

## MEMORANDUM

**TO:** File

**FROM:** Christopher R. Bean, PE

**DATE:** January 23 and 25, 2001

**RE:** Derry-Londonderry Exit 4A  
Environmental Impact Statement  
CLD Reference No. 97-0209

**SUBJECT:** Two Public Informational Meetings

**LOCATIONS:** Grinnell Elementary School, Derry, NH.  
Londonderry High School, Londonderry, NH

**ATTENDEES:** Over 100 people attended each meeting. Each meeting was televised by the respective community cable television channel. A number of the town, regional and federal officials/representatives that were in attendance are listed below:

*Carol Granfield	Town of Derry
*Dick Plante	Town of Londonderry
**/**George Sioras	Town of Derry
**Alan Swan	Town of Derry
**Andre L. Garron	Town of Londonderry
**Janus Czynowski	Town of Londonderry
Pete Soro	Town of Londonderry
*Andrew Greco	Londonderry Town Council
Mary Bovie	Londonderry Town Council
Mark Oswald	Londonderry Town Council
*Robert Carr	Londonderry Counsel
Craig W. Bulkley	Derry Town Council
Paul Hopfgarten	Derry Town Council
*James MacEachern	Derry Town Council
Paul Doolittle	Derry Town Council
Russell Prescott	Derry Town Council
David Nelson	Derry Planning Board, Chair
Brian Chirichiello	Derry Planning Board
***Albert Doolittle	Derry Resident
***Roberta Robie	Derry Resident
***Barbara Concannon	Derry CATF
**Bill O'Donnell	FHWA
Kathy Laffey	FHWA
Butch Waidelich	FHWA
Rep. Phyllis Katsakiores	

Rep. Karen Hutchinson	
Rep. George Katsakiores	
**Jeff Brillhart	NHDOT
Linda Wilson	NHDHR
Quazi Bari	Southern NH Planning Commission
Chris Bean	CLD Consulting Engineers, Inc.
Paul Konieczka	CLD Consulting Engineers, Inc.
Bill Grace	CLD Consulting Engineers, Inc.
Jameson Paine	CLD Consulting Engineers, Inc.

\*Exit 4A Local Administrative Oversight Committee (LAOC) Member  
\*\*Exit 4A Technical Advisory Committee (TAC) Member  
\*\*\*Exit 4A Citizens Advisory Task Force (CATF) Member

**Purpose of Meeting:** To present existing alignment alternatives, update public on EIS status, and to receive public input on removing Alternatives B and C from further evaluation during the Environmental Impact Statement (EIS) process.

### **Two Public Meeting Locations**

The Towns of Derry and Londonderry each hosted a Public Informational Meeting in their respective towns. The Derry Public Informational Meeting was held January 23, 2001, at the Grinnell Elementary School. The Londonderry public meeting was held January 25, 2001, at the Londonderry High School.

*Similar presentations were given by CLD at each meeting. The minutes from both meetings are addressed here. Public comments from both meetings, whether spoken at the meeting, written on Comment Sheets, or emailed, are summarized and addressed at the end of these minutes.*

### **Introductions**

At the Derry meeting, Carol Granfield, Derry Town Administrator, welcomed the public and introduced pertinent Town officials and local dignitaries.

Dick Plante, Londonderry Town Manager, welcomed the public and made introductions to those present at the Londonderry meeting.

### **Project Overview**

#### **Project Status Sheet**

Chris Bean went over the project status sheet that was handed out (see attached). He explained that the project is in the third of five phases.

#### **Project Schedule**

Chris also gave a brief explanation of the project schedule (see Status Sheet).

### I-93 Widening Coordination

As part of the design process, CLD is coordinating with NHDOT on the I-93 widening project. The Exit 4A interchange design would accommodate I-93 widening to four lanes in each direction. If the Exit 4A project is ready for construction prior to I-93 widening, the NHDOT will pay to construct the footprint for the widened I-93 in the area of Exit 4A at the same time as the new interchange work. This will help to minimize disturbance within this section of I-93.

### Description of Alternatives

Chris described and showed each remaining alternative on several large plans (see attached plan for view of alternatives).

### Macro-Scale Matrix

Jamie Paine (Derry Meeting) and Bill Grace (Londonderry Meeting) gave explanations of how the five remaining alternatives were chosen. Initially, with the input from several project committees, the Local Administrative Oversight Committee (LAOC), the Technical Advisory Committee (TAC), and the Citizens' Advisory Task Force (CATF), 47 alternatives were developed. Using geographic information systems (GIS), computer aided design (CAD) software, and input from several specialized subconsultants, CLD determined the amount of natural, cultural, and social resources that would be impacted by each alternative. CLD completed a chart (or matrix) that compares the impacts each alternative has on the resources. With the input and guidance from the various committees, alternatives were removed until the current six alternatives remain (4 Off-Alignment Alternatives, 1 Minor Upgrade of NH Route 102 Alternative, and the No-Build Alternative).

### Traffic Evaluations

Paul Konieczka explained that the Southern NH Planning Commission derived the traffic projections for this project using their regional traffic model. The model was used to help screen the original 47 alternatives down to the remaining alternatives. The data collected indicates that the southern interchange alternatives (Alternatives A and B) remove more of the traffic on NH Route 102 through downtown Derry than the northern interchange alternatives (Alternatives C and D). Paul gave a brief overview of what traffic volumes would be like on several roads if each alternative were built (see attached chart). More detailed traffic analysis will be completed on the remaining alternatives.

## **DERRY MEETING – PUBLIC COMMENTS**

### **1. Tony Travia: Long time Derry resident who lives on London Road. Why do we need an Exit 4A project?**

Chris explained some of the history of the project and the need to relieve traffic through downtown Derry and to promote economic development within both Towns' already defined industrial and commercially zoned lands, thereby reducing the tax burdens to both communities.

### **2. Craig Bulkley: Derry Town Councilor. He explained some of the project history. Also explained that the Exit 4A project would help to provide access to industrial lands that would help to alleviate some of the tax burden on Derry residents. These industrial lands could help attract some business that is created by the expansion and growing of Manchester Airport. There are also a large number of commuters in the town of Derry**

who would use an Exit 4A to avoid congestion through the downtown area. Mr. Bulkley explained that Derry has a larger population than a number of other towns along I-93. Many of these towns have more access points/interchanges on I-93 than Derry. With a projected build out of 45,000 residents for Derry and a current population of approximately 34,000, the Exit 4A project is needed to help handle this expected increase in people and vehicles.

- 3. Derry Resident – Challenged the fact that people agree with the project. She believes that they don't agree. She questioned the traffic numbers given. She thought that the real traffic numbers for the area were compiled in a 1985 traffic study completed by the Southern NH Planning Commission (SNHPC). She did not feel that the traffic models used for this project were accurate. She also felt that there would be design issues on Tsienneto Road that should be addressed. She felt that there was no way 47 alternatives were looked at during this process. She also stated that she thought the impacted properties for the various alternatives would be closer to 150 properties, versus the numbers provided on the matrix.**

Paul and Chris explained that the 1985 SNHPC document was not nearly as complete as the traffic evaluation that was currently underway by CLD for this project. Comparing the 1985 data to the current study is like comparing apples and oranges. The traffic evaluation in 1985 helped to set the need for the project, but did not project that the population of Derry would expand to approximately 34,000 people in 2000 or 45,000 at a build out stage in 2020. The 1985 document also could not have projected 15 years of history in the area, with the expansion of the Manchester Airport and associated industrial/commercial development. The traffic model used for this project is the SNHPC's regional traffic model. This model is used to determine the projected traffic levels for roads throughout this portion of the State.

An overlay map showing all 47 alternative corridors that were developed and reviewed by the LAOC, TAC and the CATF was placed on a base map for public viewing.

It was explained that initially impacts within each alternative corridor showed a higher number of acquisitions. However, with further design engineering, a more defined alignment footprint was developed for each alternative, reducing the amount of impacts to properties.

- 4. 25-Year Derry Resident – Felt that this project was not considering each person. Feels the project is about money.**
- 5. Resident of Derry since 1960 – In favor of the C Alternative. Feels that Tsienneto Road and Folsom Road Alternatives are unsafe.**
- 6. Tsienneto Road Resident – Does not trust the traffic model, would like to see actual raw data. He indicated that there are frequent car accidents in his yard. He would like to see any alternatives along Tsienneto Road include a redesign of the eastern section of the road. He asked whether any safety studies have been completed for alternatives.**

The projected traffic numbers were calculated using the SNHPC's traffic model. This model is used as the basis for traffic projections on roadways throughout the region.

A full engineering study is currently being completed to evaluate the roadway improvements that would be necessary with each alternative. Improvements along Tsienneto Road would create a constant 30-foot roadway width (11-foot travel lanes and 4-foot shoulders in each direction) from Fieldstone Drive to NH Route 102 to the east.

- 7. Town of Chester Resident – Is concerned with impacts of traffic on Chester. Feels that a new exit in Derry will bring more tractor-trailer trucks from Raymond. Does not want Chester's historic center to be ruined by increased traffic along NH Route 102. Feels that the study area should be enlarged to study a direct route from NH Route 101 to Interstate Route 93.**

As part of the environmental review process, we will be looking at secondary impacts associated with the Exit 4A project. The preliminary analyses indicate that alternatives B and C would collect a substantial amount of traffic travelling to and from the east towards Chester. However, we are proposing that these two alternatives be dropped from further consideration.

- 8. London Road Coalition Member – Feels that any plan is not going to alleviate traffic issues. An Exit 3A (south of Exit 4) should be reviewed. Is against Alternative B.**

Alternatives were reviewed south of Exit 4. These alternatives were removed from further consideration due to projected high volumes of traffic along narrow, highly developed residential roads, large numbers of wetland impacts, and impacts to prime wetlands. There are no direct access points to major roads. There are also no major industrial lands that would help alleviate the residential tax burden.

- 9. May Casten – Feels that Exit 4A would impact secondary roads. She is against an Exit 4A Alternative. Feels that an Exit 3A Alternative that goes by Taylor's Barn would be a better alternative. Would like to put the Exit 4A project on a town ballot for a public vote.**

See comments under No. 8 regarding the review of alternatives south of Exit 4.

Roberta Robie: The Exit 4A project has already been put on a Town Referendum once. The Town residents voted overwhelmingly to support the project.

- 10. Derry Homeowner/Industrial Land Owner – Feels that an A Street/B Street/Franklin Street/Folsom Road Alternative should be looked at in addition to the A and B Alternatives.**

An alternative to the one mentioned was reviewed. However, that alternative did not serve the Purpose and Need of this project. The alternative may have been able to promote development within the industrial/commercial properties; however, it did not effectively remove traffic off of NH Route 102 through downtown Derry. It appears from the traffic modeling that many people are using this route today and traffic downtown is still a problem.

- 11. Roberta Robie – The Town of Derry has already spent millions of dollars to try and revitalize the downtown. The downtown area still suffers due to heavy congestion on NH Route 102. Ms. Robie feels that Tsienneto Road will be widened eventually. Chester Road will be widened without an Exit 4A project. Exit 4A will help relieve traffic congestion. With new schools needed, the increased development of existing industrial lands would help to offset some of the taxes directed to Derry residents.**
- 12. Grant Benson, former owner of Benson Lumber – There are a lot of people in Derry now. The Town is growing and is not going to stop. Derry people would still use local streets and NH Route 102, but the through traffic would use an Exit 4A.**
- 13. Tsienneto Road Resident – There are a lot of accidents in front of his residence. If improvements are made to Tsienneto Road, they must be done right.**

See Tsienneto Road discussion under No. 6.

- 14. Dave Nelson, Derry Planning Board Chairman – The Town has a Growth Management Ordinance. The transportation infrastructure has to be planned to ensure a good quality of life. If the Town has growth, you can do nothing and have a bad quality of life, or you can plan the traffic infrastructure properly and have a good quality of life. The Town has to look at the big picture; the growth will come even if we don't fix the roads.**
- 15. May Casten – Reiterated that the project should be put on a ballot as the project is being funded by the towns.**

Roberta Robie: We are trying to talk with State leaders to receive Federal and State funding for this project. Any help from the public in this effort would be appreciated.

- 16. Derry Resident – We can't stop growth, yet we can't build schools to accommodate this growth.**
- 17. London Road Resident – Against Alternatives B and C. We need tax relief. If Exit 4A is built, when do we feel the proposed tax relief? What industries are interested in the industrially zoned lands? Have any companies made inquiries?**

A document was completed that shows the impact a proposed Exit 4A would have on the tax base. The Exit 4A EIS is currently reviewing the project's socioeconomic impact on the community. This information will be fully documented in the EIS.

- 18. Derry Resident - Not much interest has been shown in the C and D Alternatives. The road already exists. There would only be business impacts along NH Route 28.**

As it is located farther north than Alternatives A and B, Alternative D would remove less traffic from Broadway than the alternatives using the southern interchange. The C and D Alternatives would also have less impact on industrial land development.

- 19. East Derry resident, speaking on behalf of a friend on Tsienneto Road - The B Alternative would circle around the area, not go through busy streets. We have to look 20-30 years down the line to see what is best for the area.**

#### **LONDONDERRY MEETING – PUBLIC COMMENTS**

- 1. Tony Travia, Derry Resident – Lives on London Road. If Alternatives B or C are chosen, where do the people whose homes are acquired move? What about the human study? What does the project do for us? Who pays for the project, why not the federal government? He does not support alternatives B and C.**

Any homeowner whose residence is acquired would be offered fair market value for their property. This payment would also include monies to offset moving expenses.

Socioeconomic impacts (i.e., the project's impact on residential, commercial areas, etc) that may lead towards public outcry or concern are accounted for in the matrix. A socioeconomic report is being completed that will be included in the EIS.

At this point, the Towns of Derry and Londonderry are paying for this project. Each Town has bonded \$5 million for the project. The Towns are working or will be shortly to secure Federal and/or State funding to assist in paying for this project.

- 2. Trolley Car Lane Resident – Except for the noise from I-93, this street is a quiet neighborhood. There are a lot of children that live in this area. An interchange at this location will bring more noise and disrupt the neighborhood. Alternatives A and B should be removed.**
- 3. Trolley Car Lane Resident – Prefers Alternative D. If the properties on Folsom Road are found to be historic, could Alternative A be removed from further consideration? Wetlands on Trolley Car Lane would be impacted with an interchange. Are the impacted buildings at the top of Alternatives C and D businesses?**

If any houses are found to be eligible for the National Register of Historic Places, than it would have to be proved that no other viable options exist but to impact the property. Perhaps shifting the alignment slightly to the south side of Folsom Road or making the proposed roadway narrower would need to be considered. Historic properties have been acquired on previous projects. Some have been moved or documented and then removed.

Wetland impacts would be accounted for when applying for a wetland permit. We will do all we can to minimize impacts where possible.

The buildings that would be impacted at the top of Alternatives C and D, near NH Route 28, are businesses.

- 4. Representative Karen Hutchinson – Has serious consideration been given to a new exit south of Exit 4? Londonderry seems to be sacrificing a lot but not getting a lot in benefits**

**for a new Exit 4A. If westerly access is ever built from an Exit 4A, who would pay? Only Londonderry?**

Alternatives were reviewed south of Exit 4. These alternatives were removed from further consideration due to projected high volumes of traffic along narrow, highly developed residential roads, large numbers of wetland impacts, and impacts to prime wetlands. There are no direct access points to major roads. There are also no major industrial lands that would help alleviate the residential tax burden.

The Exit 4A EIS is quantifying the associated benefits that a new interchange would bring to both communities. The land in this area is very valuable. The land near the southern interchange is currently zoned industrial and/or commercial. The increased development within this section of Londonderry will help to create new revenue for the Town, decreasing residential property owner's taxes.

A new interchange will also help to relieve traffic congestion heading towards Derry. It will help to spread the flow of traffic, especially during peak hours.

It is not known at this time what contribution Londonderry would pay if a westerly access from an Exit 4A were constructed in the future. A separate environmental document would need to be prepared. Federal and/or State funding might be available, depending on the project's Purpose and Need.

**5. Resident who lives near Ashleigh Drive. The Ash Street Bridge already exists. Could we upgrade that bridge rather than building a new interchange? The Towns should let developers foot the bill for a new interchange.**

The Ash Street Bridge cannot be upgraded to a new interchange because it is located within one mile of the Exit 4 interchange. FHWA has safety regulations that require new interchanges to be located at least one mile from an existing interchange. The Ash Street Bridge will most likely need to be replaced as a part of the I-93 Widening Project, with or without Exit 4A.

**6. Derry Resident – Opposed to Alternatives B and C. He has a business in the same building as the Nutfield Brewery. Would impacted businesses be paid to relocate as well?**

If a building is impacted and a business could no longer function due to the impact, then a relocation program would be setup to compensate for damages. The Right-of-Way (ROW) officials would work with the owner to compensate for moving expenses.

**7. Londonderry Town Councilor – Doesn't want to see an Exit 4A. Doesn't see the need for it. Both Towns will pay for the interchange area only. Both Towns have bonded \$5 million towards the project. A new interchange would cause more accidents on I-93.**

Ramps cannot just be added to an Interstate system without first completing extensive safety evaluations. The NHDOT and Federal Highway Administration will ensure that proper

engineering has been completed before the project gets approved. This is also one reason why new interchanges must be located at least one mile away from existing interchanges.

**8. Trolley Car Lane Resident – Does NHDOT support the project? Will the NHDOT be taking properties on Trolley Car Lane with backyard impacts? What is the cost to Londonderry?**

Jeff Brillhart, NHDOT: The NHDOT is working with the Towns on the Exit 4A EIS as a cooperating agency. The project is a double-edged sword. It has its benefits and drawbacks.

For the EIS process, we are looking at overall project costs, not costs per Town. The Towns have an agreement in place to pay for portions of an alternative that would be located where Alternative A is located today. This alternative is approximately where the original Exit 4A Alternative was located in the mid-1980s.

The agreement between the Towns as we understand it is that they would split the costs of constructing a new interchange and the portion of an access road to where it ties into an existing road. The Town of Derry would be responsible for funding the construction of any roadway improvements in Derry beyond that point. We are not aware of a cost sharing formula in place to determine how much each Town would pay if one of the other alternatives is selected as the preferred alternative.

**9. London Road Resident, Derry – Opposes Alternatives B and C. There are many houses in this area with children. These working class families would have to be relocated.**

**10. Trolley Car Lane Resident – Has NHDOT finalized their plans on whether I-93 will be widened in this area to three or four lanes? Looking for better coordination between the Towns and NHDOT. There is something wrong with the Town of Londonderry for allowing a developer to receive building permits to construct several duplexes within the area on Trolley Car Lane that is known to be a potential site for a new interchange.**

The NHDOT has not finalized their plans for the I-93 Widening Project. However, the preliminary design for a new Exit 4A interchange is conservative. It allows for an eight-lane highway design. If the NHDOT substantially shifts the alignment of I-93 either to the east or west, then some redesign of the proposed interchange would be necessary. Impacts shown are preliminary at this time, until the limits of NHDOT's I-93 project are established.

**11. Trolley Car Lane Resident – If construction of the Exit 4A project is to begin in 2004, when would the ROW officials talk to affected residents?**

When the EIS is done, it will take approximately two years to complete the final design. One year will be needed for ROW negotiations. The ROW officials would start talking to affected residents in approximately the summer of 2003.

**12. Londonderry Town Councilor – What would the timeframe be for the Exit 4A project? Exit 4A would not happen until I-93 widening occurred.**

There is the potential that Exit 4A could be built before the I-93 widening. If Exit 4A is constructed first, the NHDOT would pay to construct or set up the portion of I-93 in this area at the time of Exit 4A construction. We understand that the NHDOT will be responsible for constructing the infrastructure improvements required for the I-93 widening project. The remainder of I-93 would be built at a later date and matched into the previously constructed portion.

**13. Londonderry Resident – In favor of a No-Build Alternative.**

**14. Trolley Car Lane Resident – Does not like any option. Why does the Town of Londonderry allow a developer to build new houses in the area of a possible interchange? Would the powerlines that cross near Trolley Car Lane be relocated?**

The powerlines in this area are minor in nature to the project. They would be relocated, if necessary.

**15. Trolley Car Lane Resident - If Alternative A or B is built, how much notice will be given to property owners on Trolley Car Lane?**

When the EIS is done, it will take approximately two years to complete the final design. One year will be need for ROW negotiations. The ROW officials would start talking to affected residents in approximately the summer of 2003.

**16. Trolley Car Lane Resident – A third new house on Trolley Car Lane is not shown on your constraint map. Wetlands are not shown on portions of properties along Trolley Car Lane. A historic property on the south end of Trolley Car Lane and a cemetery is not shown on the map.**

*Subsequent to the meeting, it was determined that this new house is just being constructed now. Tree clearing had begun, but no foundation had been dug as of this meeting. The third new house will be added to the constraints mapping.*

The wetland mapping was created using aerial photography and National Wetlands Inventory mapping. More detailed wetland delineations will be completed once the number of alternatives is reduced. We will coordinate with our historic subconsultant and the NH Division of Historic Resources to determine which properties are eligible for the National Register of Historic Places.

**WRITTEN COMMENTS RECEIVED**

**1. Anonymous -The suggestion of an Alternative B ending at NH Route 28 is appealing. If planned properly, it would not impact any buildings and would increase accessibility to industrial lands. Provide a better explanation why this alternative would not alleviate traffic from downtown.**

Exit 4A is primarily designed to remove east-west traffic from Route 102 in the downtown Derry area. An alternative that ends at Route 28 would require traffic to use the section of Route 28 between Ashleigh Drive and Tsienneto Road to continue their east-west trip. The more circuitous this route is, the less likely traffic will be to use it. So while this option may improve access to the Route 28 industrial area, it will not do much to relieve the east-west traffic flow along Route 102.

**2. Linda Hawkins, Derry - I would like a list of names and addresses of all environmental agencies connected to the Exit 4A project.**

Richard Roach  
US Army Corps of Engineers  
696 Virginia Rd.  
Concord, MA 01742-2751

Mark Kern  
US Environmental Protection Agency  
1 Congress St., Suite 1100  
Boston, MA 02114-2023

William Neidermeyer  
US Fish and Wildlife Service  
400 Ralph Pill Marketplace  
22 Bridge St.  
Concord, NH 03301-4901

Kenneth Kettenring  
Wetlands Bureau  
NH Dept. of Environmental Services  
PO Box 95  
Concord, NH 03301-0095

Nancy Dutton  
NH Division of Historical Resources  
19 Pillsbury St.  
Concord, NH 03301-3570

William Ingham  
NH Fish and Game Dept.  
2 Hazen Dr.  
Concord, NH 03301-6500

- 3. Sandra Mullen, Derry – The Town of Derry’s administrators must do what is right for the Town now and 20 years from now. The choice of alternatives must not be made in response to which group of residents scream the loudest. A bypass alternative means bypassing or going around a town. Using the existing infrastructure does little to alleviate the traffic problem. Alternative B is the better choice. The people that are directly affected by the project should not be the ones to decide where the bypass is located. What is best for the Town and the future should be the determining factor.**
- 4. Lorraine Kimball, Derry – Monitor Tsienneto Road for 24 hours and you will find a fast and busy road that is beginning to need a bypass itself. Increased traffic at the Ross’ Corner light would further hamper police mobility. Sending traffic along Tsienneto Road would only be a temporary solution. Derry needs a beltway alternative. This would move traffic away from downtown and still allow lands to open for development.**
- 5. Walter Gardner, Derry – In favor of building a circuitous highway from I-93 to NH Route 102 (Alternative B). This would allow traffic to access A Street, NH Route 28, Bypass 28 and reduce contact with local traffic, reducing the potential for accidents. By locating the circuitous highway on Tsienneto Road, which has seven intersections and approximately 200 houses located nearby, is simply creating an area for potential accidents. The nine houses on London Road can be jacked up and moved to other sites.**

- 6. Tony Travia, Derry (via email) – Shocked to hear that his house might be acquired. This is my home and these are my neighbors, some I’ve known for 25 years. My home is very historic to me beyond your comprehension and I cannot put a price tag on it. If you take this neighborhood (London Road) you are disrupting peoples lives, memories, dreams and for some of us, our children’s lives and welfare also. To some of us, we will not be able to purchase another home due to reasons such as out of work, living on fixed incomes, etc. If you have to take just one home for this project, then the project should be scrapped. People are more important.**

The Derry meeting adjourned at 9:10 p.m.  
The Londonderry meeting adjourned at 9:00 p.m.

JRP:mjw

Attachments

cc: Technical Advisory Committee (TAC):

Derry: George Sioras, Alan Swan, Doug Rathburn  
Londonderry: Andre Garron and Janusz Czyzowski  
FHWA: Bill O’Donnell  
NHDOT: Jeff Brillhart and Marc Laurin  
SNHPC: Moni Sharma

Local Administrative Oversight Committee (LAOC):

Carol Granfield Derry Town Administrator  
James MacEachern Derry Town Councilor  
Edmund Boutin, Esq. Derry Counsel  
Richard Plante Londonderry Town Manager  
Andrew Greco Londonderry Town Councilor  
Robert Carr, Esq. Londonderry Counsel

Citizens Advisory Task Force (CATF)

Derry: Londonderry  
George Sioras Troy Brown  
Albert Doolittle Jim Anagnos  
Roberta Robie Eugene Harrington  
Jack Dowd Jennifer Sollars  
Barbara Concannon Jerry Shuck  
Frank Mazzuchelli Rep. Sherman Packard  
Suzanne Regali  
FHWA: William O’Donnell NHDOT: David J. Brillhart

Project Team

Victoria Bunker Lynne Monroe (Preservation Company)  
Bruce Mayberry

Linda Hawkins, Derry