

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: August 15, 2012
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT

Christine Perron
 Marc Laurin
 Matt Urban
 Jon Evans
 Pete Stamnas
 Mike Servetas
 Joshua Lafond
 Chris Girard
 Kathy Corliss
 Amy Lamb
 Peter Salo
 Mark Hemmerlein
 Samantha Fifield
 Ron Grandmaison
 Dan Prehemo

NHDES

Gino Infascelli
 Lori Sommer

Army Corps of Engineers

Rich Roach

EPA

Mark Kern

NH Fish & Game

Carol Henderson

**Southern NH Planning
Commission**

Adam Hlasny

CLD Engineers

John Byatt

Smart Associates

Jennifer Riordan

Hoyle, Tanner & Associates

Todd Clark
 John Mirabito
 Matt Low
 Steve Haas

**Comprehensive
Environmental, Inc.**

Matt Lundsted

Jacobs Engineering

Aaron Seaman
 Ted Setas

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

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NOTES ON CONFERENCE:

Finalization of June Meeting Minutes

The June 20, 2012 meeting minutes were finalized.

Concord, 16287, X-A001(221)

The proposed project was described by Mike Servetas from Highway Design. The project is located in the City of Concord on I-393 and consists of sliplining two pipes. The first pipe is a 54" CMP that is approximately 184' in length. The second pipe is a 48" CMP that is approximately 216' in length. The slopes of the pipes are 0.7% and 0.2%. The pipes serve as equalizer pipes between two large wetlands. The Department is proposing to slipline both pipes because the pipes have become deteriorated throughout the length of the structures. The 48" pipe also lost approximately 20' of pipe at the outlet that may need to be repaired as part of the project in order for the liner to be effectively placed and sealed with grout.

The Department is proposing sliplining because the pipes are under approximately 30' of fill. There are currently two types of pipe available for sliplining: metal and plastic. The Department does not want to line the pipes with metal because corrugated metal pipes rust within 10-12 years, and aluminum has been found to rust from the top of the pipe. The preferred option for sliplining is plastic. There are two methods of installing plastic liner: the traditionally installed plastic liner with grout between the existing pipe and the plastic liner, and a newer method using a spiral wound liner installed by machine. It is anticipated that the 54" pipe will be reduced to a 48" pipe and the 48" pipe will be reduced to 36". An area of stone approximately 30' x 30' would be placed for inlet and outlet protection.

Access locations are still being assessed. One option for the 54" pipe is to utilize a previously disturbed access point off Hazen Drive behind the NHDES building. The Department is considering an access through an agricultural field for the 48" pipe.

Gino Infascelli inquired about beaver activity in the area because of the photo that shows a makeshift beaver prevention pipe. M. Servetas stated that there has been a history of beaver activity on the inlet side of the 48" pipe. The image of the pipe in the photo is of an 18" plastic pipe with a flapper valve that the district installed. G. Infascelli suggested that the Department check with NRCS or F&G for a better design.

Carol Henderson expressed Kim Tuttle's concern about sliplining with a smooth liner. There are Blanding's turtles in this area, and aquatic organism passage is limited by the jersey barriers lining the interstate. She noted that if at least one pipe could be roughened it would be friendlier to aquatic organism passage. C. Henderson asked the Department to consider a sliplining option with interior corrugations. M. Servetas noted that the manufacturer that presented at a recent resource agency meeting was not yet producing the interior corrugated pipe liner. C. Henderson commented that the manufacturer at that presentation stated that they wanted an opportunity to try the product. M. Servetas agreed that this may be an appropriate experimental site, and he agreed to look into this. Rich Roach commented that he would also like to see this done.

Matt Urban asked if there were any concerns with temporarily sandbagging the inlets to the pipes in order to work in the dry. R. Roach suggested using the stone that would be used for the stone pads. The stone could be reshaped when finished holding the water back. G. Infascelli commented that sandbags may still be necessary. M. Servetas said that the intent was to do work in low flow next summer around July or August. C. Henderson noted later in the summer is always better. She also asked if the proposed stone could be utilized to minimize the impacts of the existing perched culvert. M. Servetas explained that was part of the intent for the proposed stone. G. Infascelli asked that the intent of the stone and gradual stepping to eliminate a perch be explained in the wetlands permit application.

Rich Roach stated that this project would qualify for coverage under the NH Programmatic General Permit.

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

Alton, 14121D, X-A000(051)

Chris Girard presented the project. The project is an Intersection Safety Improvement project and is part of the overall Barnstead – Alton project. The 14121D project involves the reconstruction of NH 28 beginning at the intersection of Stockbridge Corner Road and running southerly for approximately 2100 feet. The Stockbridge Corner Road approaches will be reconfigured to provide platforms to improve the intersection sight distance. An existing spur road connecting NH 28 and Stockbridge Corner Road to the east will be removed to reduce conflicting movements. An exclusive right turn lane from NH 28 onto Stockbridge Corner Road will be provided. Additional work will include reconstructing the westbound approach to Hamwoods Road to provide adequate sight distance. A platform will be constructed on Hamwoods Road and the ditch line on the eastern side of NH 28 will be offset 23 feet from the existing centerline. The proposed ditch line will accommodate the future widening for two 12 lanes with 4 ft shoulders.

Existing culverts crossing NH 28 will require extensions and/or upgraded pipe crossings with proper inlet and outlet protection. The added shoulders will move the existing ditch line 4 ft further away from the centerline. A box culvert carrying an intermittent stream under Stockbridge Corner Road east of the NH 28 intersection will be replaced with twin 36 inch RCP pipes.

Small areas of wetlands are located along the existing and proposed ditches and culvert inlets and outlets. Widening of the roadway to include the 4 ft paved shoulders will result in both temporary and permanent wetland impacts. Preliminary wetland impacts consist of approximately 21,000 sq. ft. of permanent impact and 4,700 sq. ft. of temporary. Final Design is still assessing options for reducing impacts. Kevin Nyhan is working with the Alton Conservation Commission in regards to potential mitigation priorities that may exist in the town. If the town does not have any potential projects, then an in lieu fee payment will be considered for wetland mitigation.

Carol Henderson commented that when the project was first presented in July 2010, it was stated that all stream crossings would be in accordance with the stream crossing rules. Amy Lamb stated that all stream crossings within the project area have been reviewed and it was determined that they are all Tier 1 crossings. A stream assessment was completed at the box culvert.

Mark Kern asked about the stream that appears on the topographic map. It was determined that the stream was a Tier 1 crossing that consists of a 36" pipe. Matt Urban commented that the crossing would qualify under Routine Roadway Maintenance.

C. Henderson asked why the DOT was proposing to use twin 36" RCPs on the Stockbridge Corner Road crossing instead of another box culvert. Kathy Corliss and Mike Servetas explained that there is limited cover over the structure. There is also an existing 3' x 3' stone box structure located approximately 200' downstream on private property that is still being assessed and may influence the decision as to whether to use pipes or a box structure.

Gino Infascelli questioned how the replacement of the box culvert could be classified as a minimum impact project since the size and type of structure would be changing. C. Girard explained that now that preliminary impacts have been calculated, the project is expected to be a major impact project.

Christine Perron asked Lori Sommer if she would have any concerns with an in-lieu fee for mitigation if the Conservation Commission did not have any other suggestions. L. Sommer responded that she would not have concerns but would like to see the response from the Conservation Commission. C. Girard asked if there was any potential for preservation in the vicinity of the Merrymeeting Marsh. C. Henderson said that she didn't know what the potential for preservation would be, but it would be a nice option for mitigation.

M. Kern commented that he would not have a problem with in-lieu fee, assuming that the town did not have any potential mitigation, but he did not want to sign off on the project until there was a known mitigation plan. C. Perron suggested that the project return to a future meeting before the permit application is submitted in order to provide an update on actual wetland impacts and mitigation.

This project was previously reviewed on the following dates: 7/21/2010.

Manchester, 14966, non-federal

The project involves the replacement or rehabilitation of five "red-listed" bridges in the vicinity of the Millyard on I-293 at Exit 4 in Manchester, as well as the widening of I-293 and construction of two soundwalls.

John Byatt provided an update on the project. Since the last Natural Resource Agency Meeting, two temporary work bridges have been added to the project design. These bridges will span the two channels of the Piscataquog River. One bridge will be approximately 110 feet and the second bridge will be approximately 75 feet long. Both bridges will be approximately 30 feet wide and will be trestle bridges with steel bent piles. The exact locations of the piers will be determined by the contractor.

Jenn Riordan provided an overview of the proposed wetland impacts. Most of the wetland impacts are at the southern end of the project and will result from widening I-293 and constructing a soundwall. There will also be impacts to the bed and banks of the Piscataquog River and a small amount of impact to the bank of the Merrimack River. The proposed wetland impacts are:

- 21,700 square feet of permanent wetland impact (does not include bed & banks)
- 5,650 square feet of permanent bank impact (Piscataquog River & Merrimack River)
- 12,380 square feet of permanent bed impact (Piscataquog River channel)
- 4,500 square feet of temporary bed impact (Piscataquog River channel)
- 70 square feet of bank impact (Piscataquog River)

The wetlands in the project area are disturbed from fill and invasive species. The banks of the rivers are part of the I-293 embankment and are not natural banks. At the previous Natural Resource Agency Coordination Meetings, it had been determined that only the wetland impacts need to be mitigated and the bed and bank impacts do not need to be mitigated. An in-lieu fee will likely be the preferred mitigation option. The Piscataquog River Local Advisory Committee (PRLAC) was contacted about a year ago to identify potential mitigation opportunities. The PRLAC gave a list of possible projects; however most of these projects were either too expensive or not feasible. One project included purchasing Bass Island. Rich Roach asked if it would be possible to put money toward the purchase of Bass Island. J. Riordan said that she could get in touch with the PRLAC again to get an update. Lori Sommer recommended that the PRLAC contact her to discuss it, since a plan would need to be in place before it could be used for mitigation.

L. Sommer asked when the project will be advertised for construction. J. Riordan replied that advertisement is proposed for July 2013. The wetland and shoreland permit applications will likely be submitted in December 2012.

J. Riordan provided a summary of the other environmental issues. Most of the project is within the protected shoreland, so a shoreland permit will be required. Endangered species include bald eagle and brook floater. For the bald eagle, work near the Northbound Off-Ramp will be avoided in the winter. Large trees near the Northbound Off-Ramp will be avoided if possible. For the brook floater, a mussel survey will be completed during the summer before construction.

Treatment swales are being designed by CLD for stormwater management. CLD is also in the process of preparing a Conditional Letter of Map Revision (CLOMR) for FEMA to address the floodplain/floodway impacts.

Carol Henderson asked when construction would start and when the mussel survey would be completed. Carol said that Fish & Game needs the report one month in advance of construction to allow time for review. J. Byatt replied that construction would likely begin in late 2013 (fall). J. Riordan said that Normandeau would likely be completing the survey during low flow conditions (summer).

C. Henderson asked about construction timing restrictions for bald eagles and if it applied to the entire project and the addition of the temporary work bridges. J. Riordan replied that she had contacted Kim Tuttle of NH Fish and Game for clarification on the location of the restrictions and the only area of concern is near the Northbound Off-Ramp. There are no work restrictions near the Piscataquog River bridges, as this area did not provide much eagle habitat.

No other questions or concerns were raised about the project as proposed.

This project was previously reviewed on the following dates: 1/20/2010, 07/21/2010, 7/20/2011, 8/17/2011.

Hampton, 20227, X-A002(047)

Todd Clark began the presentation by giving an overview of the proposed project that is located along US Route 1 (Lafayette Road) in Hampton, NH. The site is approximately one-half mile north of the NH Route 101 Interchange. The goals of the project are two part - The first part proposes to reconfigure the existing three-way Route 1/Winnacunnet Road intersection to a more typical "Tee" layout with the addition of signal control. The second part is to coordinate and interconnect the four signalized intersections along US Route 1 at, Winnacunnet Road, Stickney Road, Exeter Road/High Street (NH Route 27), and Kershaw Avenue.

John Mirabito continued the presentation utilizing the prepared project graphic with photographs of the project area and aerial imagery for both the Winnacunnet Road intersection and the four proposed interconnected signalized intersections. He then provided an explanation of the project alternatives for intersection layout. The no-build option was dismissed due to the safety concerns within the intersection. Alternative 1 proposes a combined thru-right turn for the NB Route 1 traffic and was dismissed due to poor level of service (LOS) when compared to other alternatives. Alternative 2 is considered to be the preferred alternative due to the better LOS and the reduction in paved area.

The Alternative 2 intersection improvements will extend 350 feet south and north along Route 1 and 250 feet east along Winnacunnet Road. The improvements will not appreciably raise or lower the existing roadway or intersection grades so that roadway reconfiguration is cost effective. The existing Slip Ramp pavement will be reconfigured to a dedicated right-turn lane at the intersection. Extra pavement will be removed and remain Town of Hampton owned. This area will become a visually enhanced "green space" including the relocated landmark "Hampton Beach" sign. Associated improvements will include pavement resurfacing, sidewalks, drainage retrofits, ADA complaint wheelchair ramps, pavement markings, and pedestrian crossings. The intersection improvements will be limited to the existing roadway width and the available right of way.

In addition, the Town of Hampton intends to replace sanitary sewer pipes and structures in advance of the roadway activities proposed under this project.

No wetlands will be impacted by the proposed activities. Based on response letters from the NH Natural Heritage Bureau and US Fish and Wildlife Services, there are no records of sensitive or threatened species or habitats in the project area. There are no LCIP properties in the area. The project is not located within the floodplain.

No concerns were raised at the meeting.

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

Peterborough, 15879, X-A001(007)

Matt Low began the presentation by noting that the project was originally presented at the April 2012 Natural Resource Agency meeting, and he recapped the goal of the project, which is to rehabilitate the US 202 and NH 101 bridge over the Contoocook River. The bridge is structurally deficient and is #57 on the NHDOT's Red list. There were three concerns expressed at the previous meeting, which included minimizing wetland impacts on the southeast corner of the bridge, evaluating the potential for stormwater treatment, and soliciting feedback from the Contoocook River Local Advisory Committee. The project was presented at a Public Informational Meeting in May 2012 for the Town of Peterborough, at which time there was a request from the town to incorporate a sidewalk on the bridge. To accommodate this request, Hoyle, Tanner reduced the shoulder width on the bridge to incorporate a sidewalk on the upstream (north) side, but there will still be minor increases in slope impacts on either approach. The bridge widening remains the same as was presented before as the sidewalk was added by reducing the shoulder widths on each side of the roadway.

Matt Lundsted reviewed how the concerns raised at the previous meeting had been addressed:

1. The impacts to the low quality wetland on the southeast corner of the bridge can be minimized by installing a 1.5:1 stone slope along this portion of the roadway.
2. Three areas were evaluated for their potential to treat stormwater.
 - A treatment swale located on the southwest corner of the bridge could provide some level of treatment, although it may not meet all the requirements of the Alteration of Terrain permit rules.
 - An infiltration trench has been proposed on the eastern corner of NH 101 and Granite Street. However, recently received right-of-way and utility information may require modifications that may limit the BMP's ability to provide full treatment. An infiltrating catch basin located within the State's ROW may be investigated in this location.
 - An infiltrating catch basin has been proposed within the raised island on Granite Street. This BMP will treat 0.30 acres of impervious surface. As this is larger than the proposed increase in impervious area (0.28 acres), any treatment that can be gained from other BMP's on the project is seen as an improvement in the quality of stormwater runoff over the existing condition.
3. M. Lundsted met on site with Contoocook River LAC. Their concerns were with debris falling into the river from construction activities and construction access to perform the pier widenings. M. Lundsted informed the LAC that the bridge would be planked between girders to prevent debris from entering the river and that construction would be performed either from the river bank or from

above. The committee will discuss these issues at their next meeting but no further concerns are expected.

Rich Roach questioned the benefit of avoiding the low quality wetland by installing a steepened stone slope that may not be aesthetically pleasing and could increase runoff temperature. M. Lundsted noted that there may be a view of the slope from the plaza but felt aesthetics would not be a concern as the bridge would be the focal point and vegetation along the river may obstruct views. Gino Infascelli noted that the existing wetland is probably providing some level of treatment. M. Low noted that the proposed impact to this wetland with a 2:1 slope would be approximately 1,000 to 2,000 sf. R. Roach noted that he would leave it up to local project participants to decide whether the wetland should be impacted.

Carol Henderson asked if the Natural Heritage Bureau had any concerns. M. Lundsted noted that no concerns were indicated.

C. Henderson asked when the project would be constructed. M. Low indicated that the project will be on the shelf (ready for bid) in 2014 but is not slated for construction until FY 2018. C. Henderson noted that her concern would be the time of year that cofferdam work was done. She indicated that this work should be done after the fish spawning season. The Contoocook River does carry trout populations. M. Low responded that the construction scheduling and phasing of any river work can be detailed in the permits eventually obtained for the project.

This project was previously reviewed on the following dates: 4/18/2012.

Rochester, 20254, X-A002(056)

Ted Setas gave an overview of the project, which involves the design of a proposed Park and Ride facility with a capacity for 197 vehicles as well as a concrete platform for a future bus shelter (kiosk) facility. The proposed Park and Ride will be accessed at three points from a currently private drive (Highfield Commons Drive). The drive joins US Route 202 (Washington Street) approximately 2,000 feet west of the Spaulding Turnpike Interchange 13.

When previously presented, this project consisted of 225 parking spaces with porous pavement. During the final design process it was determined that the soil conditions for the site are not suitable for porous pavement. The design has been revised to include porous pavement in the southernmost parking area, underground detention in the bus stop area, and a detention area in the northernmost parking area. T. Setas presented the grading plan and described the grading of the detention area.

The wetland impacts were summarized as follows:

Existing Wetland Area: 12,840 Sq. Ft. (0.29 Acres)

Impacted Wetland Area: 11,753 Sq. Ft. (0.27 Acres)

Remaining Wetland Area: 1,087 Sq. Ft. (0.02 Acres)

Lori Sommer asked if the existing wetland on site was forested wetland. T. Setas confirmed that it is forested wetland.

Carol Henderson asked why the wetland was being filled to an elevation of 265'. T. Setas explained that the slopes extending to existing ground do not give much area for preserving existing wetland and does not provide for maintenance access for the basin.

Rich Roach asked about the size of the detention area. T. Setas stated that the area was approximately 100 feet by 100 feet. Christine Perron asked if the wetland impacts were only necessary because of the detention area. T. Setas stated that impacts to the wetland are also from slopes of the parking area and entrances. R. Roach indicated that mitigation was needed given that wetland impacts exceed 10,000 sq. ft.

L. Sommer asked if the parcel had been purchased by the DOT. R. Grandmaison indicated that the parcel has already been purchased by the DOT and that there are encroachment issues from the developer that include utilities within the property and a stormwater level spreader extending onto the property.

R. Roach asked if other sites were considered for the Park & Ride. R. Grandmaison indicated that there was another site but the City of Rochester preferred this location. R. Roach stated that the impacts are not high enough for ACOE to require a different site. L. Sommer asked that the Department prepare a narrative (to include in the mitigation package) that explains how this site was selected for the Park and Ride. R. Grandmaison agreed that this could be provided. C. Henderson asked if the Park and Ride covers the entire property. R. Grandmaison answered yes. R. Roach commented on eliminating the portion of the Park and Ride that impacts the forested wetland, and wondered if there would still be a workable facility. R. Grandmaison said that in doing so, the cost-benefit of the facility wouldn't work.

Gino Infascelli asked if the berm for the detention basin could be eliminated. T. Setas indicated that a berm is needed to achieve storage for the detention area. G. Infascelli also asked if the culvert could be fitted with a slotted orifice/stand pipe structure since the road is already a berm. T. Setas stated that it would need further analysis and re-emphasized that the detention basin slopes could extend to the existing ground (elevation 263') but that would leave very little room at the bottom of the basin for maintenance and very few trees would remain.

L. Sommer asked if there were any records reported in the Natural Heritage Bureau review. T. Setas indicated that no records were identified.

C. Henderson asked about curbing. T. Setas indicated that curbing had been eliminated as much as possible and the number of catch basins in the bus area had been minimized.

Mark Kern asked if in-lieu fee was being proposed for wetland mitigation. R. Grandmaison indicated that if mitigation is necessary, then an in-lieu fee would be proposed.

Mark Hemmerlein indicated that the advertising date for the project was February 2013 and the permit application would need to be submitted soon. L. Sommer stated that she would like DES and DOT to meet about mitigation before the application is submitted.

This project was previously reviewed on the following dates: 4/18/2012.

Salem-Manchester, 10418H, A000(712)

Pete Stamnas discussed the Department's phased approach to the construction of the proposed park-and-ride at Exit 3 in Windham. Phase 1 would fill in the entire loop ramp resulting in 1.6 acres of wetland impacts. The interim design would provide 150 parking spaces. The ultimate design (Phase 2) would provide 475 spaces and accommodate a bus terminal. The Department is ready to submit the wetland permit application within the next couple of weeks. He asked how much of the phasing details would the application need to provide or should only the final plan be provided? Gino Infascelli asked that drafts of both designs be submitted. P. Stamnas stated that the Department will be coordinating with the DES Watershed Bureau to determine how much pavement would be allowed in 2015 to support the park-and-ride. Marc Laurin determined that the in-lieu fee mitigation for the 1.6 acres of impacts would be \$297,590.

P. Stamnas discussed the schedule for the project. Surplus fill from the 13933H highway project, which is scheduled to advertise in the fall of 2013, would be used. The in-lieu fee would be part of the 13933H contract. Lori Sommer asked if the in-lieu fee payment could be provided by the end of this year. P. Stamnas will investigate to see if this could be done, but he was not sure as this is part of bonded projects.

Rich Roach stated that the project would be covered under the NH Programmatic General Permit. Mark Kern asked if there was agreement from the Watershed Bureau on the salt loading impacts from the park-and-ride, and if fill would be placed if no agreement occurred. P. Stamnas stated that fill would not be placed unless the Department was allowed to pave the parking area. He was hopeful that an agreement with the Watershed Bureau on the salt issue and on a phased approach would be reached. L. Sommer stated that the impacts and in-lieu fee mitigation proposal should be reviewed with the Conservation Commission.

This project was previously reviewed on the following dates: 2/17/2010; 7/21/2010, 6/20/2012.

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

Marc Laurin provided a package that updated the mitigation information for the project. He summarized the status of each site. The wetland impacts for the project contracts that have been constructed or are under construction are at 60.3 acres, including the 13933I and 13933H contracts. Approximately 1,000 acres of property have been acquired, are under the Department's control, or have been placed under a conservation easement. The Department is discussing with the Towns of Salem and Windham Conservation Commissions the transfer or holding of easements on properties within their towns. The Department will also be coordinating transfers or easements with the Towns of Londonderry and Derry. All of the remaining creation sites are underway and should be completed next year. Regarding the Haigh Avenue Phase 2 concept, Pete Stamnas stated that the Town of Salem still wants to pursue acquisition of properties to remove residents from the flood zone and increase the size of an undeveloped buffer to the Phase 1 Policy Brook relocation mitigation.

Mark Kern inquired about the status and funding for the Water Supply Protection Grant Program. P. Stamnas stated that \$1.5 million has been authorized for use. The remaining \$1.5 million will be made available once the initial lands have been secured. FHWA was reluctant to authorize this as there have not yet been expenditures on the first \$1.5 million. Lori Sommer said that the deadline for the 2nd round of grant submittals is October 1st. DES will invoice DOT as the grants are awarded as per the MOA with DOT. P. Stamnas will investigate to see where the authorization of the remaining funds stands.

L. Sommer stated that these mitigation parcels should be provided to GRANIT for inclusion in their Conservation Lands GIS layer. She can provide the form that is required. M. Laurin will follow up.

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, 11/19/2008, 12/17/2008, 1/21/2009, 2/18/2009, 4/15/2009, 5/20/2009, 7/15/2009, 8/19/2009, 10/29/2009, 1/20/2010, 2/17/2010, 3/17/2010, 5/19/2010, 7/21/2010, 9/15/2010, 12/15/2010, 5/18/2011, 6/15/2011, 8/17/2011.