Rumney, NH

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.79501405658357,-71.83945425139311,14z>



Counties: Grafton County, New Hampshire

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## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New England Ecological Services Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5094  
Phone: (603) 223-2541 Fax: (603) 223-0104  
<http://www.fws.gov/newengland>

In Reply Refer To:

May 04, 2020

Consultation Code: 05E1NE00-2019-SLI-2792

Event Code: 05E1NE00-2020-E-07127

Project Name: NHDOT No. 41915 Scour Stabilization Project

Subject: Updated 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](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(s):

- Official Species List
-

# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**New England Ecological Services Field Office**

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

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## Project Summary

Consultation Code: 05E1NE00-2019-SLI-2792

Event Code: 05E1NE00-2020-E-07127

Project Name: NHDOT No. 41915 Scour Stabilization Project

Project Type: TRANSPORTATION

Project Description: The NH Department of Transportation (NHDOT) Statewide #41915 Project involves stabilization efforts at seven locations to address scour issues and prevent additional scouring or undermining of the existing crossing, and, where feasible, increase aquatic organism passage through the crossing.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.969417121098886N71.67522950893765W>



Counties: Grafton, NH

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## Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New England Ecological Services Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5094  
Phone: (603) 223-2541 Fax: (603) 223-0104  
<http://www.fws.gov/newengland>

IPaC Record Locator: 749-103805990

August 09, 2021

Subject: Consistency letter for the 'NHDOT No. 41915 Scour Stabilization Project' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **NHDOT No. 41915 Scour Stabilization Project** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, and is likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act



may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

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## **Project Description**

The following project name and description was collected in IPaC as part of the endangered species review process.

### ***Name***

NHDOT No. 41915 Scour Stabilization Project

### ***Description***

The NH Department of Transportation (NHDOT) Statewide #41915 Project involves stabilization efforts at seven locations to address scour issues and prevent additional scouring or undermining of the existing crossing, and, where feasible, increase aquatic organism passage through the crossing.

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## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

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# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

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

October 4, 2021

Rebecca Martin  
Bureau of Environment  
NH Department of Transportation  
7 Hazen Drive, P.O. Box 483  
Concord, New Hampshire 03302-0483

Re: NH DOT Scour Project 41915A  
TAILS: 05E1NE00-2019-F-2792

Dear Rebecca Martin:

The U.S. Fish and Wildlife Service (Service) is responding to your September 13, 2021 electronic transmission, requesting we verify that the New Hampshire Department of Transportation (NHDOT) proposed repairs to six bridge crossings to address scour issues and prevent additional scouring (Project) may rely on the revised February 5, 2018, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the northern long-eared bat (*Myotis septentrionalis*) (NLEB). This letter provides the Service's response as to whether the Federal Highway Administration may rely on the BO to comply with section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; U.S.C. 1531 *et seq.*) for the Project's effects to the NLEB.

The NHDOT, as the non-Federal agency representative for the Federal Transportation Agency, has determined that the Project may affect, and is likely to adversely affect the NLEB. Approximately 1.4 acres of tree clearing will occur in the bat active season. A bridge-bat assessment was conducted and no evidence of bats was found.

NHDOT also determined the Project may rely on the programmatic BO to comply with section 7(a)(2) of the ESA, because the Project meets the conditions outlined in the BO and all tree clearing related to the proposed work will occur farther than 0.25 mile from documented roosts and farther than 0.5 mile from any known hibernacula. The Service reviewed the LAA Consistency Letter and concurs with NHDOT's determination. This concurrence concludes your ESA section 7 responsibilities relative to this species for this Project, subject to the Reinitiation Notice below.

## Conclusion

The Service has reviewed the effects of the proposed Project, which include the NHDOT's commitment to implement the impact avoidance, minimization, and compensation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that the Project is consistent with the BO's conservation measures, and the scope of the program analyzed in the BO is not likely to jeopardize the continued existence of the NLEB. In coordination with your agency, the Federal Highway Administration, and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

## Incidental Take of the Northern Long-eared Bat

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of the NLEB. However, the Project is consistent with the BO, and such projects will not cause take of NLEBs that is prohibited under the final 4(d) rule for this species (50 CFR §17.40(o)). Therefore, this taking does not require exemption from the Service.

## Reporting Dead or Injured Bats

The NHDOT, the Federal Highway Administration, its State/local cooperators, and any contractors must take care when handling dead or injured NLEBs that are found at the project site, in order to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify the Service's New England Field Office.

## Reinitiation Notice

This letter concludes consultation for the proposed Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this project-level consultation is required where the Federal Highway Administration's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
2. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
3. a new species is listed or critical habitat designated that the Project may affect.

In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease, pending reinitiation.

Rebecca Martin  
October 4, 2021

3

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response, or if you need additional information, please contact Susi von Oettingen of this office at 603-748-8357.

Sincerely yours,

**AUDREY  
MAYER**

Digitally signed by  
AUDREY MAYER  
Date: 2021.10.04  
14:58:31 -04'00'

Audrey Mayer  
Supervisor  
New England Field Office

cc: Reading file  
Rebecca Martin/NHDOT via email Rebecca.A.Martin@dot.nh.gov  
ES: SvonOettingen:jd:10-4-21:603-748-8357

**Section 106  
Effect Memo**



*Victoria F. Sheehan*  
Commissioner

*THE STATE OF NEW HAMPSHIRE*  
DEPARTMENT OF TRANSPORTATION



*William Cass, P.E.*  
Assistant Commissioner

Scour Stabilization  
X-A004(779)  
41915  
RPR 11725

**No Adverse Effect Memo**

Pursuant to discussions and the New Hampshire Division of Historical Resources response on May 27, 2010 to the Request for Project Review, and for the purpose of compliance with regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources (NHDHR) and the NH Division of the Federal Highway Administration (FHWA) have coordinated the identification and evaluation of historical and archaeological resources with plans to conduct stabilization activities to address scour and stabilization issues at seven locations in New Hampshire, including in Dorchester, Landaff, Lyme, Rumney, Thornton and Woodstock. Some of these undertakings in project locations align with standards and procedures detailed in the Programmatic Agreement of the 2018 Federal-Aid Highway Program in New Hampshire.

Project Description

The project consists of stabilization efforts at seven locations to address scour issues and prevent additional scouring or undermining of existing crossings, and, where feasible, improve aquatic organism passage through the crossings. Work will include:

- Dorchester 138/064  
NH Route 118 over Bucks Brook is located in Dorchester, NH. The existing bridge was constructed in 1964 and consists of two 5' diameter concrete pipes. The area will be stabilized by placing Class V riprap in the existing the scour pool and within the streambed for a length of approximately 45 feet at the outlet.
- Dorchester 155/088  
River Road over the South Branch Baker River is located in Dorchester, NH. The existing 40-foot clear span steel I-beam with concrete deck bridge is experiencing channel degradation that has exposed the footings. Class IX riprap will be placed approximately 15 feet upstream and downstream of the bridge and within the bridge to prevent further degradation of the river. Class IX riprap will be placed in an area of bank erosion in the southwest quadrant of the bridge for a length of approximately 45 feet.
- Landaff 079/156  
Millbrook Road over Mill Brook is located in Landaff, NH. The 30-foot span concrete arch bridge is experiencing bank erosion along the upstream northeast wingwall. Class VII riprap will be placed for a length of approximately 25 feet along the wingwall and bank and for a length of approximately 10 feet within the brook for approximately 12 feet upstream to stabilize the location. Channel excavation may be needed to install the proposed riprap.
- Lyme 075/106  
NH Route 10 over Grant Brook is located in Lyme, NH. The 30-foot span concrete rigid frame structure is experiencing severe channel degradation that has exposed the footings. Class IX riprap will be placed upstream and downstream of the bridge and within the bridge to prevent further degradation of the brook. Class IX riprap will be placed in an area of bank erosion in the northeast quadrant of the bridge.



- Rumney 105/063  
NH Route 25 over Halls Brook is located in Rumney, NH. The 22-foot span concrete box culvert has a large and deep scour pool that has formed at the outlet. Granular fill and Class IX riprap will be used to fill the scour hole. The riprap limits will extend approximately 65 feet downstream of the bridge.
- Thornton 203/088  
NH Route 175 over Mill Brook is located in Thornton, NH. The 41-foot clear span concrete T-beam structure bridge is experiencing channel degradation that has exposed the footings. Class VII riprap will be placed upstream and downstream of the bridge and within the bridge to prevent further degradation of the brook. The limits of the Class VII riprap will extend approximately 21 feet upstream and downstream of the existing crossing.
- Woodstock 203/079  
I-93 over Eastman Brook is located in Woodstock, NH. The existing 42-foot span structure is a twin cell concrete box culvert (18' clear span each barrel) that originally included riprap at the culvert at the inlet and outlet. This riprap has washed away at the downstream outlet, and significant bank erosion has occurred where the Eastman Brook's bend has been propagating toward a private landowner's property, approximately 300-feet downstream of the crossing. Proposed stabilization measures would include installation of A Jacks or an armor matrix component system on the outlet side within the streambed and Class IX riprap to be placed on the banks for approximately 87 feet. There is steel sheeting in the river on the downstream side that will be cutoff at the armor matrix bottom elevation as needed for installation.

The Areas of Potential Effect (APEs) include the footprints of the above-listed bridges and associated NHDOT Right-of-Ways, areas of proposed scour repair, and construction access roads depicted on each site's project plans.

#### Identification

##### **Above-Ground Resources Within or Near Combined APE**

- Boston, Concord and Montreal Railroad Historic District – Concord to Plymouth Branch
  - NHDHR Inventory # ZMT-BCMR
  - Determined eligible for listing in the National Register – 8/14/2003
  - Meets National Register Criteria for A - Event and C -Architecture/Engineering
- Groton Wind Project
  - NHDHR Inventory # ZMT-GRWP
  - Not evaluated for National Register Individual or District Eligibility – 1/26/2011
- Landaff Bridge 079/156
  - SRI No. 014200790015600
  - Determined eligible for listing in the National Register – 12/20/2019
  - Concrete Closed Spandrel Arch Structure
  - Meets National Register Criterion A for Event
- Lyme Common Historic District
  - NHDHR Inventory # BRW0001
  - Determined eligible for listing in the National Register – 6/8/1988
  - Meets National Register Criteria for A - Event and C -Architecture/Engineering

- Northern Pass White Mountains Region
  - NHDHR Inventory # ZMT-NPWM
  - Not evaluated for National Register Individual or District Eligibility – 4/30/2015

#### **Archaeology**

- Areas of Potential Effect at each location considered archaeologically sensitive based on topography and setting, specifically within proposed construction access routes.

#### **Public Consultation**

- Project details provided to Lyme Heritage Commission; Letter of Support received - 12/2/2019
- NHDOT Natural Resources Agency Meeting – 4/15/2020
- RPR Originally Reviewed by NHDHR – 5/27/2020
- Additional Information Reviewed by NHDOT Cultural Resources Staff and NHDHR – 6/11/2020

#### **Determination of Effect**

##### **Above-Ground Resources**

- Boston, Concord and Montreal Railroad Historic District – Concord to Plymouth Branch
  - There would be no adverse effect to the railroad district
  - Rumney Bridge 105/063 is not a contributing resource to the railroad historic district.
- Groton Wind Project
  - There would be no direct or indirect impacts to this resource.
- Landaff Bridge 079/156
  - There would be no adverse effect to the historic structure if repair and repointing of stone wall follows guidance in the Substructure section of the National Park Service’s Guidelines for Rehabilitating Historic Covered Bridges.
  - This condition shall be added as an Environmental Commitment to the project’s Programmatic Categorical Exclusion.
- Lyme Common Historic District
  - There would be no direct or indirect impacts to this resource.
  - Lyme Bridge 075/106 is not a contributing resource to the historic district.
  - Letter of Support received from Lyme Heritage Commission - 12/2/2019
- Northern Pass White Mountains Region
  - There would be no direct or indirect impacts to this resource.
- The resulting finding for above-ground resources is: **No Adverse Effect to Historic Properties.**

##### **Archaeological Resources**

- There would be no adverse effect to archaeologically sensitive resources with the following conditions:
  - Construction access routes would be limited to areas demarcated on project plans.
  - Vegetation clearing would be necessary for construction access routes, but stumping and underground grubbing would be avoided to leave any subterranean resources intact.
  - Excavation for construction access would be avoided where possible and limited to steep slopes.

- The conditions above shall be added as an Environmental Commitment to the project's Programmatic Categorical Exclusion.

- The resulting finding is: **No Adverse Effect to Archaeological Resources**

Based on a review pursuant to 36 CFR 800.4, NHDOT has determined that no historic or archaeological resources in the project area would be adversely affected and that no further survey work is needed.

The result of identification and evaluation for the proposed contract is a finding of: **No Adverse Effect.**

Section 4(f) (to be completed by FHWA)	There Will Be:	<input checked="" type="checkbox"/> No 4(f);	<input type="checkbox"/> Programmatic 4(f);	<input type="checkbox"/> Full 4 (f); or
	<input type="checkbox"/> <b>A finding of <i>de minimis</i> 4(f) impact as stated:</b> In addition, with NHDHR concurrence of no adverse effect for the above undertaking, and in accordance with 23 CFR 774.3, FHWA intends to, and by signature below, does make a finding of <i>de minimis</i> impact. NHDHR's signature represents concurrence with both the no adverse effect determination and the <i>de minimis</i> findings. Parties to the Section 106 process have been consulted and their concerns have been taken into account. Therefore, the requirements of Section 4(f) have been satisfied.			

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

**JAMISON S  
SIKORA**

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SIKORA  
Date: 2020.06.29 05:58:31  
-04'00'

6/26/2020

*Shelia Charles*

Jamison S. Sikora, Env. Program Manager      Date  
Federal Highway Administrator

Jill Edelmann      Date  
Cultural Resources Manager

Concurred with by the NH State Historic Preservation Officer:

*Nadine Miller, DSTHRS 6/29/2020*

Nadine Miller      Date  
Deputy State Historic Preservation Officer  
NH Division of Historical Resources

c.c.      David Trubey, NHDHR      Laura Black, NHDHR  
Marika Labash, NHDHR      Ronald Crickard, DOT  
Jamie Sikora, FHWA      David Scott, NHDOT  
Joanne Theriault, HTA

**NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES**  
**WETLAND PERMIT APPLICATION**  
for  
**Scour Stabilization of Bridge 105/063 – NH 25 over Halls Brook**  
**Rumney, NH**  
**Supplemental Narrative**

The following information is offered as a supplement to the information provided in the Wetland Permit Application and Plans.

**Resources:**

Stoney Ridge Environmental, LLC (SRE) completed the wetlands and stream delineation as well as functions and values assessments for NHDOT's Statewide Scour Protection Project (Statewide, #41915). Wetlands were delineated in accordance with Env-Wt 406.01; SRE's methodology is described in the included Wetland Delineation and Invasive Species Report. The Halls Brook location in Rumney is Site 6 in the report. SRE describes Halls Brook as riverine, upper perennial with unconsolidated bottom composed of cobble-gravel and sand (R3UB1/2). The stream is shallow and fast moving and flows north in the project area. A summary narrative of the Functions and Values Assessment is part of the Wetland Delineation and Invasive Species Report included with this application.

**Explanation as to methods, timing, and manner as to how the project will meet applicable standard permit conditions required in Env-Wt 307 (Env-Wt 311.03(b)(7))**

Env-Wt 307.02 (US Army Corps of Engineers (USACE) Conditions). Appendix B is attached to this permit application. NHDOT seeks and requests to receive review and approval by the Army Corps of Engineers through their General Permit and via submittal of this State wetlands permit application to NHDES.

Env-Wt 307.03 (Protection of Water Quality Required). The contractor shall be responsible for implementing Erosion and Sediment control measures in accordance with the "New Hampshire Stormwater Manual, Volume 3 Erosion and Sediment Controls during Construction" by NHDES. Erosion and siltation control measures will be installed by the Contractor prior to start of any work and will be maintained during the duration of the construction activities. It is the Contractor's responsibility to not cause violations of surface water quality standards. Upon completion of the project, the project will cause no adverse effects on the quality or quantity of surface or groundwater entering or exiting the project site.

Env-Wt 307.04 (Protection of Fisheries and Breeding Areas Required). Temporary work in the stream may result in suspended sediment however this will be temporary and all appropriate and required BMPs will be used to avoid and minimize discharges to the extent that spawning or nursery areas would be affected. Halls Brook is a predicted cold water fishery. The proposed design includes removal of the existing perched outlet condition that will allow for fish passage during most low flow events.

Env-Wt 307.05 (Protection Against Invasive Species Required) Stoney Ridge Environmental performed a Wetland Delineation of the project area and noted two invasive species observed within the project area, Japanese knotweed (*Fallopia japonica*) and Japanese barberry (*Berberis thunbergii*). The project contractor will be aware of and conform with the requirements in Env-Wt 307.05 and will be required to prepare an Invasive Species Management Plan to be submitted to the Contract Engineer for review and approval.

Env-Wt 307.06 (Protection of Rare, Threatened or Endangered Species and Critical Habitat) The NH

Natural Heritage Bureau was contacted regarding the proposed project (see attached letter NHB22-1477, dated 04/28/2022). The database check identified the presence of Wood Turtle (*Glyptemys insculpta*) within the project area. This location has wood turtle habitat nearby but just outside of the proposed work areas. Coordination with Kim Tuttle, Melissa Winters, and John Magee, NHF&G, is documented in the attached correspondence.

The following recommendations were developed based on this coordination and shall be documented in the project plans:

1. If wood turtles are found laying eggs in a work area, contractors shall contact Melissa Winters at her office number (603) 271-1738 or her cell number (603)479-1129; or they shall contact Josh Megyesy at (603) 271- 1125.
2. The NHF&G Wood Turtle Flyer shall be distributed to all state workers and contractors working at the Rumney Bridge 105/063 site so that they may become familiar with the identification of wood turtles should they use the project area.
3. Wildlife friendly erosion control shall be used in place of any welded plastic or biodegradable plastic erosion control netting. Plan specifications shall require coco or jute matting such as North American Green SC150BN or an equivalent product.

The final recommendation below will not be fully addressed, as the hydraulic analysis indicates using larger riprap than the upstream reach includes, however, smaller gravel will be added to infill the spaces, which will allow for some gradient of stone sizes.

4. Filling the entire width of Hall Brook with riprap may impede turtle movement, and it is recommended that the streambed be lined with a variety of stone sizes resembling an upstream reach to the extent possible.

An official Federally-listed species list was obtained from the US Fish and Wildlife Service (USFWS) using the Information for Planning and Conservation (IPAC) online tool. The list includes the Federally-threatened Northern Long Eared Bat (*Myotis septentrionalis*; NLEB) and the Monarch Butterfly (*Danaus plexippus*) as a candidate species. A copy of the species list is included with this permit application.

USF&W has reviewed the effects of the proposed project. In a letter dated October 4, 2021, USF&W determined that the Project is consistent with the scope of actions included in the FHWA, FRA, and FTA Programmatic Biological Opinion (BO) for Transportation Projects within the Range of the Indiana Bat and NLEB, revised on February 5, 2018, and is not likely to jeopardize the continued existence of the NLEB. A copy of the letter is included with this permit application.

Env-Wt 307.07 (Consistency Required with Shoreland Water Quality Protection Act). Halls Brook is not subject to the Shoreland Water Quality Protection Act (SWQPA) (NH RSA 483-B), nor is it a NHDES Designated River. A Shoreland Permit is not required for this project.

Env-Wt 307.08 (Protection of Designated Prime Wetlands and Duly-Established 100-Foot Buffers). N/A

Env-Wt 307.11 (Filling Activity Conditions). All fill material shall conform to the requirements listed in 307.11.

Env-Wt 307.12 (Restoring Temporary Impacts: Site Stabilization) Upon completion of the project all temporary impact areas will be restored to the preconstruction condition as feasible. Plantings are proposed in bank areas where temporary soil disturbance will occur.

Env-Wt 307.13 (Property Line Setbacks): Per Env-Wt 307.13(e)(1), consent is not required to be obtained from affected abutters for bank stabilization projects.

Env-Wt 307.14 (Rock Removal). No rocks shall be removed from Halls Brook unless necessary, will not be blasted unless necessary, and such rocks shall be used within 10-20 feet of their current location at a similar depth where feasible.

Env-Wt 307.15 (Use of Heavy Equipment in Wetlands) In order to construct the proposed project, heavy equipment will need to traverse the stream banks and enter Halls Brook. Access causeways will be established with a temporary stone fill over geotextile fabric to minimize disruption of native soils and vegetation. Fills shall be limited to the wetland impact areas shown on the attached project plans. Temporary access routes will be restored to pre-construction condition at the conclusion of the proposed project.

Env-Wt 307.16 (Adherence to Approved Plans Required) All work shall be in accordance with the plans prepared by Hoyle Tanner and approved by NHDES.

Env-Wt 307.18 (Reports) The contractor will be responsible for preparing a Storm Water Pollution Prevention Plan. This plan will be submitted to NHDES for approval prior to the contractor working within jurisdictional resources.

**Statement of whether the applicant has received comments from the local conservation commission and, if so, how the applicant has addressed the comments (Env-Wt 311.06(h))**

A copy of this wetland permit application was submitted by the NHDOT to the Town of Rumney for distribution to the Rumney Conservation Commission concurrent with submittal of the application to NHDES.

**Avoidance and Minimization of Impacts to Resource Functions and Values**

Impacts to the Halls Brook stream channel will be necessary to effectively stabilize the existing streambed and crossing structure as flow velocities at this location can reach 21.2 fps during a 100-year storm event (see attached Hydrologic and Hydraulic Analysis Summary). These projected flows would render vegetative, bio-engineering, and semi-natural form design impractical within areas below Ordinary High Water. A Planting Plan has been developed and is included in this application plan set that addresses biostabilization along areas of temporary bank disturbance. The proposed project includes installation of Class IX riprap to resist further scour and erosion in the streambed with Class V rip-rap armoring proposed on the streambank. The proposed streambed strategy is to excavate up to 6' deep and place the stone in combination with natural streambed material over a geotextile layer filling the scour hole to restore the existing streambed profile as much as practicable. Additionally, the riprap will be covered to fill any voids, using existing stone where possible. Effective stabilization of this crossing will improve water quality in Halls Brook by preventing downstream sedimentation caused by bank and bed erosion. Please see the completed Bank/Shoreline Stabilization Project Specific Worksheet included with this application package for the proposed project.

Temporary access areas are identified on the plans provided with this application and have been designed and located to result in the minimum amount of impact as is necessary to complete the project. One access pathway will be created to access work areas on both sides of the stream.

SRE completed a Function and Values Assessment as part of the attached Wetland Delineation Report, and the system exhibits the functions listed below. Avoidance and minimization of impact to each function has been addressed in the following ways:

- **Flood-Flow Alteration:** Effective stabilization of this crossing will facilitate conveyance of flood-flows in Halls Brook while protecting the bridge substructure and preventing downstream sedimentation caused by bank and bed erosion.
- **Production Export:** Vegetation clearing for construction access as proposed would have only a negligible and temporary impact on production export. Proposed permanent impacts are limited to currently eroded banks and the streambed of a fast-flowing upper perennial stream, which are unsuitable as habitat for most food-producing plant species.
- **Fish Habitat:** A low-flow channel gradation has been incorporated into the project design to improve fish passage through the crossing during times of reduced precipitation and low water table. The proposed scour stabilization measures would be constructed with gravel filling the voids between stones to reduce vertical flow through armoring in the channel, to maximize water levels during low flows, and further ensure an aquatic means of passage for fish.
- **Sediment/Shoreline Stabilization:** The high flows in the stream and the presence of the existing crossing undermine the natural shoreline/streambank system. The proposed solution will provide a more stable situation than existing while protecting the substructure of the bridge.
- **Wildlife Habitat:** Impacts to wildlife habitat in the shoreland area of Hall Brook would be temporary in nature, and shoreland construction access routes would be returned to pre-construction condition. Aquatic and semi-aquatic organisms, though potentially impacted by the

change in substrate content, would benefit from the presence of a functioning low-flow channel and removal of the perched outlet condition.

Pre-application coordination with NHDES is attached. The proposed configuration for scour stabilization was discussed at these meetings and avoidance and minimization efforts were incorporated into the project design as feasible.

### **Mitigation**

Per Env-Wt 313.04(a)(1), (2), and (3)(a) mitigation is not required for the proposed project because: there will be no permanent impact to a PRA, and the project is limited to bank stabilization using riprap, bio-engineering methods, or other bank stabilization techniques to protect existing infrastructure such as highways, bridges, dams, or buildings. Therefore, no compensatory mitigation is being proposed for the project.

Additionally, a pre-application and mitigation meeting was held October 15, 2021 with NHDES. At the meeting, Lori Sommer stated that bank stabilization projects with within the stream channel less than 200 LF mitigation would not be required as long as post-construction monitoring occurred to confirm that a functioning system results from the work. The project will not result in more than 200 LF of fill. Post-construction monitoring will occur as noted on plans for two years. A report will be submitted to NHDES annually summarizing the monitoring events. Therefore, no compensatory mitigation is being proposed for the project. A copy of the October 21, 2021 meeting minutes is included with this application.





**US Army Corps  
of Engineers**®  
New England District

**New Hampshire General Permits (GPs)  
Appendix B - Corps Secondary Impacts Checklist  
(for inland wetland/waterway fill projects in New Hampshire)**

1. Attach any explanations to this checklist. Lack of information could delay a Corps permit determination.
2. All references to “work” include all work associated with the project construction and operation. Work includes filling, clearing, flooding, draining, excavation, dozing, stumping, etc.
3. See GC 5, regarding single and complete projects.
4. Contact the Corps at (978) 318-8832 with any questions.

1. Impaired Waters	Yes	No
1.1 Will any work occur within 1 mile upstream in the watershed of an impaired water? See <a href="http://des.nh.gov/organization/divisions/water/wmb/section401/impaired_waters.htm">http://des.nh.gov/organization/divisions/water/wmb/section401/impaired_waters.htm</a> to determine if there is an impaired water in the vicinity of your work area.*	X	
2. Wetlands	Yes	No
2.1 Are there are streams, brooks, rivers, ponds, or lakes within 200 feet of any proposed work?	X	
2.2 Are there proposed impacts to SAS, special wetlands. Applicants may obtain information from the NH Department of Resources and Economic Development Natural Heritage Bureau (NHB) DataCheck Tool for information about resources located on the property at <a href="https://www2.des.state.nh.us/nhb_datacheck/">https://www2.des.state.nh.us/nhb_datacheck/</a> . The book <a href="#">Natural Community Systems of New Hampshire</a> also contains specific information about the natural communities found in NH.		X
2.3 If wetland crossings are proposed, are they adequately designed to maintain hydrology, sediment transport & wildlife passage?	N/A	
2.4 Would the project remove part or all of a riparian buffer? (Riparian buffers are lands adjacent to streams where vegetation is strongly influenced by the presence of water. They are often thin lines of vegetation containing native grasses, flowers, shrubs and/or trees that line the stream banks. They are also called vegetated buffer zones.)	X	
2.5 The overall project site is more than 40 acres?		X
2.6 What is the area of the previously filled wetlands?	N/A	
2.7 What is the area of the proposed fill in wetlands?	7,176 SF	
2.8 What is the % of previously and proposed fill in wetlands to the overall project site?	N/A	
3. Wildlife	Yes	No
3.1 Has the NHB & USFWS determined that there are known occurrences of rare species, exemplary natural communities, Federal and State threatened and endangered species and habitat, in the vicinity of the proposed project? (All projects require an NHB ID number & a USFWS IPAC determination.) NHB DataCheck Tool: <a href="https://www2.des.state.nh.us/nhb_datacheck/">https://www2.des.state.nh.us/nhb_datacheck/</a> USFWS IPAC website: <a href="https://ecos.fws.gov/ipac/location/index">https://ecos.fws.gov/ipac/location/index</a>	X	

3.2 Would work occur in any area identified as either “Highest Ranked Habitat in N.H.” or “Highest Ranked Habitat in Ecological Region”? (These areas are colored magenta and green, respectively, on NH Fish and Game’s map, “2010 Highest Ranked Wildlife Habitat by Ecological Condition.”) Map information can be found at: <ul style="list-style-type: none"> <li>• PDF: <a href="http://www.wildlife.state.nh.us/Wildlife/Wildlife_Plan/highest_ranking_habitat.htm">www.wildlife.state.nh.us/Wildlife/Wildlife_Plan/highest_ranking_habitat.htm</a>.</li> <li>• Data Mapper: <a href="http://www.granit.unh.edu">www.granit.unh.edu</a>.</li> <li>• GIS: <a href="http://www.granit.unh.edu/data/downloadfreedata/category/databycategory.html">www.granit.unh.edu/data/downloadfreedata/category/databycategory.html</a>.</li> </ul>	X	
3.3 Would the project impact more than 20 acres of an undeveloped land block (upland, wetland/waterway) on the entire project site and/or on an adjoining property(s)?		X
3.4 Does the project propose more than a 10-lot residential subdivision, or a commercial or industrial development?		X
3.5 Are stream crossings designed in accordance with the GC 21?	N/A	
<b>4. Flooding/Floodplain Values</b>	Yes	No
4.1 Is the proposed project within the 100-year floodplain of an adjacent river or stream?	X	
4.2 If 4.1 is yes, will compensatory flood storage be provided if the project results in a loss of flood storage?	N/A	
<b>5. Historic/Archaeological Resources</b>		
For a minimum, minor or major impact project - a copy of the Request for Project Review (RPR) Form ( <a href="http://www.nh.gov/nhdhr/review">www.nh.gov/nhdhr/review</a> ) with your DES file number shall be sent to the NH Division of Historical Resources as required on Page 11 GC 8(d) of the GP document**	X	

\*Although this checklist utilizes state information, its submittal to the Corps is a Federal requirement.  
\*\* If your project is not within Federal jurisdiction, coordination with NH DHR is not required under Federal law.

**U.S. Army Corps of Engineers**  
**New Hampshire Programmatic General Permit (PGP)**  
**Appendix B Corps Secondary Impacts Checklist**  
**(for inland wetland/waterway fill projects in New Hampshire)**  
**Scour Stabilization of Bridge 105/063 – NH 25 over Halls Brook**  
**Rumney, NH**  
**Explanations for Checklist Answers**

- 1.1 Halls Brook is marginally impaired for aquatic life and fish consumption due to mercury according to the 2020 303(d) list. The proposed project will not add to these impairments.
- 2.1 The project is proposed to stabilize areas of scour and structure deterioration at an existing stream crossing. The stream and some associated floodplain will be affected by the project.
- 2.4 Riparian buffers will be affected by the project as required to gain construction access to the outlet of the existing crossing and stream; however, these impacts have been minimized to the extent practicable. Impact areas will be restored upon completion of construction.
- 3.1 The NH Natural Heritage Bureau was contacted regarding the proposed project (see attached letter NHB22-1477, dated 04/28/2022). The database check identified the presence of Wood Turtle (*Glyptemys insculpta*) within the project area. This location has wood turtle habitat nearby but just outside of the proposed work areas. Coordination with Kim Tuttle, Melissa Winters, and John Magee, NHF&G, is documented in the attached correspondence.

The following recommendations were developed based on this coordination and shall be documented in the project plans:

1. If wood turtles are found laying eggs in a work area, contractors shall contact Melissa Winters at her office number (603) 271-1738 or her cell number (603)479-1129; or they shall contact Josh Megyesy at (603) 271- 1125.
2. The NHF&G Wood Turtle Flyer shall be distributed to all state workers and contractors working at the Rumney Bridge 105/063 site so that they may become familiar with the identification of wood turtles should they use the project area.
3. Wildlife friendly erosion control shall be used in place of any welded plastic or biodegradable plastic erosion control netting. Plan specifications shall require coco or jute matting such as North American Green SC150BN or an equivalent product.

The final recommendation below will not be fully addressed, as the hydraulic analysis indicates using larger riprap than the upstream reach includes, however, smaller gravel will be added to infill the spaces, which will allow for some gradient of stone sizes.

4. Filling the entire width of Hall Brook with riprap may impede turtle movement, and it is recommended that the streambed be lined with a variety of stone sizes resembling an upstream reach to the extent possible.

An official Federally-listed species list was obtained from the US Fish and Wildlife Service (USFWS) using the Information for Planning and Conservation (IPAC) online tool. The list includes the Federally-threatened Northern Long Eared Bat (*Myotis septentrionalis*; NLEB) and the Monarch Butterfly (*Danaus plexippus*) as a candidate species. A copy of the species list is included with this permit application.

USF&W has reviewed the effects of the proposed project. In a letter dated October 4, 2021, USF&W determined that the Project is consistent with the scope of actions included in the FHWA, FRA, and FTA

Programmatic Biological Opinion (BO) for Transportation Projects within the Range of the Indiana Bat and NLEB, revised on February 5, 2018, and is not likely to jeopardize the continued existence of the NLEB. A copy of the letter is included with this permit application.

- 3.2 The project is located in a Highest Ranked Habitat in NH; however, the project is not expected to cause impacts that would alter this designation.
- 4.1 The proposed scour stabilization project is located within the 100-year floodplain of Halls Brook but will not result in a loss of flood storage.
5. A Request for Project Review was submitted in May 2020 to the New Hampshire Division of Historic Resources (NHDHR) for the entire NHDOT 41915 Scour Stabilization Project. A response was received acknowledging the presence of three historic properties in the combined Area of Potential Effects (APE) of the project but requesting no additional inventory. NHDHR had additional concerns regarding areas of archaeological sensitivity along proposed construction access routes but determined that there would be no adverse effects to subterranean resources provided that clearing of vegetation is limited to ground level and no tree stumping or excavation will occur whenever possible. A determination of No Adverse Effect was completed on July 7, 2020 and is attached.

# **Construction Sequence**

**NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES**  
**WETLAND PERMIT APPLICATION**  
for  
**Scour Stabilization of Bridge 105/063 – NH 25 over Halls Brook**  
**Rumney, NH**

**Proposed Construction Sequence**

1. Install traffic control signage and concrete barriers as needed for construction access. No lane closures will be necessary, but occasional traffic control will be necessary as construction vehicles enter and leave construction access roads.
2. Install temporary erosion control measures as detailed in the Stormwater Pollution Prevention Plan.
3. Construct access to the bridge site with temporary roads.
4. Construct approved Contractor detailed stone causeways and water diversion structure(s) within the wetland impact areas. All work will be conducted in the dry by alternating flow through one side of the channel, then the other as work is completed by using a stream clean water bypass.
5. Water diversion structure(s) will be designed to withstand storms during construction. It is anticipated that the water diversion structure(s) will consist of a pipe at the outlet of the bridge that can be partially filled over on the downstream end to allow contractor access to the work area across the brook from the access road. It is common practice for the contractor to keep an eye on the weather and to stabilize and adjust the water diversion capacity as needed. Further details regarding the water diversion structures can be found in the Stormwater Pollution Prevention Plan, and any changes are noted with this living document.
6. Place Concrete Class AA at undermining of northwest and northeast wingwall footings.
7. Excavate to the limits and elevations shown on the plans or as directed by the Engineer necessary to install the scour countermeasures. Excavated materials will be retained on site to be re-used as feasible during bank planting to increase potential for re-colonization of native vegetation. Excavate not re-used will be deposited into construction hauling equipment for removal, proper treatment and disposal as detailed in the Stormwater Pollution Prevention Plan.
8. Install scour countermeasures consisting of geotextile fabric and Class IX riprap, 6'-0" thick, native excavate and gravel, or if needed, gravel brought from off-site Item 304.401, Crushed Stone (Fine Gradation), will be used to infill voids within the scour hole.
9. Install geotextile fabric and Class V riprap, with Item 304.401, Crushed Stone (Fine Gradation) on top to fill in voids at the northeast wingwall to stabilize bank erosion.
10. Remove water diversion structure(s) and stone causeway allowing the river to flow through the bridge opening.
11. Install plantings in temporary bank impact areas as detailed on Planting Plan and Wetland Impact Plan sheets.
12. Remove temporary access roads.
13. Stabilize disturbed access road areas and roadway slopes by loaming, seeding and installing erosion control matting as needed.
14. Remove temporary erosion control measures once stabilized.

Stone causeways and water diversion structure(s) will remain in-place for approximately six weeks until the scour countermeasures are installed and they are no longer required by the Contractor's means and methods to complete the work.

# **Riprap and Stone Infill Specifications**

## DIVISION 300 -- BASE COURSES

### SECTION 304 -- AGGREGATE BASE COURSE

#### Description

**1.1** This work shall consist of furnishing and placing base courses on a previously prepared subgrade or course as shown on the plans or as ordered.

**1.2** This work shall also include raising the grade of the edge of the roadway shoulders with crushed aggregate as shown on the plans or as ordered to match the grade of the pavement course placed on the shoulders or to provide a base for shoulder pavement.

#### Materials

##### 2.1 General.

**2.1.1** The materials shall consist of hard, durable particles or fragments of stone or gravel. Materials that break up when alternately frozen and thawed or wetted and dried shall not be used for aggregate base course materials. Fine particles shall consist of natural or processed sand. The materials shall be free of harmful amounts of organic material. Unless otherwise specified, the percent wear of base course material shall not exceed 50 percent as determined by AASHTO T 96, Grading A.

**2.1.2** Crushed stone shall be processed material obtained from a source that has been stripped of all overburden. The processed material shall consist of clean, durable fragments of ledge rock of uniform quality and reasonably free of thin or elongated pieces.

**2.1.3** Materials for glass cullet shall either be separated/recyclables received from a recycling facility permitted (pursuant to RSA 149-M:10) by the Waste Management Division of the Department of Environmental Services and/or materials certified for Direct Re-Use in accordance with Env-Sw 1500.

**2.1.3.1** Glass cullet shall meet the requirements of AASHTO M318.

**2.2 Gradation.** The required gradation of base course material shall conform to [Table 304-1](#).

**2.3 Sand.** The maximum size of any stone or fragment shall not exceed three-fourths of the compacted depth of the layer being placed but in no case larger than 6".

**2.4 Gravel.** The maximum size of stone particles shall not exceed three-fourths of the compacted thickness of the layer being placed but in no case larger than 6".

**2.5 Crushed gravel.** At least 50 percent of the material retained on the 1" sieve shall have a fractured face.

**2.6 Crushed gravel for shoulder leveling.** This material shall consist either of a crushed aggregate, or a blend of crushed aggregate and reclaimed asphalt or concrete materials. Reclaimed Asphalt Pavement (RAP) and/or Reclaimed Concrete Aggregate (RCA) may be blended up to 75% by volume with the crushed aggregate. The crushed aggregate shall meet the gradation requirements of Item 304.32 in [Table 304-1](#) prior to blending with reclaimed materials. The reclaimed materials shall meet the requirements of 2.6.1 or 2.6.2 as applicable prior to blending with crushed aggregate.

**2.6.1** RAP for this purpose shall be processed by either crushing or screening such that 100% of the material passes the 1" sieve. Screening will only be allowed if the source of the RAP is pavement millings from cold planning bituminous surfaces.

**2.6.2** RCA shall meet the requirements of AASHTO M 319, except for its gradation requirements. 100% of the material shall pass the 1" sieve.

**2.7 Crushed aggregate for shoulders.** This material shall meet the gradation requirements of [Table 304-1](#).

**2.8 Gravel for drives.** The material shall meet the requirements of gravel as shown in [Table 304-1](#).

**2.9 Crushed gravel for drives.** The material shall meet the gradation requirements of either crushed gravel or crushed stone (fine) as shown in [Table 304-1](#).

**2.10 Crushed stone base course (fine gradation).** Acceptable sand may be blended as necessary to obtain the proper gradation for the fine aggregate portion.



**SECTION 304**

**Table 304-1 - Base Course Materials Required Gradation**

Item No.	304.1	304.2	304.3	304.32	304.33	304.4	304.5	304.6
Item	Sand	Gravel	Crushed Gravel	Crushed Gravel for Shoulder Leveling	Crushed Aggregate for Shoulders	Crushed Stone (Fine)	Crushed Stone (Coarse)	Crushed Stone (Very Coarse)
Sieve Size	Percent Passing By Weight							
6"	100	100	---	---	---	---	---	100
5"	---	---	---	---	---	---	---	---
4"	---	---	---	---	---	---	---	---
3 1/2"	---	---	---	---	---	---	100	---
3"	---	---	100	---	---	---	85 – 100	60-90
2 1/2"	---	---	---	---	---	---	---	---
2"	---	---	95 – 100	---	---	100	---	---
1 1/2"	---	---	---	100	100	85 – 100	60 – 90	45-75
1"	---	---	55 – 85	90-100	90 – 100	---	---	---
3/4"	---	---	---	---	---	45 – 75	40 – 70	35-65
1/2"	---	---	---	65-90	---	---	---	---
#4	70 – 100	25 – 70	27 – 52	30-55	30 – 65	10 – 45	15 – 40	15-40
# 200 (In Sand Portion)*	0 – 12	0 – 12	0 – 12	---	---	---	---	---
# 200 (In Total Sample)	---	---	---	0-10	0 – 10	0 – 5	0 – 5	0-5

\* Fraction passing the # 4 sieve

**2.11 Crushed stone base course (coarse gradation).** Acceptable sand may be blended as necessary to obtain the proper gradation for the fine aggregate portion.

**2.11.1** The substitution of crushed stone meeting the requirements of crushed stone base course (fine gradation) for all or part of this item will be permitted.

**Construction Requirements**

**3.1 General.**

**3.1.1** Upon approval, base course materials found within the project limits may be used under the specific item in accordance with 104.04.

**3.1.2** Gravel or approved substitution for gravel may be substituted for any sand course. Crushed gravel may be substituted for gravel. Substitutions must be made across the entire section and will not be allowed for short or discontinuous segments.

**3.1.3** Crushed stone (fine gradation) may be substituted for crushed gravel provided there is a minimum of 1 ft. of free draining material (sand, gravel, crushed stone coarse, or crushed stone very coarse) below the crushed stone. The substitution must be made across the entire section at a constant depth and will not be allowed for short or discontinuous segments.

**3.1.4** Permission may be granted to use the following recycled materials in lieu of crushed gravel or crushed stone (fine gradation) provided the following requirements are met:

- (a) Free draining material exists below the replacement material as described in 3.1.3.
- (b) Substituted materials must come from a homogenous stockpile that meets the gradation requirements of the material being replaced.
- (c) Transitions between replacement material and crushed gravel or crushed stone (fine gradation) shall be made using a 50 ft. taper.
- (d) The material shall be placed directly under the proposed pavement.

**3.1.4.1** Reclaimed asphalt pavement, blended with granular material, shall be tested in accordance with NHDOT test method S1.

**3.1.4.2** Reclaimed concrete aggregate shall also meet the requirements of AASHTO M 319, except for the gradation requirements. The material shall contain no more than 5 percent reclaimed asphalt pavement.

**3.1.5** Crushed stone (coarse or very coarse) may be substituted for gravel provided that all crushed gravel above the crushed stone is replaced with a combination of crushed stone coarse and fine with the top layer consisting of a minimum of 6" of crushed stone fine. The substitution must be made across the entire section and will not be allowed for short or discontinuous segments.

**3.1.6** Crushed aggregate base course materials shall be produced and placed in their final location with as little segregation as possible.

**3.1.7** Excess reclaimed stabilized base material substantially meeting the requirements of 2.7 may be substituted for the crushed aggregate for shoulders in 2.6. Reclaimed stabilized base material shall be mixed with loam as specified in 2.6.

**3.1.7.1** Reclaimed stabilized base material shall not be substituted for crushed aggregate for shoulders in areas contiguous to residences and other existing landscaped areas where the growth of grass is desired.

## **3.2 Aggregate Crushing Plant.**

**3.2.1** The equipment for producing crushed gravel shall be of adequate size and with sufficient adjustments to produce the required materials without unnecessary waste. The plant shall be capable of removing excess fines.

**3.2.2** The equipment for producing crushed stone shall consist of sufficient units with sufficient adjustments to produce the required material. The plant shall be capable of removing undesirable material and excess fines. In order to meet the required gradation, the Contractor may produce acceptable material in one operation or combine coarse and fine piles through a proportioning hopper to create a combined stockpile.

**3.2.3 Glass Cullet Crushing Plant.** The glass cullet crushing plant shall be capable of producing a product meeting the gradation requirements of AASHTO M 318.

**3.2.3.1** Glass cullet shall be thoroughly mixed with other base course materials to produce a homogeneous blend prior to being placed on the roadway. In-place field blending of glass cullet with other base course materials will not be permitted, unless otherwise permitted.

## **3.3 Stockpile Construction.**

**3.3.1** All crushed aggregate base course materials shall be stockpiled. The Contractor shall give the Engineer advance notification of when the manufacturing and stockpiling are to begin.

**3.3.2** A stockpile of acceptable material, as described in 3.5, equal to at least 20 percent of the bid quantity or 5,000 cy, whichever is less, shall be constructed before the hauling and placing phase of the work begins. The stockpile shall be maintained until approximately 80 percent of the quantity has been placed.

**3.3.3** Stockpiles shall be constructed in layers that minimize segregation. The desired optimum thickness of layers is 6 ft. and in no instance shall the layer be more than 10 ft. Each layer shall be completed before the next layer is started. Construction of stockpiles by direct use of a fixed conveyor belt system or by dumping over a bank will not be permitted.

## **3.4 Placing.**

**3.4.1** The subgrade or preceding course shall be shaped to the specified crown and grade and maintained in a smooth condition free of holes and ruts. If the hauling equipment causes ruts in the subgrade or previously placed base course, the equipment shall be operated only on the course being placed, behind the spreading equipment.

**3.4.2** Care shall be taken to avoid segregation during placement. Base course material shall be dumped on the course being placed and spread at once onto the previously placed layer. If spreading equipment is not available, dumping will not be permitted. Any segregation that occurs shall be remedied or the materials removed and replaced at no additional cost to the Department.

**3.4.3** The Contractor's method of operation shall be such that oversized stones will not be delivered to the project.

**3.4.4** When the base course is to be surface-treated and no pavement is to be placed upon it, stones having any dimension greater than 3" shall be removed from the upper 4" of the top layer.

**3.4.5** Prior to fine grading, hard spots in the surface of the top layer shall be eliminated by scarifying the top 4" .

**3.4.6** Crushed gravel for shoulder leveling shall be spread uniformly along the area adjoining the edge of the pavement. The material shall be spread along both sides and under guardrail where there is no curb.

**3.4.6.1** Reclaimed stabilized base material utilized in shoulders greater than 1-1/2", in any direction, shall not be exposed after placement.

## SECTION 304

**3.4.7** To prevent segregation of crushed aggregate during spreading and to assist in obtaining the required density of the mixture, water may be added to the crushed aggregate prior to performing the grading operations. The course shall be maintained in the moist condition during grading operations.

**3.4.8** Crushed aggregate shall be hauled from an approved stockpile. Material obtained directly from a conveyor shall not be placed on the roadway without first stockpiling.

**3.4.9** The base course material shall be spread in the amount necessary for proper consolidation and shall be shaped true to grade and cross-section by means of power graders or other approved equipment.

**3.4.10** Surface voids in crushed stone base course (fine gradation) shall be eliminated by the addition of filler material to just fill the voids. Any surplus filler material shall be removed. The finished surface shall be uniform, true to grade, and free from segregation. The Contractor shall furnish and place filler material to correct any visible segregation prior to paving. The filler material shall be spread, scarified, if required, into the course, and recompacted to the required density. Filler material shall meet the gradation requirements of sand. The final gradation of crushed stone base course (fine gradation) shall meet the requirements of Table 304-1.

### 3.5 Testing For Gradation.

**3.5.1** Sampling procedure shall conform to AASHTO T 2. Testing procedures shall be in accordance with AASHTO T 27.

**3.5.1.1** When reclaimed asphalt pavement is blended with granular material to be used in lieu of crushed gravel or crushed stone base course (fine gradation) the method used to determine the amount of coarse material shall be determined according to NHDOT S-1.

**3.5.2** The amount of material finer than the No. 200 sieve shall be determined according to AASHTO T 11, which specifies dry sieving after washing.

**3.5.2.1** When reclaimed asphalt pavement is blended with granular material to be used in lieu of crushed gravel or crushed stone base course (fine gradation) the method used to determine the amount of material finer than the No. 200 sieve shall be determined according to NHDOT S-1.

**3.5.3** For a preliminary determination of compliance with the specification for gradation, samples of sand and gravel may be taken from the pit, and samples of crushed gravel and crushed aggregate may be taken from the stockpile or from the final phase of the crushing operation. Materials not meeting the gradation requirements shall not be placed on the roadway

**3.5.4** Samples for acceptance testing of the material in place will be taken from each lift. Sampling for acceptance testing will not be done until the material has been graded and compacted.

**3.5.5.** Previously tested and accepted material contaminated by earthen, organic, or other foreign matter or degraded by hauling equipment to such an extent that the material no longer meets the gradation requirements shall be removed and replaced or otherwise made acceptable at the Contractor's expense.

### 3.6 Compaction.

**3.6.1** Unless shown on the plans or ordered otherwise, the compacted depth of sand courses shall not exceed 12". The compacted depth of any layer of gravel, crushed gravel, or crushed stone placed shall not exceed 8".

**3.6.2** Compaction of base course material shall be done with a method and adequate water to meet the requirements of 3.7. Rolling and shaping shall continue until the required density is attained.

**3.6.3** Rolling and shaping patterns shall begin on the lower side and progress to the higher side of the course while lapping the roller passes parallel to the centerline. Rolling and shaping shall continue until each layer conforms to the required grade and cross-section and the surface is smooth and uniform.

**3.6.4** Water shall be uniformly applied over the base course materials during compaction in the amount necessary for proper consolidation.

**3.6.5** When vibratory equipment is being operated, the amplitude of vibrations, the compaction process shall be adjusted as necessary to avoid causing damage or vibration complaints to adjacent buildings and property.

**3.6.6** Except at inaccessible locations, such as near guardrail, material used for shoulder leveling shall be set with a pneumatic-tired roller.

### 3.7 Density Testing.

**3.7.1** The density of sand courses shall be determined by AASHTO T 191 (Sand-Cone Method), AASHTO T 204 (Dry-Cylinder Method), or AASHTO T 310 (Nuclear Methods). The density shall not be less than 95 percent of the maximum density determined in accordance with AASHTO T 99 (Standard Proctor Test) or a control strip per 3.8.

**3.7.2** The density of gravel and crushed gravel courses shall be determined by AASHTO T 191 (Sand-Cone Method) or AASHTO T 310 (Nuclear Methods). The density of crushed stone base courses shall be determined by AASHTO T 310 (Nuclear Methods). The density shall not be less than 95 percent of the maximum density as determined by AASHTO T 99 (Standard Proctor Test) or a control strip per 3.8.

### 3.8 Control Strip Procedure.

**3.8.1** At the beginning of the compaction operation a control strip of at least 100 linear ft. in length and spanning the width of the section being placed shall be constructed. The density requirement shall be determined by compacting the control strip at a suitable moisture content until no further increase in density can be measured. The remainder of the course shall be compacted to a density not less than 95 percent of the maximum control strip density, as measured by the nuclear density testing equipment. A new control strip will be required when there is a significant change in the gradation of the material being placed or a change in compaction equipment. Compaction of the control strip shall be done with approved vibratory rollers or compactors capable of producing a dynamic force of at least 27,000 lb.

**3.8.2** Crushed gravel for roundabout truck apron curb shall be compacted to a density not less than 98 percent of the maximum control strip density, as measured by the nuclear density testing equipment.

### 3.9 Winter Construction.

**3.9.1** Base course materials shall not be placed on or above frozen material if the depth from the top of the contemplated course to the bottom of the frozen material exceeds 2-1/2 ft.

**3.9.2** If the density requirements are not attained for any layer before the material freezes, no further material shall be placed on that layer.

**3.10 Maintenance of Traffic.** Glass cullet base course blends shall be capped with standard specification base course materials before the traveling public is allowed to drive over the material.

#### Method of Measurement

**4.1** Roadbed base course materials of sand, gravel, crushed gravel, crushed aggregate for shoulders, crushed stone (fine gradation), and crushed stone (coarse gradation) will not be measured, but shall be the cubic yard final pay quantity in accordance with 109.11 of compacted material required within the lines shown on the plans.

**4.2** Applicable provisions as stated in 106.02 shall apply to base course materials.

**4.3** Crushed gravel for shoulder leveling will be measured by the ton in accordance with 109.01.

**4.3.1** Reclaimed stabilized base material used for crushed gravel for shoulder leveling shall be measured by the cubic yard using average lengths, widths and depths of the area to be filled or as provided in 4.3 as determined by the Engineer.

**4.4** Gravel and crushed gravel for drives will be measured by the cubic yard of compacted materials placed within the limits shown on the plans.

#### Basis of Payment

**5.1** Roadbed base course materials of sand, gravel, crushed gravel, crushed stone (fine gradation), and crushed stone (coarse gradation) are final pay quantities and will be paid for at the Contract unit price per cubic yard in accordance with 109.11.

**5.1.1** Reclaimed stabilized base authorized for use in lieu of crushed gravel or crushed stone (fine gradation) will be paid for as provided in 5.1.

**5.2** Filler material used to eliminate voids in crushed stone base course (fine gradation) will be subsidiary.

## SECTION 304

5.3 The accepted quantity of gravel, crushed aggregate for shoulders or crushed gravel for drives will be paid for at the Contract unit price per cubic yard complete in place. The accepted quantity of crushed gravel for shoulder leveling will be paid for at the Contract unit price per ton delivered and used on the project.

### Pay items and units:

304.1	Sand (F)	Cubic Yard
304.2	Gravel (F)	Cubic Yard
304.25	Gravel for Drives	Cubic Yard
304.3	Crushed Gravel (F)	Cubic Yard
304.32	Crushed Gravel for Shoulder Leveling	Ton
304.33	Crushed Aggregate for Shoulders	Cubic Yard
304.35	Crushed Gravel for Drives	Cubic Yard
304.4	Crushed Stone (Fine Gradation) (F)	Cubic Yard
304.5	Crushed Stone (Coarse Gradation) (F)	Cubic Yard
304.6	Crushed Stone (Very Coarse)	Cubic Yard

**SECTION 583 -- RIPRAP****Description**

**1.1** This work shall consist of furnishing and placing riprap as shown on the plans or ordered. Riprap is typically required for erosion protection of bridge structures in waterways, for active waterway channel slopes and bottoms, and for intermittent waterway channels where the Engineer determines riprap protection is required to resist expected high water flow velocities.

**Materials**

**2.1** Riprap shall be quarry stone of approved quality, hard, durable, sub-angular to angular in shape, resistant to weathering and free from structural defects such as weak seams and cracks.

**2.1.1** The suitable shape of the individual stones shall be angular, meeting the gradation in 2.1.1.2 to create interlocking riprap to provide stability of the slope or channel. Round, thin and platy, elongated or needle-like shapes shall not be used.

**2.1.1.1** The suitable riprap stone shape is determined by the Length to Thickness ratio, where Length is the longest dimension and Thickness is the shortest dimension, measured in perpendicular axes to each other. The suitable riprap stone shape shall have a length to thickness ratio of no greater than 3.

**2.1.1.2** The gradation requirements of the riprap classes in Table 583-1 are based on the stone size Width, the largest dimension perpendicular to the Length and Thickness, and the distribution of stone sizes by volume. The volume distribution requires that 15 percent of the stone in the mass shall be no larger than the volume shown in the table (< 15% column), and 15 percent of the stone in the mass shall be no smaller than the volume shown in the table (> 85% column). The remaining 70 percent of the stone in the mass shall have a volume between these requirements, averaging to the volume shown in the table (15% - 85% column). None of the stones in the mass shall exceed the maximum volume shown in the table (Maximum column).

**Table 583-1**

<b>Riprap Classes and Sizes</b>			<b>Percentage Distribution of Particle Sizes by Volume (cubic feet)</b>			
<b>Class</b>	<b>Nominal Size (in)</b>	<b>Maximum Size (in)</b>	<b>&lt; 15%</b>	<b>15% – 85%</b>	<b>&gt; 85%</b>	<b>Maximum</b>
<b>I</b>	6	12	0.05	0.14	0.31	1.0
<b>III</b>	12	24	0.4	1.0	2.5	6.5
<b>V</b>	18	36	1.3	3.5	8.5	22
<b>VII</b>	24	48	3	8	19	53
<b>IX</b>	36	72	10	27	65	179

Note: Nominal Size and Maximum Size are based on the Width dimension of the stone. The riprap classes conform to the standard classes described in the FHWA HEC-23 publication.

**2.1.2** The sources from which the stone is obtained shall be selected well in advance of the time when the material will be required in the field. The acceptability of the riprap stone shape and grading will be determined by the Engineer.

**2.1.3** Control of the gradation will be completed by visual inspection approval by the Engineer of a stockpile at the quarry or other agreed site. Mechanical equipment as needed to assist in checking the stockpile gradation shall be provided by the Contractor. Stockpile replenishment will require re-approval.

**2.2** Gravel blanket material shall conform to [209.2.1.2](#).

**2.3** Geotextile shall conform to [593.2](#).

**Construction Requirements**

**3.1 Preparation of slopes.** Slopes that will be covered by riprap shall be free of brush, trees, stumps, and other organic material and shall be graded to a smooth surface. All soft material shall be removed to the depth shown on the plans or as directed and replaced with approved material per 203.3.6. It is the Contractor's responsibility to protect embankments and excavated slopes from erosion during construction of the riprap covered slope.

**3.2 Gravel blanket construction.** When called for on the plans, the gravel blanket shall be placed on the prepared area to the specified thickness in one operation, using methods which will not cause segregation of particle sizes within the layer. The surface of the finished layer shall be even and free from mounds or windrows.

**3.3 Geotextile placement.** Geotextile shall be placed in accordance with [593.3](#).

**3.4 Riprap placement.** Riprap shall be constructed to the dimensions shown on the plans or as directed by the Engineer.

**3.4.1** Placement of riprap shall be conducted as soon as possible after gravel blanket or geotextile placement.

**3.4.2** Placement of the riprap shall be started at the toe (key trench) and progress up the slope. The key trench at the bottom of the riprap shall be constructed as shown on the plans. If bedrock is encountered at the key trench it shall be brought to the attention of the Engineer to determine if modification to the riprap installation is needed.

**3.4.3** Riprap shall be placed over geotextile by methods that do not stretch, tear, puncture or reposition the fabric. Riprap smaller than 1.5 cu. ft. in volume shall be placed with drop heights of less than 3 ft. to the placement surface. Riprap greater than 1.5 cu. ft. in volume shall be placed with no free fall height.

**3.4.4** Equipment such as a clamshell, orange-peel bucket, skip or hydraulic excavator shall be used to place the riprap so it is well distributed and there are no large accumulations of either the larger or smaller sizes of stone. Dump trucks or front-end loaders tracked or wheeled vehicles shall not be used since they can destroy the interlocking integrity of the stone when driven over previously placed riprap. Placing the riprap by end dumping on the slopes will cause segregation and will not be permitted.

**3.4.5** The riprap shall be placed in a manner which produces a well-graded mass. The larger stones shall be well distributed and the entire mass of riprap shall conform approximately to the gradation specified. Hand placing or rearranging of individual stones by mechanical equipment may be required to the extent necessary to secure the uniformity of gradation and surface specified. Fill voids between larger stones with small stones to ensure interlocking between the riprap.

**3.4.6** After the riprap is in place, it shall be compacted by impacting (ramming) the exposed surface to produce a tight, locked surface, not varying more than 6" from the elevations shown on the plans.

**3.4.7** Riprap placed in water requires close observation and increased quality control to ensure the required thickness, gradation and coverage is achieved.

#### **Method of Measurement**

**4.1** Riprap will be measured by the cubic yard.

**4.1.1** If the Engineer determines that in-place measurement is impracticable, the quantity for payment will be determined by loose measure in the hauling vehicle on the basis that 1 cubic yard vehicle measure is equivalent to 0.7 cubic yard in place.

#### **Basis of Payment**

**5.1** The accepted quantity of riprap will be paid for at the Contract unit price per cubic yard (cubic meter) complete in place.

**5.1.1** Only when the stone is examined in accordance with 2.1 and examination proves the gradation to be acceptable will payment be made as provided in [109.04](#).

**5.1.2** Gravel blanket material specified or ordered will be paid for under [Section 209](#).

**5.1.3** Geotextile specified or ordered will be paid for under [Section 593](#).

**5.1.4** The accepted quantity of excavation required for placing riprap and for placing any underlying gravel blanket will be paid for under the item of excavation being performed. Excavation above refers only to excavation of original ground or to material ordered removed not shown on the plans.

**5.1.5** Free borrow will not be required to replace the accepted quantity of stone obtained from the excavation. However, when the plans do not call for borrow but the quantity of material removed from excavation for use under this item requires the Contractor to furnish borrow to complete the work, such borrow will be subsidiary.

**5.1.6** Replacement slope material resulting from the requirements of 3.1 will be paid in accordance with [203.5.1.9](#).

#### **Pay item and unit:**

583.1	Riprap, Class I	Cubic Yard
583.3	Riprap, Class III	Cubic Yard
583.5	Riprap, Class V	Cubic Yard
583.7	Riprap, Class VII	Cubic Yard
583.9	Riprap, Class IX	Cubic Yard

# **Project Plans**



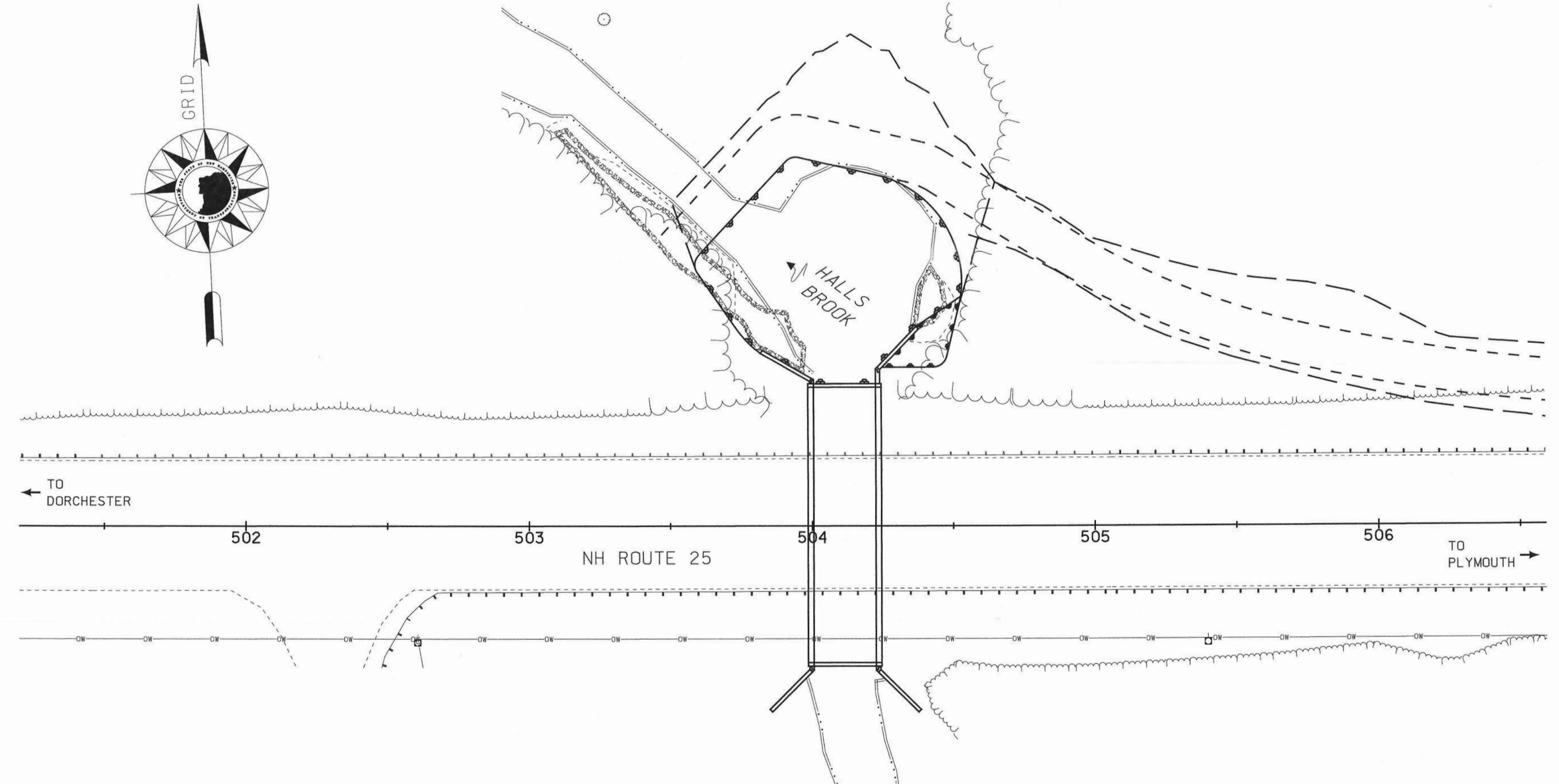
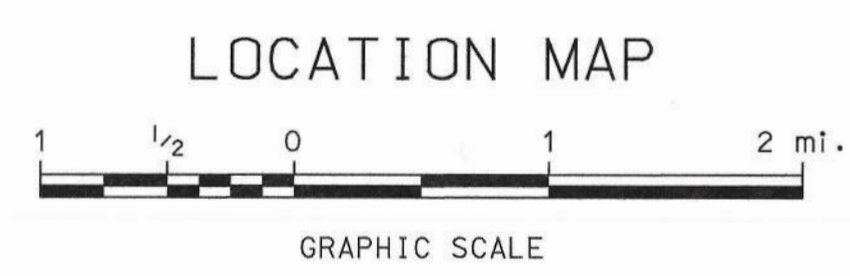
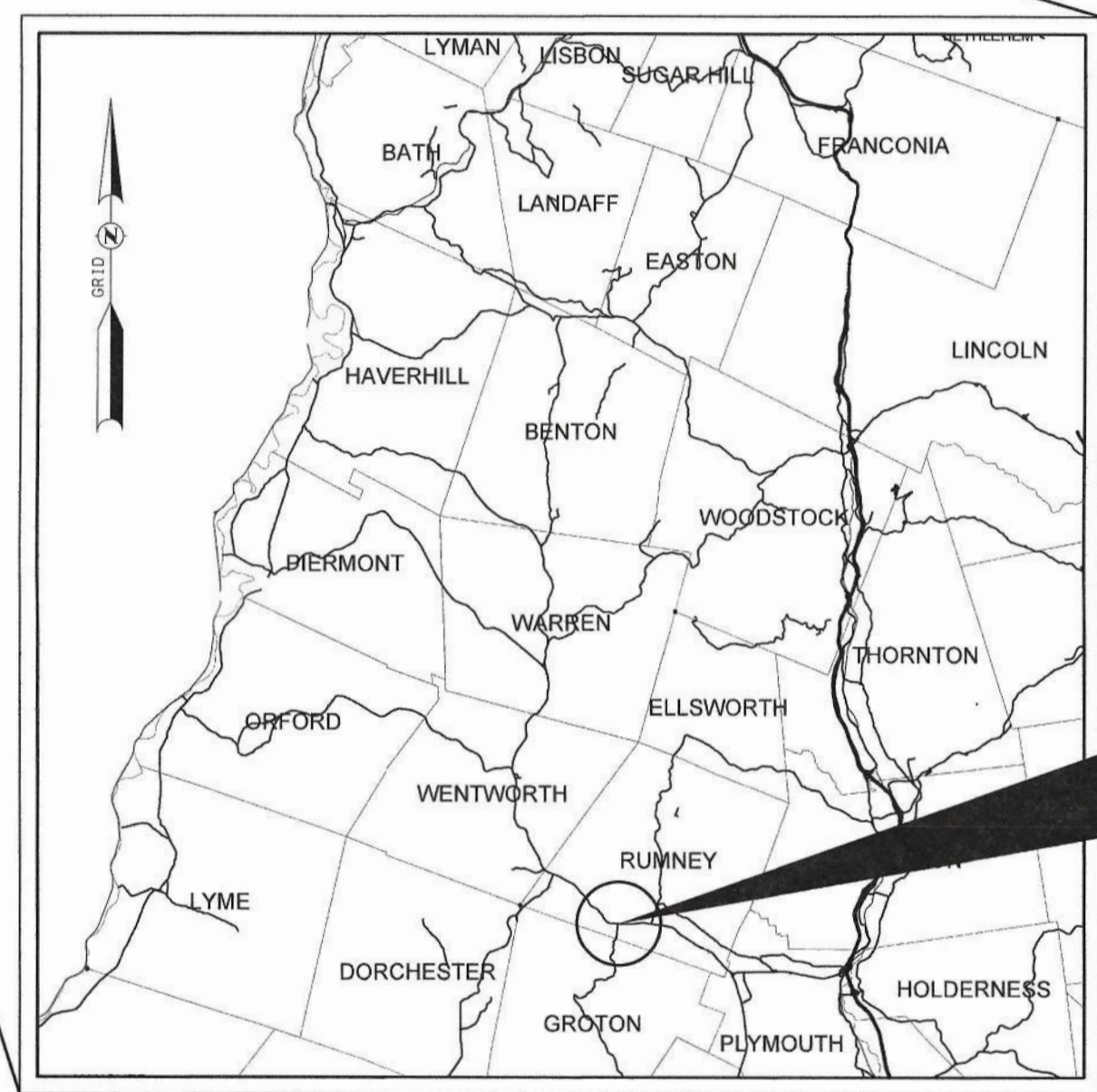
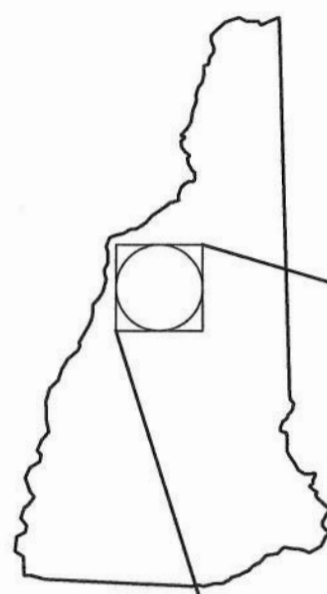
**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
WETLANDS PLANS  
FEDERAL AID PROJECT**

**X-A004(779)  
N.H. PROJECT NO. 41915A  
SCOUR STABILIZATION**

Jurisdictional Wetlands were delineated by Cynthia M Balcius CWS #61, CSS & CPESC on May 14, 15 and 16, 2019 utilizing the following standards:

- 1) United States Department of Agriculture, Natural Resources Conservation Service. 2018. *Field Indicators of Hydric Soils in the United States*, Version 8.2. L.M. Vasilas, G.W. Hurt, and J.F. Berkowitz (eds.). USDA, NRCS, in cooperation with the National Technical Committee for Hydric Soils.
- 2) *Field Indicators for Identifying Hydric Soils In New England*. Version 4. April 2019. New England Hydric Soils Technical Committee.
- 3) *U.S. Army Corps of Engineers 2020: National Wetland Plant List, version 3.5* ([http://wetland\\_plants.usace.army.mil](http://wetland_plants.usace.army.mil)). U.S. Army Corps of Engineers, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH.
- 4) *The National Wetland Plant List: 2016 wetland ratings*. Lichvar, R.W., D.L. Banks, W.N. Kirchner, and N.C. Melvin. 2016. *Phytoneuron* 2016-30: 1-17. Published 28 April 2016. ISSN 2153 733X.
- 5) *Corps of Engineers Wetlands Delineation Manual*. January 1987. Wetlands Research Program Technical Report Y-87-1.
- 6) *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region*. January 2012, Version 2. U.S. Army Corps of Engineers. Environmental Laboratory ERDC/EL TR-12-1.
- 7) *Classification of Wetlands and Deepwater Habitats of the United States*. December 1979. L. Cowardin, V. Carter, F. Golet, and E. LaRoe. US Department of the Interior. Fish and Wildlife Service. FWS/OBS-79/31.

**Stoney Ridge Environmental LLC**, 233 Prospect Mountain Road, Alton, NH 03809  
(p): 603-776-5825, (f) 603-776-5826, [info@stoneyridgeenv.com](mailto:info@stoneyridgeenv.com)



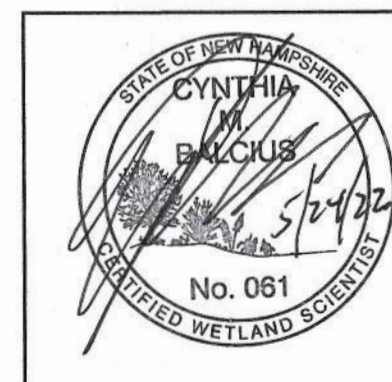
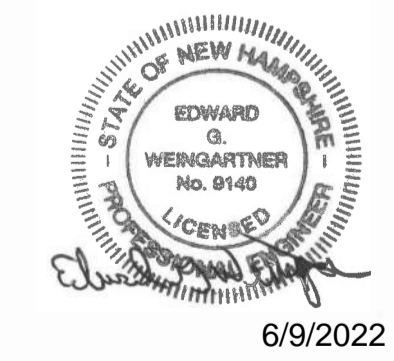
**TOWN OF RUMNEY  
COUNTY OF GRAFTON  
SCALE: 1" = 30'**

**FOR CONSTRUCTION AND ALIGNMENT DETAILS -  
SEE CONSTRUCTION PLANS**

DRAWN BY TAG DATE 05/13/22  
CHECKED BY EGM DATE 05/13/22

**INDEX OF SHEETS**

- 1 FRONT SHEET
- 2-3 STANDARD SYMBOLS SHEETS
- 4 EROSION CONTROL STRATEGIES AND STABILIZATION MATRIX
- 5 WETLAND IMPACTS PLAN - RUMNEY BR NO. 105/063
- 6 SCOUR TREATMENT DETAILS BR NO. 105/063
- 7 PLANTING PLAN BR NO 105/063



**Hoyle, Tanner & Associates, Inc.**

**NH DOT** THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
DIRECTOR OF PROJECT DEVELOPMENT DATE

APPROVED:

\_\_\_\_\_  
ASSISTANT COMMISSIONER AND CHIEF ENGINEER DATE

DRAWING NAME	DRAWING NO.	FEDERAL PROJECT NO.	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
092590_18	4191A5FSC	X-A004(779)	41915A	1	7

# GENERAL

EDGE OF PAVEMENT TRAVELED WAY	PROPOSED ROADWAY	existing roadway	(pavement removed outside slope lines)
DRIVEWAYS		(label surface type)	
BUILDINGS		(label house or type of building)	(building to be removed)
FOUNDATION		(label type)	
LEACH FIELD		leach field	
BRIDGE CROSSINGS	STREAM	OVERPASS	
STEPS AND WALK		(label type)	
INTERMITTENT WATER COURSE			
SHORE LINE	river/stream	pond (label name of water body)	
POTENTIAL WET AREA SYMBOL			
BRUSH OR WOODS LINE			
TREES (PLANS)	(deciduous)	(coniferous)	(stump)
TREE OR STUMP (CROSS-SECTIONS)		(show station, circumference in feet & type)	
HEDGE		(label type)	
MONITORING WELL		mon	
WELL		W	
FLAG POLE		fp	

ORIGINAL GROUND (TYPICALS)	
ROCK OUTCROP	
ROCK LINE (TYPICALS & SECTIONS ONLY)	
GUARDRAIL (label type)	existing bgr PROPOSED cgr
JERSEY BARRIER	
CURB (LABEL TYPE)	
STONE WALL	
RETAINING WALL (LABEL TYPE)	(points toward retained ground)
FENCE (LABEL TYPE)	
SIGNS	(single post) (double post)
GAS PUMP	gp
FUEL TANK (ABOVE GROUND)	ft (label size & type)
STORAGE TANK FILLER CAP	fc
SEPTIC TANK	S
GRAVE	gr
MAILBOX	mb
VENT PIPE	vp
SATELLITE DISH ANTENNA	da
PHONE	ph
GROUND LIGHT/LAMP POST	gl lp
BORING LOCATION	B
TEST PIT	TP
INTERSTATE NUMBERED HIGHWAY	293
UNITED STATES NUMBERED HIGHWAY	3
STATE NUMBERED HIGHWAY	102

# SHORELAND - WETLAND

WETLAND DESIGNATION AND TYPE	
DELINEATED WETLAND	DW
ORDINARY HIGH WATER	OHW
TOP OF BANK	T O B
TOP OF BANK & ORDINARY HIGH WATER	T O B O H W
NORMAL HIGH WATER	N H W
WIDTH AT BANK FULL	W B F
PRIME WETLAND	P W E T
PRIME WETLAND 100' BUFFER	P W E T 100
NON-JURISDICTIONAL DRAINAGE AREA	N J D A
COWARDIN DISTINCTION LINE	C D L
TIDAL BUFFER ZONE	T B Z
DEVELOPED TIDAL BUFFER ZONE	D T B Z
HIGHEST OBSERVABLE TIDE LINE	H O T L
MEAN HIGH WATER	M H W
MEAN LOW WATER	M L W
VERNAL POOL	V P
SPECIAL AQUATIC SITE	S A S
REFERENCE LINE	R E F
WATER FRONT BUFFER	W B 50
NATURAL WOODLAND BUFFER	N W B 150
PROTECTED SHORELAND	P S 250
INVASIVE SPECIES LABEL	I.S. I
INVASIVE SPECIES	I.S. II

# FLOODPLAIN / FLOODWAY

500 YEAR FLOODPLAIN BOUNDARY	F P 500
100 YEAR FLOODPLAIN BOUNDARY	F P 100
FLOODWAY	F W

# ENGINEERING

CONSTRUCTION BASELINE	
PC, PT, POT (ON CONST BASELINE)	
PI (IN CONSTRUCTION BASELINES)	
INTERSECTION OR EQUATION OF TWO LINES	
ORIGINAL GROUND LINE (PROFILES AND CROSS-SECTIONS)	
PROFILE GRADE LINE (PROFILES AND CROSS-SECTIONS)	
CLEARING LINE	
SLOPE LINE	
SLOPE LINE (FILL)	
SLOPE LINE (CUT)	
PROFILES AND CROSS SECTIONS:	
ORIGINAL GROUND ELEVATION (LEFT)	72.5
FINISHED GRADE ELEVATION (RIGHT)	79.14

## DRAINAGE

MANHOLE		
CATCH BASIN		(existing)  (PROPOSED)
DROP INLET		
DRAINAGE PIPE (existing)		(label size & type)
DRAINAGE PIPE (PROPOSED)		(label size & type)
UNDERDRAIN (existing) W/ FLUSHING BASIN		(label size & type)
UNDERDRAIN (PROPOSED) W/ FLUSHING BASIN		(label size & type)
HEADER (existing & PROPOSED)		(with stone outlet protection)
END SECTION (existing & PROPOSED)		METAL or PLASTIC RCP
OPEN DITCH (PROPOSED)		
EROSION CONTROL/ STONE SLOPE PROTECTION		

## BOUNDARIES / RIGHT-OF-WAY

RIGHT-OF-WAY LINE		(label type)
RR RIGHT-OF-WAY LINE		
PROPERTY LINE		
PROPERTY LINE (COMMON OWNER)		
TOWN LINE		BOW CONCORD
COUNTY LINE		COOS GRAFTON
STATE LINE		MAINE NEW HAMPSHIRE
NATIONAL FOREST		
CONSERVATION LAND		
BENCH MARK / SURVEY DISK		
BOUND		(PROPOSED)
STATE LINE/ TOWN LINE MONUMENT		S/L T/L
NHDOT PROJECT MARKER		
IRON PIPE OR PIN		
DRILL HOLE IN ROCK		
TAX MAP AND LOT NUMBER		156 14 1642/341 6.80 Ac.±
PROPERTY PARCEL NUMBER		12
HISTORIC PROPERTY		

## UTILITIES

TELEPHONE POLE		
POWER POLE		
JOINT OCCUPANCY		
MISCELLANEOUS/UNKNOWN POLE		
GUY POLE OR PUSH BRACE		
LIGHT POLE		
LIGHT ON POWER POLE		
LIGHT ON JOINT POLE		
RAILROAD		
RAILROAD SIGN		
RAILROAD SIGNAL		
UTILITY JUNCTION BOX		
OVERHEAD WIRE		
UNDERGROUND UTILITIES		
WATER (on existing lines label size, type and note if abandoned)		
SEWER		
TELEPHONE		
ELECTRIC		
GAS		
LIGHTING		
INTELLIGENT TRANSPORTATION SYSTEM		
FIBER OPTIC		
WATER SHUT OFF		
GAS SHUT OFF		
HYDRANT		
MANHOLES		
SEWER		
TELEPHONE		
ELECTRICAL		
GAS		
UNKNOWN		

## TRAFFIC SIGNALS / ITS

MAST ARM (existing)		
OPTICOM RECEIVER		
OPTICOM STROBE		
TRAFFIC SIGNAL		
PEDESTAL WITH PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON UNIT		
SIGNAL CONDUIT		
CONTROLLER CABINET		
METER PEDESTAL		
PULL BOX		
LOOP DETECTOR (QUADRUPOLE)		
LOOP DETECTOR (RECTANGULAR)		
CAMERA POLE (CCTV)		
FIBER OPTIC DELINEATOR		
FIBER OPTIC SPLICE VAULT		
ITS EQUIPMENT CABINET		
VARIABLE SPEED LIMIT SIGN		
DYNAMIC MESSAGE SIGN		
ROAD AND WEATHER INFO SYSTEM		

## CONSTRUCTION NOTES

CURB MARK NUMBER - BITUMINOUS	B-1
CURB MARK NUMBER - GRANITE	G-1
CLEARING AND GRUBBING AREA	
DRAINAGE NOTE	
EROSION CONTROL NOTE	
FENCING NOTE	
GUARDRAIL NOTE	
ITS NOTE	
LIGHTING NOTE	
TRAFFIC SIGNAL NOTE	

# EROSION CONTROL STRATEGIES

1. ENVIRONMENTAL COMMITMENTS:
  - 1.1. THESE GUIDELINES DO NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH ANY CONTRACT PROVISIONS, OR APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
  - 1.2. THIS PROJECT WILL BE SUBJECT TO THE US EPA'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER CONSTRUCTION GENERAL PERMIT AS ADMINISTERED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). THIS PROJECT IS SUBJECT TO REQUIREMENTS IN THE MOST RECENT CONSTRUCTION GENERAL PERMIT (CGP).
  - 1.3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NHDES WETLAND PERMIT, THE US ARMY CORPS OF ENGINEERS PERMIT, WATER QUALITY CERTIFICATION AND THE SPECIAL ATTENTION ITEMS INCLUDED IN THE CONTRACT DOCUMENTS.
  - 1.4. ALL STORM WATER, EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION (DECEMBER 2008) (BMP MANUAL) AVAILABLE FROM THE NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES (NHDES).
  - 1.5. THE CONTRACTOR SHALL COMPLY WITH RSA 485-A:17, AND ALL, PUBLISHED NHDES ALTERATION OF TERRAIN ENV-WQ 1500 REQUIREMENTS ([HTTP://DES.NH.GOV/ORGANIZATION/COMMISSIONER/LEGAL/RULES/INDEX.HTM](http://des.nh.gov/organization/commissioner/legal/rules/index.htm))
  - 1.6. THE CONTRACTOR IS DIRECTED TO REVIEW AND COMPLY WITH SECTION 107.1 OF THE CONTRACT AS IT REFERS TO SPILLAGE, AND ALSO WITH REGARDS TO EROSION, POLLUTION, AND TURBIDITY PRECAUTIONS.
2. STANDARD EROSION CONTROL SEQUENCING APPLICABLE TO ALL CONSTRUCTION PROJECTS:
  - 2.1. PERIMETER CONTROLS SHALL BE INSTALLED PRIOR TO EARTH DISTURBING ACTIVITIES. PERIMETER CONTROLS AND STABILIZED CONSTRUCTION EXITS SHALL BE INSTALLED AS SHOWN IN THE BMP MANUAL AND AS DIRECTED BY THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARER.
  - 2.2. EROSION, SEDIMENTATION CONTROL MEASURES AND INFILTRATION BASINS SHALL BE CLEANED, REPLACED AND AUGMENTED AS NECESSARY TO PREVENT SEDIMENTATION BEYOND PROJECT LIMITS THROUGHOUT THE PROJECT DURATION.
  - 2.3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT AND SECTION 645 OF THE NHDOT SPECIFICATIONS FOR ROAD AND BRIDGES CONSTRUCTION.
  - 2.4. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
    - (A) BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
    - (B) A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
    - (C) A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP-RAP HAS BEEN INSTALLED;
    - (D) TEMPORARY SLOPE STABILIZATION CONFORMING TO TABLE 1 HAS BEEN PROPERLY INSTALLED
  - 2.5. ALL STOCKPILES SHALL BE CONTAINED WITH A PERIMETER CONTROL. IF THE STOCKPILE IS TO REMAIN UNDISTURBED FOR MORE THAN 14 DAYS, MULCHING WILL BE REQUIRED.
  - 2.6. A WATER TRUCK SHALL BE AVAILABLE TO CONTROL EXCESSIVE DUST AT THE DIRECTION OF THE CONTRACT ADMINISTRATOR.
  - 2.7. TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL REMAIN UNTIL THE AREA HAS BEEN PERMANENTLY STABILIZED.
  - 2.8. CONSTRUCTION PERFORMED ANY TIME BETWEEN NOVEMBER 30<sup>th</sup> AND MAY 1<sup>st</sup> OF ANY YEAR SHALL BE CONSIDERED WINTER CONSTRUCTION AND SHALL CONFORM TO THE FOLLOWING REQUIREMENTS.
    - (A) ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15<sup>th</sup>, OR WHICH ARE DISTURBED AFTER OCTOBER 15<sup>th</sup>, SHALL BE STABILIZED IN ACCORDANCE WITH TABLE 1.
    - (B) ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15<sup>th</sup>, OR WHICH ARE DISTURBED AFTER OCTOBER 15<sup>th</sup>, SHALL BE STABILIZED TEMPORARILY WITH STONE OR IN ACCORDANCE WITH TABLE 1.
    - (C) AFTER NOVEMBER 30<sup>th</sup> INCOMPLETE ROAD SURFACES, WHERE WORK HAS STOPPED FOR THE SEASON, SHALL BE PROTECTED IN ACCORDANCE WITH TABLE 1.
    - (D) WINTER EXCAVATION AND EARTHWORK SHALL BE DONE SUCH THAT NO MORE THAN 1 ACRE OF THE PROJECT IS WITHOUT STABILIZATION AT ONE TIME, UNLESS A WINTER CONSTRUCTION PLAN HAS BEEN APPROVED BY NHDOT THAT MEETS THE REQUIREMENTS OF ENV-WQ 1505.02 AND ENV-WQ 1505.05.
    - (E) A SWPPP AMENDMENT SHALL BE SUBMITTED TO THE DEPARTMENT, FOR APPROVAL, ADDRESSING COLD WEATHER STABILIZATION (ENV-WQ 1505.05) AND INCLUDING THE REQUIREMENTS OF NO LESS THAN 30 DAYS PRIOR TO THE COMMENCEMENT OF WORK SCHEDULED AFTER NOVEMBER 30<sup>th</sup>.

## GENERAL CONSTRUCTION PLANNING AND SELECTION OF STRATEGIES TO CONTROL EROSION AND SEDIMENT ON HIGHWAY CONSTRUCTION PROJECTS

3. PLAN ACTIVITIES TO ACCOUNT FOR SENSITIVE SITE CONDITIONS:
  - 3.1. CLEARLY FLAG AREAS TO BE PROTECTED IN THE FIELD AND PROVIDE CONSTRUCTION BARRIERS TO PREVENT TRAFFICKING OUTSIDE OF WORK AREAS.
  - 3.2. CONSTRUCTION SHALL BE SEQUENCED TO LIMIT THE DURATION AND AREA OF EXPOSED SOILS.
  - 3.3. PROTECT AND MAXIMIZE EXISTING NATIVE VEGETATION AND NATURAL FOREST BUFFERS BETWEEN CONSTRUCTION ACTIVITY AND SENSITIVE AREAS.
  - 3.4. WHEN WORK IS PERFORMED IN AND NEAR WATER COURSES, STREAM FLOW DIVERSION METHODS SHALL BE IMPLEMENTED PRIOR TO ANY EXCAVATION OR FILLING.
  - 3.5. WHEN WORK IS PERFORMED WITHIN 50 FEET OF SURFACE WATERS (WETLAND, OPEN WATER OR FLOWING WATER), PERIMETER CONTROL SHALL BE ENHANCED CONSISTENT WITH SECTION 2.1.2.1. OF THE 2012 NPDES CONSTRUCTION GENERAL PERMIT.
4. MINIMIZE THE AMOUNT OF EXPOSED SOIL:
  - 4.1. CONSTRUCTION SHALL BE SEQUENCED TO LIMIT THE DURATION AND AREA OF EXPOSED SOILS. MINIMIZE THE AREA OF EXPOSED SOIL AT ANY ONE TIME. PHASING SHALL BE USED TO REDUCE THE AMOUNT AND DURATION OF SOIL EXPOSED TO THE ELEMENTS AND VEHICLE TRACKING.
  - 4.2. UTILIZE TEMPORARY MULCHING OR PROVIDE ALTERNATE TEMPORARY STABILIZATION ON EXPOSED SOILS IN ACCORDANCE WITH TABLE 1.
  - 4.3. THE MAXIMUM AMOUNT OF DISTURBED EARTH SHALL NOT EXCEED A TOTAL OF 5 ACRES FROM MAY 1<sup>st</sup> THROUGH NOVEMBER 30<sup>th</sup>, OR EXCEED ONE ACRE DURING WINTER MONTHS, UNLESS THE CONTRACTOR DEMONSTRATES TO THE DEPARTMENT THAT THE ADDITIONAL AREA OF DISTURBANCE IS NECESSARY TO MEET THE CONTRACTORS CRITICAL PATH METHOD SCHEDULE (CPM), AND THE CONTRACTOR HAS ADEQUATE RESOURCES AVAILABLE TO ENSURE THAT ENVIRONMENTAL COMMITMENTS WILL BE MET.
5. CONTROL STORMWATER FLOWING ONTO AND THROUGH THE PROJECT:
  - 5.1. DIVERT OFF SITE RUNOFF OR CLEAN WATER AWAY FROM THE CONSTRUCTION ACTIVITY TO REDUCE THE VOLUME THAT NEEDS TO BE TREATED ON SITE.
  - 5.2. DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM DISTURBED AREAS, SLOPES, AND AROUND ACTIVE WORK AREAS AND TO A STABILIZED OUTLET LOCATION.
  - 5.3. CONSTRUCT IMPERMEABLE BARRIERS AS NECESSARY TO COLLECT OR DIVERT CONCENTRATED FLOWS FROM WORK OR DISTURBED AREAS.
  - 5.4. STABILIZE, TO APPROPRIATE ANTICIPATED VELOCITIES, CONVEYANCE CHANNELS OR PUMPING SYSTEMS NEEDED TO CONVEY CONSTRUCTION STORMWATER TO BASINS AND DISCHARGE LOCATIONS PRIOR TO USE.
  - 5.5. DIVERT OFF-SITE WATER THROUGH THE PROJECT IN AN APPROPRIATE MANNER SO NOT TO DISTURB THE UPSTREAM OR DOWNSTREAM SOILS, VEGETATION OR HYDROLOGY BEYOND THE PERMITTED AREA.
6. PROTECT SLOPES:
  - 6.1. INTERCEPT AND DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM UNPROTECTED AND NEWLY ESTABLISHED AREAS AND SLOPES TO A STABILIZED OUTLET OR CONVEYANCE.
  - 6.2. CONSIDER HOW GROUNDWATER SEEPAGE ON CUT SLOPES MAY IMPACT SLOPE STABILITY AND INCORPORATE APPROPRIATE MEASURES TO MINIMIZE EROSION.
  - 6.3. CONVEY STORMWATER DOWN THE SLOPE IN A STABILIZED CHANNEL OR SLOPE DRAIN.
  - 6.4. THE OUTER FACE OF THE FILL SLOPE SHOULD BE IN A LOOSE RUFFLED CONDITION PRIOR TO TURF ESTABLISHMENT. TOPSOIL OR HUMUS LAYERS SHALL BE TRACKED UP AND DOWN THE SLOPE, DISKED, HARROWED, DRAGGED WITH A CHAIN OR MAT, MACHINE-RAKED, OR HAND-WORKED TO PRODUCE A RUFFLED SURFACE.
7. ESTABLISH STABILIZED CONSTRUCTION EXITS:
  - 7.1. INSTALL AND MAINTAIN CONSTRUCTION EXITS, ANYWHERE TRAFFIC LEAVES A CONSTRUCTION SITE ONTO A PUBLIC RIGHT-OF-WAY.
  - 7.2. SWEEP ALL CONSTRUCTION RELATED DEBRIS AND SOIL FROM THE ADJACENT PAVED ROADWAYS AS NECESSARY.
8. PROTECT STORM DRAIN INLETS:
  - 8.1. DIVERT SEDIMENT LADEN WATER AWAY FROM INLET STRUCTURES TO THE EXTENT POSSIBLE.
  - 8.2. INSTALL SEDIMENT BARRIERS AND SEDIMENT TRAPS AT INLETS TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
  - 8.3. CLEAN CATCH BASINS, DRAINAGE PIPES, AND CULVERTS IF SIGNIFICANT SEDIMENT IS DEPOSITED.
  - 8.4. DROP INLET SEDIMENT BARRIERS SHOULD NEVER BE USED AS THE PRIMARY MEANS OF SEDIMENT CONTROL AND SHOULD ONLY BE USED TO PROVIDE AN ADDITIONAL LEVEL OF PROTECTION TO STRUCTURES AND DOWN-GRADIENT SENSITIVE RECEPTORS.
9. SOIL STABILIZATION:
  - 9.1. WITHIN THREE DAYS OF THE LAST ACTIVITY IN AN AREA, ALL EXPOSED SOIL AREAS, WHERE CONSTRUCTION ACTIVITIES ARE COMPLETE, SHALL BE STABILIZED.
  - 9.2. IN ALL AREAS, TEMPORARY SOIL STABILIZATION MEASURES SHALL BE APPLIED IN ACCORDANCE WITH THE STABILIZATION REQUIREMENTS (SECTION 2.2) OF THE 2012 CGP. (SEE TABLE 1 FOR GUIDANCE ON THE SELECTION OF TEMPORARY SOIL STABILIZATION MEASURES.)
  - 9.3. EROSION CONTROL SEED MIX SHALL BE SOWN IN ALL INACTIVE CONSTRUCTION AREAS THAT WILL NOT BE PERMANENTLY SEEDED WITHIN TWO WEEKS OF DISTURBANCE AND PRIOR TO SEPTEMBER 15, OF ANY GIVEN YEAR, IN ORDER TO ACHIEVE VEGETATIVE STABILIZATION PRIOR TO THE END OF THE GROWING SEASON.
  - 9.4. SOIL TACKIFIERS MAY BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND REAPPLIED AS NECESSARY TO MINIMIZE SOIL AND MULCH LOSS UNTIL PERMANENT VEGETATION IS ESTABLISHED.
10. RETAIN SEDIMENT ON-SITE AND CONTROL DEWATERING PRACTICES:
  - 10.1. TEMPORARY SEDIMENT BASINS (CGP-SECTION 2.1.3.2) OR SEDIMENT TRAPS (ENV-WQ 1506.10) SHALL BE SIZED TO RETAIN, ON SITE, THE VOLUME OF A 2-YEAR 24-HOUR STORM EVENT FOR ANY AREA OF DISTURBANCE OR 3,600 CUBIC FEET OF STORMWATER RUNOFF PER ACRE OF DISTURBANCE, WHICHEVER IS GREATER. TEMPORARY SEDIMENT BASINS USED TO TREAT STORMWATER RUNOFF FROM AREAS GREATER THAN 5-ACRES OF DISTURBANCE SHALL BE SIZED TO ALSO CONTROL STORMWATER RUNOFF FROM A 10-YEAR 24 HOUR STORM EVENT. ON-SITE RETENTION OF THE 10-YEAR 24-HOUR EVENT IS NOT REQUIRED.
  - 10.2. CONSTRUCT AND STABILIZE DEWATERING INFILTRATION BASINS PRIOR TO ANY EXCAVATION THAT MAY REQUIRE DEWATERING.
  - 10.3. TEMPORARY SEDIMENT BASINS OR TRAPS SHALL BE PLACED AND STABILIZED AT LOCATIONS WHERE CONCENTRATED FLOW (CHANNELS AND PIPES) DISCHARGE TO THE SURROUNDING ENVIRONMENT FROM AREAS OF UNSTABILIZED EARTH DISTURBING ACTIVITIES.

11. ADDITIONAL EROSION AND SEDIMENT CONTROL GENERAL PRACTICES:
  - 11.1. USE TEMPORARY MULCHING, PERMANENT MULCHING, TEMPORARY VEGETATIVE COVER, AND PERMANENT VEGETATIVE COVER TO REDUCE THE NEED FOR DUST CONTROL. USE MECHANICAL SWEEPERS ON PAVED SURFACES WHERE NECESSARY TO PREVENT DUST BUILDUP. APPLY WATER, OR OTHER DUST INHIBITING AGENTS OR TACKIFIERS, AS APPROVED BY THE NHDES.
  - 11.2. ALL STOCKPILES SHALL BE CONTAINED WITH TEMPORARY PERIMETER CONTROLS. INACTIVE SOIL STOCKPILES SHOULD BE PROTECTED WITH SOIL STABILIZATION MEASURES (TEMPORARY EROSION CONTROL SEED MIX AND MULCH, SOIL BINDER) OR COVERED WITH ANCHORED TARPS.
  - 11.3. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSPECTED IN ACCORDANCE WITH SECTION 645 OF NHDOT SPECIFICATIONS, WEEKLY AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.25 IN. OF RAIN PER 24-HOUR PERIOD. EROSION AND SEDIMENT CONTROL MEASURES WILL ALSO BE INSPECTED IN ACCORDANCE WITH THE GUIDANCE MEMO FROM THE NHDES CONTAINED WITHIN THE CONTRACT PROPOSAL AND THE EPA CONSTRUCTION GENERAL PERMIT.
  - 11.4. THE CONTRACTOR SHOULD UTILIZE STORM DRAIN INLET PROTECTION TO PREVENT SEDIMENT FROM ENTERING A STORM DRAINAGE SYSTEM PRIOR TO THE PERMANENT STABILIZATION OF THE CONTRIBUTING DISTURBED AREA.
  - 11.5. PERMANENT STABILIZATION MEASURES WILL BE CONSTRUCTED AND MAINTAINED IN LOCATIONS AS SHOWN ON THE CONSTRUCTION PLANS TO STABILIZE AREAS. VEGETATIVE STABILIZATION SHALL NOT BE CONSIDERED PERMANENTLY STABILIZED UNTIL VEGETATIVE GROWTH COVERS AT LEAST 85% OF THE DISTURBED AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROL FOR ONE YEAR AFTER PROJECT COMPLETION.
  - 11.6. CATCH BASINS: CARE SHALL BE TAKEN TO ENSURE THAT SEDIMENTS DO NOT ENTER ANY EXISTING CATCH BASINS DURING CONSTRUCTION. THE CONTRACTOR SHALL PLACE TEMPORARY STONE INLET PROTECTION OVER INLETS IN AREAS OF SOIL DISTURBANCE THAT ARE SUBJECT TO SEDIMENT CONTAMINATION.
  - 11.7. TEMPORARY AND PERMANENT DITCHES SHALL BE CONSTRUCTED, STABILIZED AND MAINTAINED IN A MANNER THAT WILL MINIMIZE SCOUR. TEMPORARY AND PERMANENT DITCHES SHALL BE DIRECTED TO DRAIN TO SEDIMENT BASINS OR STORM WATER COLLECTION AREAS.
  - 11.8. WINTER EXCAVATION AND EARTHWORK ACTIVITIES NEED TO BE LIMITED IN EXTENT AND DURATION, TO MINIMIZE POTENTIAL EROSION AND SEDIMENTATION IMPACTS. THE AREA OF EXPOSED SOIL SHALL BE LIMITED TO ONE ACRE, OR THAT WHICH CAN BE STABILIZED AT THE END OF EACH DAY UNLESS A WINTER CONSTRUCTION PLAN, DEVELOPED BY A QUALIFIED ENGINEER OR A CPESC SPECIALIST, IS REVIEWED AND APPROVED BY THE DEPARTMENT.
  - 11.9. CHANNEL PROTECTION MEASURES SHALL BE SUPPLEMENTED WITH PERIMETER CONTROL MEASURES WHEN THE DITCH LINES OCCUR AT THE BOTTOM OF LONG FILL SLOPES. THE PERIMETER CONTROLS SHALL BE INSTALLED ON THE FILL SLOPE TO MINIMIZE THE POTENTIAL FOR FILL SLOPE SEDIMENT DEPOSITS IN THE DITCH LINE.

## BEST MANAGEMENT PRACTICES (BMP) BASED ON AMOUNT OF OPEN CONSTRUCTION AREA

12. STRATEGIES SPECIFIC TO OPEN AREAS LESS THAN 5 ACRES:
  - 12.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500; ALTERATION OF TERRAIN FOR CONSTRUCTION AND USE ALL CONVENTIONAL BMP STRATEGIES.
  - 12.2. SLOPES STEEPER THAN 3:1 WILL RECEIVE TURF ESTABLISHMENT WITH MATTING.
  - 12.3. SLOPES 3:1 OR FLATTER WILL RECEIVE TURF ESTABLISHMENT ALONE.
  - 12.4. AREAS WHERE HAUL ROADS ARE CONSTRUCTED AND STORMWATER CANNOT BE TREATED THE DEPARTMENT WILL CONSIDER INFILTRATION.
  - 12.5. FOR HAUL ROADS ADJACENT TO SENSITIVE ENVIRONMENTAL AREAS OR STEEPER THAN 5%, THE DEPARTMENT WILL CONSIDER USING EROSION STONE, CRUSHED GRAVEL, OR CRUSHED STONE BASE TO HELP MINIMIZE EROSION ISSUES.
  - 12.6. ALL AREAS THAT CAN BE STABILIZED SHALL BE STABILIZED PRIOR TO OPENING UP NEW TERRITORY.
  - 12.7. DETENTION BASINS SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMMODATE A 2 YEAR STORM EVENT.
13. STRATEGIES SPECIFIC TO OPEN AREAS BETWEEN 5 AND 10 ACRES:
  - 13.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500 ALTERATION OF TERRAIN AND SHALL USE CONVENTIONAL BMP STRATEGIES AND ALL TREATMENT OPTIONS USED FOR UNDER 5 ACRES WILL BE UTILIZED.
  - 13.2. DETENTION BASINS WILL BE CONSTRUCTED TO ACCOMMODATE THE 2-YEAR 24-HOUR STORM EVENT AND CONTROL A 10-YEAR 24-HOUR STORM EVENT.
  - 13.3. SLOPES STEEPER THAN A 3:1 WILL RECEIVE TURF ESTABLISHMENT WITH MATTING OR OTHER TEMPORARY SOIL STABILIZATION MEASURES DETAILED IN TABLE 1. THE CONTRACTOR MAY ALSO CONSIDER A SOIL BINDER IN ACCORDANCE WITH THE NHDES APPROVALS OR REGULATIONS. OTHER ALTERNATIVE MEASURES, SUCH AS BONDED FIBER MATRIXES (BFMS) OR FLEXIBLE GROWTH MEDIUMS (FGMS) MAY BE UTILIZED, IF MEETING THE NHDES APPROVALS AND REGULATIONS.
  - 13.4. SLOPES 3:1 OR FLATTER WILL RECEIVE TURF ESTABLISHMENT OR OTHER TEMPORARY SOIL STABILIZATION MEASURES DETAILED IN TABLE 1. THE CONTRACTOR MAY ALSO CONSIDER A SOIL BINDER IN ACCORDANCE WITH THE NHDES APPROVALS OR REGULATIONS.
14. STRATEGIES SPECIFIC TO OPEN AREAS OVER 10 ACRES:
  - 14.1. THE CONTRACTOR SHALL COMPLY WITH RSA 485:A:17 AND ENV-WQ 1500 ALTERATION OF TERRAIN AND SHALL USE CONVENTIONAL BMP STRATEGIES AND ALL TREATMENT OPTIONS USED FOR UNDER 5 ACRES AND BETWEEN 5 AND 10 ACRES WILL BE UTILIZED.
  - 14.2. THE DEPARTMENT ANTICIPATES THAT SOIL BINDERS WILL BE NEEDED ON ALL SLOPES STEEPER THAN 3:1, IN ORDER TO MINIMIZE EROSION AND REDUCE THE AMOUNT OF SEDIMENT IN THE STORMWATER TREATMENT BASINS.
  - 14.3. THE CONTRACTOR WILL BE REQUIRED TO HAVE AN APPROVED DESIGN IN ACCORDANCE WITH ENV-WQ 1506.12 FOR AN ACTIVE FLOCCULANT TREATMENT SYSTEM TO TREAT AND RELEASE WATER CAPTURED IN STORM WATER BASINS. THE CONTRACTOR SHALL ALSO RETAIN THE SERVICES OF AN ENVIRONMENTAL CONSULTANT WHO HAS DEMONSTRATED EXPERIENCE IN THE DESIGN OF FLOCCULANT TREATMENT SYSTEMS. THE CONSULTANT WILL ALSO BE RESPONSIBLE FOR THE IMPLEMENTATION AND MONITORING OF THE SYSTEM.

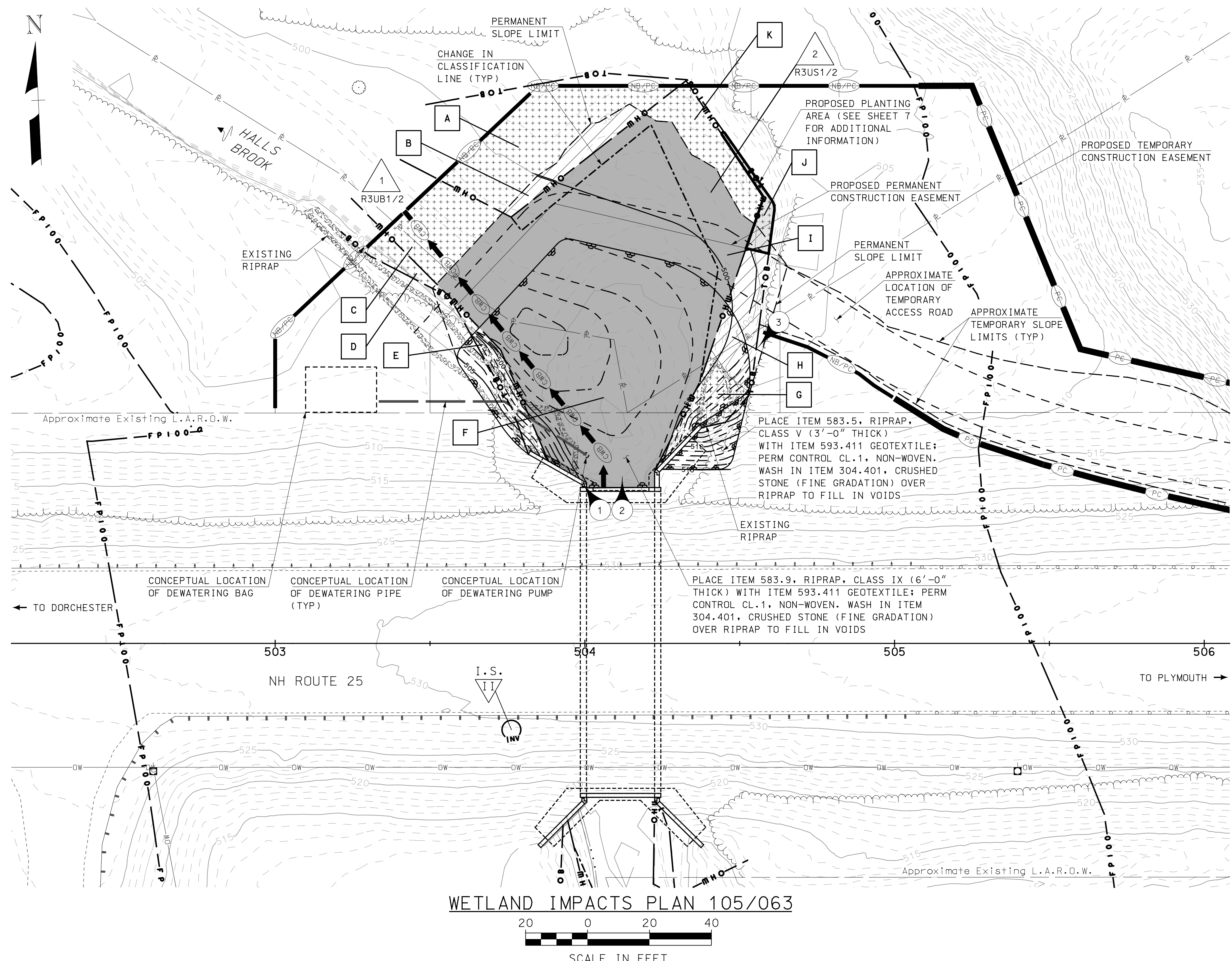
TABLE 1  
GUIDANCE ON SELECTING TEMPORARY SOIL STABILIZATION MEASURES

APPLICATION AREAS	DRY MULCH METHODS				HYDRAULICALLY APPLIED MULCHES <sup>2</sup>				ROLLED EROSION CONTROL BLANKETS <sup>3</sup>			
	HMT	WC	SG	CB	HM	SMM	BFM	FRM	SNSB	DNSB	DNCSB	DNCB
SLOPES <sup>1</sup>												
STEEPER THAN 2:1	NO	NO	YES	NO	NO	NO	NO	YES	NO	NO	NO	YES
2:1 SLOPE	YES <sup>1</sup>	YES <sup>1</sup>	YES	YES	NO	NO	YES	YES	NO	YES	YES	YES
3:1 SLOPE	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	NO
4:1 SLOPE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO
WINTER STABILIZATION	4T/AC	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	YES
CHANNELS												
LOW FLOW CHANNELS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES
HIGH FLOW CHANNELS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES

ABBREV.	STABILIZATION MEASURE	ABBREV.	STABILIZATION MEASURE	ABBREV.	STABILIZATION MEASURE
HMT	HAY MULCH & TACK	HM	HYDRAULIC MULCH	SNSB	SINGLE NET STRAW BLANKET
WC	WOOD CHIPS	SMM	STABILIZED MULCH MATRIX	DNSB	DOUBLE NET STRAW BLANKET
SG	STUMP GRINDINGS	BFM	BONDED FIBER MATRIX	DNCSB	2 NET STRAW-COCONUT BLANKET
CB	COMPOST BLANKET	FRM	FIBER REINFORCED MEDIUM	DNCB	2 NET COCONUT BLANKET

- NOTES:
1. ALL SLOPE STABILIZATION OPTIONS ASSUME A SLOPE LENGTH  $\leq 10$  TIMES THE HORIZONTAL DISTANCE COMPONENT OF THE SLOPE, IN FEET.
  2. PRODUCTS CONTAINING POLYACRYLAMIDE (PAM) SHALL NOT BE APPLIED DIRECTLY TO OR WITHIN 100 FEET OF ANY SURFACE WATER WITHOUT PRIOR WRITTEN APPROVAL FROM THE NH DEPARTMENT OF ENVIRONMENTAL SERVICES.
  3. ALL EROSION CONTROL BLANKETS SHALL BE MADE WITH WILDLIFE FRIENDLY BIODEGRADABLE NETTING.

STATE OF NEW HAMPSHIRE				
DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN				
<i>WETLAND IMPACT PLANS</i>				
REVISION DATE	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
12-21-2015	41915Aerosstrat	41915A	4	7



WETLAND IMPACTS PLAN 105/063



**GENERAL WETLAND IMPACT NOTES**

- AFTER COMPLETION OF IN-WATER WORK, REMOVE ALL WATER DIVERSION STRUCTURES AND RESTORE ALL DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS. RESTORATION OF DISTURBED AREAS BEYOND THE LIMITS AS SHOWN ON THESE PLANS TO SUIT CONTRACTOR'S MEANS AND METHODS SHALL BE SUBSIDIARY TO ITEM 503.101.
- THE CONTOURS SHOWN ON THIS PLAN WERE CREATED USING AERIAL 3D LIDAR (LIGHT DETECTION AND RANGING) TECHNOLOGY ACQUIRED FROM THE NH GRANITE DATABASE. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS.
- IF WOOD TURTLES ARE FOUND LAYING EGGS IN A WORK AREA, CONTRACTORS SHALL CONTACT MELISSA DOPERALSKI AT HER OFFICE NUMBER (603) 271-1738 OR HER CELL NUMBER (603) 479-1129; OR THEY SHALL CONTACT JOSH MEGYESY AT (603) 271-1125.
- THE NH&G WOOD TURTLE FLYER SHALL BE DISTRIBUTED TO ALL STATE WORKERS AND CONTRACTORS WORKING AT THE RUMNEY BRIDGE 105/063 SITE SO THAT THEY MAY BECOME FAMILIAR WITH THE IDENTIFICATION OF WOOD TURTLES SHOULD THEY USE THE PROJECT AREA.
- WILDLIFE FRIENDLY EROSION CONTROL SHALL BE USED IN PLACE OF ANY WELDED PLASTIC OR BIODEGRADABLE PLASTIC EROSION CONTROL NETTING. PLAN SPECIFICATIONS SHALL REQUIRE COCO OR JUTE MATTING SUCH AS NORTH AMERICAN GREEN SC150BN OR AN EQUIVALENT PRODUCT.

**ACCESS FOR BRIDGE CONSTRUCTION**

- ITEM 500.0205, ACCESS FOR BRIDGE CONSTRUCTION, SHALL CONSIST OF THE DESIGN, CONSTRUCTION, MAINTENANCE, AND REMOVAL OF ANY TEMPORARY ACCESS BY THE CONTRACTOR. SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.
- TEMPORARY FILLS SHALL ONLY OCCUR WITHIN AREAS AS INDICATED ON THIS PLAN AND WITHIN EASEMENTS. ALL TEMPORARY FILLS SHALL BE REMOVED UPON PROJECT COMPLETION WITH THE EXCEPTION OF THAT NECESSARY FOR PLANTING INSTALLATION AS DETAILED ON THE PLANTING PLAN SHEET INCLUDED IN THIS PLAN SET.
- ITEM 646.31, TURF ESTABLISHMENT WITH MULCH AND TACKIFIERS AND ITEM 647.1, HUMUS SHALL BE USED TO LANDSCAPE AND RESTORE THE AREA DISTURBED BY THE TEMPORARY ACCESS ONCE IT IS REMOVED.
- WATER DIVERSION WILL BE USED TO COMPLETE WORK IN PHASES TO DO WORK IN THE DRY.

**NOTES**

- SCALE IS ACCURATE AT ALL PLAN SIZES.
- FOR REFERENCE PHOTOS SEE SHEET 6.

X APPROXIMATE LOCATION OF REFERENCE PHOTO.

EROSION CONTROL PLAN LEGEND	
	<b>PERIMETER CONTROL</b> SILT FENCE EROSION CONTROL MIX BERM EROSION CONTROL MIX SOX TURBIDITY CURTAIN SHEET PILE COFFER DAM
	<b>NATURAL BUFFER/PERIMETER CONTROL</b> SILT FENCE EROSION CONTROL MIX BERM EROSION CONTROL MIX SOX TURBIDITY CURTAIN SHEET PILE COFFER DAM
	<b>CLEAN WATER BYPASS</b>
	<b>PUMP THROUGH PIPE</b>
	<b>DRAIN THROUGH PIPE OR CHANNEL</b>

WETLAND CLASSIFICATION CODES	
R3UB1/2	RIVERINE, UPPER PERENNIAL, UNCONSOLIDATED BOTTOM, COBBLE- GRAVEL, SAND
R3US1/2	RIVERINE, UPPER PERENNIAL, UNCONSOLIDATED SHORE, COBBLE- GRAVEL, SAND

WETLAND IMPACT SUMMARY								
WETLAND NUMBER	WETLAND CLASSIFICATION	LOCATION	AREA IMPACTS					
			PERMANENT		N.H.W.B. & A.C.O.E. (WETLAND)		TEMPORARY	
			N.H.W.B. (NON-WETLAND)	LF	SF	LF		SF
1	BANK	A					1213	31
	BANK	B	301	6				
	R3UB1/2	C					644	23
	BANK	D					141	25
1	BANK	E					246	63
	R3UB1/2	F			6183	101		
	BANK	G					330	38
2	BANK	H	512	48				
	R3US1/2	I			983	*	105	15
2	R3US1/2	K					499	48
<b>TOTAL</b>			<b>813</b>	<b>54</b>	<b>7166</b>	<b>101</b>	<b>3178</b>	<b>243</b>

\* CHANGE IN CLASSIFICATION, LF ACCOUNTED FOR IN LOCATION F

PERMANENT IMPACTS: 7979 SF/155 LF  
TEMPORARY IMPACTS: 3178 SF/243 LF

TOTAL IMPACTS: 11157 SF/398 LF

**LEGEND**

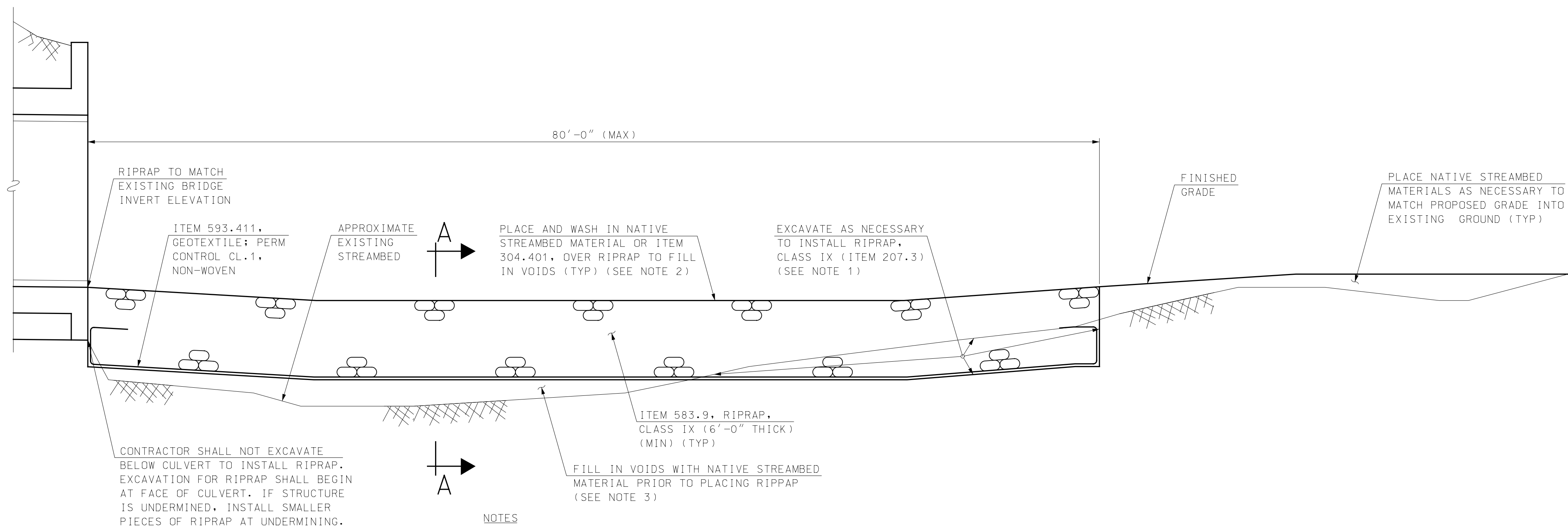
TYPE OF WETLAND IMPACT	SHADING/HATCHING
NEW HAMPSHIRE WETLANDS BUREAU (PERMANENT NON-WETLAND)	
NEW HAMPSHIRE WETLANDS BUREAU & ARMY CORP OF ENGINEERS (PERMANENT WETLAND)	
TEMPORARY IMPACTS	

- # WETLAND DESIGNATION NUMBER
- # WETLAND IMPACT LOCATION
- PLANTING AREA
- TOB- TOP OF BANK
- OHW- ORDINARY HIGH WATER
- - - - CHANGE IN CLASSIFICATION
- FP100- 100 YEAR FLOOD PLAIN BOUNDARY

**Hoyle, Tanner & Associates, Inc.**

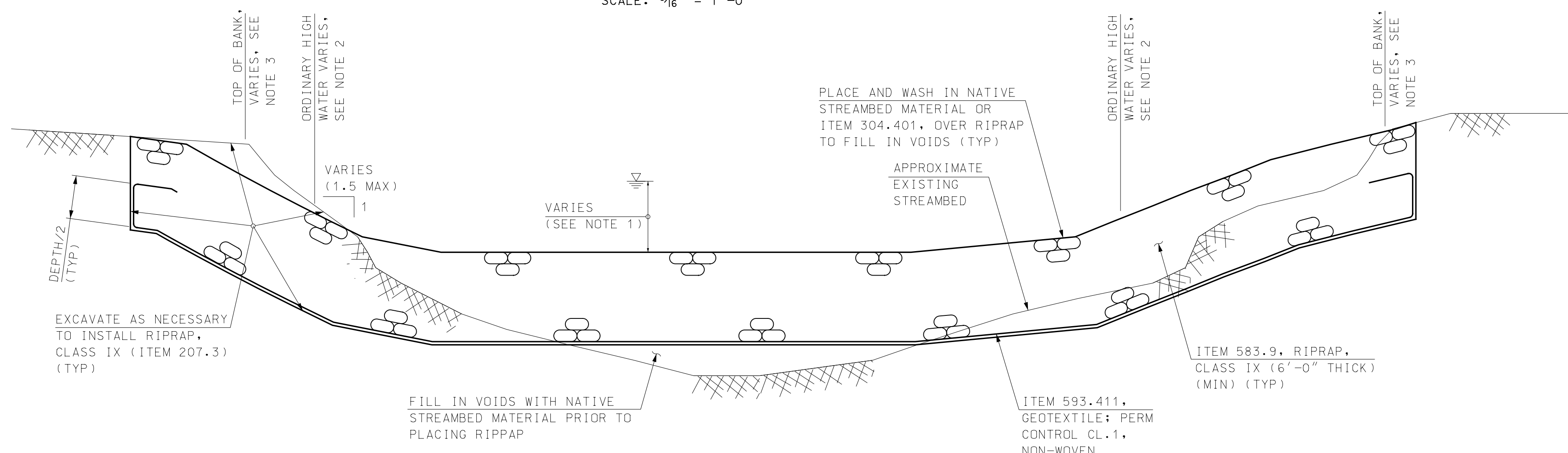
STATE OF NEW HAMPSHIRE							
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN							
TOWN	RUMNEY	BRIDGE NO.	105/063	STATE PROJECT	41915A		
LOCATION NH ROUTE 25 OVER HALLS BROOK							
WETLAND IMPACTS PLAN BR NO 105/063							BRIDGE SHEET
REVISIONS AFTER PROPOSAL							- OF -
DESIGNED	JAD/KMH	DATE	06/19	CHECKED	STJ	DATE	06/19
DRAWN	TAG	DATE	05/22	CHECKED	EGW	DATE	05/22
QUANTITIES	KMH	DATE	05/22	CHECKED	EGW	DATE	05/22
ISSUE DATE		FEDERAL PROJECT NO.		SHEET NO.	5	TOTAL SHEETS	7
REV. DATE							

HTA PROJECT NO.	MODEL	
092590_18	41915Wetplan 105_063	
SUBDIRECTORY	DGN LOCATOR	SHEET SCALE
41915A Wetplan 105_063		AS SHOWN



- NOTES**
1. NATIVE STREAMBED EXCAVATE MATERIAL SHALL BE STOCK PILED FOR RE-USE TO FILL IN RIPRAP VOIDS.
  2. WHERE NECESSARY, CONTRACTOR MAY SUPPLEMENT NATIVE STREAMBED MATERIAL WITH ITEM 304.401, CRUSHED STONE (FINE GRADATION) TO FILL VOIDS IN RIPRAP.
  3. WHERE NECESSARY, CONTRACTOR MAY SUPPLEMENT NATIVE STREAM BED MATERIAL WITH ITEM 304.7, STREAM LINING GRAVEL TO FILL IN SCOUR HOLE PRIOR TO PLACING RIPRAP.

**LONGITUDINAL SECTION**  
SCALE: 3/16" = 1'-0"



- NOTES**
1. APPROXIMATE 2-YEAR STORM EVENT WATER DEPTH:  
- 3.2' UPSTREAM  
- 7.0' DOWNSTREAM
  2. ORDINARY HIGH WATER ELEVATION:  
493' MINIMUM  
506' MAXIMUM
  3. BANK IMPACT ELEVATIONS:  
497' MINIMUM  
516' MAXIMUM
  4. SEE LONGITUDINAL SECTION NOTES 1, 2 AND 3.

**SECTION A-A**  
SCALE: 3/16" = 1'-0"

RIPRAP PARAMETERS									
RIPRAP CLASS AND SIZES			PERCENTAGE DISTRIBUTION OF PARTICLE SIZES BY VOLUME (CUBIC FT)				ALLOWABLE PARTICLE SIZE		
CLASS	NOMINAL SIZE (IN)	MAXIMUM SIZE (IN)	< 15%	15% - 85%	> 85%	MAXIMUM	MINIMUM	MAXIMUM	
IX	36	72	10	27	65	179	22.0	72.0	
V	18	36	1.3	3.5	8.5	22	11.0	36.0	



LOOKING DOWNSTREAM



DOWNSTREAM SCOUR HOLE



NORTHEAST WINGWALL

**NOTE**  
1. FOR LOCATION OF REFERENCE PHOTOS, SEE SHEET 5.

**Hoyle, Tanner & Associates, Inc.**

SUBDIRECTORY	.DGN LOCATOR	SHEET SCALE
	41915ADetls 105_063	AS SHOWN

STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN									
TOWN	RUMNEY	BRIDGE NO.	105/063	STATE PROJECT	41915A				
LOCATION NH ROUTE 25 OVER HALLS BROOK									
SCOUR TREATMENT DETAILS BR NO 105/063									
REVISIONS AFTER PROPOSAL		BY	DATE	CHECKED	BY	DATE	BRIDGE SHEET		
		JAD/KMH	06/19	STJ	06/19	- OF -			
		TAG	05/22	EGW	05/22	FILE NUMBER			
		KMH	05/22	EGW	05/22	136-3-1			
ISSUE DATE		FEDERAL PROJECT NO.		SHEET NO.	TOTAL SHEETS				
REV. DATE				6	7				

**LANDSCAPING NOTES:**

SCIENTIFIC NAME	COMMON NAME	QUANTITY	SIZE/TYPE	SPACING
ALNUS INCANA SSP. RUGOSE	SPECKLED ALDER	22	1-2" LS	2-3' APART

- EFFORT SHALL BE MADE TO USE NATIVE GROWN OR LOCALLY-SOURCED SPECIES WHERE AVAILABLE.
- SPECKLED ALDER LIVE STAKES WILL BE INSTALLED 2-3' APART IN A TRIANGULAR SPACING, APPROXIMATING 2-4 STAKES PER SQUARE YARD.
- NATIVE EXCAVATE FROM BANK AREAS, IF AVAILABLE, SHALL BE STOCKPILED AND RE-USED WHERE FEASIBLE IN PLANTING SITE PREPARATION TO AID IN GROWTH OF NATIVE VEGETATION.
- ONCE THE AREA HAS BEEN FULLY PLANTED THE UNDERSTORY SHALL BE SEEDED WITH ITEM 647.1 - HUMUS AND ITEM 646.31 - TURF ESTABLISHMENT WITH MULCH AND TACKIFIERS.
- SILKY DOGWOOD (CORNUS AMOMUM), WILLOW (SALIX SPP.) OR VIBURNUM LIVE STAKES MAY BE USED AS A REPLACEMENT FOR SPECKLED ALDER LIVE STAKES DEPENDING ON PRODUCT AVAILABILITY.
- TUBELINGS OR PLUGS MAY BE USED INSTEAD OF LIVE STAKES DEPENDING ON PRODUCT AVAILABILITY.

**LIVE STAKE PLANTING NOTES:**

- INSPECT PLANTS TO ENSURE THEY ARE IN GOOD CONDITION PRIOR TO PLANTING.
- STAKES SHOULD BE 1-2" IN DIAMETER AND 2-3' LONG.
- REMOVE ANY SIDE BRANCHES, LEAVING BARK INTACT.
- CUT THE BASAL ENDS AT AN ANGLE OR POINT FOR EACH INSERTION INTO SOIL. TOP SHOULD BE CUT SQUARE.
- INSTALL MATERIALS THE SAME DAY THEY ARE PREPARED.
- ORIENT BUDS UPWARD.
- USE IRON BAR OR POWER AUGER 1" DIAMETER TO MAKE PILOT HOLE - DO NOT TAMP IN LIVE STAKES UNLESS SOIL IS FIRST LOOSENED.
- INSTALL 2/3TH OF LENGTH OF LIVE STAKE INTO THE GROUND AND FIRMLY PACK SOIL AROUND STAKE.
- REMOVE AND REPLACE ANY STAKES THAT SPLIT DURING INSTALLATION.

**TUBELING/PLUG PLANTING NOTES:**

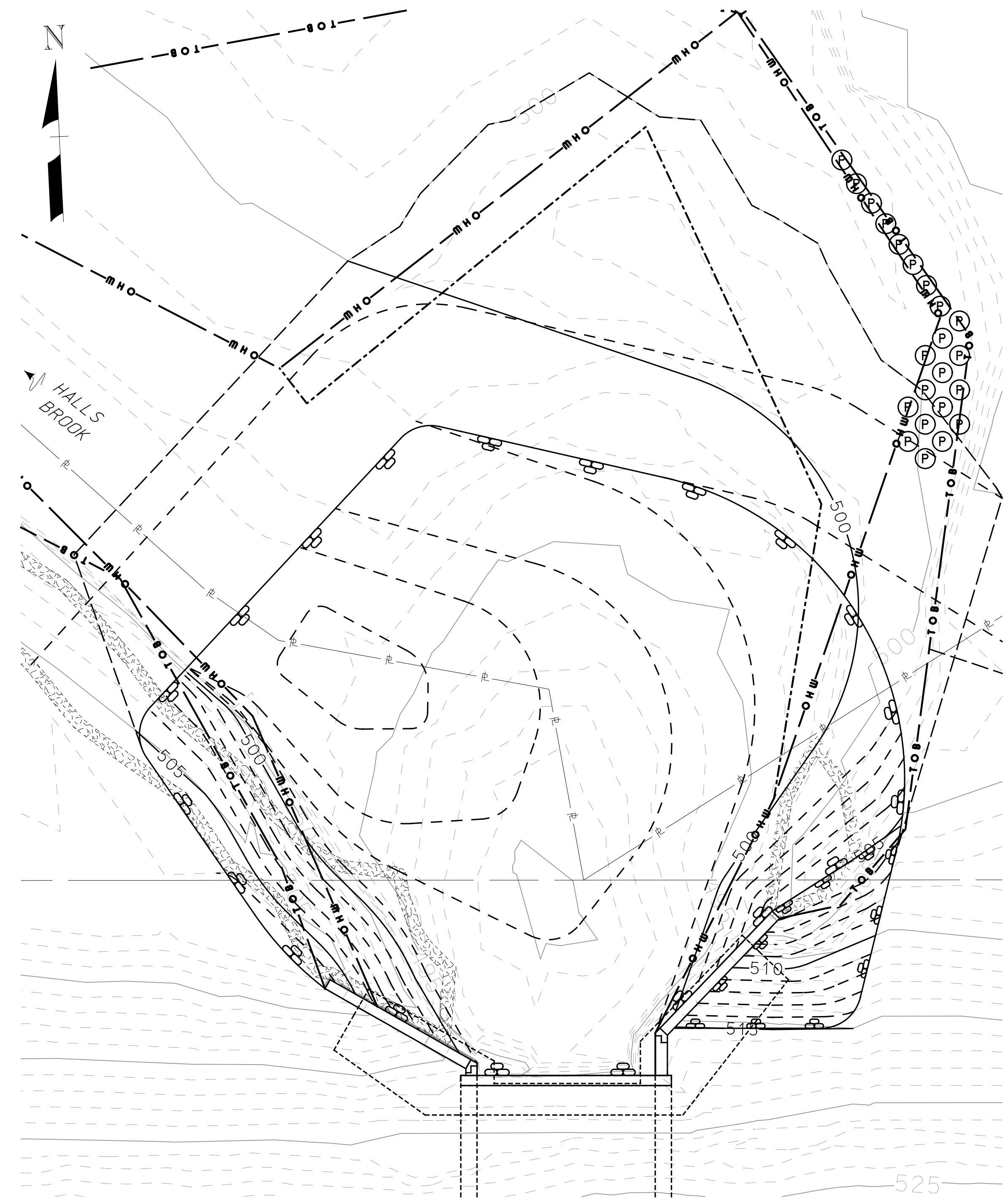
- INSPECT PLANTS TO ENSURE THEY ARE IN GOOD CONDITION PRIOR TO PLANTING.
- INSTALL MATERIALS THE SAME DAY THEY ARE PREPARED FOR PLANTING.
- PLANTS SHOULD HAVE BEEN PROPAGATED FOR A SUFFICIENT TIME AS TO DEVELOP ROOTS SUFFICIENT TO HOLD SOIL.
- PLANTS SHOULD BE BETWEEN 8-24" IN HEIGHT.
- EXCAVATE HOLE TWICE THE DIAMETER OF THE TUBELING/PLUG.
- REMOVE FROM CONTAINER.
- CENTER PLANT IN HOLE, INSTALL PLANT TO SUFFICIENT DEPTH THAT ROOT CROWN IS COVERED.
- REPLACE AND TAMP SOIL AS NEEDED TO STABILIZE PLANT.
- PLANTS TO BE 2-3' APART.

**SITE PREPARATION NOTES:**

- LOCATE STAGING AREAS OUTSIDE OF WORK AREAS TO THE EXTENT FEASIBLE.
- PLANTING SHOULD BE DONE DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED PRACTICES. PLANTS SHALL NOT BE INSTALLED IN FROZEN OR HIGH FLOW CONDITIONS.
- PLANTS SHALL NOT REMAIN ON-SITE AND UNPLANTED FOR LONGER THAN A THREE-DAY PERIOD AFTER DELIVERY.
- GRADE SITE FOR PLANTINGS AS NEEDED.
- PLACE PERMEABLE FABRIC LAYER OR NON-PLASTIC EROSION CONTROL MATTING, AS NEEDED, TO STABILIZE SLOPE DURING WORK (SUBSIDIARY TO PLANTINGS).
- MINIMIZE TRAVEL ACROSS, AND SUBSEQUENT COMPACTION OF, SOILS.
- INSTALL PLANTINGS TO FINISHED GRADE, APPLY ITEM 647.1 - AND ITEM 646.31 - TURF ESTABLISHMENT WITH MULCH AND TACKIFIERS.
- WATER BY FLOODING TWICE IN FIRST TWO HOURS AFTER PLANTING.
- RAISE AND REPLANT ANY PLANTS THAT SETTLE MORE THAN 3" AFTER PLANTING AND WATERING.

**MONITORING NOTES:**

- MONITORING OF THE PLANTING AREAS SHALL OCCUR TWICE DURING THE FIRST GROWING SEASON.
- PER ENV-WT 307.12, TEMPORARY IMPACT AREAS THAT ARE DISTURBED WILL BE PLANTED AS SHOWN WILL BE MONITORED TO CONFIRM AT LEAST 75% SUCCESSFUL ESTABLISHMENT OF WETLANDS VEGETATION AFTER 2 GROWING SEASONS AND NUISANCE SPECIES SHALL NOT INVADE AFTER 1 GROWING SEASON.

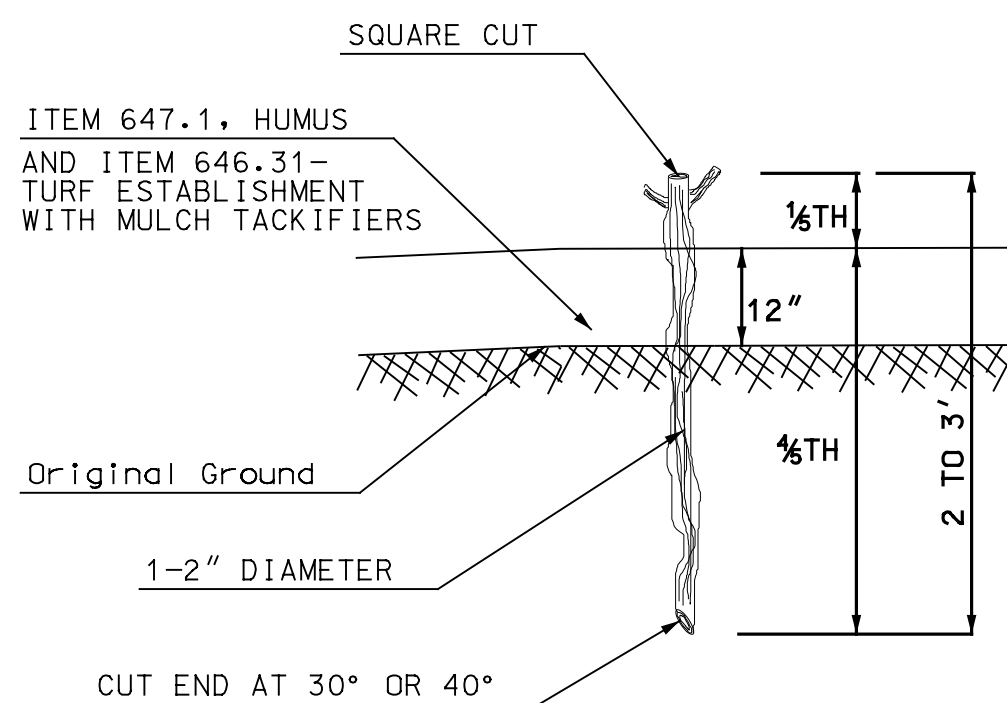


**DOWNSTREAM PLANTING**

SCALE: 1" = 10'

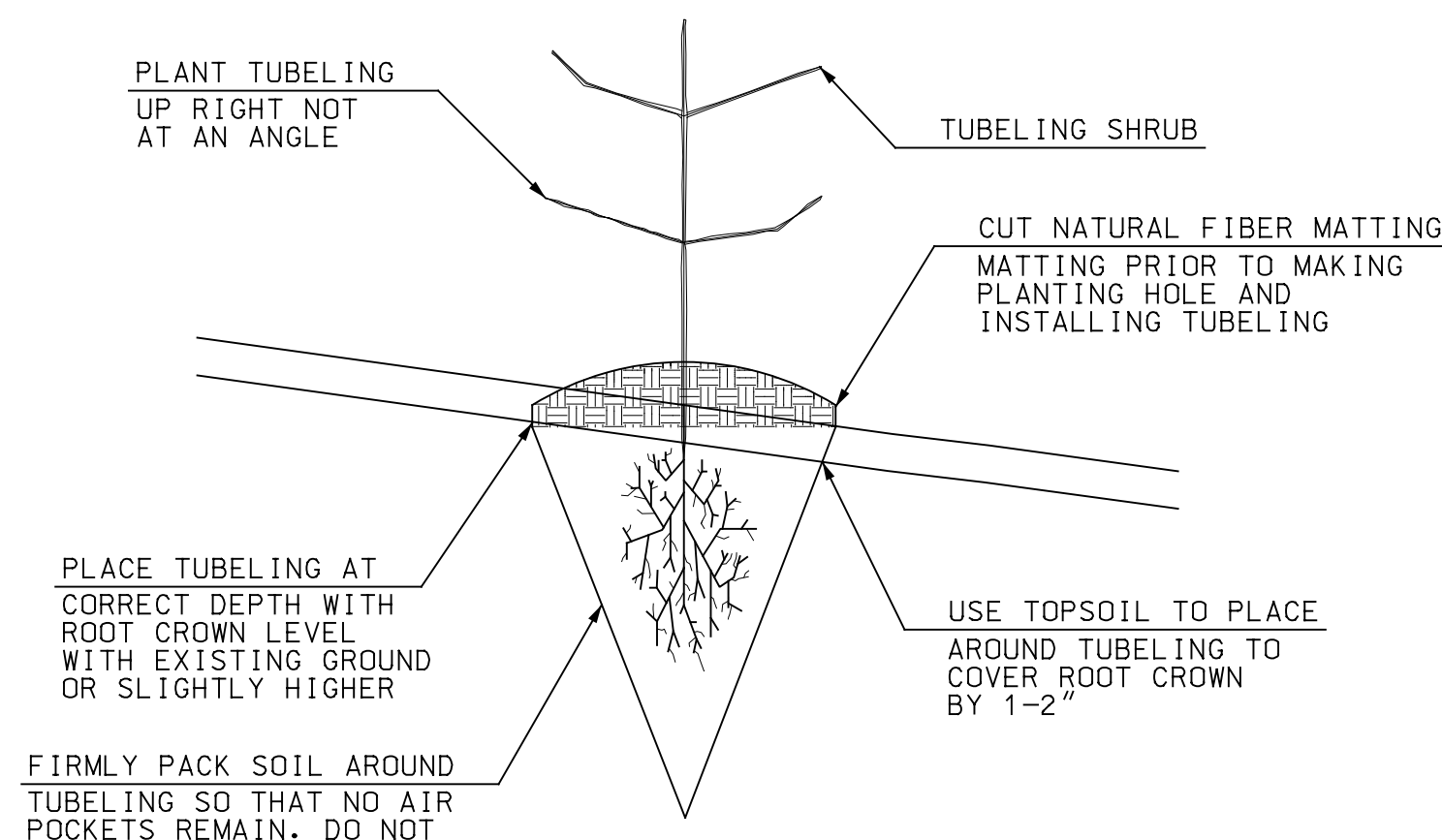
**LEGEND**

(P) LIVE STAKE OR TUBELING



**LIVE STAKE DETAIL**

NOT TO SCALE



**TUBELING DETAIL**

NOT TO SCALE

**Hoyle, Tanner & Associates, Inc.**

STATE OF NEW HAMPSHIRE														
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN														
TOWN	RUMNEY	BRIDGE NO.	105/063	STATE PROJECT	41915A									
LOCATION NH ROUTE 25 OVER HALLS BROOK						PLANTING PLAN BR NO 105/063		BRIDGE SHEET						
						DESIGNED	JAD/KMH	06/19	CHECKED	STJ	06/19	-	OF	-
						DRAWN	TAG	05/22	CHECKED	EGW	05/22	FILE NUMBER	136-3-1	
						QUANTITIES	KMH	05/22	CHECKED	EGW	05/22			
						ISSUE DATE		FEDERAL PROJECT NO.		SHEET NO.	7	TOTAL SHEETS		
						REV. DATE						7		

SUBDIRECTORY	.DGN LOCATOR	SHEET SCALE
092590_18	41915Plant	AS SHOWN
41915ADetls 105_063		