

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

**SUBJECT:** NHDOT Monthly Natural Resource Agency Coordination Meeting

**DATE OF CONFERENCE:** January 21, 2009

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

Alex Vogt  
Bob Aubrey  
Cathy Goodmen  
Chris Carucci  
Christine Perron  
Dan Prehemo  
Dave Scott  
Dave Smith  
Doug King  
Jim Bowles  
Jim Kirouac  
Jim Marshall  
Jon Evans  
Jon Hebert  
Keith Cota  
Kevin Nyhan  
Kirk Mudgett  
Maggie Baldwin  
Marc Laurin  
Matt Urban  
Mike Dugas  
Mike Hazlett  
Pete Stamnas  
Randy Talon  
Steve Liakos  
Trent Zanes

**NHDES**

Andy Chapman  
Gino Infascelli  
Lori Sommer  
Steve Couture  
Tim Drew

**NH Fish and Game**

Carol Henderson

**NH Office of Energy and  
Planning**

Dari Sassan  
Jennifer Gilbert

**NH Natural Heritage  
Bureau**

Melissa Coppola

**NH DRED**

Jennifer Codispoti

**US Fish and Wildlife  
Service**

Vernon Lang

**EPA**

Mark Kern

**Army Corps of Engineers**

Erika Mark  
Rich Roach

**Southern NH Planning  
Commission**

Matt Caron

**Town of Swanzey**

Bruce Bohannon

**Town of Littleton**

Chuck Connell

**McFarland Johnson**

Gene McCarthy  
Vicki Chase

**T.F. Moran**

Mike O'Donnell

**HEB Engineers**

Jay Poulin

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

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## **NOTES ON CONFERENCE:**

### **Finalization of December 17, 2008 Meeting Minutes**

The December 17, 2008 meeting minutes were finalized.

### **Bedford, 13527 (Non-Federal)**

This project involves the replacement of the US Route 3 Bridge over the FE Everett Turnpike (FEET) just south of the I -293 interchange with NH Route 101. It is anticipated that a new 4-lane bridge will be constructed to replace the existing 2-lane bridge. This project was previously presented at the April 18, 2007 and August 20, 2008 meetings.

In the previous meetings, the Department indicated that no wetlands would be impacted as a result of the proposed project. As the proposed project involves an increase in impervious surface area, this project will require the installation of stormwater treatment structures. The various stormwater treatment options need to be identified and presented at the March 25, 2009 Public Hearing.

Jim Kirouac presented the alternatives and noted that Bedford is a Municipal Separate Storm Sewer Systems (MS4s) Community, which means the Department will need to coordinate with the Town of Bedford on the proposed Stormwater Treatment Plans, pursuant to EPA regulations. The following treatment options were identified:

- One basin to the west of the Turnpike, northwest of the new bridge, to treat all water from center of bridge to the west.
- One basin at the north east corner of the new bridge to treat the water coming off the bridge to the east.
- One basin in a forested depression, behind a business on the east side of Route 3, just south of the intersection with Hawthorne Drive. This would treat all the water coming down the hill from the bridge, east of the Turnpike.

Rich Roach asked if any of the proposed treatment structures are located in existing wetlands. Cathy Goodmen indicated that wetland delineations for these areas have not been completed to date.

R. Roach asked if the proposed structures were large enough. J. Kirouac indicated that these structures have been designed to accommodate for the Q50 with one foot of freeboard below the top of the basins.

J. Kirouac indicated that the Department will be showing these options at the hearing for comment from Town Officials and abutting property owners. C. Goodmen indicated that wetland delineations in these areas would be included in the Hearing plans. . Gino Infascelli suggested the Department check with the Town of Bedford to see if there are any recent wetland delineations for the Hawthorne Drive area, as this development is relatively new. J. Kirouac noted that the Department has coordinated with the Town and received GIS information, however he was not

given any existing wetland delineations. Vernon Lang asked if the Department had any plans to widen US Route 3 in this area. Alex Vogt noted that there are no other plans to widen US Route 3 however, as development occurs the potential 5 lane section could be extended in the Towns of Bedford & Merrimack per the US Route 3 Department Policy dated October 1988.

*This project was previously reviewed on the following dates: [4/18/2007](#), and [8/20/2008](#).*

### **Andover, 13349 (Non-Federal)**

The proposed project involves realigning a 0.45-mile section of NH Route 11 at its intersection with Flaghole Road. Currently a roadway curve is very sharp and is a hazard to motorists. Kirk Mudgett indicated that the project is located near Highland Lake and there are Prime Wetlands at the eastern end of the project. Previous plans, which included impacts to these prime wetlands, have been revised to avoid direct Prime Wetland impacts. These changes include a three-foot roadway alignment shift to the east to avoid the wetland on the west side of the road. The roadway slopes will be steepened from 4:1 to 2:1 and 1.5:1 as the drop on the sides of the road are only about 6 feet. Originally a 30" CMP equalizing culvert under the roadway connecting two wetlands was to be replaced. This culvert replacement has been eliminated. Although direct Prime Wetland impacts have been avoided, impacts within the Prime Wetland buffer will still be necessary.

Andy Chapman asked about the phasing of the project. Doug King, indicated that the work will be done by District forces and they plan to have the new roadway to binder course (pre-final pavement) by Motorcycle week, June 13-21, 2009. Some clearing and grubbing has already been completed in the higher areas at the west end of the project. He also indicated that some closed drainage system work would also be included in the project. This work will include the addition of catch basins approximately every 300 feet. The drainage work should begin in mid March depending on weather, and completed sometime in April. Once the drainage work has been completed the realignment excavation will begin. (It was later requested that C. Goodmen and D. King coordinate with A. Chapman prior to the commencement of construction.)

Vernon Lang asked if there are any other wetlands within the project area. Cathy Goodmen indicated that there were not. Gino Infascelli asked if the prime wetlands were reflagged to show the correct delineation. K. Mudgett noted that Christine Perron had gone out to flag the project area last fall. He indicated that these delineations would be added to the plans and submitted to NHDES along with an update of the project impacts. Rich Roach indicated that although no wetlands would be impacted as a result of this project, should any wetland impacts be identified in the future, the project would qualify for coverage under the NH PGP.

*This project was previously reviewed on the following dates: [4/20/2005](#) (under #13348), & [8/15/2007](#).*

### **Hooksett, X-A000(407), 12537A**

John Hebert and Chris Carucci presented this project, which consisted of a design update prior to the project proceeding to a public hearing in February/ March. The project involves roadway

improvements and drainage upgrades to a portion of US Route 3 beginning at the signalized entrance to K-Mart, proceeding north to the southerly terminus of a prior project. The general intent of the roadway improvements is to provide two through lanes in each direction with a center turn lane. The roadway will be curbed with the construction of sidewalks on the east side. Currently, US Route 3 has one through lane in each direction with a center turn lane. Drainage improvements will alleviate frequent flooding of Dalton Brook.

The Department is proposing to upgrade the system of culverts carrying Dalton Brook from NH Route 28 Bypass to Benton Road. The design flow will be the 50-year storm, with the capacity to pass a 100-year storm with minimal flooding. The existing closed drainage system, consisting of multiple small pipes, will be replaced by concrete box culverts under NH Route 28 Bypass, under K-Mart's entrance, and under US Route 3 and Merchant's Motors parking lot. Some modifications to the existing K-Mart stormwater pond will be required. The final details still need to be coordinated with the owners of Merchant's Motors and K-Mart.

R. Roach indicated that he thought the design was a good idea.

There was discussion about the Dalton Brook culvert at Benton Road, which the town of Hooksett is replacing. G. Infascelli stated that the DES permit for that project has been appealed by a downstream abutter due to concerns about flooding.

K. Nyhan summarized the environmental aspects of the project. There will be approximately 2,000 sf of wetland impact. The area is within one mile of impaired water. The impairments are largely biological, and there will be a reduction in impervious surfaces after construction. There was a single occurrence of a threatened/endangered species in the project area, however the NH Fish and Game Department determined that the project would not affect it.

*This project was previously reviewed on the following dates: [7/18/2007](#), [1/16/2008](#) & [10/15/2008](#).*

### **Pelham, X-A000(415), 14491**

T. Zanes presented this project. The intent of which is to improve the capacity and safety of two intersections along NH Route 111A in Pelham. Two proposed actions are outlined below: "Dual Roundabout Alternative A" and "Dual Roundabout Alternative B". "Dual Roundabout Alternative A" was designed under the assumption that the existing Pelham Fire Station would be relocated by the town following passage of a warrant article during annual town meetings. "Dual Roundabout Alternative B" was designed under the assumption that the existing Fire Station would remain in place in the event a warrant article is not passed.

K. Nyhan discussed the environmental implications of the project. He showed maps with highest ranked habitat from the Wildlife Action Plan; wetlands mapping; and impaired water areas.

It is expected that a wetlands permit would be needed at a single outlet of a proposed drainage pipe. Currently, drainage runs to the wetland to the south of the project area. The project would add drainage that currently reaches the area via sheet flow. Prior to the outlet, the Department is considering the construction of a treatment area (at Marsh/Gibson Road). Following construction, there will be approximately ¼ acre of additional impervious surfaces.

Once the project moves to final design and specific impacts are identified, the project will be reviewed again.

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

### **Conway, X-A000(809), 15604**

This project involves repairs to specific bridge pilings at three bridge locations in Conway. David Scott gave a brief overview of the project. The piles supporting three bridges on River Road are deteriorating; the proposed project involves encasing the piles with cementitious grout. The bridges span Lovejoy Brook, Saco River overflow, and the Saco River. When this project was presented at last month's meeting, there were concerns with how the rocks would be removed from around the piles and how the piles would be cleaned. Several options for reaching the rocks that need to be moved were examined:

1. Causeway – This option was presented at the last meeting. After further examination, the Department has rejected this option due to cost, impacts, and concerns that were raised by the Resource Agencies at the last meeting.
2. Porta-Dams – This option would require a lot of excavation in order to level off the river channel enough for installation of portable dams. Because of the high level of disturbance required, this option was rejected.
3. Large sand bags – This option would be difficult to install because of the bridge deck above the work site.

In order to minimize river disturbance, D. Scott proposed that the best option would be to install a turbidity curtain around the work site and then “tip-toe” an excavator into the water to reach any rocks that need to be removed. Modern excavators now have sealed bearings, which would be required in the contract. Furthermore, the contract would restrict an excavator to a depth that would reach no higher than the undercarriage of the excavator. Jim Bowles added that he was involved with installing these stones. At that time, there were difficulties in keeping a curtain in place. Despite any potential problems with maintaining a curtain, turbidity would be monitored and water quality would be maintained. An excavator in the water would be necessary in the Saco River, and perhaps in the overflow as well.

Rich Roach asked if concrete could be placed around the entire pier structure instead of around each individual pile. D. Scott said that doing so would be cost prohibitive and involve greater environmental impact.

Steve Couture asked if the substrate is suitable for supporting an excavator. J. Bowles answered that the substrate consists of sands and gravels typical in Conway. S. Couture added that because turbidity would be monitored, he did not think water quality would be an issue with the work as proposed.

Gino Infascelli asked if it would be possible to put in Jersey Barriers or sandbags upstream for a small amount of water diversion. J. Bowles said that there is some potential for that but that it would depend on the flow at the time of work. S. Couture and G. Infascelli asked if more specific

information on construction methods/construction sequence would be provided. J. Bowles said that a Storm Water Pollution Prevention Plan would be required for this project and that would contain more details. Both S. Couture and G. Infascelli were satisfied with the SWPPP requirement, and G. Infascelli indicated that he would not have a problem permitting the project as proposed.

Vernon Lang asked how long the turbidity curtains would be in place. J. Bowles said that the curtains would remain in place while rocks are moved and while piles are cleaned and encased.

*This project was previously reviewed on the following date: 12/17/2008.*

### **Conway, HDPPE-9117(1), 11339A**

K. Nyhan discussed this project, which involves the construction of a 12-mile bypass around NH Route 16 & US Route 302 in Conway. Interim improvements have been completed along the existing routes (Phases 1-5). As specified in the FEIS, the Department has completed a traffic analysis to demonstrate the continued need for the bypass, prior to commencement of those sections of the project (Phases 6-9). The analysis will be distributed prior to the February meeting for discussion at the meeting. At that time too, the Department will discuss wetland impacts and approved mitigation.

*This project was previously reviewed on the following dates: 3/23/1995, 1/17/2001, 9/19/2001, 5/15/2002, 3/18/2004, 11/15/2006.*

### **Lebanon, NH - Hartford, VT, A000(627), 14957**

This project involves the replacement of the US Route 4 Bridge over the Connecticut River Between Lebanon, NH and Hartford, VT. The condition of the US Route 4 Bridge over the Connecticut River has deteriorated and the weight limit has been decreased.

Christine Perron introduced the project by explaining that an advance temporary bridge is now being proposed as part of the economic stimulus package expected from Washington. The temporary bridge would be located downstream from the existing US Route 4 bridge. The bridge will result in wetland and shoreland impacts. There is a question about whether or not the Corps permit would cover New Hampshire and Vermont impacts. The Connecticut River is designated as Essential Fish Habitat (EFH); however no impacts to this EFH are anticipated. C. Perron coordinated with Mike Johnson (National Marine Fisheries Service), who asked for a brief EFH assessment and noted that Rich Roach should be copied when the assessment is sent to his office. There are records of bald eagles and dwarf wedgemussels in the vicinity of the project; however, Kim Tuttle did not think the project would impact bald eagles. The US Fish and Wildlife Service indicated there were no concerns with the proposed project since the closest known mussel population is two miles downstream and there is no appropriate habitat in the project area.

After explaining that the advance temporary bridge would restore load capacity at this crossing and would help keep the traveling public safe, Steve Johnson presented the preliminary wetland

impact plan. Jurisdictional areas consist of the river, its banks, and the protected shoreland. No other wetlands exist in the project area. The temporary bridge will have two piers, the locations of which will closely match the piers of the existing bridge. Some fill would be required on the New Hampshire bank; the Vermont bank will not require fill below ordinary high water. A bedrock outcrop exists in the river near the eastern bank and it is exposed during low flow. This outcrop prevents the construction of a trestle that is needed for the installation of the bridge piers. For this reason, a temporary causeway is proposed to allow access into the river channel for installing the easternmost pier. Temporary impacts are proposed across the entire channel to allow for installation of the piers. Other than the causeway, there will be minimal fill below the ordinary high water line. It was also reiterated that NHDOT is the lead agency on this project.

Rich Roach stated that this project might require an Individual Permit to simplify the coordination between the two states. An Individual Permit would require a Water Quality Certificate from NHDES. He asked if there would be any fill or riprap in the channel in Vermont. S. Johnson said that no fill or riprap would be placed in Vermont; all impacts would be at the top of the bank in Vermont. R. Roach said that perhaps an Individual Permit would not be necessary. C. Perron said that the project's schedule is quite aggressive. R. Roach said that if an Individual Permit were necessary, it could be issued within a month.

Vern Lang asked for clarification on the causeway. S. Johnson said that the causeway would consist of clean stone and would be in place for approximately two months. A causeway is necessary to install the bridge pier because the bedrock outcrop prevents a trestle from being installed and the water isn't deep enough for a barge in this location. The Wilder Dam is approx. one mile upstream and there is a 5 to 6 foot fluctuation in water level every day, making it impossible to access the pier site from the bedrock outcrop. A causeway may not be necessary when the temporary bridge is removed in three to four years. Removing the piers at that time will probably involve breaking them off below the mud line, which can likely be accomplished with a cofferdam. Additionally, removal time will be much less than installation time, so it may be possible to remove the pier from the bedrock outcrop while it is dry.

R. Roach asked about coordination with the US Coast Guard. C. Perron explained that Jamie Sikora from FHWA coordinated with the USCG. No USCG permits would be required for this project. R. Roach said that since no USCG permits were required, perhaps an Individual Permit would not be necessary.

Kevin Nyhan asked Gino Infascelli and Lori Sommer about the temporary impacts shown across the entire channel for the construction of the trestle and piers. He noted that the Rye project only applied for impacts where the piers were located. G. Infascelli said that approach would be fine assuming the locations of the trestle and piers were known in advance.

V. Lang asked if the existing bridge would also be removed. S. Johnson explained the three alternatives that are still being studied, including rehabilitation of the existing bridge. Once a preferred alternative is selected, it will be presented at a future meeting.

*This project was previously presented on the following date: [9/17/2008](#).*

## **Keene-Swanzey, X-A000(361), 14421**

This project involves improving the existing railroad bed of the Ashuelot Rail Trail to a crushed gravel hard pack surface along a 13,000-foot section of State-owned railroad right-of-way. The limits of work are from approximately 2,400 feet north of the railroad's intersection with Krif Road south to its intersection with Sawyer's Crossing Road in Swanzey. The project will also include stormwater drainage, erosion control and sight distance improvements.

Mike O'Donnell presented the project giving an overview of the work proposed and discussing the project location. There will be no impacts proposed to jurisdictional wetlands. Alteration of Terrain and Shoreland permits will be required. NHNHBB identified species of concern in the area, T.F. Moran has coordinated with NHF&G and USFWS, who concluded that the project would not impact the species if Best Management Practices are used to control soil erosion and sedimentation.

Rich Roach asked about how the trail and Matthews Road relate. M. O'Donnell explained that the project would provide smooth transitions at the road crossings and culverts if necessary.

Steve Couture pointed out that the project will need to be coordinated with the local watershed advisory committee. Bruce Bohannon stated that he and Barbara Skuly have been in communication and she will be kept apprised of the progress of the project and invited to the public informational meeting is aware of the project. S. Couture stated that T.F. Moran will need to continue to work with the local advisory committee throughout the project and as part of the Alteration of Terrain and Shoreland permits.

Melissa Coppola asked if there would be any vegetation removed in the flood plain. M. O'Donnell answered that there would be some vegetation removed, but to a very limited extent. There will be very few trees cut. M. Coppola stated that she would like T.F. Moran to coordinate with her when the location, extent, and type of vegetation to be cleared is known. There will be no further requirements beyond those outlined for the Alteration of Terrain and Shoreland permits.

Jennifer Codispoti stated that if part of the project involves opening up drainage in the ditch lines, the trees that have grown in the ditches will need to be removed. B. Bohannon stated that there are no trees in the ditches.

Carol Henderson asked about the species of concern that were identified. M. O'Donnell named the species (Dwarf Wedge Mussel, Silver Maple, Grasshopper Sparrow, Horned Lark, Vesper Sparrow, Wood Turtle), and stated that T.F. Moran has coordinated with USF&WS and NHF&G for these species and received confirmation that the project is not likely to impact these species.

M. O'Donnell handed out copies of the preliminary drawings dated 1/8/09 and correspondence from NHNHBB, NHF&G, USF&WS, NHOEP, and NHDRED – Division of Parks and Recreation to those who wanted it.

Identification of wetland areas was discussed. Gino Infascelli asked if a wetland scientist has walked the project area to verify that no jurisdictional wetlands will be impacted, especially at culvert outlets. M. O'Donnell stated that T.F. Moran would look into this.

J. Codispoti asked about the work involving improvements for sight distance. M. O'Donnell answered that all work will be within the railroad right-of-way or the Town's road right-of-way. There will be no work on adjacent properties. The work will involve trimming or clearing of vegetation, and re-grading slopes to improve the sight line. It was also stated that the BMP's as outlined for Trail Maintenance and Construction" from the NH Department of Resources and Economic Development, Division of Parks and Recreation, Bureau of Trails will be used for this project.

The project will proceed through the design and permitting phases and unless design changes substantially, there is no need for another review.

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

### **Littleton, X-A000(098), 13897**

Jay Poulin opened the meeting with a brief introduction of the participants and associated roles in the project. J. Poulin stated that this meeting was intended to be an initial review of the project and identify any concerns early in the process.

J. Poulin noted that Phase II of the Littleton Riverwalk project builds off the completion of Phase I. Phase II includes construction of approximately 1,000' of riverwalk along the Ammonoosuc River from the south end of the pedestrian covered bridge (Phase I) to Cottage Street (Rt. 302) bridge. At this time, it is proposed that Phase II include construction of a walkway underneath the Cottage St. bridge to provide safe pedestrian access onto Cottage St. bridge and allow future continuation of the riverwalk easterly. The terminus of Phase II is the former Littleton Opera House.

Gino Infascelli asked what exists in the area of the proposed path now and are there any anticipated impacts. J. Poulin noted that there is no path existing now in the Phase II project area and expects construction of an 8'-10' wide path. J. Poulin also noted shoreland and wetland impacts are expected. The entirety of the proposed path is within the shoreland protection zone and 2,000-3,000 square feet of impacts to the bank of the river are expected. J. Poulin noted that preliminary discussions with Darlene Forst from NHDES indicated that pathway surface materials within the protected shoreland should be pervious. J. Poulin indicated that a hard, pervious surface is proposed at this point due to its anticipated high use.

J. Poulin noted that path construction under the bridge and in the area of river bank impacts are expected to be a raised structure, similar to a boardwalk, versus filling. J. Poulin also noted that the path will be ADA accessible.

Vernon Lang asked if clearing was needed for this project. J. Poulin responded that only minor tree clearing would be necessary. G. Infascelli indicated that replanting would likely be required as mitigation to the proposed wetland and shoreland impacts.

Charles Connell indicated that this project has been presented to the public and there is support for the project. In addition, representatives from the local river advisory committee and conservation commission are involved in the riverwalk committee and both have indicated support for the project.

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

### **Meredith, STP-F-X-0241(014), 10430**

The intent of this project is to rehabilitate the US Route 3/NH Route 25 corridor to reduce congestion and improve safety. The project is being designed using a 'Context Sensitive Solution' approach, which includes a Project Advisory Committee (PAC) to look at the problems involved and determine possible alternatives that are acceptable to the panel and the town. The Department has finished Phase A of the project which identifies acceptable alternatives that will be studied in further in Phase B and included in the environmental document. Jim Marshal introduced the project and Gene McCarthy presented the alternatives. The project area includes two areas; the rural NH Route 25 area and the Village Core.

The NH Route 25 area has some safety issues. These were determined to have two acceptable methods of improvement:

1. Maintain the existing roadway and improve the critical intersections to increase safety.
2. Re-define the corridor to a more 'Village' look, lower speed limits, add curbs, add visual interest and narrow the roadway to slow traffic down.

The Village Core had several acceptable methods of improvement with multiple parts.

1. Intermediate alternative- 3 lanes, center lane a turn lane, 2 lane roundabout at Route 3/Route 25 intersection, or single lane roundabout.
2. Roundabout alternative- 2 lanes and center median, roundabouts at 7 intersections. No left turns out of driveways.

Mark Kern asked if both alternatives would have the same amount of pedestrian and bike friendly amenities. G. McCarthy said yes, there are sidewalks, bike lanes and road crossings.

There are two other options in the Village area.

1. Pleasant Street Bypass- This option would have a roundabout at the intersection of Pleasant Street and a new road between the new Hannaford and the bank building. A bridge would be constructed to cross Hawkins Brook (a prime wetland) and connect to US Route 3, north of the existing intersection with NH Route 25. The US Route 3/ NH Route 25 intersection would have a 2-lane roundabout eliminating the existing signals at this large intersection. The short section of NH Route 25 adjacent to the shore of Lake Winnepesaukee would become one-way to the northeast.

Rich Roach asked why the Pleasant Street bypass is considered a viable option. G. McCarthy noted that the Town doesn't like the 2-lane roundabout at the current intersection as it impacts two

buildings and two parking lots. The single lane roundabout doesn't satisfy the traffic needs of the design year of 2030. The PAC noted that mitigation for the prime wetland impacts could be restoring the wetland as it is currently in poor condition. M. Kern noted that mitigation of any kind doesn't make sense unless the parking around the wetland is eliminated. G. McCarthy noted that parking in the area is important to the Town. R. Roach said that mitigation could be to abandon the short part of NH Route 25 between the intersection of 3/25 and Pleasant Street, to protect the shoreline of Lake Winnepesaukee. M. Kern stated that he thought it unlikely that a permit would be issued unless the whole wetland was spanned. G. McCarthy noted that the town had stated that the prime wetland might be de-listed as prime. G. Infascelli said that it would need to go to a Town hearing to de-list from prime wetland status.

2. School Bypass- This option would add a roundabout at the intersection of NH Route 25 and Barnard Ridge Road and create a new road to the north of the High School. This road would be located to the northeast of the high school and travel north and west behind the school, going through the wooded areas north of the sports fields, ending at US Route 3 just north of the Meredith Community Center. A roundabout would be located here to access Route 3.

M. Kern said this option would probably be permissible. R. Roach asked if this option helps with the purpose of the project. G. McCarthy noted that it doesn't relieve the congestion, but would help with safety at the school entrance and access for fire and rescue vehicles.

*This project was previously reviewed on the following dates: 5/21/1992, 6/15/1995, 4/16/1997, 5/18/2005. & [9/17/2008](#).*

### **Salem-Manchester, IM-IR-93-1(174)0, 10418C**

Dan Prehemo discussed the water quality treatment and detention measures required in the South Tributary to Canobie Lake area in Windham. These measures are properly addressed in the final design condition, with the ability to excavate the existing northbound lanes to establish a large detention area. However, there are pre- versus post- drainage, upstream flood level increases as well as downstream velocity concerns in the interim condition, which would exist for approximately 4 years. As the original proposal to widen and relocate the South Tributary to Canobie Lake downstream of I-93 was not favored by the Resource Agencies several concepts were investigated for this interim condition to maintain drainage and address pollutant loading. The proposed concept would add a temporary detention pond between the existing southbound and the new southbound roadways to account for increase in flows. The increase in velocity is proposed to be attenuated with a plunge pool right at the outlet, with minor impact to the stream channel. Rich Roach expressed concern that this work not degrade the existing channel. Keith Cota stated that the channel is well stabilized and will accommodate the flows and would allow overflows into the adjacent wetland area. He also noted that increased velocities would be very small and would not be a concern. All agreed that the proposed measures were appropriate.

Vernon Lang noted that the Water Quality Certificate issued for the project focused on chlorides and expressed concerns that the impacts to fish and macro-invertebrates were not properly investigated or addressed. He supposed that the proposed extension of culverts along the corridor

would have water quality impacts. Also, the Fish and Wildlife reports prepared by the consultant do not address this issue. M. Laurin replied that the commitments made in the FEIS were reviewed and approved by the natural resource agencies, including USF&WS and NHF&G. The commitments made were to investigate the possibility of providing wildlife corridor through I-93, which is what the reports focused on. R. Roach stated the extension of culverts have been permitted. C. Henderson and L. Sommer wondered if some outlets could be designed to improve fish passage. K. Cota and P. Stamnas expressed concerns that the designs were at or nearing the slope and drain stage, and this issue needs to be resolved soon. M. Laurin will set up a separate meeting that will focus on perennial stream issues and culvert extension treatment.

*This project was previously reviewed on the following dates: 8/10/1995, 1/10/1999, 2/16/2000, 5/17/2000, 6/14/2000, 7/19/2000, 8/10/2000, 9/20/2000, 10/18/2000, 1/17/2001, 2/14/2001, 3/21/2001, 4/18/2001, 5/10/2001, 8/15/2001, 9/19/2001, 10/17/2001, 11/21/2001, 1/16/2002, 2/20/2002, 5/15/2002, 6/18/2003, 10/15/2003, 12/17/2003, 10/20/2004, 11/17/2004, [1/18/2006](#), [12/19/2007](#), [2/20/2008](#), [10/15/2008](#), & 12/17/2008.*