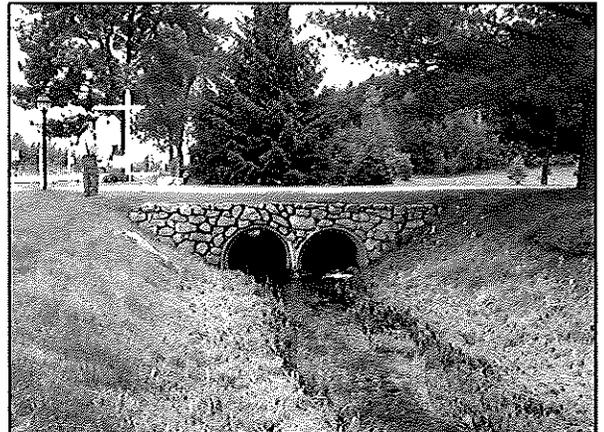
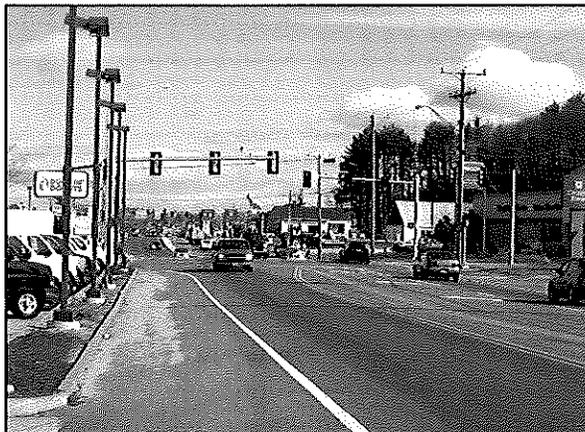
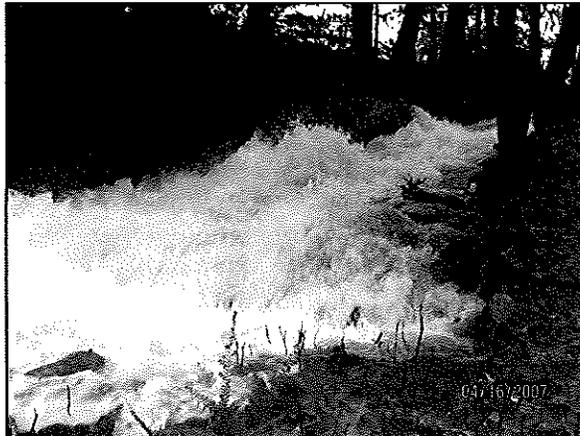


**HOOKSETT  
12537A  
X-A000(407)**



***Environmental Study***

**April, 2010**

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## **Introduction**

In accordance with the National Environmental Policy Act of 1969 (42 USC 4332(2)(c)) as implemented in 23 CFR 771.117(d)(1) this environmental study has been prepared using a systematic, interdisciplinary approach to assess the engineering considerations and environmental effects of this Categorical Exclusion project.

This project involves improvements to a section of US Route 3/ NH Route 28 beginning approximately 650 feet south of the signalized entrance to the RK Plaza (K-Mart) and proceeding Northerly approximately 1,950-feet to the southerly terminus of a prior project (*Exhibit 12*). This project was taken to a public hearing on March 19, 2009. As a result of the comments received as a part of the public hearing process the limits of the project have been extended southerly to include safety improvements at Martin's Ferry Road /Whitehall Road intersection with NH Route 28/US Route 3.

This document has been revised to account for this additional work.

## **Existing Conditions/Need**

The existing US Route 3/ NH Route 28 roadway configuration is a three-lane layout with two 12-foot travel lanes and a 12 to 14-foot, dual use median left turn lane, which transitions into a single left turn lane at intersections. Shoulder widths vary throughout the project limits from 2 to 5-feet (4 feet in most areas). The roadway is uncurbed and has poor access control. Currently, there are no sidewalks, which contribute to the safety concern in the project area as pedestrians move through the area, and access local business. However, a cross walk is available at Benton Road (*Exhibit 14: P5-P6*). The three intersections within the project area are signalized (Benton Road, the RK Plaza driveway, and Martins Ferry/Whitehall Road). A need to align the intersection of Martins Ferry/Whitehall Road was expressed at the March 19, 2009 Public Hearing to improve safety at the intersection. Existing drainage along the roadway is functional, however the Dalton Brook crossings of US Route 3/ NH Route 28 and NH Route 28 Bypass are inadequate for existing brook flows, experience regular flooding, and contribute to the flooding problems. The entire project area is commercially built-up, and lies over a former wetland and flood plain (*Exhibits 6 & 14: P7*).

Flood levels in the project area annually reach elevations that detrimentally affect commercial and residential property, including the roadway infrastructure. During the 2006 "Mother's Day Storm," it was reported that flood levels rose so that 15 inches of standing water was observed inside the K-Mart store, which is located between US Route 3/ NH Route 28 and the NH Route 28 Bypass. In addition, during the spring of 2007 and fall of 2008, floodwaters from Dalton Brook caused portions of US Route 3/ NH Route 28, the NH Route 28 Bypass, and Benton Road to temporarily close due to the excessive flooding. The floods caused damage to both private properties and transportation infrastructure (*Exhibit 14: P1-P3*).

The existing traffic volume is 20,000 vehicles per day (vpd), with 7% truck traffic. This daily average is projected to increase to approximately 33,000 vpd by the design year of 2030. Traffic

experiences long delays and queues, particularly during the afternoon peak traffic period. The high daily traffic volumes on this section of roadway have made it an accident-prone area, as discussed in the **Safety** section of this document.

## **Proposed Action**

The general intent of the proposed roadway improvements is to widen this section of US Route 3/ NH Route 28 to improve safety and capacity, and address the existing drainage issues which are exacerbated when the area experiences annual flooding. The NHDOT has received a \$4,000,000 Federal earmark to provide the roadway improvements and drainage upgrades, in conjunction with planned work by RK Associates (K-Mart), and Merchants Automotive Group.

Following the Public Hearing the project was extended to include the Martins Ferry Road/Whitehall Rd intersection. The roadway improvements associated with the proposed action include widening US Route 3/ NH Route 28, starting approximately 350 feet south of the Martins Ferry/Whitehall Rd Intersection continuing approximately 375 ft north to the RK Plaza intersection proceeding north approximately 350 feet north to the Benton Road/Clough Avenue intersection tapering in about 250 feet to the north. The project will improve safety and capacity by adding one 12-foot travel lane, both northbound and southbound to create a typical section that consists of a 12-foot travel lane, 10-foot turning lane, and a 4-foot shoulder, (12-10-4 typical). The re-alignment of Martins Ferry/Whitehall Road will alleviate the kink at the intersection with US 3/NH Route 28. In addition, the roadway base materials will be reconstructed from the southern limits of the project to the Benton Road intersection. A total of 8 inches of pavement will be placed on top of the roadway base. A 5-foot sidewalk will also be constructed on the east side of US Route 3/ NH Route 28 from Sta 123+50 to Sta 134+50 and turning down Clough Avenue for several hundred feet.

A 6-foot wide median island will be constructed on US Route 3/ NH Route 28 from approx. Sta. 132+00 to Sta. 133+20 to improve safety at the US Route 3/ NH Route 28 intersection with Benton Road and Clough Avenue.

Grassed panels will be constructed as follows in order to enhance safety and define driveways for motorists entering and exiting the stream of traffic:

- Sta. 126+50 to Sta. 133+00: 7-foot wide, with 7-inch straight granite curbing;
- Sta. 121+75 to Sta. 125+75: 18 -22 foot wide, with 7-inch straight granite curbing; and
- Sta. 124+00 to Sta. 125+50: 20 foot wide, with 7-inch straight granite curbing.

The project will also address the existing drainage systems to alleviate the current flooding issues from Dalton Brook. To this end, a 200-foot x 5-foot x 8-foot box culvert will be constructed under NH Route 28 Bypass from the open roadway drainage system to the expanded stormwater facility at the RK Associates plaza. The existing 200-foot long, 36-inch pipe on the east side of US Route 3/ NH Route 28 will be abandoned and the flow from the RK Associates stormwater facility will be placed in a newly constructed 770-foot x 10-foot x 4-foot box culvert where it will enter Dalton Brook at the existing outlet near Benton Road (*Exhibit 3*). This updated drainage system will pass the 2% annual chance storm (50-year flood). The 1% annual chance storm (100-year flood) would minimally encroach on the pavement of NH Route 28 Bypass and the RK Associates parking lot. In

addition, the closed drainage system from Martins Ferry Road will be extended southerly 350 feet and west 1,120 feet through an 18" plastic pipe, where it outlets on a drainage easement located on the Bonneville Property (parcel 54). This pipe, outlets approximately 25 ft east of a prime wetland buffer.

Despite the widening of US Route 3/ NH Route 28, the project will have no net increase of impervious surface area within the project limits. The area of project (within all existing and proposed ROW and Easements) equals 687,553 sf, which is 15.784 ac. The existing impervious area of the project equals 500,844 sf, which is 11.498 ac (72.8% Impervious). The proposed impervious area for the project equals 500,844 sf, which means there is no net increase. The proposed pervious area (i.e., grassed panels, and/or pervious pavements) equals approx. 34,750 sf.

The proposed five-lane section will reduce traffic delays, allowing traffic to keep flowing while vehicles prepare to turn. The proposed tuning lanes and widening has been designed to make this a safer section of roadway for the traveling public. In addition, pedestrian safety will be enhanced along this section of US Route 3/ NH Route 28, with its curbed sidewalk to the east side of the north bound lanes.

In conjunction with the work proposed by the NHDOT (The Department), RK Associates (K-mart) is upgrading their property to include aesthetic and functional improvements to the parking lot, as well as upgrading the existing underground drainage network. RK Associates is working with NHDOT to ensure that the upgrades to their facility, in conjunction with the upgrades to the transportation network, will work together to alleviate the flooding experienced in the project area. Specifically, RK Associates will have constructed 115-feet of open channel leading to a 56-foot box culvert, which will run under their redefined entrance at the NH Route 28 Bypass. RK Associate's box culvert will outlet into their improved stormwater facility. The facility (pond) will be increased in size to allow for greater stormwater capacity. RK Associates has received the necessary permits to construct their improvements (*Exhibits 3 & 14: P4*).

## **Alternatives to the Proposal**

### **No-Build Alternative**

The No-Build alternative does not meet the purpose and need of the project since it would not address the congested traffic conditions and public safety concerns associated with the existing conditions of this segment of US Route 3/NH Route 28. Failure to address the substandard travel lane layout would perpetuate the roadway deficiencies, which would likely worsen as traffic volumes increase through the area. The potential for the types of collisions common to the intersection due to the unimproved roadway conditions would likely increase in number and severity. Also, the periodic flooding of Dalton Brook, which creates property damage, impacts the commercial viability of the area, and hinders mobility, would not be addressed. As such, this alternative does not meet the stated purpose and need and therefore was not selected.

## 5-Lane Layout

This alternative would reconstruct and expand US Route 3/NH Route 28 to provide an additional through lane both northbound and southbound, and a curbed median island with exclusive left turn lanes to better control access. The alignment would be shifted west approximately 15-feet to minimize impacts to the businesses on the east side of US Route 3/ NH Route 28 near the Applebee's Restaurant (Parcel # 23-1). An asphalt sidewalk and vertical curb would be constructed on the eastern side of US Route 3/ NH Route 28. A new drive access for Merchant's Motors would be constructed, adding a fourth leg to the existing signalized intersection at the RK Plaza driveway. Due to the fiscal constraints imposed on this project, this alternative was not selected and could not be constructed within the approved budget.

## 3-Lane Layout

The lane layout of this alternative is the same as the 5-Lane Layout alternative, however only one through lane would be provided in each direction. The additional through lane could be added at a later date when needed. This alternative would have purchased the right-of-way for the ultimate 5-lane build-out scenario for future project planning. Due to the fiscal constraints imposed on this project, this alternative was not selected and could not be constructed within the approved budget.

## 3-Lane Layout – Existing Alignment

This layout would address some of the geometric deficiencies, as well as improve safety by providing a dual use left turn lane, but would not increase capacity and generally only provide aesthetic improvements. One advantage of this alternative is that the roadway construction would require mostly temporary easements to construct. However, as capacity is not increased, this alternative does not meet the stated project purpose and need, and was therefore not selected.

## Evaluation of Environmental Effects

The effects of the project relative to the following social, economic, natural and cultural resources/issues have been reviewed. Resources/issues, which are not discussed in the body of the report, were investigated, however no impacts were evident. As such, these resources/issues are omitted from discussion in this environmental documentation. The resources and issues deemed applicable for this project are indicated in **bold** type in the table below.

	<u>Social/ Economic</u>	<u>Natural</u>	<u>Cultural</u>
Safety	Farmlands	Water Quality	Historical
Transportation Patterns	Community Services	Stormwater Mgt.	Archaeological
Air Quality	Energy Needs	Wetlands	Stonewalls
Noise	Utilities	Surface Waters	Aesthetics
Displacements	Environmental Justice	Groundwater	
Hazardous Materials		Floodplains	
Neighborhoods		Wildlife	
Business Impacts		Fisheries	
Land Acquisition		Endangered Species	
Land Use		Natural Communities	
Tax Base		Wild & Scenic Rivers	
Recreation		Stream Rechannelization	
Public Lands		NH Designated Rivers	
Construction Impacts		Forest Lands	
		Coastal Zone	

### Safety / Transportation Patterns/ Community Services

Within the project area congestion occurs due to the existing high traffic volumes on US Route 3/NH Route 28. The Average Annual Daily Traffic (AADT) is approximately 20,000 vpd. New Hampshire Department of Safety statistics indicate that approximately 170 accidents occurred within the project limits based on data collected between the 2003 to 2007 study periods. Roughly one-third of these collisions resulted in injuries. The addition of turning lanes will allow drivers to safely maneuver in and out of traffic and thereby reduce the number of collisions, which primarily result from automobiles attempting to exit the travel lanes as they enter the various shopping plazas. In addition, the improvements to the Martins Ferry/Whitehall Road intersection will reduce the number of accidents that are a result of the current misalignment. Straightening out this intersection will improve safety.

Each automobile accident has an associated expense and incurs a societal cost as it relates to increased insurance premiums, emergency response, clean up, and material damage. According to the National Highway Traffic Safety Administration (NHTSA), the average fatal automobile accident has a societal cost of approximately \$3 million, the average injury only accident costs \$63,000, and the average property damage only accident costs \$2,300. In the year 2000 in New Hampshire alone, the economic cost of motor vehicle traffic accidents was approximately \$1.014 billion.

Of the 170 accidents, zero (0) resulted in fatalities; 134 resulted in property damage; and 36 were injury-only accidents. Two (2) pedestrians were injured as well and one (1) bicyclist. Based on this data, the total societal cost associated with this project equate to a total societal cost of approximately \$2,927,900.

The proposed action may temporarily inconvenience and disrupt motorists and pedestrians, as well as those living and working in the area. During construction, motorists may seek alternate routes

around the project area to avoid inconveniences, temporarily increasing traffic in residential areas. However, once the project is completed, it is anticipated that traffic patterns will return to normal and community services such as fire, police, and ambulances will be enhanced, as response vehicles will be better able to pass through the area.

## Air Quality

The proposed project is located within a portion of the State that has been classified as a “moderate” ozone non-attainment area pursuant to the Clean Air Act Amendments (CAAA) of 1990. The area is in attainment with respect to the National Ambient Air Quality Standards (NAAQS) for all other criteria pollutants (CO, NO<sub>x</sub>, VOCs, Pb SO<sub>2</sub> PM<sub>10</sub> and PM<sub>2.5</sub>) and has not been linked with any special mobile source air toxics (MSATs) concerns. The project has been included in the *Statewide Transportation Improvement Program (STIP) 2009-2012 Amendments 1-3*, dated November 20, 2009. The proposed work is not considered a “Regionally Significant Project” as defined in the final Transportation Conformity rules (40 CFR 51.392) or in the rules adopted by the New Hampshire Department of Environmental Services in accordance with the interagency consultation provisions required by 40 CFR 51.402.

The proposed project involves the reconstruction of three intersections; the US Route 3 Kmart Plaza intersection, the US Route 3/Benton Road/Clough Avenue intersection and the US Route 3/Whitehall Road/Martin’s Ferry Road intersection. All three intersections contain existing traffic signals. The intent of this project is to improve safety and reduce area traffic congestion by increasing the capacity and/or functionality of all three intersections. Increases in capacity will be achieved by the addition of through traffic lanes, turning lanes, approach adjustments and traffic signal modifications. As a result of the project, the existing Levels of Service (LOS) at the US Route 3 Kmart Plaza, the US Route 3/Benton Road/Clough Avenue intersection and the US Route 3/Whitehall Road/Martin’s Ferry Road intersection are not expected to change from their respective designations of “A”, “B” and “C/D.” Although the LOS at each of these intersections is not expected to change, it is anticipated that the proposed efforts will improve their function and thus will provide an overall reduction in air pollution and fuel use within the project area.

When completed, the project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative or contribute to violations of the NAAQS. Consequently, this project is exempt from the conformity requirements of the CAAA.

For the above noted reasons, the Federal Highway Administration (FHWA) has determined that this project will generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. Consequently, this effort is exempt from analysis for MSATs. Moreover, U.S. Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in Vehicle Miles Traveled (VMT), FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Though exempt from the conformity requirements of the CAAA, the National Environmental Policy Act (NEPA) requires consideration of the project's impact on air quality. Of the NAAQS pollutants of concern in New Hampshire, only CO can generally be addressed at the project level. The project has been designed to maximize capacity and efficiency to the greatest extent practicable in order to minimize congestion and disruptions to traffic flow. Computer analyses of other projects (such as Manchester, 10622A and Londonderry, 12704) with similar or higher traffic volumes, flowing under comparable or more restrictive conditions, have consistently yielded maximum CO concentrations well below the one-hour NAAQS of 35 ppm and the eight-hour criteria of 9 ppm. As these projects were found not to have a detrimental impact on air quality, and for the reasons stated above, it can be concluded that this project will also not have an adverse impact on air quality. No further air quality review is warranted.

### Land Acquisition / Business Impacts/ Land Use/ Tax Base

The proposed project will require the acquisition of 34,275 square feet of land outside of the existing right-of-way, 52,300 square feet of permanent easements, and 349,175 square feet of temporary easements along the roadway to accommodate the work associated with this project. All right-of-way acquisitions will be completed in accordance with requirements of the Uniform Act (49 CFR Part 24). The attached impact summary table illustrates which landowners/businesses will be impacted (*Exhibit 14*).

The total estimated land area in the Town of Hooksett is approximately 36.2 sq mi (23,168 acres). The total permanent impacts associated with this project are approximately 0.001876 mi<sup>2</sup> (1.20064 acres), .005% of the total land area in the town. As such, it is not anticipated that this project will cause a change in land use in the project area, nor is it expected to have an effect on the tax base in the Town of Hooksett.

The Department has appropriately coordinated with the surrounding businesses in regards to the proposed construction. In addition, the Department has been working closely with RK Associates and Merchants Motors to ensure that improvements made at their facilities and the Department's proposed improvements will work together to ensure that the flooding issues experienced in the project area are improved upon.

### Noise

The NH Department of Transportation's *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects* (Noise Policy) provides guidelines for assessing noise impacts and determining the need, feasibility, and reasonableness of noise abatement measures for proposed Type I highway construction and improvement projects. Noise impacts associated with the proposed project were examined in accordance with the guidelines set forth in the Departments Noise Policy.

The project area consists of primarily commercial properties. The existing peak hour traffic noise levels throughout the project area are between approximately 62 decibels and 65 decibels. Construction of this project will not result in a noticeable change in noise levels at any location. As a result of the expected increases in traffic over the next several decades, noise levels throughout the project area are expected to increase by approximately 2 decibels by the year 2030.

The above noted noise levels are not expected to be equal to or approach (within 1 decibel) the FHWA commercial zone Noise Abatement Criteria of 72 decibels. Construction activities will temporarily increase noise due to the use of heavy equipment, however these noise levels are expected to return to normal after the project has been completed. For the reasons stated above, this project is not expected to adversely effect noise levels at any of the adjacent receptors.

## Hazardous Materials /Contaminated Properties

In 2005, the Department reconstructed the existing intersection of NH Route 28 Bypass and US Route 3/ NH Route 28. In the process, it was determined that the former Texaco Gas Station would have to be demolished. The gas station was located on parcel 53 of Tax Map 25 in the Town of Hooksett. Iris LaBrie is listed as the landowner who is also listed as owning Bernard Tire Corp located on the abutting parcel 54 of Tax Map 25. The Department oversaw the removal of one (1) 8,000-gallon diesel UST, one (1) 10,000-gallon gasoline UST, and one (1) 6,000-gallon gasoline UST from the former Texaco Station. The Department also removed four 55-gallon drums of diesel-contaminated solids. The proposed work is down gradient from this former contamination site. Costs incurred from contamination from this parcel are partially or fully reimbursable by the Oil Discharge and Disposal Cleanup Fund (ODDCF).

There are eight known hazardous waste generators that are within and/or adjacent to the project area according to the Department of Environmental Service's (DES) *OneStop Environmental Site Information Guide*. Three of these sites are listed with an active status, three have an inactive status, and two sites have been declassified. In addition, there are three known remediation sites located in the project area. It is not expected that the project would involve contamination from any of these listed sites.

The following sites are listed hazardous waste generators in the vicinity of the project:

1. Merchants Automotive Group – 1278 Hooksett Rd (Parcel # 3)
2. Rite Aid Corp – 1285 Hooksett Rd (Formerly Brooks Pharmacy) (Parcel # 6)
3. Tereo's Auto - 310 Londonderry TPKE (Parcel # N/A)
4. Bernard Tire Corp – 1299 Hooksett Rd (Parcel # 11A)
5. K-Mart Auto Service CTR - 1267 Hooksett Rd (Parcel # 23)
6. Phil's Auto Repair - 10A Benton Rd (Parcel # N/A)
7. Central Automotive Tire and Alignment – 1301 Hooksett Rd (Former Texaco Station) (Parcel # 11A)
8. Midas Muffler – 1265 Hooksett Rd (Parcel #N/A)

The following sites required remediation:

1. K-Mart - 1267 Hooksett Rd (Parcel # 23)
  - This site is listed as having Leaking Underground Storage Tanks (LUST), however the site was closed with a no further action determination. This site is permanently eligible for ODDCF reimbursement should the project involve contaminated soils from this site.

2. Bernard Tire Corp – 1299 Hooksett Rd - (LaBrie Property) (Parcel # 11A)
  - This site is listed for an oil/fuel spill of approximately 3 to 5 gallons. It was reported that no drains or surface waters were impacted. The spill was cleaned immediately with speedy dry. The file was closed with a no further action determination.

While conducting exploratory drilling, the Department encountered two (2) areas of contamination. The first location is along the backside of the RK Associates parking lot, adjacent and within the roadway structure of NH Route 28 Bypass (*Exhibit 15*). The second location is along US Route 3, in front of the Supreme Pizza plaza. Both sources of contamination are related to petroleum impacted soil and groundwater. Excavation for drainage and roadway work will involve this contamination. Currently, the Department is evaluating the extent, type and disposition of the contamination and will handle, transport and dispose of all contaminated materials in accordance with all appropriate State and Federal guidelines. The prosecution of work for this project will reflect the necessary actions the contractor must take to address the contamination. It is expected that a Project Operations Plan, Health and Safety Plan, and Remediation General Permit will be needed to protect worker health and safety, and for dewatering of work areas.

### Environmental Justice

Executive Order (EO) 12898, signed in 1994, requires that an environmental justice evaluation be conducted for all transportation projects that are undertaken, funded or approved by the Federal Highway Administration to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, and social and economic effects on minority populations and low income populations. (*Exhibit 4*)

The environmental justice review for the proposed action has identified low-income populations and an elderly population located in the vicinity of the project area (Hollyberry Hill). To ensure that the elderly population is not adversely affected by this project, the Department will coordinate with the EJI Management Company, Inc. to ensure that they are included on the notification list for public information meetings and hearings related to this project. As the land acquisitions associated with this project are balanced along the corridor to minimize the needed right-of-way, no individual demographic will be impacted greater than another. As such, this project complies with EO 12898.

### Utilities

The proposed project will require the relocation of aerial utility lines and power poles as well as underground utilities. Disruption to service, if any, will be kept to an absolute minimum. The following utility companies have been identified within the Town of Hooksett:

<u>SERVICE</u>	<u>LOCATION</u>
Comcast (Cable TV)	Aerial
Neon Communications, Inc. (Cable TV)	Aerial
National Grid “Keyspan” (Gas)	Underground

Tennessee Gas Pipeline Company (Gas)	Underground
Public Service of NH (Electric)	Aerial
Hooksett Wastewater Department (Sewer)	Underground
Fairpoint Communications (Telephone)	Aerial
Central Hooksett Water Precinct (Water)	Underground
Hooksett Village Water Precinct (Water)	Underground
Manchester Water Works (Water)	Underground
Pennichuck Water Works Inc. (Water)	Underground

Central Hooksett Water Precinct has an 8-inch main that follows the western side of US Route 3/ NH Route 28 along the entire project length. The main water line increases to 12-inches at the intersection of Benton Road and US Route 3/ NH Route 28. During construction, the Central Hooksett Water Precinct will replace the existing 8-inch main with a 12-inch DI and any needed valves.

### Water Quality/ Stormwater Management.

Every two years the Federal Clean Water Act (CWA), as last reauthorized by the Water Quality Act of 1987, requires each State to submit a document typically called the "303(d) List," which is so named because it is a requirement of Section 303(d) of the CWA. The "303(d) List" includes surface waters that are:

1. Impaired or threatened by a pollutant or pollutant(s).
2. Not expected to meet water quality standards within a reasonable time even after application of best available technology standards for point sources or best management practices for nonpoint sources.
3. Require development and implementation of a comprehensive water quality study (a Total Maximum Daily Load (TMDL) study), which is designed to meet water quality standards.

The Department has conducted a search of the project area for known impairments to water quality using the DES *OneStop Mapping Tool*, a geo-referenced online database of environmental resources in New Hampshire. The results of that search have identified the impairments in Dalton Brook to be *dissolved oxygen saturation* and *Escherichia coli*. The search has also located the project area to be within one mile of the Merrimack River. The Merrimack River is impaired for: *aluminum*, *dissolved oxygen saturation*, and *Escherichia coli*.

The proposed project will reduce the total impervious surfaces in the project area despite the proposed widening of US Route 3/ NH Route 28. The no net increase is a result of the proposed grassed panels and installation of pervious pavement at parking facilities.

Phase I of the National Pollutant Discharge Elimination System (NPDES Phase I) was designed to regulate stormwater runoff discharges on construction sites that disturb five (5) or more acres of property. In 1999 EPA expanded the NPDES Program by designating additional sources of storm water for regulation to protect water quality. This new, expanded program is called NPDES Phase II.

The newer Phase II regulations further regulate sources of nonpoint source pollution, the leading cause of water quality degradation in the United States. Phase II affects "small construction

sites,” or those that disturb greater than one (1) acre. The Phase II Construction General Permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for each construction project disturbing more than one (1) acre. In order to protect all receiving waterbodies, the contractor will be required, as a contract provision, to prepare a SWPPP for this project prior to the commencement of construction activities. This plan will ensure that all exposed areas, where construction activities are ongoing, are stabilized using appropriate erosion control techniques.

## Wetlands/ Surface Waters

Dalton Brook, a perennial stream, crosses under the NH Route 28 Bypass and US Route 3/ NH Route 28 via a network of various culverts ranging in size from 36 to 42 inches. The proposed project will enhance the current structures that carry Dalton Brook under this highly developed area. Dalton Brook itself originates near the Town’s southeastern boundary and flows in a westerly direction until it enters the Merrimack River. The Merrimack River is an impaired water as noted above in the **Water Quality** section of this document.

Wetlands were delineated based on the standards of the Army Corps of Engineers (ACOE) Federal Manual for Delineation of Jurisdictional Wetlands (1987) and the DES Wetlands Bureau regulations. They were classified according to the Classification of Wetlands and Deepwater Habitats of the United States by Cowardin, et. al. The classification of wetlands within the project area include:

- R2UB/Bank: Riverine, Lower Perennial, Unconsolidated Bottom, Bank (*Exhibit 14: P8*);
- PEM/SS1E: Palustrine, Emergent, Scrub-Shrub, Broad-leaved Deciduous, Seasonally Flooded/Saturated;
- R2UB2Hd: Riverine, Lower Perennial, Unconsolidated Bottom, Seasonally Flooded, Ditched (*Exhibit 14: P9*)
- PEM/SS/OW: Palustrine, Emergent, Scrub Shrub, Open Water
- PEM1K: Palustrine, Emergent, Persistent, Artificially Flooded.

Work associated with the proposed project involves dredge and fill activities within areas under the jurisdiction of the DES Wetlands Bureau and the ACOE. Approximated impacts include the following:

- 1,031 square feet of permanent impacts necessary for the channel realignment to allow Dalton Brook to properly enter the proposed 5-foot x 8-foot x 200-foot box culvert located on NH 28 Bypass.
- 824 square feet of temporary wetland impacts to stabilize with stone the outlet of the 5-foot x 8-foot x 200 box culvert where it outlets into the K-Mart Detention Pond.
- 2,863 square feet of permanent impacts for adjustments to the existing drainage network that receives overflow from the RK Associates stormwater facility (pond). The existing drainage network currently carries the flow of Dalton Brook from the RK Associates stormwater facility under US Route 3/ NH Route 28 through the myriad of drainage structures located under the Merchants Motors parking lot.
- 2,244 square feet of permanent bank impacts and 702 square feet of permanent wetland impacts at the outlet of the proposed 4-foot x 10-foot x 770-foot box culvert that is proposed to carry Dalton Brook from the RK Associates stormwater

facility (pond) under US Route 3/ NH Route 28. This structure is designed to bypass the existing drainage network under the Merchant's Motors parking lot. The outlet to the proposed structure is located at the western limit of Merchant's parking lot, south of where wetland crosses Benton Road.

- 34 square feet of permanent impact at the outlet of the proposed 18" plastic pipe extending the closed drainage from Martins Ferry Road to the south.

Total anticipated wetland impacts as a result of the proposed work are as follows:

- Permanent impact – 6,874 square feet
- Temporary impact – 824 square feet
- Total impacts – 7,698 square feet

The proposed impacts meet the criteria established for a "*Major*" impact Wetlands and Non-site Specific Permit administered by the Department of Environmental Services (DES Wetlands Bureau), and an ACOE State Programmatic General Permit (SPGP). The project was reviewed by the ACOE, DES Wetlands Bureau, NH Fish and Game Department (NHF&G), United States Fish and Wildlife Service (USF&WS), US Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA), and Natural Heritage Bureau (NHB/DRED) at monthly Natural Resource Agency Coordination Meetings on July 18, 2007; January 16, 2008; October 15, 2008; and January 21, 2009; September 9, 2009; September 16, 2009. None of the agencies objected to the project as proposed.

The 34 sq feet of impacts to extend the closed drainage from Martins Ferry Road outlets approximately 25 ft east of a 100 ft prime wetland buffer. Impacts as a result of the proposed drainage are not anticipated to alter the functions or values of the designated prime wetland.

## Groundwater

Sixty percent of New Hampshire residents rely primarily on groundwater for their drinking water. Recognizing the importance of protecting the natural quality of groundwater, the NH Legislature passed the Groundwater Protection Act (RSA 485-C) in 1991.

The proposed project is located within a Source Water Protection area. Source water protection is defined by DES as, "efforts to protect drinking water sources such as surface and ground water," such as land protection measures. The Pennichuck Water Works serves a population of approximately 86,630 people. This water source is classified as a community water source; and is categorized as "Major" in regards to its value as a protected source water. Major protected source waters are defined as serving a population greater than 15,000 and/or a surface supply.

The project area, in part, is underlain by a stratified-drift aquifer (Exhibit 13) with a transmissivity less than 1,000 feet squared per day. As such, this aquifer is not considered a potentially substantial source of drinking water.

## Floodplains

A floodplain is an area next to a river, stream, or creek that may be covered with water following heavy rainstorms. This catchment area holds the excess water allowing it to be slowly released into the river system and seep into groundwater aquifers. Floodplains also give time for sediment to settle out of floodwaters, thereby keeping it out of water bodies.

In 2006, 2007, and 2008, major flood events caused the Department to close US Route 3/ NH Route 28 and NH Route 28 Bypass. Records show that the highly developed business zone surrounding the project area has been built atop of the Dalton Brook floodplain according to the March 12, 1982 Flood Insurance Rate Map (FIRM) (*Exhibit 6*).

According to the NH Office of Energy and Planning (NHOEP) State Coordinator for the National Flood Insurance Program (NFIP), the Town of Hooksett is an active participant of the NFIP and as detailed in State Executive Order 96-4, the NHDOT must comply with the town's floodplain management regulations (*Exhibit 5*).

The proposed project will not exacerbate flooding problems in the area, as the proposed design will mitigate the annual flooding. The existing culverts that carry Dalton Brook under US Route 3/ NH Route 28 and the NH Route 28 Bypass are undersized and cannot handle a 100-year storm event. For the past three years (2006, 2007, and 2008), the Department has seen rain events that caused flooding in the project area. Floodwater topped the roads and flooded the surrounding business, including K-Mart and Merchants Motors. The proposed drainage improvements will pass the 2% annual chance storm (50-year flood). The 1% annual chance storm (100-year flood) would minimally encroach on the pavement of NH Route 28 Bypass and the RK Associates parking lot. This project complies with the town's flood management regulations.

The project extension that resulted from comments received at the Public Hearing including the drainage improvements, are located outside of the exiting floodplain identified by NHOEP, and are not expected to exacerbate flooding in any flood prone areas.

## Wildlife/Fisheries/Endangered Species/Natural Communities

Based on the USFWS website, the NHDOT was able to determine that there are no Federally-listed Threatened or Endangered species in the Town of Hooksett. (*Exhibit 7*).

The NHDOT has coordinated with the NH Natural Heritage Bureau (NHB) and (NHF&G) to determine if there was a State-listed threatened and/or endangered species and/or natural community within the project area. The Department conducted a review following the Public Hearing to include the project extension. The first review was conducted 9/9/2008 and the second on 11/30/2009.

Based on the 9/9/2008 NHB search the project is within an area identified as a "zone of concern" (NHF&G did not reveal the type of species within the zone of concern due to its rarity in NH, and to ensure continued protection of that species from human collection and interference) (*Exhibit 8*). Upon further coordination, NHFG Nongame and Endangered Species Program does not expect impacts to the "zone of concern" as a result of the proposed activities as the habitat of concern will not be affected.

The update to the NHB search determined that, although there was a NHB record present in the facility, it is not expected to be impacted by the proposed project. (Exhibit 8-a)

## Cultural Resources

The Department coordinated with the NH Division of Historical Resources (NHDHR), and FHWA to locate and identify National Register of Historic Places listed or eligible properties within the project area.

Effects on historical and archaeological properties were determined by NHDHR, FHWA and NHDOT based on the Section 106 review process established by the National Historic Preservation Act (NHPA) of 1966 and outlined in 36 CFR 800.9. During a Cultural Resource Agency meeting on November 13, 2008, it was agreed that there would be *No Historic Properties Affected* by the construction of the proposed project (*Exhibit 9*).

**This finding was upheld following the Public Hearing in consideration of the project extension at a meeting on March 19, 2009.**

## Construction Impacts

Construction of this project is anticipated to cause temporary increases in noise and dust levels within the project area. All standard measures will be employed to ensure such increases are minimized to the extent practicable and limited to the construction period.

Dust control measures will be implemented throughout construction. Typical dust control measures include traffic control, construction phasing, application of water, and temporary stabilization practices, to control mobilization of dust.

The project contractor will be required to prepare, as a contract provision, a Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of construction activities. Utilizing Best Management Practices (BMPs), this plan will protect the integrity of Dalton Brook and associated wetlands in the project area throughout the construction period.

Standard pollution prevention measures will be employed to assure all negative impacts are avoided and/or minimized to the maximum extent practicable.

Access to all properties will be maintained throughout construction. Through traffic at the intersections shall be maintained during construction, although traffic might need to run on gravel surfaces for short periods of time. Any temporary suspensions of through traffic will be held to an absolute minimum.

## Coordination and Public Participation

Meetings were held periodically throughout development of project, with various Federal, State and local agencies, as well as with the general public. Project review meetings were held on the following dates:

<u>Date</u>	<u>Topic</u>
July 18, 2007	Natural Resource Agency Coordination Meeting
January 16, 2008	Natural Resource Agency Coordination Meeting
October 15, 2008	Natural Resource Agency Coordination Meeting
November 12, 2008	Public Information Meeting
July 9, 2009	Cultural Resource Agency Coordination Meeting
January 21, 2009	Natural Resource Agency Coordination Meeting
March 19, 2009	Public Hearing
September 9, 2009	Cultural Resource Agency Coordination Meeting
September 16, 2009	Natural Resource Agency Coordination Meeting

Letters were sent to various Federal, State and local agencies, as well as the general public, requesting input on this project on the following dates:

<u>Agency / Organization</u>	<u>Contact</u>	<u>Date Sent</u>	<u>Date Reply Received</u>
Town of Hooksett			
Town Administrator	David Jodoin	9/08/2008	-
Fire Chief	Michael Williams	9/08/2008	9/19/2008
Police Chief	Stephen M. Agrafiotis	9.08/2008	9/22/2008
Highway Manager	Dale Hemeon	9/08/2008	-
Planning Board Chairman	Richard G. Marshall	9/08/2008	-
Con Comm Chairman	Timothy Johnson	9/08/2008	-
Historical Society	David Paquette	9/08/2008	-
Co-Chair	George Longfellow	9/08/2008	-
Co-Chair	William Gahara	9/08/2008	-
CHWP Supt	Greg Weir	9.08/2008	9/29/2008
Emergency Management Director	Al Dionne	9/08/2008	9/11/2008
US Fish and Wildlife Service	Bill Neidermyer	9/08/2008	9/09/2008
SNHPC	David Preece	9/08/2008	9/30/2008
NH DRED, LWCF	Shari Colby	9/08/2008	9/15/2008
NH Natural Heritage Bureau	Melissa Coppola	9/08/2008	9/9/2008
NH Natural Heritage Bureau	Melissa Coppola	11/24/2009	11/30/2009
NH Office of Emergency Management	Jennifer Gilbert	9/08/2008	10/01/2008
NH Office of Energy & Planning (CLS)	Steve Walker	9/08/2008	9/9/2008
NH DOT – HR (Environmental Justice)	David Chandler	6/03/2008	6/26/2008

## Summary of Environmental Commitments

The following environmental commitments have been made for this project.

1. Prior to the commencement of work, a Storm Water Pollution Prevention Plan (SWPPP) specific to this project shall be prepared. The plan shall be approved by the Department and implemented and monitored as noted. **(P 13) (Construction/ Environment)**
2. Precautions shall be employed to minimize noise and dust levels during construction period, primarily for the abutting receptors located adjacent to the project area. **(P 13) (Construction)**
3. Through traffic shall be maintained during construction. Any temporary suspensions of through traffic shall be held to an absolute minimum. **(P 13) (Construction)**
4. Access to all properties shall be maintained throughout construction. Through traffic at the intersections shall be maintained during construction, although traffic might need to run on gravel surfaces for short periods of time. Any temporary suspensions of through traffic shall be held to an absolute minimum. **(P 13) (Construction)**
5. No invasive species have been identified within the limits of the proposed project. Should the scope of work change, extending beyond the existing limits, the contractor shall be responsible for contacting the Bureau of Environment to determine if there are any invasive species. Appropriate BMP's and disposal procedure shall be required at all times. **(Construction/Environment)**
6. Handling, transportation and disposal of contaminated soil and groundwater shall be coordinate with the Bureau of Environment's Contamination Program Manager as well as the Department's Consultant. All state and Federal regulations shall be followed. **(P 8) (Construction/Environment/Design)**

## **Exhibits**

Exhibit 1 (Aerial of Project Area)

Exhibit 2 (Topo USGS 1:24,000 scale)

Exhibit 3 (Project Plan)

Exhibit 4 (EJ Population Analysis)

Exhibit 5 (Office of Energy and Planning (NHOEP) Memo)

Exhibit 6 (March 12, 1982 Flood Insurance Rate Map (FIRM))

Exhibit 7 (US Fish and Wildlife Service (USFWS) Memo)

Exhibit 8 (NH Natural Heritage Bureau Results/Coordination)

Exhibit 9 (No Historic Properties Affected Memo)

Exhibit 10 (Initial Site Assessment (ISA))

Exhibit 11 (Misc. Communications)

Exhibit 12 (Project overview of previous project)

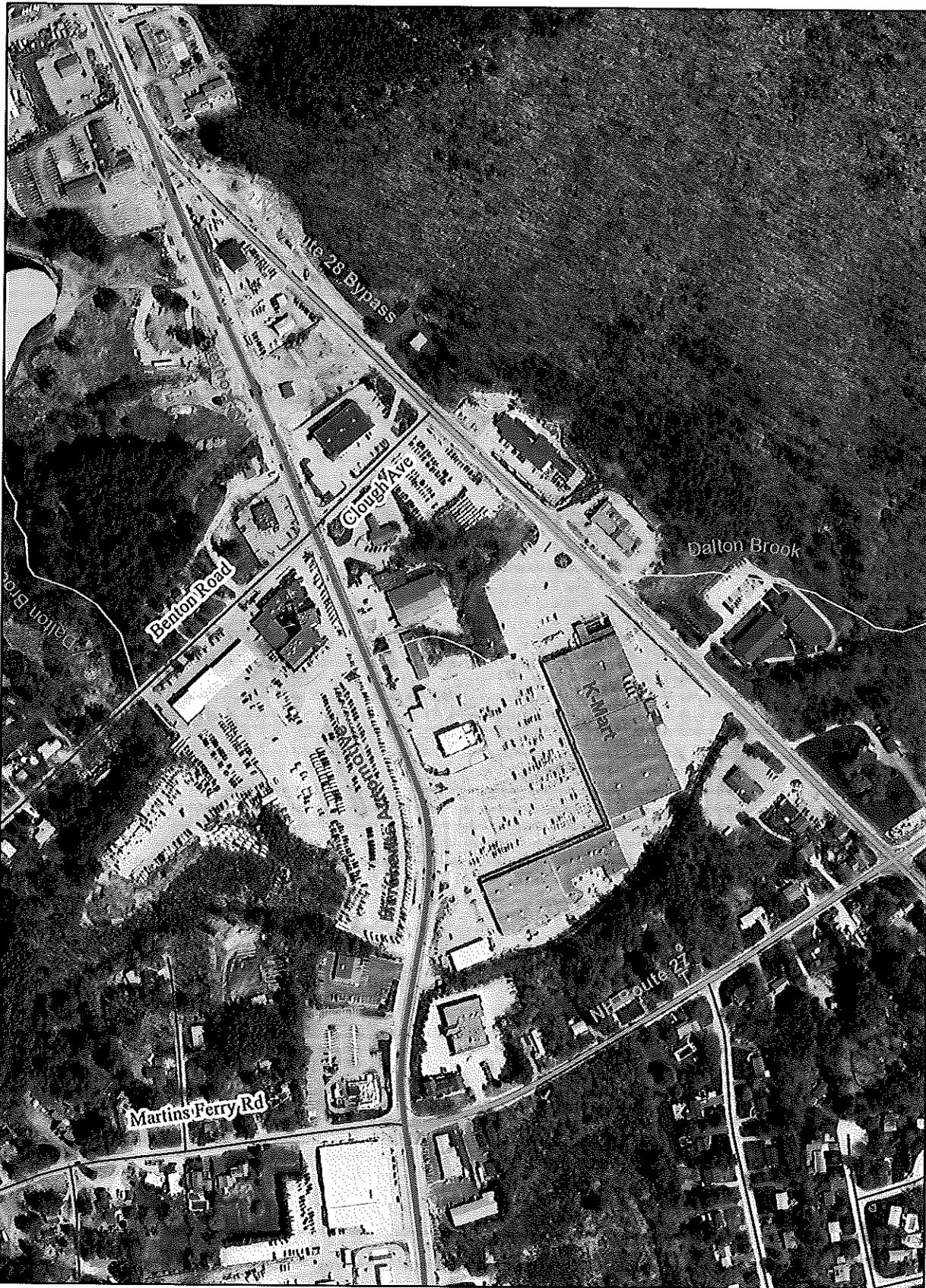
Exhibit 13 (Aquifer Transmissivity Map)

Exhibit 14 Table of Property Acquisition

Exhibit 15 Contamination MAP

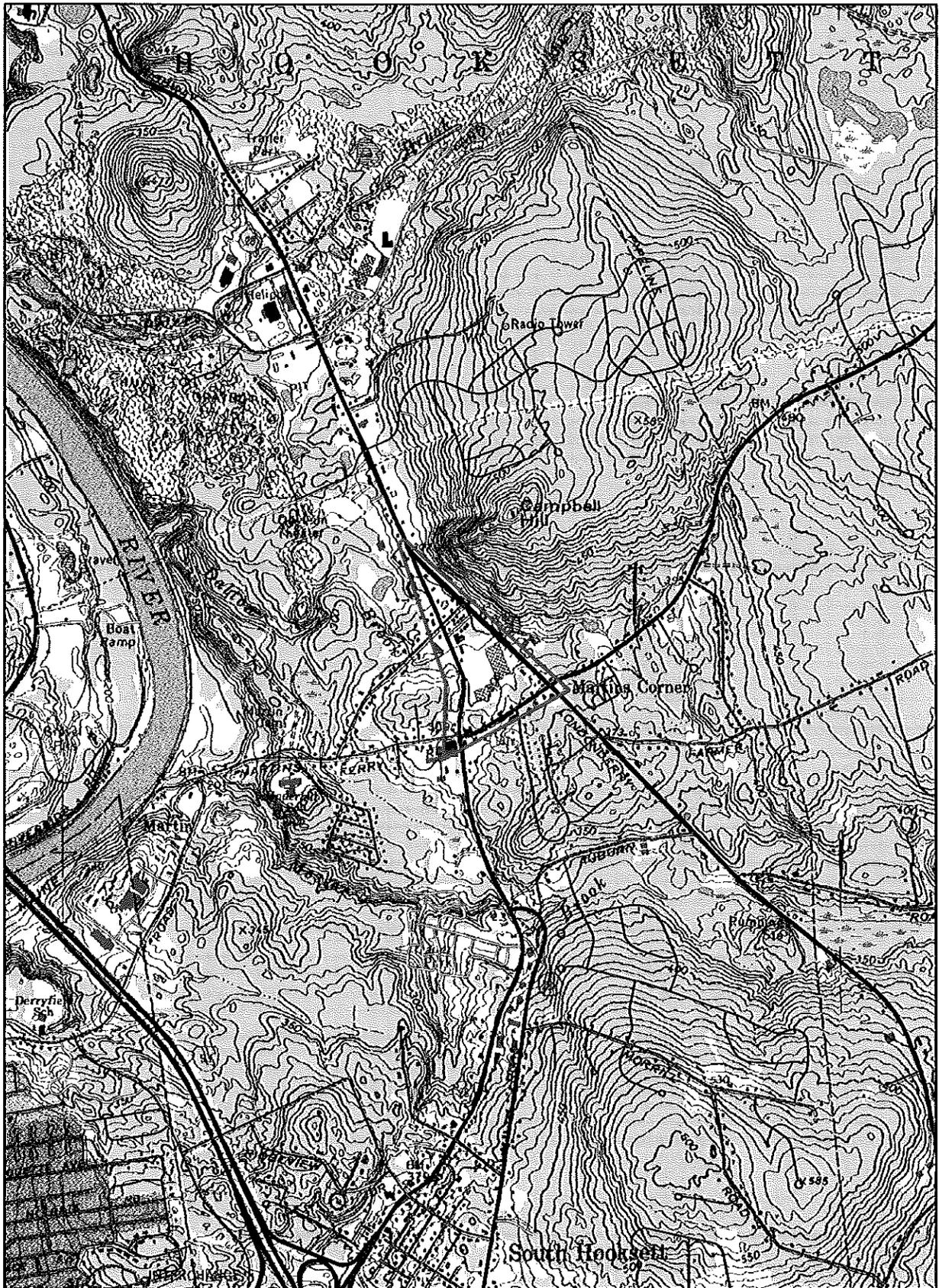
Exhibit 16 (Photos)

# Hooksett NH, 12537A

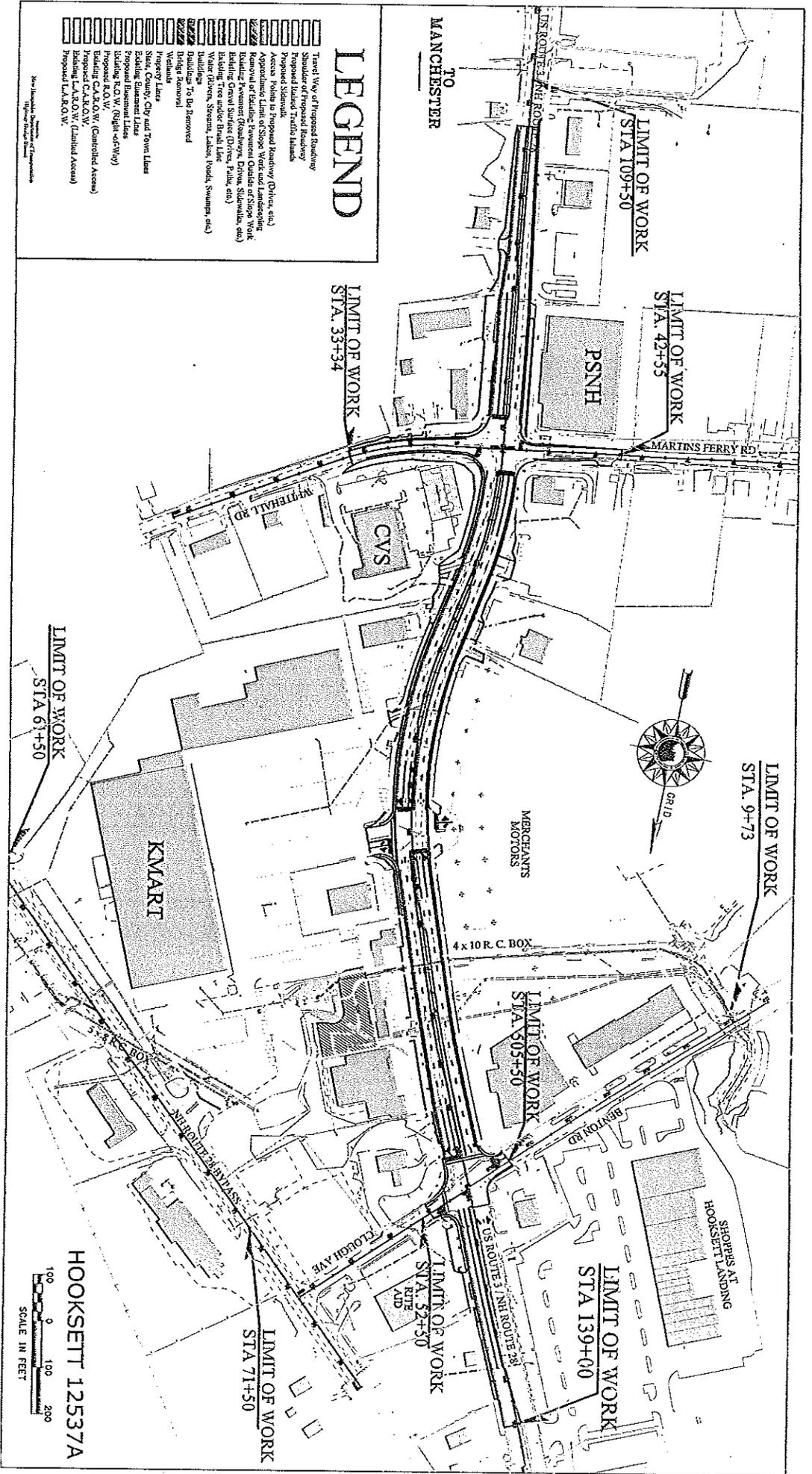


0 250 500 1,000 Feet

# Hooksett NH, 12537A



0 0.25 0.5 1 Miles



# LEGEND

- Travel Way of Proposed Roadway
- Shoulder of Proposed Roadway
- Proposed Island Traffic Island
- Proposed Structure
- Proposed Utility
- Proposed Boundary (Other etc.)
- Removal of Building Footprint and Grade and/or Retention
- Existing Footprint (Other etc.)
- Existing Tree under Branch Line
- Water (River, Stream, Lake, Pond, Swamp, etc.)
- Building To Be Removed
- Utility To Be Removed
- Wetlands
- Property Lines
- State, County, City and Town Lines
- Existing Easement Lines
- Existing R.O.W. (Right-of-Way)
- Proposed C.A.R.O.W. (Controlled Access)
- Proposed L.A.R.O.W. (Limited Access)

100 0 100 200  
SCALE IN FEET

HOOKSETT 12537A

Exhibit 3

CHH CHH  
KTN KTN

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

**DATE:** June 25, 2008  
**FROM:** David Chandler, Chief of Labor Compliance  
**TO:** Michael Dugas, P.E., Chief of Preliminary Design, Bureau of Highway Design  
**RE:** Environmental Justice Population Analysis, Project: Hooksett #12537-A

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

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

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Charlie Hood, Administrator, Bureau of Environment

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JUN 26 2008

Exhibit 4

NH DEPARTMENT OF  
TRANSPORTATION

**EJ Population Analysis for Project: Hooksett #12537-A**

<b>STUDY AREA</b>	<b>AVG% Elderly Population (P8)</b>	<b>AVG % Minority Population (P6)</b>	<b>AVG % Low-income Population (P87)</b>	<b>AVG% Disabled Population Sensory (P41)</b>	<b>AVG% Physical Population</b>	<b>AVG% LEP (P19)</b>
Impacted Area – Merimack County US Census Tract # 30.01, block group 1; Track 30.02, block groups 2 &4	7.8%	3.8%	4.4%*	3.4%	7%*	0.00%
Surrounding Area Merimack & Hillsborough Counties, Census Tracts: 30.01, block group 3; & 30.02, block group 3; 1.01, 1.02, 9.01, 9.02	7.1%	4.0%	2.7%	2.1%	4.1%	1%
<b>REMARKS:</b>						
* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.						
LEP Definition: Where there is a population of people who speak English as a second language less than well (“not well” or “not at all” as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.						

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the

impacted area

**Special Considerations:** If this project will include alterations of the existing pedestrian path(s), please review the Revised Draft Guidelines for Accessible Public Rights-of-Way: <http://www.access-board.gov/prowac/draft.pdf> ; These revised draft guidelines, dated November 23, 2005, have been considered the recommended *best practices* by the FHWA. The Draft Guidelines should also be followed for areas not fully addressed by the present ADAAG standards. In addition to the information available at the Access Board's website, I have numerous photos of unique curb ramp and detectable warning device placements. If you would like a copy of this information, please let me know.

**Outreach Recommendations:**

In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project:

Residence/agency address  
Type

Contact

HOLLYBERRY HILL  
  
319 Londonderry Tpke  
Hooksett, NH 03106-1910

EJL Management Company, Inc.  
Elderly  
Phone: (603) 352-9105



JOHN H. LYNCH  
GOVERNOR

CHH ✓ KTN ✓  
STATE OF NEW HAMPSHIRE  
OFFICE OF ENERGY AND PLANNING  
4 Chenell Drive  
Concord, NH 03301-8501  
Telephone: (603) 271-2155  
Fax: (603) 271-2615



www.nh.gov/oep

MEMORANDUM

**TO:** Kevin Nyhan  
DOT Bureau of Environment

**FROM:** Jennifer Gilbert, State Coordinator  
National Flood Insurance Program

**DATE:** October 1, 2008

**SUBJECT:** Hooksett, X-A000(407), 12537A

I am writing in reference to your letter dated September 8, 2008 regarding the above-referenced project.

The proposed project appears to be located in the floodplain (Zone A2) and a regulatory floodway associated with Dalton Brook.

Since the Town of Hooksett is a participating community of the National Flood Insurance Program (NFIP) and as detailed in State Executive Order 96-4, the NH DOT must comply with the town's floodplain management regulations. Any development in a special flood hazard area must meet the NFIP requirements contained in a town's floodplain management regulations. Development is defined under the NFIP as "any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials."

One of the NFIP requirements that may be applicable to this proposed project includes the following:

Along watercourses with a designated Regulatory Floodway no encroachments, including fill, new construction, substantial improvements, and other development are allowed within the floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practices that the proposed encroachment would not result in any increase in flood levels within the community during the base flood discharge.

OEP is not authorized by the Federal Emergency Management Agency (FEMA) to make final determinations on the impacts of floodplain development. The NH Department of Transportation (DOT) should use its best judgment in determining if further study is necessary. If DOT feels that the proposed construction will have a negligible effect on flooding dynamics then additional coordination with FEMA is likely not necessary.

TDD Access: Relay NH 1-800-735-2964

Exhibit 5



APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

**FLOODWAY**  
FLOOD BOUNDARY AND  
FLOODWAY MAP

TOWN OF  
HOOKSETT,  
NEW HAMPSHIRE  
MERRIMACK COUNTY

PANEL 20 OF 20

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER

330115 0020 C

MAP REVISED:

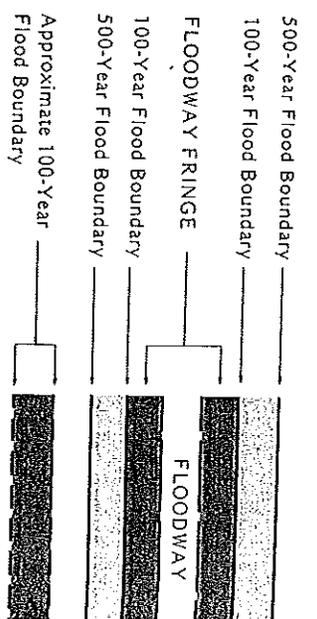
MARCH 12, 1982

Exhibit 6



Maple Falls Brook

MERRIMACK COUNTY  
ROCKINGHAM COUNTY



**NOTES TO USER**

Boundaries of the floodways were computed at cross section and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

This map was prepared to facilitate flood plain management activities only; it may not show all special flood hazard areas in the community or all planimetric features outside of the flood plain. Refer to the latest official Flood Insurance Rate Map for any additional areas of special flood hazard.

Floodway widths in some areas may be too narrow to show at scale. Refer to Floodway Data Table where floodway width shown at 1/20 inch.

For adjoining map panels, see separately printed Index to Map Panels.

**FLOOD BOUNDARY AND FLOODWAY MAP EFFECTIVE**  
APRIL 2, 1979  
**FLOOD BOUNDARY AND FLOODWAY MAP REVISION**  
3/12/82 : MAP REVISED TO CHANGE FORMAT AND REFLECT FEM LOGO

FLOODWAY IN THIS AREA  
TOO NARROW TO SHOW.  
REFER TO FLOODWAY  
DATA TABLE.

BERRY HILL  
ROAD

Dalton  
Brook

Brook

Dalton

ROAD

WHITEHALL

BYPASS 28

BENTON  
ROAD

RM6

FERRY

ROAD

MARTINS

SHERWOOD  
DRIVE

FLOODWAY IN THIS AREA  
TOO NARROW TO SHOW  
REFER TO FLOODWAY  
DATA TABLE.

AUBURN  
ROAD

RM7

Messer

Brook

FLOODWAY IN THIS AREA  
TOO NARROW TO SHOW.  
REFER TO FLOODWAY  
DATA TABLE.

EMBASSEY AVENUE

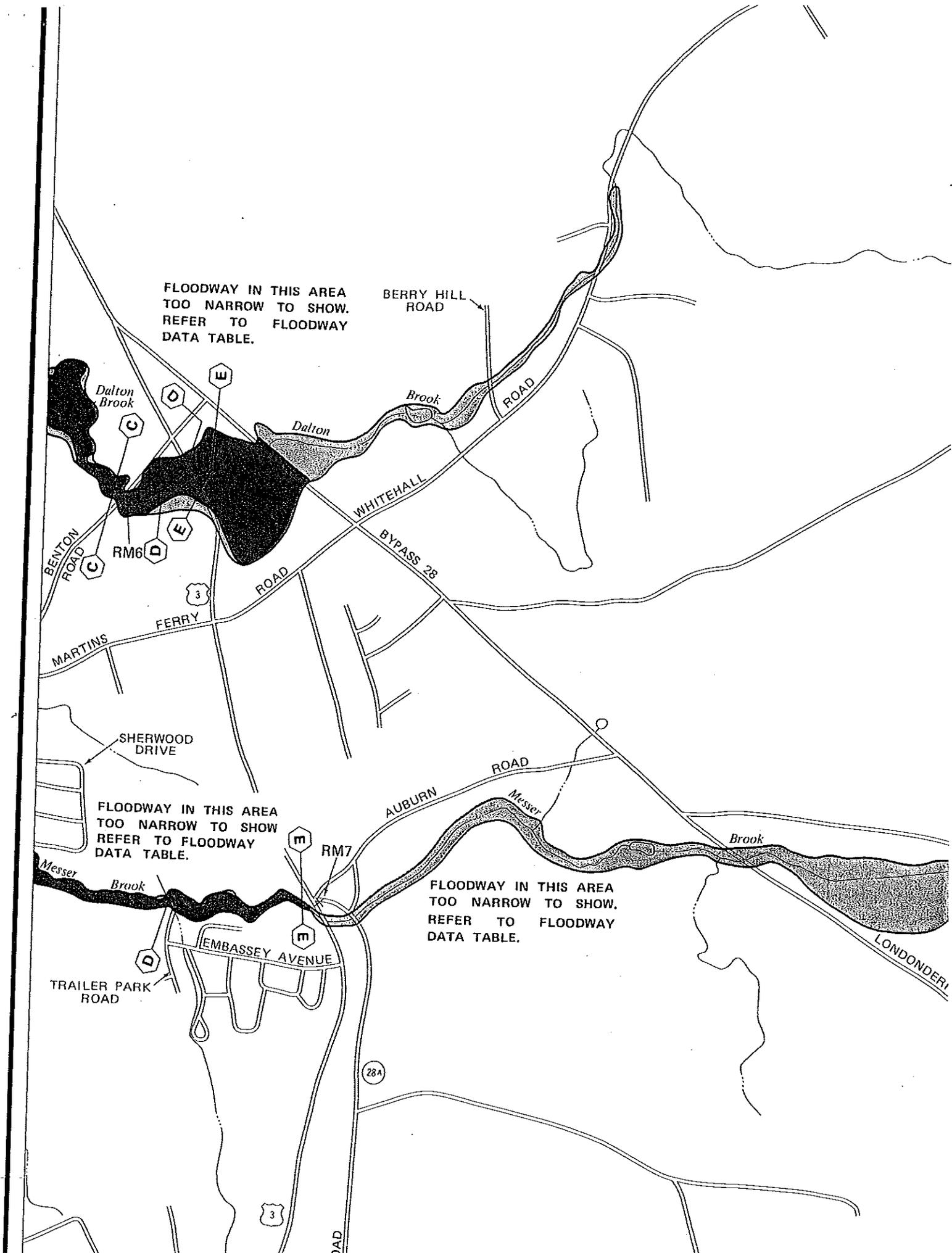
TRAILER PARK  
ROAD

LONDONDERI

28A

3

2AD



HOOKSETT  
12537A

KTY ✓



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New England Field Office  
70 Commercial Street, Suite 300  
Concord, New Hampshire 03301-5087  
<http://www.fws.gov/northeast/newenglandfieldoffice>

September 9, 2008

Kevin Nyhan  
NH Dept. of Transportation  
P.O. Box 483  
Concord, NH 03302-0483

Dear Mr. Nyhan:

We are in receipt of your enclosed letter requesting our endangered species review with regard to your proposed roadway project.

We distributed a letter last year to numerous companies, including yours, which we hope will streamline the consultation process. A copy of this letter is available on our website (<http://www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm>).

Please review our letter. We're confident that it will adequately respond to your request. If you have any questions, please contact me at 603-223-2541.

Sincerely yours,

Anthony P. Tur  
Endangered Species Specialist  
New England Field Office

Enclosure

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SEP 11 2008

NH DEPARTMENT OF  
TRANSPORTATION

Exhibit 7



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.  
COMMISSIONER

September 8, 2008

JEFF BRILLHART, P.E.  
ASSISTANT COMMISSIONER

Bill Neidermyer  
U.S. Fish and Wildlife Service  
70 Commercial St. Suite 300  
Concord, NH 03301

RECEIVED  
FISH & WILDLIFE SERVICE

SEP - 9 2008

Dear Mr. Neidermyer:

NEW ENGLAND FIELD OFFICE  
Re: Hooksett, X-A000(407), 12537A CONCORD, NH  
(US Route 3 Improvements)

The NH Department of Transportation is planning to widen US Route 3 north of the Benton Road intersection, approximately 0.41 mile to the intersection of Martins Ferry Road. Work includes addressing pavement, traffic, and drainage needs, including improvements to crossings of Dalton Brook.

The Bureau of Environment of this Department requests your assistance in determining if there are any federally listed threatened or endangered species within the project area. If you have any questions or comments regarding this project, please contact me as listed below.

An early response to this letter will greatly aid us in meeting our established advertising schedule. If you have any questions or require further information regarding the above referenced project please feel free to contact me.

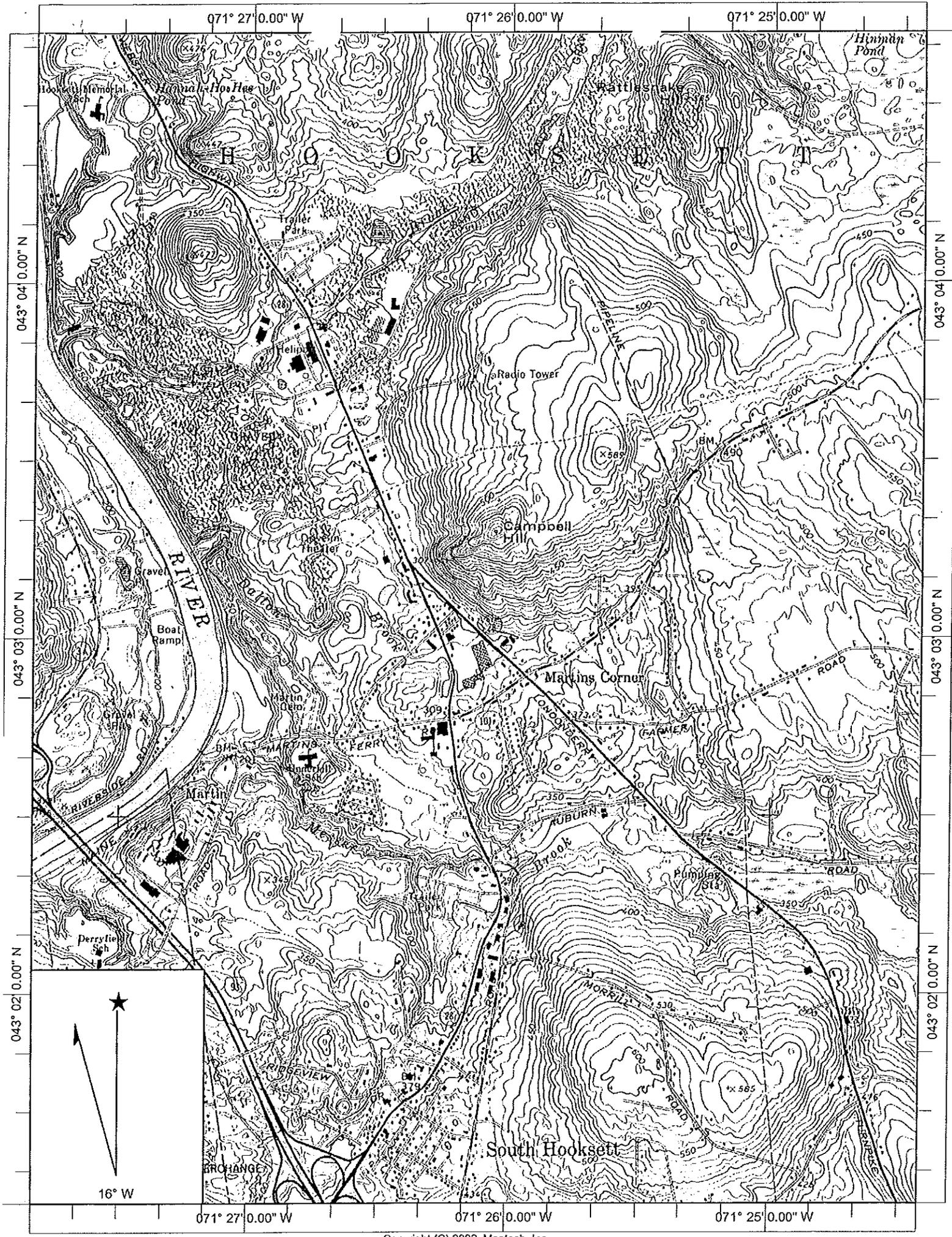
Thank you for your assistance.

Sincerely,

Kevin T. Nyhan  
Senior Environmental Manager  
Bureau of Environment  
Rm. 160, Tel. 271-1553  
knyhan@dot.state.nh.us

KTN: ktn

Encl.S:\PROJECTS\DESIGN\12537A\Comm\USF&W.DOC



Memo



NH NATURAL HERITAGE BUREAU

To: Kevin Nyhan, NH Department of Transportation  
PO Box 483, 7 Hazen Drive  
Concord, NH 03303-0483

From: Melissa Coppola, NH Natural Heritage Bureau  
Date: 9/9/2008  
Re: Review by NH Natural Heritage Bureau  
NHB File ID: NHB08-1997  
Project type: Roads, Driveways, Bridges, etc.      Town: Hooksett  
cc: Kim Turtle      Location: US Route 3/ NH Route 28 Bypass intersection

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

Vertebrate species	State <sup>1</sup>	Federal	Notes
Zone of concern →	E	--	Contact the NH Fish & Game Dept (see below).

<sup>1</sup>Codes: "E" = Endangered, "T" = Threatened, "--" = an exemplary natural community, or a rare species tracked by NH Natural Heritage that has not yet been added to the official state list. An asterisk (\*) indicates that the most recent report for that occurrence was more than 20 years ago.  
*Contact for all animal reviews: Kim Turtle, NH F&G, (603) 271-6544.*

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. For some purposes, including legal requirements for state wetland permits, the fact that no species of concern are known to be present is sufficient. However, an on-site survey would provide better information on what species and communities are indeed present.

Department of Resources and Economic Development  
Division of Forests and Lands  
(603) 271-2214 fax: 271-6488

DRED/NHB  
PO Box 1856  
Concord NH 03302-1856

Memo

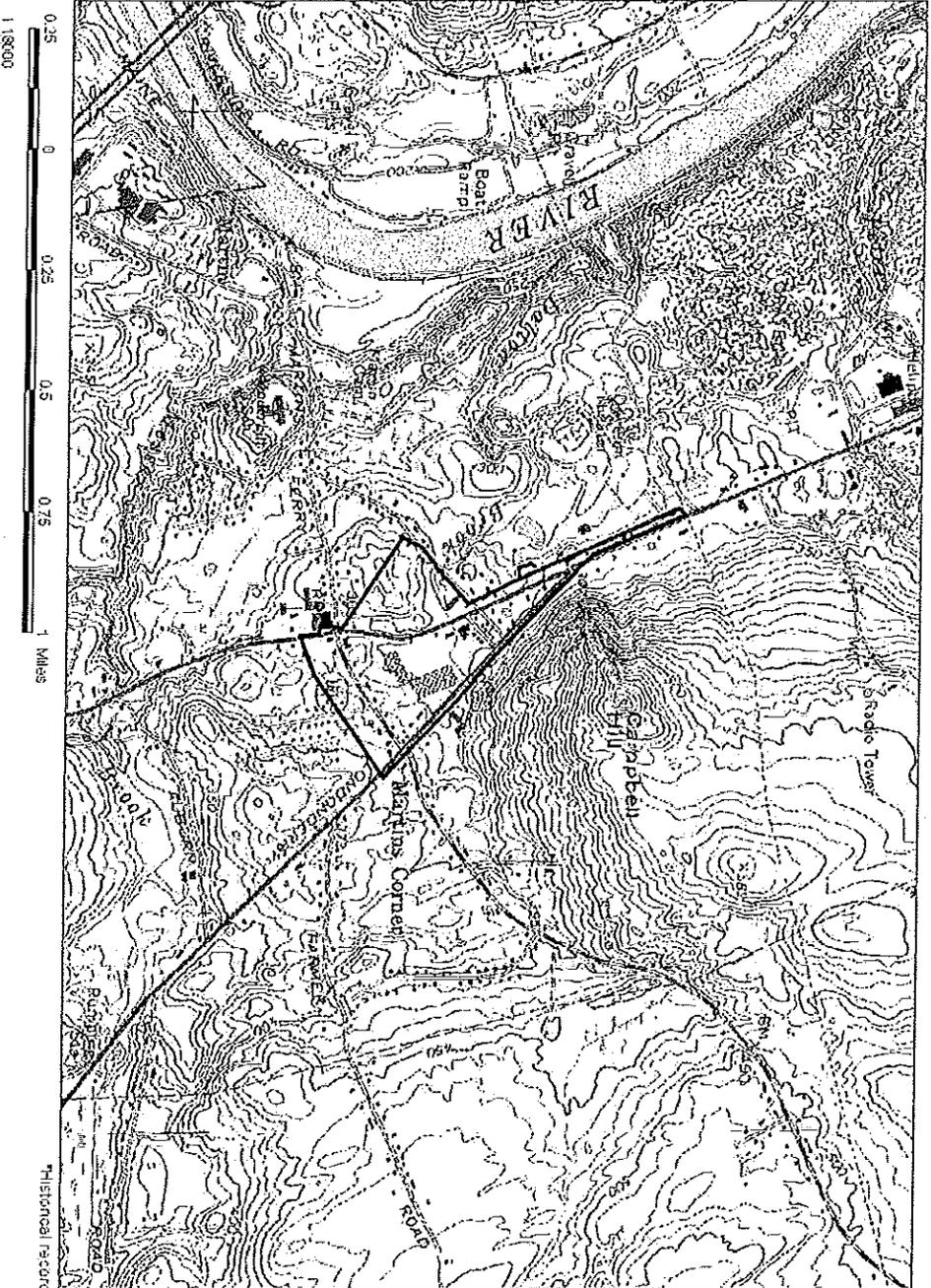
NHBOS-1997



NH NATURAL HERITAGE BUREAU



NH NATURAL HERITAGE BUREAU



Department of Resources and Economic Development  
Division of Forests and Lands  
(603) 271-2214 fax: 271-6488

DRED/NHB  
PO Box 1856  
Concord NH 03302-1856

**From:** Kim A Tuttle [Kim.Tuttle@wildlife.nh.gov]  
**Sent:** Friday, January 02, 2009 9:46 AM  
**To:** Matt Urban  
**Subject:** RE: NHB Results - Hooksett 12537-A  
Matt,

The NHFG Nongame and Endangered Species Program has reviewed NHB08-1997 for roadway and drainage improvements for the Hooksett 12537-A project. The NHB report indicated that the project occurred near a "zone of concern". We do not expect impacts to the "zone of concern" as a result of the proposed activities as the habitat we are concerned with will not be affected.

Sincerely,

Kim Tuttle  
NH Fish and Game  
Nongame and Endangered Species Program

---

**From:** Matt Urban [mailto:MUrb@dot.state.nh.us]  
**Sent:** Friday, January 02, 2009 9:35 AM  
**To:** Kim A Tuttle  
**Subject:** NHB Results - Hooksett 12537-A

Kim,

The NHDOT has received the requested NHB search for the Hooksett 12537-A project. The search has determined that this project area is within one mile of a listed Zone of Concern. Would you be able to verify that our project will not have an adverse effect on the listed Zone of Concern.

Thanks for your assistance,  
Matt Urban  
Environmental Manager



NEW HAMPSHIRE NATURAL HERITAGE BUREAU

---

**To:** Matt Urban, NH Department of Transportation  
7 Hazen Dr.

Concord , NH 03301

**From:** NH Natural Heritage Bureau

**Date:** 11/30/2009 (valid for one year from this date)

**Re:** Review by NH Natural Heritage Bureau of request submitted 11/24/2009

**NHB File ID:** NHB09-2547

**Applicant:** State of NH-DOT

**Location:** Hooksett  
US Route 3/ NH Route 28 Bypass intersection

**Project**  
**Categories:** Roads, Driveways, Bridges: Bridge, Culvert(s), Guardrail installation,  
Roads, Traffic signal work, road construction

Your project was reviewed by staff of the NH Natural Heritage Bureau and/or the Nongame and Endangered Species Program and it was determined that, although there was a NHB record (e.g., rare wildlife, plant, and/or natural community) present in the vicinity, we do not expect that it will be impacted by the proposed project.

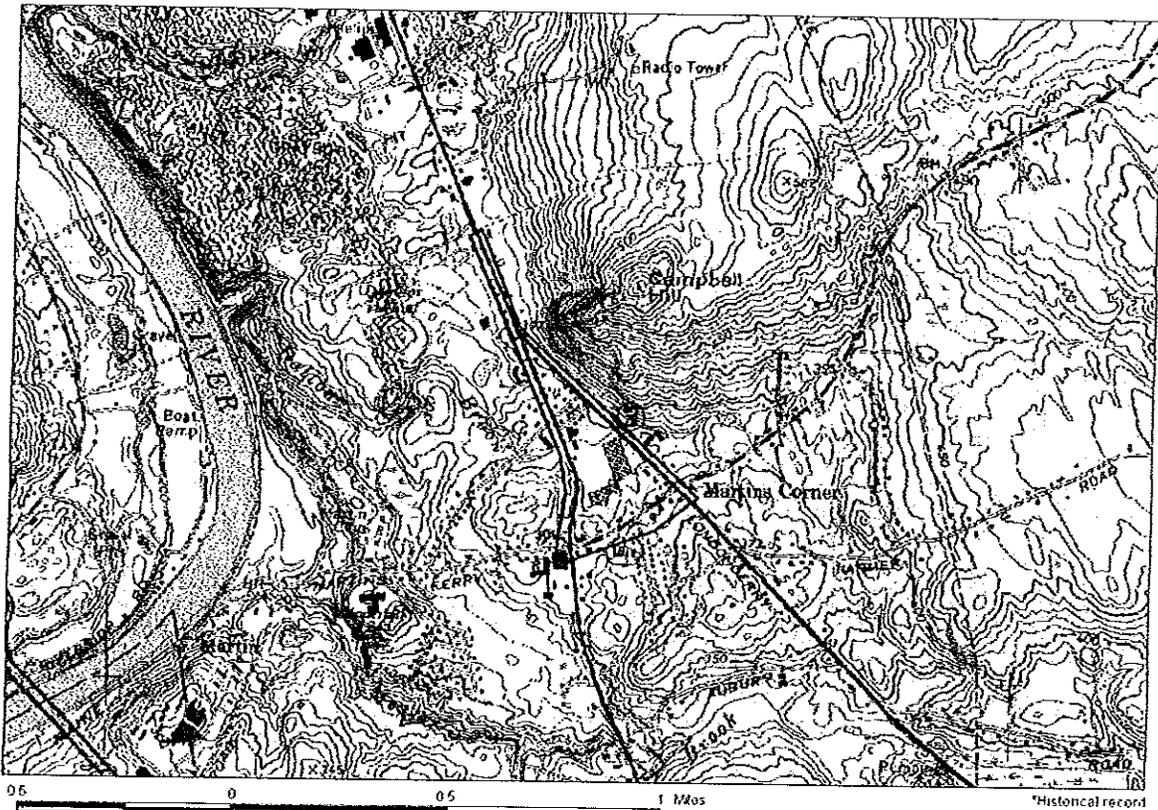
A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed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



MAP OF PROJECT BOUNDARIES FOR: NHB09-2547

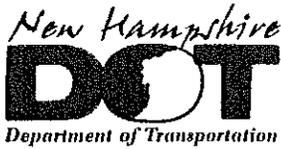


NH NATURAL HERITAGE BUREAU



1:10000

Valid for one year from this date 30 Nov 2009



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.  
COMMISSIONER

JEFF BRILLHART, P.E.  
ASSISTANT COMMISSIONER

HOOKSETT  
X-A000(407)  
12537A

No Historic Properties Affected Memo

Pursuant to meetings and discussions on November 13, 2008, and for the purpose of compliance with regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources (NHDHR) and the NH Division of the Federal Highway Administration (FHWA) have coordinated the identification and evaluation of cultural resources with plans to improve US Route 3 in the vicinity of the intersection of Bennett Road, including traffic and drainage improvements.

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

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

*Elizabeth Muzzey*  
Elizabeth Muzzey  
State Historic Preservation Officer

*Kathleen O. Laffey*  
Kathleen O. Laffey, Administrator  
Federal Highway Administration

Concurred with by the NH Department of Transportation

Date: December 11, 2008

By: *Joyce McKay*  
Joyce McKay  
Cultural Resources Manager

c.c. Jamie Sikora, FHWA  
E. Muzzey, NHDHR

Kevin Nyhan, NHDOT  
Don Lyford, NHDOT

S:\PROJECTS\DESIGN\12537A\memo.doc

Exhibit 9

## Initial Site Assessment (ISA) Checklist

**Project Name:** Hooksett 12537A  
**Federal Number:** X-A000 (407)  
**State Number:**

**Date:** January 22, 2009  
**Reviewer:** Kevin Nyhan

**1. Project Features:** The general intent of the roadway improvements is to widen a section of US Route 3/ NH Route 28, improve safety and capacity, and address the existing drainage issues which are exacerbated when the area experiences flooding on an annual basis.

**New R/W** yes **Excavation** yes **Relocate Utilities** yes

### 2. Review of Existing Information (Check Sources used)

**DES Files**

**Sanborn Insurance Maps**

**Local Officials**

**Aerial Photos (List Dates)**

**Fire Department**

**Chain of Title (R/W)**

**Land Owners/Interviews**

**Other**     

**Does the review of existing information indicate the presence or potential presence of hazardous materials? (If yes, identify, locate and explain.)**

**YES** - There are eight known **Hazardous Waste Generator's** that are within and adjacent to the existing project area according to the Department of Environmental Service's *OneStop Environmental Site Information Guide*. Three of these sites are listed with an active status, three have an inactive status, and the other two sites have been declassified. In addition, there are three known **Remediation Sites** located in the project area. In general, it is not expected that the project will involve contamination from any of the listed sites. For greater detail, refer to the Hooksett Categorical Exclusion.

### 3. Field Review of Project Area (attach photos, if taken).

Kevin Nyhan, Senior Environmental Manager, Bureau of Environment, conducted a field review of the project area on June 10, 2007. No evidence of hazardous materials was revealed during the field review. However, numerous sites were suspected to be potential issues.

#### **Setting (Undeveloped/Rural/Urban)**

The proposed project is set in a rural/urban development that is predominately commercial businesses.

**Land Uses (Industrial, Commercial, Residential, Agricultural, Forested):**

**Current Predominant Land Uses** -Industrial, Commercial

**Previous Predominant Land Uses** -Industrial, Commercial

**Associated Land Uses** -Industrial, Commercial

**Adjacent Land Uses** -Industrial, Commercial

**Storage Structures (Observed or Suspected)**

<b>Underground Tanks</b>	<input checked="" type="checkbox"/>	<b>Drums</b>	<input checked="" type="checkbox"/>
<b>Surface Tanks</b>	<input checked="" type="checkbox"/>	<b>Basins</b>	<input type="checkbox"/>
<b>Transformers</b>	<input type="checkbox"/>	<b>Landfills</b>	<input type="checkbox"/>
<b>Sumps</b>	<input type="checkbox"/>	<b>Others</b>	<input type="checkbox"/>
<b>Ponds</b>	<input type="checkbox"/>		

**Contamination**

<b>Surface Staining</b>	<input type="checkbox"/>	<b>Vegetation Damage</b>	<input type="checkbox"/>
<b>Oil Sheen</b>	<input type="checkbox"/>	<b>Dead Fauna</b>	<input type="checkbox"/>
<b>Odors</b>	<input type="checkbox"/>	<b>Other</b>	<input type="checkbox"/>
		<b>None</b>	<input checked="" type="checkbox"/>

**Potential Asbestos Containing Materials\***

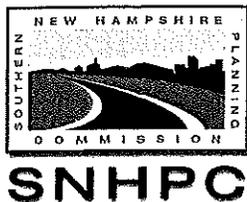
<b>Buildings</b>	<input type="checkbox"/>	<b>Serpentine</b>	<input type="checkbox"/>
<b>Sprayed-On Fireproofing</b>	<input type="checkbox"/>	<b>Pipe Wrap</b>	<input type="checkbox"/>
<b>Acoustical Plaster</b>	<input type="checkbox"/>	<b>Friable Tape</b>	<input type="checkbox"/>
<b>Fill Material</b>	<input type="checkbox"/>	<b>None</b>	<input checked="" type="checkbox"/>

**Does the field review indicate the presence or potential presence of hazardous materials? (If yes, identify, locate, and explain.)**

There were numerous sites identified through research and the field review that indicate the potential presence of hazardous materials. Sites identified include: K-Mart, Merchants Automotive, and various automotive service shops that surround the project area. Automotive shops are generally a red flag for hazardous waste contamination since they are frequently working with hazardous materials such as oils, antifreeze, transmission fluids, etc. The shops located in the project area may have no record of remediation; however, not all spills are reported and warrant caution when working in close proximity.

**The Bureau of Right-of-Way should be notified when buildings possibly containing asbestos are to be taken or moved.**

N/A



# Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350  
www.snhpc.org

September 30, 2008

Mr. Kevin T. Nyhan, Sr. Environmental Mgr.  
Bureau of Environment, Room 109  
NH Dept. of Transportation  
P.O. Box 483  
Concord, NH 03301-0483

Re: Hooksett, X-A000(407), 12537A – U.S. Route 3 Improvements

Dear Mr. Nyhan:

Thank you for seeking the input of the Southern New Hampshire Planning Commission (SNHPC) regarding the proposed U.S. Route 3 Improvements in the Town of Hooksett, New Hampshire.

At this time, the Southern New Hampshire Planning Commission has no findings or knowledge of environmental concerns in the immediate area surrounding the site in questions.

If we may be of assistance to you in the future regarding this matter, please feel free to contact me at (603) 669-4664 or [dpreece@snhpc.org](mailto:dpreece@snhpc.org).

Sincerely,

SOUTHERN NEW HAMPSHIRE  
PLANNING COMMISSION

David J. Preece, AICP  
Executive Director

DJP/rjk

cc: Jack Munn, AICP, Chief Planner, SNHPC  
Brian Deguzis, Inter, SNHPC

RECEIVED  
BUREAU OF ENVIRONMENT

OCT 2 2008

NH DEPARTMENT OF  
TRANSPORTATION

Exhibit 11



TOWN OF HOOKSETT  
HOMELAND SECURITY LEPC AND  
OFFICE OF EMERGENCY MANAGEMENT  
15 LEGENDS DRIVE  
HOOKSETT NH 03106

Director Albert H. Dionne                      Assistant Director Harold Murray  
TEL. (603) 627-3577              Cell (603) 315-5216      Fax (603) 627-3512  
E-Mail [adionne@hooksett.org](mailto:adionne@hooksett.org)

Thursday, September 11, 2008

Kevin T. Nyhan  
Senior Environmental Manager  
Bureau of Environment  
[knyhan@dot.state.nh.us](mailto:knyhan@dot.state.nh.us)

Dear Mr. Nyhan:

Re: Hooksett, X-Aooo (407), 12537A  
(US Route 3, Improvements)

*Comments from Emergency Management*

- 1- The supplied map does not match the letter you supplied; the proposed construction is South of Benton Rd. not North of Benton Road as your map shows. Also the replacement of a culvert on Benton Rd at Dalton Brook is in progress at this time.
- 2- Yes Dalton brook culvert project
- 3- Yes Wetlands and flood plains
- 4- No Aquifers however there are TOWN OF HOOKSETT water supplies
- 5- Yes storm water management
- 6- No not to my knowledge
- 7- No not at this time
- 8- There is a negative effect on the construction however positive effect after the project is completed.
- 9- Not to my knowledge

Albert H. Dionne Director

The information contained in this electronic transmission is intended only for the use of the individual or entity named above and is privileged and confidential, and contains proprietary and confidential information belonging to Hooksett Homeland Security and Emergency Management and its affiliates. If you are not the intended recipient, please do not read, copy, use or disclose this communication to others. Any dissemination, distribution or copying of this communication other than to the person or entity named above is strictly prohibited. If you have received this communication in error, please Contact this office at (603) 627-3577 and immediately delete this message from your system.

**Matt Urban**

---

**From:** stephen agrafiotis [pd\_sagrafiotis@yahoo.com]  
**Sent:** Monday, September 22, 2008 5:00 PM  
**To:** Kevin Nyhan  
**Cc:** David Jodoin  
**Subject:** US Route 3 Improvements

Mr. Nyhan,

Reference Hooksett, XA000(407), 12537A (US Rt. 3 Improvements)

The only concern that the Hooksett Police Department would have, is that the project impact traffic flow as little as possible on Rt. 3.

As you probably know the traffic flow on this section of Rt. 3 is very heavy, so any impact on the traffic flow is a concern.

Respectfully,

Chief Stephen M. Agrafiotis  
Hooksett Police Department

**Matt Urban**

---

**From:** Greg Weir [gregoryweir@comcast.net]

**Sent:** Monday, September 29, 2008 11:39 AM

**To:** Kevin Nyhan

**Cc:** 'David Jodoin'

Dear Kevin: I'm responding to your letter to David Jodoin of Sept. 8<sup>th</sup> 08 regarding US Route #3 improvements (Hooksett,X-A000 (407),12537A). I think that we discussed the water dept.'s needs at the council meeting of Sept. 24<sup>th</sup> 08. Central Hooksett Water Precinct has an 8" A/C main that follows the western side of Rt. #3 along the entire length of the area to be addressed. It (the main) increases to 12" at the intersection of Benton Rd. and Rt. #3. If and when this proposed improvement takes place, we will need to replace the existing 8" A/C main with 12" DI and any needed valves. I know that you are aware of these needed improvements. This is just a reminder. Don't forget us. Thanks Greg Weir CHWP Supt.

**Matt Urban**

---

**From:** Michael Williams [MWilliams@hooksettfire.org]

**Sent:** Friday, September 19, 2008 10:13 AM

**To:** Kevin Nyhan; David Jodoin

**Subject:** Ref. US route 3 improvements

The Hooksett Fire-Rescue has reviewed the letter dated September 8, 2008 ref. To the route 3 improvements, The Hooksett Fire-Rescue is not aware of any hazardous materials or contaminates in the vicinity of this projects, The Hooksett Fire-rescue only requests is that access for emergency vehicles during the construction phases of this project is considered due to the amount of traffic that uses this road daily and being our only main access to the south end of Hooksett.

Thank you,

Michael Williams  
Fire Chief  
Hooksett N.H. Fire-Rescue  
603-623-7272  
mwilliams@hooksett.org

**From:** Walker, Steve [Steve.Walker@nh.gov]  
**Sent:** Tuesday, September 09, 2008 11:04 AM  
**To:** Kevin Nyhan  
**Subject:** Hooksett X-A000(407), 12537A  
Hi Kevin, There are no LCIP interests in the project area.

**Matt Urban**

---

**From:** Shari Colby [Shari.Colby@dred.state.nh.us]  
**Sent:** Monday, September 15, 2008 1:46 PM  
**To:** Kevin Nyhan  
**Subject:** Hooksett, X-000(407), 12537A

Hi Kevin –

Here is another project that looks like it is all set. I have attached the memo. Let me know if you need a hard copy.

Thanks  
Shari

**Shari A. Colby**

Community Outreach Specialist  
Division of Parks and Recreation  
Department of Resources and Economic Development  
PO Box 1856  
Concord, NH 03302-1856  
Phone: 603-271-3556  
Fax: 603-271-3553



Visit us at [www.nhstateparks.org](http://www.nhstateparks.org)

State of New Hampshire  
INTER-DEPARTMENT COMMUNICATION

---

To: Kevin T. Nyhan  
Senior Environmental Manager  
NH Dept. of Transportation

From: Shari Colby, Program Specialist  
Dept. of Resources and Economic Development  
Division of Parks and Recreation

Date: September 15, 2008

Subject: Hooksett, X-000(407), 12537A

---

This communication is in response to your memo dated September 8, 2008 regarding plan to widen US Route 3 north of the Benton Road intersection in Hooksett NH. I have included a list of 6(f) properties located in the Town of Hooksett below.

Upon review of the information provided in your memo, I find no significant impacts to the recreational value of the 6(f) property. Unless changes to the proposed project occur, no further approval is required from this office.

Feel free to contact me at 271-3556 or at [scolby@dred.state.nh.us](mailto:scolby@dred.state.nh.us) , should you have any questions.

3300042	Hooksett	FRASER MEMORIAL FIELD
3300125	Hooksett	DONATI FIELD TENNIS COURTS
3300209	Hooksett	RIVERSIDE PARK





Aquifer Transmissivity MAP



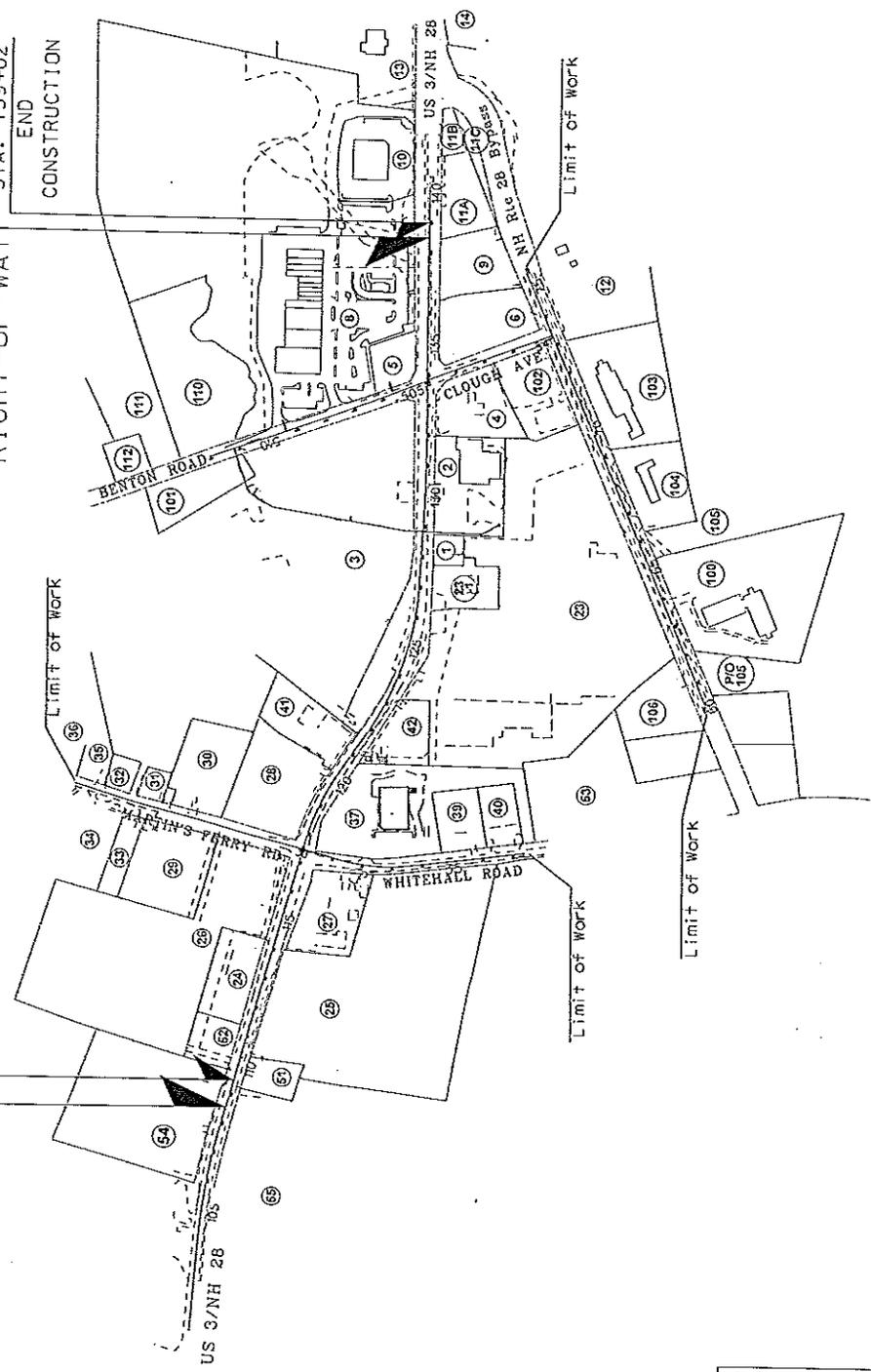
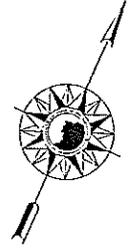


STA. 108+57  
LIMIT OF  
RIGHT-OF-WAY

STA. 109+50  
BEGIN  
CONSTRUCTION

STA. 138+50  
LIMIT OF  
RIGHT-OF-WAY

STA. 139+02  
END  
CONSTRUCTION

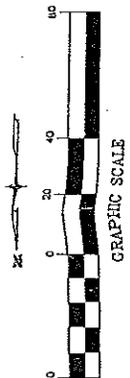


PAR. No.	PROPERTY OWNER
1	MERCHANTS PLAZA, LLC
2	MERCHANTS PLAZA, LLC
3	MPAC LLC
4	MPAC REALTY TRUST
5	MATREC, LLC
6	MFC 97A-2 INVESTMENT TRUST
8	HOOKSETT LAND DEVELOPMENT LLC
9	BOURGEOIS, ROLAND & JULIE
10	BROADHURST THEATRE, LLC
11A	LABRIE, IRIS L.
11B	LABRIE, IRIS L.
11C	LABRIE, IRIS L.
12	BURBANK, LUCILLE M.
13	96 REMAINDER LLC
14	RYAN DEVELOPMENT, LLC
23	R.K. HOOKSETT LLC
23-1	R.K. HOOKSETT LLC
24	ARANOSIAN OIL CO., INC.
25	THE HOLE FAMILY INVESTMENTS TRUST
26	PUBLIC SERVICE COMPANY OF NH
27	SAVARAS REALTY, LLC
28	MCDONALDS CORP.
28	RUDOLPH J. DLUGOSZ, SR. & SOPHIE S. DLUGOSZ REV. TRUST
30	MERCHANTS REALTY ASSOC.
31	DLUGOSZ, RUDOLPH J.
32	JOYLAND ASSOCS.
33	GRAVEL, DONNA L.
34	SPEWAK, STANLEY & ROSEMARY
35	LESSARD, RITA A. & OSCAR J.
36	DESALINERS, NORMAN
37	FOUR WHITEHALL ROAD REAL ESTATE LLC
37	WALSH, JAMES V. & COTINOR-WALSH, YOLANDE
40	ALLEN, GARY E.
41	JOYLAND ASSOCS.
42	HTR REALTY LLC
51	HOOKSETT HOME CORPORATION
52	MAS LTD. PARTNERSHIP
53	BERNARD FAMILY REVOCABLE TRUST
54	BONNEVILLE REALTY, INC.
55	HNP REALTY, INC.
100	HOOKSETT ELDERLY HOUSING ASSOCIATES
101	RODGERS, PATRICIA A. & RODGERS, LUCILLE
102	JOYLAND ASSOCS.
103	OSBOURNE, DAVID L. & LOUISE S.
104	SEACREST CARMASH, LLC
105	GERALD J. HOLLERAN 1999 TRUST INDENTURE
106	DEERHEAD SPORTSMAN CLUB
107	HOLT, CHARLES R. & DEBORAH G.
108	ROLAND O. RAICHE 1999 FAMILY TRUST
109	HOLT, CHARLES R. & DEBORAH G.
110	MERCHANTS REALTY ASSOCIATES
111	FRANKS CHOUNARD REVOCABLE TRUST
112	GOYETTE, TIMOTHY O. & KAREN J.

APPROXIMATE SCALE 1" = 200'

NOTE: PLAN SHALL NOT BE CONSTRUED AS A BOUNDARY SURVEY

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION - BUREAU OF HIGHWAY-OF-WAY  
**PROPERTY LAYOUT**  
TOWN OF HOOKSETT  
COUNTY OF MERRIMACK  
JOB NO. 12537A  
STATE PROJECT NO. 12537A  
SHEET NO. 5  
TOTAL SHEETS 13



ANALYTE	11/03	4/05	7/05	4/07
BEN	0	19	80	80
n-BB	0	19	80	80
EB	0	19	80	80
ISOPB	0	19	80	80
P-ISOPB	0	19	80	80
NA-PHIT	0	19	80	80
1,2,4-TMB	0	19	80	80
1,3,5-TMB	0	19	80	80
XYL	0	19	80	80
MTBE	0	19	80	80
TBA	0	19	80	80
TAME	0	19	80	80

ANALYTE	11/03	4/05	7/05	4/07
BEN	0	19	80	80
n-BB	0	19	80	80
EB	0	19	80	80
ISOPB	0	19	80	80
P-ISOPB	0	19	80	80
NA-PHIT	0	19	80	80
1,2,4-TMB	0	19	80	80
1,3,5-TMB	0	19	80	80
XYL	0	19	80	80
MTBE	0	19	80	80
TBA	0	19	80	80
TAME	0	19	80	80

ANALYTE	11/03	4/05	7/05	4/07
BEN	7	11	14	8
n-BB	21	80	80	80
EB	17	72	73	17
ISOPB	6	80	80	80
P-ISOPB	1	120	115	41
NA-PHIT	258	257	275	351
1,2,4-TMB	197	200	617	319
1,3,5-TMB	11	33	22	23
XYL	35	47	51	31
MTBE	98	80	80	80
TBA	80	80	80	80
TAME	80	80	80	80

ANALYTE	11/03	4/05	7/05	4/07
BEN	0	19	80	80
n-BB	0	19	80	80
EB	0	19	80	80
ISOPB	0	19	80	80
P-ISOPB	0	19	80	80
NA-PHIT	0	19	80	80
1,2,4-TMB	0	19	80	80
1,3,5-TMB	0	19	80	80
XYL	0	19	80	80
MTBE	0	19	80	80
TBA	0	19	80	80
TAME	0	19	80	80

ANALYTE	11/03	4/05	7/05	4/07
BEN	0	19	80	80
n-BB	0	19	80	80
EB	0	19	80	80
ISOPB	0	19	80	80
P-ISOPB	0	19	80	80
NA-PHIT	0	19	80	80
1,2,4-TMB	0	19	80	80
1,3,5-TMB	0	19	80	80
XYL	0	19	80	80
MTBE	0	19	80	80
TBA	0	19	80	80
TAME	0	19	80	80

ANALYTE	11/03	4/05	7/05	4/07
BEN	0	19	80	80
n-BB	0	19	80	80
EB	0	19	80	80
ISOPB	0	19	80	80
P-ISOPB	0	19	80	80
NA-PHIT	0	19	80	80
1,2,4-TMB	0	19	80	80
1,3,5-TMB	0	19	80	80
XYL	0	19	80	80
MTBE	0	19	80	80
TBA	0	19	80	80
TAME	0	19	80	80

**NOTES:**

- THIS SITE PLAN WAS DEVELOPED FROM THE TOWN OF COCUMSDRIFT AND SITE OBSERVATIONS.
- THE LOCATION OF SITE FEATURES SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
- SEE FIGURE 2 FOR APPROXIMATE STORM SEWER OUTFALL LOCATION.
- RED SHADDED CONTAMINANT CONCENTRATIONS DENOTE EXCEEDENCE OF AGGS.

**FORMER USTS:**

UST 1 = 4,000 GALLON GASOLINE TANK INSTALLED 1973 (FIBERGLASS)  
 UST 2 = 4,000 GALLON GASOLINE TANK INSTALLED 5/21/86 (STEEL)  
 UST 3 = 4,000 GALLON GASOLINE TANK INSTALLED 5/21/86 (STEEL)

**ADDITIONAL LEGEND:**

- BEN DENOTES BENZENE
- n-BB DENOTES n-BUTYLBENZENE
- EB DENOTES sec-BUTYLBENZENE
- ISOPB DENOTES ETHYLBENZENE
- P-ISOPB DENOTES ISOPROPYLBENZENE
- NA-PHIT DENOTES p-ISOPROPYLTOLUENE
- 1,2,4-TMB DENOTES m-TRIMETHYLBENZENE
- 1,3,5-TMB DENOTES 1,3,5-TIMETHYLBENZENE
- XYL DENOTES XYLENE
- MTBE DENOTES METHYL TERT BUTYL ETHER
- TBA DENOTES TERTBUTYL ALCOHOL
- TAME DENOTES TERTAMYL METHYLETHER

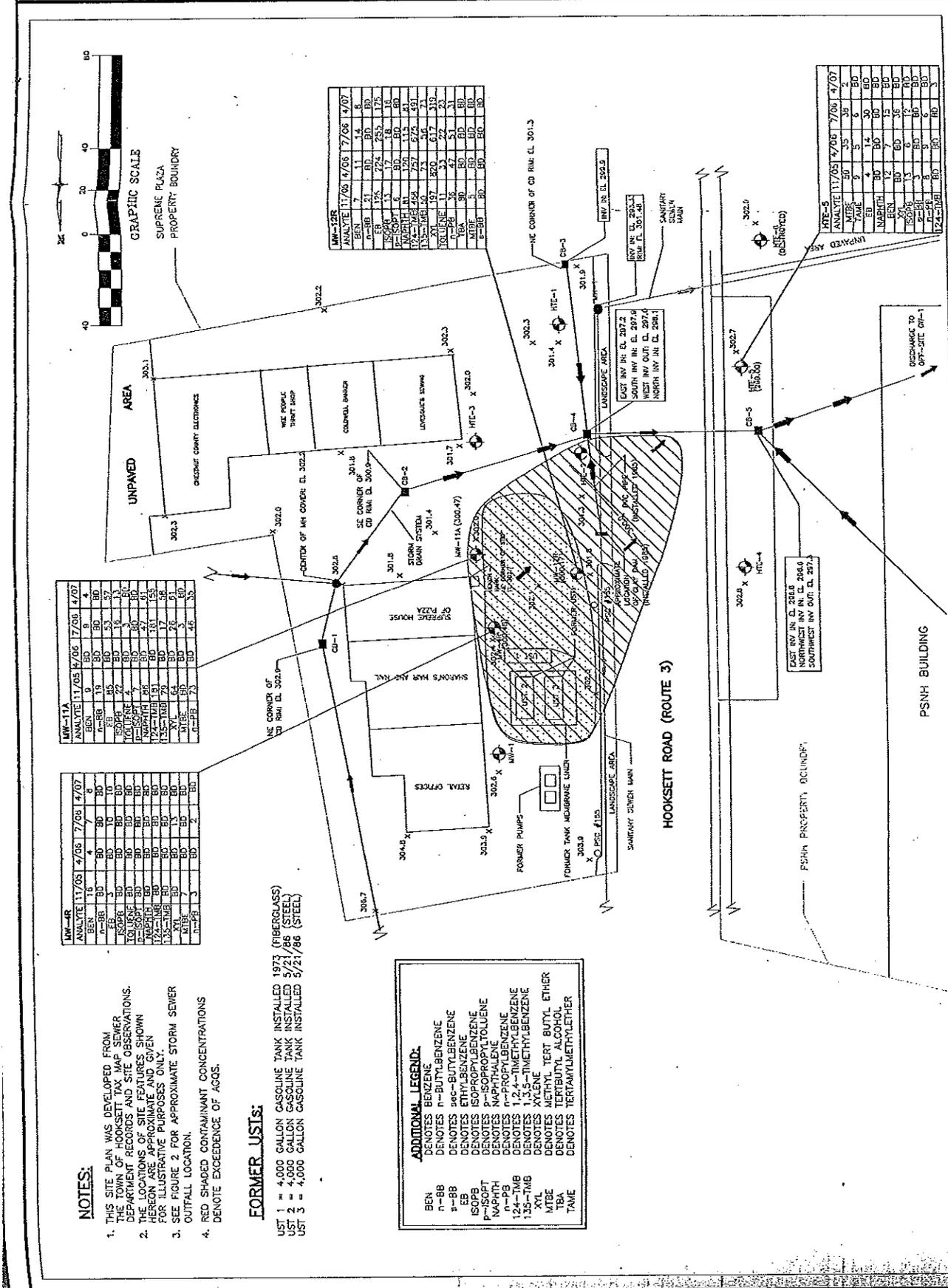


Exhibit 15

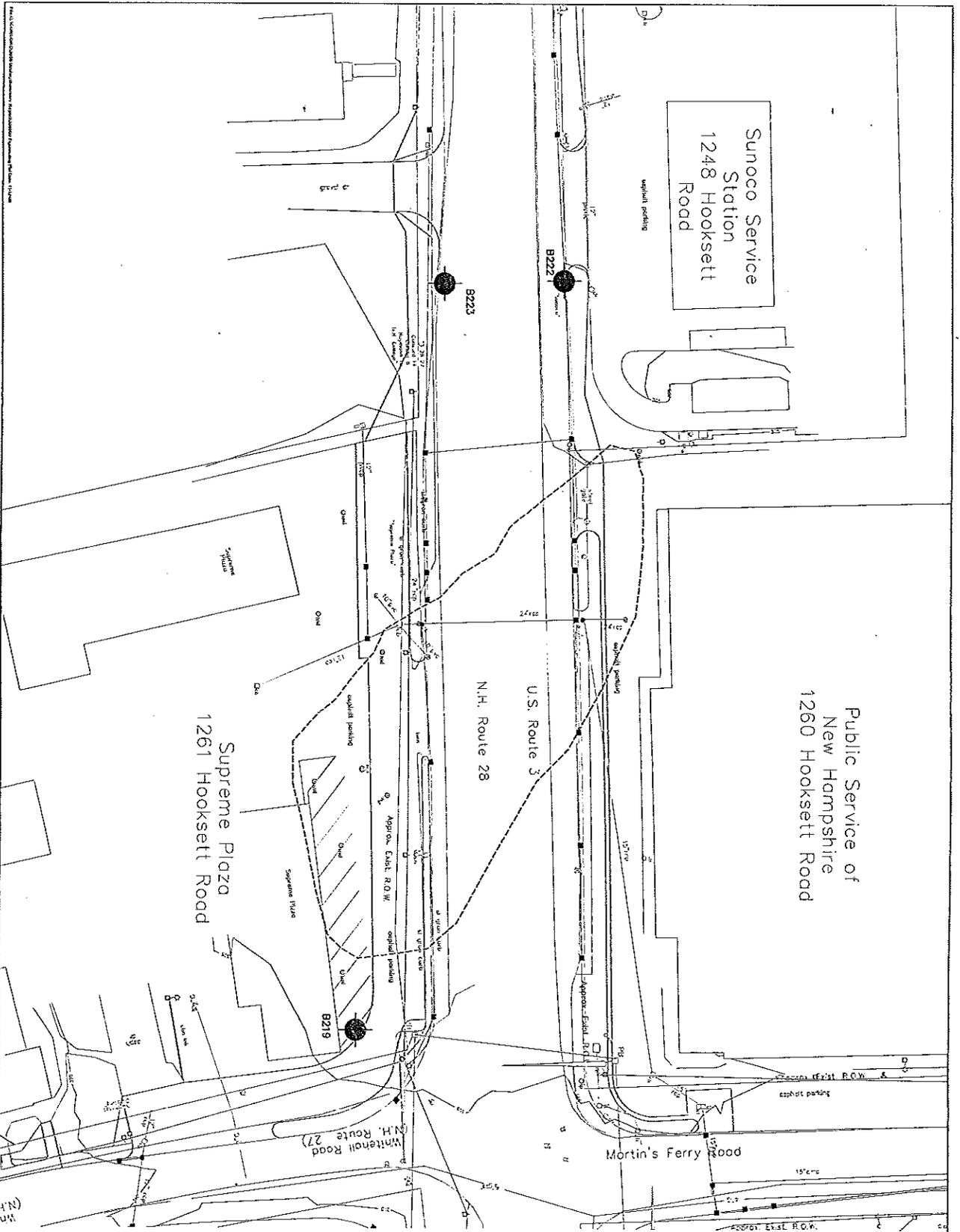


Figure 3

### US Route 3 Exploration Location Plan

Subsurface Exploration Program  
 Summary Report  
 New Hampshire Department of Transportation  
 Hooksett, New Hampshire

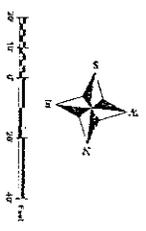
Drawn By: D. Donahewsky  
 Prepared By: R. Fisher  
 Reviewed By: R. Fisher  
 Date: November 2009

#### Figure Narrative

1. This figure shows the exploration locations identified as part of the exploration program in the US Route 3 construction area.
2. The area of potential contamination within the construction area is based on information contained in paper and electronic files maintained by the New Hampshire Department of Environmental Services. The area shown should be viewed as approximate and likely extends further down-drainages, but of the anticipated extent of construction.

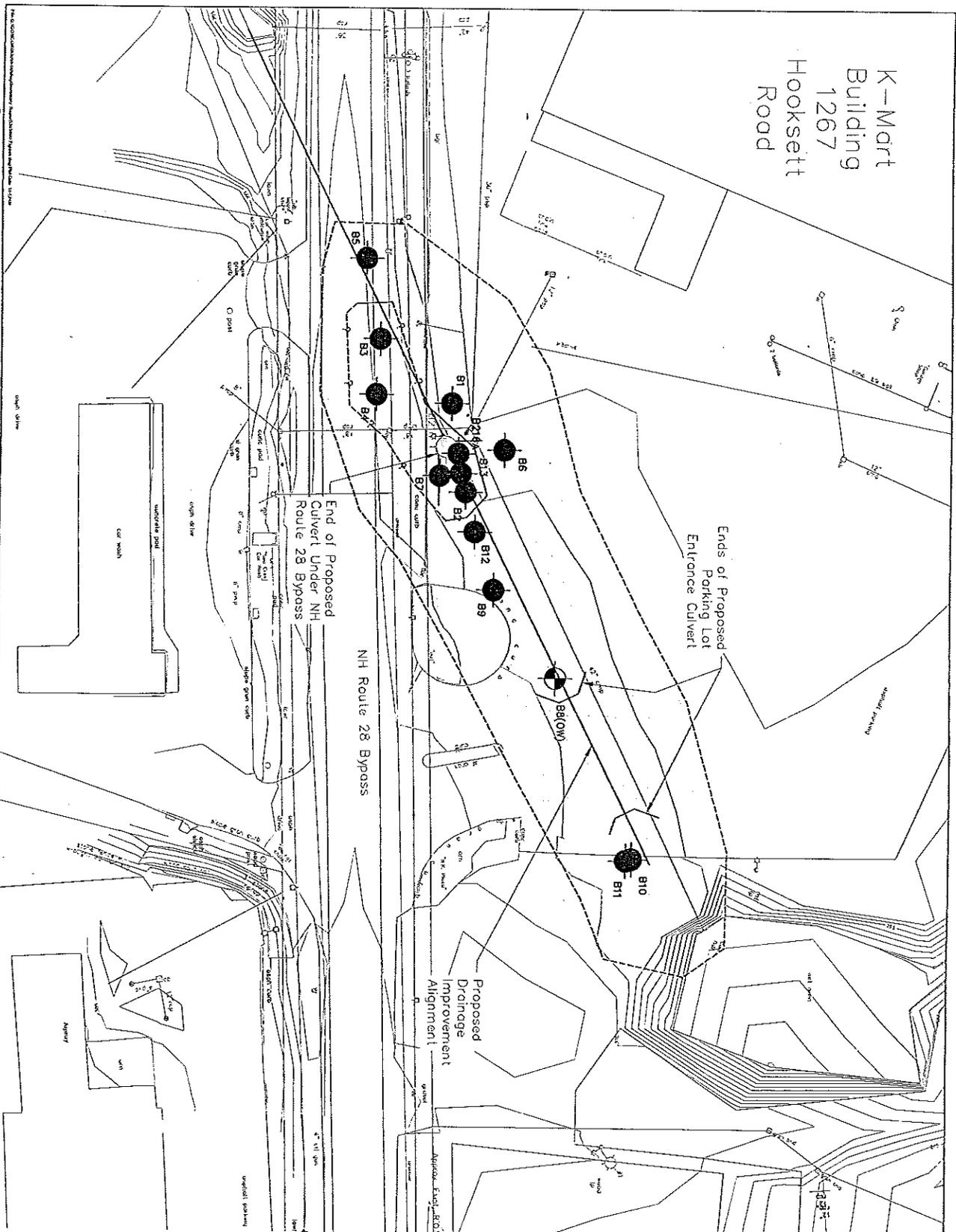
#### Legend

-  B223 Location and Designation of Soil Boring
-  Area Where Contaminated Soil and/or Groundwater is Likely to be Encountered During Construction



Maple Computer Graphics, Inc. 12/15/09 11:45 AM

K-Mart Building  
1267  
Hooksett  
Road



**Figure 2**  
**K-Mart Plaza Exploration**  
**Location Plan**

Subsurface Exploration Program  
Summary Report  
New Hampshire Department  
of Transportation  
Hooksett, New Hampshire

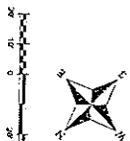
Drawn By: D. Dembrowsky  
Designed By: M. Asherton  
Reviewed By: P. Rydell  
Date: November 2009

**Figure Narrative**

1. This figure shows the exploration locations advanced as part of the exploration program in the K-Mart Plaza area.
2. Inferred extent of soil exhibiting PID headspace readings greater than 100 parts per million (ppm) is based on PID measurements made during the subsurface exploration program.
3. The area of potential contamination within the construction area is based on subsurface conditions as observed at the exploration locations shown, and the available soil and groundwater quality data described in this report. The area shown should be considered approximate, particularly as distance from the proposed drainage alignment increases.

**Legend**

- Location and Designation of Soil Boring
- Approximate Location of Original Boring B216
- Location and Designation of Monitoring Well
- Area along Drainage Improvement Alignment Where Where PID Readings Greater than 100 ppm Were Recorded (Border Dashed Where Limit Unknown)
- Area Where Contaminated Soil and/or Groundwater is Likely to be Encountered During Construction



# Photos



DALTON BROOK - WETLAND IMPACT AREA "D"



DALTON BROOK - NH ROUTE 28 Bypass

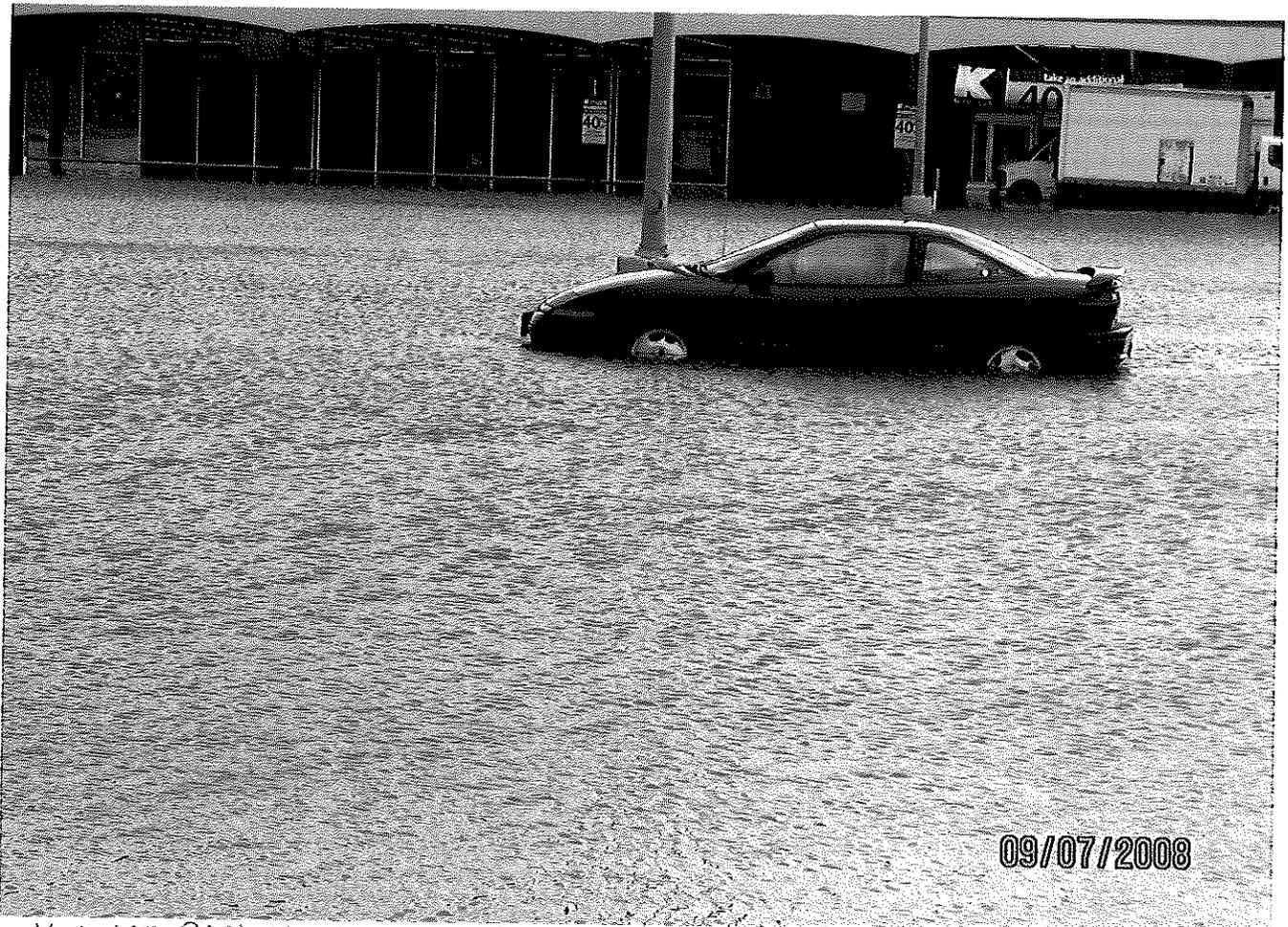


WETLAND IMPACT AREA "B" - DALTON BROOK



09/07/2008

K-MART PARKING LOT 2008 Flood,



K-MART PARKING LOT 2008 FLOOD



K-MART PARKING LOT 2008 Flood.



VIEW OF DETENTION POND - K-MART REAR LOT



DALTON BROOK / DETENTION POND



US ROUTE 3 VIEW SOUTH - MERCHANTS ON RIGHT



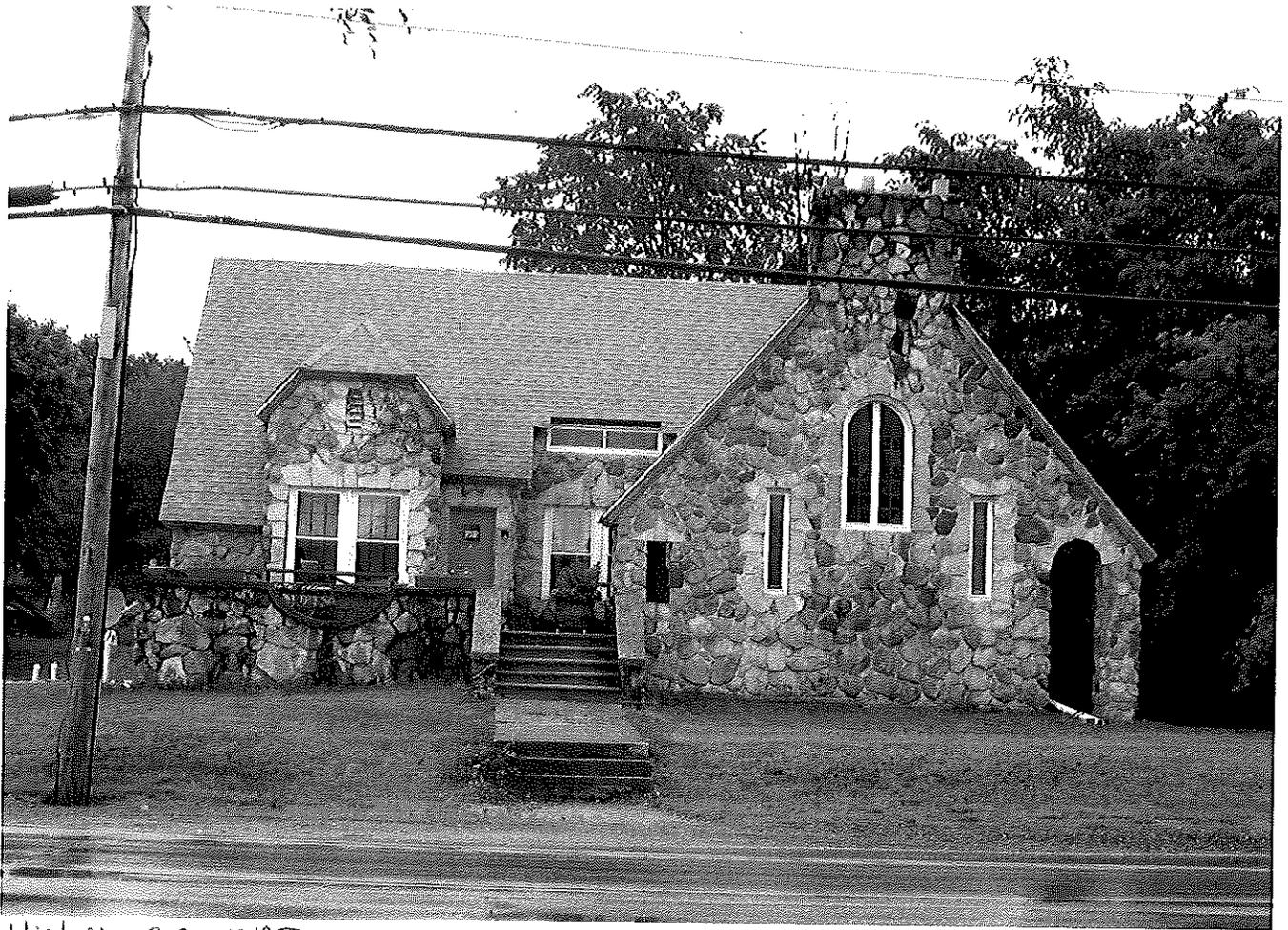
NH ROUTE 28 Bypass View SOUTH - K-MART REAR Entrance ON Right.



WETLAND IMPACT AREA "B"



DALTON BROOK - TWIN 48" RCP - DRIVE TO Elderly Housing.



Historic Structure



WETLAND IMPACT AREA "B"