Estimated Developed Land TP

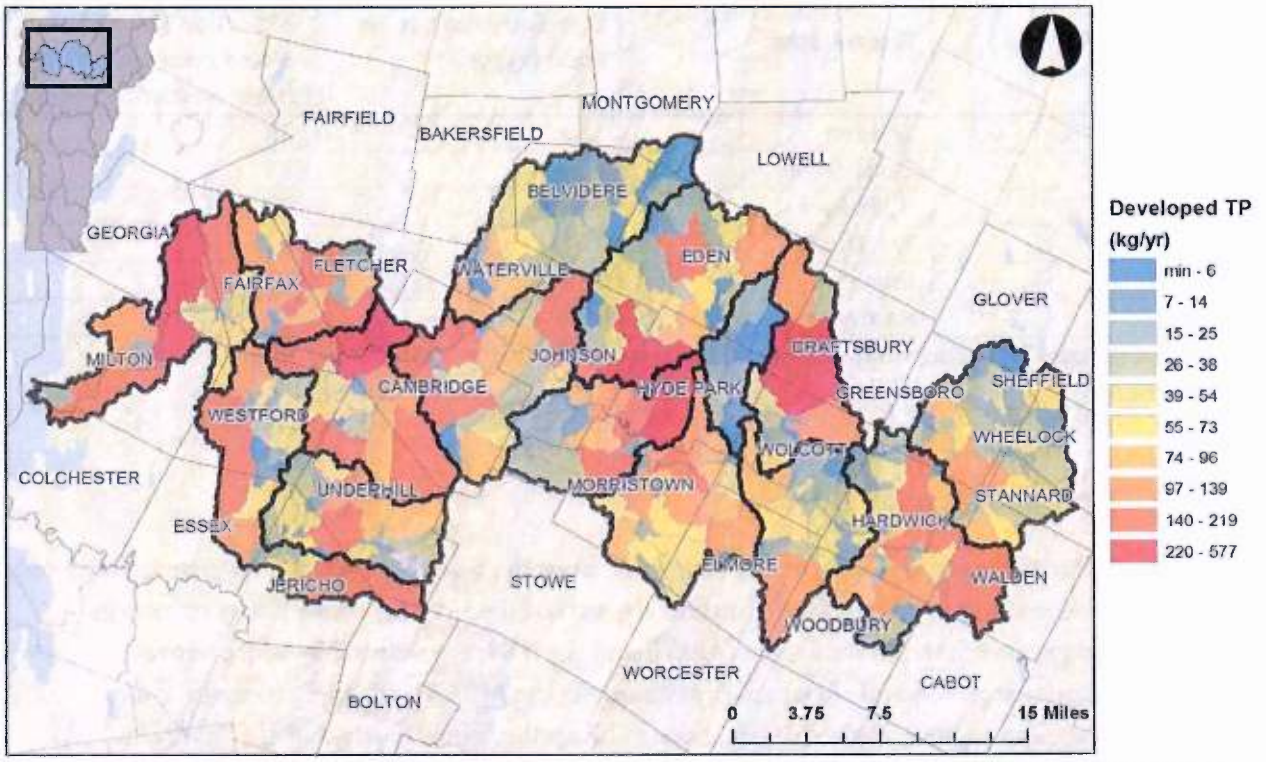

Figure WLA-1. Total developed land load from all sources in the Lamoille basin, at the catchment scale. HUC 12 basins are shown by bolded lines

Table WLA-4. Catchments with the highest estimated TP developed lands export. Catchments are associated with individual towns if the majority of the area of that catchment occurs within a given town boundary.

Catchment ID	Town Name	Developed Lands TP Load (kg/yr)	Developed lands TP reduction (20.5%) based on overall TMDL basin allocation (kg/yr)
4587258	Georgia	577	118
4586404	Hyde Park	457	94
4586342	Craftsbury	328	67
4586672	Fletcher	328	67
4586314	Hyde Park	311	64
4587264	Milton	219	45
4586304	Fairfax	217	44
4587514	Walden	214	44
4586458	Morristown	211	43
4587106	Fairfax	186	38
4587266	Milton	184	38
4586260	Fletcher	180	37
4586234	Eden	172	35
4586508	Cambridge	169	35

Catchment ID	Town Name	Developed Lands TP Load (kg/yr)	Developed lands TP reduction (20.5%) based on overall TMDL basin allocation (kg/yr)
4587552	Walden	169	35
4586386	Cambridge	167	34
4586410	Hyde Park	163	33
4587136	Westford	161	33
4586300	Johnson	159	33
4586560	Hardwick	158	32
Percent of total TP reduction if sector allocations are applied to these catchments			**28%**

Phosphorus Loading from Roads

Currently, TP loading estimates for roads only exist from the SWAT model which distinguishes only between paved and unpaved roads. Unfortunately, two of the primary phosphorus reduction regulatory programs related to roads, the MRGP and the TS4, are defined by more narrow parameters than just paved and unpaved. For example, the MRGP will apply to municipally managed roads, and require applicable practices to be applied to all roads that are "hydrologically-connected" to waterbodies, while the TS4 permit will only apply to state-managed roads.

Derived directly from the SWAT loading estimates, Figure WLA-2 identifies the range of catchment TP loading from roads, both paved and unpaved, across the Lamoille basin. A further breakdown of loading estimates is presented in Tables WLA-5 and WLA-6 whereby the top twenty highest roads loading catchments, paved and unpaved, are shown respectively along with the overall basin TP reduction necessary to comply with the developed lands allocation of 20.5%. If this overall 20.5% reduction were achieved for all these catchments, approximately 28% and 29% of the roads allocation for paved and unpaved roads respectively could be realized. However, for each catchment or municipality these are not actual allocations but rather opportunities. Actual reductions will be accounted for as the essential roads permits are implemented.