



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

August 28, 2018
Bureau of Aeronautics

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

REQUESTED ACTION

Authorize the Department of Transportation to award a grant to the City of Manchester (Vendor Code 177433), AIP-111, to acquire three parcels of land for the RIM (Runway Incursion Mitigation) projects and one easement to remove obstructions in the approach to Runway 35 at the Manchester-Boston Regional Airport. State and Federal participation in the amount of \$50,749.00 is effective upon Governor and Council approval through August 12, 2022. 95% Federal Funds, 5% General Funds.

Funding is available as follows:

FY 2019

04-96-96-960030-7537

FAA Projects

034-500156 Land Acquisition

\$50,749.00.

EXPLANATION

A Federal Aviation Administration (FAA) grant was awarded, totaling \$48,078.00 to acquire three parcels of land for the RIM (Runway Incursion Mitigation) projects and one easement to remove obstructions in the approach to Runway 35 at the Manchester-Boston Regional Airport.

This project will acquire three parcels (A, B & C) that are required by FAA to construct the RIM project to reconfigure Taxiways P and U. The approximate area of each parcel is the following:

A-0.07 acres

B-0.15 acres

C- 0.12 acres

This grant will also obtain an aviation easement over Parcel 14-42-1 (approximately 2.33 acres) which is located in the approach to Runway 35. The easement will allow the airport to maintain a clear approach, via obstruction clearing, to the runway making it safe for aircraft flying into and departing the runway. The obstruction cleaning will be completed and funded by FAA grant AIP 112.

The RIM program and associated projects, remains the highest priority for the FAA at this time and this project has been identified as necessary to ensure continued safe and efficient operations at the Manchester-Boston Regional Airport.

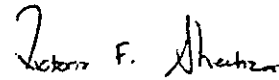
The Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Manchester in accordance with RSA 422:15. State participation in the amount of \$2,671.00 (5% of this project) is also requested. The City of Manchester will participate in the amount of \$2,671.00 (5% of this project). The total cost of this airport improvement project is \$53,420.00.

In the event that the Federal Funds are no longer available, General Funds will not be requested to support this program.

In accordance with the FAA grant assurances C- Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore all funding for this project is encumbered in the first fiscal year.

Please note that the State Funds are from the General Fund and have been previously approved in HB25, 2015, 220:1, XVI- A1.

Sincerely,



Victoria F. Sheehan
Commissioner

Attachment
VS/tls



U.S. Department of Transportation
Federal Aviation Administration

GRANT AGREEMENT

PART I - OFFER

Date of Offer

AUG 07 2018

Airport/Planning Area

Manchester Airport

AIP Grant Number

3:33:0011-111-2018

DUNS Number

075339106

TO: City of Manchester, New Hampshire

(herein called the "Sponsor")

FROM: The United States of America (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated May 1, 2018, for a grant of Federal funds for a project at or associated with the Manchester Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Manchester Airport (herein called the "Project") consisting of the following:

- Acquire 3 Parcels (Parcels A, B & C) for RIMs 2; and
- Remove Obstructions - Easement Acquisition (Parcel 14-42-1) for Runway 35 Approach Clearing Project, which is more fully described in the Project Application.

NOW THEREFORE, According to the applicable provisions of the former Federal Aviation Act of 1958, as amended and recodified, 49 U.S.C. § 40101, et seq., and the former Airport and Airway Improvement Act of 1982 (AAIA), as amended and recodified, 49 U.S.C. § 47101, et seq., (herein the AAIA grant statute is referred to as "the Act"); the representations contained in the Project Application; and in consideration of (a) the Sponsor's adoption and ratification of the Grant Assurances dated March 2014; and the Sponsor's acceptance of this Offer; and, (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurances and conditions as herein provided:

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay ninety (90) percent of the allowable costs incurred accomplishing the Project as the United States share of the Project:

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation:** The maximum obligation of the United States payable under this Offer is \$48,078. The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):
 - \$0 for planning;
 - \$0 airport development or noise program implementation; and
 - \$48,078 for land acquisition.
2. **Period of Performance:** The period of performance begins on the date the Sponsor formally accepts this agreement. Unless explicitly stated otherwise in an amendment from the FAA, the end date of the period of performance is 4 years (1,460 calendar days) from the date of formal grant acceptance by the Sponsor. The Sponsor may only charge allowable costs for obligations incurred prior to the end date of the period of performance (2 CFR §200.309). Unless the FAA authorizes a written extension, the sponsor must submit all project closeout documentation and liquidate (pay off) all obligations incurred under this award no later than 90 calendar days after the end date of the period of performance (2 CFR §200.343).

The period of performance end date does not relieve or reduce Sponsor obligations and assurances that extend beyond the closeout of a grant agreement.
3. **Ineligible or Unallowable Costs:** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor:** Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs:** The United States' share of allowable project costs will be made in accordance with the regulations, policies, and procedures of the Secretary. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements:** The Sponsor must carry out and complete the project without undue delays and in accordance with this agreement and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the Sponsor agrees to report to the FAA any disengagement from performing the project that exceeds three months. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the assurances which are part of this agreement.
7. **Amendments or Withdrawals before Grant Acceptance:** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date:** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before September 5, 2018, or such subsequent date as may be prescribed in writing by the FAA.

Improper Use of Federal Funds. The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

10. United States Not Liable for Damage or Injury. The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

11. System for Award Management (SAM) Registration And Universal Identifier:

A. **Requirement for System for Award Management (SAM):** Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website, (currently at <http://www.sam.gov>).

B. **Data Universal Numbering System:** DUNS number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D & B) to uniquely identify business entities. A DUNS number may be obtained from D & B by telephone (currently 866-705-5771), or on the web (currently at <http://fedgov.dnb.com/webform>).

12. Electronic Grant Payment(s). Unless otherwise directed by the FAA, the Sponsor must make each payment request under this agreement electronically via the Delphi invoicing System for Department of Transportation (DOT) Financial Assistance Awardées.

13. Informal Letter Amendment of AIP Projects. If during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of condition No. 1.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.

14. Air and Water Quality. The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this agreement.

15. **Financial Reporting and Payment Requirements:** The Sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
16. **Buy American:** Unless otherwise approved in advance by the FAA, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract.
17. **Maximum Obligation Increase For Primary Airports:** In accordance with 49 U.S.C. § 47108(b), as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:
- A. May not be increased for a planning project;
 - B. May be increased by not more than 15 percent for development projects;
 - C. May be increased by not more than 15 percent for land project.
18. **Audits for Public Sponsors:** The Sponsor must provide for a Single Audit or program specific audit in accordance with 2 CFR part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Provide one copy of the completed audit to the FAA if requested.
19. **Suspension or Debarment:** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:
- A. Verify the non-federal entity is eligible to participate in this Federal program by:
 - 1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-federal entity is excluded or disqualified; or
 - 2. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or
 - 3. Adding a clause or condition to covered transactions attesting individual or firm are not excluded or disqualified from participating;
 - B. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions (e.g. Sub-contracts);
 - C. Immediately disclose to the FAA whenever the Sponsor (1) learns they have entered into a covered transaction with an ineligible entity or (2) suspends or debars a contractor, person, or entity.
20. **Ban on Texting While Driving:**
- A. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 - 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant;
 - 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

18. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts and subcontracts.

21. AIP Funded Work Included in a PFC Application:

Within 90 days of acceptance of this award, Sponsor must submit to the Federal Aviation Administration an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this grant award. The airport sponsor may not make any expenditure under this award until project work addressed under this award is removed from an approved PFC application by amendment.

22. Exhibit "A" Property Map: The Exhibit "A" Property Map dated June 15, 2018 is submitted with the project application and made part of this grant agreement.

23. Employee Protection from Reprisal:

A. Prohibition of Reprisals -

1. In accordance with 41 U.S.C. § 4712, an employee of a grantee or subgrantee may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (A)(2); information that the employee reasonably believes is evidence of:
 - i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
2. **Persons and bodies covered:** The persons and bodies to which a disclosure by an employee is covered are as follows:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal office or employee responsible for oversight of a grant program;
 - v. A court or grand jury;
 - vi. A management office of the grantee or subgrantee; or
 - vii. A Federal or State regulatory enforcement agency.
3. **Submission of Complaint -** A person who believes that they have been subjected to a reprisal prohibited by paragraph A of this grant term may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
4. **Time Limitation for Submittal of a Complaint -** A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
5. **Required Actions of the Inspector General -** Actions, limitations and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b).
6. **Assumption of Rights to Civil Remedy -** Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c).

14. The FAA, in tendering this offer on behalf of the United States, recognizes the existence of an agency relationship between the City of Manchester, New Hampshire, as principal, and the New Hampshire Aeronautics Commission, as agent, created by an Agreement of Agency dated May 21, 1979, which is incorporated herein by reference and made a part hereof. The sponsor agrees that said Agreement of

Agency will not be amended, modified or terminated without the prior written approval of the FAA.

- 25. **Title Evidence.** The Sponsor understands and agrees that the FAA will not make nor be obligated to make any payments involving Parcels A, B, C and 14-42-1 until title evidence has been submitted to, and found satisfactory by the FAA, subject to no liens, encumbrances, reservations or exceptions which in the opinion of the FAA might create an undue risk or interference with the use and operation of the airport.
- 26. **Update Approved Exhibit "A" Property Map for Land in Project.** The Sponsor understands and agrees to update the Exhibit "A" Property Map to standards satisfactory to the FAA and submit it in final form to the FAA. It is further mutually agreed that the reasonable cost of developing said Exhibit "A" Property Map is an allowable cost within the scope of this project.
- 27. **Land Acquisition.** The Sponsor agrees that no payments will be made on the grant until the Sponsor has presented evidence to the FAA that it has recorded the grant agreement, including the grant assurances, in the public land records of the county courthouse. The Sponsor understands and agrees that recording the grant agreement legally enforces these requirements, encumbrances and restrictions on the obligated land.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, as provided by the Act, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

UNITED STATES OF AMERICA
 FEDERAL AVIATION ADMINISTRATION

 (Signature)
 Gail Lattrell
 (Typed Name)
 Deputy Director, Airports Division
 (Title of FAA Official)

PART II - ACCEPTANCE

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

I declare under penalty of perjury that the foregoing is true and correct.

Executed this 10th day of August, 2018.

City of Manchester, New Hampshire

(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By:

Thomas J. Malafante

(Typed/Printed Name of Sponsor's Authorized Official)

Title:

Interim Airport Director

(Title of Sponsor's Authorized Official)

CERTIFICATE OF SPONSOR'S ATTORNEY

I, PATRICK CHEN, Esq., acting as Attorney for the Sponsor do hereby certify:
(Typed/Printed Name of Sponsor's Attorney)

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of New Hampshire. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at CITY HALL (location) this 13th day of AUGUST, 2018.

By:

[Signature]
(Signature of Sponsor's Attorney)

Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

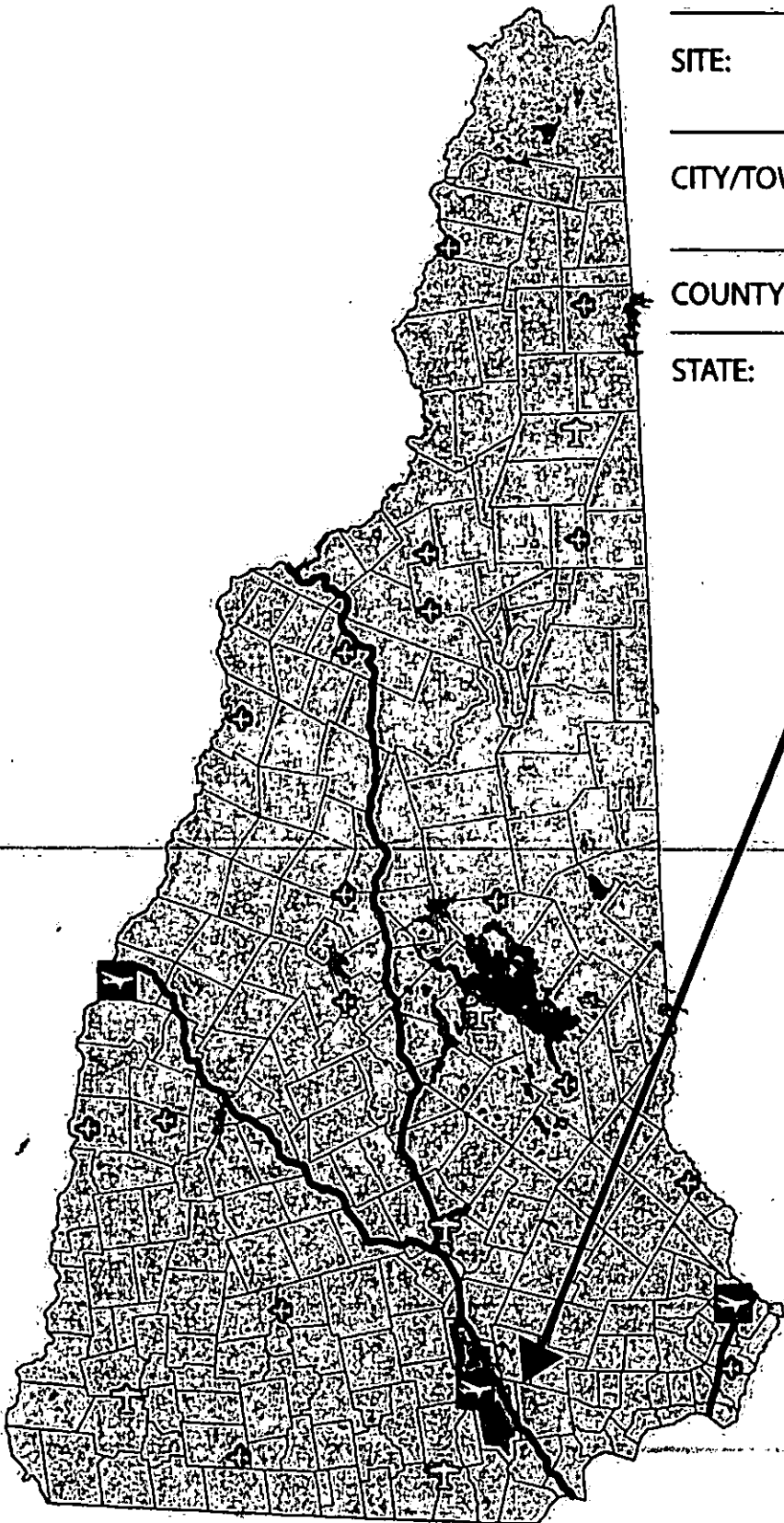
AREAS AFFECTED BY PROJECT

SITE: Manchester-Boston
Regional Airport

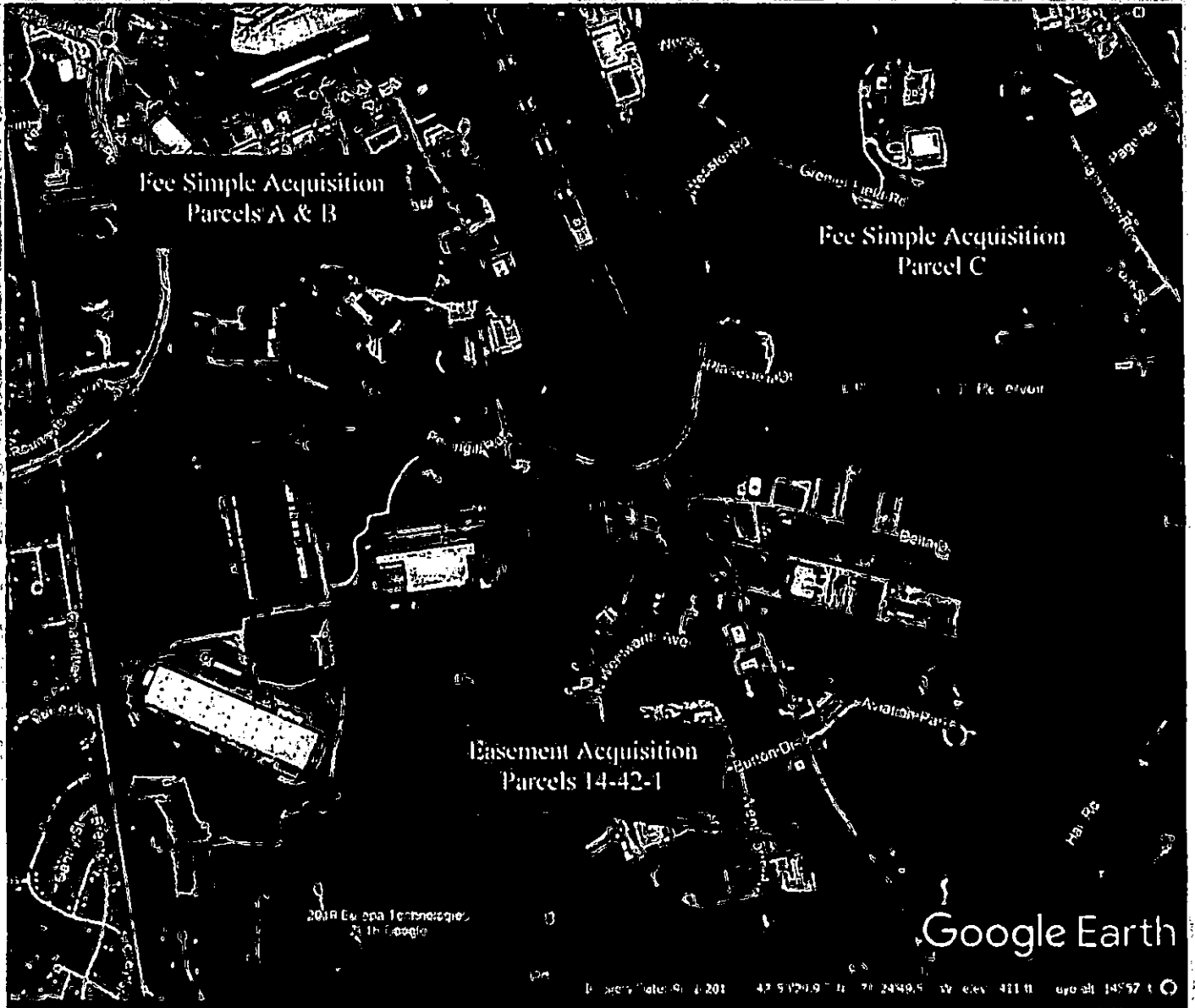
CITY/TOWN: Londonderry

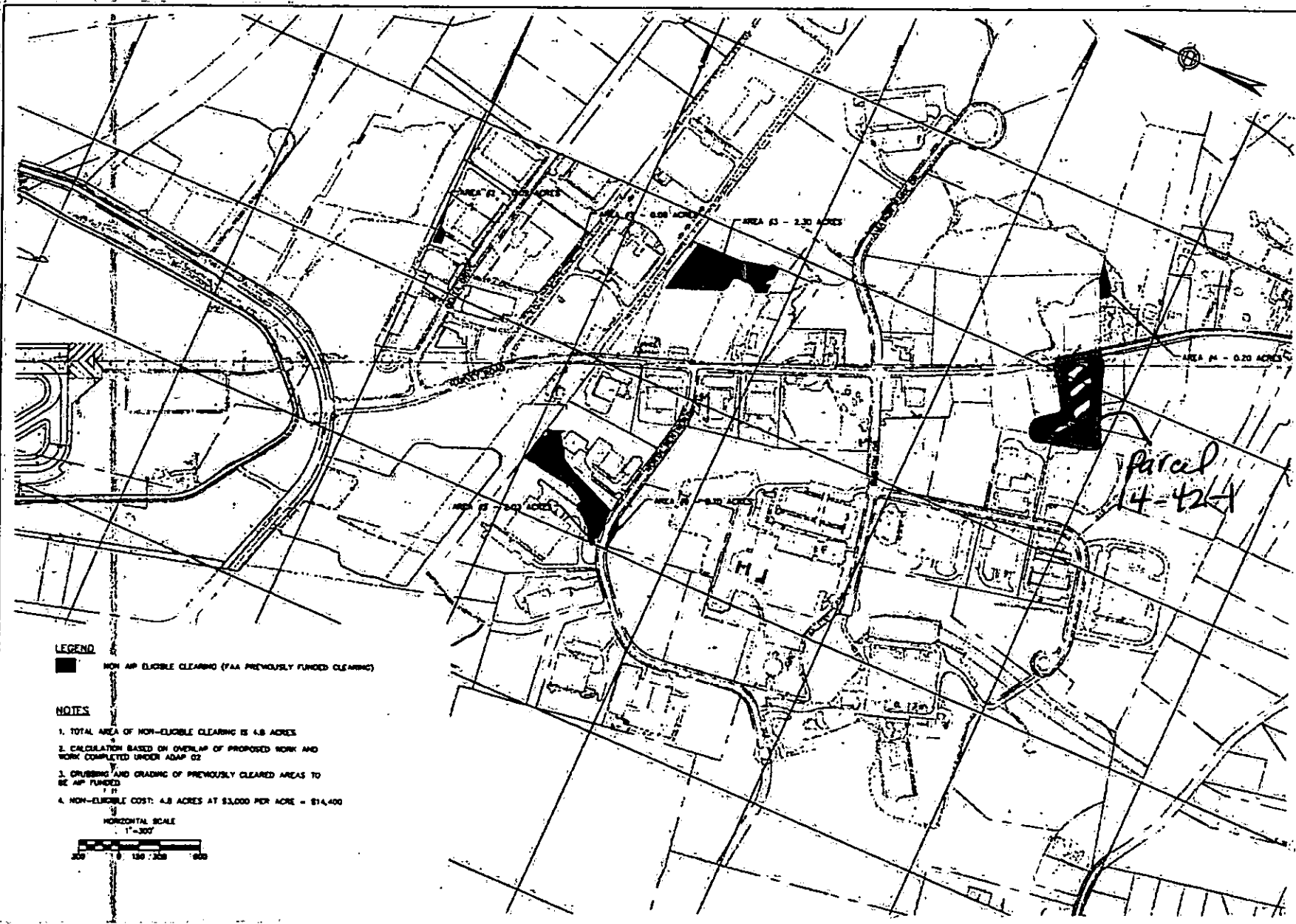
COUNTY: Rockingham

STATE: New Hampshire



**Manchester-Boston Regional Airport
AIP 3-33-0011-111-2018
Acquire Land and Easements
Project Sketch**



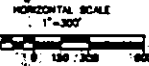


LEGEND

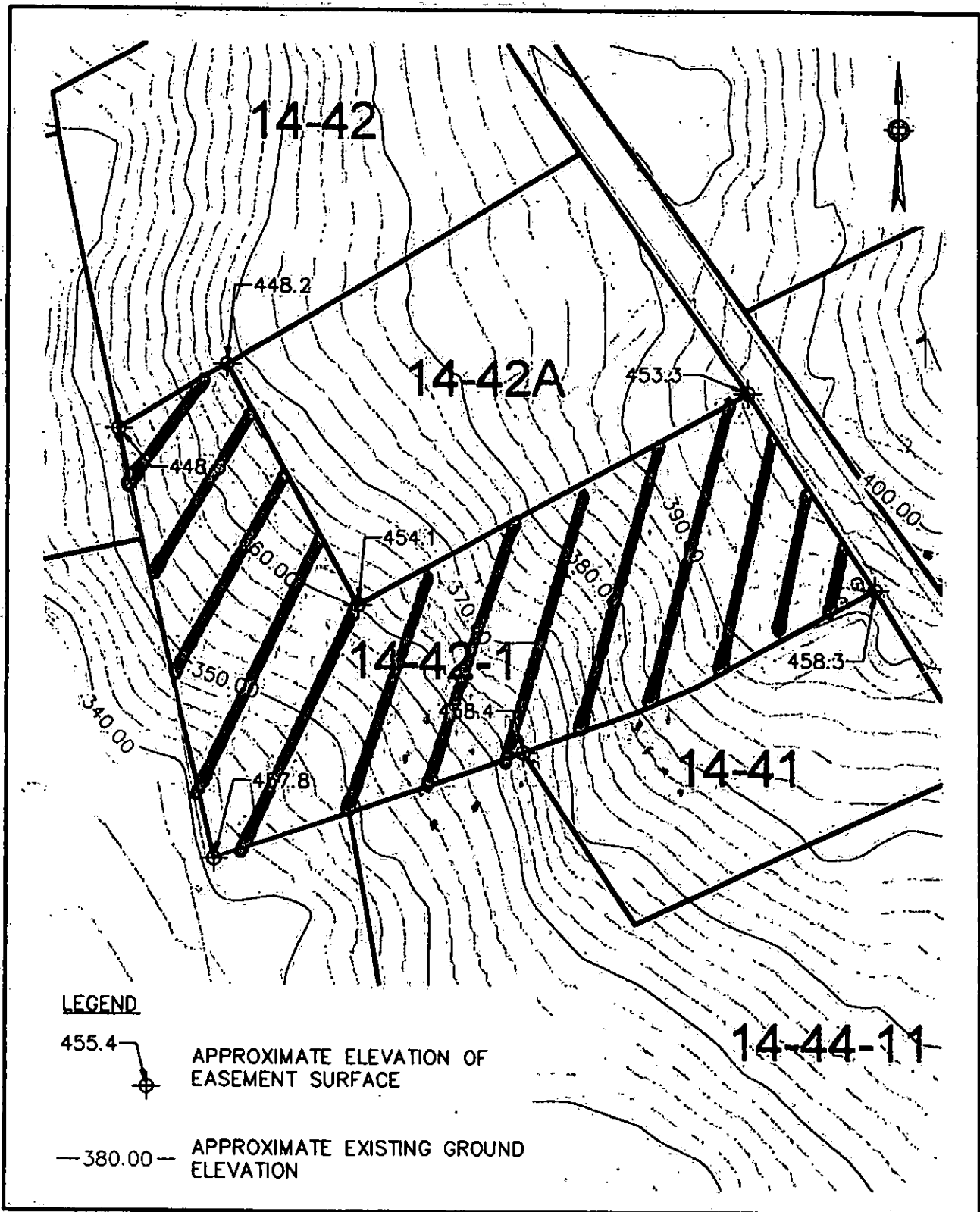
■ NON-AP ELIGIBLE CLEARING (FAA PREVIOUSLY FUNDED CLEARING)

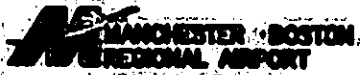
NOTES

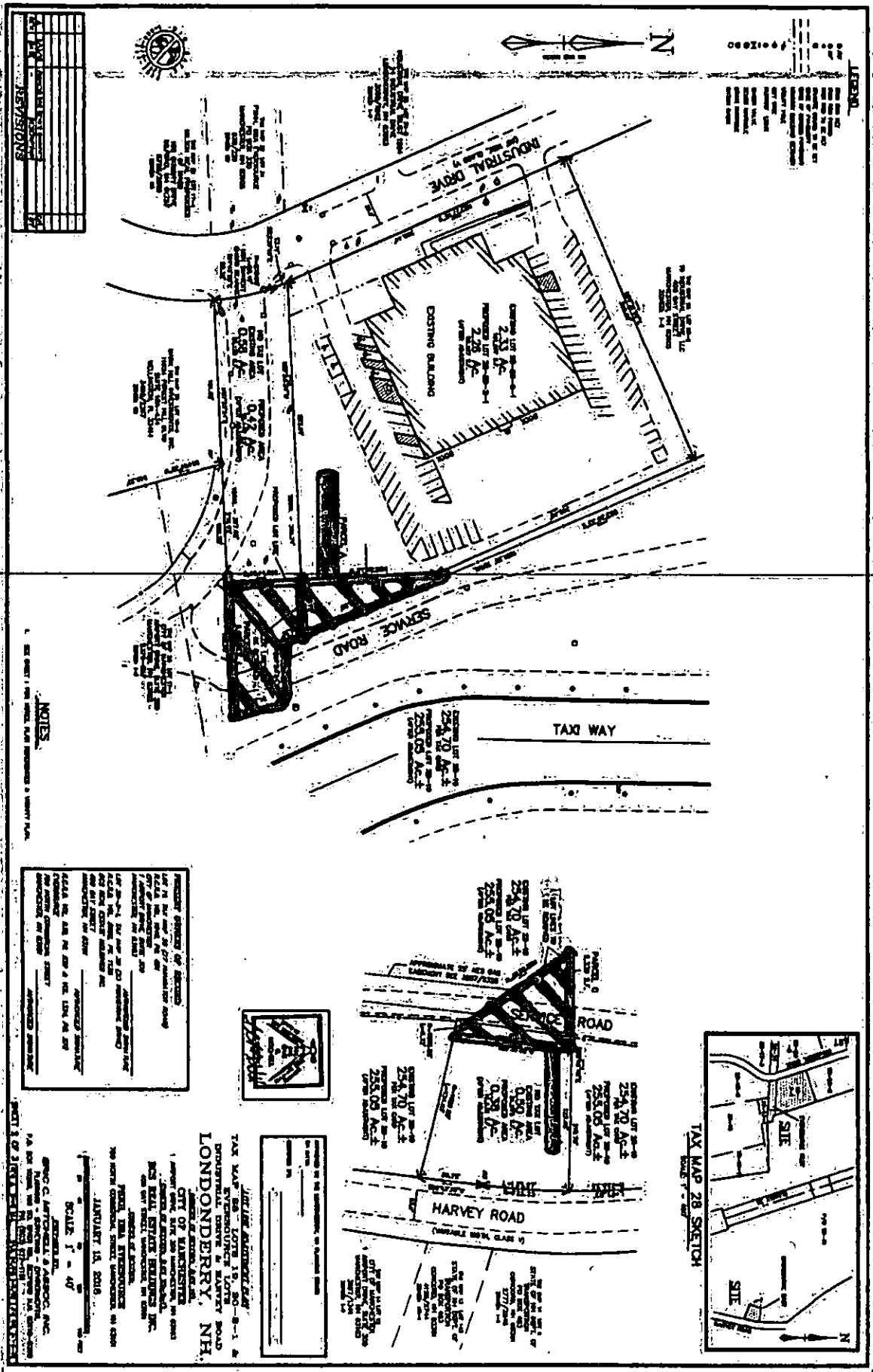
1. TOTAL AREA OF NON-ELIGIBLE CLEARING IS 4.8 ACRES
2. CALCULATION BASED ON OVERLAP OF PROPOSED WORK AND WORK COMPLETED UNDER ADAP 02
3. CRUSHING AND GRADING OF PREVIOUSLY CLEARED AREAS TO BE AP FUNDED
4. NON-ELIGIBLE COST: 4.8 ACRES AT \$3,000 PER ACRE = \$14,400



PROJECT NO. 13-001-00 DRAWING NO. C-2 DATE 11/14/01 SCALE 1" = 300' SHEET NO. 1 OF 1	MANCHESTER-BOSTON INTERNATIONAL AIRPORT AIRPORT RECONSTRUCTION PROJECT AIRPORT SECURITY PROGRAM
REVISIONS: NO. DATE BY 1 11/14/01 JAC	PROJECT NO. 13-001-00 DRAWING NO. C-2 SHEET NO. 1 OF 1



PREPARED BY: JACOBS 2 Executive Park Drive Bedford, NH 03310 PHONE: (603) 866-7121 FAX: (603) 866-7185	 MANCHESTER BOSTON REGIONAL AIRPORT SCALE: 1"=100' DATE: 01/07/2016 DRAWN BY: EST	TITLE: EXHIBIT-A	PARCEL NO.: MAP-14 LOT 42-1
--	---	----------------------------	--



LEGEND

- - - - - Easement
 --- --- --- Right of Way
 - - - - - Proposed Road
 - - - - - Proposed Lot
 - - - - - Proposed Building
 - - - - - Proposed Parking
 - - - - - Proposed Driveway
 - - - - - Proposed Utility
 - - - - - Proposed Fencing
 - - - - - Proposed Wall
 - - - - - Proposed Gate
 - - - - - Proposed Gate Post
 - - - - - Proposed Gate Chain
 - - - - - Proposed Gate Lock
 - - - - - Proposed Gate Handle
 - - - - - Proposed Gate Key
 - - - - - Proposed Gate Knob
 - - - - - Proposed Gate Bolt
 - - - - - Proposed Gate Pin
 - - - - - Proposed Gate Rivet
 - - - - - Proposed Gate Screw
 - - - - - Proposed Gate Nail
 - - - - - Proposed Gate Staple
 - - - - - Proposed Gate Wire
 - - - - - Proposed Gate Rope
 - - - - - Proposed Gate Cord
 - - - - - Proposed Gate Strap
 - - - - - Proposed Gate Buckle
 - - - - - Proposed Gate Hook
 - - - - - Proposed Gate Loop
 - - - - - Proposed Gate Ring
 - - - - - Proposed Gate Knob (cont.)
 - - - - - Proposed Gate Bolt (cont.)
 - - - - - Proposed Gate Pin (cont.)
 - - - - - Proposed Gate Rivet (cont.)
 - - - - - Proposed Gate Screw (cont.)
 - - - - - Proposed Gate Nail (cont.)
 - - - - - Proposed Gate Staple (cont.)
 - - - - - Proposed Gate Wire (cont.)
 - - - - - Proposed Gate Rope (cont.)
 - - - - - Proposed Gate Cord (cont.)
 - - - - - Proposed Gate Strap (cont.)
 - - - - - Proposed Gate Buckle (cont.)
 - - - - - Proposed Gate Hook (cont.)
 - - - - - Proposed Gate Loop (cont.)
 - - - - - Proposed Gate Ring (cont.)

ENCLOSURE

1	ENCLOSURE 1
2	ENCLOSURE 2
3	ENCLOSURE 3
4	ENCLOSURE 4
5	ENCLOSURE 5
6	ENCLOSURE 6
7	ENCLOSURE 7
8	ENCLOSURE 8
9	ENCLOSURE 9
10	ENCLOSURE 10

NOTES

1. SEE SHEET 1 FOR LEGAL DESCRIPTION & SURVEY PLAN.

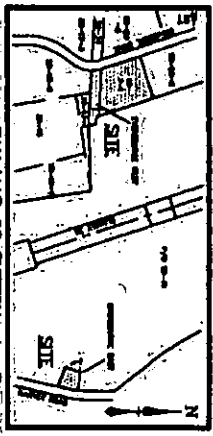
PROPOSED SERVICE OF RECORDS

ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE ENGINEER AND IS TO BE KEPT CONFIDENTIAL. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.



PROPOSED SERVICE OF RECORDS

ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE ENGINEER AND IS TO BE KEPT CONFIDENTIAL. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.



TAX MAP 28 - LOTS 19, 20, 21 & 22

INDUSTRIAL DRIVE & HARVEY ROAD
 LONDONDERRY, NH

SCALE: 1" = 40'
 JANUARY 13, 2018

PREPARED BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]