

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: May 19, 2010
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT

Bob Aubrey
Bryanne Campbell
Cathy Goodmen
Christine Perron
Craig Green
Dan Prehemo
Don Lyford
Jim Kirouac
Jon Evans
Kevin Nyhan
Kirk Mudgett
Marc Laurin
Mike Dugas
Pete Stamnas
Randy Talon
Rick Faul
Stephanie Szymanski

Steve Babalis
Wayne Brooks

**Federal Highway
Administration**

Jamie Sikora

Army Corps of Engineers

Rich Roach

NHDES

Gino Infascelli
Laura Weit-Marcum

**NH Natural Heritage
Bureau**

Melissa Coppola

**NH Office of Energy and
Planning**

Jennifer Gilbert

Town of Peterborough

Rodney Bartlett

Normandeau Associates

Lee Carbonneau

Fay, Spofford & Thronidike

David McNamara

**Hoyle, Tanner &
Associates**

Matt Low
Todd Clark

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

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NOTES ON CONFERENCE:

Finalization of April 21, 2010 Meeting Minutes

The April 21, 2010 meeting minutes were finalized.

Lebanon, X-A000(906), 15717

This project proposes to replace or rehabilitate the 3' x 4' concrete box culvert (Tier 3), which carries the outlet channel of Boston Lot Lake under NH Route 10. The culvert has deteriorated and is in poor condition. The concrete header at the outlet has failed and may be threatening the stability of the road. The pipe is made up of several sections at differing slopes at approximately 50%. The culvert is not passable by aquatic organisms. The Department presented an initial review, including a review of several alternatives and is seeking input on a preferred approach. Rick Faul described the project alternatives.

The first alternative would rehabilitate the existing pipe. This alternative is not considered prudent by the Department since the repair could only be expected to extend the service life of the structure an additional 10-20 years, and is not consistent with the Department's long term needs and goals. A replacement alternative would be expected to last 80-100 years. This is the least expensive alternative.

The second alternative would be a skewed replacement. This longer culvert would have an approximately 30% slope and would also not be passable by aquatic organisms. The existing pipe would be maintained during construction to facility the work. Ledge blasting would be required and the outlet would be relocated approximately 70 feet downstream to a peninsula. The peninsula is sensitive for Native American archaeology. This is one of the most expensive alternatives.

The third alternative would construct a new 48" culvert adjacent to the existing culvert, using the existing culvert to maintain flow during construction. Since the culvert is located on ledge, no embedding would be able to be accomplished. This pipe would have a similar slope as the existing culvert. The pipe would be about 25' shorter in length and a large headwall would be required. This is a moderately expensive alternative.

The fourth alternative would be a replacement with a 3-sided, open-bottom box culvert (8' W x 4' H). This alternative would have a natural bottom, but would still not be passable by aquatic organisms. Terrestrial organisms would be able to utilize the culvert. This is one of the most expensive alternatives.

Kevin Nyhan indicated that any of these designs would require a waiver of new DES rules relative to stream crossings.

Rich asked how long a crossing has existed at this location. K. Nyhan indicated that there has been one there for at least 118 years (1892 Hurd Map).

Gino Infascelli asked about the pipe choices for the third alternative. The capacity of this pipe would not be diminished over the existing pipe. Boston Lot Lake is dam controlled.

There was no strong opinion or favor for any of the replacement alternatives. K. Nyhan indicated that the Department would choose one and return once impacts are known.

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

Alton, X-A000(500), 14121A

This project involves the reconfiguration of the NH Route 11/ NH Route 28 approaches to the Alton traffic circle. Work includes drainage improvements, a trail connection along NH Route 28 by the new Hannaford's driveway, and the construction/ reconstruction of a sidewalk along the south side of NH Route 11. The Department provided a review of the project including proposed wetland and shoreland impacts.

Kevin Nyhan discussed the environmental considerations for the project, which include:

- 98 square feet of temporary wetland impacts and 1,740 sf of permanent wetland impacts. Impacts are primarily for drainage improvements within the traffic circle and at the Alton Circle Grocery property.
- The Alton Circle Grocery property is being actively remediated for leaking underground storage tanks. As part of construction, the Department will be potentially handling contaminated soil and groundwater. All applicable laws, rules, and regulations will be followed.
- There will be some impacts within the 250 foot protected shoreland of Merrymeeting River.
- There was a Natural Heritage Bureau record for Bald eagle in the area. However, coordination with NH Fish and Game has indicated that the proposed project would not have an effect on this species.
- The Department has outstanding mitigation requirements at the Alton traffic circle, associated with permit #2002-01078. The Department proposes an ARM fund payment as mitigation which will total approximately \$217,344.08.

After a brief discussion of the right-of-way needs for the project, Rich Roach indicated that the project would qualify for a NH Programmatic General Permit.

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

Laconia, X-A000(884), 15691

Cathy Goodmen introduced this project, which is to re-construct the existing intersection of US Route 3 and NH Route 11B to improve the safety. The proposal involves redesigning the current 'T' intersection to a one-lane roundabout. The project was previously presented Dec 10, 2009.

Steve Babalis gave an overview of the area indicating that there is a high incidence of crashes and a large amount of traffic on US Route 3, turning left (west) toward Weirs Beach. Initially the Department looked at installing a signal at this intersection, but it was determined that this would create a substantial backup of traffic. The Department is avoiding impacts to an historic stone bridge and an historic stone retaining wall along the waterway, on the west side of Route 3,. The roundabout would reduce the overall pavement within the project area by a little over 2,000 sq. feet. The project will also add sidewalks on US Route 3 and across the roundabout to handle a high amount of pedestrian traffic.

Kirk Mudgett then described the existing drainage. Currently drainage travels downhill from a closed system on White Oaks Road, through an 18-inch diameter clay pipe and directly into the Weirs Channel at an outlet in the abutment of the stone bridge. This pipe is pre- 1932 and the condition is unknown. The current plan is to install new drainage within the project area and tie in the existing drainage from outside the project. The drainage area covered by the flow from White Oaks Road is approximately 40.5 acres. Using the current stormwater regulations, there is not a large enough area to treat all the stormwater received from within, or outside the project area. There is a private commercial property on the north side of the intersection which outlets using a 9-inch diameter metal pipe running into a 95-foot long swale near the lakeshore. The Department plans to construct a stone stormwater swale between the existing swale and the stone bridge. K. Mudgett noted that the Department is limited by a City of Laconia sewer line that runs approximately five feet under a small wetland near the existing swale. He also noted that the water table throughout the project area is only 4 –5 feet from the surface, so the use of infiltration or a detention basin would be difficult.

Rich Roach asked if the Department could separate the project from the town water line and just treat the water from within the project area. K. Mudgett stated that the existing pipe runs right under the proposed roundabout. The Department is concerned with constructing a new roundabout over the existing outdated system, as it would be severely impacted by any future replacement efforts on behalf of the City. He also indicated that even by separating the two systems, the Department would still not have the necessary amount of space to treat just the water coming from within the proposed project area.

R. Roach asked if we could find a new place to treat the White Oaks Rd water. K. Mudgett noted that the area is uphill from the project and there is no space available for such treatment. He also stated that the most that could be done is to install an underground chamber at the roundabout to treat the water from the roundabout. This still would still only be able to handle up to an acre of drainage.

R. Roach asked if we could purchase the vacant lot and use that as a detention pond. K. Mudgett noted that this project does not have funds for purchasing this land. R. Roach asked if maybe the NHDES ARM fund could purchase the property. Jon Evans noted that the area is extremely archaeologically sensitive and excavation outside the limits of the existing right-of-way would likely cause serious concern for potential archaeological resources. R. Roach noted that the EPA may not approve this design and questioned what a new developer would do to the vacant parcel. R. Roach indicated that given the Department's inability to meet the existing water quality

standards, he felt an Individual Permit Army Corps wetlands permit would be necessary as it would require a Water Quality certificate from the State.

Rich Roach requested that the Department seek input from the EPA and the NHDES Watershed Management Bureau to discuss this issue. Gino Infascelli suggested the Department contact the owners of the Mini-golf course to look into combining their existing swale with the proposed swale as it appears that the existing swale is not properly constructed. He also suggested installing some check dams that could be periodically cleaned out. R. Roach noted that the local community has some responsibility for the correction of this drainage problem. There was a question if the existing drainage system was causing flooding. K. Mudgett indicated that coordination with individuals familiar with the area did not indicate any incidences of inundation. G. Infascelli noted that perhaps this was an indication that the drainage calculations are off and that the size of the existing pipe is adequate.

Craig Green stated that the project is part of the Highway Safety Improvement Program and is intended specifically to address areas of known safety concern. Funding is available for modest improvements, not major drainage renovation or considerable right-of-way acquisition. G. Infascelli asked for flow calculations. K. Mudgett indicated he would have them for the next meeting. Melissa Coppola asked if the Department had requested an NHNHB review. C. Goodmen replied that the Department had, and that the only hits were for the potential presence of Bald Eagles. She indicated that further coordination with NH Fish & Game had indicated that no impacts to Bald Eagles were anticipated as long as no trees over 8 inches in diameter were removed. C. Goodmen indicated that as no 8 inch diameter trees would be removed. M. Coppola indicated that no further coordination with the NHB would be necessary.

NHDOT has sent drainage information to the NHDES – Watershed Management Bureau and will convene a meeting as R. Roach requested. The project will be presented again at a future meeting.

([Project plan & information](#)) ([Project website](#)) This project was previously reviewed on the following date: [12/10/2009](#).

Plymouth, X-A001(010), 15882

Bob Aubrey provided an overview of the project. The project is a bridge rehabilitation that will consist of replacing the deck, including shoes and expansion joints, and cleaning and painting structural steel. The bridge (Br. No. 117/143) carries NH Route 25/3A over the Baker River and was constructed in 1968. The bridge is on the Department's Red List, and the deck has a rating of 3 (serious condition).

Inspection reports indicate that there is undermining and scour at the two bridge piers. The grade of the river under the bridge has decreased by as much as six feet and the bank has been cutting back over the years. When the bridge was constructed, riprap was installed along the banks to protect the abutments; however, this riprap was not toed into the channel, and the piers were never protected. The subject project will address these concerns by placing stone fill on the channel bottom and one area of bank to repair existing scour and erosion and prevent future undermining.

Access for placing riprap was described. The eastern side of the bridge would result in more tree clearing and more impact to wetlands. The northwest quadrant has a 15 – 18 foot vertical drop at the river's edge. The southwest quadrant provides the best access. Part of the access road would be in swale, which could be lined with geotextile fabric and stone to limit impacts. This access route is within the existing right-of-way except for one area that would require a temporary construction easement or an extension of the bank into the river. Three trees that are at the edge of the bank would need to be cut. A temporary causeway would be constructed in the river to place riprap in the channel at the piers. Other alternatives for placing riprap include construction of a trestle, which would be much more expensive than a causeway, and placing stones with a clamshell through the girders from the top of the bridge, which could result in possible damage to structural steel if hit.

Other work the project will address includes repair of an existing DI/DB, replacement of 3,600 LF of cable guardrail on the east approach and 800 LF on the west approach, and replacement of curb.

Gino Infascelli stated that the Plymouth Water and Sewer District has an easement just off the state ROW to the south of NH Route 25. This access could potentially be used for the bridge project instead of creating a new access road. B. Aubrey agreed to look into this. G. Infascelli also said he was concerned that the proposed riprap could worsen downstream bank erosion where the river makes a turn and impact the sewer line that is 4 to 6 feet from the river bank. B. Aubrey replied that stone would be placed primarily in the channel as opposed to going up the slopes any further.

Melissa Coppola stated that NH Fish & Game, not present at the meeting, may want to comment on the timing of work in the water to avoid impacts to fisheries.

Rich Roach had concerns about the manmade dike in the northeast quadrant and wanted more information on when and why it was constructed. He was also concerned that the road and the dike shut off a huge amount of natural floodplain to the north of NH Route 25. He felt the bridge was poorly placed and created unnatural conditions. Ideally, and at a minimum, the bridge abutments would be moved further back from the river. B. Aubrey explained that the abutments are not in the river now, and moving them is way beyond the scope of work of this project.

R. Roach said that the project as proposed will probably qualify for coverage under the State Programmatic General Permit. No one in attendance voiced any objection to the proposed riprap and temporary causeway. The project will be presented at a future coordination meeting once access to the channel has been identified and temporary and permanent jurisdictional impacts are estimated.

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

Portsmouth, X-A000(417), 14493

Dave McNamara described the project, focusing on the replacement alternative of the Rt. 1A Bridge over Sagamore Creek in Portsmouth (Br. No. 198/034). A rehabilitation alternative is also

being studied, but would be expected to have less environmental impacts. Currently there is a 6-ton weight limit on this steel-deck bridge, and an interim repair project is underway. The replacement bridge will expand slightly to the east beyond the existing bridge edge to accommodate the addition of 5-foot bike lanes. Expansion to the east is the most environmentally sensitive choice, as the support material for the original bridge (which pre-dates the current structure and was also aligned slightly to the east) is still present. Abutments will be located behind the existing abutments, and two new piers will replace the existing piers in approximately the same location. The expanded footprint will extend away from the bridge along the approach roads for a short distance. There is sufficient ROW in this area.

The project will use federal funds, and FHWA will be the lead agency for environmental permitting. Gino Infascelli asked if it is a Municipally Managed project, and D. McNamara responds that it is.

Lee Carbonneau described the wetland resources and sub-tidal areas. There is a federal navigation channel to the east. Tidal salt marshes are present in each quadrant of the project area just beyond the existing ROW. The salt marsh will be checked by Normandeau Associates for rare species, particularly dwarf glasswort, as some are present in upstream salt marshes. Melissa Coppola asked to be alerted to the field review and asked for additional coordination. She also asked if the channel width will be narrowed by the new piers; D. McNamara responded that it will not. L. Carbonneau stated she expects to do an Essential Fish Habitat (EFH) Study, and Rich Roach agreed one will likely be needed.

L. Carbonneau asked if a Section 10 permit is needed. R. Roach says no; the Coast Guard Bridge Permit will cover that work, but a 404 permit will be needed for any dredge and fill associated with the piers, and possibly the abutments, though it seems these will not be in wetlands. L. Carbonneau concurred the abutments are in upland areas. L. Carbonneau asked if this project could be covered under a Programmatic General Permit, and R. Roach said that might be possible, pending the results of the EFH, and National Marine Fisheries and Coast Guard coordination. R. Roach recommended coordinating one public hearing that would encompass the requirements of all federal agencies, including the Coast Guard and Army Corps, early in the project. G. Infascelli mentioned that the Comprehensive Shoreland Protection Act applies and L. Carbonneau is aware, and also will be addressing Coastal Zone Consistency. Jon Evans will provide additional information for Air and Noise review.

(NHB File #: NHB10-465) This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Peterborough, X-A000(535), 14772A & 14933 (Non-Federal)

The project consists of two (2) components, specifically, improvements to the US Route 202 and Main Street intersection (14772A) and the reconstruction of the Main Street Bridge over the Contoocook River (092/089) (14933). Project 14772A will also include evaluation and development of reconstruction / rehabilitation options for the stacked stone retaining wall adjacent to US 202 and the Contoocook River.

US 202 Intersection / Retaining Wall 14772A – The scope of this project is unknown at this point. Early concepts have been developed for discussion at the Town level through several meetings with interested parties. At this time, the concepts which have been developed are a slight intersection realignment (Concept 1) which emulates the existing situation with some safety improvement but no vehicular traffic flow capacity improvement. The second concept (Concept 2) is an oval roundabout which improves intersection performance. Concepts have not been developed for the retaining wall. Investigation and analysis of the retaining wall conclude it is marginally stable and requires reinforcement and/or replacement.

Main Street Bridge 14933 – The Main Street Bridge was constructed in 1940 to replace a pre-existing two (2) span arch structure. Little has been done to the bridge in the past 80 years and the environmental elements have deteriorated the structure. Testing of the existing concrete was performed in November and December 2009 and revealed acceptable strength in some locations, however, chloride-ion content was extremely high and the bridge was found to have been affected by Alkali-Silica Reactivity (ASR). Cracking caused by the ASR has allowed salt-laden water to penetrate the concrete leading to the high amount of observable efflorescence on the underside. The reinforcing steel is likely heavily corroded as a result of the chloride penetration. Cores at the downstream curblin in the top slab revealed as much as 8-10” of powdered concrete prior to reaching intact, but fractured, concrete.

A structural capacity rating of the bridge was performed and determined that the bridge, in pristine condition, has a live load capacity at the Inventory Level of HS8.4, or approximately H11.4. This correlates well with the design load of H15. The bridge has been down posted to “15 Tons”, and as such, larger trucks, including the Town’s fire apparatus, must be detoured around the bridge.

The bridge is being contemplated for replacement to meet the current and future needs of the Town.

Matthew Low, described the project in detail including the project process to date. Many meetings have been held with town groups, including the Heritage Commission, Selectboard, EDA and GDTIF. The plans shown at the meeting are roadway Concept No. 1 and Concept No. 2. These plans have been used for discussion purposes at many meetings. The project was presented to the Cultural Resources Committee for an initial review on April 1, 2010.

As a result of the Cultural Resources Meeting, Hoyle, Tanner (through its sub-consultants) is preparing Individual Inventory Forms on several adjacent resources as well as archaeological investigations.

The Contoocook River is a Designated River and in the area of the project is either “Rural” or “Community”.

Two (2) traffic control concepts are being contemplated – an upstream temporary bridge which would require a causeway on the east side of the river or phased construction which would require approximately 15 feet of overwidening. The phased construction option seems the most viable as it would allow the use of a temporary or permanent roundabout to maintain traffic.

The existing intersection performs at a Level of Service H. Concept 2 would improve the Level of Service to C in the current year and D in the design year. Concept 1 would improve driver comfort and safety but have no benefit to traffic flow. In fact, Concept 1 may have an adverse effect on traffic attempting to turn north from Main Street due to higher US 202 speeds.

The Town is also now considering preparation a feasibility study to consider removal of the Transcript Dam which is just upstream of the bridge. The Town and Hoyle, Tanner will be presenting to the NH River Restoration Task Force on May 25, 2010.

The Town is hoping to narrow down its alternatives and make a recommendation of bridge replacement and roadway concept in the summer of 2010. At this time, the Town wishes to know if there are any “fatal flaws” with what is presented today.

Gino Infascelli noted that a Standard Dredge and Fill Permit would be required as well as a CSPA and potentially water quality.

Rich Roach commented that Concept 2 (roundabout) seemed to be a logical improvement choice. Jon Evans also commented that Concept 2 would provide an air quality improvement.

Melissa Coppola commented that the Natural Heritage database should be checked as soon as possible.

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

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

This project involves widening Interstate 93 between Salem and Manchester. The Department discussed: 1) Salem Haigh Avenue mitigation formal written concurrence from the Corps and DES Wetlands Bureau; 2) Londonderry South Road mitigation site final design for construction in 2011; 3) update on the status of the Windham Median mitigation site; 4) potential for installing a cell tower on the Sybiak mitigation property in Derry.

Peter Stamnas stated that the availability of the Supplemental EIS was posted in the Federal Register on May 14th with a 30 day comment period. The SEIS has been distributed to the agencies that received the Final EIS. The document is also posted on the I-93 web site. He stated that he has extra hard copies and/or CD's of the document if anyone wanted one.

Peter Stamnas provided a status update of the Haigh Avenue mitigation site. Six of the nine properties identified for Phase I are already in the process of being acquired. The Department is working on advancing the mitigation design. He reiterated comments he made at previous resource agency meetings that, for the record, the Department wants written acknowledgement from the Corps and Wetlands Bureau on their concurrence with substituting the Haigh Avenue mitigation site for the previously planned Salem Wastewater Treatment Plant mitigation site. This concurrence was originally requested in correspondence dated December 10, 2009. Construction

of the mitigation area at Haigh Avenue is to be included in the Exit 2 construction contract, anticipated to be advertised in 2012.

The Department wants to include the construction of the South Road Mitigation area in Londonderry in the next construction contract (Exit 5 mainline bridge reconstruction) that is scheduled to be advertised late summer 2010. Wayne Brooks stated that the mitigation concept and design has been reviewed by the resource agencies in the past. The concept was developed by Gove Environmental, with input from Dave Carroll, that focus on providing turtle breeding habitat by incorporating and leaving existing sandy terrain. To deter ATV disturbance "muck moat" wetlands have been incorporated in the design. The north site will create 8 acres and the south site 1.5 acres of wetlands. A conservation deed restriction has been placed on the site's 75 acres, which abuts a 28 acre parcel, which was also preserved by the Department. The site abuts Town of Londonderry conservation land as well. Melissa Coppola suggested that since the main focus is turtle habitat, the Fish and Game Department should review the plans. Marc Laurin will provide a copy of the plans to Fish and Game, the Corps and the Wetlands Bureau for their input. Rich Roach asked about a steward for the property. There is none so far, but M. Laurin will discuss it with the Fish and Game Department

W. Brooks discussed the inadequate South Road culvert, which is scheduled to be replaced by the Town. The Town has received a Wetlands Bureau permit to install a twin pipe culvert. To provide for appropriate wildlife passage, as previously requested by the resource agencies in past meetings, the Department has discussed with the Town, changing their design to include the installation of an embedded box culvert. The Department will install the box culvert as part of the mitigation project. Gino Infascelli stated that their permit would need to be amended to show the new design, but that the proposed change should not be a concern.

W. Brooks discussed the approximate ½ mile long existing access road from Gilcreast Road to the north site, which is through the Town of Londonderry conservation land. To construct the mitigation site, the existing road will need to be upgraded to a minimum standard as it is anticipated that 80,000 cubic yards of material will be removed from the site. To provide construction vehicle access to the site, the existing road will be upgraded by adding gravel and selectively clearing along its edges. Several pull-outs will also be necessary to allow vehicles traveling in opposite directions to pass each other. Concerns with avoiding vernal pools and protecting the nearby Beaver Brook were expressed. The Department will develop performance criteria to include in the construction contract that will address these concerns.

W. Brooks presented the Windham Median Preservation Site. This site is the remnant of the existing median south of Range Road; resulting from moving the northbound lanes to the west and is approximately 35 acres in size. (Marc Laurin noted that he had erroneously estimated in the Wetland Mitigation Plan this area as being 17 acres in size) Approximately 3 acres of wetland restoration will occur resulting from the removal of the existing northbound lanes. A 50% concept grading plan for this restoration area was handed out. The existing pavement will be removed from the road bed within this area. A fence will be installed along the east side of the new northbound lanes (new Limited Access ROW), the stormwater treatment facilities, and along the existing ROW line (which will most likely be re-established as Controlled Access ROW). Peter Stamnas asked if it would be permissible to temporarily use an old upland field area located within the site for stormwater treatment during construction. The area would be restored to its original

elevation, appropriately planted and seeded when construction in the area is complete. Gino Infascelli stated that he and Jocelyn Degler have reviewed the area and agree that it makes sense to use this abandoned field for this purpose. No clearing of trees would be allowed without review and concurrence from DES Wetlands Bureau, except for the removal of any invasive Autumn Olive present. The specifics of this effort will be coordinated with the Wetlands Bureau personnel during the weekly erosion control meetings.

Peter Stamnas stated that there have been inquiries from telecommunication companies looking for large undeveloped areas adjacent to I-93, such as the Sybiak property in Derry, which would provide for the placement of towers in a more remote location away from developed areas. He asked the agencies for their opinions on the placement of cell towers within the preserved mitigation lands as they have been prohibited in the deed restriction language placed on the preservation properties. Rich Roach thought it made sense to discuss proposals brought up for this purpose. He opined that payment for the easement by the companies could be used for stewardship purposes. Melissa Coppola expressed concerns with building access roads and platforms in undisturbed areas, and consideration of rare plants must be evaluated. She indicated that she felt development within mitigation areas defeats the purpose of mitigation. Gino Infascelli stated that the deed language would need to be changed to allow for such development. He relayed Lori Sommer's opinion that this proposal may be considered if there are no direct wetland impacts or impacts to prime wetland buffers. Specific details would need to be provided. Peter Stamnas will bring back for further discussion if and when more specific details are provided.

([Project website](#)) This project was previously reviewed on the following dates: 8/10/1995, 1/10/1999, 2/16/2000, 5/17/2000, 6/14/2000, 7/19/2000, 8/10/2000, 9/20/2000, 10/18/2000, 1/17/2001, 2/14/2001, 3/21/2001, 4/18/2001, 5/10/2001, 8/15/2001, 9/19/2001, 10/17/2001, 11/21/2001, 1/16/2002, 2/20/2002, 5/15/2002, 6/18/2003, 10/15/2003, 12/17/2003, 10/20/2004, 11/17/2004, [1/18/2006](#), [12/19/2007](#), [2/20/2008](#), [10/15/2008](#), [12/17/2008](#), [1/21/2009](#), [4/15/2009](#), [5/20/2009](#), [7/15/2009](#), [8/19/2009](#), [10/29/2009](#), [1/20/2010](#), [2/17/2010](#), & [3/17/2010](#)