



**Meeting
Notes**

Attendees: Chris Cross, ATF Chair, RPC
Steve Parkinson, Portsmouth
Tom Fargo, SRPC
Marlon Frink, Newington
Jack Newick, Dover
Maria Stowell, PDA
Cynthia Copeland, SRPC
Bruce Woodruff, Dover
Mel Jenkins, SRPC
Cheryl Phoenix, Seacoast Commuter Options
Bill O'Donnell, FHWA
Joe Moyer, FHWA
Chris Waszczuk, NHDOT
Mike Dugas, NHDOT
Tom Wholley, VHB
Pete Walker, VHB
Frank O'Callaghan, VHB

Date/Time: October 26, 2005

Project No.: 51425.00

Place: Newington Town Hall

Re: Newington-Dover 11238
ATF Meeting #15

Notes taken by: Frank O'Callaghan

Chris Cross called the meeting to order at 6:40 PM. He welcomed all to the 15th ATF meeting; he noted that the purpose of the Advisory Task Force (ATF) is to provide input to the design team in developing improvement recommendations for the critical Spaulding Turnpike corridor. Chris stated that the project team was approaching the completion of Phase 3 of a 5 phase process and was looking for public input on the recommendations developed to date. He reiterated that the role of the ATF is to function as a liaison to the project team, funneling public input to the team, and disseminating project related information back to their respective constituencies.

Chris Cross then requested the ATF members to introduce themselves; following the self introductions, Chris explained that meeting minutes for each ATF meeting are posted on the project website (www.newington-dover.com). The website also contains project related plans and documents which reflect a wealth of data and issues relating to the environment and land use. He noted that this evening provided an opportunity to comment on the preferred alternative recommended by the project team. Their recommendation reflects engineering and environmental studies, public input and community support. Following review of the meeting agenda, Chris noted that Public Informational Meetings have been scheduled for November 7, 2005 in Dover and for November 9th in Newington. He next referred to the draft August 25, 2005 ATF meeting minutes and

asked the ATF members for any comments or notations. There being no comments, the draft meeting minutes were unanimously adopted as final.

Chris Waszczuk spoke next and stated that the project team would present the NHDOT's suggested preferred alternative. He noted that development of the suggested preferred alternative reflected a comprehensive public outreach process to date, which involved 5 public informational meetings, 14 ATF meetings, numerous meetings with federal and state Resource Agencies, and meetings with Town and City officials. The suggested preferred alternative is multi-modal in approach and reflects the consideration and assessment of such issues as system and local access, configuration of the interchanges, Turnpike profile, disposition of the General Sullivan Bridge (GSB), six versus eight lanes, environmental resource protection and property impacts. Chris concluded by introducing Frank O'Callaghan who would present a summary of the suggested preferred alternative; he stated that, upon review of the recommendations, he hoped attendees would agree that the project team was moving in the right direction and we were adequately balancing issues and impacts.

Frank O'Callaghan then initiated his presentation of the suggested preferred alternative. He began by focusing on the Little Bay Bridges (LBB), which are recommended to be rehabilitated and widened to four lanes in each direction. Frank stated that three general purpose lanes and one traffic management lane would be required between Exits 3 and 6 and would provide satisfactory level-of-service (LOS D) beyond the 2025 design year. He noted that three lanes in each direction, even if combined with the most aggressive combinations of travel demand management (TDM), would not provide a safe and adequate level of traffic service and would not meet the project purpose and need. The rehabilitation and widening of the LBB would maintain the existing 60 mph design speed profile and the existing vertical clearance over the channel. The bridge piers would be seismically retrofitted, and construction would be undertaken in two phases so that two lanes of travel in each direction would be maintained at all times. Bridge widening would be to the west to avoid impacting Hilton Park and to minimize impacts to the bay. Frank noted that four lanes in each direction between Exits 3 and 6 would provide future flexibility for lane management beyond 2025. Preliminary cost estimates are approximately \$55.5 million, which is approximately \$38 million less than a new bridge would cost.

With respect to the GSB, the project team recommended rehabilitation to six-ton loading, which would support maintenance and emergency vehicles, and use by pedestrians and bicyclists and for other recreation. Frank noted that the GSB is the second highest rated historic bridge in New Hampshire and is eligible for the National Register of Historic Places. It is a 4(f) resource and afforded protection under federal regulations; it provides an important pedestrian and bicycle system connection and is utilized for recreational activities. He stated that these uses would be more pleasurable on the GSB in comparison to the multi-use path alternative attached to the LBB. The GSB would also provide future flexibility and redundancy with respect to incident management and transit use. The approximate cost of the GSB rehabilitation is \$23 million, approximately \$10 million more than its removal and replacement with a multi-use path would cost, not including the additional cost of mitigation likely to be required should the GSB be removed. Frank stated that the FHWA, NHDHR, SRPC and City of Dover support bridge rehabilitation, suggesting that it would be difficult, from a 4(f) perspective, not to justify the expenditure of funds given the feasibility of reuse and net cost difference (\$10 million) relative to total project cost (approximately \$174 million).

Frank next described Alternative 3 in Dover, which provides a full service interchange at Exit 6, improving both system and local connectivity. He noted major characteristics including the closure of Exit 5 and the Cote Drive on-ramp, the diamond-type configuration for northbound travel, two-way traffic flow on the overpass, the grade-separated connector between Spur Road and Boston Harbor Road that eliminates the need for a traffic signal at the Spur Road/Boston Harbor Road

intersection, a short on-ramp from the connector road to the southbound on-ramp which has the effect of maintaining the existing Boston Harbor Road ramp, and the local connector adjacent to the channel linking both sides of Dover Point and Hilton Park. Frank paused and compared existing traffic patterns with changes resulting from Alternative 3. With respect to the local connector abutting the channel, he noted that the roadway would be designed for 20 mph, two-way traffic, and that 14'-6" vertical clearance would be provided for trucks and boats. The existing pedestrian and bicycle connection between both sides of Hilton Park would also be maintained. He also pointed out that limiting the GSB to pedestrian and bicycle use allowed reconstructing the GSB approach for the local roadway connector and avoided impacting Hilton Park. An ADA-compliant ramp would be constructed for bicycle and pedestrian access to the GSB. By locating the local roadway connector adjacent to the channel, the Turnpike profile could be lowered which would reduce noise and visual impacts. Frank noted that two Dover Point Road businesses, K-9 Kaos and Adaptations, would be impacted, retaining walls on both sides of the Turnpike would be utilized to minimize impacts, and that the construction cost of Alternative 3 was approximately \$44 million, including the LBB approach.

Frank then proceeded to describe Alternative 13, which reconfigures Exit 3 as a full service interchange with both off and on-ramps in both northbound and southbound directions. A roadway connection to the Tradeport is provided at Exit 3, and the off and on-ramps to Nimble Hill Road (southbound) and Shattuck Way (northbound) are maintained, as well as the two-way Shattuck Way extension to Nimble Hill Road which is currently under construction as part of the Interim Safety Improvement project. Northbound Exit 2 would be closed with traffic re-routed through Exit 3. Alternative 13 allows for a future rail project to reconnect the Pease Spur and the Newington Branch Line by traversing above the Turnpike along the existing rail corridor. As part of the Newington-Dover project, it is recommended that the necessary right-of-way and easements be secured, a portion of the viaduct's pier foundation (located in the Turnpike's median) be constructed, and a memorandum of agreement between the NHDOT and PDA on future construction cost-sharing be secured. By carrying the rail connection over the Turnpike, the Turnpike's profile can be maintained at its existing elevation, thus reducing noise and visual impacts. The existing ExxonMobil facility would continue to operate at its current location via access from a local connector road extending from Nimble Hill Road as the fourth leg of the Shattuck Way intersection. The facility's existing driveway on Nimble Hill Road is proposed to be discontinued. Overall, local connections and Turnpike access are improved, and the service life of Exit 1 (Pease Boulevard/Gosling Road) would be extended due to the additional access to the Tradeport provided at Exit 3. Frank noted that the Woodbury Avenue cross-section had been reduced to avoid impacting the Isaac Dow House and Beane Farm structures. Alternative 13 is estimated to cost approximately \$47.3 million and impact approximately 25 acres of Tradeport property.

Frank then addressed Transportation Systems Management (TSM) recommendations that are generally low cost, short-term actions to improve existing safety and traffic operational conditions. He noted that improved directional signage at Exit 6, increased signage on the LBB approaches to remind drivers not to change lanes, and striping of the shoulder area to increase the northbound Exit 6 deceleration lane to exit westbound had already been implemented. The Interim Safety Improvement Project at Exit 4 in Newington is under construction and will be completed in 2006. This project eliminates deficient traffic weaving conditions between Exits 4 and 4N, improves local traffic connections between Nimble Hill Road and Shattuck Way/Woodbury Avenue, and improves the northbound merge condition at Exit 3 for Woodbury Avenue traffic. The restriping of the Exit 6 southbound on-ramp to reduce the merge of traffic from two lanes to one is also recommended to improve traffic flow in the short term.

Frank next described the recommended Travel Demand Management (TDM) program of alternatives to reduce the level of peak period traffic within the study area, and to give seacoast area commuters

more options as to how and when they travel. He noted that the TDM program encompassed new park-and-ride facilities, expanded bus service and rail service, and employer-based measures. With respect to park-and-ride, a new 416-space facility is currently under design at Exit 9 in Dover, and will be constructed in 2006 as a separate CMAQ-funded project. The facility will be serviced by the planned COAST express bus service (Rochester-Portsmouth), Dover's downtown transit loop service, and expanded commuter bus service proposed by C&J Trailways. A 200-space facility is recommended for the Exit 13 area in Rochester, and would likely be implemented under a separate CMAQ-funded project, and be coordinated with the Turnpike improvements currently being planned and designed for the Exit 13 area. A 50-space facility is also recommended for the US 4 corridor to be located in Lee in the vicinity of the US 4/NH 125 intersection and also funded under the CMAQ program as a future CMAQ project.

With respect to expanding bus service, Frank described three alternatives. Alternative 1 expands intercity service between Rochester, Portsmouth and Boston. C&J has filed a CMAQ application to extend service north to the proposed Exit 9 park-and-ride facility in Dover by providing 16 daily round trips from Portsmouth. This service would then be extended to Rochester by either C&J or another provider as soon as the Exit 13 park-and-ride facility is completed. The capital cost of extending the service to Rochester would range between \$2 and \$4 million, depending on the level of service and provider. Bus Alternative 2 involves adding a bus to the proposed COAST express bus service between Rochester and Portsmouth to reduce peak period headways. This service is programmed for 2006 and could be expanded as proposed for a capital cost of approximately \$400 thousand, and funded via a CMAQ grant or through project funding. Bus Alternative 3 involves expanding local service on COAST Route 2 (Rochester-Portsmouth), Wildcat Transit Route 4 (Durham-Portsmouth) and the COAST Pease Trolley by reducing headways during peak periods. In addition to adding additional buses, an improved transfer point for these three routes would be developed in the vicinity of Exit 1 and the malls. The capital equipment and construction cost of Bus Alternative 3 is approximately \$3.9 million.

From a rail perspective, Frank stated that NHDOT was supporting a joint MaineDOT/NHDOT/NNEPRA CMAQ proposal to expand *Downeaster* service between Portland and Boston. Expanded service would add a fifth daily round trip between Portland and Boston, and improve the peak hour schedule of commuter service through New Hampshire by constructing sidings in Dover and Newfields and replacing approximately three miles of track in New Hampshire. The total cost of this proposal is approximately \$6 million with the NHDOT CMAQ share approximately \$1.2 million.

The final element of the recommended TDM program would be extending the funding of Seacoast Commuter Options, the greater Portsmouth and seacoast regional transportation management association (TMA), that promotes employer-based options to commuting alone such as ridesharing and transit. Frank closed his presentation by stating that the overall total cost of the suggested preferred alternative is approximately \$174 million.

Tom Fargo stated that following the recent (October 5, 2005) Dover City Council workshop, the City Council tabled a motion to endorse Alternative 3 and maintain the GSB, pending further discussion of potential changes to traffic patterns and volumes along Boston Harbor Road and Dover Point Road. Chris Waszczuk responded that the relocated Boston Harbor Road ramp to the southbound Exit 6 on-ramp, as proposed, might address the Council's concern. Bruce Woodruff asked if VHB could provide a traffic volume comparison of the existing and future conditions on Boston Harbor Road and Dover Point Road. Frank O'Callaghan responded in the affirmative.

Chris Cross asked if the ATF could endorse or reach consensus on the preferred alternative as suggested, or possibly modified. In his view, the ATF and public have reached consensus on the need for eight lanes, rehabilitating both bridges and widening the LBB to the west. Bruce Woodruff offered that a new replacement bridge was too expensive, and that the recommended proposal was the best alternative for the available funding. Ray Bardwell asked if the piers of the LBB and GSB might be connected to reduce the existing turbulence in the channel. Chris Waszczuk replied in the affirmative, stating that the turbulence of the current could possibly worsen if the space between the piers were reduced, leaving a much smaller gap than presently exists, but not connecting the piers. Jack Newick concurred, stating that connecting the bridge piers eliminates the potential for boats getting trapped between the piers. Chris Waszczuk noted that UNH is conducting hydrodynamic modeling of the channel currents and conditions.

Chris Cross asked about the relocation of the local Dover Point connector abutting the channel. Tom Fargo responded that Bruce Woodruff and he had suggested the relocation, and that the City Council supports the location adjacent to the channel. Ray Bardwell asked if Exit 5 could be maintained. Chris Waszczuk responded that Exit 5 could not be maintained. In general, there is too much traffic entering and exiting the Turnpike within a very compact area between Exits 3 and 6. To provide a proper deceleration lane and entrance geometry at Exit 5 would severely impact Hilton Park; and the distance between an Exit 5 on-ramp and the off-ramp to Exit 6 is inadequate to provide safe and efficient traffic operations such as weaving and changing lanes. Tom Fargo asked if local traffic networks (Boston Harbor Road and Dover Point Road) could be provided to City officials. Frank O'Callaghan confirmed that the networks would be provided.

Chris Cross asked if there were any comments relative to Alternative 13 in Newington. Marlon Frink stated that the Board of Selectmen, Planning Board and Conservation Commission have endorsed Alternative 13 citing their concerns with the higher Turnpike profiles of the other alternatives. Maria Stowell stated that the PDA also endorses Alternative 13, subject to the drafting and approval of a memorandum of understanding among the NHDOT, FHWA and PDA regarding the future extension of the Pease Spur over the Turnpike. Chris Cross noted that Alternative 13 recognizes the future benefit of potential rail service.

Angela Carter, representing the Dover Point Road neighborhood, requested a brief review of the Turnpike profile so that she clearly understood the related issues. Frank noted that retaining walls are proposed in Alternative 3 adjacent to the Exit 6 northbound off-ramp to minimize impacts to the Dover Point Road property owners. Ray Bardwell stated that the geometry of the US 4/Spur Road intersection needs to accommodate westbound right turns of trucks. He suggested adequate acceleration and deceleration lanes be provided. Chris Cross concluded the discussion of Alternative 13 by noting the ATF's endorsement subject to the aforementioned comments.

Chris Cross requested comments on the recommended TSM alternatives, specifically the Exit 6 southbound on-ramp proposal. Bruce Woodruff inquired as to schedule. Chris Waszczuk replied that implementation could happen as soon as 2006. Bruce stated that, in his view, implementation of this action (Dover TSM 2) is needed immediately. Gail Pare asked the schedule for discontinuing the median turnaround at Exit 4N. Chris Waszczuk replied that he expected related work to be completed in the fall of 2005, which would coincide with the discontinuance of the turnaround. [Bruce Woodruff](#) expressed support for the *Downeaster* service expansion and suggested that the ATF express its support of the recommendation to the GACIT (Governor's Advisory Commission on Intermodal Transportation). Chris Waszczuk replied that approval of the CMAQ application is in progress, and that Commissioner Murray has endorsed the recommendation. Chris Cross inquired as to the potential of double tracking the Main Line West (which carries the *Downeaster*), which would potentially allow future expansion in service. Chris Waszczuk noted that such work would cost in

excess of \$100 million and was more regional in nature and beyond the scope of the Newington-Dover project. The recommended service expansion, as proposed, can be accomplished on the existing single track in New Hampshire with relatively minor improvements to the passing sidings in Newfields and Dover. At this point, Maria Stowell recognized Cheryl Phoenix, Executive Director of Seacoast Commuter Options. There being no further comments, the ATF endorsed the recommended TSM and TDM proposals.

Frank O'Callaghan next asked Tom Wholley to summarize the noise impact analysis and recommended mitigation. Tom reviewed the procedures, guidelines and criteria for conducting the analyses. He noted that existing noise levels were measured during the noisiest hours of the day to determine existing noise levels and to calibrate the FHWA Traffic Noise Model. Calibration reflects topography, traffic volumes and roadway features and allows the model to be used to compare the existing noise condition with future 2025 scenarios, which reflect the various alternatives. Tom noted that noise level criteria for potential mitigation include 66 dB for residential land use, or an increase of 15 dB between existing and future conditions. He stated that the project team did not expect nor did they find any significant differences in comparing existing and future conditions. Such differences ranged between 1 and 4 dB. However, some areas exceed 66 dB under future conditions, which coincidentally, are the same locations where noise levels presently exceed 66 dB. As such, the project will enable the mitigation of some existing study area noise conditions that, but for the project, would not be addressed.

Tom reviewed the criteria for noise barrier feasibility, such as constructibility without gaps and proper height that will achieve a 7-10 dB reduction or approximately a 50 percent reduction in noise. There is also a cost criterion that the cost of the mitigation not exceed approximately \$20,000 per protected residence (and still provide at least 5 dB of noise reduction). Tom then referred to the plan of Alternative 3, noting that approximately 4,100 feet of noise barrier (14' in height) is recommended on the west side of the Turnpike (Noise Barrier #1) and approximately 4,200 feet (14' in height) of noise barrier is recommended for the east side of the Turnpike (Noise Barrier #2). Tom next referred to another plan stating that noise barriers were being recommended for approximately 3,700 feet north of Exit 6, on both sides of the Turnpike. These barriers would range in height between 12 feet on the west side and 14 feet on the east side and extend beyond the Dover Toll plaza. He noted that the front row or those residences closest to the barrier receive more protection, but those residences located further away would still benefit. Tom concluded his presentation noting that no area in Newington met the noise mitigation criteria and that the lower Turnpike profile reflected in Alternative 13 would minimize noise. He also mentioned that NHDOT was researching the cost-effectiveness of "quiet pavement" design. General comments and questions followed.

Angela Carter was reassured that the east side barrier extended continuously from Wentworth Terrace to the intersection of Dover Point Road located to the east of the Exit 6 northbound exit ramp. Angela also asked if tree plantings adjacent to the barrier would be considered. Chris Waszczuk replied that tree plantings would be considered in the final design of the barriers, and that NHDOT would be sensitive to the appearance of both the front and rear of the barriers. Gail Pare echoed Chris' comments vis-à-vis aesthetics, noting the roadside color of the foliage surrounding the Exit 6 area. She stressed the need to provide landscaping as a means to avoid a stark non-descript corridor. Tom Wholley offered that the traditional concrete post and timber barrier look good, and there are also some good looking prefabricated materials available. Landscaping can make the barriers less conspicuous or "invisible". Stu Miller, Debra Lane, Dover, asked if there was sound barrier proposed for the Spur Road/Debra Lane area. Tom replied that no barrier was recommended since the area did not meet the criteria. Stu asked when the noise measurements were recorded. Tom replied that the noise measurements reflect the loudest hour. Chris Waszczuk added that noise levels reflect the average level of noise within the noisiest hour, recognizing that there may be instantaneous spikes of noise. Stu asked if the noise model considers changes in traffic volumes and different roadway

alternatives. Tom replied that the model considers both the 2025 traffic forecasts and the differences in infrastructure alternatives.

Ray Bardwell stated that better enforcement of existing noise regulations would reduce noise levels; he cited truck jake brakes and noisy motorcycles as two examples. Chris Waszczuk noted that those issues warrant legislative response. Ray cited toll plaza noise. Chris Cross replied that toll-related issues, and the toll plaza are beyond the scope and study area of the Newington-Dover project. Chris asked whether or not the NHDOT would mitigate noise to the north of Exit 6 as presented earlier by Tom Wholly. When Chris Waszczuk indicated that the NHDOT is recommending such mitigation as a project commitment, Chris Cross expressed his pleasure in the NHDOT's decision, and asked if the noise barrier locations would reflect a future widening of the Turnpike to the north of Exit 6 and the toll plaza. Tom Wholly responded that exact barrier location will be a final design consideration. Marlon Frink asked another design/construction related questions – where does the sound go? Is the sound retained or reflected? Tom replied that it depends on the type of material and whether the barriers are constructed parallel to each other or angled. Bruce Woodruff asked if the layout of Noise Barrier #1 would be modified to reflect the relocated Boston Harbor Road ramp to the connector road. Chris Waszczuk responded that it would be modified, extending north to the new ramp/connector road intersection.

Bruce Woodruff recommended that Noise Barrier #3 and #4, north of Exit 6 and the toll plaza, be incorporated into the total mitigation package. Chris Waszczuk stated that these barriers would be included, either as part of the project, or as a complementary project. Bill O'Donnell noted that separating a noise barrier project from the construction project might present funding problems. Chris replied that NHDOT would clearly define the limits of the noise mitigation. Tom Fargo added that there was discussion early on in the project that some issues, such as noise, may not be easily contained to a study area line drawn on a plan or map.

Chris Cross thanked Tom Wholly for his presentation and technical analysis. He noted that the ATF and public are engaged in a long process, and that noise mitigation is an important issue with many facets (e.g., construction materials, aesthetics, impact limits, etc.). Tom Fargo added that pavement surface treatment and materials could affect both noise and wetlands, vis-à-vis the porosity of the pavement and drainage runoff characteristics. Marlon Frink asked if rumble strips were planned for the edge of the median and shoulder areas. Chris Waszczuk replied that there is no FHWA requirement for such treatment and there has been no discussion to date; rumble strips will likely not be provided.

There being no further questions or comments related to noise mitigation, Pete Walker summarized the potential wetland impacts of the project and the proposed recommended mitigation program. He began by noting that there were approximately 15.5 Ac of wetlands impacted (11.2 Acres in Newington and 4.30 Acres in Dover) as a direct result of the project. However, the project would mitigate for approximately 17.90 Ac of impacts, taking into account approximately 0.64 Ac of impact in Newington related to the Exit 4 Interim Safety Improvement project, approximately 0.4 acres related to the Exit 9 park-and-ride facility, and approximately 1.30 Ac of impact in Madbury related to the NH 155 Bridge Replacement project. Pete summarized the regulatory framework, noting NHDES regulations and their preference for mitigating impacts within the same watershed, and federal ACOE regulations and their preference for wetlands restoration. He reviewed wetlands terminology such as "restoration" and "preservation". He reviewed the process of identifying potential wetlands mitigation parcels – review of published resources; development of a GIS database; consultations with local conservation commissions, the Nature Conservancy and state and federal resource agencies; and field review of potential sites. Potential sites are prioritized for preservation based on several criteria: contiguous undisturbed land at least 100 Ac in size, mix of

wetlands and uplands, proximity to conservation lands, level of disturbance or development and the upland buffer to a resource with functional value equal to or greater than the wetlands impacted by the project. The prioritization of potential mitigation sites for restoration is also based on criteria such as: suitable geomorphic setting, no conflicts with existing infrastructure/properties, preference to deal with as few property owners as possible, clear understanding of impairments of recent origin, and site relation to wetland systems impacted. Pete noted that wetland restoration is preferred to wetland creation.

Pete summarized the proposed wetlands mitigation package as follows: restoration of Railway Brook in Newington, preservation and restoration of the former Drive-In Theatre parcel in Newington, and preservation of 40 to 50 acres in the Blackwater Brook area of Dover. He noted that alternative mitigation elements have also been identified, including preservation of the Watson property in Newington, preservation of the Knight Brook area in Newington, and preservation at the Bellamy River west area in Dover.

Pete took questions and comments during his presentation. Marlon Frink asked if the value of the wetland is reflected in the impact and mitigation analyses. Pete responded in the affirmative, noting that a total of 24 potential mitigation sites (6 in Dover/18 in Newington) had been screened. Marlin asked if private property owners had been contacted. Pete responded that contact with property owners had been established by The Nature Conservancy. Marlon noted that the project was near the Piscataqua watershed in both Dover and Newington. He asked how the value of conservation easements would be determined. Pete replied that the NHDOT would conduct an assessment, and there would be a fee ownership transfer. Marlon asked how such easements are regulated. Chris Waszczuk responded that the deed would outline the conditions and rights of property owners after the easement is executed. Chris noted that there is some flexibility in imposing restrictions. Public access is also flexible, taking into account owner considerations.

Tom Fargo stated that Blackwater Brook hosts a number of rare or endangered species. The Dover Conservation Commission's goal is protection of these species. Public access is a lesser priority, because the Commission is more concerned with wildlife protection. The Blackwater Brook area also contributes to the City's water supply.

During the ensuing discussion, the following was noted: Railway Brook was formerly a branch of Flagstone Brook; the former Drive-In site abuts the Natural Resource Protection zone on the Tradeport, which would be an upland bird habitat for a restored Drive-In site; and the Knight Brook area has many property owners. Following this discussion, Pete Walker outlined the next steps in the wetlands mitigation process: meet with the resource agencies, follow-up with the local communities, develop a formal proposal in the DEIS, file an ACOE Individual Permit, and prepare the FEIS.

Chris Cross posed the question of the Preferred Wetlands Package as recommended. The ATF endorsed the proposed package noting the need to work with the PDA on Railway Brook, and assuming that the PDA supports the proposal. Gail Pare suggested supporting the restoration of Flagstone Brook as well. Chris responded that Flagstone Brook is not part of the mitigation package. Flagstone Brook is not as severely degraded as Railway Brook, and any modifications to the stream channel would be constrained by the abutting residential and industrial properties. Marlon raised the issue of oil separators and downstream property owner impacts vis-à-vis Railway Brook. Pete responded that the intent of the restoration would be to ensure there would be no additional flow beyond Nimble Hill Road.

There being no further questions or comments, Chris Cross thanked the project team for reaching out and working with the local officials. Marlon concurred stating, "good job". Chris Cross reminded all of the schedule for Public Informational Meetings – November 7, 2005, 7:00 PM in Dover City Hall and November 9, 2005, 7:00 PM in Newington Town Hall – and the next ATF meeting scheduled for January 18, 2006, 6:30 PM at Dover City Hall. Chris thanked the ATF for endorsing the suggested preferred alternative, which the ATF influenced. And Chris thanked the public for attending the meeting and being engaged in the project and in this meeting's discussion.

The meeting adjourned at 9:15 PM.