

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: March 19, 2008
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT

Angela Hubbard
Cathy Goodman
Cheryl Rasmussen
Chris Carucci
Christine Perron
Jim Marshall
Jon Evans
Keith Cota
Kevin Nyhan
Kirk Mudgett
Marc Laurin
Mark Hemmerlein
Mike Dugas
Randy Talon
Ron Kleiner
Wayne Brooks

NHDES

Chris Williams
Gino Infascelli
Steve Landry

NH Fish and Game

John Magee
Kim Tuttle

**NH Office of Energy and
Planning**

Jennifer Gilbert

EPA

Mark Kern

Army Corps of Engineers
Rich Roach

**National Marine Fisheries
Service**

Mike Johnson

FST Engineers

Kevin Gagne
Peter Howe

**Central NH Regional
Planning Commission**

Rodrigo Marion

Underwood Engineering
David Foster

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

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Finalization of February 20, 2008 Meeting Minutes.....	2
Bennington, X-A000(341), 14401.....	2
Boscawen, X-A000(342), 14402.....	3
Boscawen, 14678 (Non-Federal).....	4
Carroll, M112-08-01 (Non-Federal)	6
New London, 14884 (Non-Federal)	7
Merrimack, 12105 (Non-Federal)	9
Hampton Falls-Hampton, 13408B (Non-Federal).....	10
Henniker-Hopkinton, X-A000(669), 15278.....	10
Bedford-Manchester-Londonderry, DPR-F-0047(001), 11512	11
Jefferson-Randolph, NHS-X-0341(018), 13602	11

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

NOTES ON CONFERENCE:

Finalization of February 20, 2008 Meeting Minutes

The February 20, 2008 meeting minutes were finalized.

Bennington, X-A000(341), 14401

This Municipally Managed project involves repair/replacement of existing sidewalks, construction of new sidewalks, drainage upgrades, improved roadway definition, reduction of pavement area/increased green space (+12,000 sf) and aesthetic improvements along 2,000 feet of roadway within Bennington Village. This project was presented by Kevin Gagne of Fay, Spofford & Thorndike (FST). The Town of Bennington, NH officially incorporated in 1842 is a New Hampshire river village with a rich history. Project historian has evidence that pedestrian activity has been important in this civic community, including the early establishment of sidewalks and crosswalks. Conditions have deteriorated with these facilities creating safety concerns. The town is seeking to obtain grant funds through the Transportation Enhancement program for the "Bennington Village Pedestrian Improvement Project."

The improvements are generally confined within the existing pavement/sidewalk limits. Pavement shimming is expected to attain proposed grades, as well as a full finished pavement overlay. This project does not include large-scale full-depth pavement reconstruction. Six (6) intersections are included in the overall project Study Area. Linking these intersections are State Routes 31 and 47, as well as Town roads totaling roughly 4,000 linear feet of roadway. Only a portion (roughly 2,000 LF of roadway) of the overall Master Project Plan will be carried through the design and construction phases. The project is located within the Upper Contoocook River watershed, a subwatershed of the Contoocook River / Merrimack River watersheds. FST is preparing a State of New Hampshire Department of Transportation Programmatic Categorical Exclusion (CE) Checklist for the project. A Dredge & Fill Permit is not expected, as there are no proposed jurisdictional wetland impacts. An Alternation of Terrain Permit for this project will not be required, however, impacts within 250' of Contoocook River may require a Comprehensive Shoreland Protection Act Permit. Input was solicited and received from the NH Division of Historical Resources, the NH Fish & Game Department, US Fish & Wildlife Service, the NH Natural Heritage Bureau, the NH Dept of Resources and Economic Development and the NH Office of Energy and Planning.

QUESTIONS/COMMENTS:

1. Kim Tuttle: Is the project near the Monadnock Paper Mills?
FST: YES
2. K. Tuttle: The NHB record of Wood Turtle ½ mile away indicates there is a population that is considered in the Project Corridor.
3. J. Magee: Will the stormwater be infiltrated into the ground?

FST: A potential infiltration area exists in the new green space near the fire station, across from Town hall, however the Town wants to maintain the potential to convert a portion of this area into parking should it be needed in the future. As a result, a formal bio-retention or infiltration system is not proposed at this location. The area will be graded towards an existing catch basin that will remain inside the green space rather than being crowned to direct runoff into the street. A future phase of the project, north of Phase 1, includes a roadside rain garden concept to facilitate stormwater infiltration.

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

Boscawen, X-A000(342), 14402

This project involves the construction of sidewalks, walk signals and crosswalks along North Main Street and King Street. Underwood Engineers, Inc. has been retained by the Town to develop conceptual drawings depicting the layout and sidewalk typical sections of several alternatives and to develop summaries of each alternative to include advantages, disadvantages, and cost estimates. The project was presented by David Foster of Underwood.

The Town of Boscawen is seeking a Categorical Exclusion for this project.

To date, Underwood has sent letters to the Natural & Cultural Resource agencies of concern, as advised by NHDOT Bureau of Environment. To date Underwood has heard back from the Natural Heritage Bureau who noted the potential presence of Brook Floaters, Bald Eagles, and Wood Turtles in the vicinity of the project. A letter of further inquiry was sent to NH Fish & Game on 3/18/08.

Attendees were provided a USGS map with the Study Area delineated and an outline of the five alternatives. The Cultural Resource and Natural Resource groups asked to evaluate the Study Area as shown, which extends up to Depot Street. Several photos of the existing conditions were provided, and plans were displayed showing the locations of the photos.

Alternatives 1 through 4 show concepts that eliminate the gap. Underwood reviewed these alternatives with the representatives of the Town and NHDOT on 3/4/08. There were concerns over pedestrian safety in crossing King Street at both River Road and North Main Street. Underwood was asked to investigate Alternative 5, which continues the sidewalk north on the west side of King Street to Depot Street. This is supported by the two recent Corridor Studies of US Routes 3 and 4. It will be necessary to meet with the Transportation Enhancement Committee to obtain their support and to expand the scope of the project before designing Alternative 5.

Questions/Comments

- This project is approximately ¼ mile from the Merrimack River and therefore subject to the Rivers Management and Protection Act.
- Mike Johnson asked if the brook in the photo was unnamed. Mr. Foster answered yes.

- Gino Infascelli stated there is a general agreement of this group that sediment should be collected and not transported by the drainage system to the river. He asked if the project includes adding catch basins and drainage. Mr. Foster answered that Underwood's task at this time is to present and evaluate several alternatives for the Town to choose from. The final design will occur later. The project will come back to this group during the final design phase.
- Rich Roach asked if this project would result in any major environmental damages? Mr. Foster answered no.
- Steve Landry stated that the cost of the project would likely be a big consideration for the Town.
- Rodrigo Marion asked that we consider funding by the Safe Routes to School program for sidewalk improvements.
- Kevin Nyhan provided written comment (email to Kevin dated 3/19/08) from Michele Tremblay who was unable to attend the meeting. Her comments follow:
 - The Town has indicated that it would be great to have the walk signals and sidewalks connect to Upper and Lower Boscawen. Many have expressed that they wish to maintain the green strip between Route 3 and the sidewalk. Ms. Tremblay recommends this design and discourages the use of curbs.
 - The waste cooperative is discussing plans to create a single stream recycling facility that could be sited in four places. Two of those sites include the Merrimack County Farm in Boscawen and the ash landfill in Franklin. Such a facility at these sites would likely require 80 – 200 truck trips through the project area each day.
 - Ms. Tremblay recommends working with both the UMLAC and the Boscawen Conservation Commission on the project design.

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

Boscawen, 14678 (Non-Federal)

This project consists of replacing a concrete box culvert/ 60-inch corrugated metal pipe extension located on an unnamed perennial stream under US Route 3 between Cat Hole Road and Stirrup Iron Road. This pipe was damaged during 2006 flooding. The Merrimack River is located approximately 1,000 feet downstream.

Chris Carucci presented a preliminary review of the project. The existing 3' x 3' concrete box culvert under US Route 3 has an attached 60" corrugated metal pipe that extends under the adjacent rail trail. During the May 2006 floods, a sinkhole developed at the junction of these two pipes. Inspection of the pipes revealed the need to completely replace both pipes with one culvert. The size of the new culvert has not yet been determined. The drainage area is estimated at 1,400 acres in size (approximately 2 sq. mi.). The project, which will be getting Emergency Relief funding from FEMA, has a construction budget of \$110,000. FEMA funding requires that pipes be replaced in kind or with a pipe only one size larger. Replacement will require an open trench. The culvert is located on an unnamed perennial stream that outlets into the Merrimack River, approximately 0.2 mi. to the east. The scour hole currently at the outlet of the metal pipe will be filled in order to eliminate the perched condition of the outlet. It was also noted that the stream

travels through the farm field on the west side of the road, and that the field probably holds a considerable amount of water during high flow conditions. The purpose of presenting the project at this meeting was to receive feedback from the Resource Agencies prior to designing the replacement structure.

John Magee asked if the stream was backwatered from the Merrimack River. C. Carucci answered that it is not. J. Magee also asked about the maintenance history at this site, noting that the rip-rap installed at the pipe's inlet looked relatively new. C. Carucci did not yet know the site's maintenance history.

Gino Infascelli asked how long the new pipe would be. C. Carucci responded that it was expected to be 150 feet in length. G. Infascelli also asked if the new culvert could be placed adjacent to the existing pipes to allow construction to be completed out of the stream and to reduce time and cost. C. Carucci did not think that the stream's base flow warranted this option and added that open-trench construction should be quick to complete.

J. Magee asked if the budget allowed the use of an open-bottomed culvert, and if so, how big it could be. C. Carucci explained that he wasn't sure yet, but he didn't think an open-bottomed culvert could be done for this amount of money. Typically a 3-sided box is not considered cost effective, as it requires the placement of footings. Generally an oversized, 4-sided box is used and countersunk below the streambed elevation to allow for the placement of a naturalized stream channel.

Rich Roach asked if slip lining would be given any consideration. C. Carucci responded that it would not be considered because a bigger pipe is needed at the site.

Steve Landry noted that this culvert is listed in the Upper Merrimack River Advisory Committee's (UMRLAC) Master Plan as being a perched culvert and, therefore, an impediment to fish passage. He asked that the final slope of the new culvert be corrected in order to avoid the perched outlet. He also asked that watershed area be taken into consideration when determining the size of the replacement culvert, noting that the existing culvert appears to be undersized.

K. Nyhan provided Christine Perron with a letter from Michele Tremblay of the UMRLAC. It stated that, for this project, UMRLAC prefers open bottom stream crossings. Ms. Tremblay also recommend that the Department work with both the UMRLAC and the Boscawen Conservation Commission on the project's design.

R. Roach suggested that NH F&G write a letter to FEMA to emphasize the importance of putting a larger culvert at this site. J. Magee was amenable to the suggestion. Christine Perron will follow up with him.

Kim Tuttle noted that in some situations she prefers corrugated metal to concrete because it's increased roughness can be beneficial to aquatic species passage. In this case, she would be okay with a larger corrugated metal pipe instead of a concrete culvert. C. Carucci explained that the 3–4% slope might be an issue. Due to the slope, the predicted water velocity through a concrete culvert at this site is 20 feet/sec. Velocity through a corrugated metal pipe would be a little slower.

S. Landry suggested that leaving the existing pipes in place and adding an adjacent pipe may benefit flood control given that water seems to back up upstream of this site and often overtops the road. C. Carucci explained that the existing pipes are in poor condition; leaving them in place is not feasible. This could also cause problems with the stability of the bank at the inlet of the pipes.

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

Carroll, M112-08-01 (Non-Federal)

Christine Perron gave an overview of this District 1 project. This project consists of repairing a 95-foot section of eroded bank along the Ammonoosuc River adjacent to US Route 302. This site is adjacent to a bridge that was constructed in the mid-1970s. District 1 has been monitoring this site for the past year and has noted accelerated erosion. Because of concerns over the integrity of the roadway, the District would like to stabilize the eroded area with riprap this summer. The District recognizes however, that riprap is a short-term solution and does not address the larger causative problems described below.

C. Perron described some of the general characteristics of the site. The channel upstream from this site is braided. Erosion is also occurring on the opposite bank, further upstream for a substantial distance. Also, gravel has been deposited just upstream of the bridge and now appears to be directing the flow of water into the bank adjacent to the roadway.

The purpose of this presentation was to obtain ideas from the Resource Agencies about long-term solutions to this problem that would be achievable within the District's limited budget.

Mike Johnson asked when the gravel started accumulating in the channel. C. Perron did not know.

Steve Landry asked about the width of the bridge. Dimensions were not known, however, from the photographs the bridge appeared to be three spans, with the majority of the river flowing under the middle span.

John Magee commented that this site is consistent with observations at other bridges and that it sounded very similar to a site on the Swift River in Conway. He also noted that it is likely that the bridge was not constructed with a long enough span across the river. He recommended a geomorphic assessment of the site, including upstream. Kevin Nyhan noted that it's possible that the gravel was deposited due to the river being constricted at the bridge and that there are no conditions currently requiring that the Department replace the bridge with a longer span structure.

Gino Infascelli suggested that a group should go out to look at the site to get a better understanding of conditions. Mark Kern did not think a site visit would be helpful without taking actual measurements of geomorphic conditions. J. Magee said that a site visit would be beneficial by facilitating communication between all parties. K. Nyhan suggested that a site visit be organized once DES hired a fluvial geomorphologist. It was also suggested that the NH Stream Team be involved in the site visit.

S. Landry stated that the site was identical to the Swift River site. At that site, riprap was used to stabilize the bank, the river was then designated as impaired for TSS, and that impairment opened the door to EPA funding. Funding was secured and the site was restored. J. Magee noted that cost was often the limiting factor at sites like this.

It was agreed that submitting an application for stabilizing the bank with riprap in the near future was acceptable. Further, a majority of representatives at the meeting thought a site review would be beneficial and one would be scheduled. NHF&G will compile existing data relative to know geomorphic conditions at the site. NHDOT will compile information on the bridge structure prior to the meeting. C. Perron will coordinate within the BOE and with District 1 to set up a site meeting.

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

New London, 14884 (Non-Federal)

This project proposes to expand the existing Park & Ride facility at Exit 12 off Interstate 89. Mike Dugas provided an overview of the current design. Due to concerns raised by the Town of New London, as well as budget constraints, the proposed design has been reduced from 209 spaces to 133 spaces, reducing wetland impacts from approximately 7,000 sq. ft. to approximately 5,000 sq. ft. (preliminary estimate only). The purpose of the review of the project at this meeting was to discuss nearby impaired waters. Paul Piszczek, NHDES, was invited to this meeting but was not in attendance.

A chloride-impaired stream is located approximately 1,500 feet to the south of the Park & Ride. This stream crosses Interstate 89 near Exit 12 and outlets into Herrick Cove of Lake Sunapee. As Rich Roach suggested, the probable cause of the chloride impairment to this stream is Interstate 89, not the Park & Ride.

M. Dugas explained that the existing deicing practice at the Park & Ride (using sodium chloride, aka "road salt") involves treating only the bus path through the lot. Because this is a busy parking area and long-term parking is allowed, District 2 cannot keep parking spaces free of snow and does not apply salt to the parking spaces. Recent photographs of the lot attest to this. The current length of the bus path is 424 feet. The proposed expansion would increase the length of the bus path by 57 feet to a total of 481 feet. The full expansion would also add approximately 951 feet of aisles to be used by passenger vehicles only.

M. Dugas listed several alternatives to the current deicing practices that were looked at in an effort to determine how to avoid an increase in salt usage at this site. Calcium chloride and calcium magnesium acetate are both significantly more expensive than road salt and are not as effective. Sand would provide traction but does not melt snow and ice and also may cause increased sedimentation of surface waters. Furthermore, using a material on the Park & Ride that is different from the material used on the surrounding roads would be costly simply because it would require a dedicated truck for one small lot.

Simply reducing the amount of salt applied to the Park & Ride is difficult to guarantee because spreaders do not allow for that degree of precision. Jim Marshall added that the District Engineer told him that far more salt was used at this site 10 years ago as compared to current salt application. Not treating the lot may be feasible but it would be a liability to the Department. It may be possible to designate the expanded area of the lot as an area that will not be treated, and continue to treat the bus path only. However, that has not been discussed with District 2.

Reducing the overall salt load within the watershed is an option that the Department generally avoids because it becomes challenging for maintenance crews to use different application rates in different areas. Furthermore, the RWIS weather system is in place on Interstate 89 and currently allows crews to focus salt applications when and where they are most needed, thus improving the efficiency of salt usage. Brine cannot be used in this area to reduce salt usage because of the low temperatures that are common.

Porous pavement has been considered; however, it cannot be used on the bus path because the weight of the bus would tear up the pavement. If porous pavement were used on the expanded portion of the lot, which buses would not travel on, it would reduce the need for salt within the new expansion, but would not eliminate its use entirely. Porous pavement is also costly to install and requires regular maintenance.

M. Dugas commented that the overall contribution of salt from this lot is insignificant and the net environmental impact of the Park & Ride is likely positive since it keeps cars off the road, thereby reducing emissions.

Mark Kern stated that regulations on impaired waters require that the project not contribute to the existing impairment; therefore it would be necessary to use the same amount of salt on the total expansion as is used on the current lot. He remarked that if salt application increased, it's possible that the project would not get a permit. In addition, he suggested that the Department make the argument that the salt quantity used by the Department within the watershed would essentially remain unchanged by the expansion of this facility. R. Roach asked who decides whether the Department could obtain a permit given considerations for water quality. M. Kern replied that the state, specifically Paul Piszczek, would make that decision. He further commented that he was simply giving the advice that keeping salt application the same would make it easier to get a permit. R. Roach asked if M. Kern would be obliged to recommend that this project should not qualify for SPGP. M. Kern said that was possible but that he would need to discuss the project within the EPA before that decision could be made.

Mark Hemmerlein remarked that only 57 additional feet of treated pavement would result from the expansion and that the other benefits of the Park & Ride need to be considered.

As a separate issue, Gino Infascelli asked if Alteration of Terrain requirements for the treatment of storm water runoff (i.e. treatment swales) were incorporated into the design. They were not. This will be addressed at a future meeting.

This project was previously reviewed on the following date: 10/17/07.

Merrimack, 12105 (Non-Federal)

This project involves the rehabilitation and widening of the FEE Turnpike's Merrill's Marauders Bridge over the Souhegan River (Bridge # 111/115). The rehabilitation includes placement of riprap on the eroded fill slopes in front of the abutments. Two "gravel wetlands" will be constructed to address water quality issues.

K. Cota provided a brief description of the proposed work. The bridge is on the Department's Red List and needs to be rehabilitated. In order to accomplish this, and retain two lanes of traffic in each direction, the bridge will be widened to the west, and traffic temporarily shifted onto the widened section of this bridge. This will require approximately 700 linear feet of temporary widening at the bridge approaches. After the rehabilitation of the bridge is completed, the widened area on the bridge will be maintained as a 24-foot wide shoulder, which would accommodate any future expansion of the turnpike to three lanes. The pavement of the temporary approaches will be removed, however the roadway embankments will be retained. A Public Informational/Public Officials meeting will be held in the Town of Merrimack on March 20, 2008.

No permanent wetland impacts are expected. There will be temporary impacts to the Souhegan River, two small wetlands adjacent to the river and a wetland located north of the bridge, west of the southbound lane. There will be approximately 51,000 square feet of permanent bank impacts resulting from placing stone riprap along the bridge slopes. This is required to prevent the recurrence of the existing erosion problem under the bridge deck.

Bird's-foot violets, a state threatened plant, have been located within the project limits. Their locations have been delineated and they will be fenced off, prior to construction activities, to ensure that they are not impacted. The grassed median on the Turnpike approaches will be paved and the box beam guardrail will be upgraded to a concrete barrier. Runoff from the Turnpike median will be collected in a closed drainage system and treated in two gravel wetlands (one on either side of the river). Pollutant loading analyses have shown that these treatment facilities will reduce the TSS, P, N, *E. coli*, Cu and Zn levels of the roadway runoff. The proposed project will not increase the pollutant loading for any roadway constituent pollutants listed as impairments to the Souhegan River.

In response to R. Roach's concern with any future widening of the Turnpike and whether these impacts should be assessed, K. Cota responded that there are no Turnpike widening projects listed in the State's Ten-Year Transportation Improvement Plan and reiterated that the widening of the bridge is required for traffic control to accommodate the rehabilitation of the bridge. K. Tuttle asked if there would be a level area under the bridge that would accommodate wildlife crossing. K. Cota responded that a five-foot wide maintenance bench will be constructed under the bridge along the south side and provisions for a Heritage Trail (requested by the Town) would be provided along the north side. G. Infascelli expressed concerns with the extent of the proposed stone slope impacts along the banks of the Souhegan River. K. Nyhan stated that Wetland Bureau rules (Env-Wt 302.03 (c)(2)c) allow for stone protection of an existing bridge and thus mitigation for the project, as proposed, would not be required. J. Magee stated that an informal survey has identified the presence of black gum tree saplings (less than 3 inch in diameter) in the vicinity of the project and expressed concern that no mature black gum trees be impacted by the project. The Department will identify any black gum within the project limits and avoid impacts if possible. R.

Roach stated that this project qualifies for a SGP. All present concurred that there were no concerns with the proposed project impacts.

This project was previously reviewed on the following date: 5/18/05.

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

This project involves replacing the bridge that carries Interstate 95 over the Taylor River, between Hampton and Hampton Falls. In addition, the Department is engaged in a feasibility study to determine the appropriate treatment of an associated dam, overflow culvert and fish ladder. Feedback, as discussed, is being sought on the feasibility study. A majority of the feedback was received prior to the meeting via Email. The next steps include incorporating missing items into the feasibility study (evaluation of shallow wells and fire suppression, etc.). In addition, several comments have indicated the need to improve the readability and format of the document. The project partners will proceed with the study.

This project was previously reviewed on the following dates: 12/19/07, 1/16/08 & 2/20/08.

Henniker-Hopkinton, X-A000(669), 15278

This project was presented by Cathy Goodmen and Kirk Mudgett. The project is located on US Route 202/NH Route 9, starting 700 feet east of Rush Road in Henniker and proceeding east for approximately 7.3 miles to Putney Hill Road in Hopkinton, just east of Exit 5 off Interstate 89. This project, part of the 2008 Federal Resurfacing Program, involves rehabilitating existing pavement, milling new rumble strips, scaling loose rock, guardrail upgrades, replacement of plug joints at four (4) bridges, signing upgrades and reconstructing the intersections of Foster Hill Road, West Hopkinton Road, NH Route 127 and Stumpfield Road to provide turn lanes. .

Bridgework will be conducted on bridge number 131/ 124 over Amey Brook (44 ft wide), bridge 049/ 096 over the Contoocook River (36 feet wide), bridge 056/ 093 over Hatfield Road (44 feet wide) and bridge 086/ 084 over Elm Brook (36 feet wide). The bridgework is not expected to involve work within any jurisdictional wetlands or banks. The only wetland impacts within the project area are limited to roadside ditches that will be reconstructed and several culverts that carry water under the roadway. The inlet and outlet pipes for these culverts will be extended to accommodate shoulder widening. All work will be contained within the existing NHDOT right-of-way.

The project area was reviewed by the NH Natural Heritage Bureau (NHNHB) and several endangered species were identified in the area. None of the identified species are expected to be impacted by this project as they are located outside the project limits. The area was also checked for impacts to impaired waters. This project is not expected to negatively impact any impaired waters. Permanent wetland impacts will total approximately 4,425 s.f. (125 s.f. at Foster Hill Road for a culvert extension, 1,785 s.f. at West Hopkinton road to widen the roadway and 2,515 s.f. at Stumpfield Road to widen the roadway. Gino Infascelli requested that in the future NHDOT indicate in the application if impacted ditches would be replaced or not. Rich Roach stated this

project is eligible for coverage under the NH PGP. Mike Johnson asked if the bridgework would involve any wetland impacts. C. Goodmen and K. Mudgett responded that all bridgework would be conducted from the bridge with no impacts to the banks or rivers.

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

Bedford-Manchester-Londonderry, DPR-F-0047(001), 11512

This project was presented by Alex Vogt and relates to the construction of the Manchester-Boston Regional Airport Access Road. John O'Neil, surveyor for Ballinger Properties, has notified the Department that the owner of the Tamposi-Nash parcel would like to create two large detention ponds within a conservation easement purchased by the Department to mitigate wetland impacts associated with the access road construction. The purpose of this easement and several others was to preserve a wildlife corridor connecting an airport mitigation property with wildlife areas to the south. The Department has had some discussions with the property owner indicating that construction of a detention basin would likely not be an allowable use of the property. All present agreed that the easement area should remain vegetated and that the construction of a detention basin on the property would not be consistent with the purposes of the easement. A. Vogt noted that the Department is willing to work with the owner to locate an area on the easement to accept overflow from the detention pond.

Mark Kern asked who owns the easement and the property. A. Vogt answered that the Department owns the easement and the property is owned by Tamposi-Nash. M. Kern stated that the easement should remain vegetated. There was a general comment that the plans submitted from the landowner didn't clearly show the design details of the area around the proposed detention ponds and the extent to which this area would be cleared.

This project was previously reviewed on the following dates: 11/14/96, 4/16/97, 5/28/97, 8/20/97, 12/16/98, 1/20/99, 10/20/99, 12/15/99, 2/16/00, 3/22/00, 6/14/00, 3/21/01, 4/18/01, 1/16/02, 8/21/02, 6/18/03, 3/24/04, 7/21/04, 9/15/04, 10/20/04, 12/15/04, 9/21/05, 3/15/06, 5/17/06 & 8/23/06.

Jefferson-Randolph, NHS-X-0341(018), 13602

This project involves improvements to a 0.9-mile section of US Route 2 in Randolph (Randolph, 13602A). This meeting was a follow-up to comments made by Kim Tuttle at the February meeting, seeking a dry critter crossing in the project area. The Department does not propose any additional crossings. Those culverts that were scheduled to be addressed will be further upsized based on new soils data. They include:

- Sta. 8188+78: Upsize a 24" plastic pipe to a 30" plastic pipe (1.65% slope).
- Sta. 8198+86: Upsize a 42" CMP to a 42" polymer coated CMP (9.4% slope).
- Sta. 8208+95: Upsize a 30" plastic pipe to a 42" plastic pipe (2.2% slope).
- Sta. 8214+60: Upsize a 24" RCP to a 30" RCP (1.65% slope).

Sta. 8218+37: Upsize a 24" corrugated pipe to twin 24" corrugated plastic pipes (16.5% slope).

Sta. 8222+47: Upsize a 30" plastic pipe to a 48" RCP (1.0% slope).

Sta. 8229+23: Replace a 24" CMP with a 24" plastic pipe.

Stone aprons will be used at all outlets for erosion protection..

No one objected. K. Tuttle indicated that she preferred the concrete or corrugated crossings.

This project was previously reviewed on the following dates: 4/17/02, 8/21/02, 2/19/03, 3/19/03, 4/16/03, 10/15/03, 2/18/04, 6/23/04, 7/21/204, 11/2/05, 2/21/06, 4/18/07 & 2/20/08.