



The State of New Hampshire  
**DEPARTMENT OF ENVIRONMENTAL SERVICES**



**Thomas S. Burack, Commissioner**

October 16, 2014

Her Excellency, Governor Margaret Wood Hassan  
and The Honorable Council  
State House  
Concord, NH 03301

**REQUESTED ACTION**

Approve the NH Dept. of Transportation's request to perform the following work on the Piscataqua River, in Portsmouth. File # 2014-01053. This project will not have significant impact on or adversely affect the values of the Piscataqua River.

Construct a new 2,631 ft. bridge over the Piscataqua River with a major lift span system and 1,554 ft. of approaches including the construction of five temporary causeways and temporary trestles from the NH shore to the NH lift span pier along with a fender protection system and the relocation of the railroad impacting 101,230 sq. ft. (53,299 sq. ft. temporary) of the tidal buffer zone, estuarine and palustrine wetlands. The existing bridge will be removed and the existing foundations are proposed to be removed at various locations. Compensatory mitigation includes a one-time payment of \$351,895.87 to the Aquatic Resource Mitigation Fund for permanent impacts and work related to temporary causeways for construction access.

The Department imposed the following conditions as part of this approval:

1. All work shall be in accordance with plans by McFarland Johnson for the NH Dept. of Transportation Bureau of Highway Design dated January 2014 with a revision date of July 14, 2014, as received by the Department on August 14, 2014.
2. The permit is contingent on the issuance of and compliance with the Section 401 Water Quality Certificate and its conditions.
3. At least 48 hours prior to the start of construction, a pre-construction meeting shall be held with NHDES Land Resources Management Program staff at the project site, or at the NHDES Pease Office in Portsmouth, N.H., or the NHDES Office in Concord, or the NHDOT Office in Concord, N.H. to review the conditions of this wetlands permit.
4. It shall be the responsibility of the permittee to schedule and coordinate the pre-construction meeting providing at least 5-day notice to the NHDES Wetlands Bureau and / or other Land Resources Management Program staff, and the meeting shall be attended by the permittee, the contract administrator(s), wetlands scientist(s), erosion control monitor, and the contractor(s) responsible for performing the work.
5. Dredged material shall be placed out of the DES Wetlands Bureau jurisdiction unless specifically approved.
6. Construction equipment shall not be located within surface waters.
7. Discharge from dewatering of work areas shall be to sediment basins that are: a) located in uplands; b) lined with hay bales or other acceptable sediment trapping liners; and c) set back as far as possible from wetlands and surface waters, in all cases with a minimum of 20 feet of undisturbed vegetated buffer.
8. Appropriate turbidity controls shall be installed prior to construction, shall be maintained during construction such that no turbidity escapes the immediate dredge area, and shall remain in place until suspended particles have settled and the water at the work site has returned to normal clarity.

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

P.O. Box 95, 29 Hazen Drive, Concord, New Hampshire 03302-0095

Telephone: (603) 271-3501 • Fax: (603) 271-6683 • TDD Access: Relay NH 1-800-735-2964



9. Within three days of the last activity in an area, all exposed soil areas, where construction activities are complete, shall be stabilized by seeding and mulching during the growing season, or if not within the growing season, by mulching with tack on slopes steeper than 3:1 or netting /matting and pinning on slopes steeper than 2:1.
10. Where construction activities have been temporarily suspended within the growing season, all exposed soil areas shall be stabilized within 14 days by seeding and mulching or if temporarily suspended outside the growing season, all exposed areas shall be stabilized within 14 days by mulching, mulching with tack on slopes steeper than 3:1 and stabilized by matting and pinning on slopes steeper than 2:1.
11. The contractor responsible for completion of the work shall utilize techniques described in the New Hampshire Stormwater Manual, Volume 3, Erosion and Sediment Controls During Construction (December 2008).13. Areas cleared of vegetation shall be re-vegetated as quickly as possible.
12. Extreme precautions to be taken within riparian areas to limit unnecessary removal of vegetation during road construction and areas cleared of vegetation shall be re-vegetated as quickly as possible.
13. There shall be no further alteration to wetlands, surface waters or tidal buffer zone without amendment of this permit.
14. Standard precautions shall be taken to prevent import or transport of soil or seed stock from nuisance, invading species such as purple loosestrife or Phragmites.
15. The impacts associated with the temporary work shall be restored immediately following construction.
16. Dredging in tidal waters shall be done between November 15 and March 15, and shall not occur during a fish migration or larval setting stage of shellfish.
17. Dredged material to be stockpiled in uplands shall be dewatered in sedimentation basins lined with siltation and erosion controls, and located outside jurisdiction to prevent water quality degradation.
18. Prior to any impacts in jurisdiction, the applicant shall submit baseline documentation of the area affected by the temporary impacts of the causeways, including the methodology planned to determine the success of those impacts being temporary.
19. The permittee shall designate a qualified professional who will be responsible for monitoring and ensuring that the temporary impact areas are restored. Monitoring shall be accomplished in a timely fashion and remedial measures taken if necessary. The Wetlands Bureau shall be notified in writing of the designated professional prior to the start of work and if there is a change of status during the project.
20. Materials used for construction of the temporary causeways and trestles shall be removed when they are no longer being used for construction purposes and as soon as site and permit conditions allow.
21. The permittee or a designee shall conduct a follow-up inspection within 60 days of removal to review the temporary impact areas and schedule remedial actions if necessary. A report outlining these follow-up measures and a schedule for completing the remedial work shall be submitted by December 1 of that year. Similar inspections, reports and remedial actions shall be undertaken in at least the second, third and fourth years following the removal in the temporary impact areas.
22. Temporary impact areas shall have at least 75% successful establishment of pre-construction conditions after three (3) growing seasons, or shall be replanted / re-established until the jurisdictional areas are replicated in a manner satisfactory to the DES Wetlands Bureau.
23. A post-construction report documenting the status of the completed project with photographs shall be submitted to the Wetlands Bureau within 60 days of the completion of construction.
24. All activities shall be in accordance with the Shoreland Water Quality Protection Act, RSA 483-B. The owner is responsible for obtaining any Shoreland Permit that may be required per RSA 483-B, for construction, excavation or fill that will occur within the Protected Shoreland.
25. Any replacement of docking space lost at the Port of NH as a result of this project shall be submitted to DES as a new application including required mitigation.



### EXPLANATION

The DES Wetlands Bureau approved this project on September 16, 2014. DES supported its decision with the following findings:

1. This is a major impact project per Administrative Rule Env-Wt 303.02(a), projects in tidal wetlands.
2. The approved plans submitted on August 13, 2014 have the same impact areas as plans previously revised and submitted in July but with darker shading to indicate the permanent impacts more clearly.
3. The need for the proposed impacts has been demonstrated by the applicant per Env-Wt 302.01.
4. The applicant has provided evidence which demonstrates that this proposal is the alternative with the least adverse impact to areas and environments under the department's jurisdiction per Env-Wt 302.03.
5. The applicant has demonstrated by plan and example that each factor listed in Env-Wt 302.04(a), Requirements for Application Evaluation, has been considered in the design of the project.
6. The project will improve public safety.
7. Natural Resource Agency meetings were held at the NH Dept. of Transportation (NHDOT) on June 13, 2013, September 18, 2013, January 15, 2014 and March 19, 2014 to coordinate the review and permitting of the project.
8. During this pre-application period the design team noted that the relocation of the bridge and railroad connection further upstream would eliminate a portion of the westerly wharf of the NH Port Authority. At that time, it was proposed that once the current bridge was removed an addition could be made to the NH Port Authority's main wharf to replace the lost space on the west side. That work would include dredging approximately 58,000 sq. ft. of the river to provide appropriate water depths. The preliminary plan for mitigation was to construct and / or enhance 216,000 sq. ft. of tidal wetlands in the area of Cutts Cove.
9. At the March 19, 2014 Natural Resource Agency meeting concerns were expressed regarding the timing and storage of dredge spoils for use in the wetland construction area along with the complications of ownership, responsibilities and permitting requirement differences across state boundaries. As the bridge replacement was the priority for the transportation departments in both NH and Maine, it was suggested the bridge construction application be applied for first and that an in-lieu fee would be appropriate for the mitigation, while the Cutts Cove construction and / or enhancement could become a component of the NH Port Authority mitigation proposal for the wharf extension and dredging application.
10. On May 5, 2014 the New Hampshire Dept. of Environmental Services (DES) received a Dredge and Fill application to construct a new 2,631 ft. bridge over the Piscataqua River with a major lift span system and 1,554 ft. of approaches including the construction of five temporary causeways and temporary trestles from the NH shore to the NH lift span pier, along with a fender protection system and the relocation of the railroad impacting 97,651 sq. ft. (51,477 sq. ft. temporary) of the tidal buffer zone and estuarine wetlands. The existing bridge will be removed and the existing foundations are proposed to be removed at various locations. The proposed mitigation is a one-time payment of \$350,285.78 to the Aquatic Resource Mitigation Fund.
11. On May 8, 2014 the DES received a copy of the application submitted to US Army Corps of Engineers (USACOE) by the NH and Maine Departments of Transportation for an Individual 404 permit.
12. On June 30, 2014, the DES received a copy of the June 15, 2014 comment letter submitted to the US Department of Transportation Federal Highway Administration (FHWA) from the National Oceanic and Atmospheric Administration Marine Fisheries Service (NMFS).
13. On June 30, 2014, the DES attended a Public Hearing held by the USACOE.



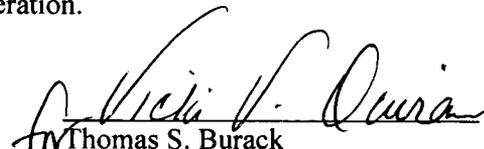
14. On July 14, 2014 the DES received a letter of comments from City of Portsmouth Conservation Commission noting there is significant public interest in the bridge replacement project. The Commission noted that after viewing a concept of restoration in the outer Cutts Cove area they strongly suggest mitigation to occur in the immediate vicinity of the project.
15. On July 15, 2014 the DES received a plan modification to include a treatment swale impacting 3,579 sq. ft. (2,099 sq. ft. temporary) of previously disturbed palustrine wetland and tidal buffer zone per amended plans revised July 14, 2014. The transmittal memo also noted an adjustment to the proposed in-lieu fee mitigation payment to \$351,895.87 to the Aquatic Resource Mitigation Fund.
16. On August 13, 2014 the NHDES held a Public Hearing in accordance with RSA 482-A: 8 on the proposal to construct a new 2,631 ft. bridge over the Piscataqua River with a major lift span system and 1,554 ft. of approaches including the construction of five temporary causeways and temporary trestles from the NH shore to the NH lift span pier, along with a fender protection system and the relocation of the railroad impacting 101,230 sq. ft. (53,299 sq. ft. temporary) of the tidal buffer zone, estuarine and palustrine wetlands. The existing bridge will be removed and the existing foundations are proposed to be removed at various locations. Compensatory mitigation includes a one-time payment of \$351,895.87 to the Aquatic Resource Mitigation Fund for permanent impacts and work related to temporary causeways for construction access. NHDOT project #15731.

Mitigation Findings:

17. The department has determined that this project is acceptable for a one-time payment to the Aquatic Resource Mitigation (ARM) Fund for the mitigation.
18. The payment calculated for the proposed wetland loss equals \$351,895.87.
19. The Department decision is issued in letter form and upon receipt of the ARM fund payment, the Department shall issue a posting permit in accordance with Env-Wt 803.08(f).
20. The payment into the ARM fund shall be deposited in the DES fund for the Salmon Falls - Piscataqua Rivers watershed per RSA 482-A:29.

Application file documents are being forwarded to the Governor and Executive Council in connection with their consideration of this matter pursuant to RSA 482-A:3,II.(a) as it is a major project in public waters of the state.

We respectfully submit this request for your consideration.

  
Thomas S. Burack  
Commissioner





# PERMIT APPLICATION

<b>DECEIVE</b> MAY 03 2014 Only NHDES LAND RESOURCES MANAGEMENT	<b>COMPLETE</b> MAY 03 2014 Only	File No: <u>2014-01053</u> Amount: <u>10,000.00</u> Initials: <u>Ende</u>
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**1. REVIEW TIME:**  
 Indicate your Review Time below. Refer to Guidance Document for instructions.

Standard Review (Minimum, Minor or Major Impact)       Expedited Review (Minimum Impact)

**2. PROJECT LOCATION:**  
 Separate applications must be filed with each municipality that the project impacts.

ADDRESS: <b>US Route 1 Bypass</b>		TOWN/CITY: <b>Portsmouth</b>	
TAX MAP: <b>NA</b>	BLOCK:	LOT:	UNIT:
USGS TOPO MAP WATERBODY NAME: <b>Piscataqua River</b>		<input type="checkbox"/> NA	STREAM WATERSHED SIZE: <b>990 square miles</b> <input type="checkbox"/> NA
LOCATION COORDINATES (If known): <b>70°45'37.74"W 43°5'10.67"N</b>			<input checked="" type="checkbox"/> Latitude/Longitude
<input type="checkbox"/> UTM <input type="checkbox"/> State Plane			

**3. PROJECT DESCRIPTION:**  
 Provide a brief description of the project outlining the scope of work. Attach additional sheets as needed to provide a detailed explanation of your project. **DO NOT** reply "See Attached" in the space provided.

**Construct a new 2,631' bridge over the Piscataqua River with a major lift span system and 1,554' of approaches. The proposed project includes the construction of a five temporary causeways and temporary trestles from the New Hampshire shore to the New Hampshire lift span pier. The temporary trestles will be constructed on pilings. The new bridge will be constructed on both pilings and spread footing piers and will also include a railroad connection. The fender protection system is proposed to be a cell filled cofferdam and pilings. The existing bridge will be removed and the existing foundations are proposed to be removed at various locations. The temporary trestle, new bridge and existing bridge removal are displayed graphically in the attached plan set (Attachment A). Additional info attached.**

**4. RELATED PERMITS, ENFORCEMENT, EMERGENCY AUTHORIZATION, SHORELAND, ALTERATION OF TERRAIN, ETC...**

**SWQPA, 401 WQ Cert, ACOE Individual, CZM Cert., Coast Guard Permit.**

**5. NATURAL HERITAGE BUREAU & DESIGNATED RIVERS:**  
 See the Instructions & Required Attachments document for instructions to complete a & b below.

a. Natural Heritage Bureau File ID: **NHB 13 - 2030**

b.  Designated River the project is in ¼ miles of: \_\_\_\_\_; and  
 date a copy of the application was sent to Local River Advisory Committee: Month: \_\_\_ Day: \_\_\_ Year: \_\_\_

NA

**6. APPLICANT INFORMATION (Desired permit holder)**LAST NAME, FIRST NAME, M.I.: **Robert Landry**TRUST / COMPANY NAME: **NH Department of Transportation**MAILING ADDRESS: **7 Hazen Drive, PO Box 483**TOWN/CITY: **Concord**STATE: **NH**ZIP CODE: **03302**EMAIL or FAX: **rlandry@dot.state.nh.us**PHONE: **603 271-7199**ELECTRONIC COMMUNICATION: By initialing here: RL, I hereby authorize DES to communicate all matters relative to this application electronically**7. PROPERTY OWNER INFORMATION (If different than applicant)**

LAST NAME, FIRST NAME, M.I.:

TRUST / COMPANY NAME:

MAILING ADDRESS:

TOWN/CITY:

STATE:

ZIP CODE:

EMAIL or FAX:

PHONE:

ELECTRONIC COMMUNICATION: By initialing here: 6, I hereby authorize DES to communicate all matters relative to this application electronically**8. AUTHORIZED AGENT INFORMATION**LAST NAME, FIRST NAME, M.I.: **Chase, Vicki**COMPANY NAME: **McFarland Johnson**MAILING ADDRESS: **53 Regional Drive**TOWN/CITY: **Concord**STATE: **NH**ZIP CODE: **03301**EMAIL or FAX: **vchase@mjinc.com**PHONE: **603 225-2978**ELECTRONIC COMMUNICATION: By initialing here: VDC, I hereby authorize DES to communicate all matters relative to this application electronically**9. PROPERTY OWNER SIGNATURE:**

See the Instructions &amp; Required Attachments document for clarification of the below statements.

By signing the application, I am certifying that:

1. I authorize the applicant and/or agent indicated on this form to act in my behalf in the processing of this application, and to furnish upon request, supplemental information in support of this permit application.
2. I have reviewed and submitted information & attachments outlined in the Instructions and Required Attachment document.
3. All abutters have been identified in accordance with RSA 482-A:3, I and Env-Wt 100-900.
4. I have read and provided the required information outlined in Env-Wt 302.04 for the applicable project type.
5. I have read and understand Env-Wt 302.03 and have chosen the least impacting alternative.
6. Any structure that I am proposing to repair/replace was either previously permitted by the Wetlands Bureau or would be considered grandfathered per Env-Wt 101.47.
7. I have submitted a copy of the application materials to the NH State Historic Preservation Officer.
8. I authorize DES and the municipal conservation commission to inspect the site of the proposed project.
9. I have reviewed the information being submitted and that to the best of my knowledge the information is true and accurate.
10. I understand that the willful submission of falsified or misrepresented information to the New Hampshire Department of Environmental Services is a criminal act, which may result in legal action.
11. I am aware that the work I am proposing may require additional state, local or federal permits which I am responsible for obtaining.
12. The mailing addresses I have provided are up to date and appropriate for receipt of DES correspondence. DES will not forward returned mail.



Property Owner Signature

L. Robert Landry Jr.

Print name legibly

5/21/2014

Date

## MUNICIPAL SIGNATURES

### 10. CONSERVATION COMMISSION SIGNATURE

The signature below certifies that the municipal conservation commission has reviewed this application, and:

1. Waives its right to intervene per RSA 482-A:11;
2. Believes that the application and submitted plans accurately represent the proposed project; and
3. Has no objection to permitting the proposed work.

 Authorized Commission Signature	Print name legibly	Date
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#### DIRECTIONS FOR CONSERVATION COMMISSION

1. Expedited review ONLY requires that the conservation commission's signature is obtained in the space above.
2. The Conservation Commission signature should be obtained prior to the submittal of the original application and four copies to the town/city clerk for mailing to the DES.
3. The Conservation Commission may refuse to sign. If the Conservation Commission does not sign this statement for any reason, the application is not eligible for expedited review and the application will reviewed in the standard review time frame.

### 11. TOWN / CITY CLERK SIGNATURE

As required by Chapter 482-A:3 (amended 1991), I hereby certify that the applicant has filed five application forms, five detailed plans, and five USGS location maps with the town/city indicated below and I have received and retained certified postal receipts (or copies) for all abutters identified by the applicant.

 Town/City Clerk Signature	Print name legibly	Town/City	Date
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#### DIRECTIONS FOR TOWN/CITY CLERK:

Per RSA 482-A:3, I(d):

1. For applications where "Expedited Review" is checked on page 1, accept the application for mailing only if the Conservation Commission signature has been sought;
2. Collect the postal receipts demonstrating that all abutters and the Local Advisory Committee were sent proper notice;
3. Collect any administrative fees, not to exceed \$10 plus the cost of postage by certified mail (RSA 482-A:3, I).
4. IMMEDIATELY sign the original application and four copies in the signature space provided above;
5. Retain one copy of the application form, one complete set of attachments and the postal receipts demonstrating that all abutters and the Local River Advisory Committee were notified and make them reasonably accessible to the public;
6. IMMEDIATELY distribute a copy of the application with one complete set of attachments to each of the following bodies: the municipal Conservation Commission, the local governing body (Board of Selectmen or Town/City Council), and the Planning Board in accordance with RSA 482-A:3, I; and
7. IMMEDIATELY send the ORIGINAL application form, one complete set of attachments and filing fee, by CERTIFIED MAIL to the NHDES Wetlands Bureau at the address indicated on page 1 of this application. (DO NOT HOLD FOR CONSERVATION COMMISSION SIGNATURE).

**12. IMPACT AREA:**

For each jurisdictional area that will be/has been impacted, provide square feet and, if applicable, linear feet of impact. *Permanent: impacts that will remain after the project is complete. Temporary: Impacts not intended to remain (and will be restored to pre-construction conditions) after the project is complete. After-the-fact (ATF): work completed prior to receipt of this application by DES. Check box to indicate ATF.*

JURISDICTIONAL AREA	PERMANENT Sq. Ft. / Lin. Ft.	TEMPORARY Sq. Ft. / Lin. Ft.
Forested wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Scrub-shrub wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Emergent wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Wet meadow	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Intermittent stream	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Perennial Stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Intermittent stream	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Perennial stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Tidal water	24,944 / 340 <input type="checkbox"/> ATF	26,689 / 457 <input type="checkbox"/> ATF
Salt marsh	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Sand dune	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland buffer	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Undeveloped Tidal Buffer Zone (TBZ)	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Previously-developed upland in TBZ	21,230 <input type="checkbox"/> ATF	24,787 <input type="checkbox"/> ATF
Docking - Lake / Pond	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - River	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - Tidal Water	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
<b>TOTAL</b>	<b>46,174 / 340</b>	<b>51,477 / 457</b>

**13. APPLICATION FEE:** See the Instructions & Required Attachments document for further instruction

Minimum Impact Fee: Flat fee of \$ 200

Minor or Major Impact Fee: Calculate using the below table below

Permanent and Temporary (non-docking) 97,651 sq. ft. X \$0.20 = \$ 19,530

Temporary (seasonal) docking structure: \_\_\_\_\_ sq. ft. X \$1.00 = \$

Permanent docking structure: \_\_\_\_\_ sq. ft. X \$2.00 = \$

Projects proposing shoreline structures (including docks) add \$200 = \$

Total = \$

The Application Fee is the above calculated Total or \$200, whichever is greater = \$ 10,000 (DOT)



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NHDOT  
PORTSMOUTH, NH

**SARAH MILDRED LONG BRIDGE REPLACEMENT  
PROJECT LOCATION**

SCALE	DATE	FIGURE
1:24,000	JANUARY 2014	1

 McFarland Johnson



To: Richard Bostwick  
ENV OFFICE MaineDOT  
16 SHS  
Augusta, ME 04333-0016

Date: 7/1/2013

From: NH Natural Heritage Bureau

Re: Review by NH Natural Heritage Bureau of request dated 7/1/2013  
NHB File ID: NHB13-2030

Applicant: Richard Bostwick

Location: Tax Map(s)/Lot(s):  
Portsmouth

Project Description: Replacement of Sarah Mildred  
Kittery and Portsmouth- New Bridge within 500 feet of  
existing at farthest point

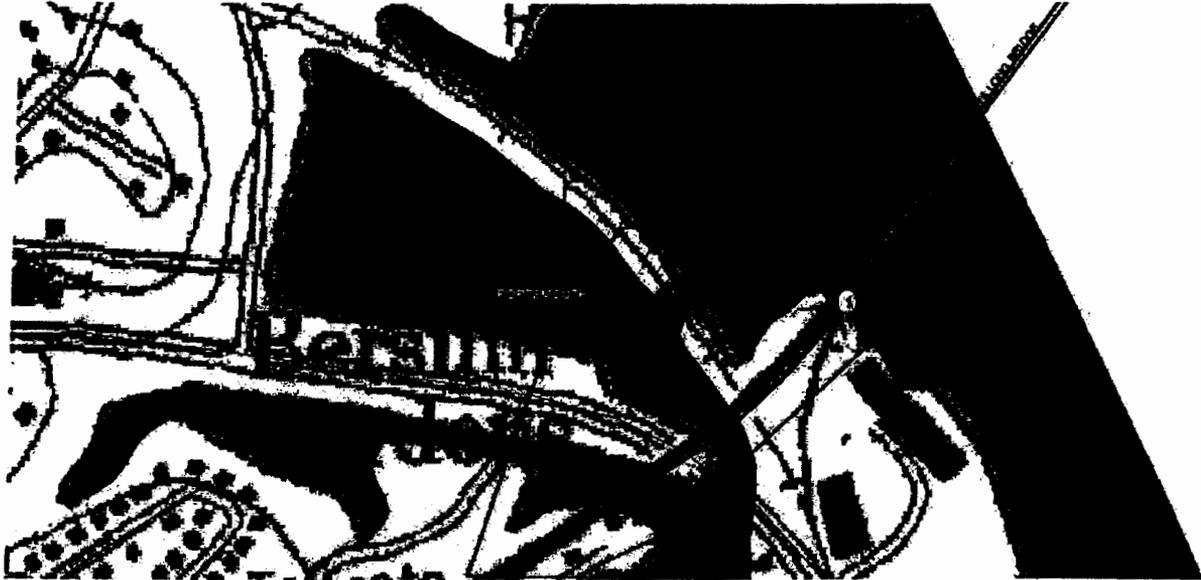
The NH Natural Heritage database contains information on rare species and exemplary natural communities near the area mapped by this project. Threatened or Endangered by either the state of New Hampshire or the federal government. We currently have no recorded occurrences for sensitive species near this project area.

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell us of known occurrences, based on information gathered by qualified biologists and reported to our office. Flowering plants, for example, have never been surveyed for certain species. An on-site survey can provide better information on whether natural communities are indeed present.

This report is valid through 6/30/2014.



MAP OF PROJECT BOUNDARIES FOR NHB FILE ID: NHB13-2030



NOTICES SENT REGULAR MAIL

NHDOT

MARC LAURIN  
ROBERT LANDRYVICKI CHASE  
MCFARLAND-JOHNSON, INC.  
53 REGIONAL DRIVE  
CONCORD, NH 03301MICHAEL R. JOHNSON  
U.S. DEPARTMENT OF COMMERCE  
NOAA FISHERIES  
GREATER ATLANTIC REGIONAL FISHERIES OFFICE  
HABITAT CONSERVATION DIVISION  
55 GREAT REPUBLIC DRIVE  
GLOUCESTER, MA 01930CASSANDRA CHASE  
FEDERAL HIGHWAY ADMINISTRATION - MAINE DIVISION  
40 WESTERN AVENUE RM 614  
AUGUSTA ME 04330NH PORT AUTHORITY  
PO BOX 506  
PORTSMOUTH NH 03801*ABUTTER*CONSERVATION COMMISSION  
CITY OF PORTSMOUTH  
ONE JUNKINS AVE  
PORTSMOUTH NH 03801JOHN BOHENKO  
CITY MANAGER  
CITY OF PORTSMOUTH  
ONE JUNKINS AVE  
PORTSMOUTH NH 03801PETER BRITZ  
ENVIRONMENTAL PLANNER  
CITY OF PORTSMOUTH  
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SOMMER, LORI LORI.SOMMER@DES.NH.GOV