

Appendix A: Agency Correspondence

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From: [Laurin, Marc](#)
To: [Reczek, Jennifer](#); [Jamie Sikora](#); [Landry, Robert](#); [Scott, David](#); [Stephanie Dyer-Carroll](#); [James Murphy](#); [Dan Hageman](#)
Subject: FW: Seabrook-Hampton, 15904 - Environmental Assessment
Date: Wednesday, July 11, 2018 10:17:42 AM
Attachments: [Seabrook - Hampton Bridge.pdf](#)

FYI

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

From: Hicks, Michael C CIV USARMY CENAE (US) [<mailto:Michael.C.Hicks@usace.army.mil>]
Sent: Wednesday, July 11, 2018 10:03 AM
To: Laurin, Marc
Cc: O'Donnell, Edward G CIV USARMY CENAE (US); Hatfield, Christopher L CIV USARMY CENAE (US)
Subject: RE: Seabrook-Hampton, 15904 - Environmental Assessment

Mark,

Thanks for the heads up. This is a bridge project and the USCG will need to approve the bridge structure. Also, since it is near/over a Federal Project (see attached), you will need to send Navigation and/or Project Management a request for Section 408 Authorization (I am coping Ed and Chris). Our REG office will do the S. 404/10 evaluation. Also, is there Federal funding of this project, FHWA Lead.

Thanks,
Mike

Michael Hicks, PM
USACE, REG DIV., BR. C
978-318-8157

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

From: Laurin, Marc [<mailto:Marc.Laurin@dot.nh.gov>]
Sent: Tuesday, July 10, 2018 4:00 PM
To: Hicks, Michael C CIV USARMY CENAE (US) <Michael.C.Hicks@usace.army.mil>
Cc: Jamie Sikora <jamie.sikora@dot.gov>; Reczek, Jennifer <Jennifer.Reczek@dot.nh.gov>; James Murphy <James.Murphy@hdrinc.com>; Stephanie Dyer-Carroll <sdyer-carroll@fhiplan.com>; Dan Hageman <DHageman@fhiplan.com>
Subject: [Non-DoD Source] Seabrook-Hampton, 15904 - Environmental Assessment

Mike,

The NH Department of Transportation is in the process of gathering information on the environmental resources present to prepare an Environmental Assessment on the proposed rehabilitation or replacement of the NH Route 1A bridge over Hampton Harbor Inlet in Seabrook and Hampton, NH. We anticipate that we will be presenting the project at the August 2018 Natural Resource Agency meeting.

Attached is letter with further details on the project. I am also sending a similar letter, also attached, to Col. Conde by USPS as I do not have his email.

Please contact me if you have any questions.

Marc

From: [Edith Carson - NOAA Federal](#)
To: Marc.Laurin@dot.nh.gov
Cc: [Jamie Sikora](#); [Mike Johnson](#); [Reczek, Jennifer](#); [James Murphy](#); [Stephanie Dyer-Carroll](#); [Dan Hageman](#)
Subject: Re: Seabrook-Hampton, 15904 - Environmental Assessment
Date: Friday, July 13, 2018 11:37:00 AM

Mr. Laurin,

We received your email on July 10, 2018, regarding the proposed rehabilitation or replacement of the Neil R. Underwood Bridge (NHDOT No. 235/025) and associated roadway improvements. In your letter, you requested any information on the presence of threatened or endangered aquatic species under our jurisdiction. We offer the following comments.

Endangered Species Act

Sea Turtles

Four species of Endangered Species Act (ESA) listed threatened or endangered sea turtles under our jurisdiction are seasonally present in Hampton Harbor including its bays and tributaries: the threatened Northwest Atlantic Ocean distinct population segment (DPS) of loggerhead, the threatened North Atlantic DPS of green, and the endangered Kemp's ridley and leatherback sea turtles. Sea turtles typically occur along the New Hampshire coast from May to mid-November, with the highest concentration of sea turtles present from June through October.

Atlantic Sturgeon

Atlantic sturgeon are present in the waters of Hampton Harbor and its adjacent bays and tributaries. The New York Bight, Chesapeake Bay, South Atlantic and Carolina DPS of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. Adult and subadult Atlantic sturgeon originating from any of these DPS could occur in the proposed project area. As young remain in their natal river/estuary until approximately age 2, and early life stages are not tolerant of saline waters, no eggs, larvae, or juvenile Atlantic sturgeon will occur within the waters of Hampton Harbor and its adjacent bays and tributaries.

Shortnose Sturgeon

Shortnose sturgeon could be present in the waters of Hampton Harbor and could occur in their adjacent bays and tributaries. Shortnose sturgeon are listed as endangered throughout their range. As early life stages are not tolerant of saline waters, no eggs, larvae, or juvenile shortnose sturgeon will occur within the saline waters of Hampton Harbor and its adjacent bays and tributaries.

As project details develop, we recommend you consider the following effects of the project on sea turtles and sturgeon:

- For any impacts to habitat or conditions that temporarily render affected water bodies unsuitable for the above-mentioned species, consider the use of timing restrictions for in-water work.
- For activities that increase levels of suspended sediment, consider the use of silt management and/or soil erosion best practices (i.e., silt curtains and/or cofferdams).
- For pile driving or other activities that may affect underwater noise levels, consider the use of cushion blocks and other noise attenuating tools to avoid reaching noise levels that will cause injury or behavioral disturbance to sea turtles and sturgeon - see the table below for more information regarding noise criteria for injury/behavioral disturbance in sea turtles and sturgeon.

Organism	Injury	Behavioral Modification
Sturgeon	206 dB re 1 μ PaPeak and 187 dB cSEL	150 dB re 1 μ PaRMS
Sea Turtles	180 dB re 1 μ PaRMS	166 dB re 1 μ PaRMS

Depending on the amount and duration of work that takes place in the water, listed species of sea turtles and sturgeon may occur within the vicinity of your proposed project. The federal action agency will be responsible for determining whether the proposed action may affect listed species. If they determine that the proposed action may

affect a listed species, they should submit their determination of effects, along with justification and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Greater Atlantic Regional Fisheries Office, Protected Resources Division, 55 Great Republic Drive, Gloucester, MA 01930 or nmfs.gar.esa.section7@noaa.gov. Please be aware that we have recently provided on our website guidance and tools to assist action agencies with their description of the action and analysis of effects to support their determination. See - <http://www.greateratlantic.fisheries.noaa.gov/section7>. After receiving a complete, accurate comprehensive request for consultation, in accordance to the guidance and instructions on our website, we would then be able to conduct a consultation under section 7 of the ESA. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact me (978-282-8490; Edith.Carson@noaa.gov).

Essential Fish Habitat

In addition, we have received a request for information regarding an Essential Fish Habitat (EFH) consultation under the Magnuson-Stevens Fisheries Conservation and Management Act. The information in your letter for federally-managed species and their EFH appears to be correct. In addition, several other NOAA-trust resources are known to occur in the project area, including American lobster, shellfish (e.g., blue mussel, soft-shell clam), and diadromous fish (e.g., alewife, blueback herring, rainbow smelt, American eel, and striped bass). Some of these species are also prey for federally-managed species, and are therefore considered a component of the EFH for them. Therefore, adverse effects to the species and their habitats should be assessed in the EFH consultation.

An EFH assessment to evaluate the potential adverse effect on EFH for federally-managed species should be prepared and sent to Michael Johnson, Habitat Conservation Division. His contact information is mike.r.johnson@noaa.gov, 978-281-9130.

Thank you,

Edith

Edith Carson-Supino, M.Sc.

Section 7/Shortnose Sturgeon Fish Biologist

NOAA Fisheries

U.S. Department of Commerce

Greater Atlantic Regional Fisheries Office

Phone: 978-282-8490

edith.carson@noaa.gov

For ESA Section 7 guidance please see:

<https://www.greateratlantic.fisheries.noaa.gov/section7>



On Fri, Jul 13, 2018 at 10:32 AM, Edith Carson - NOAA Federal <edith.carson@noaa.gov> wrote:

Hi Marc,

Thank you for your request. I will review this and send you my comments shortly.

Thanks!

Edith

Edith Carson-Supino, M.Sc.

Section 7/Shortnose Sturgeon Fish Biologist

NOAA Fisheries

U.S. Department of Commerce

Greater Atlantic Regional Fisheries Office

Phone: 978-282-8490

edith.carson@noaa.gov

For ESA Section 7 guidance please see:

<https://www.greateratlantic.fisheries.noaa.gov/section7>



----- Forwarded message -----

From: **Laurin, Marc** <Marc.Laurin@dot.nh.gov>

Date: Tue, Jul 10, 2018 at 2:37 PM

Subject: Seabrook-Hampton, 15904 - Environmental Assessment

To: Max Tritt <max.tritt@noaa.gov>

Cc: Jamie Sikora <jamie.sikora@dot.gov>, Mike Johnson <Mike.R.Johnson@noaa.gov>,

"Reczek, Jennifer" <Jennifer.Reczek@dot.nh.gov>, James Murphy

<James.Murphy@hdrinc.com>, Stephanie Dyer-Carroll <sdyer-carroll@fhiplan.com>,

Dan Hageman <DHageman@fhiplan.com>

Max,

The NH Department of Transportation is in the process of gathering information on the environmental resources present to prepare an Environmental Assessment on the proposed rehabilitation or replacement of the US Route 1A bridge over Hampton Harbor Inlet in Seabrook and Hampton, NH.

Attached is letter with further details on the project. Your input on the resources of concern is much appreciated.

Please contact me if you have any questions.

Marc

From: [Odom, Matthew T LT](#)
To: [Laurin, Marc](#)
Cc: [Stieb, Jeffrey D CIV](#); [Bisignano, Christopher J CIV](#); [Rousseau, James L CIV](#); [Nichols, Robert F BOSN3](#); [Watts, Thomas F MSTC](#); [Jamie Sikora](#); Robert.Landry@dot.nh.gov; [Michael Hicks](#); [Reczek, Jennifer](#); [James Murphy](#); [Stephanie Dyer-Carroll](#); [Dan Hageman](#)
Subject: RE: Seabrook-Hampton, 15904
Date: Thursday, August 16, 2018 8:26:11 AM

Mr. Laurin,

Thank you for the opportunity to provide initial comments. I have been in contact with our District Bridge Branch, who are also in receipt of this letter; they intend on making contact with you and will reply to the letter. I will work closely with their office with regards to the potential navigation impact aspect of the project.

Looking forward to working with you.

Best Regards,

LT Matthew Odom
Sector Northern New England
Chief, Waterways Management Division
Office: (207) 347-5015
Mobile: (207) 899-6291

From: Laurin, Marc <Marc.Laurin@dot.nh.gov>
Sent: Wednesday, August 15, 2018 3:28 PM
To: Odom, Matthew T LT <Matthew.T.Odom@uscg.mil>
Cc: Stieb, Jeffrey D CIV <Jeffrey.D.Stieb@uscg.mil>; Bisignano, Christopher J CIV <Christopher.J.Bisignano@uscg.mil>; Rousseau, James L CIV <James.L.Rousseau2@uscg.mil>; Jamie Sikora <jamie.sikora@dot.gov>; Michael Hicks <Michael.C.Hicks@usace.army.mil>; Reczek, Jennifer <Jennifer.Reczek@dot.nh.gov>; James Murphy <James.Murphy@hdrinc.com>; Stephanie Dyer-Carroll <sdyer-carroll@fhiplan.com>; Dan Hageman <DHageman@fhiplan.com>
Subject: [Non-DoD Source] Seabrook-Hampton, 15904

Lt. Odom,

The NH Department of Transportation is in the process of gathering information on the environmental resources present to prepare an Environmental Assessment on the proposed rehabilitation or replacement of the US Route 1A bridge over Hampton Harbor Inlet in Seabrook and Hampton, NH.

Attached is a letter with further details on the project. Your initial comments on proposed project is much appreciated.

Please contact me if you have any questions.

Thank you,

Marc Laurin
Senior Environmental Manager
Bureau of Environment
NH Department of Transportation
(603) 271-4044

From: [Stephanie Dyer-Carroll](mailto:Stephanie.Dyer-Carroll)
To: [Stephanie Dyer-Carroll](mailto:Stephanie.Dyer-Carroll)
Subject: FW: NH Route 1A bridge over Hampton River - Seabrook-Hampton, 15904
Date: Friday, March 8, 2019 9:19:41 AM

From: vonOettingen, Susi [mailto:susi_vonoettingen@fws.gov]
Sent: Friday, February 15, 2019 9:43 AM
To: Laurin, Marc
Cc: Clifford, Brendan
Subject: NH Route 1A bridge over Hampton River

Good morning, Marc,

I am writing in response to your January 22, 2019 letter requesting comments and/or information regarding federally listed species that are in the vicinity of the proposed replacement of the Route 1A bridge over the Hampton River in Hampton and Seabrook, New Hampshire (Project). At this time, I understand that the project is in a preliminary design phase and you are asking for general comments regarding listed species.

The New Hampshire Department of Transportation (NHDOT) identified four federally listed species as potentially being present in the vicinity of the project. I agree, that the northern long-eared bat will not be affected based on the information provided in your letter - specifically a lack of foraging or roosting habitat, including the lack of evidence that bats might have been roosting in the bridge. Therefore, no further consultation will be needed for this species if NHDOT (or Federal Highways) concludes that the species will not be affected.

Red knots and roseate terns could forage within the project area, as stated in your letter. Red knots forage on exposed intertidal mud and sand flats, and roost on beach berms, dunes and in salt marshes. To date, there is little evidence that other than lower numbers of migrating red knots are found in the project area. Roseate terns forage in shallow waters when prey is available and have been observed in the project area, either during the breeding season (since Seavey Island is a known breeding colony) or during the staging season.

Piping plovers periodically nest west of the bridge when sufficient nesting habitat is available. This species could be affected by changes to the habitat during construction, or by noise and vibrations from construction activities. In order to avoid adverse effects, we recommend a time of year restriction for construction. Work involving vibrations, noise, mechanical equipment on the beach or other activities that would prevent plovers from establishing territories and nesting, that would disrupt foraging, or otherwise prevent plovers from feeding, breeding or roosting, should occur outside of the plover season, that being April 1 through August 31. There may be instances when construction may occur into April, if a) plovers have not returned to the site or b) are located at a sufficient distance to avoid being disturbed. We can discuss this situation and monitoring and managing requirements as the project design nears finalization.

If you have any questions, please call me at 603-227-6418 or email me. Thank you for your cooperation.

Sincerely,

Susi von Oettingen

Susi von Oettingen
Endangered Species Biologist
New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301
(W) 603-227-6418
(Fax) 603-223-0104

www.fws.gov/newengland



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: 136-15061265

January 30, 2019

Subject: Consistency letter for the 'NH Route 1A Bridge over the Hampton River (Seabrook-Hampton Bridge), NHDOT Project No. 15904' project (TAILS 05E1NE00-2018-R-2211) 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 dated to verify that the NH Route 1A Bridge over the Hampton River (Seabrook-Hampton Bridge), NHDOT Project No. 15904 (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 will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, no consultation is required for these two species.

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 for the Proposed Action accordingly.

The following species may occur in your project area and are not covered by this determination:

- Red Knot, *Calidris canutus rufa* (Threatened)
-

Project Description

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

Name

NH Route 1A Bridge over the Hampton River (Seabrook-Hampton Bridge), NHDOT Project No. 15904

Description

The project entails the rehabilitation or replacement of the Neil R. Underwood Bridge (NHDOT No. 235/025) and associated roadway improvements. An Environmental Assessment is currently being prepared for the project.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife 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 these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answer ed

No

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answer ed

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are all project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include any activities that are greater than 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include any activities within 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located within a karst area?

No

8. Is there any suitable^[1] summer habitat for Indiana Bat or NLEB within the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

11. Does the project include slash pile burning?

No

12. Does the project include any bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

Yes

13. Is there any suitable habitat^[1] for Indiana bat or NLEB within 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

No

14. Does the project include the removal, replacement, and/or maintenance of any structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

Yes

15. Is there any suitable habitat^[1] for Indiana bat or NLEB within 1,000 feet of the structure? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

No

16. Will the project involve the use of temporary lighting during the active season?

Yes

17. Is there any suitable habitat within 1,000 feet of the location(s) where temporary lighting will be used?

No

18. Will the project install new or replace existing permanent lighting?

Yes

19. Is there any suitable habitat within 1,000 feet of the location(s) where permanent lighting will be installed or replaced?

No

20. Are all project activities that are not associated with habitat removal, tree removal/trimming, bridge or structure removal, replacement, and/or maintenance, lighting, or use of percussives, limited to actions that DO NOT cause any stressors to the bat species, including as described in the BA/BO (i.e. activities that do not involve ground disturbance, percussive noise, temporary or permanent lighting, tree removal/trimming, nor bridge/structure activities)?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

21. Will the project raise the road profile above the tree canopy?

No

22. Is the location of this project consistent with a No Effect determination in this key?

Automatically answer ed

Yes, because the project action area is outside of suitable Indiana bat and/or NLEB summer habitat

23. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answer ed

Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

24. Is the structure removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answer ed

Yes, because the structure is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

25. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

Automatically answer ed

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

26. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answer ed

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on March 16, 2018. 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 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.



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:

March 09, 2021

Consultation Code: 05E1NE00-2018-SLI-2211

Event Code: 05E1NE00-2021-E-05392

Project Name: NH Route 1A Bridge over the Hampton River (Seabrook-Hampton Bridge),
NHDOT Project No. 15904

Subject: Updated 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:

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

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

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

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

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

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

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

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

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

Project Summary

Consultation Code: 05E1NE00-2018-SLI-2211

Event Code: 05E1NE00-2021-E-05392

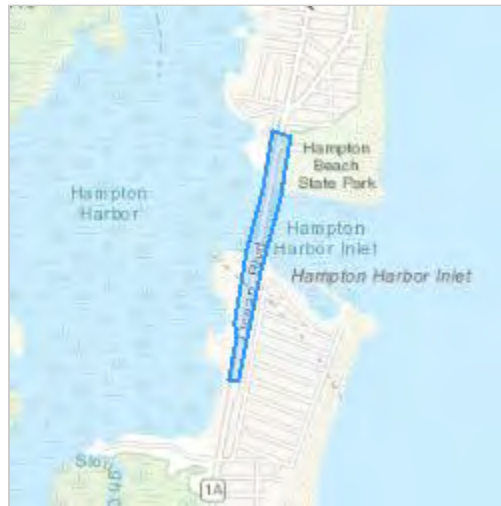
Project Name: NH Route 1A Bridge over the Hampton River (Seabrook-Hampton Bridge), NHDOT Project No. 15904

Project Type: TRANSPORTATION

Project Description: The project entails the rehabilitation or replacement of the Neil R. Underwood Bridge (NHDOT No. 235/025) and associated roadway improvements. An Environmental Assessment is currently being prepared for the project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.89483705637417,-70.81698462683369,14z>



Counties: Rockingham County, New Hampshire

Endangered Species Act Species

There is a total of 3 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 Fisheries¹, 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.

-
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: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Critical habitats

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

CONFIDENTIAL – NH Dept. of Environmental Services review

Memo



NH Natural Heritage Bureau
NHB Datacheck Results Letter

To: Susan Bemis, Fitzgerald & Halliday
11 Hanover Square
3rd Floor
New York, NY 10005

From: Amy Lamb, NH Natural Heritage Bureau

Date: 12/24/2020 (valid for one year from this date)

Re: Review by NH Natural Heritage Bureau

NHB File ID: NHB20-3664

Town: Hampton and Seabrook

Location: Tax Maps: New Hampshire Route 1A
Bridge Over the Hampton River (Neil
R. Underwood Bridge)

Description: The project entails the replacement of the Neil R. Underwood Bridge and associated roadway improvements (NHDOT No. 235/025). An Environmental Assessment is currently being prepared for the project. DataCheck previously submitted for the project in June 2018; resubmitting due to the passage of time.

cc: Kim Tuttle

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

Comments: Please continue to coordinate with NHB and the NH Fish & Game Department to address rare species and exemplary natural community impacts.

Natural Community	State¹	Federal	Notes
Beach grass grassland	--	--	Dune communities are sensitive to trampling or recreational use that harms the vegetation, since plants growing in the sand serve a critical function in anchoring it in place.
Intertidal flat*	--	--	Threats to these communities are primarily alterations to the hydrology of the wetland (such as ditching or tidal restrictions that might affect the sheet flow of tidal waters across the intertidal flat) and increased input of nutrients and pollutants in storm runoff.
Subtidal system	--	--	Threats to these communities are primarily alterations to the hydrology of the wetland (such as alterations that might affect the sheet flow of tidal waters across the intertidal flat) and increased input of nutrients and pollutants in storm runoff.
Plant species	State¹	Federal	Notes
field wormwood (<i>Artemisia campestris ssp.</i>)	E	--	This species grows in dry dune systems and is sensitive to disturbances that eliminate

CONFIDENTIAL – NH Dept. of Environmental Services review

Memo



NH Natural Heritage Bureau NHB Datacheck Results Letter

<i>caudata</i>)				its habitat or disturb the natural dynamics of the dune area.
Gray's umbrella sedge (<i>Cyperus grayi</i>)	E	--		This species grows in sandplains and disturbed openings, and is sensitive to disturbances that eliminate its habitat.
hairy hudsonia (<i>Hudsonia tomentosa</i>)	T	--		This species requires periodic disturbance to its habitat (disturbed openings, river and streambanks). However, existing plants are very sensitive to trampling when growing on open sand.
long-spined sandbur (<i>Cenchrus longispinus</i>)	E	--		This species grows in sandplains and disturbed openings, and is sensitive to disturbances that eliminate its habitat.
sand dropseed (<i>Sporobolus cryptandrus</i>)*	E	--		This species grows in dry dune systems and is sensitive to disturbances that eliminate its habitat or disturb the natural dynamics of the dune area.
seaside threeawn (<i>Aristida tuberculosa</i>)	E	--		This species grows in dry dune systems and is sensitive to disturbances that eliminate its habitat or disturb the natural dynamics of the dune area.

Vertebrate species

	State ¹	Federal	Notes
Least Tern (<i>Sterna antillarum</i>)	E	--	Contact the NH Fish & Game Dept (see below).
Piping Plover (<i>Charadrius melodus</i>)	E	T	Contact the NH Fish & Game Dept and the US Fish & Wildlife Service (see below).

¹Codes: "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.

Contact for all animal reviews: Kim Tuttle, NH F&G, (603) 271-6544.

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.

From: [Laurin, Marc](#)
To: [Stephanie Dyer-Carroll](#)
Subject: FW: Seabrook-Hampton, 15904 - LCHIP Properties NHDOT review
Date: Tuesday, February 16, 2021 9:23:47 AM

Stephanie,

FYI for inclusion in the document agency coordination appendix.

Marc

From: Paula Bellemore <pbellemore@lchip.org>
Sent: Monday, February 15, 2021 10:14 AM
To: Laurin, Marc <marc.g.laurin@dot.nh.gov>
Subject: RE: Seabrook-Hampton, 15904 - LCHIP Properties NHDOT review

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Marc,

LCHIP has not assisted in the conservation or preservation of historical, natural, or cultural resources in the project area described.

In the future, a GIS package labeled with the project name/number and suitable for uploading in GRANITView should be submitted with each request. You can expect the review to take up to 30 days, depending on when the request is submitted as I review transportation project requests once a month, generally on or about the 15th.

All that said, in a pinch, I am always happy to help out – just let me know you need a rush, preferably in the subject line of your email, or give me a call.

Best,

Paula Bellemore
Natural Resource Specialist
603-325-2253

Land and Community Heritage Investment Program
3 North Spring St., Suite 100
Concord, NH 03301

Learn more at LCHIP.org

From: Laurin, Marc <marc.g.laurin@dot.nh.gov>
Sent: Thursday, January 21, 2021 1:33 PM
To: Paula Bellemore <pbellemore@lchip.org>
Cc: Stephanie Dyer-Carroll <sdyer-carroll@fhiplan.com>; Reczek, Jennifer

<Jennifer.E.Reczek@dot.nh.gov>; Roch Larochele <Roch.Larochele@hdrinc.com>

Subject: Seabrook-Hampton, 15904 - LCHIP Properties NHDOT review

Paula,

An Environmental Assessment is currently being prepared for the project, which is in the towns of Seabrook and Hampton, in Rockingham County (see attached map) for the replacement of the NH Route 1A bridge over the Hampton Harbor Inlet.

The Neil R. Underwood Bridge is approximately 1,199 feet long by 33 feet wide and it spans the Hampton River at the inlet to Hampton Harbor. The Hampton and Blackwater Rivers, as well as Hampton Harbor, lie to the west of the bridge. The Atlantic Ocean lies to the east of the bridge. To the north and south are residential, recreational, and tourism-based development, including the Hampton Beach State Park, which is located north of and on the east side of the bridge, the Hampton State Pier, and the Hampton-Seabrook Dunes Wildlife Management Area (also referred to as the Former Barge Facility and the Hampton Harbor Wildlife Management Area). Hampton Beach State Park is managed by the New Hampshire Division of Parks and Recreation. The Hampton-Seabrook Wildlife Management Area was transferred from NHDOT to the NHFGD and NHDNCR in 1988 with the provision that should the land be needed for highway purposes; it would revert to NHDOT.

The Neil R. Underwood Bridge carries up to 18,000 vehicles per day during peak times. The bridge is structurally deficient and functionally obsolete, and is on the “red-list” for NHDOT, which outlines bridge structures that are a priority for the state to address. There have been numerous efforts to repair and rehabilitate the bridge over its life, with recent repairs including a deck replacement in 2010 and emergency repairs to the bascule span mechanical system in 2018.

Please review and confirm there are no LCHIP properties in the vicinity of the Hampton Harbor Bridge Project. Contact me if you have any questions.

Thanks,

Marc

From: [Laurin, Marc](#)
To: [Stephanie Dyer-Carroll](#)
Cc: [Reczek, Jennifer](#); [Roch Larochelle](#)
Subject: FW: Seabrook-Hampton, 15904 - LCIP Properties
Date: Friday, January 22, 2021 7:16:45 AM

FYI

From: Walker, Steve <stephen.g.walker@osi.nh.gov>
Sent: Thursday, January 21, 2021 6:23 PM
To: Laurin, Marc <marc.g.laurin@dot.nh.gov>
Subject: RE: Seabrook-Hampton, 15904 - LCIP Properties

Hi Marc, No LCIP properties in the project area. Thanks steve

From: Laurin, Marc <marc.g.laurin@dot.nh.gov>
Sent: Thursday, January 21, 2021 1:33 PM
To: Walker, Steve <stephen.g.walker@osi.nh.gov>
Cc: Stephanie Dyer-Carroll <sdyer-carroll@fhiplan.com>; Reczek, Jennifer <Jennifer.E.Reczek@dot.nh.gov>; Roch Larochelle <Roch.Larochelle@hdrinc.com>
Subject: Seabrook-Hampton, 15904 - LCIP Properties

Steve,

An Environmental Assessment is currently being prepared for the project, which is in the towns of Seabrook and Hampton, in Rockingham County (see attached map) for the replacement of the NH Route 1A bridge over the Hampton Harbor Inlet.

The Neil R. Underwood Bridge is approximately 1,199 feet long by 33 feet wide and it spans the Hampton River at the inlet to Hampton Harbor. The Hampton and Blackwater Rivers, as well as Hampton Harbor, lie to the west of the bridge. The Atlantic Ocean lies to the east of the bridge. To the north and south are residential, recreational, and tourism-based development, including the Hampton Beach State Park, which is located north of and on the east side of the bridge, the Hampton State Pier, and the Hampton-Seabrook Dunes Wildlife Management Area (also referred to as the Former Barge Facility and the Hampton Harbor Wildlife Management Area). Hampton Beach State Park is managed by the New Hampshire Division of Parks and Recreation. The Hampton-Seabrook Wildlife Management Area was transferred from NHDOT to the NHFGD and NHDNCR in 1988 with the provision that should the land be needed for highway purposes; it would revert to NHDOT.

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Please review and confirm there are no LCIP properties in the vicinity of the Hampton Harbor Bridge Project. Contact me if you have any questions.

Thanks,

Marc

Please mail 2 copies of the completed form and required material to:

Cultural Resources Staff
Bureau of Environment
NH Department of Transportation
7 Hazen Drive
Concord, NH 03302

RECEIVED
JUN 28 2018

DHR Use Only	
R&C #	9859
Log In Date	___/___/___
Response Date	___/___/___
Sent Date	___/___/___

**Request for Project Review by the
New Hampshire Division of Historical Resources
for Transportation Projects**

- This is a new submittal.
- This is additional information relating to DHR Review and Compliance (R&C)#:

GENERAL PROJECT INFORMATION	
DOT Project Name & Number	Seabrook-Hampton 15904
Brief Descriptive Project Title	Neil R. Underwood Bridge Project
Project Location	NH Route 1A
City/Town	Seabrook and Hampton, Rockingham Co.
Lead Federal Agency and Contact (if applicable)	Federal Highway Administration (Agency providing funds, licenses, or permits)
	Permit Type and Permit or Job Reference # X-A001(026)
DOT Environmental Manager (if applicable)	Marc Laurin
PROJECT SPONSOR INFORMATION	
Project Sponsor Name	New Hampshire Department of Transportation
Mailing Address	PO Box 483/7 Hazen Drive
Phone Number	603-271-7968
City	Concord
State	NH
Zip	03302-048
Email	marc.laurin@dot.nh.gov
CONTACT PERSON TO RECEIVE RESPONSE	
Name/Company	Marc Laurin, NHDOT
Mailing Address	PO Box 483/7 Hazen Drive
Phone Number	603-271-7968
City	Concord
State	NH
Zip	03302-048
Email	marc.laurin@dot.nh.gov

This form is updated periodically. Please download the current form at <http://www.nh.gov/nhdhr/review>. Please refer to the Request for Project Review for Transportation Projects Instructions for direction on completing this form. Submit 2 copies of this project review form for each project for which review is requested. Include 1 self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, additional information will be needed to complete the Section 106 review. All items and supporting documentation submitted with a review request, including photographs and publications, will be retained by the DOT and the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process and the DHR's role in it, please visit our website at: <http://www.nh.gov/nhdhr/review> or contact the R&C Specialist at christina.st.louis@nh.gov or 603.271.3558.

PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION

9859

Project Boundaries and Description

- Attach the relevant portion of a 7.5' USGS Map (photocopied or computer-generated) *indicating the proposed area of potential effect (APE)*. (See RPR for Transportation Projects Instructions and R&C FAQs for guidance. Note that the APE is subject to approval by lead federal agency and SHPO.)
- Attach a detailed narrative description of the proposed project.
- Attach current engineering plans with tax parcel, landscape, and building references, and areas of proposed excavation, if available.
- Attach photos of the project area/APE with mapped photo key (overview of project location and area adjacent to project location, and specific areas of proposed impacts and disturbances.) (Blank photo logs are available on the DHR website. Informative photo captions can be used in place of a photo log.)
- A DHR file review must be conducted to identify properties within or adjacent to the APE. Provide file review results in Table 1. (Blank table forms are available on the DHR website.)
File review conducted on 06/16/2018.*

*The DHR recommends that all survey/National Register nomination forms and their Determination of Eligibility (green) sheets are copied for your use in project development.

Architecture

Are there any buildings, structures (bridges, walls, culverts, etc.) objects, districts or landscapes within the APE? Yes No

If no, skip to Archaeology section. If yes, submit all of the following information:

- Attach completed Table 2.
- Photographs of *each* resource or streetscape located within the APE. Add to the mapped photo key and photo log noted above. (Digital photographs are accepted. All photographs must be clear, crisp and focused.)
- Copies of National Register boundary (listed or eligible) mapping, and add National Register boundaries for listed and eligible properties to the 7.5' USGS project map (if applicable).

Archaeology

Does the proposed undertaking involve ground-disturbing activity? Yes No

If yes, submit all of the following information:

- Description of current and previous land use and disturbances.
- Available information concerning known or suspected archaeological resources within the project area (such as cellar holes, wells, foundations, dams, etc.)

Please note that for many projects an architectural and/or archaeological survey or other additional information may be needed to complete the Section 106 process.

AGENCY COMMENT

This Space for DOT and Division of Historical Resources Use Only

Sent to DHR; Authorized DOT Signature: Jill Edles Date: 6/28/2018

- Insufficient information to initiate review.
- Additional information is needed in order to complete review.

Comments: More information, particularly on proposed ground disturbance (including river bottom) should be provided for each alternative. Has any remote sensing of Hampton River been completed?

Above-ground: Note that the Hampton Beach Area Form (2009) is a Proj. Area Form w/ recommendations for survey, not NR Eligibility determinations. Consult w/ DOT per conversation w/ Jill E. on 6/28 that a Proj. Area Form be prepared for the current project's APE encompassing visual & direct effects. Suggest preparing a NH Individual Inventory Form for the Underwood Bridge culvert w/ PAF.

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation. Commence reaching out to potential Sect. Consulting Parties, which may result in add'l participants aside from PAC.

Authorized DHR Signature: Laura Black Date: July 11, 2018

06

Appendix B: Environmental Justice Analysis

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**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL JUSTICE ANALYSIS
INTER-OFFICE COMMUNICATION**

DATE: February 9, 2021
FROM: Ramsay Dean, Title VI Specialist
TO: Marc Laurin, Bureau of Environment
RE: Environmental Justice Population Analysis, Project: **Seabrook-Hampton 15094**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled “EJ Population Analysis” shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

Please note that US Census Bureau, American Community Survey (ACS) 2014-2018 data is used to provide to an EJ Population analysis for the project. If you have questions regarding this analysis, please contact me @ 603-271-3735.

Encls: EJ Population Analysis Supportive Documentation

cc: K. Nyhan – Bureau of Environment
T. Reynolds – Bureau of Highway Design
P. Coddington, Bureau of Right-of-Way
J. Reczek - Bureau of Highway Design
R. Crickard – Bureau of Environment

EJ Population Analysis for Project: Seabrook-Hampton 15094

STUDY AREA	AVG % Minority Population	AVG% Elderly Population	AVG% LEP	AVG % Low-income Population
Replacement of Neil Underwood Bridge (over Hampton Harbor Inlet in Seabrook and Hampton) 1 mile radius	5.79%	25.66%	0.00%	15.80%
Surrounding Area – 3 mile radius of project area	4.16%	21.86%	0.06%	14.05%
<p>REMARKS:</p> <p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>** Low-income population for this analysis is defined as household income of less than \$25,000.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well (as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% (or 1,000 people) of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Specialist for further assistance.</p>				

Impacted Area: The impacted area was defined by the project limits and a 1-mile radius the immediate vicinity.

Surrounding Area: The surrounding area was defined by a 3-mile radius (excluding the impact area) of the project area.

Special Considerations: Special consideration should be given to any project features that affect pedestrian accessibility. This project constitutes an alteration in accordance with Title II of the Americans with Disabilities Act. As such, minimum ADAAG accessibility requirements apply, unless deemed technically infeasible. ADAAG was adopted as the 2010 Standards for Accessible Design on July 23, 2010 by the DOJ:

<http://www.ada.gov/reg3a.html#Anchor-Appendix-52467>

For more information, I have provided a link to the Draft Public Rights-of-Way Guidelines (PROWAG). The Draft PROWAG (Revised Draft Guidelines for Accessible Public Rights-of-Way) was released in November 2005 and has not been adopted by DOJ or FHWA. In 2006, FHWA issued a statement that the Draft PROWAG is to be considered best practice for making public rights-of-way accessible:

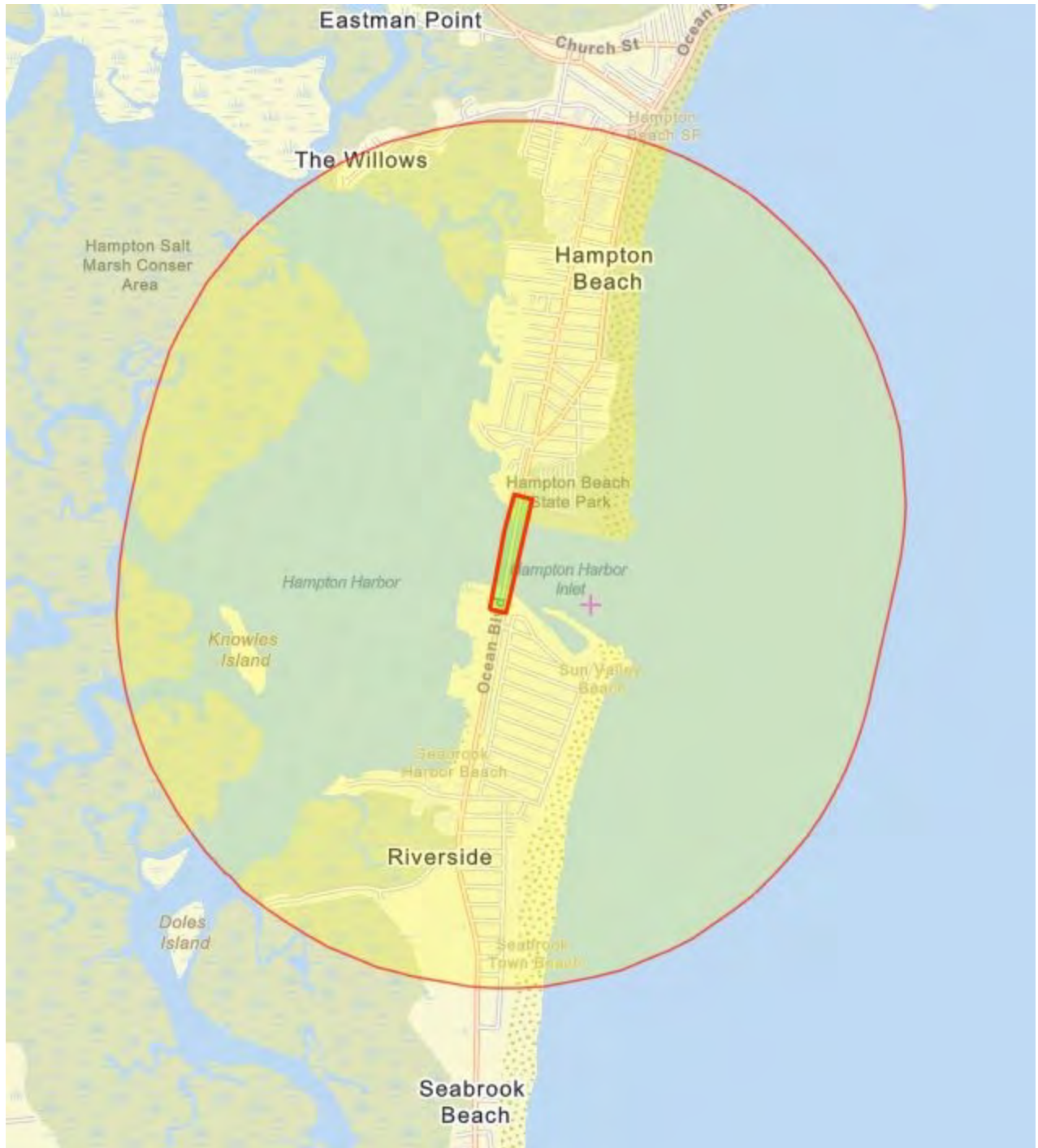
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/revised-draft-guidelines>

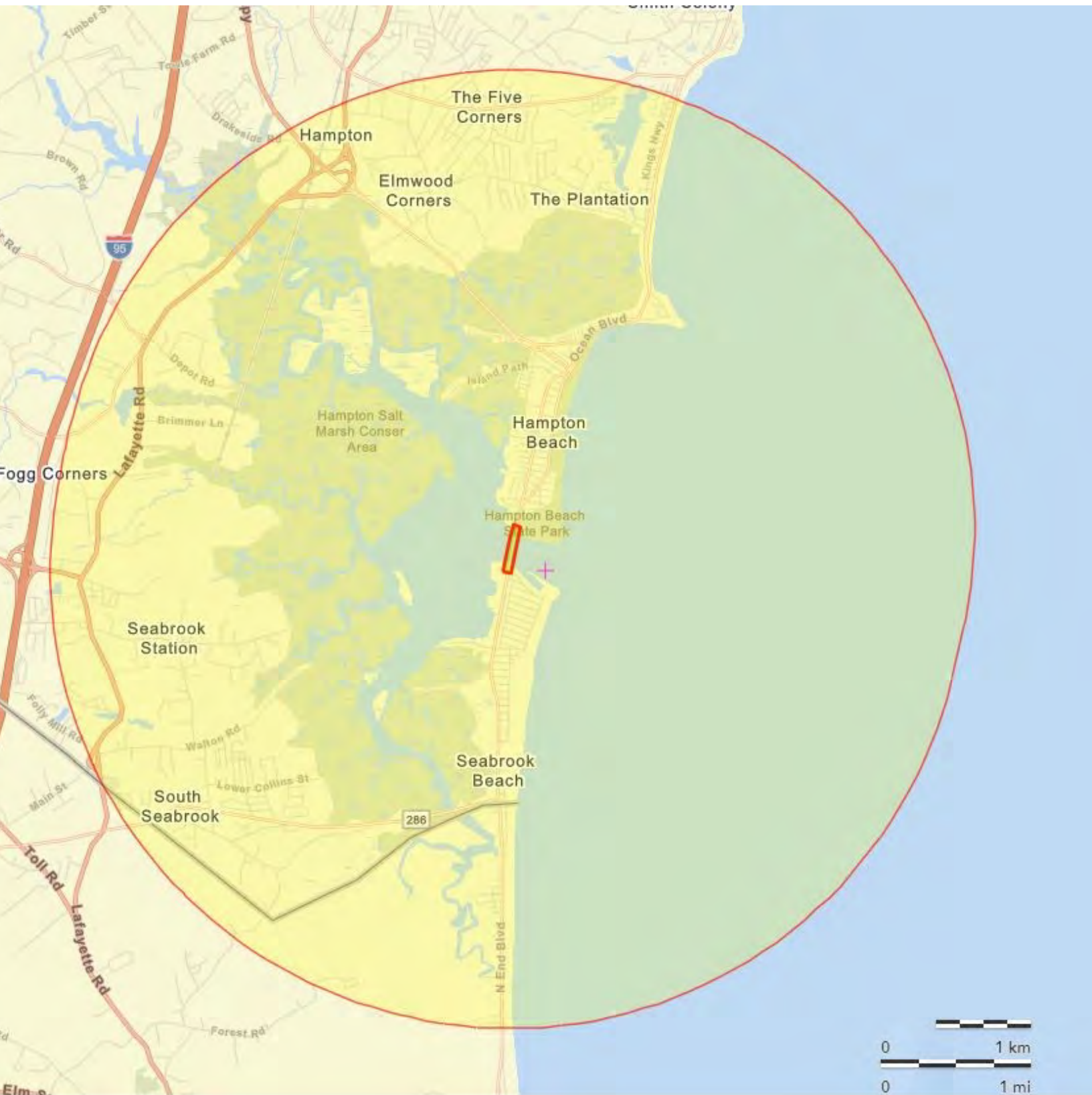
The Draft PROWAG includes specifications for detectable warnings and gives detailed information regarding their installation on curb ramps and on blended curbs, including at street corners, at cut-through islands and medians, and in front of buildings. It also has sections on accessible pedestrian signals (APS), roundabouts, channelized turn lanes, protruding objects, channelizing devices and barriers, and tactile and print signs.

Outreach Recommendations: The data used in this analysis shows a high percentage of elderly and low-income population in the impacted and surrounding area. Please refer to figures in Bold from the table above. Below is the contact information for community outreach. These contacts should be included in your notification list for the project.

Agency/Organization/Resident	Address	Telephone Number	Email
Hampton Town Hall	100 Winnacunnet Rd., Hampton, NH 03842	603-926-6766	N/A
Seabrook Town Hall	99 Lafayette Rd., Seabrook, NH 03874	603-474-3311	N/A
Hobbs House Help Center	200 High St., Hampton, NH 03842	603-926-4936	N/A
Seabrook Community Center	311 Lafayette Rd., Seabrook, NH 03874	603-474-5746	N/A
SOS Recovery Community Center	1 Lafayette Rd., Bldg. 1, Hampton, NH 03842	603-841-2350 Ext. 3	N/A
Lane Memorial Library	2 Academy Ave., Hampton, NH 03842	603-926-3368	N/A
Hampton Falls Free Library	7 Drinkwater Rd., Hampton Falls, NH 03844	603-926-3682	N/A
Seabrook Library	25 Liberty Ln., Seabrook, NH 03874	603-474-2044	N/A
Dearborn House	7 Dearborn Ave., Hampton, NH 03842	603-926-0278	N/A
Transportation Assistance for Seacoast Citizens	200 High St., Hampton, NH 03842	603-926-9026	coordinator@tasc-rides.org

Seacoast Senior Resources	9 Alexis Ln., Hampton Falls, NH 03844	603-498-1210	seacoastseniorresources@comcast.net
Assisted Living Center – Salisbury	19 Beach Road, Salisbury, MA 01952	978-463-9809	tom@assistedlivingcenter.org
Seabrook Housing Authority	81 Railroad Ave #42, Seabrook, NH 03874		N/A
Community Home Solutions	68 Lafayette Rd., Seabrook, NH 03874	603-944-0263	N/A
Governor Weare Apartments	689 Lafayette Rd., Seabrook, NH 03874	603-474-3113	N/A
Rockingham Community Action	146 Lafayette Rd., Seabrook, NH 03874	603-474-3507	N/A
United States Postal Service	2 Exeter Rd., Hampton Falls, NH 03844	800-275-8777	N/A
United States Postal Service	19 Main St., Seabrook, NH 03874	800-275-8777	N/A
Church of Christ	867 Lafayette Rd., Seabrook, NH 03874	603-474-2660	
First Congregational Church of Hampton	127 Winnacunnet Rd., Hampton, NH 03842	603-926-2837	N/A
United Methodist Church	525 Lafayette Rd., Hampton, NH 03842	603-926-2702	N/A
Faith Community Church	112 High St., Hampton, NH 03842	603-758-6495	N/A
Our Lady of the Miraculous Medal	289 Lafayette Rd., Hampton, NH 03842	603-926-2206	N/A
Little River Church	95 Atlantic Ave., North Hampton, NH 03862		
First Baptist Church of Hampton Falls	3 Lincoln Ave., Hampton Falls, NH 03844	603-926-3724	N/A
Trinity Episcopal Church	200 High St., Hampton, NH 03842	603-926-5688	N/A
St. Patrick's Church	5 Lyons St., Hampton, NH 03842	603-926-2205	N/A
New England Shores Baptist Church	69 High St., Hampton, NH 03842	603-892-0827	N/A
Still Waters Church	920 Lafayette Rd., Unit 204A, Seabrook, NH 03874	781-593-5715	N/A
Four Corners Church	1 Farm Ln., Seabrook, NH 03874	N/A	N/A
Healing Rain Ministries	49 New Zealand Rd., Seabrook, NH 03874	603-601-0656	N/A
The Church of Jesus Christ of Latter-Day Saints	55 Hampton Falls Rd., Exeter, NH 03833	603-772-0697	N/A
New England Christian Church	249 Lafayette Rd., Salisbury, MA 01952	603-682-8994	N/A





Seabrook-Hampton, 15904



Project Area



0 0.75 Mi
0 4000 Ft

Map provided by MyTopo.com



Location: User-specified polygonal location
 Ring (buffer): 1-miles radius
 Description: Seabrook-Hampton 15094

Summary of ACS Estimates		2014 - 2018
Population		2,175
Population Density (per sq. mile)		1,161
People of Color Population		126
% People of Color Population		6%
Households		1,152
Housing Units		2,777
Housing Units Built Before 1950		716
Per Capita Income		46,878
Land Area (sq. miles) (Source: SF1)		1.87
% Land Area		70%
Water Area (sq. miles) (Source: SF1)		0.82
% Water Area		30%

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	2,175	100%	308
Population Reporting One Race	2,159	99%	405
White	2,119	97%	318
Black	6	0%	17
American Indian	6	0%	13
Asian	28	1%	35
Pacific Islander	0	0%	11
Some Other Race	0	0%	11
Population Reporting Two or More Races	16	1%	37
Total Hispanic Population	76	3%	52
Total Non-Hispanic Population	2,100		
White Alone	2,049	94%	318
Black Alone	6	0%	17
American Indian Alone	0	0%	13
Non-Hispanic Asian Alone	28	1%	35
Pacific Islander Alone	0	0%	11
Other Race Alone	0	0%	11
Two or More Races Alone	16	1%	37
Population by Sex			
Male	1,034	48%	187
Female	1,142	52%	128
Population by Age			
Age 0-4	37	2%	32
Age 0-17	258	12%	110
Age 18+	1,917	88%	182
Age 65+	558	26%	110

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018

Location: User-specified polygonal location
 Ring (buffer): 1-miles radius
 Description: Seabrook-Hampton 15094

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,748	100%	181
Less than 9th Grade	27	2%	37
9th - 12th Grade, No Diploma	46	3%	66
High School Graduate	530	30%	93
Some College, No Degree	483	28%	100
Associate Degree	127	7%	66
Bachelor's Degree or more	661	38%	126
Population Age 5+ Years by Ability to Speak English			
Total	2,139	100%	308
Speak only English	2,016	94%	253
Non-English at Home ¹⁺²⁺³⁺⁴	122	6%	71
¹ Speak English "very well"	118	6%	71
² Speak English "well"	4	0%	37
³ Speak English "not well"	0	0%	11
⁴ Speak English "not at all"	0	0%	11
³⁺⁴ Speak English "less than well"	0	0%	11
²⁺³⁺⁴ Speak English "less than very well"	4	0%	37
Linguistically Isolated Households*			
Total	0	0%	37
Speak Spanish	0	0%	11
Speak Other Indo-European Languages	0	0%	11
Speak Asian-Pacific Island Languages	0	0%	35
Speak Other Languages	0	0%	11
Households by Household Income			
Household Income Base	1,152	100%	104
< \$15,000	78	7%	42
\$15,000 - \$25,000	104	9%	49
\$25,000 - \$50,000	269	23%	62
\$50,000 - \$75,000	240	21%	68
\$75,000 +	461	40%	94
Occupied Housing Units by Tenure			
Total	1,152	100%	104
Owner Occupied	770	67%	92
Renter Occupied	382	33%	69
Employed Population Age 16+ Years			
Total	1,976	100%	207
In Labor Force	1,298	66%	192
Civilian Unemployed in Labor Force	78	4%	37
Not In Labor Force	678	34%	116

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.



Location: User-specified polygonal location

Ring (buffer): 1-miles radius

Description: Seabrook-Hampton 15094

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	1,020	100%	197
English	942	92%	184
Spanish	49	5%	73
French	9	1%	16
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	0	0%	11
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	12	1%	16
Chinese	4	0%	11
Japanese	N/A	N/A	N/A
Korean	0	0%	11
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	11
Other Asian	0	0%	11
Tagalog	0	0%	11
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	3	0%	9
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	11
Total Non-English	78	8%	270

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018.

*Population by Language Spoken at Home is available at the census tract summary level and up.



Location: User-specified polygonal location
 Ring (buffer): 3-miles radius
 Description: Seabrook-Hampton 15094

Summary of ACS Estimates		2014 - 2018
Population		15,195
Population Density (per sq. mile)		944
People of Color Population		667
% People of Color Population		4%
Households		7,116
Housing Units		10,615
Housing Units Built Before 1950		2,136
Per Capita Income		44,659
Land Area (sq. miles) (Source: SF1)		16.09
% Land Area		88%
Water Area (sq. miles) (Source: SF1)		2.23
% Water Area		12%

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	15,195	100%	477
Population Reporting One Race	15,018	99%	832
White	14,701	97%	495
Black	115	1%	109
American Indian	11	0%	50
Asian	158	1%	90
Pacific Islander	0	0%	12
Some Other Race	34	0%	76
Population Reporting Two or More Races	176	1%	125
Total Hispanic Population	185	1%	55
Total Non-Hispanic Population	15,010		
White Alone	14,528	96%	495
Black Alone	115	1%	109
American Indian Alone	4	0%	50
Non-Hispanic Asian Alone	158	1%	90
Pacific Islander Alone	0	0%	12
Other Race Alone	29	0%	76
Two or More Races Alone	176	1%	125
Population by Sex			
Male	7,513	49%	232
Female	7,682	51%	339
Population by Age			
Age 0-4	360	2%	79
Age 0-17	2,410	16%	158
Age 18+	12,784	84%	380
Age 65+	3,404	22%	168

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018



Location: User-specified polygonal location
 Ring (buffer): 3-miles radius
 Description: Seabrook-Hampton 15094

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	11,895	100%	381
Less than 9th Grade	251	2%	87
9th - 12th Grade, No Diploma	452	4%	111
High School Graduate	3,757	32%	216
Some College, No Degree	3,479	29%	202
Associate Degree	1,261	11%	128
Bachelor's Degree or more	3,956	33%	258
Population Age 5+ Years by Ability to Speak English			
Total	14,835	100%	457
Speak only English	14,292	96%	419
Non-English at Home ¹⁺²⁺³⁺⁴	543	4%	120
¹ Speak English "very well"	470	3%	92
² Speak English "well"	65	0%	44
³ Speak English "not well"	8	0%	29
⁴ Speak English "not at all"	0	0%	12
³⁺⁴ Speak English "less than well"	8	0%	29
²⁺³⁺⁴ Speak English "less than very well"	73	0%	52
Linguistically Isolated Households*			
Total	26	100%	37
Speak Spanish	2	8%	29
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	24	92%	35
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	7,116	100%	167
< \$15,000	393	6%	79
\$15,000 - \$25,000	627	9%	103
\$25,000 - \$50,000	1,323	19%	130
\$50,000 - \$75,000	1,441	20%	121
\$75,000 +	3,333	47%	192
Occupied Housing Units by Tenure			
Total	7,116	100%	167
Owner Occupied	5,089	72%	156
Renter Occupied	2,027	28%	123
Employed Population Age 16+ Years			
Total	13,089	100%	391
In Labor Force	8,903	68%	343
Civilian Unemployed in Labor Force	382	3%	77
Not In Labor Force	4,185	32%	198

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified polygonal location
 Ring (buffer): 3-miles radius
 Description: Seabrook-Hampton 15094

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	14,780	100%	341
English	14,211	96%	346
Spanish	170	1%	73
French	91	1%	50
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	26	0%	110
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	149	1%	85
Chinese	70	0%	90
Japanese	N/A	N/A	N/A
Korean	3	0%	28
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	16
Other Asian	26	0%	35
Tagalog	4	0%	36
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	6	0%	16
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	4	0%	33
Total Non-English	569	4%	482

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018.
 *Population by Language Spoken at Home is available at the census tract summary level and up.

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Appendix C: Effects Memorandum

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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

Seabrook-Hampton
15904
X-A001(026)
RPR 9859

Adverse Effect Memo

Pursuant to the meetings and discussions on July 12, 2018, February 14, 2019, and March 12, 2020, and for the purpose of compliance with regulations of the National Historic Preservation Act, as amended, and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and the NH Division of the Federal Highway Administration have coordinated the identification and evaluation of historic and archaeological properties with plans to replace the Neil R. Underwood Memorial Bridge (the Seabrook-Hampton Bridge) (235/025). The structure will be replaced with a fixed span.

Project Description

This project consists of the replacement of the existing bascule bridge that carries NH 1A over the Hampton Harbor Inlet (Bridge No. 235/025). This alternative replaces the existing bridge with a new high-level fixed structure on an alignment located to the west of the existing bridge. The design would provide a 150' wide navigational channel through the bridge with a vertical underclearance of 48'. The Area of Potential Effect includes properties north of the bridge along Ashworth Avenue; portions of the Hampton Beach State Park and adjacent residential streets; properties adjacent to Ocean Boulevard south of bridge; properties along River Street; and properties west across Hampton Harbor in both Seabrook and Hampton, NH.

Identification

Above-Ground Resources

In July 2018 a Request for Project review was submitted to NHDHR for the Seabrook-Hampton bridge project. Following the RPR review and a Cultural Resources Meeting at NHDOT on July 12, 2018 a Project Area Form was completed and reviewed by NHDHR in March 2019; the following inventories were completed:

- Seabrook-Hampton Bridge (235/025) (HAM0103) – determined eligible
- Hampton Beach Cottages Historic District (HAM-HBHD) – determined eligible
- 177-179 Ashworth Avenue (HAM0108) –determined not eligible
- 197 Ashworth Avenue (HAM0109) – determined eligible
- Hampton Beach Salt Water Pump House (HAM 0110) –determined not eligible
- 16 Portsmouth Avenue (HAM0111) – determined not eligible
- 20 Portsmouth Avenue (HAM0112) – determined not eligible
- Eastern Railroad Historic District (ZMT-ERLD) – was previously determined eligible in 2002

The New Hampshire Department of Transportation found 54 River Street (SEA0025) and 266 Portsmouth Avenue (SEA0024) in Seabrook, also located within the Area of Potential Effect, to be ineligible for the National Register. However, the New Hampshire Division of Historical Resources did not agree with this determination.

Below-Ground Resources

A Phase IA Archaeological Assessment and an addendum were completed to address both nautical and archaeological sensitivity. The addendum thoroughly researched the maritime history of the area, however review of the project area identified that there is low sensitivity for the occurrence of submerged resources and determined that no additional survey was necessary. A subsequent Phase 1B survey was also undertaken to document wooden piles under the south side of the bridge, remnants of a temporary trestle used during the bridge's construction, as well as an unidentified iron pin.

Project Consultation

Public Information Meetings were held in September 2018 and January 2019. A Project Advisory Committee (PAC) was formed in July 2018 consisting of the Hampton and Seabrook Town Managers, adjacent property owners, the Hampton and Seabrook Harbormasters, a member of Hampton Historical Society, and area businesses, among others. The PAC has met four times to date. Consulting parties have been identified as Kitty Henderson (Historic Bridge Foundation), Gary Bashline (resident), and Kate Bashline (resident).

The Advisory Council on Historic Preservation (ACHP) was contacted by SHPO in February 2014, to weigh in on FHWA's Section 106 review regarding the 1994 Memorandum of Agreement between FHWA, NHDOT and SHPO regarding the Dover, BRF-012-1(40), 11657 project. That project specified the Seabrook-Hampton bascule bridge and the New Castle-Rye bascule bridge should not be demolished except in the case of an extreme emergency or public safety concern. The ACHP advised FHWA to continue the consultation process with SHPO and other consulting parties and to follow current templates for developing MOA's in the future. FHWA will continue to consult with ACHP throughout this project and the New Castle-Rye project (16127).

Determination of Effect

Seabrook-Hampton Bridge (HAM0103)

The Seabrook-Hampton Bridge, or Hampton Harbor Bridge as it is known locally, is significant under C as a rare example of a bascule bridge in New Hampshire. Removal of the bridge is an adverse effect.

Hampton Beach Cottages Historic District (HAM-HBHD)

The HBHD is eligible for listing under A for its association with seaside tourism and under C as a representative example of seasonal dwellings. Replacing the bascule bridge with a fixed span would have no adverse effect on the district, as it will not physically alter the district and the limited nature of the visual changes would not diminish the integrity of the district's setting.

197 Ashworth Avenue (HAM0109)

The Madaline Cottage/Harris Inn is eligible for history and architecture as an upper-class seasonal home. Due to distance and viewshed, the project will either be minimally seen or not seen at all and will therefore not alter characteristics of the house that qualify it for inclusion in the National Register, therefore no historic properties would be affected.

Eastern Railroad Historic District (ZMT-ERLD)

The resource is eligible for its historic and engineering significance. Due to distance, the project will be largely indistinguishable from the railroad alignment and will therefore not alter characteristics of the railroad that qualify it for inclusion in the National Register, therefore no historic properties would be affected.

54 River Street (SEA0025)

The replacement of the existing bridge with a new fixed bridge would not diminish 54 River Street’s integrity of location, design, materials, setting, workmanship, feeling or association, therefore no historic properties would be affected.

Note: NHDOT found this property not eligible and NHDHR disagreed. In consultation with the FHWA Historic Preservation Officer, if the effect finding was anything other than no effect or no historic properties affected, the eligibility would be brought to the Keeper for their review. Because the undertaking will not affect the property, the dispute can remain unresolved.

266 Portsmouth Avenue (SEA0024)

The resource is eligible for history and architecture as a seasonal cottage. Due to distance and viewshed, the project will either be minimally seen or not seen at all and will therefore not alter characteristics of the cottage that qualify it for inclusion in the National Register, therefore no historic properties would be affected.

Note: NHDOT found this property not eligible and NHDHR disagreed. In consultation with the FHWA Historic Preservation Officer, if the effect finding was anything other than no effect or no historic properties affected, the eligibility would be brought to the Keeper for their review. Because the undertaking will not affect the property, the dispute can remain unresolved.

Additional information regarding the effects to each of the above resources is outlined in the Effect Tables, which are on file at the NHDOT.

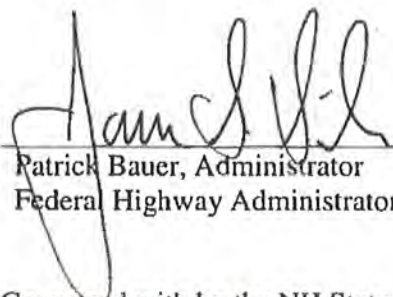
Applying the criteria of effect at 36 CFR 800.5, we have determined that the overall project results in an **Adverse Effect**, due to the removal and replacement of the Seabrook-Hampton Bridge.

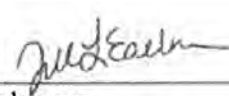
Section 4(f) <small>(to be completed by FHWA)</small>	<i>There Will Be:</i>	<input type="checkbox"/> No 4(f);	<input checked="" type="checkbox"/> Programmatic 4(f);	<input type="checkbox"/> Full 4 (f); or
	<input type="checkbox"/> A finding of <i>de minimis</i> 4(f) impact as stated: In addition, with 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.			

Mitigation Measures

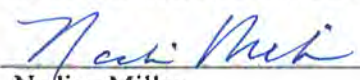
Mitigation for the loss of the bridge will be determined and documented in a Memorandum of Agreement prior to the removal of the bridge.

In accordance with the Advisory Council’s regulations, consultation will continue, as appropriate, as this project proceeds.

for  3/25/2020
Patrick Bauer, Administrator
Federal Highway Administrator
Date

 3/25/2020
Jill Edelmann
Cultural Resources Manager
Date

Concurred with by the NH State Historic Preservation Officer:

 3/26/2020
Nadine Miller
Deputy State Historic Preservation Officer
NH Division of Historical Resources
Date

- c.c. Jamie Sikora, FHWA Jennifer Reczek, NHDOT Loretta Girard Doughty, NHDOT
 Marika Labash, NHDHR Jim Murphy, HDR Stephanie Dyer-Carroll, FHI

Appendix D: Visual Impact Assessment

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Visual Impact Assessment



Hampton Harbor Bridge Project
Seabrook and Hampton, NH
X-A001(026), 15904

March 2021



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1 Introduction

Located in Hampton, NH, the Neil R. Underwood Memorial Bridge (Neil R. Underwood Bridge) (Bridge No. 235/025) carries NH 1A over the Hampton Harbor Inlet. It is one of two remaining bascule bridges in the State, the other being the New Castle-Rye Bridge that carries NH 1B (Wentworth Road) over Little Harbor (Bridge No. 066/071). The New Hampshire Department of Transportation (NHDOT) determined that the bridge is structurally deficient and functionally obsolete; it is on NHDOT's "Red-List", which identifies bridge structures that are a priority for the state to address. The purpose of the project is to provide a safe, reliable, and structurally sound crossing over the Hampton Harbor Inlet, while also improving mobility for the traveling public. This includes drivers, bicyclists and pedestrians, as well as maritime users.

Between 2018 and 2020, NHDOT and the Federal Highway Administration (FHWA) investigated a range of alternatives to address the deficiencies including Rehabilitation with a Widened Bridge, Replacement with a Bascule Bridge, Replacement with a Fixed Bridge, and a Twin Bridge Alternative consisting of one new bridge alongside the rehabilitated existing bridge. Following the preparation of a Type, Size and Location Study, Replacement with a Fixed Bridge was identified by NHDOT and FHWA as the Preferred Alternative. The Replacement with a Bascule Bridge Alternative is also considered in the Environmental Assessment for the project. Both replacement alternatives are evaluated in this Visual Impact Assessment (VIA).

This VIA was prepared in support of the project's EA and in accordance with FHWA's *Guidelines for the Visual Assessment of Highway Projects* (2015). Information on the visual environment was collected through desktop reviews and site visits conducted between 2018 and 2020. The methodology in FHWA's guidelines was followed to establish the affected environment (or visual resources), the affected population (or viewers) and the intersection between the two (the relationship viewers have with the visual environment). The guidelines call for the evaluation of existing aesthetic resources in the landscape; the identification of the visual features, or resources, of the landscape; the assessment of the character and quality of those resources relative to overall visual character; and the identification of the importance to people, or sensitivity, of views in the landscape.

The VIA seeks to:

- Establish the existing visual environment by defining the Area of Visual Effect (AVE) and associated landscape units;
- Identify the visual character of the AVE and key visual resources;
- Define viewer groups and their sensitivity to their visual environment; and
- Assess the impacts of each of the two alternatives on key viewsheds and viewer groups.

In accordance with FHWA's Guidelines, impacts are characterized as *beneficial*, *adverse*, or *neutral* to the relationship viewers have with their visual environment.

2 Visual Environment

2.1 Visual Setting

The Neil R. Underwood Bridge carries NH Route 1A (Ocean Boulevard) over the Hampton River at the inlet to Hampton Harbor (Figure 1). The bridge is approximately 1,199-feet long by 33-feet wide (53 feet wide at the barrier gates), and it carries up to 18,000 vehicles per day during summer peak times. New Hampshire Route 1A is a designated State Scenic and Cultural Byway, the New Hampshire Coastal Byway. The Hampton and Blackwater Rivers, as well as Hampton and Seabrook Harbors, lie to the west of the bridge. The Atlantic Ocean lies to the east of the bridge. To the north and south are residential, recreational, and tourism-based development. Hampton Beach State Park is located north of and on the east side of the bridge; the Hampton State Pier is located north and west of the bridge; the Hampton-Seabrook Dunes Wildlife Management Area (Dunes WMA) is located southwest of the bridge; and Sun Valley Beach lies to the southeast of the bridge. Each of these recreational resources affords unobstructed views of the bridge. Several commercial uses are located along NH Route 1A north of the bridge before its intersection with Ashworth Avenue, and south of the bridge, including the Yankee Fisherman's Co-op south of the Dunes WMA. Residential uses lie north of the bridge, immediately north of the State Pier, along Ashworth Avenue, and north of the Hampton Beach State Park. Sun Valley, a solidly residential neighborhood, lies southeast of the bridge, between Eisenhower Street, which is parallel and directly adjacent to NH Route 1A and the Atlantic Ocean. Residential uses also line River Street further south of the bridge.

2.2 Viewers

The VIA considers whose views would be affected within the AVE. Those that would be affected are referred to as viewers and are defined in two groups: neighbors and travelers.

Neighbors include those who are adjacent to the bridge or its approaches and have views of the bridge, as well as those who can see the bridge from their location in the AVE. Within the AVE, this consists of residents and visitors, commercial and recreational boaters, commercial business owners, employees, and patrons in close proximity to the bridge and its approaches. The recreational visitors to Hampton Beach State Park, Sun Valley Beach and the Hampton-Seabrook Dunes WMA would also be defined as neighbors. Residents closest to the bridge would be most sensitive to changes in the viewshed because the duration of their views are continuous. Recreational users would have continuous views only while proximate to the bridge.

Travelers are those who are using the bridge and have views from the bridge. This includes drivers, passengers, pedestrians and bicyclists. Travelers within the AVE include local residents, seasonal visitors and tourists, employees and patrons, and regional commuters. Views experienced by vehicular travelers are of a short duration. These travelers primarily experience the roadway crossing the bridge and views out from the bridge. Bicyclists and pedestrians share similar experiences, but their views are generally of a longer duration.

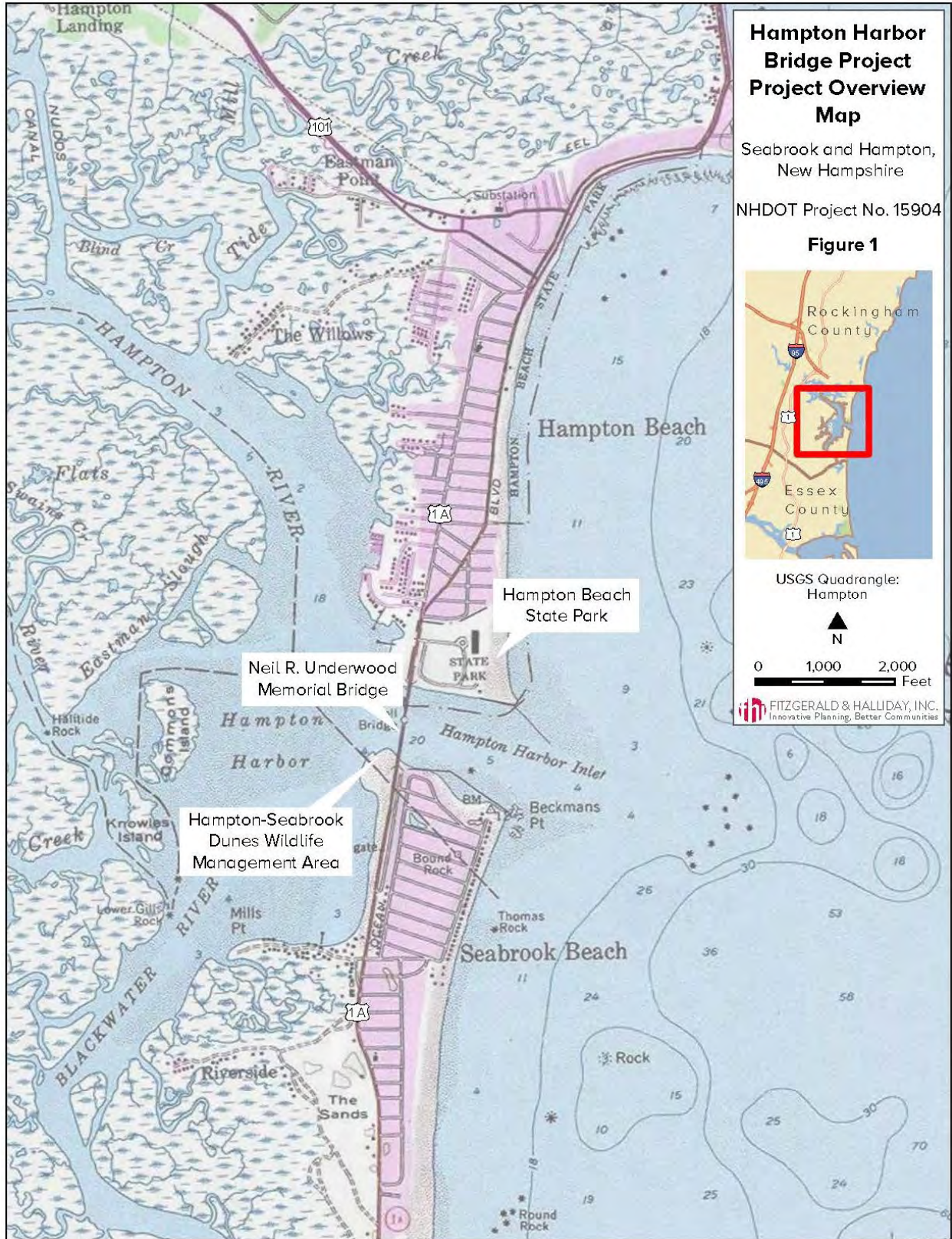


Figure 1: Project Location

2.3 AVE and Landscape Units

The AVE includes properties north of the bridge along Ashworth Avenue; portions of the Hampton Beach State Park and adjacent residential streets; properties adjacent to NH Route 1A south of bridge; properties along River Street; and properties west across Hampton Harbor in both Seabrook and Hampton, NH (see Figure 2). The overall topography of the AVE is characterized by coastal lowlands, tidal pools and salt marshes, which supports the visual quality of the area. The bridge affords travelers expansive views to the east and west across the water. Views to the west include the Hampton and Seabrook Harbors and salt marshes, and to the east, the Atlantic Ocean.

Five landscape units have been defined in the vicinity of the site that afford distinguishable views of the bridge as well as views out from the bridge (see Figure 2). Representative viewpoints within these units were identified based on viewer sensitivity and the likelihood for the view to be altered. While the bridge is visible across the marsh to the west, it is largely indistinguishable within its larger developed context.




Hampton Harbor Bridge Project - Area of Visual Effect (AVE)

Seabrook and Hampton,
New Hampshire
Bridge No. 235/025
Project No. 15904

Landscape Units:

- A: Ashworth Avenue
- B: Hampton Beach State Park and Pier
- C: Dunes and Beach

- D: Eisenhower Street and Route 1A
- E: River Street

 Area of Visual Effect (AVE)

 **FITZGERALD & HALLIDAY, INC.**
Innovative Planning. Better Communities

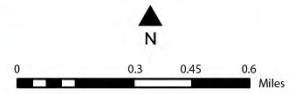


Figure 2: Area of Visual Effect and Landscape Units

2.3.1 Landscape Units

2.3.1.1 Ashworth Avenue

The landscape unit along Ashworth Avenue includes a variety of small commercial structures, motels, condominiums and low-scale single- and multi-family housing (Figure 3; Viewpoint A on the AVE map). Ashworth Avenue itself is a two-lane road with sidewalks on either side. Vehicular traffic is one-way traveling south. Building setbacks along the corridor are generally minimal, with some structures located directly adjacent to the sidewalk. As such, the corridor is dominated by hardscape, with some small planting beds in front of individual buildings. The building lines are broken by occasional open parking lots. Views south on Ashworth are tightly framed by the building lines; the bridge's operator house appears as a vertical element in the distance at the center of the view.



Figure 3: Existing view looking south along Ashworth Avenue at Q Street

2.3.1.2 Hampton Beach State Park and State Pier

The Hampton Beach State Park and State Pier landscape unit is characterized by waterfront recreational and commercial activity. The area is generally flat with low-lying topography. On the west side of the bridge at the State Pier, the area is comprised of small, one-story wood frame commercial structures looking onto NH Route 1A across a surface parking lot. Further to the west, there is a large asphalt parking area that serves the pier on the harbor side of the State Pier property. Hampton Beach State Park is a large, open, and flat expanse of grass and both sandy and paved parking areas. The park facilities include a picnic shelter and gazebo, restroom facilities, picnic benches, and an RV campground at the southern end of the park. Two modern one-story maintenance buildings are located just east of the bridge approach. The open fields northeast of the bridge afford views east towards the oceanfront swimming beach, as well as southwest towards the bridge (Figure 4, Viewpoint B on the AVE map). The park's campground has direct views of the bridge to the southwest as it crosses the harbor inlet. Views from the

State Park towards the bridge include a combination of both natural and man-made elements. The commercial buildings at the State Pier lie adjacent to the northern bridge approach, providing views southeast to the bridge and the Hampton Harbor Inlet (Figure 5, Viewpoint C on the AVE map). These views are characterized by both built forms, including the bridge, and natural elements, such as the inlet and harbor.



Figure 4: Existing view from Hampton Beach State Park looking southwest



Figure 5: Existing view from State Pier looking southeast

2.3.1.3 Dunes and Beach

The Dunes and Beach landscape unit is characterized by a system of sand dunes partially covered in established low grasses and a few small shrubs to the west of the bridge and a broad soft sand beach to the east of the bridge, just south of the Hampton Harbor Inlet. These natural areas with recreational functions have direct, open views of Hampton Harbor and the Inlet, the bridge and abutments, and the Hampton Beach development across the water (see Figure 6 and Figure 7; Viewpoints D and E on the AVE map). On the east side of the bridge, the beach is ringed to the south by vacation rentals and low-scale residential homes with views of the Hampton Harbor Inlet to the north and the bridge to the northwest. The bridge appears as a dominant built form in views from the natural shoreline east and west of the bridge.



Figure 6: Existing view looking north from the Hampton-Seabrook Dunes WMA



Figure 7: Existing view looking northwest from Sun Valley Beach

2.3.1.4 Eisenhower Street and NH Route 1A (Ocean Blvd)

The Eisenhower Street and NH Route 1A landscape unit includes single-family, low scale residential units and vacation rentals lining the east side of Eisenhower Street. The west side of Eisenhower Street is open to and runs parallel to NH Route 1A, separated by a planted sand berm. The views from Eisenhower Avenue are open across the vegetated sand berm and NH Route 1A to the harbor to the northwest. At the north end of Eisenhower Avenue, several of the residences are located across from the south approach of the Neil R. Underwood Bridge. The vegetated sand berm between Eisenhower Street and NH Route 1A is higher in this location, filtering the views of the bridge approach and signage from the pedestrian level (see Figure 8; Viewpoint F on the AVE map). The NH Route 1A linear corridor runs between the Hampton-Seabrook Dunes WMA to the west and Eisenhower Street to the east. It has open views to Hampton Harbor to the northwest. The bridge and operator house are most visible near the bridge's approach, with a more limited corridor view that dissipates into the distance as the viewer moves south. As travelers cross the bridge, they experience expansive views of the Atlantic Ocean to the east and the Hampton and Seabrook Harbors and salt marshes to the west.



Figure 8: Existing view on Eisenhower Street looking northwest

2.3.1.5 River Street

The River Street landscape unit is characterized primarily by one- and two-story commercial and residential structures, asphalt driveways, open sand and gravel parking areas. There are several newer three-story structures as well as some examples of small, typical early seasonal cottages. The development lines both sides of this dead-end street. The buildings on the north side of the street look out over the docks and the harbor towards the Neil R. Underwood Bridge, which can be seen in the distance towards the west end of the street, looking back over the Hampton-Seabrook Dunes WMA (Figure 9; Viewpoint G on the AVE map).



Figure 9: Existing view from the west end of River Street looking northeast

2.3.2 *Marsh West of the Bridge*

To the west of the bridge, the visual character is comprised predominately of salt marshes. The views across these marshes east towards the project area are seen from a distance of at least 1.5 miles. While the Neil R. Underwood Bridge can be seen as a form in the distance, its design and characteristics are difficult to distinguish from the larger built and natural landscape (Figure 10 and Figure 11).



Figure 10: View looking northeast from the Farm Lane boat launch across the marsh



Figure 11: View looking southeast from the beach at the south end of Island Path across the harbor

3 Alternatives

3.1 Replacement with Fixed Bridge (Preferred Alternative)

The Replacement with Fixed Bridge Alternative would construct a new structural steel and concrete bridge approximately 75 feet west of the existing bridge and the existing bridge would then be demolished (see Figure 12). The total length of the bridge would be approximately 1,300 feet and the approaches would be curved slightly to allow the new bridge alignment to tie into NH Route 1A north and south of the bridge. At its peak, the deck of the new fixed bridge would be approximately 30 feet higher than that of the existing bascule bridge.



Figure 12: Aerial Visualization of Fixed Bridge Alternative

The bridge would be comprised of seven spans supported on six piers and two abutments. The increased clearance between the piers would allow for the widening of the navigational opening under the bridge from the current 40 feet to 150 feet. Scenic overlooks are proposed at Piers 2 and 5 on the east and west sides of the bridge to provide a place for pedestrians to enjoy views of Hampton Harbor and the Atlantic Ocean. Retaining walls would be employed on either side of the ROW on the north side to minimize permanent impacts to the Hampton State Pier and Hampton Beach State Park. They would be precast-concrete modular walls with an ashlar formliner on the face to add texture. A new drainage collection and conveyance system would replace the existing scuppers on the bridge to eliminate direct discharge into the harbor inlet. Drainage discharges would be routed through new vegetated treatment swales at the northern and southern approaches before flowing into the harbor inlet.

3.2 Replacement with Bascule Bridge

The Replacement with Bascule Bridge Alternative would construct a new concrete and steel bridge with a movable span over the navigational channel (see Figure 13). The existing bridge would be demolished.

Like the Replacement with Fixed Bridge Alternative, the bridge would be constructed approximately 75 feet west of the existing alignment at the midpoint of the bridge. The total length of the bridge would be 1,300 feet and the approaches would be curved slightly to allow the new bridge alignment to tie into NH Route 1A north and south of the bridge. At its peak, the deck of the new fixed bridge would be approximately 15 feet higher than that of the existing bascule bridge. Similarly, the top of the operator's house would be 11 feet higher than that on the current bridge.



Figure 13: Aerial Visualization of Bascule Bridge Alternative

The proposed span arrangement would maintain the existing navigational channel alignment with a new single-leaf bascule span and multi-girder approach spans. The spacing of the piers six piers would allow for the widening of the navigational opening from 40 to 80 feet. The proposed bascule pier would be located south of the navigational channel, minimizing impacts to the Seabrook and Hampton Channels. The operator's house would be located on the bridge's west side, similar to the existing bridge. Scenic overlooks would be located at Piers 2 and 5 on the east and west sides of the bridge to provide a place for pedestrians to enjoy views of Hampton Harbor and the Atlantic Ocean. Similar to the Fixed Bridge Alternative, retaining walls would be employed on either side of the ROW on the north side to minimize permanent impacts to the Hampton State Pier and Hampton Beach State Park. They would be precast-concrete modular walls with an ashlar formliner on the face to add texture. Drainage discharges would be routed through new vegetated treatment swales at the northern and southern approaches before flowing into the harbor inlet.

4 Visual Effects

4.1 Replacement with Fixed Bridge

Overall, in closer views experienced by neighbors from the properties adjacent to the bridge, the structure would appear bulkier than the existing bridge and at a higher elevation, due to the additional roadway width, massing of the steel superstructure, and raised bridge elevation. The Fixed Bridge Alternative would remove the large bascule pier and would also include longer spans with fewer piers and therefore wider openings, which would create opportunities for additional views under the bridge. This would be a similar change for marine users experiencing the bridge in close proximity from the water. From more distant views, the bridge would have a stronger profile than it currently does, however the overall form and massing would appear similar to the existing bridge. The primary difference would be the absence of the operator's house as a vertical element on the structure. Travelers would generally perceive a similar visual character and quality when approaching and traversing the bridge, as it would continue to appear as a concrete and metal structure, although rising higher in the foreground at the bridge approaches. The expansive views available to travelers to the east and west when traversing the bridge would also continue. As detailed below, the Fixed Bridge Alternative would create minor adverse impacts on visual quality by causing some noticeable changes to the viewshed within the Eisenhower Street and NH Route 1A landscape unit, and the Hampton Beach State Park and State Pier landscape unit. The Fixed Bridge Alternative would not result in adverse impacts to visual quality in the remaining landscape units.

4.1.1 *Ashworth Avenue*

The higher elevation of the Fixed Bridge Alternative would be visible in the background of the view looking south along Ashworth Avenue. The bridge's visual character would be compatible with the existing visual quality of the environment for both neighbors looking towards the bridge from the Ashworth Avenue landscape unit and travelers approaching it along the roadway. Impacts are anticipated to be neutral.



Figure 14: Simulation of the Fixed Bridge – south along Ashworth Avenue at Q Street

4.1.2 Hampton Beach State Park and State Pier

At the south end of Hampton Beach State Park and State Pier, the new retaining walls along the bridge would be a more dominant feature in views close to the bridge, with their visual presence diminishing as the viewer moves away from the bridge to other portions of the State Park and Pier (Figure 15 and Figure 16). The addition of the retaining wall would add a vertical element into the view that would obscure Hampton Harbor and the ocean for viewers close to the bridge. While the overall character and coherence of the views would be similar to the existing setting, the retaining wall may result in a minor adverse impact. To provide additional visual cohesion, the concrete retaining walls would be faced with ashlar formliners to add texture.



Figure 15: Simulation of the Fixed Bridge Alternative – Hampton Beach State Park looking southwest



Figure 16: Simulation of the Fixed Bridge – State Pier looking southeast

4.1.3 Dunes and Beach

The bridge and its abutments would become a larger visual feature at the northern end of the Hampton-Seabrook Dunes WMA, as the bridge's increased height and massing would be more perceptible at the

close viewing distance at the north end of the dunes (as depicted in Figure 17) due to the shift in the bridge's alignment to the west. The bridge would appear as a continuous horizontal form, lacking an operator's house. The bridge's increased height, removal of the large bascule pier, and longer spans with fewer piers would also create opportunities for views under the bridge of Hampton and Seabrook Harbors to the west and the ocean to the east. As recreational viewers move around the Dunes WMA during their visits, there would be minimal change to the overall visual character, as the Fixed Bridge Alternative would continue to appear as a built structure within a naturally dominated landscape like the existing bridge. On the east side of the bridge at Sun Valley Beach, the bridge would appear slightly taller, but with a similar visual character and quality to the existing view (Figure 18). Overall, visual impacts are anticipated to be neutral.



Figure 17: Simulation of the Fixed Bridge – north from the Hampton-Seabrook Dunes WMA



Figure 18: Simulation of the Fixed Bridge – northwest from Sun Valley Beach

4.1.4 Eisenhower Street and NH Route 1A

Along the Eisenhower Street view corridor, the bridge approach would extend further south on NH Route 1A. The guard rails and arc of the bridge would be visible to residents and visitors over the top of the vegetated sand dune at the northern end of Eisenhower Street. Additional plantings would be incorporated into the treatment swale along the existing dune in a manner similar to the existing natural character of the view (Figure 19). While the change in visual character is minimal, the introduction of new vehicular guard rails and roadway may result in a minor adverse impact due to the duration of the views experienced by the viewers in this location. The views for travelers along NH Route 1A would continue to have a similar visual quality, with clearer views of the bridge and its approaches as the viewer moves to the north. Travelers would generally perceive a similar visual character and quality when approaching and traversing the bridge, with continued open views to the east and west.



Figure 19: Simulation of the Fixed Bridge – northwest on Eisenhower Street

4.1.5 River Street

The visual character and quality of the views from the River Street landscape unit would not be altered with the Fixed Bridge Alternative (Figure 20). Although the new structure would appear as a slightly taller element along the horizon, the view would still be dominated by Hampton Harbor in the foreground, and the bridge would continue to appear as part of a distant built landscape. Visual impacts would be neutral.



Figure 20: Simulation of the Fixed Bridge – west end of River Street looking northeast

4.2 Replacement with Bascule Bridge

Overall, in closer views experienced by neighbors from the properties adjacent to the bridge, the structure would appear bulkier than the existing bridge and at a slightly higher elevation, due to the additional roadway width, massing of the steel superstructure, and raised bridge elevation. The Bascule Bridge Alternative would include longer spans with fewer piers and therefore wider openings, which would create opportunities for additional views under the bridge. This would be a similar change for marine users experiencing the bridge in close proximity from the water. From more distant views, the bridge would have a stronger profile, however the overall form and massing would appear similar to the existing bridge, including the blocky vertical form of the operator's house and the massing of the bascule pier. Travelers would generally perceive a similar visual character and quality when approaching and traversing the bridge, as it would continue to appear as a concrete and metal structure, although rising slightly higher in the foreground at the bridge approaches. The expansive views available to travelers to the east and west when traversing the bridge would also continue. As detailed below, the Bascule Bridge Alternative would create minor adverse impacts on visual quality by causing some noticeable changes to the viewshed within the Eisenhower Street and NH Route 1A landscape unit, and the Hampton Beach State Park and State Pier landscape unit. The Bascule Bridge Alternative would not result in adverse impacts to visual quality in the remaining landscape units.

4.2.1 Ashworth Avenue

The higher elevation of the Bascule Bridge Alternative would be visible in the background of the view looking south along Ashworth Avenue. The bridge's visual character would be compatible with the existing visual quality of the environment for both neighbors looking towards the bridge from the

Ashworth Avenue landscape unit and travelers approaching it along the roadway. Impacts are anticipated to be neutral.



Figure 21: Simulation of the Bascule Bridge – south along Ashworth Avenue at Q Street

4.2.2 Hampton Beach State Park and State Pier

At south end of Hampton Beach State Park and State Pier, the new retaining walls along the bridge would become a more dominant feature in views close to the bridge, with their visual presence diminishing as the viewer moves away from the bridge to other portions of the State Park and Pier (Figure 22 and Figure 23). The addition of the retaining walls would add a vertical element into the view that would obscure Hampton Harbor and the ocean for viewers close to the bridge. While the overall character and coherence of the views would be similar to the existing setting, the retaining wall may result in a minor adverse impact. To provide additional visual cohesion, the concrete retaining walls would be faced with ashlar formliners to add texture.



Figure 22: Simulation of the Bascule Bridge – Hampton Beach State Park looking southwest



Figure 23: Simulation of the Bascule Bridge – State Pier looking southeast

4.2.3 Dunes and Beach

The bridge and its abutments would become a larger visual feature at the northern end of the Hampton-Seabrook Dunes WMA as the bridge's increased height and massing would be more perceptible at such

the close viewing distance at the north end of the dunes (as depicted in Figure 24) due to the shift in the bridge's alignment to the west. The bridge would appear as a horizontal form with a vertical element from the operator's house and the massing of the bascule pier. The bridge's increased height and longer spans with fewer piers would also create opportunities for views under the bridge of Hampton Harbor to the west and the ocean to the east. As recreational viewers move around the Dunes WMA during their visits, there would be minimal change to the overall visual character, as the Bascule Bridge Alternative would continue to appear as a built structure crossing the harbor inlet within a naturally dominated landscape like the existing bridge. On the east side of the bridge at Sun Valley Beach, the bridge would be moved slightly west, but would continue to have a similar visual character and quality to the existing view (Figure 25). Overall, visual impacts are anticipated to be neutral.



Figure 24: Simulation of the Bascule Bridge – north from the Hampton-Seabrook Dunes WMA



Figure 25: Simulation of the Bascule Bridge – northwest from Sun Valley Beach

4.2.4 Eisenhower Street and NH Route 1A

Along the Eisenhower Street view corridor, the bridge approach would extend further south on NH Route 1A. The guard rails and bridge operator house would be visible to residents and visitors over the top of the vegetated sand dune at the northern end of Eisenhower Street under the Bascule Bridge Alternative. Additional plantings would be incorporated into the treatment swale along the existing dune in a manner similar to the existing natural character of the view (Figure 26). While the change in visual character is minimal, the introduction of new vehicular guard rails and the operator house may result in a minor adverse impact due to the duration of the views experienced by the viewers in this location. The views for travelers along NH Route 1A would continue to have a similar visual quality, with clearer views of the bridge, its approaches, and the operator house as the viewer moves to the north. Travelers would generally perceive a similar visual character and quality when approaching and traversing the bridge, with continued open views to the east and west.



Figure 26: Simulation of the Bascule Bridge – northwest on Eisenhower Street

4.2.5 *River Street*

The visual character and quality of the views from the River Street landscape unit would not be altered with the Bascule Bridge Alternative (Figure 27). Although the new structure would appear as a slightly more visible element along the horizon, the view would still be dominated by Hampton Harbor in the foreground, and the bridge would continue to appear as part of a distant built landscape. Visual impacts would be neutral.



Figure 27: Simulation of the Bascule Bridge – west end of River Street looking northeast

4.3 Visual Effects Summary and Mitigation Measures

4.3.1 Summary

Both alternatives would result in similar impacts to the visual character and existing environment within each landscape unit. The structure of both alternatives would appear bulkier than the existing bridge and have a stronger profile than it currently does, however the overall form and massing would appear similar to the existing bridge. Travelers would generally perceive a similar visual character and quality when approaching and traversing the bridge in both alternatives. Each alternative would result in minor adverse impacts to visual quality by causing some noticeable changes to the viewshed within the Eisenhower Street and NH Route 1A landscape unit, and the Hampton Beach State Park and State Pier landscape unit. Table 1 provides a summary for each landscape unit.

Table 1: Summary of Impacts within each landscape unit

Landscape Unit	Fixed Bridge Alternative	Bascule Bridge Alternative
Ashworth Avenue	Visual impacts are anticipated to be neutral.	
Hampton Beach State Park and State Pier	New retaining walls along the bridge would be a more dominant feature in views close to the bridge and may result in a minor adverse impact	
Dunes and Beach	The bridge would appear as a continuous horizontal form, lacking an operator's house. Overall, visual impacts are anticipated to be neutral.	The bridge would appear as a horizontal form with the operator's house appearing as a vertical element and the massing of the bascule pier. Overall, visual impacts are anticipated to be neutral.
Eisenhower Street and NH Route 1A	The guard rails and arc of the bridge would be visible to residents and visitors over the top of the vegetated sand dune. The introduction of these new elements may result in a minor adverse impact due to the duration of the views experienced by the viewers in this location.	The guard rails and bridge operator house would be visible to residents and visitors over the top of the vegetated sand dune. The introduction of these new elements may result in a minor adverse impact due to the duration of the views experienced by the viewers in this location.
River Street	Visual impacts would be neutral.	

4.3.2 Mitigation

The concrete retaining walls on the north side of the bridge would be faced with ashlar formliners to add a stone masonry texture, create visual interest, and integrate the retaining walls into the State Pier and Hampton Beach State Park landscape unit. Landscape plantings that could serve as visual screening elements for the retaining walls on the north side of the bridge are not proposed but would be considered for incorporation during the final design if found to be appropriate or requested.

Appendix E: Section 6(f) Coordination

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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

March 8, 2021

Eric Feldbaum
Community Recreation Specialist/CPRP
Division of Parks and Recreation
NH Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301

RE: Seabrook-Hampton, 15904 – Section 6(f) LWCF Impacts

Dear Mr. Feldbaum:

Attached please find a memo detailing the Section 6(f) Resource Impacts on the State of NH Hampton State Pier property anticipated to occur due to the construction of the new bridge spanning the Hampton Harbor Inlet. During construction of the new bridge, access to a trestle, to construct the new bridge, would be provided through the parking lot at the southeast end of the property, eliminating 18 parking spaces for up to two years. These parking spaces would be returned to service once construction is complete.

The area of temporary impact would be approximately 13,161 square feet (sf). Approximately 2,973 sf of the Hampton State Pier property would be converted to a transportation use. In order to mitigate the construction-period and permanent conversion impacts, NHDOT is proposing the establishment of a pedestrian walkway under the bridge’s north side which would serve to connect these two Section 6(f) recreational resources, the Hampton State Pier and Hampton Beach State Park.

This memo is provided to assist you in your coordination with the National Park Service on the proposed Section 6(f) impacts to this property. Please contact me or Jennifer Reczek (jennifer.e.rezcek@dot.nh.gov), the Project Manager, if you require further information.

Sincerely,

Marc G. Laurin
Senior Environmental Manager
Bureau of Environment
(603) 271-4044
marc.g.laurin@dot.nh.gov

MGL:mgl

Encl.

cc. Tracey Boisvert
Johanna Lyons
Meredith Collins

Bill Gegas
Geno Marconi
Stephanie Dyer-Carrol

Jennifer Reczek
Bob Juliano
John Stockton

Jamie Sikora
Roch Larochelle

and charter services such as deep-sea fishing, whale watching, and day or evening cruises. Although the Hampton State Pier and Hampton Beach State Park are distinct parcels divided by NH Route 1A, they are considered a single Section 6(f) resource due to the use of Land and Water Conservation Fund monies in 1974 for the construction of a boat launch, 35 additional parking spaces, improvements and additions to a gangway and dock (referred to as a stage in the application).

Potential Impacts

The proposed alignment of the new bridge would encroach upon the Hampton State Pier property, having both temporary and permanent impacts. During construction of the new bridge, access to a trestle, to construct the new bridge, would be provided through the parking lot at the southeast end of the property, eliminating 18 parking spaces for up to two years. These parking spaces would be returned to service once construction is complete. The area of temporary impact would be approximately 13,161 square feet (sf). A retaining wall would be installed along the side of the NH Route 1A approach, thereby minimizing permanent impacts to the Hampton State Pier property. Nevertheless, approximately 2,973 sf of the Hampton State Pier property would be converted to a transportation use. Figure 2 shows the areas of temporary and permanent impact.

In order to mitigate the construction-period and permanent conversion impacts, NHDOT is proposing the establishment of a pedestrian walkway under the bridge's north side which would serve to connect these two recreational resources, the Hampton State Pier and Hampton Beach State Park (see Figure 3). The walkway would extend north along the sides of the proposed retaining walls on the east and west sides of the north approach in order to provide connections to the NH Route 1A sidewalks and the existing pedestrian infrastructure within the State Park and State Pier. Under current conditions, there is no designed pedestrian crossing. However, pedestrians do cross NH Route 1A at this location in an undefined and uncontrolled manner creating a safety hazard. Where the new path emerges from under the bridge, the State Pier land would be graded creating a new slope that supports/protects the abutment and walkway, and a new level area that could be used for viewing the Hampton Harbor Inlet to the south.



Figure 1: Project Site

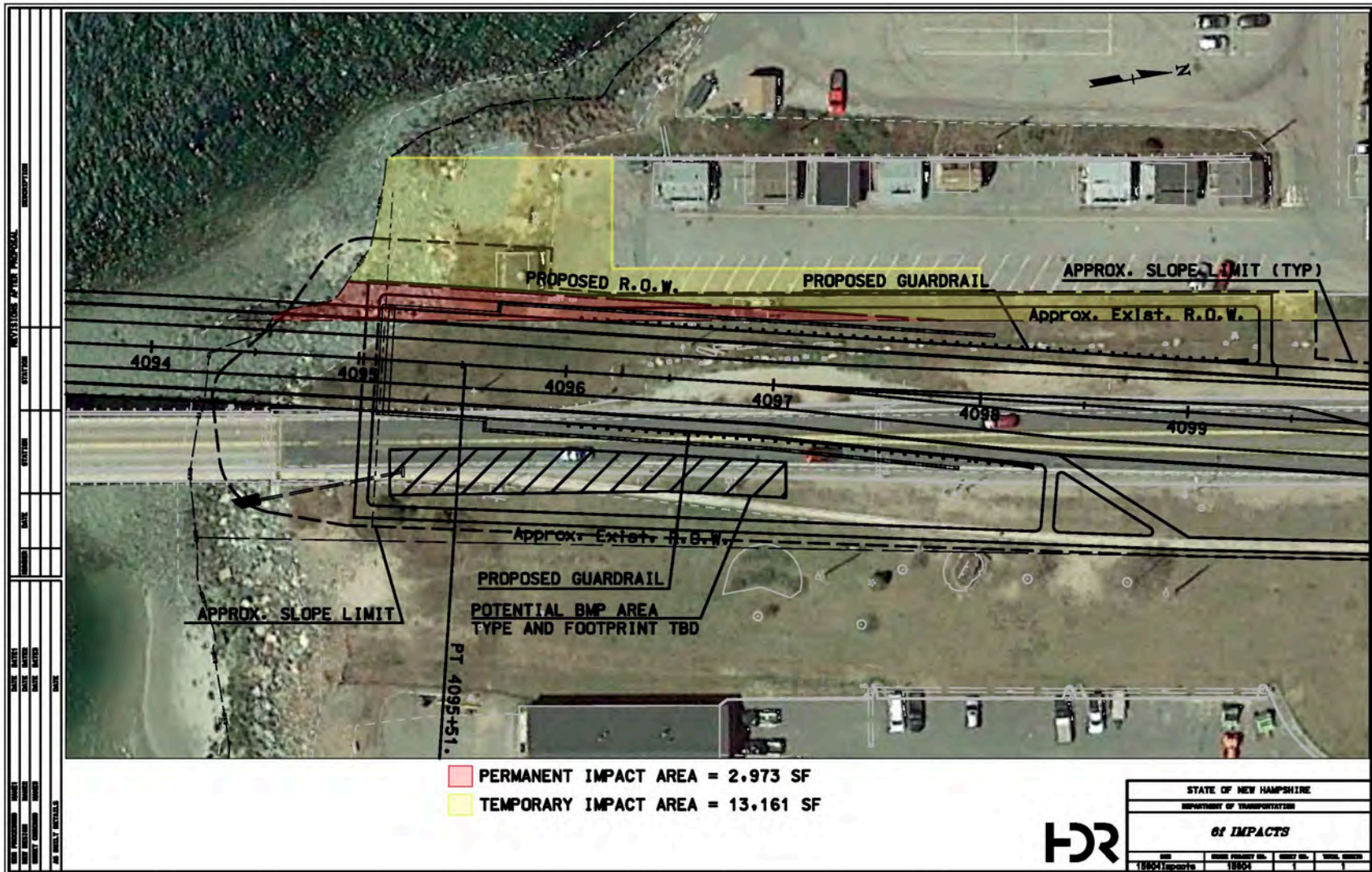


Figure 2: Temporary and Permanent Impacts to Hampton State Pier property

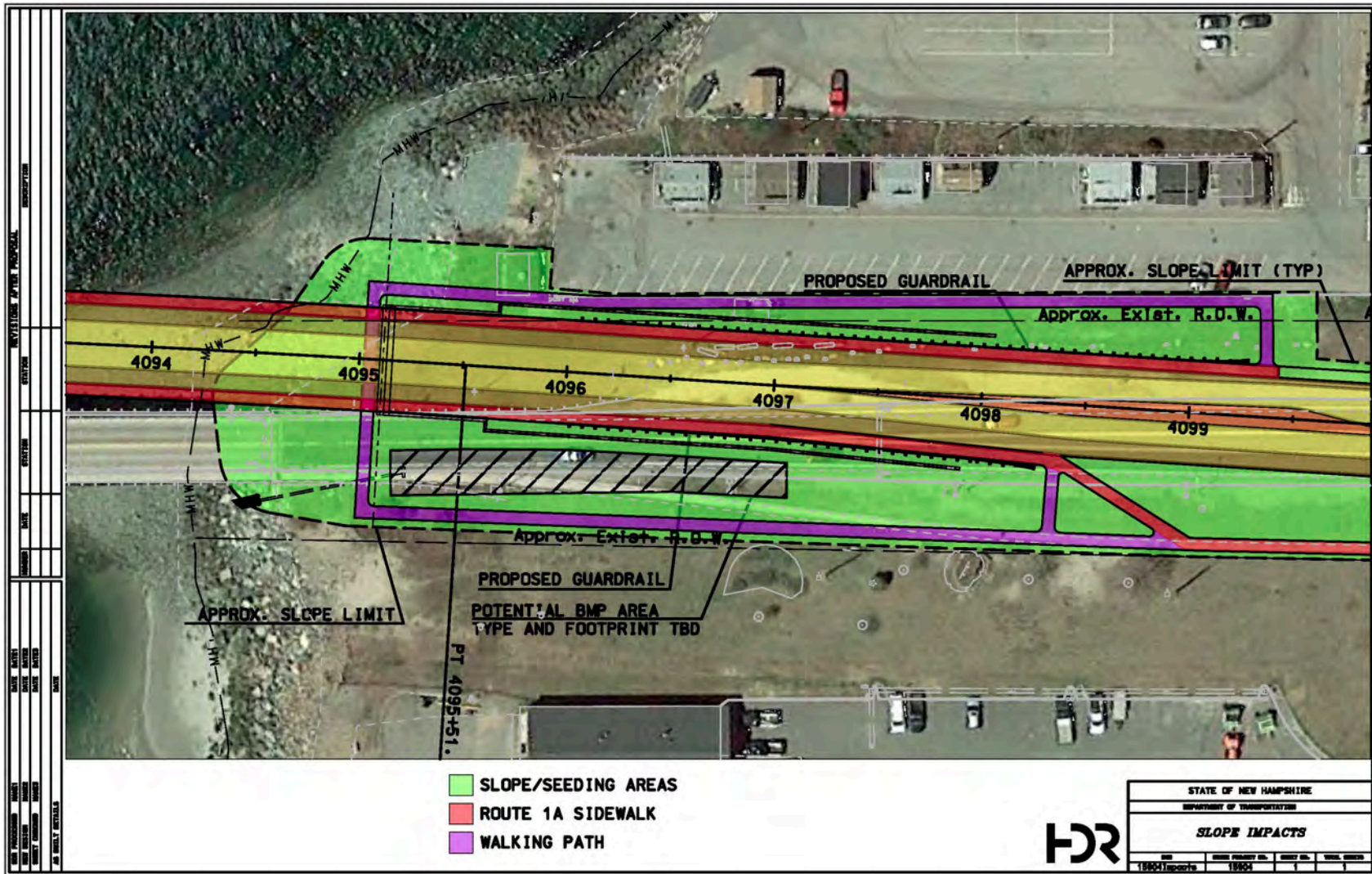


Figure 3: Proposed Pedestrian Walkway

Appendix F: Section 4(f) de Minimis Concurrence

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March 22, 2021

Jennifer E. Reczek, P.E.
NH DOT
7 Hazen Dr.
Concord, NH 03301

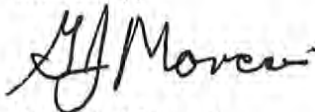
Dear Ms. Reczek,

The Pease Development Authority Division of Ports and Harbors (the "Division"), in accordance with RSA 12-G:42, IX, shall have the responsibility for and jurisdiction over state-owned commercial piers and associated facilities, including the Hampton Harbor Marine Facility.

The Division is aware that the Federal Highway Administration (FHWA) and New Hampshire Department of Transportation, (NHDOT) are preparing to release the Environmental Assessment and 4(f) Evaluation for the Hampton Harbor Bridge Project (Seabrook-Hampton, 15904). Due to the fact that the project would only require the permanent acquisition of approximately 2,973 square feet of the Hampton Harbor Marine Facility property, and that the project would not adversely affect the activities, features, and attributes that qualify the State Pier for protection under Section 4(f) of the US Department of Transportation Act, FHWA has made a *de minimis* finding.

As the Agency with Jurisdiction over the Hampton Harbor Marine Facility property, the Pease Development Authority Division of Ports and Harbors concurs with this finding.

Sincerely,



Geno J. Marconi
Division Director