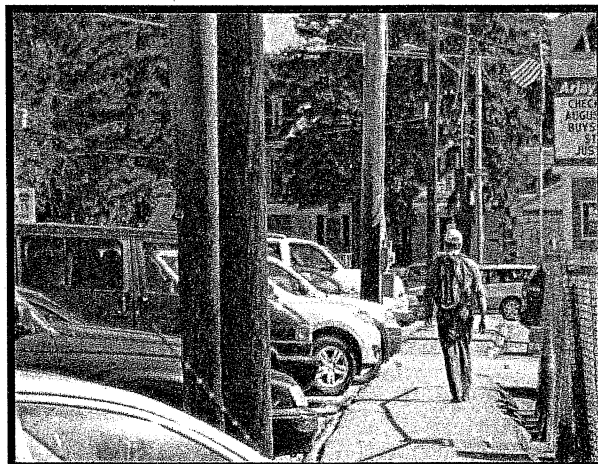
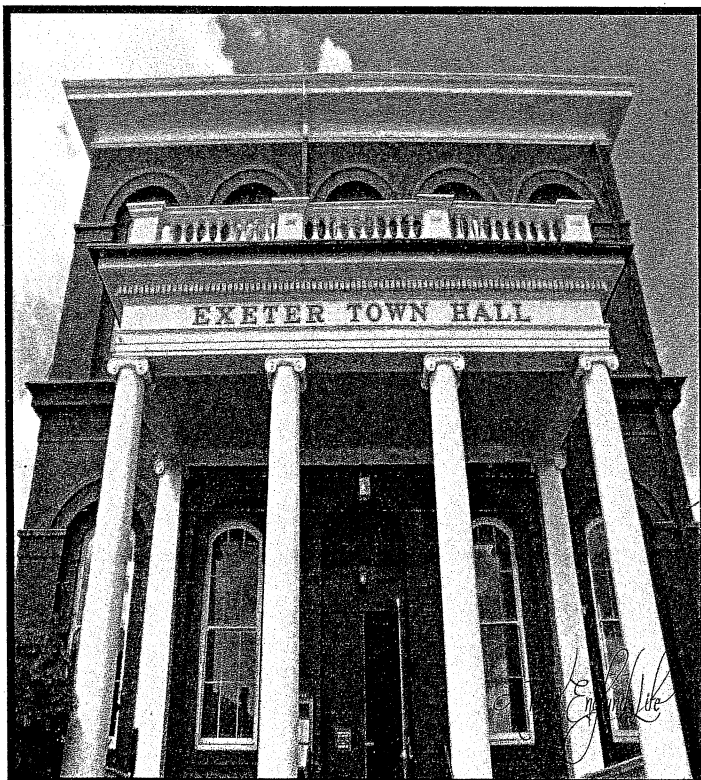
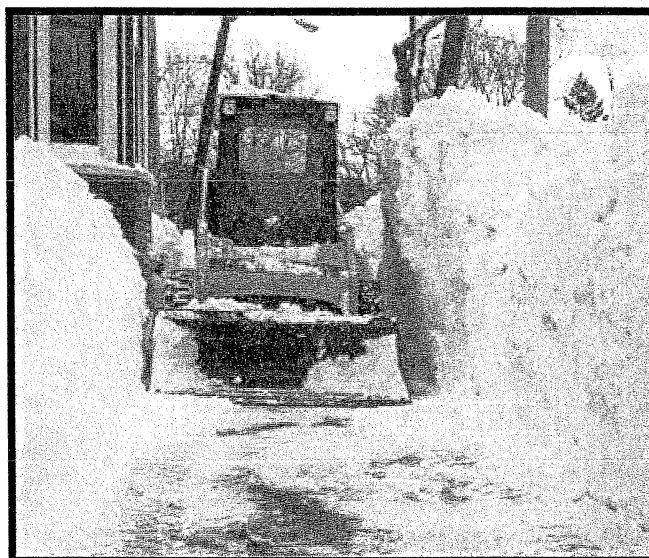
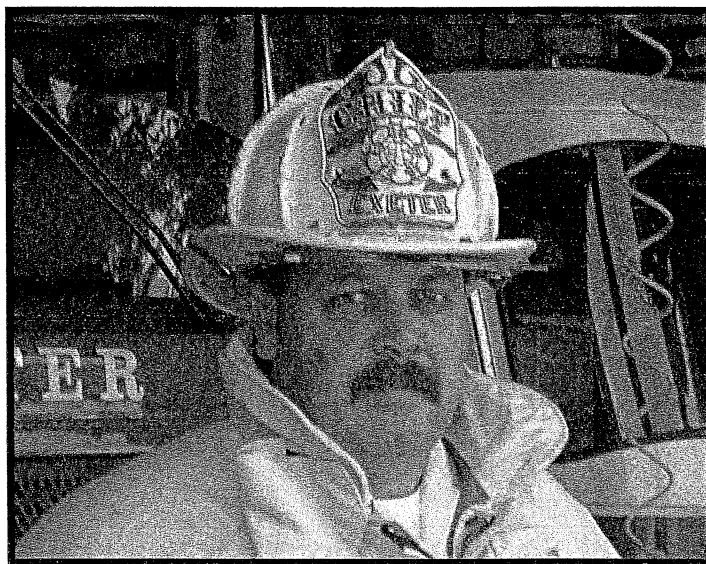


Town of Exeter Capital Improvement Program

2012-2017

Exeter

NH



Town of Exeter 2012 -2017 Capital Improvement Program

Background

Exeter's Capital Improvement Program or CIP identifies the capital needs of the town and indicates how these needs might be funded over a six-year period. It describes long-term capital needs for all municipal departments including highway, police, fire, parks and recreation, water, sewer, public library and other departments.

The CIP is a planning document. As such, it is updated annually and subject to change as the needs of the town change. Adjustments are made for new regulations, growth in population, transportation alternatives, changes in priorities, or other needs. One effective use of the CIP is that it provides for considerable advance project identification, public discussion, project design and definition of scope, cost estimating, and financial planning.

Statutory Authority

The CIP, conforms to the requirements of "Title LXIV Planning and Zoning; Chapter 674; Local Land Use Planning and Regulatory Powers; Capital Improvement Program; Section 674:5-7".

Process

The CIP process is coordinated annually by the Town's Planning Department. Participating municipal departments submit a 6-year listing of proposed projects, including vehicle and equipment needs in excess of \$25,000. This year the requests were reviewed and critiqued by the Town Manager and Town Planner and then presented to the Planning Board. The Planning Board then adopts the CIP each year in September, and forwards the report to the Selectmen. The Board of Selectmen determines the final listing of projects to be presented at the Town Meeting each year. Under SB2, selected projects are then voted on by the voters at the March elections.

Purpose

The goal of the CIP is to establish a system of procedures and priorities by which to evaluate public improvement projects in terms of public safety, public need, project continuity, financial resources, and the strategic goals for the Town. The CIP allows town departments to establish a methodology and priority system to providing efficient and effective services. It also provides an opportunity for citizens and interested parties to voice their requests for community improvement projects.

Guiding Principles

The guiding principles used to develop the Capital Improvement Program (CIP) are as follows:

- To preserve and improve town owned infrastructure through public facility planning, construction, rehabilitation and maintenance;

- To maximize the useful life of capital investments by scheduling major renovations and modifications at the appropriate time in the life-cycle of the facility;
- To identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the town's best advantage;
- To improve financial planning by comparing needs with resources, estimating future bond issues as required, and identifying potential fiscal implications to Exeter taxpayers and ratepayers;
- To provide a forward looking planning tool for the purpose of contributing to the creation of a stable property tax rate;
- To aid the Town's elected officials, appointed committees, and department heads in the prioritization, coordination, and sequencing of various municipal improvements;
- To inform residents, business owners and developers of needed and planned improvements.

About This Document:

This report is divided into multiple sections which are as follows:

- Page 1: Summary of 2012 Projects
- Page 2: Summary of 2012 Vehicles/Equipment
- Pages 3-11: CIP Spreadsheets:

This section provides the reviewer with a list of all projects within the next six years and includes the project number, title, year, and associated costs. Spreadsheets are organized in the following categories:

- Summary of Projects by Year – General fund
- Summary of Vehicles by Year – General fund
- Summary of Projects by Year – Water/Sewer Enterprise Funds
- Summary of Vehicles by Year – Water/Sewer Enterprise Funds
- General Fund – Existing and Proposed Debt Service
- Water Fund – Existing and Proposed Debt Service
- Sewer Fund – Existing and Proposed Debt Service
- Additional Information Provided by Departments:
 - DPW discussion on Fleet Management and Heating Upgrade Program
 - DPW Glossary of Vehicle Terms
 - DPW Vehicle Replacement Schedule
 - Fire Department 20+ Year Master Plan for Recommended Apparatus Replacement schedule
 - Water & Sewer CIP 2012-2017 Overview

- Department Worksheets:

This Section includes 2012 projects, vehicles and equipment generated by departments. It should be noted that projects are assigned numbers that can be found on the spreadsheets and at the bottom of the worksheets. The worksheet order is as follows: Town Manager, Library, Conservation Commission, Parks and Rec, Fire, Department of Public Works, Water and Sewer, DPW Vehicles and Equipment, Water and Sewer Vehicles and Equipment. (The on-line version of the CIP includes projects beyond 2012.)

Town Planner Comment

The dedicated town staff that put this document together for the betterment of town facilities and services are hopeful that it will serve decision makers and voters in planning and determining the future of Exeter's valued resources. For further questions on various projects, please call the contact person identified on each worksheet.

Capital Improvement Program Proposed Project Summary for 2012

Priority Order (by Dept)	Priority by Others	Project No.	Project Title	Project Cost	Notes
1		A1	Streetscap Improvement Program	\$44,000	
2		A2	Epping Road TIF Program	\$40,000	
1		A3	Town Office Modular HVAC System	\$235,000	
4		A4	Town Hall Office Expansion	\$81,200	
2		A6	Public Works Complex Emergency Power	\$65,000	
3		A8	Historic Society Roof	\$117,900	
1		B1	Sub-Station Permitting & Design	\$30,000	
1		D1	Supplemental Pavement Management System	\$350,000	
3		D6	Jady Hill Area - Utility Improvements	\$200,000	
2		D7	Stormwater Program	\$75,000	
1		F1	Raynes Farm Improvements	\$37,000	
Total Cost General Fund Projects				\$1,275,100	
7		G1	Water Line Rehabilitation	\$446,000	
3		G2	Ground Water Treatment Facility	\$6,350,000	
4		G3	Water Treatment Plant Upgrade Program	\$90,600	
5		G4	Water Meter Replacement	\$750,000	
2		G5	WTP Pumping and Waste Reduction	\$284,625	
1		G6	WTP Heating Replacement	\$120,000	
8		G7	WTP Roof Replacement	\$106,150	
6		G8	Lincoln St Project Phase 1 - Utilities W.	\$954,000	
1		H1	Jady Hill Area, Utility Improvements Phase2	\$2,650,000	
2		H2	Waste Water Trt Plant Facilities Plan	\$375,000	
3		H3	Main Sewer Pump Sta. Force Main Repair	\$55,500	
5		H4	WWTP Aerator Replacement and Alkalinity	\$45,000	
4		H5	Small Wastewater Station Generators	\$110,000	
6		G8	Lincoln St Project Phase 1 - Utilities S.	\$196,000	
Total Cost Sewer and Water Fund Projects				\$12,532,875	
TOTAL COST OF ALL 2012 PROJECTS				\$13,807,975	

**Capital Improvement Program
Vehicle and Equipment Replacement for 2012**

Dept.	Priority Order	Priority by Others	Project No.	Project Title	Project Cost	Life to Date Maintenance Cost
Fire	1		B1	Ambulance 2 Replacement	\$175,523	\$10,363
Fire	2		B2	Ladder 1 Replacement	\$855,250	\$74,927
Fire	3		B3	Fire Inspector's Vehicle Replacement	\$20,875	\$8,700
Fire	4		B4	Chief's Car Replacement	\$20,875	\$4,484
Maint.	1		D1	Maintenance electrician Van #6	\$27,500	\$4,757
Highway	1		D4	Highway Pickup Truck (#5)	\$16,925	\$51,570
Highway	2		D5	One Ton Dump Truck (#52)	\$45,299	\$109,930
Highway	3		D6	6 Wheel Dump Truck (#31)	\$126,420	\$153,294
Highway	4		D7	Street Sweeper	\$265,000	\$166,434
Highway	5		D8	6 Wheel Dump Truck (#30)	\$126,420	\$98,600
Highway	6		D9	SidewalkTractor (#56)	\$147,571	\$81,599
Highway	7		D10	Sidewalk Tractor (#58)	\$147,571	\$79,281
Parks/Rec	1		E1	Chevy 1 Ton Replacement	\$24,500	\$6,582
Total Cost of General Fund Vehicles					\$1,999,729	
Water	3		G1	Half Ton Pickup Replacement (#14)	\$29,874	\$4,160
Sewer	1		H1	Vacuum Truck Replacement (#67)	\$360,000	\$17,140
Sewer	2		H2	1/4 Ton Pickup Replacement (#16)	\$29,874	\$4,712
Sewer	4		H3	Box Truck Replacement (#19)	\$41,209	\$8,964
Cost of Water/Sewer Vehicles					\$460,957	
TOTAL COST OF ALL 2011 Vehicles					\$2,460,686	

Town of Exeter Capital Improvement Program Summary of Projects by Year - General Fund											
Project / Equipment Description		Program Year	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
A. GENERAL GOVERNMENT											
Planning											
Town Manager/Selectmen											
A1	Streetscape Improvement Program	2012	44,000		44,000						44,000
A2	Epping Road TIF Program	2012	40,000		40,000						40,000
TOWN OWNED PROPERTY/BUILDING											
Town Office											
A3	Town Office Modular HVAC System	2012	235,000		235,000						235,000
Town Hall											
	Exterior Brick Repair	2011		147,000							
A4	Town Hall Office Expansion	2012	81,200		81,200						81,200
Parks and Recreation/Senior Center											
Public Safety Complex											
A5	Public Safety Complex Heating Replacement	2013	110,621			110,621					110,621
Public Works											
A6	PW Complex Emergency Power	2012	65,000		65,000						65,000
Library											
A7	Renovation/Expansion (CRF)	2013	35,000			35,000	TBD	TBD	TBD		35,000
Historical Society Building											
A8	Roof Replacement	2012	117,900		117,900						117,900
Other											
	Exeter Train Station Baggage Building (70% NHDOT)	2011		354,200							
A9	Municipal Storage Facility	2013	175,000			175,000					175,000
GENERAL GOVERNMENT TOTAL				501,200	583,100	320,621					903,721
B. PUBLIC SAFETY FIRE DEPARTMENT											
Self-Contained Breathing Apparatus		2011		291,128							
B1	Sub-Station Permitting & Design	2012	30,000		30,000						30,000
B2	Sub-Station Construction	2013	2,450,000			2,450,000					2,450,000
B3	Communications Improvements (Fire and PD)	2013	184,672			184,672					184,672
TOTAL FIRE				291,128	30,000	2,634,672					2,664,672
C. PUBLIC SAFETY POLICE DEPARTMENT											
TOTAL POLICE											

Town of Exeter Capital Improvement Program
Summary of Projects by Year - General Fund

Project / Equipment Description	Program Year	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
D. PUBLIC WORKS DEPARTMENT										
Engineering and Highway Projects										
D1 Supplemental Pavement Management Funds	Annual	350,000	250,000	350,000	386,000	425,000	468,000	516,000	569,000	2,714,000
D2 Portsmouth Ave Reconstruction (total: \$3.356M w/ W&S)	2013	2,726,000		-	2,726,000	-	-	-	-	2,726,000
D3 String Bridge funding authorized in 2008)	2013	98,000		-	98,000	1,136,000	-	-	-	1,234,000
D4 Lincoln Street Project Phase II	2013	1,050,000		-	105,000	945,000	-	-	-	1,050,000
D5 Great Dam Modifications	2014	1,373,500		-	-	1,373,500	-	-	-	1,373,500
Stormwater Projects										
D6 Norris Brook Culverts	2011	200,000	575,000	200,000	-	-	-	-	-	200,000
D7 Lady Hill Area Utility Replacement Phase II	2012	75,000		75,000	60,000	60,000	60,000	60,000	60,000	375,000
TOTAL PUBLIC WORKS			825,000	625,000	3,375,000	3,939,500	528,000	576,000	629,000	9,672,500
E. PARKS & RECREATION DEPARTMENT										
TOTAL PARKS and RECREATION										
CONSERVATION COMMISSION										
F1 Land Protection - Rider Project	2011		40,000	-	-	-	-	-	-	-
F2 Raynes Farm - Improvements	2012	37,000		37,000	30,000	40,000	-	-	-	107,000
Conservation Fund CRF	2016	50,000		-	-	-	-	50,000	50,000	100,000
TOTAL CONSERVATION				37,000	30,000	40,000	-	50,000	50,000	207,000
TOTAL GENERAL FUND			1,617,328	1,275,100	6,360,293	3,979,500	528,000	626,000	679,000	13,447,893
CURRENT GENERAL FUND DEBT SCHEDULE (P&I)			781,226	791,615	768,820	746,210	723,543	400,544	279,487	
TOTAL GENERAL FUND CIP & DEBT SERVICE			2,378,554	2,066,715	7,129,113	4,725,710	1,251,543	1,026,544	958,487	
PROJECTED ASSESSED VALUATION										
(Projected 1% Annual Growth)			1,549,485,447	1,564,980,301	1,580,630,104	1,596,436,406	1,612,400,770	1,628,524,777	1,644,810,025	
TAX RATE OF CAPITAL PROJECTS				0.81	4.02	2.49	0.33	0.38	0.41	
((Total Capital Expenditures)/((Assessed Valuation)x1000)			1104							

Town of Exeter Capital Improvement Program
Summary of Vehicles / Equipment by Year - General Fund

	Vehicle/ Equipment Description	Year	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
B.	PUBLIC SAFETY FIRE DEPARTMENT										
B1	Ambulance 2 Replacement	2012	175,523		175,523	-	-	-	-	-	175,523
B2	Ladder 1 Replacement	2012	855,250		855,250	-	-	-	-	-	855,250
B3	Fire Inspector's Vehicle Replacement	2012	20,875		20,875	-	-	-	-	-	20,875
B4	Chief's Car replacement	2012	20,875	-	20,875	-	-	-	-	-	20,875
B5	Utility 1 - Pick-Up Replacement	2013	34,585	-	-	34,585	-	-	-	-	34,585
B6	Fire Alarm Bucket Truck Replacement	2013	125,000	-	-	125,000	-	-	-	-	125,000
B7	Ambulance 1 Replacement	2014	222,675	-	-	-	222,675	-	-	-	222,675
B8	Engine 1 Replacement	2017	512,107	-	-	-	-	-	-	512,107	512,107
	TOTAL FIRE		1,454,783		1,072,523	159,585	222,675	-	-	512,107	1,454,783
C.	POLICE DEPARTMENT										
	TOTAL POLICE										
D.	PUBLIC WORKS DEPARTMENT										
	Maintenance										
D1	Maintenance Electrician Van (#6)	2012	27,500		27,500	-	-	-	-	-	27,500
D2	Maintenance Carpenter Pick-Up (#4)	2013	16,925		-	16,925	-	-	-	-	16,925
D3	Plumbing/HVAC Van (#12)	2014	27,500		-	-	27,500	-	-	-	27,500
	Highway*										
D4	Pickup Truck (#5)	2012	16,925	-	16,925	-	-	-	-	-	16,925
D5	One Ton Dump Truck (#52)	2012	45,299	-	45,299	-	-	-	-	-	45,299
D6	6 Wheel Dump Truck (#31)	2012	126,420	-	126,420	-	-	-	-	-	126,420
D7	Street Sweeper (#48)	2012	265,000	-	265,000	-	-	-	-	-	265,000
D8	6 Wheel Dump Truck (#30)	2012	126,420	-	126,420	-	-	-	-	-	126,420
D9	Sidewalk Tractor (#56)	2012	147,571	-	147,571	-	-	-	-	-	147,571
D10	Sidewalk Tractor (#58)	2012	147,571	-	147,571	-	-	-	-	-	147,571
	TOTAL PUBLIC WORKS		947,131		902,706	16,925	27,500	-	-	-	947,131

Town of Exeter Capital Improvement Program
Summary of Projects by Year - Water/Sewer Enterprise Funds

Project / Equipment Description	Program Year	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
ENTERPRISE WATER FUND										
G1 Water Line Rehabilitation	2012	446,000		446,000		1,400,000		1,400,000		3,246,000
G2 Groundwater Treatment Facility	2012	6,350,000		6,350,000		-	-	-	-	6,350,000
G3 WTP Upgrade Program	annual	90,600		90,600	100,000	75,000	75,000	75,000	75,000	490,600
G4 Water Meter Replacement	2012	750,000		750,000		-	-	-	-	750,000
G5 WTP Pumping and Waste Reduction	2012	284,625		284,625		-	-	-	-	284,625
G6 WTP Heating Replacement	2012	120,000		120,000		-	-	-	-	120,000
G7 WTP Roof Replacement	2012	106,150		106,150		-	-	-	-	106,150
G8 Lincoln St. Project Phase 1-Utilities - Water	2012	954,000		954,000		-	-	-	-	954,000
D2 Portsmouth Ave Water Line Replacement portion (See D2E)	2013	100,000		-	100,000	-	-	-	-	100,000
G10 Hampton Water Tank Rehabilitation	2013	450,000		-	450,000	-	-	-	-	450,000
TOTAL - WATER FUND				9,101,375	650,000	1,475,000	75,000	1,475,000	75,000	12,851,375
SEWER DEPARTMENT										
H1 Lady Hill Area Utility Replacement Phase II	2012	2,650,000		2,650,000						0
H2 WWTP Facilities Plan	2012	375,000	1,050,000	375,000	325,000	52,551,000	231,000	236,000	241,000	53,959,000
H3 Main Sewer Pump Station Force Main Repair	2012	55,500		55,500	240,100		-	-	-	295,600
H4 WWTP Aerator Replacement/New Alkalinity System	2012	45,000		45,000	30,000	30,000	30,000	30,000	30,000	195,000
H5 Small Wastewater Station Generators	2012	110,000		110,000						110,000
G8 Lincoln St. Project Phase 1-Utilities - Sewer	2012	196,000		196,000						196,000
H6 WWTP Heating Replacement	2013	69,500			69,500	TBD	TBD	TBD	TBD	69,500
H7 Infiltration / Inflow Abatement	Annual	TBD			TBD					-
D2 Portsmouth Ave Sewer Line Replacement (See D2E)	2013	530,000		-	530,000	-	-	-	-	530,000
H8 Sewer Line Rehabilitation	2014	850,000		-	-	850,000	-	850,000	-	1,700,000
H9 Riverbend Pump Station Upgrade	2014	300,000		-	-	300,000	-	-	-	300,000
H10 WWTP Sludge Removal	2015	1,747,000		-	-	-	1,747,000	-	-	1,747,000
TOTAL - SEWER FUND			1,050,000	3,431,500	1,194,600	53,731,000	2,008,000	1,116,000	271,000	61,752,100

Town of Exeter Capital Improvement Program

Summary of Vehicles and Equipment by Year - Water/Sewer Enterprise Funds

Project / Equipment Description	Dept. Priority	Program Year	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
G. WATER DEPARTMENT											
G1 1/2 Ton Pickup Replacement (#14)	3	2012	29,874		29,874	-	-	-	-	-	29,874
G2 Backhoe Replacement (#53)	5	2013	163,042		-	163,042	-	-	-	-	163,042
G3 1 Ton Truck Replacement (#32)	6	2013	48,509		-	48,509	-	-	-	-	48,509
G4 1/2 Ton Pickup Replacement (#3)	8	2014	16,925		-	-	16,925	-	-	-	16,925
G5 Meter Reader's Sedan (#13)	11	2017	21,000		-	-	-	-	-	21,000	21,000
TOTAL - WATER FUND			279,350	-	29,874	211,551	16,925	-	-	21,000	279,350
H. SEWER DEPARTMENT											
H1 Vacuum Truck Replacement (#67)	1	2012	360,000		360,000	-	-	-	-	-	360,000
H2 1/4 Ton Pickup Replacement (#16)	2	2012	29,874		29,874	-	-	-	-	-	29,874
H3 Box Truck Replacement (#19)	4	2012	41,209		41,209	-	-	-	-	-	41,209
H4 Engineer's Sedan (#8)	7	2014	21,000		-	-	21,000	-	-	-	21,000
H5 W/S Infrastructure Repair Equipment	9	2015	49,126		-	-	-	49,126	-	-	49,126
H6 Utility Truck (#2)	10	2016	46,499		-	-	-	-	46,499	-	46,499
TOTAL - SEWER FUND			547,708	-	431,083	-	21,000	49,126	46,499	-	547,708

GENERAL FUND (Existing Debt Service)													
Description	Approved	1st Pmt	Years	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
Storm Sewer Separation Project - Train	2001	2002	15	4.00%	881,000	72,539	70,227	67,857	65,430	62,944	60,401		
Storm Water Separation	2002	2003	10	2.49%	1,277,418	137,543	PAID						
Conservation Land Purchase	2003	2006	10	3.90%	3,000,000	358,500	346,800	335,100	323,400	311,700	PAID		
Water Tank/Distribution Systems/Epping Road	2006	2009	20	3.97%	2,200,000	192,644	189,322	186,000	182,678	179,356	175,759	172,162	
Great Dam Design/Engineering	2008	2012	10	2.29%	377,000	-	44,798	43,716	42,876	42,038	41,200	39,762	
SCBA Fire Equipment (Lease Purchase)	2011	2012	5	4.50%	256,500	-	62,843	60,534	58,226	55,917	53,609	PAID	
Norris Brook Culverts	2011	2012	10	3.50%	575,000	-	77,625	75,613	73,600	71,588	69,575	67,563	
Total General Fund					8,566,918	761,226	791,615	768,820	746,210	723,543	400,544	279,487	
Rate Impact/total						0.49	0.51	0.50	0.48	0.47	0.26	0.18	
GENERAL FUND (CIP Debt Service)													
Description	Approved	1st Pmt	Years	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
Great Dam Modifications		2015	10	3.50%	1,373,500					185,423	180,615	175,808	
Jady Hill Area Phase II (Drains Only)		2013	5	3.50%	200,000			47,000	45,600	44,200	42,800	41,400	
Portsmouth Avenue Road & Utility Improvements (a)		2014	20	3.50%	2,726,000				231,710	226,940	222,169	217,399	
Lincoln Street Road & Utility Improvements (b)		2012	10	3.50%	1,050,000			141,750	138,075	134,400	130,725	127,050	
Total General Fund					3,776,000	-	-	188,750	415,385	590,963	576,309	561,657	
(a) Road/sidewalk/signalization/ drainage design/construction only				Existing		761,226	791,615	768,820	746,210	723,543	400,544	279,487	
(b) Road/sidewalk design/construction only				Total New Debt Service		-	-	188,750	415,385	590,963	576,309	561,657	
Total New Debt Service Budget						761,226	791,615	957,570	1,161,595	1,314,506	976,853	841,144	
Tax Rate Impact of Proposed Debt						-	-	0.12	0.27	0.38	0.37	0.36	
Total Rate Impact (All Debt) Assuming 2010 value						0.49	0.51	0.62	0.75	0.85	0.63	0.54	
Dollar cost (300K home) Proposed Debt								36.54	80.42	114.42	111.58	108.74	

Water Fund Existing and Proposed Debt Service, 2012-2017
Updated August 1, 2011 - DRAFT

WATER FUND (Existing Debt Service)												
Description	Authorized	1st Pmt	Length of Issue	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17
Water Tank/Distribution Systems/Epping Road	2006	2009	20	2.49%	3,900,000	270,746	270,746	270,746	270,746	270,746	270,746	270,746
Water Line Replacement	2010	2012	10	2.29%	1,600,000	-	197,862	193,076	189,374	185,672	181,970	175,618
					5,500,000	270,746	468,608	463,822	460,120	456,418	452,716	446,364
WATER FUND (CIP Debt Service)												
Description	Authorized	1st Pmt	Length of Issue	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17
Water Meter Replacement (a)		2013	10	1.79%	600,000	-	-	70,740	69,666	68,592	67,518	66,444
WTP Wastestream Reduction (a)		2013	5	0.89%	284,625	-	-	48,073	47,567	47,060	46,553	46,047
Groundwater Facility Design/Construction (a)		2013	20	2.86%	5,080,000	-	-	399,491	392,217	384,942	377,668	370,393
Fuller Lane Tank Rehabilitation		2014	10	1.79%	450,000	-	-	-	53,055	52,250	51,444	50,639
Portsmouth Avenue Water Improvements (b)		2014	10	1.79%	100,000	-	-	-	11,790	11,611	11,432	11,253
Lincoln Street Water Improvements (b)		2013	10	1.79%	954,000	-	-	112,477	110,769	109,061	107,354	105,646
Water Line Replacement Program ©		2013	10	1.79%	446,000	-	-	52,583	51,785	50,987	50,188	49,390
					7,914,625	-	-	683,364	736,849	724,503	712,157	699,812
(a) Costs take into account 20% forgiveness by NHDES on each project												
(b) Projects would be packaged; if Portsmouth Ave only then water budget												
© Balance of funding between 954,000 (Lincoln Street) and 1.4m request												
b and c would be packaged into one borrowing authorization												
Existing						270,746	468,608	463,822	460,120	456,418	452,716	446,364
Total Additional Debt Service						-	-	683,364	736,849	724,503	712,157	699,812
Total New Debt Service Budget						-	468,608	1,147,186	1,196,969	1,180,921	1,164,873	1,146,176
Water Rate Impact of Proposed Debt						See below						
Dollar Cost												

Rate increases of 10% equal \$198,750 in new revenue based on current consumption assumptions

Sewer Existing and Proposed Debt Service, 2012-2017
Updated August 1, 2011 - DRAFT

SEWER FUND (Existing Debt Service)												
Description	Authorized	1st Pmt	Length of Issue	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17
Storm Sewer Separation Project	2001	2002	15	4.00%	404,000	34,136	33,048	31,933	30,790	29,621	28,424	PAID
SCADA	2002	2003	10	2.49%	727,386	76,699	PAID					
Outfall	2003	2003	20	3.98%	432,499	31,943	31,083	30,223	29,363	28,503	27,644	26,784
Langdon Avenue Sewer	2007	2010	7	1.79%	375,398	59,955	58,986	58,017	57,048	56,078	55,109	PAID
Water Street Interceptor Project	2009	2012	5	2.50%	350,000	-	78,750	77,000	75,250	73,500	71,750	PAID
Judy Hill Area Sewer Line Replacement	2010	2012	10	2.29%	1,050,000	-	130,664	127,502	125,058	122,614	120,168	115,974
Total Sewer Fund					3,339,283	202,733	332,531	324,675	317,509	310,316	303,095	142,758
SEWER FUND (CIP Debt Service)												
Description	Authorized	1st Pmt	Length of Issue	Interest Rate	Original Amt	FY11	FY12	FY13	FY14	FY15	FY16	FY17
Portsmouth Avenue Sewer Improvements (a)	n/a	2014	5	0.89%	530,000				110,717	109,774	108,830	107,887
Riverbend Pump Station Improvements	n/a	2015	10	1.79%	300,000					35,370	34,833	34,296
Sewer Line Rehabilitation	n/a	2015	10	2.50%	850,000					106,250	104,125	102,000
WWTP EPA	n/a	2015	20	2.86%	52,000,000					4,087,200	4,012,840	3,938,480
Judy Hill Area Improvements Phase II (b)	n/a	2013	20	2.50%	2,850,000			198,750	195,438	192,125	188,813	185,500
Lincoln Street Sewer Improvements	n/a	2013	5	0.89%	196,000			40,944	40,596	40,247	39,898	39,549
Total Sewer Fund					56,726,000			239,694	346,751	4,570,966	4,489,339	4,407,712
(a) Part of Portsmouth Ave Road & Utility Improvements			Existing			202,733	332,531	324,675	317,509	310,316	303,095	142,758
(b) Phase II, phase 1 is included in the FY11 Sewer Debt Service budget			Total Additional Debt Service					239,694	346,751	4,570,966	4,489,339	4,407,712
			New Debt Service Budget			202,733	332,531	564,369	664,260	4,881,282	4,792,434	4,550,470
			Sewer Rate Impact of Proposed Debt									

Fleet Management

The Public Works Department oversees the Fleet Management Program. This includes vehicle maintenance; fuel management; asset management; vehicle specification, acquisition, & disposal.

The Public Works Department is responsible for the maintenance and replacement of a total of about 55 vehicles and equipment. Because of the different vehicle & equipment types and maintenance needs, Vehicle Equivalent Unit (VEU), where a sedan represent 1 VEU and heavy trucks, loaders, sweepers, etc represent 6 VEU. The total VEU's the Public Works Department manages is 259.

Fuel Management is a high priority with the Fleet management philosophy. The Public Works Department has considered Biofuel, but currently is an additional cost compared to regular diesel.

The purpose of this policy is to set guidelines regarding the Town of Exeter's vehicle and equipment replacement program. The philosophy was developed using the report on Fleet Management Best Practices Assessment for the Town of Exeter 2009, NH DOT (Section 1) Vehicle Replacement Program 2010-2011, and in-house mechanic knowledge of vehicle usage and maintenance levels. The four basic guidelines are:

1. Maximize useful life of vehicles and equipment
2. Gives taxpayers the best value for their vehicle and equipment dollar
3. Maintain safe and clean vehicles and equipment for employee use
4. Keep the Town's overall fleet current in accordance with modern technology and developing standards; where applicable, the BOS will support the purchase and replacement of vehicles and equipment that maximize environmental benefits, including high gas mileage, alternative fuels, and lower carbon emissions.

DPW will maintain a centralized DPW list of vehicles, heavy & light equipment. The list will be updated annually, and will be the basis for future replacement requests in the Town of Exeter's Capital Investment Program.

Town of Exeter Heating Upgrade/Replacement Program

Due to the age of heating systems within various Town of Exeter owned buildings, a formalized replacement program is being developed. The heating and conduit systems will be upgraded to support the new boiler installations. Currently there are four heating systems in need of immediate consideration for replacement. They are the Water Treatment Plant, Town Office, Public Safety Complex, and the Wastewater Treatment Plant. The upgrades to the boilers, HVAC equipment, zoning corrections, and controls will provide significant energy reduction of the annual heating costs per location. The existing boilers were originally oil fired equipment, and then converted to natural gas at an efficiency reduction to approximately 60%. The boilers are well beyond the recommended life expectancy provided by the manufacturer. A failure would make it necessary to conduct an emergency replacement under load without the opportunity to correct or improve efficiency.

Glossary of Vehicle Terms

Half ton Pickup: refers to pickup truck's load capacity; the springs, chassis and bed are designed to safely carry a maximum of 1000 pounds, but have hauled more; considered light duty; includes Ford's F-150, the Chevy, Dodge & GMC 1500-series; general

Three-quarter Ton Pickup: refers to pickup truck's load capacity; the springs, chassis and bed are designed to safely carry a maximum of 1500 pounds, but have hauled more; considered medium duty-still general purpose, but with an increased load capacity; includes Ford's Super Duty F-250, the Chevy, Dodge & GMC 2500-series

One to Two Ton Pickup: refers to pickup truck's load capacity; the springs, chassis and bed are designed to safely carry 2000 pounds or more, but have hauled more; considered heavy duty-carrying heavy loads; includes Ford's Super Duty F-350/450/550, the Chevy, Dodge & GMC 3500/4500/5500-series

Enclosed Utility Box Body Truck: one ton chassis & cab with a walk-in back; inside is large enough to hold gate valve wrenches, street cones, generators, valve turning machine, pumps; the outside consists of various toolbox compartment doors that hold necessary water & sewer infrastructure tools

Dump Rack Body: one ton chassis & cab with a flatbed body with removable "fence-like" sides that dumps cargo; in-cab remote for dump body

Dump Body: one ton chassis & cab with a 9' x 7' dump body, 13" tall sides, and a 19" tailgate; in-cab remote for dump body

Utility Service Body: three-quarter ton chassis & cab with various toolbox compartment doors that hold necessary water & sewer infrastructure tools; can be either open or enclosed

Vacuum Utility Truck: Large truck with big storage tank; used to vacuum debris from manholes; high pressure water system with hose and spray head that can clean sewer lines; can excavate holes around tight fitting water, sewer, gas, drain, phone utilities

6-Wheel Dump Truck: 4 x 2 Diesel Automatic 6-wheel chassis & cab with a 4/6 cubic yard dump body; front plow with side plow wing; use large sand/salt machines

Loader/Backhoe: is a heavy equipment vehicle that consists of a tractor fitted with a shovel/bucket on the front and a small backhoe on the back; (relatively) small size and versatility, backhoe loaders are very common in urban engineering and small construction projects (such as building a small house, fixing urban roads

Loader: is a heavy equipment machine often used in construction, primarily used to load material (such as asphalt, demolition debris, dirt, snow, feed, gravel, logs, raw minerals, recycled material, rock, sand, and woodchips) into or onto another type of machinery (such as a dump truck, conveyor belt, feed-hopper, or railcar).

Valve Operator: machine installed in waste & sewer vehicle to assist with operating (turning) a gate valve within the distribution system open or closed; can gather information like pressure needed to turn valve and number of turns on valve

TravelVac: vacuum machine mounted on a trailer; used to clean gate valve boxes, individual customer service shutoff valve boxes (curbstops)

Tow-Behind Air Compressor: trailer mounted diesel powered air compressor; used for air powered tools, jack hammers, air inflation

Capital Improvement Plan 2012-2017
Town of Exeter-DPW Vehicle Replacement Schedule with Projected Costs

Vehicle #	Make	Model	Year Purch.	Useful Life	Replace. Year	Original Cost	Replace. Cost	Origin. Cost	Priority Rank	Life to Date Maintenance Cost	Odometer or Hours	Vehicle Points Score	Miles per Gallon
SEDANS													
15	Ford	Ford Taurus	2001	6	2015	\$ 16,000	\$ 29,631	Veh. Inflat.					
54	Ford	Crown Victoria	2005	6	2018	\$ 21,000	in-house				98,959		
PICKUP TRUCKS													
23	Ford	1 Ton Pickup	2006	8	2016	\$ 33,750	\$ 52,413	Veh. Inflat.					
5	Ford	1/2 Ton Pickup	2002	8	2012	\$ 13,407	\$ 16,925	Grap. Ford	HV-1	\$51,570	116,009	34	17/23
4	Chevrolet	1/2 Ton Pickup	2001	8	2013	\$ 14,954	\$ 16,925	Grap. Ford	HV-2	\$10,930			17/23
10	Ford	3/4 Ton Pickup	2008	8	2016	\$ 29,498	\$ 41,949	Veh. Inflat.			40,615		
TRUCKS WITH INSTALLED UTILITY BODIES													
12	Dodge	Van	2002	8	2014	\$ 28,415	\$ 27,500	Grap. Ford	MV-3	\$13,521			
6	Ford	Van	2000	8	2012	\$ 22,985	\$ 27,500	Grap. Ford	MV-1	\$31,532			
9	Chevrolet	Dump Body	2007	8	2017	\$ 47,167	\$ 73,249	Veh. Inflat.			44,798		
52	Chevrolet	Dump Body	2001	8	2012	\$ 37,000	\$ 45,229	Grap. Ford	HV-2	\$109,930	93,224	38	
29	Chevrolet	Dump Rack Body	2001	8	2013	\$ 32,048	\$ 54,350	Veh. Inflat.			8,675		
HEAVY & SPECIALTY EQUIPMENT													
25	International	4900 6 Wheel Dump Truck	2008	10	2018	\$ 104,226	\$ 161,860	Veh. Inflat.			1,291 hrs		
28	International	7400 6 Wheel Dump Truck	2004	10	2014	\$ 90,173	\$ 140,036	Veh. Inflat.			4,519 hrs		
30	Int'l Harvester	6 Wheel Dump Truck	1998	10	2012	\$ 80,123	\$ 126,420	Lib. Intl.	HV-5	\$98,600	7,276 hrs	35	
31	International	6 Wheel Dump Truck	1999	10	2012	\$ 80,971	\$ 126,420	Lib. Intl.	HV-3	\$153,294	6,973 hrs	38	
27	International	7400 6 Wheel Dump Truck	2004	10	2014	\$ 90,173	\$ 140,036	Veh. Inflat.			4,488 hrs		
48	Tennant	Sweeper	2006	5	2012	\$ 200,393	\$ 265,000	Centurion	HV-4	\$166,434	1,983 hrs		
55	Clark	Forklift	2001	12	2013	\$ 15,422	\$ 26,154	Veh. Inflat.					
41	Caterpillar	Loader/Backhoe	2004	12	2016	\$ 78,465	\$ 133,067	Veh. Inflat.			4,760 hrs		
43	John Deere 624J	Loader w/Wing Plow	2005	12	2017	\$ 141,300	\$ 239,628	Veh. Inflat.			2,595 hrs		
44	John Deere 624J	Loader w/Wing Plow	2006	12	2018	\$ 141,300	\$ 239,628	Veh. Inflat.			2,155 hrs		
301	HiWay	Sand/Salt Machine	1994	15	2012	\$ 11,408	\$ 25,194	Veh. Inflat.					
302	HiWay E202019	Sand/Salt Machine	1986	15	2012	\$ 8,000	\$ 25,125	Veh. Inflat.					
303	HiWay E202019	Sand/Salt Machine	1986	15	2013	\$ 8,000	\$ 26,256	Veh. Inflat.					
300	HiWay E202095	Sand/Salt Machine	1994	15	2013	\$ 11,408	\$ 26,328	Veh. Inflat.					
	HiWay	Sand/Salt Machine	2003	15	2018	\$ 13,000	\$ 25,159	Veh. Inflat.					
51	Trackless	Mower	2005	15	2017	\$ 30,000	\$ 50,876	Veh. Inflat.					
60	Spaulding	Infrared Hot Box	2005	15	2017	\$ 28,145	\$ 47,731	Veh. Inflat.					
57	Trackless	Sidewalk Tractor	1992	15	2013	\$ 33,000	\$ 83,168	Veh. Inflat.			1,081 hrs		
59	Trackless	Sidewalk Tractor	2005	15	2020	\$ 77,000	\$ 149,017	Veh. Inflat.			706 hrs		
56	Trackless	Sidewalk Tractor	1991	15	2012	\$ 87,624	\$ 147,571	Bombardier	HV-6	\$81,599	3,763 hrs	43	
58	Trackless	Sidewalk Tractor	1991	15	2012	\$ 87,624	\$ 147,571	Bombardier	HV-7	\$79,281	3,147 hrs	43	
68	SnoGo	Street Snowblower	1990	20	2015	\$ 41,000	\$ 123,223	Veh. Inflat.					
45	Stone	*2500lb Roller	2008	12	2020	\$ 14,995	\$ 25,430	Veh. Inflat.			50 hrs		
	Paver	Sidewalk Paver	2008	12	2015	\$ 24,550	\$ 33,409	Veh. Inflat.					
81	Ingersoll Rand	Air Compressor	2005	10	2018	\$ 12,000	\$ 21,266	Veh. Inflat.			152 hrs		
64	Morbark	Brush Chipper	1992	15	2013	\$ 14,853	\$ 37,433	Veh. Inflat.			1,042 hrs		
	Waste Inc	Trench Box	2004	30	2034	\$ 11,000	\$ 41,198	Veh. Inflat.					
Total General Fund													

Italicized and underlined items in the Replacement Costs column have surpassed projected useful life

*Items are to be replaced by different type of vehicle

Useful life has been updated to reflect Town of Exeter Vehicle Replacement Schedule 2011

Replacement costs were figured using "Grappone Ford" State Bid 2011; CN Wood, Liberty International Trucks, Bombardier Tractors or applying a 4.5% vehicle inflation rate to the original cost by the amount of years out from original purchase

Capital Improvement Plan 2012-2017
Town of Exeter-DPW Vehicle Replacement Schedule with Projected Costs

Vehicle #	Make	Model	Year Purch.	Useful Life	Replace. Year	Original Cost	Replace. Cost	Origin. Replace. Cost	Priority Rank	Life to Date Maintenance Cost	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total for 6-yr Period
SEDANS																	
8	Ford	Crown Victoria	2008	6	2014	\$ 21,000	\$ 21,000	in-house	W/S-7				\$ 21,000			\$ 21,000	\$ 21,000
13	Ford	Crown Victoria	2011	6	2017	\$ 21,000	\$ 21,000	in-house	W/S-11								\$ 21,000
PICKUP TRUCKS																	
16	Chevrolet	*1/4 Ton Pickup	1995	8	2012	\$ 12,998	\$ 29,874	Grp. Ford	W/S-2	\$4,712	\$ 29,874						\$ 29,874
14	Dodge	*1/2 Ton Pickup	1998	8	2012	\$ 12,489	\$ 29,874	Grp. Ford	W/S-3	\$4,160	\$ 29,874						\$ 29,874
3	Ford	1/2 Ton Pickup	2002	8	2014	\$ 15,662	\$ 16,925	Grp. Ford	W/S-8	\$5,404			\$ 16,925				\$ 16,925
TRUCKS WITH INSTALLED UTILITY BODIES																	
19	Chevrolet	Utility Box Body	2001	8	2012	\$ 34,225	\$ 41,209	Grp. Ford	W/S-4	\$8,964	\$ 41,209						\$ 41,209
32	Ford	Dump Rack Body	2002	8	2013	\$ 29,891	\$ 48,509	Veh. Inflat.	W/S-6	\$6,075		\$ 48,509					\$ 48,509
11	Ford	Utility Service Body	2008	8	2018	\$ 25,000	\$ 38,824	Veh. Inflat.	W/S-13	\$584							
2	Ford	Utility Service Body	2006	8	2016	\$ 29,942	\$ 46,499	Veh. Inflat.	W/S-10	\$4,063					\$ 46,499		\$ 46,499
HEAVY & SPECIALTY EQUIPMENT																	
67	International	Vacuum Truck	2004	6	2012	\$ 229,455	\$ 360,000	CN Wood	W/S-1	\$17,140	\$360,000						\$ 360,000
33	International	6 Wheel Dump Truck	2007	10	2018	\$ 98,600	\$ 126,420	Grp. Ford	W/S-12	\$2,553							
53	John Deere	Loader/Backhoe	2000	12	2013	\$ 92,000	\$ 163,042	Veh. Inflat.	W/S-5	\$15,242		\$ 163,042					\$ 163,042
90	Road	Trailer	1994	12	2015	\$ 995	\$ 2,508	Veh. Inflat.	W/S-9					\$ 2,508			\$ 2,508
120	Wachs	Valve Operator	2001	16	2017	\$ 40,000	\$ 80,895	Veh. Inflat.	W/S-14						\$ 80,895		\$ 80,895
	Wachs	Travel Vac	2002	10	2015	\$ 9,240	\$ 16,375	Veh. Inflat.	W/S-9					\$ 16,375			\$ 16,375
102	Ingersoll Rand	Air Compressor	1994	10	2015	\$ 12,000	\$ 30,243	Veh. Inflat.	W/S-9					\$ 30,243			\$ 30,243
Total General Fund											\$460,957	\$211,551	\$ 37,925	\$ 49,126	\$ 46,499	\$101,895	\$ 907,952
Italicized and underlined items in the Replacement Costs column have surpassed projected useful life																6-yr ave	\$ 151,325

*Items are to be replaced by different type of vehicle

Useful life has been updated to reflect Town of Exeter Vehicle Replacement Schedule 2011

Replacement costs were figured using "Grappone Ford" State Bid 2011; CN Wood, Liberty International Trucks, Bombardier Tractors or applying a 4.5% vehicle inflation rate to the original cost by the amount of years out from original purchase

Town of Exeter
Vehicle Replacement Schedule-DPW 2011

<u>ITEM (* INDICATES PACKAGE)</u>	<u>NUMBER OF UNITS IN SERVICE</u>	<u>LIFE EXPECTANCY IN YEARS</u>	<u>DPW Trucks, Cars, Equipment Numbers w/in Each Category</u>
3-5 Ton Cab & Chassis	6	10	
* 4/6 C.Y. Dump Bodies		10	33, 30, 31, 27, 28, 25
* Hydraulic Systems		10	
6 C.Y. Hydraulic Spreaders	5	15	300, 301, 302, 303, ???
1.5 - 2.0 C.Y. Spreaders	1	8	325?
Compact Sedans (Police)		6	
Mid Size Sedans	1	6	15
Full Size Sedans	6	6	7, 8, 13, 17, 51, 54
Full Size Passenger Vans		8	
Small Pickup Trucks (#16-replace 2012) -will not replace with S-10	1	8	#16 needs replacement in Year 2012
1/2 Ton Pickup Trucks	3	8	3, 4, 5
3/4 Ton Pickup Trucks	3	8	11, 14, 16
3/4 Ton Extended Cab Pickup Trucks	1	8	10
1 to 2 Ton Cab & Chassis	5	8	2, 19, 23, 29, 32
1-1/2 Ton 4 X 4 Cab & Chassis W/Plow	2	8	9, 52
2 C.Y. Wheeled Loaders	2	12	43, 44

Town of Exeter
Vehicle Replacement Schedule-DPW 2011

<u>ITEM (* INDICATES PACKAGE)</u>	<u>NUMBER OF UNITS IN SERVICE</u>	<u>LIFE EXPECTANCY IN YEARS</u>	<u>DPW Trucks, Cars, Equipment Numbers w/in Each Category</u>
Tractor Loader Backhoes	2	12	41, 53
Street Sweepers	1	5	48
Low & Flat Bed Trailers	2	12	90, 92
Asphalt Rollers	1	12	45
Sidewalk Paver	1	12	
Trailer Mounted Air Compressors	2	10	80, 102
Brush Chipper	1	15	64
Vactor	1	6 or 8 max	67
Loader Mounted Sno-Blower	1	20	68
Sidewalk Tractors	4	15	56, 57, 58, 59
Natural Gas Forklift	1	12	55

* ¹ Developed utilizing Fleet Management Study 2009, NHDOT (Section 1) Replacement Program 2010-2011, and in-house mechanic knowledge of vehicle usage and maintenance levels

* ² All trucks requiring special additions, like utility bodies, service bodies, dump bodies, dump rack bodies, will be replaced at time of vehicle replacement

Apparatus	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
C1	X						X						X						X					
C2							X										X							
C3									X										X					
Insp	X										X										X			
Utility		X										X										X		
Engine 1						X																		
Engine 2																			X					
Engine 3																X								
Engine 5											X													
Ladder 1	X																				X			
Forestry									X										X					
Fire Alarm		X																				X		
Ambulance 1			X							X							X							
Ambulance 2	X						X						X						X					
TOTALS	4	2	1	0	0	1	3	0	2	1	2	1	2	0	0	2	1	0	5	0	2	3	0	0

- Use 6 years or 100,000 miles - useful life on a Sedan's (Chief Cruiser)
- Use 6 year useful life on Ambulances, this maintains a cycle of an Ambulance every 3 years
 - Ambulance 2 is already 7 years old and Ambulance 1 will be 7 years old in 2014.
- Use a 10 year useful life on SUV's, Pick-up's, and Utility vehicles (Staff Cars & Forestry)
 - The Fire Inspector's vehicle is already 12 years old and has 119,000 miles. – Will not pass inspection in March, 2012
 - The Utility Pick-up truck will be 12 years old in 2013 and currently has 89,000 miles
- Use a 20 year replacement on Engines, the Ladder Truck, and Fire Alarm Truck, this maintains a cycle of an Engine every 5 years

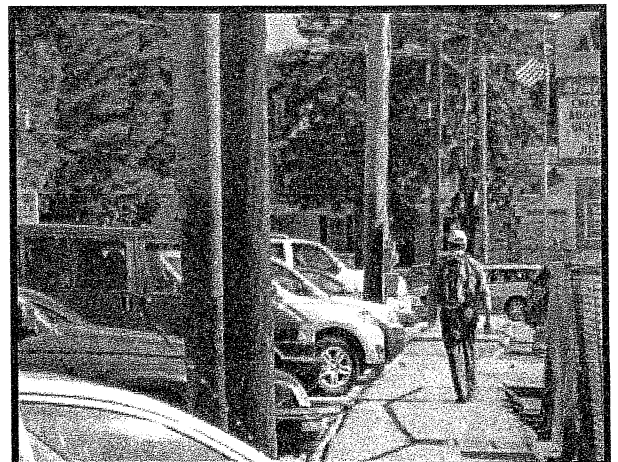
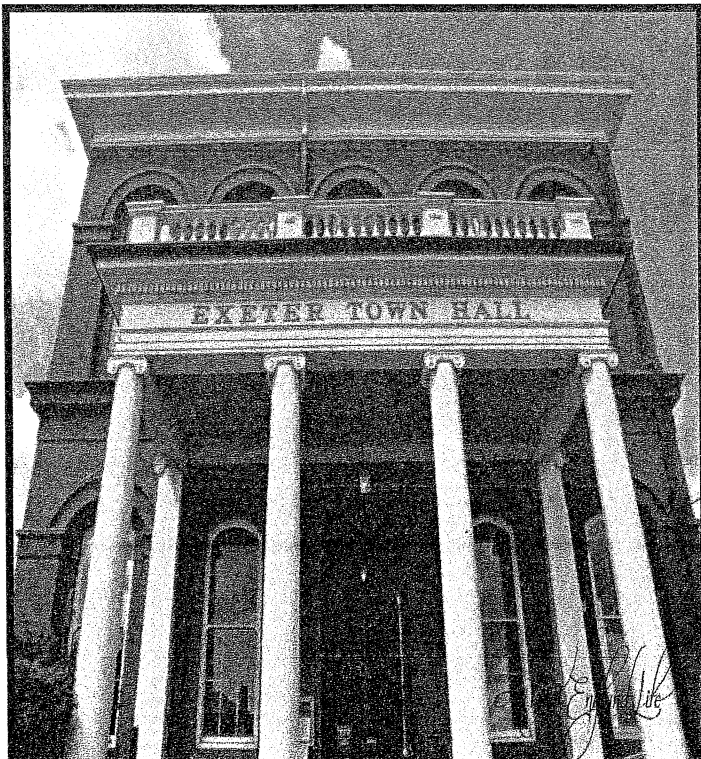
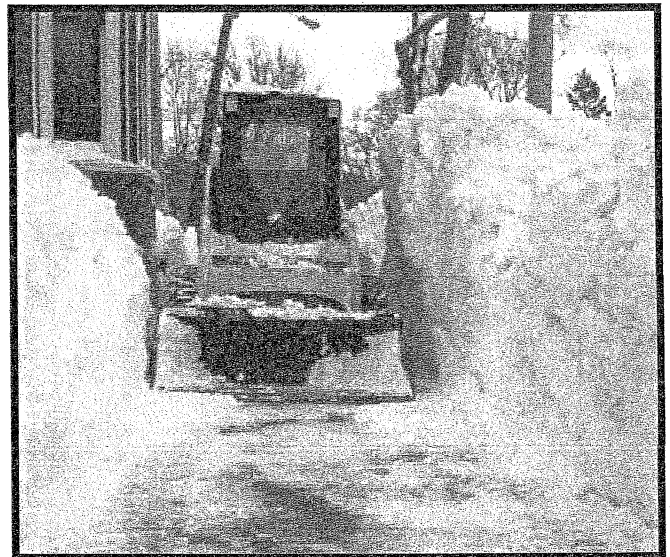
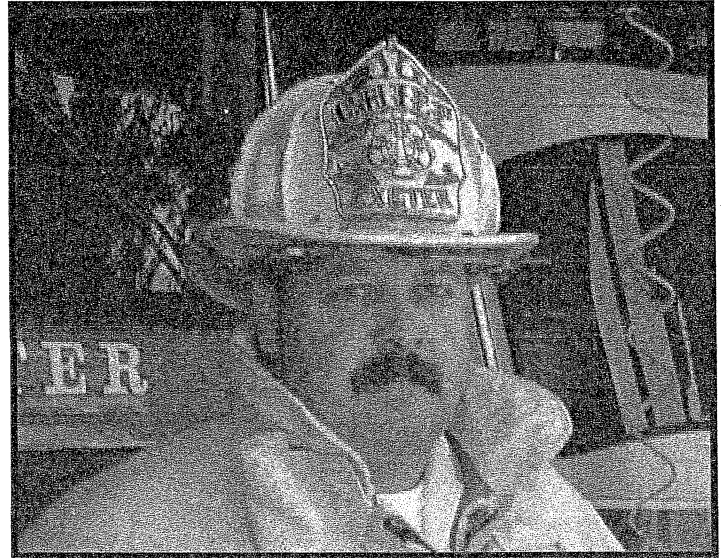
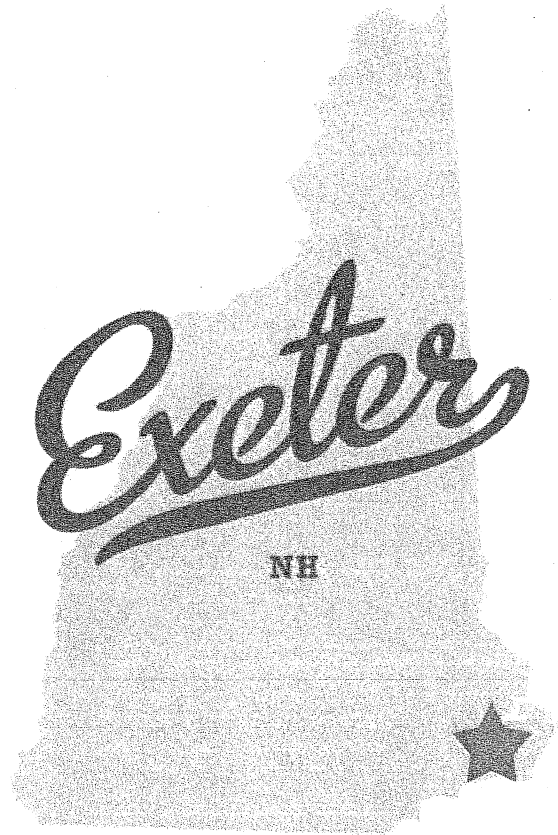
Fire Department 20+ Year Master Plan Recommended Apparatus Replacement Schedule

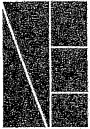
Water & Sewer Capital Improvement Program 2012-2017			
	SEWER	WATER	
2012			
G1-Water Line Rehabilitation		446,000	water fund
G2-Groundwater Treatment Facility		6,350,000	water fund
G3-Water Treatment Plant Upgrade Program		90,600	water fund
G4-Water Meter Replacement		375,000	water fund
G5-WTP Wastestream Reduction		284,625	water fund
G6-WTP Heating Replacement		120,000	water fund
G7-WTP Roof Replacement		106,150	water fund
G8-Lincoln Street Project Phase I-W/S Utilities	196,000	954,000	water, sewer funds
G10-Pickup Truck #14		29,874	
H1-Jady Hill Area-Utility Replacement-Phase II	2,650,000		sewer fund, other
H2-WWTP Facilities Plan	375,000		sewer fund, other
H3-Main Sewer Pump Station Force Main Repair	55,500		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	45,000		sewer fund, other
H5-Small Wastewater Station Generators	110,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H11-Pickup Truck #16	29,874		sewer fund, other
H12-Pickup Truck #19	20,604	20,605	water, sewer funds
H13-Vactor Truck #67	60,000		sewer fund, other
2013			
G1-Water Line Rehabilitation		OFF YEAR	water fund
G3-Water Treatment Plant Upgrade Program		100,000	water fund
G4-Water Meter Replacement		375,000	water fund
D2- Portsmouth Avenue Water Line Rehabilitation		100,000	water fund
G9-Hampton Road Tank Rehabilitation		400,000	water fund
G11-Pickup Truck #32-Rack Body	24,254	24,254	water, sewer funds
G12-John Deere Backhoe	81,521	81,521	water, sewer funds
H2-WWTP Facilities Plan	325,000		sewer fund, other
H3-Main Sewer Pump Station Force Main Repair	240,100		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	30,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H7-WWTP Heating Replacement	69,500		sewer fund, other
H8-Sewer Line Rehabilitation	OFF YEAR		sewer fund, other
D2- Portsmouth Avenue Sewer Line Rehabilitation	530,000		sewer fund, other
H13-Vactor Truck #67	60,000		sewer fund, other
2014			
G1-Water Line Rehabilitation		1,400,000	water fund
G3-Water Treatment Plant Upgrade Program		75,000	water fund
G13-Pickup Truck #3	8,463	8,462	water, sewer funds
H2-WWTP Facilities Plan	52,551,000		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	30,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H8-Sewer Line Rehabilitation	850,000		sewer fund, other
H9-Riverbend Pump Station Upgrade	300,000		sewer fund, other
H13-Vactor Truck #67	60,000		sewer fund, other
H14-Sedan #8	10,500	10,500	water, sewer funds
2015			
G1-Water Line Rehabilitation		OFF YEAR	water fund
G3-Water Treatment Plant Upgrade Program		75,000	water fund

H2-WWTP Facilities Plan	231,000		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	30,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H8-Sewer Line Rehabilitation	OFF YEAR		sewer fund, other
H10-WWTP Sludge Removal	1,747,091		sewer fund, other
H13-Vactor Truck #67	60,000		sewer fund, other
H15-W/S Infrastructure Repair Equip(travel vac& air compr)	24,563	24,563	water, sewer funds
2016			
G1-Water Line Rehabilitation		1,400,000	water fund
G3-Water Treatment Plant Upgrade Program		75,000	water fund
H2-WWTP Facilities Plan	236,000		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	30,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H8-Sewer Line Rehabilitation	850,000		sewer fund, other
H13-Vactor Truck #67	60,000		sewer fund, other
H16-Pickup Truck #2	23,249	23,250	water, sewer funds
2017			
G1-Water Line Rehabilitation		OFF YEAR	water fund
G3-Water Treatment Plant Upgrade Program		75,000	water fund
G14-Sedan #13	10,500	10,500	water, sewer fund
H2-WWTP Facilities Plan	241,000		sewer fund, other
H4-WWTP Aerator Replacement/New Alkalinity System	30,000		sewer fund, other
H6-Infiltration/Inflow Abatement	TBD		sewer fund, other
H8-Sewer Line Rehabilitation	OFF YEAR		sewer fund, other
H10-WWTP Sludge Removal	TBD		sewer fund, other
H13-Vactor Truck #67	60,000		sewer fund, other

Town of Exeter Capital Improvement Program

8/11/11 Draft Report - Worksheets





Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

May 20, 2011

Year Funding is Requested:

2012

Department:

Streetscape Improvement Program

Contact:

Russ Dean

Phone:

778 - 0591 ext. 101

E-Mail:

rdean@town.exeter.nh.us

Town Manager

Streetscape Improvement Program

Russ Dean

778 - 0591 ext. 101

rdean@town.exeter.nh.us

Priority (1 of 8, etc.):

Estimated Total Cost:

Estimated Useful Life (Years):

Previously Presented? (Yes/No)

When (Please give year):

Growth Related? (Yes/No):

\$ 44,000

no

yes

Request Results from ("√" all that apply)

☒ Reduce Long Term Operating Cost

☐ Continuation of Existing Project

☒ Reflects Master Plan

☐ Fed./State Action Required

☒ Health or Safety

☐ Expand Public Demand

☒ Reduces Liability

☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply)

☐ Building Renovation, Addition, New Construction

☐ Equipment New/Replacement

☐ Real Property Acquisition

☐ Road Improvements

☐ Water/Sewer System Improvements

1. General Project Description: There are multiple locations throughout Exeter that are in need of sidewalk, curbing, drainage, landscaping and general streetscape improvements. Two such areas include the Downtown and Lincoln Street Areas. Resources to implement streetscape improvements are limited. Town Administration, Planning and Public Works Departments are joining forces to develop revenue sources to fund a streetscape improvement program. The first funding mechanism proposed is to utilize parking meters in town-owned lots.

To create an effective revenue source, three parking areas are proposed: the train station parking lot (2 meters for 89 spaces), as well as two downtown parking areas: a small parking area on Center Street (1 meter for 22 spaces) and the boat ramp parking area (1 meter for 30 spaces). Cost per meter are approximately \$11,000 dollars (includes installation and training). For this proposal, revenues were estimated utilizing 10 hours of service for six days per week at \$.50 cents per hour (also assuming 75% occupancy). Final fees and conditions would be determined by the Board of Selectmen.

2. Rational: The downtown parking lots, streets and the soon-to-be-acquired Train Station Baggage building need to be maintained. The condition of sidewalks, landscaping, curbing and other streetscape amenities within these two neighborhoods have deteriorated significantly over the past decade and many improvements are needed. The Master Plan places great emphasis on enhancing the walk-ability, gateways, and downtown areas of Exeter. Both the Lincoln Street area and downtown are considered essential to Exeter's vitality. Considering these three lots are utilized by local businesses, out-of-town visitors, commuters, as well as Exeter residents, it seems logical that this potential revenue source could relieve some of the burden for Exeter tax payers to pay for maintenance and needed streetscape improvements.

3. Operating Budget Impact:

Revenue generated from the train station lot could generate approximately \$102,127 per year.

Revenue generated from the downtown lots could generate approximately \$ 59,670 per year.

Capital Cost:

Planning/Design/Engineering

and/Site Improvements

Construction

Equipment Cost

Other Cost

Totals

Total

FY 17

FY 16

FY 15

FY 14

FY 13

FY 12

3,000

3,000

36,000

2,000

44,000

3,000

3,000

36,000

2,000

44,000

Operating Budget Impact:

Salaries/Wages

Fringe Benefits

Contracted Services

Expenses

Other Cost

Totals

Proposed Funding Source

☒ General Fund (tax rate)

☐ Water Fund (user fees)

☐ Sewer Fund (user fees)

☐ Capital Reserve Fund

☐ Impact Fee Account

☐ Other (Grants, Special Assessment)



AI

Cost of Train Fare, Parking and Gas Comparison for Exeter Riders

Station Location	Parking Fees	Overnight Parking	Miles from Exeter (one-way)	Round trip time from Exeter	Approx Cost per day* for gas driving from Exeter to other Station	RT train fare (single ticket)	Monthly Pass Cost	Daily Fare Cost (monthly pass, avg 21 trips/month)	Total Cost for One-Time Users (not including time spent driving)	Total Daily Cost for Monthly Pass Holders
Exeter	Proposed: \$5/day		-	-	-	\$ 30.00	\$ 259.00	\$ 12.33	\$35/day	\$ 17.33
Durham	\$300/semester or \$500/year (which comes to \$1.37/day). Residents may get a one day permit at Police Dept.	none	14	58 min	\$ 4.08	\$ 36.00	\$ 297.00	\$ 14.14	\$ 42.08	\$ 20.22
Haverhill	\$4/day	none	29 hwy	1 hour 12 min.	\$ 8.45	\$ 14.50	\$ 235.00	\$ 11.19	\$ 26.95	\$23.64
Newburyport (MBTA)	\$3/day	none	19.4	56 min.	\$ 5.66	\$ 15.50	\$ 250.00	\$ 11.90	\$ 24.16	\$ 20.56
Newburyport (C&J)	Free	Yes	19.6	56 min	\$ 5.72	\$ 27.00	\$ 311.00	\$ 14.81	\$ 32.72	\$ 20.53



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

August 4, 2001

Year Funding is Requested:

2012

Department:

Project Title: Epping Road TIF Program

Contact: Russ Dean

Phone: 778 - 0591 ext. 101

e-Mail: rdean@town.exeter.nh.us

Town Manager

Priority (1 of 8, etc.):

Estimated Total Cost: \$ 40,000

Estimated Useful Life (Years):

Previously Presented? (Yes/No) yes

When (Please give year): 2008

Growth Related? (Yes/No) yes

Request Results from ("√" all that apply)

☐ Reduce Long Term Operating Cost

☐ Continuation of Existing Project

☐ Reflects Master Plan

☐ Fed./State Action Required

☐ Health or Safety

☐ Expand Public Demand

☐ Reduces Liability

☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply)

☐ Building Renovation, Addition, New Construction

☐ Equipment New/Replacement

☒ Real Property Acquisition

☐ Road Improvements

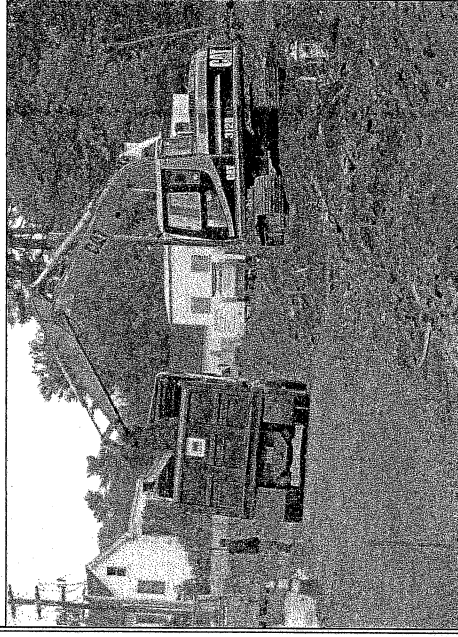
☐ Water/Sewer System Improvements

Project Background: Exeter's Planning Department, Town Manager and Economic Development Commission have joined forces to find funding mechanisms for infrastructure improvements within Exeter's business districts. Four areas of interest include Epping Road corridor, Lincoln Street Area, Portsmouth Avenue and the Downtown District. Of these areas, Epping Road Corridor has been considered the most likely for consistent growth for development including retail, offices and other uses. This corridor needs multiple improvements including extension of water and sewer lines, roadway and drainage improvements, as well as sidewalks. It is thought that providing such infrastructure improvements along the Epping Road corridor will provide a safer, more efficient and attractive business district while attracting desired development to the area.

Scope of Work: Hire a consultant who will work together with staff and volunteer boards to develop an Epping Road tax increment financing (TIF) district. The consultant will provide a cost benefit analysis for the TIF, finalize the geographic area to be affected (see map for draft area), hold public information sessions, develop methods for outreach and education, and develop a strategic plan and documentation for the creation of the TIF and future corridor improvements.

Rationale: A tax increment financing district is a financing and economic tool that can provide funding for necessary capital projects within a well-defined area. New Hampshire towns, such as Keene and Newmarket, have utilized tax increment financing districts with much success for funding various infrastructure improvements. Through this method, needed capital projects are constructed and supported within a district without burdening tax payers and rate payers financially. An experienced consultant will provide the guidance and technical documentation needed for successful implementation.

Costs: Costs are based on the Londonderry TIF study and include community outreach, marketing and planning.



Capital Cost:

Planning/Design/Engineering

Land/Site Improvements

Construction

Equipment Cost

Other Cost

Totals

FY 12

40,000

FY 13

-

FY 14

-

FY 15

-

FY 16

-

FY 17

-

Total

40,000

Proposed Funding Source

☒ General Fund (tax rate)

☐ Water Fund (user fees)

☐ Sewer Fund (user fees)

☐ Capital Reserve Fund

☐ Impact Fee Account

☐ Other (Grants, Special Assessment)

Operating Budget Impact:

Salaries/Wages

Fringe Benefits

Contracted Services

Expenses

Other Cost

Totals

40,000

-

-

-

-

-

40,000

A2

Town of Exeter, New Hampshire

2012- 2017 CIP Project Request

Date Submitted: July, 2011
Year Funding is Requested: 2012

Department: Conservation
Project Title: Raynes Farm Improvements
Contact: Kristen Murphy
Phone: 418-6452
E-Mail: kmurphy@town.exeter.nh.us

Priority (1 of 8, etc.): 1
Estimated Total Cost: \$ 107,000
Estimated Useful Life (Years): 20+
Previously Presented? (Yes/No): Yes
When (Please give year): 2010
Growth Related? (Yes/No): No

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☒ Health or Safety
☒ Continuation of Existing Project
☒ Expand Public Demand
☐ Reflects Master Plan
☒ Reduces Liability

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description: On behalf of the town, the Conservation Commission acquired and maintains the Raynes Farm property on Newfields Road. As the largest remaining barn in Exeter, this resource provides a tangible link for modern day Exeter to its agricultural past. The open fields are frequented by local residents for passive recreation such as hiking, bird watching, kite flying, and even bird dog training. The stewardship committee and Conservation Commission are implementing ongoing efforts to capitalize on this significant and historic resource by improving public awareness and expansion of the educational opportunities of this site remain a part of the long term development plan. Broad based public support for this property has been demonstrated repeatedly through majority town meeting votes in support of raising funds for acquisition, structural improvements, and in support of continued farming of the site. This site includes a historically significant barn, parking area, and fields with drainage improvements. This significance was stated most eloquently in the original LCHIP application "This project ... would protect multiple high value natural resources while at the same time preserving an intact premier community heritage site that reaches back into the 1600s." At the time of acquisition it was known that long term maintenance would be a fiscal challenge yet through ongoing community support, funds from various sources have contributed to its improved structural integrity. Caring for this investment was a commitment undertaken by the town upon acquisition and a part of that ongoing care requires funds for periodic maintenance. Several needs have been identified as essential to maintaining the existing barn structure and improving the fields for continued successful agricultural operations. These are proposed as a phased approach over the 6 year CIP cycle.

A. Replacement of Raynes Barn roof (*amount approx - DPW estimate) \$ 30,000* (FY12)
B. Demolition of the silo connector and rebuilding of the barn opening(*amount approx - DPW estimate) \$ 7,000* (FY12)
C. Sill replacement (*amount approx - pending DPW estimate) \$ 30,000* (FY13)
D. Drainage Improvements (**pending NRCS drainage design -design final this summer) \$ 40,000** (FY14)



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering and/Site Improvements			40,000				40,000	☐ General Fund (tax rate)
Construction	37,000	30,000					67,000	☐ Water Fund
Equipment Cost							-	☐ Sewer Fund
Other Cost							-	☐ Capital Reserve Fund
Totals	37,000	30,000	40,000				107,000	☐ Impact Fee Account
Operating Budget Impact:								☐ Revolving Fund
Salaries/Wages							-	☐ Other (Grants, Special Assessment)
fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals							-	

Town of Exeter, New Hampshire 2012 - 2017CIP Project Request

Department:**Project Title:****Contact:****Phone:****e-Mail:**

Conservation

Raynes Farm Improvements

Kristen Murphy

418-6452

kmurphy@town.exeter.nh.us

2. Rationale:

A. The current barn roof was installed in 1991 and is almost 20 years old. Several leaks were repaired through an insurance claim. Support through grant funds has been sought but has yet been unsuccessful. At 20 years we are at the maximum life expectancy for a roof and therefore it is likely leaks will become more common over time. Simply repairing the leaks as they appear is not only less efficient but also allows some time for moisture penetration between when the leaks are detected and repaired, leading to the structural damage. Replacing the roof is essential to maintaining the structure.

B. The connector between the silo and the barn is serving as a source of physical strain on the barn itself. This connector will continue to strain the structure, adding unnecessarily to the need for future repairs. Removing this connection will reduce physical strain on the building and will not detract from the historic validity of the structure itself. In order to complete this removal, a portion of the barn opening will need to be rebuilt.

C. Proposed sill replacement is necessary to ensure structural stability of the barn and was identified in the Long Range Development Plan for Raynes Farm. This sill replacement is the final phase of sill work identified for the barn.

D. As is typical for drainage ways, over years of conveying stormwater, sedimentation from runoff has settled within the drainage channels. In addition, several areas of the field have wet sections that hinder crop production. The leasee, in coordination with the town, has applied for Farm Bill EQIP grant that would pay for engineered plans to install the drainage system. Once those designs are finalized, matching funds would be required to implement the project. The proposed drainage improvements will be a relatively small investment that will further improve the long-term agricultural viability of the farm. The drainage improvements are identified in the Long Range Development Plan for Raynes Farm.

Note: The barn roof and silo connector projects prevent additional degradation to the existing structure and therefore they were given annual priority.

Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted: _____
Year Funding is Requested: _____

Department: Parks & Recreation
Project Title: One Ton Replacement
Contact: Michael Favreau
Phone: 773-6151
E-Mail: mfavreau@town.exeter.nh.us

Priority (1 of 8, etc.): 1 of 1
Estimated Total Cost: \$ 24,500
Estimated Useful Life (Years): 10 years
Previously Presented? (Yes/No) Yes
When (Please give year): 2003
Growth Related? (Yes/No): No

Request Results from ("✓" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☒ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

Although it will be our #2 vehicle with the purchase of 2006 1 ton, it gets tough miles and carries heavy loads. We also use it to trailer mowers from site to site. We need 2 good vehicles with sith our summer help and two full time employees. This vehicle has had its share of thing go wrong over the years, more than I believe it should have. With the extensive use of our 2006 for plowing now, it is wearing out much faster than expected, making this vehicle more important.

The back end is tarting to rot out as noted in December 2010 by Public Works.

Mileage: 65,000

Item to be Replaced:

Make/Model	Chevy 1 Ton
Year	2001
FY 10 Maintenance Cost	\$518.00
FY 09 Maintenance Cost	\$664.00
Life-to-Date Maintenance Cost	6582

Use of Requested Item:

Useful Life in Years	10
Weeks per Year	52
Average Days per Week	5
Average Hours per Day	4

Capital Cost:

Vehicle Costs	26,000
Equipment Cost	
Other Cost	
Trade Value (show as negative)	(1,500)
Totals	24,500

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source

☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	26,000						26,000
Equipment Cost							
Other Cost							
Trade Value (show as negative)	(1,500)						(1,500)
Totals	24,500						24,500

EXETER FIRE DEPARTMENT



2010 Emergency One – 1500 gpm Pumper

2012 - 2017 Capital Improvement Projects

Includes:
Emergency Management
& Health Department

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: May 20, 2011
Year Funding is Requested: 2012

Department: Fire
Project Title: Sub-Station Permitting & Design
Contact: Brian Comeau
Phone: 773-6127
e-Mail: bcomeau@town.exeternh.us

Priority (1 of 8, etc.): 5 of 5
Estimated Total Cost: \$ 30,000
Estimated Useful Life (Years): 25-50
Previously Presented? (Yes/No) No
When (Please give year):
Growth Related? (Yes/No): Yes

Request Results from ("√" all that apply)
☐ Reduce Long Term Operating Cost
☒ Health or Safety
☒ Continuation of Existing Project
☒ Expand Public Demand
☒ Reflects Master Plan
☒ Reduces Liability
☐ Fed./State Action Required
☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

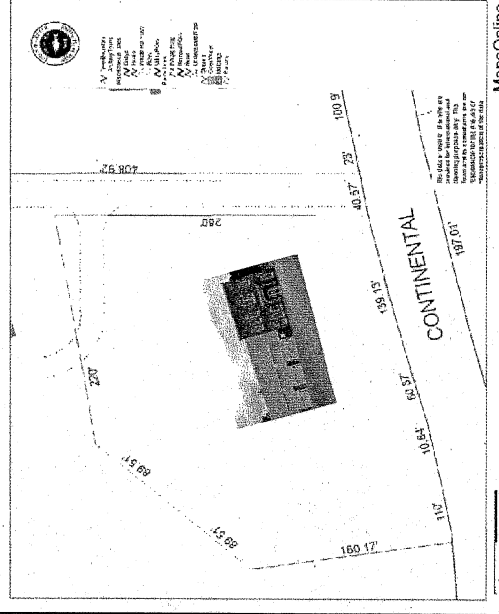
1. General Project Description? This request will establish a building committee, begin the process of necessary planning & permitting and will fund the design and building plans for the Continental Drive Fire Sub-Station.

2. Rational? It will never be a good time to build a fire station, however one is needed. It's needed to protect the community infrastructure and taxpayers that today receive less than adequate emergency coverage and pay higher insurance rates than the rest of the town and is needed to improve the overall delivery of services. The current location of the central fire station covers approximately 50% of the town within a nationally accepted 4 minute response time. The addition of a sub-station on Continental Drive will improve this coverage to nearly 80% of the town in 4 minutes.

The development of station 2 has been postponed for a number of years. The station was first proposed in the mid 1980's at the corner of Industrial Drive and Epping Road. This land was never used and became too small for an adequate sub-station. The town and fire department revised the sub-station proposal in 2003. In 2007 a study by MMA indicated the need still exists for the fire sub-station.

This year we are requesting that the selectman establish a committee to study the needs of the department and the community, and establish funding to create design drawings the can be used for a future Request for Proposal (RFP) for construction of the sub-station.

3. Operating Budget Impact? None anticipated at this time



MapsOnline

Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Planning/Design/Engineering	30,000						30,000
Land/Site Improvements							
Construction							
Equipment Cost							
Other Cost							
Totals	30,000						30,000
Operating Budget Impact:							
Salaries/Wages							
Fringe Benefits							
Contracted Services							
Expenses							
Other Cost							
Totals							

Proposed Funding Source
☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

B1



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

May 20, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Fire
Ambulance 2 Replacement
Brian Comeau
773-6127
bcomeau@town.exeter.nh.us

Priority (1 of 8, etc.):
Estimated Total Cost:
Estimated Useful Life (Years):
Previously Presented? (Yes/No)
When (Please give year):
Growth Related? (Yes/No):

1 of 5
\$ 175,523
6
Yes
2011
No

Request Results from ("√" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☐ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description? Replace 2005 Ambulance with new.

2. Rational? This vehicle is in service today. With the ever increasing EMS call volume, nearly 1,750 calls per year, it is very important to keep on a regular vehicle replacement schedule. This is necessary to have reliable ambulance service for the residents and visitors of Exeter. This vehicle is a primary response vehicle and we have seen an increase in out-of-service time and increased maintenance cost as the vehicle ages, in fact we have completed more than \$3,500 in repairs year-to-date in FY11. The vehicle after 7 years still has a moderate trade-in value creating the best value for the Town of Exeter.

3. Operating Budget Impact? This desire is to have this vehicle funded from the Ambulance Revolving Fund created by the affirmative vote on Article 35 at the 2007 town meeting. The BOS needs to approve the transfer of funds into this account, and if approved the purchase of this vehicle would have no impact on the tax rate. It would be paid for by the users of the ambulance. A new vehicle would likely reduce the operating budget as new vehicle warranties and reduced maintenance costs would be realized. Improvements in vehicle engines and emissions have reduced fuel consumption and lessened the carbon output as compared with existing older vehicles.

Item to be Replaced:

Make/Model	Year	Ambulance
FY 10 Maintenance Cost	2,277.79	201309*
FY 09 Maintenance Cost	1,676.77	3,918.2 hrs
Life-to-Date Maintenance Cost	10,363.00	N/A

Use of Requested Item:

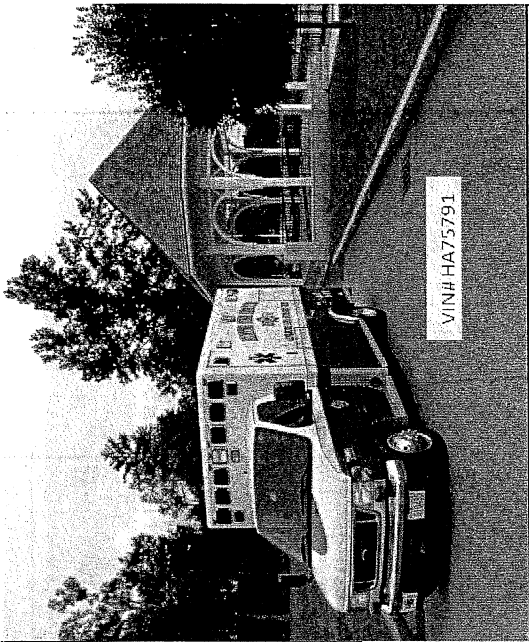
Useful Life in Years	Mileage	Engine Hours	Weeks per year
6	201309*	3,918.2 hrs	N/A

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	160,523	-	-	-	-	-	160,523
Equipment Cost	35,000	-	-	-	-	-	35,000
Other Cost	(20,000)	-	-	-	-	-	(20,000)
Trade Value (show as negative)	175,523	-	-	-	-	-	175,523
Totals							

Operating Budget Impact:

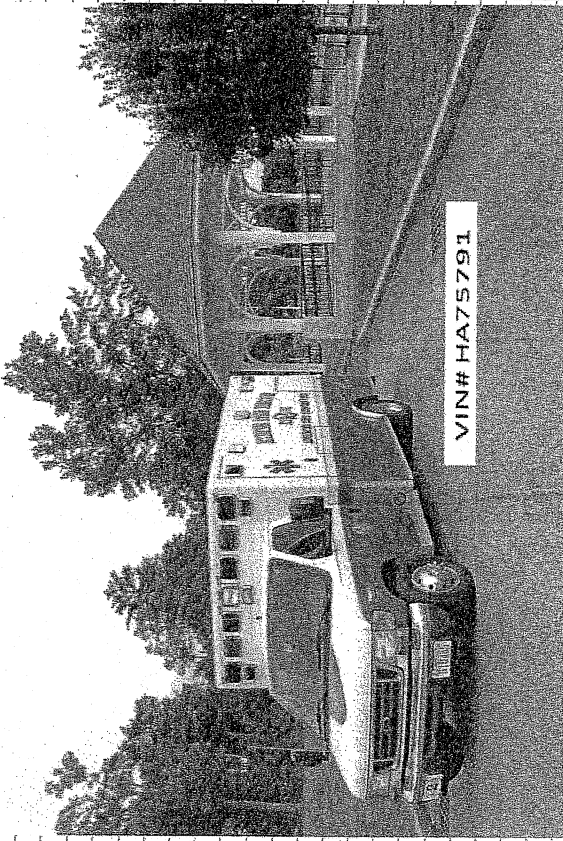
Salaries/Wages	-
Fringe Benefits	-
Contracted Services	-
Expenses	-
Other Cost	-
Totals	-



Proposed Funding Source
☐ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☒ Other (Grants, Special Assessment)
Ambulance Revolving Fund

Town of Exeter

Department:		Fire							Date:	6/30/2011
Vehicle Name or Number:		Ambulance 2							Fuel Type:	Diesel
Vehicle Registration:		G10485								
VIN #		1FDXE45PX5HA75791								
Vehicle Category	Recommended Replacement Years/Miles	Age	Miles/Hours Nearest 10,000	Type of Service	Reliability	Maintenance & Repairs Costs	Condition Interior/Exterior	Total Points		
Medium Trucks 1-Tons & Ambulances	7 or 100,000	7	20	3	4	3	4	41		
Age: 1 point for each year of chronological age, based on in-service date										
Miles/Hours: 1 point for each 10,000 miles or 750 hours										
Type of Service: 1, 3, or 5 points are assigned based on type of service										
1 point for Department Heads & Commuter use										
3 points for medium duty, ambulances, parks & rec, service vehicles										
5 points for rough duty, plows, fire engines, etc...										
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair										
1 point for a vehicle in the shop once every 3 months for Preventive Maint										
2 points for a vehicle in the shop once every 2 or 3 months										
3 points for a vehicle in the shop each month for repairs										
4 points for a vehicle in the shop twice a month for repairs										
5 points for a vehicle in the shop 3 or more times a month										
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs										
1 point for maintenance & repair costs totalling 20% of original purchase cost										
2 points for maintenance & repair costs totalling 40% of original purchase cost										
3 points for maintenance & repair costs totalling 60% of original purchase cost										
4 points for maintenance & repair costs totalling 80% of original purchase cost										
5 points for maintenance & repair costs totalling 100% or greater of original purchase cost										
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...										
1 point for like new condition										
2 points for excellent condition										
3 points for good condition										
4 points for fair/average condition										
5 points for poor condition (Not Inspectable)										



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

May 20, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Fire
Ladder 1 Replacement
Brian Comeau
773-6127
boombeau@town.exeternh.us

Priority (1 of 8, etc.): 2 of 5
Estimated Total Cost: \$ 855,250
Estimated Useful Life (Years): 20
Previously Presented? (Yes/No) No
When (Please give year):
Growth Related? (Yes/No): No

Request Results from ("√" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☐ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. **General Project Description?** Replace 1994 Ladder Truck with new. We recommend purchase of a new 100' ladder truck. This ladder will be equipped with a 1500 GPM pump so that it can be self-supporting and not need to rely on a second engine from our department to provide water for elevated streams.

2. **Rational?** This vehicle is in service today and is beginning to show signs of age. The body beginning to rust and we are in need for additional maintenance on the ladder itself. We have spent over \$15,000 in each of the past 3 years (FY09-FY11) for necessary repairs to keep the unit in service, and a \$25,000 repair to the aerial ladder and water way will be necessary in 2012 if we keep the unit. Ladder trucks are a key piece of equipment for the town's fire protection, as it's main purpose is to save lives. They provide a solid work platform for firefighters to rescue trapped occupants and safer to operate on the roof and the scene of a building fire. The ladder is 18 years old and could be sold as, but more likely will be traded in to the manufacturer.

3. **Operating Budget Impact?** A new vehicle would likely reduce the operating budget as new vehicle warranties and reduced maintenance costs would be realized. Improvements in vehicle engines and emissions have reduced fuel consumption and lessened the carbon output as compared with existing older vehicles. We are currently looking into a 10 year lease/purchase or bonding.

Item to be Replaced:

Make/Model	Year	Make/Model	Year
Ladder Truck	1994	Ladder Truck	1994
FY 10 Maintenance Cost	16,949.62	FY 10 Maintenance Cost	16,949.62
FY 09 Maintenance Cost	7,509.87	FY 09 Maintenance Cost	7,509.87
Life-to-Date Maintenance Cost	74,926.71	Life-to-Date Maintenance Cost	74,926.71

Use of Requested Item:

Useful Life in Years	Mileage	Engine Hours	Weeks per year
15-20	134,664*	2534.4 hrs	N/A

Capital Cost:

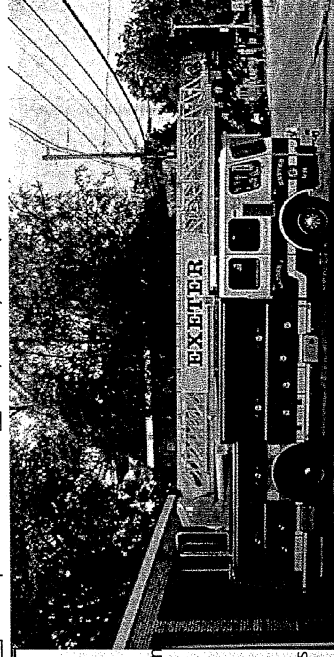
	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	845,250	-	-	-	-	-	845,250
Equipment Cost	25,000	-	-	-	-	-	25,000
Other Cost	(15,000)	-	-	-	-	-	(15,000)
Trade Value (show as negative)	855,250	-	-	-	-	-	855,250
Totals							

Operating Budget Impact:

Salaries/Wages	-
Fringe Benefits	-
Contracted Services	-
Expenses	-
Other Cost	-
Totals	

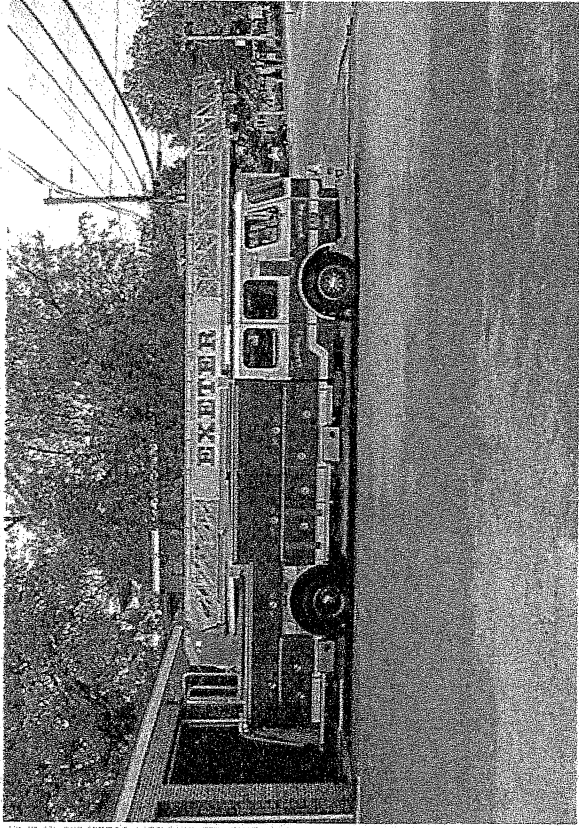
Proposed Funding Source

☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)



B2

Town of Exeter Vehicle Replacement Guidelines

Department:		Fire							Date:	6/30/2011
Vehicle Name or Number:		Ladder 1							Fuel Type:	Diesel
Vehicle Registration:		G01171								
VIN #		4ENDABA87R1004021								
Vehicle Category	Recommended Replacement Years/Miles	Age	Miles/Hours Nearest 10,000	Type of Service	Reliability	Maintenance & Repairs Costs	Condition Interior/Exterior	Total Points		
Heavy Trucks Plow Trucks, Fire Engines other large vehicles	12 or 100,000 20 or 250,000	18	13	5	3	3	4	46		
Age: 1 point for each year of chronological age, based on in-service date Miles/Hours: 1 point for each 10,000 miles or 750 hours Type of Service: 1, 3, or 5 points are assigned based on type of service 1 point for Department Heads & Commuter use 3 points for medium duty, ambulances, parks & rec, service vehicles 5 points for rough duty, plows, fire engines etc... Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair 1 point for a vehicle in the shop once every 3 months for Preventive Maint 2 points for a vehicle in the shop once every 2 or 3 months 3 points for a vehicle in the shop each month for repairs 4 points for a vehicle in the shop twice a month for repairs 5 points for a vehicle in the shop 3 or more times a month Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs 1 point for maintenance & repair costs totalling 20% of original purchase cost 2 points for maintenance & repair costs totalling 40% of original purchase cost 3 points for maintenance & repair costs totalling 60% of original purchase cost 4 points for maintenance & repair costs totalling 80% of original purchase cost 5 points for maintenance & repair costs totalling 100% or greater of original purchase cost Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc... 1 point for like new condition 2 points for excellent condition 3 points for good condition 4 points for fair/average condition 5 points for poor condition (Not Inspectable)										
										



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

May 20, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Fire
Fire Inspector's Vehicle Replacement
Brian Comeau
773-6127
bcomeau@town.exeter.nh.us

Priority (1 of 8, etc.): 3 of 5
Estimated Total Cost: \$ 20,875
Estimated Useful Life (Years): 10
Previously Presented? (Yes/No) Yes
When (Please give year): 2011
Growth Related? (Yes/No): No

Request Results from ("✓" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☐ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. **General Project Description?** Replace 2000 Ford Explorer currently with 119,000 miles with new 6 cylinder Ford Escape 4 x 4. This vehicle currently serves as transportation to and from Fire Inspection & Prevention activities. The vehicle must be large enough to transport fire prevention material such as AV's, props and hands-on training displays.

2. **Rational?** This vehicle is 12 years old and is becoming more difficult to predict service & maintenance needs.

During the 2011 State Inspection, McFarland Ford advised the fire department that the vehicle will not pass inspection in 2012, as the rust on the frame, under-carriage, drive train and brakes will be too extensive and not allow for a safe use of the vehicle.

This vehicle is beginning to show outward signs of rust and we can reasonably assume the under-side of the vehicle has begun to deteriorate. With any older vehicle unexpected costs in addition to routine maintenance always has the potential to be higher than budgeted in the operating portion of the budget.

3. **Operating Budget Impact?** A new vehicle would likely reduce the operating budget as new vehicle warranties and reduced maintenance costs would be realized. Improvements in vehicle engines have increased fuel mileage and reduced fuel consumption, as compared with existing older vehicles.

Item to be Replaced:

Make/ Model	Ford Explorer
Year	2000
FY 10 Maintenance Cost	1,931.03
FY 09 Maintenance Cost	1,829.56
Life-to-Date Maintenance Cost	8,699.78

Use of Requested Item:

Useful Life in Years	10
Mileage	119,420
Engine Hours	
Weeks per year	52

Capital Cost:

Vehicle Costs	17,875
Equipment Cost	3,000
Other Cost	
Trade Value (show as negative)	
Totals	20,875

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	



VIN = B367D9

Proposed Funding Source

☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

Total
17,875
3,000
20,875

B3

Town of Exeter

Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted: May 20, 2011
Year Funding is Requested: 2012

Department: Fire
Project Title: Chief's Car Replacement
Contact: Brian Comeau
Phone: 773-6127
e-Mail: boimeau@town.exeter.nh.us

Priority (1 of 8, etc.): 4 of 5
Estimated Total Cost: \$ 20,875
Estimated Useful Life (Years): 6
Previously Presented? (Yes/No) No
When (Please give year):
Growth Related? (Yes/No): No

Request Results from ("√" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☐ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. **General Project Description?** Replace 2005 Ford Crown Victoria sedan with new 6 cylinder Ford Escape 4 x 4. This vehicle is currently serves as department head transportation and occasionally the command post at emergency incidents. It is used respond to emergency incidents and to move personnel to emergencies, practical training exercises and classes.

2. **Rational?** The 7 year old Sedan has over 70,000 miles and is nearing the end of it's life as an emergency response vehicle. It could however be used as a non-emergency vehicle within the town as necessary. As the vehicle ages it will be more difficult to predict service & maintenance needs. With any older vehicle unexpected costs in addition to routine maintenance always has the potential to be higher than budgeted in the operating portion of the budget.

3. **Operating Budget Impact?** A new vehicle would likely reduce the operating budget as new vehicle warranties and reduced maintenance costs would be realized. Improvements in vehicle engines, including hybrid vehicles, have increased fuel mileage and reduced fuel consumption, as compared with existing older vehicles. We are currently looking into a 3 year lease/purchase as well as a standard purchasing options, in an effort to create a more level budget.

Item to be Replaced:

Make/Model	Year
Crown Vic	2005
FY 10 Maintenance Cost	2,066.26
FY 09 Maintenance Cost	1,381.57
Life-to-Date Maintenance Cost	4,484.01

Use of Requested Item:

Useful Life in Years	Mileage	Engine Hours	Weeks per year
6	70,648		52

Capital Cost:

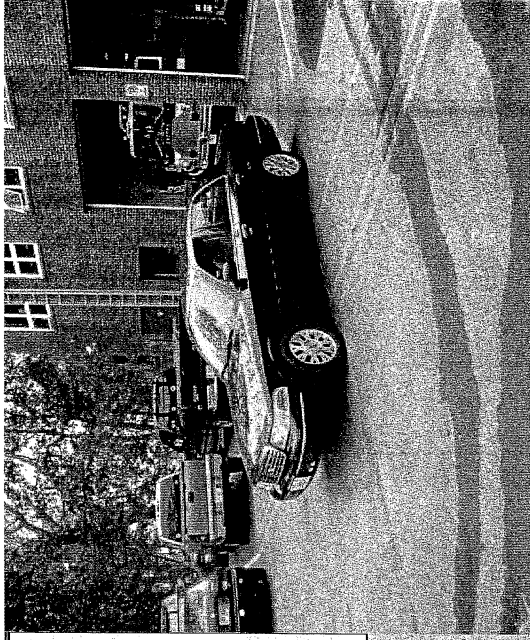
	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	17,875						17,875
Equipment Cost	3,000						3,000
Other Cost							
Trade Value (show as negative)							
Totals	20,875						20,875

Operating Budget Impact:

Salaries/Wages	
Fringe/Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source

☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)



B4

Fleet Management

The Public Works Department oversees the Fleet Management Program. This includes vehicle maintenance; fuel management; asset management; vehicle specification, acquisition, & disposal.

The Public Works Department is responsible for the maintenance and replacement of a total of about 55 vehicles and equipment. Because of the different vehicle & equipment types and maintenance needs, Vehicle Equivalent Unit (VEU), where a sedan represent 1 VEU and heavy trucks, loaders, sweepers, etc represent 6 VEU's. The total VEU's the Public Works Department manages is 259.

Fuel Management is a high priority with the Fleet management philosophy. The Public Works Department has considered Biofuel, but currently is an additional cost compared to regular diesel.

The purpose of this policy is to set guidelines regarding the Town of Exeter's vehicle and equipment replacement program. The philosophy was developed using the report on Fleet Management Best Practices Assessment for the Town of Exeter 2009, NH DOT (Section 1) Vehicle Replacement Program 2010-2011, and in-house mechanic knowledge of vehicle usage and maintenance levels. The four basic guidelines are:

1. Maximize useful life of vehicles and equipment
2. Gives taxpayers the best value for their vehicle and equipment dollar
3. Maintain safe and clean vehicles and equipment for employee use
4. Keep the Town's overall fleet current in accordance with modern technology and developing standards; where applicable, the BOS will support the purchase and replacement of vehicles and equipment that maximize environmental benefits, including high gas mileage, alternative fuels, and lower carbon emissions.

DPW will maintain a centralized DPW list of vehicles, heavy & light equipment. The list will be updated annually, and will be the basis for future replacement requests in the Town of Exeter's Capital Investment Program.

Town of Exeter Heating Upgrade/Replacement Program

Due to the age of heating systems within various Town of Exeter owned buildings, a formalized replacement program is being developed. The heating and conduit systems will be upgraded to support the new boiler installations. Currently there are four heating systems in need of immediate consideration for replacement. They are the Water Treatment Plant, Town Office, Public Safety Complex, and the Wastewater Treatment Plant. The upgrades to the boilers, HVAC equipment, zoning corrections, and controls will provide significant energy reduction of the annual heating costs per location. The existing boilers were originally oil fired equipment, and then converted to natural gas at an efficiency reduction to approximately 60%. The boilers are well beyond the recommended life expectancy provided by the manufacturer. A failure would make it necessary to conduct an emergency replacement under load without the opportunity to correct or improve efficiency.

Town of Exeter
Capital Improvement Program - Summary of Projects by Year

Project / Equipment Description	Program Year	Priority Ranking	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
A. Town-Owned Property/Building-Maintenance Department											
A3 Town Office Modular HVAC System	2012	1 of 6	\$ 235,000		235,000	-	-	-	-	-	235,000
A6 Public Works Complex Emergency Power	2012	2 of 6	\$ 65,000		65,000	-	-	-	-	-	65,000
A8 Historical Society Roof Replacement	2012	3 of 6	\$ 117,900		117,900	-	-	-	-	-	117,900
A4 Town Hall Office Expansion	2012	4 of 6	\$ 81,200		81,200	-	-	-	-	-	81,200
A9 Municipal Storage Facility	2013	6 of 6	\$ 175,000		-	175,000	-	-	-	-	175,000
A5 Public Safety Complex Heating Replacement	2013	5 of 6	\$ 110,621		-	110,621	-	-	-	-	110,621
Maintenance Vehicles											
D1 Maintenance Electrician Van (# 6)	2012	MV-1	\$ 27,500		27,500	-	-	-	-	-	27,500
D2 Maintenance Carpenter Pick-Up (#4)	2013	MV-2	\$ 16,925		-	16,925	-	-	-	-	16,925
D3 Plumbing/HVAC Van (#12)	2014	MV-3	\$ 27,500		-	-	27,500	-	-	-	27,500
TOTAL - GENERAL FUND					526,600	302,546	27,500	-	-	-	856,646
D. Public Works Department-Engineering & Highway											
D1 Supplemental Pavement Management Funds	2012	1 of 6	\$ 350,000		350,000	386,000	425,000	468,000	516,000	569,000	2,714,000
H1 Jody Hill Area-Utility Replacement-Phase II	2012		\$ 200,000		200,000	-	-	-	-	-	200,000
D8 Stormwater Program	2012	2 of 6	\$ 75,000		75,000	60,000	60,000	60,000	60,000	60,000	375,000
D3 String Bridge	2013	4 of 6	\$ 98,000		-	98,000	1,136,000	-	-	-	1,234,000
D4 Lincoln Street Project-Phase II	2013		\$ 105,000		-	105,000	945,000	-	-	-	1,050,000
D2 Portsmouth Avenue Reconstruction	2013	3 of 6	\$ 2,726,000		-	2,726,000	-	-	-	-	2,726,000
D6 Great Dam Modifications	2014	5 of 6	\$ 1,373,500		-	-	1,373,500	-	-	-	1,373,500
Vehicles/Heavy Equipment											
D4 Ford F-150 Pickup Truck #5	2012	HV-1	\$ 16,925		16,925	-	-	-	-	-	16,925
D5 One Ton Dump Truck #52	2012	HV-2	\$ 45,299		45,299	-	-	-	-	-	45,299
D6 Six Wheel Dump Truck # 31	2012	HV-3	\$ 126,420		126,420	-	-	-	-	-	126,420
D7 Street Sweeper #48	2012	HV-4	\$ 265,000		265,000	-	-	-	-	-	265,000
D8 Six Wheel Dump Truck # 30	2012	HV-5	\$ 126,420		126,420	-	-	-	-	-	126,420
D9 Sidewalk Tractor #56	2012	HV-6	\$ 147,571		147,571	-	-	-	-	-	147,571
D10 Sidewalk Tractor #58	2012	HV-7	\$ 147,571		147,571	-	-	-	-	-	147,571
TOTAL - GENERAL FUND					1,500,206	3,375,000	3,939,500	528,000	576,000	629,000	10,547,706



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

July 20, 2011

Year Funding is Requested:

2012

Department:

Public Works - Maintenance

Project Title:

Town Office Modular HVAC System

Contact:

Kevin Smart

Phone:

778 - 0591 ext. 162

e-Mail:

ksmart@town.exeter.nh.us

Priority (1 of 8, etc.):

1 of 6

Estimated Total Cost:

\$ 235,000

Estimated Useful Life (Years):

25 years

Previously Presented? (Yes/No)

yes

When (Please give year):

2008

Growth Related? (Yes/No):

yes

Request Results from ("√" all that apply)

- ☒ Reduce Long Term Operating Cost
- ☒ Health or Safety
- ☒ Continuation of Existing Project
- ☒ Expand Public Demand
- ☐ Reflects Master Plan
- ☒ Reduces Liability

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description? The Town Office modular HVAC system consists of heat exchangers, air handlers, and ductwork that will provide the prescribed amount of fresh air to the building interior at the required temperatures.

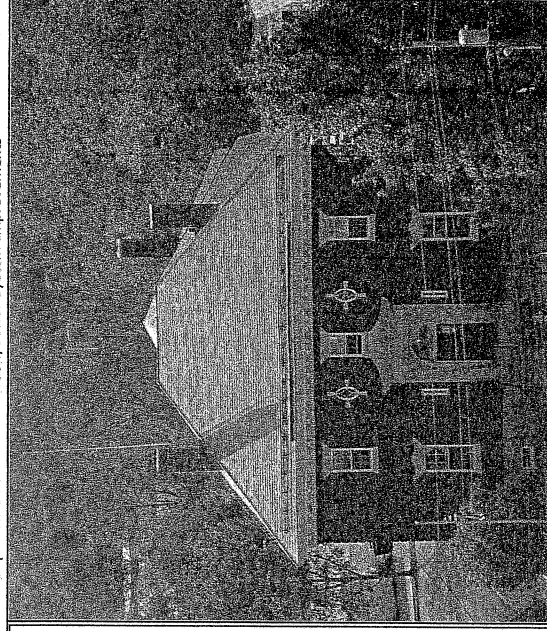
2. Rationale? Current conditions are:

HEAT: The building is heated by 3 fin type boilers and a single loop system designed in 1978 that provide perimeter baseboard heat fed by a one pipe supply loop. Heat control is by hand operated thermostat valves that restrict flow to localized areas within the single loop. The boilers are controlled with a timer to turn "off" and "on" to control the heat gain in spring and fall.

COOLING: The building is cooled by 15 window mounted A/C units. The majority of the locations cooled do not have A/C boundaries causing the window units to run at high volume for extended periods of time with a short lifespan. Controls for these units are generally "on" or "off". This condition places a disproportionately heavy electrical load on the building at peak cooling times causing the electrical system to reach or exceed the rated capacity of the 400 amp service.

VENTILATION: The building supply of outside fresh air is far below the prescribed amount of 20 cfm per person as outlined by the International Mechanical Code 2000, adopted by State of N.H. and Dept. of Labor. During the heating season windows are sealed off to control heat loss, with uneven infiltration through doorways as the only source of fresh air. The limited amount of unfiltered air then becomes mixed with high humidity levels from the basement, pollen and dust particulates, and carbon dioxide from occupants. The resulting musty odors, aggravated employee discomfort, create a very unhealthy environment. During the summer months the window A/C units blow in unfiltered air containing dust and pollen without humidity control or air exchange.

3. Operating Budget Impact? PAYBACK-The existing utility costs for operating the obsolete heating system, and the 15 window A/C units are exorbitant and disproportionate. Installation of a modular HVAC system will drastically reduce energy costs, carbon footprint, improve operating efficiency, and health.



Capital Cost:

Planning/Design/Engineering

Land/Site Improvements

Construction

Equipment Cost

Other Cost

Totals

FY 10

FY 11

FY 12

FY 13

FY 14

FY 15

Total

Proposed Funding Source

- ☒ General Fund (tax rate)
- ☐ Water Fund (user fees)
- ☐ Sewer Fund (user fees)
- ☐ Capital Reserve Fund
- ☐ Impact Fee Account
- ☐ Other (Grants, Special Assessment)

Operating Budget Impact:

Salaries/Wages

Fringe Benefits

Contracted Services

Expenses

Other Cost

Totals

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 20, 2011
Year Funding is Requested: 2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Maintenance
Town Hall Office Expansion
Kevin Smart
778 - 0591 ext. 162
ksmart@town.exeter.nh.us

Priority (1 of 8, etc.): 4 of 6
Estimated Total Cost: \$ 81,200
Estimated Useful Life (Years): 20
Previously Presented? (Yes/No) no
When (Please give year):
Growth Related? (Yes/No): yes

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☒ Reflects Master Plan
☐ Fed./State Action Required
☒ Health or Safety
☒ Expand Public Demand
☐ Reduces Liability
☒ Deemed Critical by Department

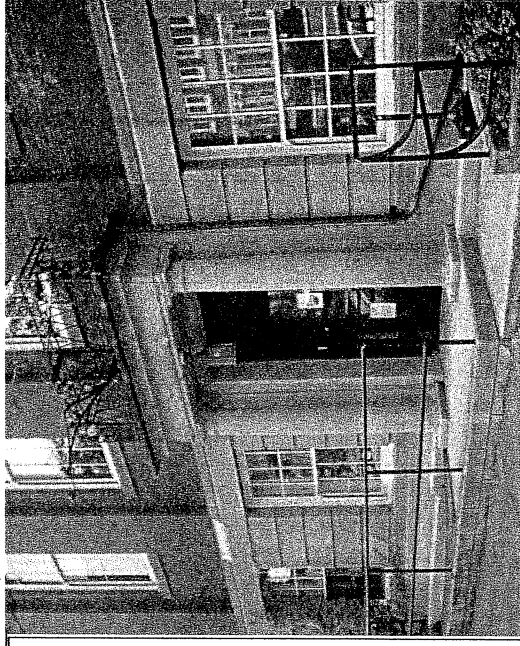
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. **General Project Description?** To renovate space in Town Hall previously used as the Exeter District Court into code compliant office space for expansion of Town Office services. Project consists of material testing and removal; demolition; heating, ventilation and air conditioning (HVAC) upgrades; electrical and lighting upgrades; fire sprinkler modifications; insulated fire rated ceiling; interior partitions; floor tile and carpeting; ADA compliant bathroom; painting; alarms and cabling.

2. **Rationale?** Currently Town Offices house numerous departments, including Administration, Human Resources, Planning & Building, IT, Town Clerk, Assessing, Finance & Accounting, Water & Tax Collections, and public meeting rooms. The building is at or over capacity. This project would enable utilization of currently unused space on the ground floor of the Town Hall building, including use of the newly renovated space previously occupied by the Provident Bank.

3. **Operating Budget?** Accomplishment of the project will be a combination of contract, and in-house labor. Cost estimates were developed by the Department using information provided by the Provident Bank. Scope of work was developed in consultation with the Town Planner and Town Manager. Town Hall utility (electric, gas, water, and sewer) costs would increase.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☒ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction	62,700						62,700	☐ Sewer Fund (user fees)
Equipment Cost	12,000						12,000	☐ Capital Reserve Fund
Other Cost	6,500						6,500	☐ Impact Fee Account
Totals	81,200						81,200	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

AH

Town of Exeter, New Hampshire

2012- 2017

Date Submitted:

July 28, 2011

Year Funding is Requested:

2012

Department: Public Works - Maintenance

Project Title: Public Works Complex Emergency Power

Contact: Kevin Smart

Phone: 778 - 0591 ext. 162

e-Mail: ksmart@town.exeter.nh.us

Priority (1 of 8, etc.): 2 of 6

Estimated Total Cost: \$ 65,000

Estimated Useful Life (Years): 20

Previously Presented? (Yes/No): yes

When (Please give year): 2009

Growth Related? (Yes/No): yes

Request Results from ("✓" all that apply)

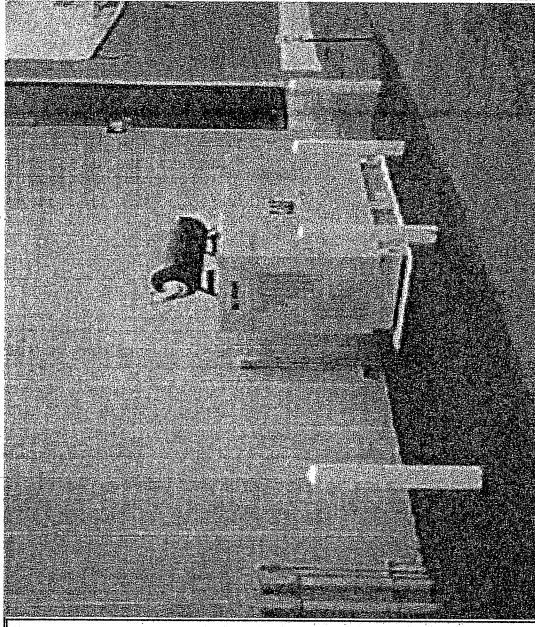
- ☐ Reduce Long Term Operating Cost
- ☒ Health or Safety
- ☐ Continuation of Existing Project
- ☒ Expand Public Demand
- ☐ Reflects Master Plan
- ☒ Reduces Liability

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description? To design and install an emergency electrical standby power system to supply the Public Works Highway Garage, and Mechanics Bays.

2. Rationale? Currently there is no backup power for any of the Public Works Highway garage bays and Mechanics bays. The concern is an issue of safety for the first responders who must enter darkened and disabled buildings without emergency lighting, fire alarms, or carbon monoxide detection while the power is out. First responders are required to access emergency equipment that is stored within these disabled buildings and arrive to the scene of the emergency, and Mechanics must repair emergency equipment without power. Presently, a small welder/portable generator powers the gas pump island to fuel emergency vehicles. Past emergencies have found first Responders filling sandbags in unlighted garages, sorting through saws and equipment to respond to wind storms, and various snow emergencies that require plows and heavy equipment to be rigged and maneuvered in darkened spaces. The potential for personnel injury and damage are well beyond what could be considered reasonable operating procedures. The installation of an emergency generator to power the Public Works Site would greatly lessen the hazards that are faced by our first responders. The estimate was generated with information provided by the recent bid award for the Public Safety Complex Emergency Generator 2011. At this time there are no longer grants available to assist with funding, however this sized generator may be eligible for the Demand Response Program that will pay monthly fees for the availability to power outside of the electric grid. Generator size is 60KW vs. Public Safety Complex 150KW DPW pricing is roughly half of the Complex Generator price. Outages are frequent during summer thunderstorms, an ice storm in 2009 resulted in a 4 day outage, winter storms have long term outage potential.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☒ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction	10,000						10,000	☐ Sewer Fund (user fees)
Equipment Cost	50,000						50,000	☐ Capital Reserve Fund
Other Cost	5,000						5,000	☐ Impact Fee Account
Totals	65,000						65,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

May 12, 2011

Year Funding is Requested:

2012

Department:

Public Works - Maintenance

Project Title:

Historical Society Roof Replacement

Contact:

Kevin Smart

Phone:

778 - 0591 ext. 162

e-Mail:

ksmart@town.exeter.nh.us

Priority (1 of 8, etc.):

3 of 6

Estimated Total Cost: \$

117,900

Estimated Useful Life (Years):

100

Previously Presented? (Yes/No)

yes

When (Please give year):

2010

Growth Related? (Yes/No):

2010

Request Results from ("√" all that apply)

☒ Reduce Long Term Operating Cost

☒ Health or Safety

☒ Continuation of Existing Project

☒ Expand Public Demand

☐ Reflects Master Plan

☒ Reduces Liability

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description? Complete roof replacement to consist of removal of old slate, inspect/repair/refasten roof decking, install high temperature ice and water shield, install new slate to match existing, replace all copper flashings and gutters with new, replace ridge cresting's, repair lower rubber roof decks after demo, and replace copper roofs. Includes 5 year warranty for workmanship. Slate roof life expectancy 100 years with periodic maintenance.

2. Rationale? The roof on the Town-owned Exeter Historical Society Building is original to the building construction of 1896. Located at 47 Front Street the roof has had minimal maintenance and currently is relying on temporary repairs that were made by the Public Works Maintenance team in 2005. Leaking and sustained damages to the interior plaster ceilings have been stabilized by the temporary repairs. The existing roof has gone beyond the 100 year life expectancy, and failures of the copper flashings and gutters have loosened the slate. Regular maintenance has been minimal and not in keeping with the condition needs. The percentage of slate removal needed to replace all failed copper flashings necessitates a complete replacement. The price was generated in 2010 by a contractor who has previously been a successful bidder within the Town of Exeter purchasing policy and specializes in historical restoration of this scope.

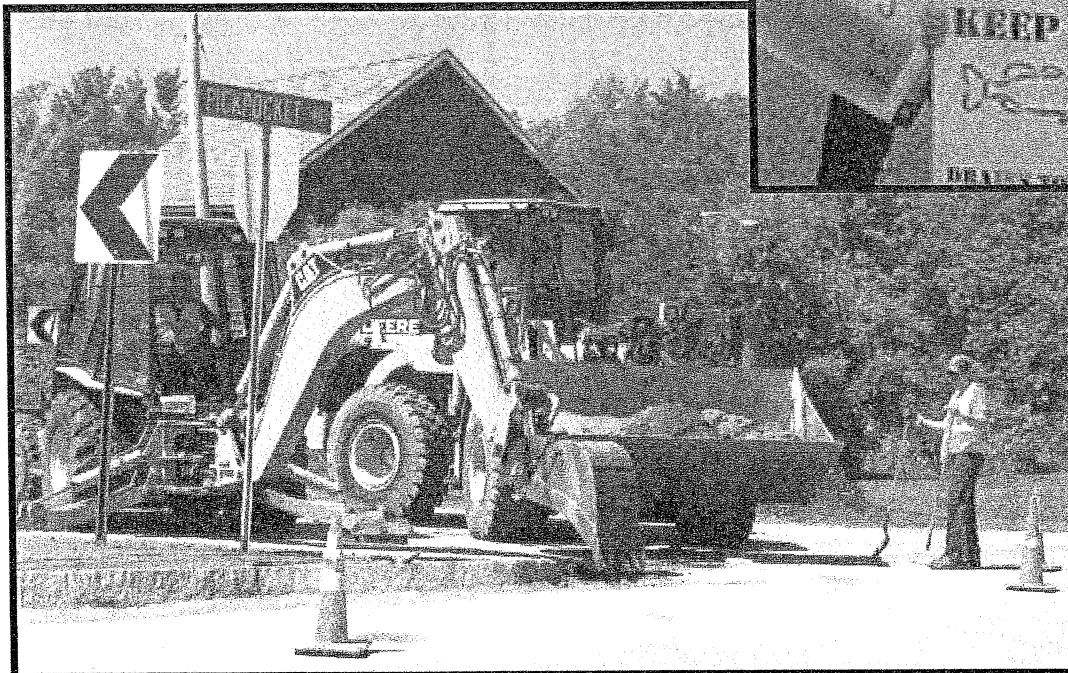
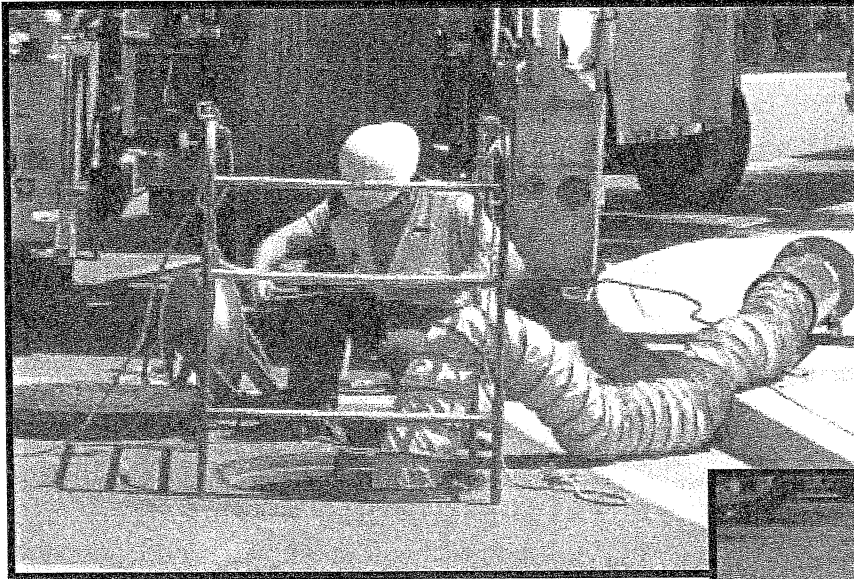
3. Operating Budget Impact?



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☒ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction	117,900						117,900	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	117,900						117,900	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

Department of Public Works

Engineering and Highway Projects





Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

May 19, 2011

Year Funding is Requested:

Annual

Department:

Public Works - Highway

Project Title:

Supplemental Pavement Management Funds

Contact:

Paul Vlasich

Phone:

773-6157 ext. 160

e-Mail:

pvlasich@town.exeter.nh.us

Priority:

1 of 5

Estimated Total Cost:

\$ 2,714,000

Estimated Useful Life (Years):

15

Previously Presented? (Yes/No)

Yes

When (Please give year):

2004

Growth Related? (Yes/No):

Yes

Request Results from ("✓" all that apply)

☒ Reduce Long Term Operating Cost

☒ Health or Safety

☒ Continuation of Existing Project

☒ Expand Public Demand

☒ Reflects Master Plan

☒ Reduces Liability

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Constructor ☐ Equipment New/Replacement ☐ Real Property Acquisition ☒ Road Improvements ☐ Water/Sewer System Improvements

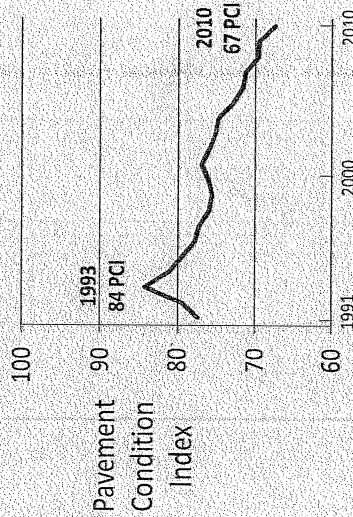
1. **General Project Description:** Systematic paving and rehabilitation of Town roads.

2. **Rationale:** Pavement represents the largest capital investment in the Highway Department. Maintaining and operating pavement on the Town road network involves complex decisions about how and when to resurface or apply other treatments to maintain the road surface integrity and, at the same time, minimize operating costs. Simply paving the worst roads in Town is not a cost effective practice. Severely deteriorated roads need expensive rehabilitation and reconstruction methods. Paving a road that isn't yet in need of major reconstruction saves money long term. A pavement management system (PMS) strategically combines some road reconstruction with more preemptive methods to maximize the useful life of the roads at a network level.

3. **Operating Budget Impact?** In 2010 there was an approximate backlog of road repairs to be made of \$6.9 million dollars. The purpose of a PMS is not only to preserve the good roads we have, but to minimize this backlog. The longer roads are allowed to deteriorate the more expensive the backlog becomes. This program assumes a 10.2% annual increase to reflect the observed inflation rate of asphalt pavement installations as analyzed in the 2010 Pavement Management Report.

4. **Cost Estimate -** A level funded budget analysis was performed using the PMS to determine the funding level required to keep the average condition of the roadway network at 2009 levels. The five year level funded budget figure was \$1,320,000/yr starting in 2010. However, the 2010 total budget of \$500,000 and \$750,000 in 2011 was significantly short of that recommendation. Since new utility replacement programs have recently been instituted, a short-term paving horizon is suggested. Further analysis suggested that a \$1,100,000 paving budget in FY11 would have brought the road network to 2009 conditions. Since unit prices did not increase in 2011, the total paving expenditure is suggested to stay at \$1,100,000. The remainder of the six-year program is inflated by the historical 10.2% while the utility work is allowed to progress. It is anticipated that the FY12 budget will reflect the FY11 budget of \$750,000. The combination of the budget and supplemental paving will equate to \$1,100,000. Future year requests continue to assume that both the municipal budget and CIP request will be adjusted by roadway inflation costs using FY11 as the base. The complete 2010 Pavement Management Report can be viewed at <http://www.town.exeter.nh.us/tm/Pavement%20Management%20Study%202010.pdf>

Historical Pavement Condition



Capital Cost:

Planning/Design/Engineering

Land/Site Improvements

Construction

Equipment Cost

Other Cost

Totals

Operating Budget Impact:

Salaries/Wages

Fringe Benefits

Contracted Services

Expenses

Other Cost

Totals

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Planning/Design/Engineering							
Land/Site Improvements							
Construction	350,000	386,000	425,000	468,000	516,000	569,000	2,714,000
Equipment Cost							
Other Cost							
Totals	350,000	386,000	425,000	468,000	516,000	569,000	2,714,000
Operating Budget Impact:							
Salaries/Wages							
Fringe Benefits							
Contracted Services							
Expenses							
Other Cost							
Totals							

Proposed Funding Source

☒ General Fund (tax rate)

☐ Water Fund (user fees)

☐ Sewer Fund (user fees)

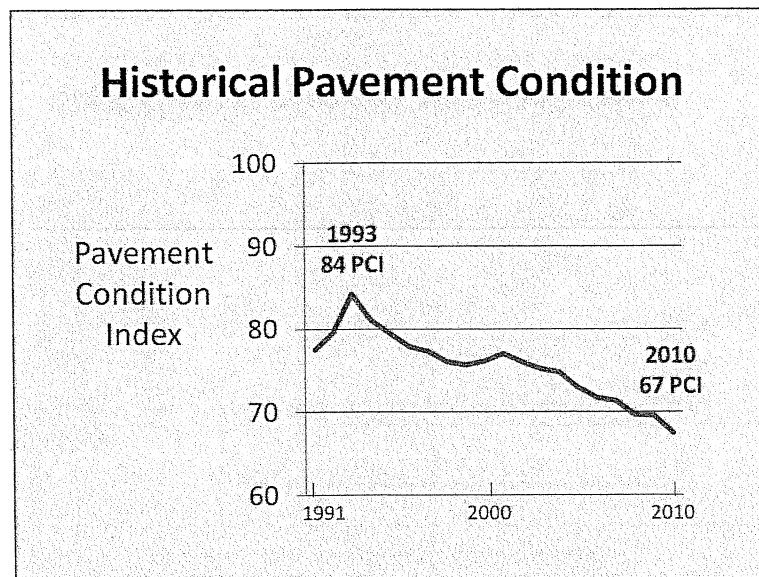
☐ Capital Reserve Fund

☐ Impact Fee Account

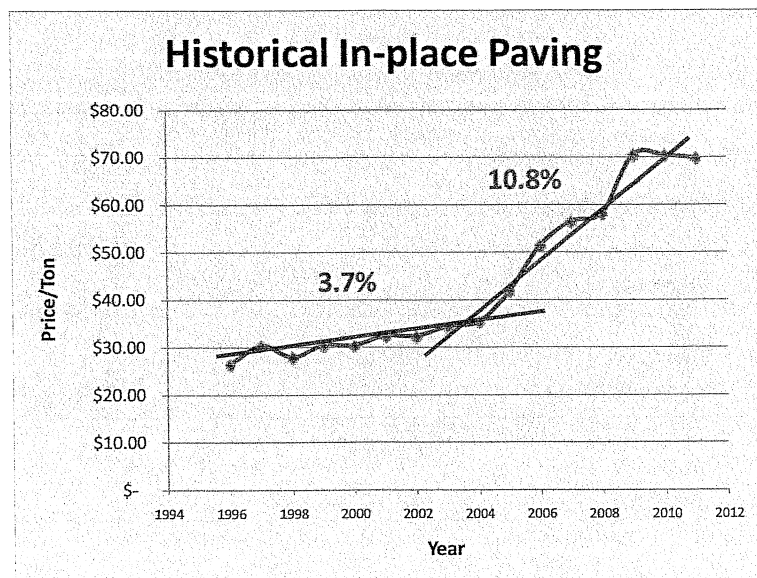
☐ Other (Grants, Special Assessment)

Supplemental Pavement Management Funds

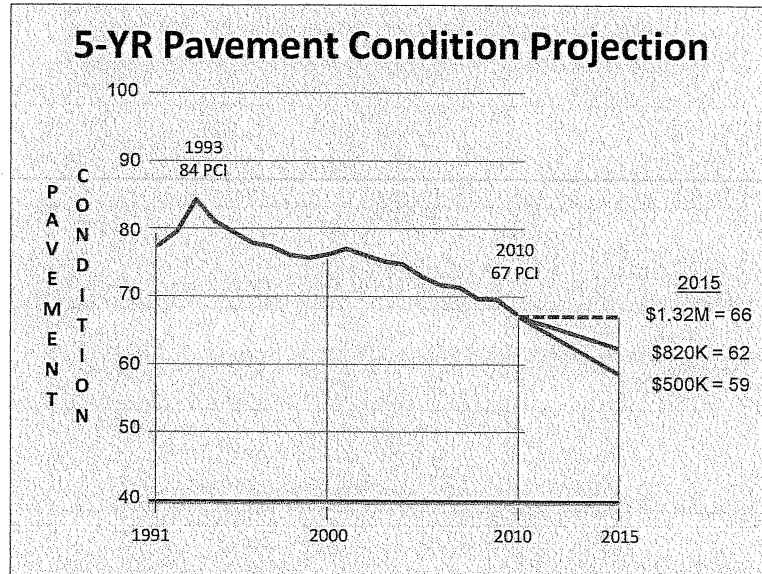
The following chart indicates the average pavement condition over the last two decades. This chart indicates that pavement conditions have been worsening since 1993.



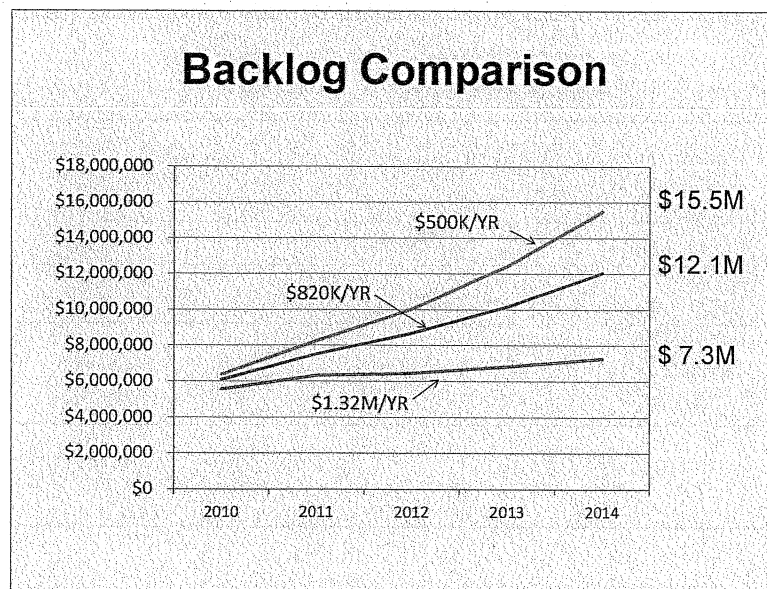
The analysis of funding requirements in the 2010 Pavement Management Study utilized 10.2% annual increases in the price of pavement improvements. The following diagram updates the unit prices with actual 2010 and 2011 costs. The bulk of road improvement costs are asphalt related, but not all. The annual inflationary projections indicate that using the previous 10.2% is within reasonable assumptions.



The 2010 Pavement Management Report suggested that a five-year level funded budget of \$1.32M per year would result in the average roadway conditions staying the same. The department suggested a smaller expenditure of \$1.1M per year for a shorter time horizon. Future expenditures are then adjusted annually by the pavement cost inflation factor while the utility replacement projects proceed.



Maintaining the condition of the roadway is not the only purpose of a pavement management program. Containing future costs are also a consideration. The 2010 backlog of outstanding roadway surface improvements were \$6.9M. The chart below indicates projected future backlogs under various annual funding scenarios. Even with the proposed \$1.1M program funding, the backlog of improvement costs is projected to increase.



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 1, 2011
Year Funding is Requested: 2012

Project Title: Public Works - Water
Priority (1 of 8, etc.): 6 of 9
Estimated Total Cost: \$ 2,200,000
Estimated Useful Life (Years): 50
Previously Presented? (Yes/No): No
When (Please give year): FY10
Growth Related? (Yes/No): Yes

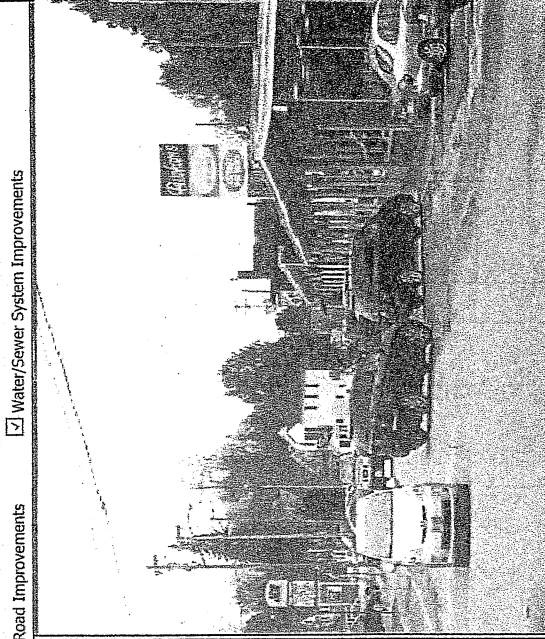
Request Results from ("√" all that apply)
☒ Reduce Long Term Operating Cost
☒ Health or Safety
☒ Continuation of Existing Project
☒ Expand Public Demand
☐ Reflects Master Plan
☐ Reduces Liability
☐ Deemed Critical by Department
☐ Fed./State Action Required

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Project Description: This project is for improvements to Lincoln Street. It is broken into several phases. Phase I consists of main replacements and sewermain rehabilitations. This 2,200 ft watermain is a key network main within the distribution system. This increases in importance as a link between the storage tanks and a potential groundwater treatment facility and was rated highly on the list from the 2002 CDM Water System Study. Rehabilitation of 1,000 ft of sewer mains as noted by the 2009 Inflow and Infiltration Study with phase I. The watermain (750 ft) and sewer lines (830 ft) on the side streets of Tremont and Daniel will be addressed at the same time by the Summer/Fall 2012. Construction could possibly begin in Fall 2012 or wait until school is finished in 2013. Involves street improvements from Front St. to Main St. Funding for conceptual and final design is requested in FY13. The southern from Front St to north of Lincoln St school is fairly straight forward. However, the business district area from the Lincoln St school to is much more complex. Traffic movement, parking accommodations and streetscape improvements will need to be balanced by the various issues and stakeholders. Construction of the street improvements is proposed in FY14.

Rating Budget Impact? FY12 Phase I Utility: \$ 954,000 - Water
\$ 196,000 - Sewer
\$ 1,150,000
FY13 Phase II Roadway Improvements Design: \$ 105,000 - Gen Fund
FY14 Roadway Construction: \$ 945,000 - Gen Fund
Total: \$ 2,200,000

nary project scoping and projects estimates were provided by a consultant.



	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Design/Engineering	175,000	105,000	85,000	-	-	-	365,000	☒ General Fund (tax rate)
Site Improvements	975,000	-	860,000	-	-	-	1,835,000	☒ Water Fund (user fees)
Construction	-	-	-	-	-	-	-	☒ Sewer Fund (user fees)
Net Cost	1,150,000	105,000	945,000	-	-	-	2,200,000	☐ Capital Reserve Fund
Cost	-	-	-	-	-	-	-	☐ Impact Fee Account
ing Budget Impact:	-	-	-	-	-	-	-	☐ Other (Grants, Special Assessment)
Wages	-	-	-	-	-	-	-	
Benefits	-	-	-	-	-	-	-	
ected Services	-	-	-	-	-	-	-	
ses	-	-	-	-	-	-	-	
Cost	-	-	-	-	-	-	-	

D4



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

May 12, 2011

Year Funding is Requested:

2012

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Highway

Stormwater Program

Paul Vlasich

773-6157 ext. 160

pvlasich@town.exeter.nh.us

Priority (1 of 8, etc.):

Estimated Total Cost: \$ 375,000

Estimated Useful Life (Years):

50

Previously Presented? (Yes/No):

Yes

When (Please give year):

FY09

Growth Related? (Yes/No):

Yes

Request Results from ("✓" all that apply)

☒ Reduce Long Term Operating Cost

☐ Continuation of Existing Project

☐ Reflects Master Plan

☒ Fed./State Action Required

☐ Health or Safety

☒ Expand Public Demand

☒ Reduces Liability

☐ Deemed Critical by Department

☐ Road Improvements

☐ Water/Sewer System Improvements

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction

☐ Equipment New/Replacement

☐ Real Property Acquisition

1. General Project Description? This project will implement requirements of the Draft 2008 EPA Stormwater Phase II permit program, expected to be in place by the fall of 2011 in FY12. Once the Town receives notice that the new permit is issued, the Town must implement permit requirements during the 1st year and continue yearly for the term of the permit (5years). In FY13 to FY14, this Stormwater Program will implement a plan to inspect the condition and evaluate the capacity of the existing storm drainage system. The results of this program will establish projects for a drain line rehabilitation program. The projects will identify required maintenance and repair of the storm drainage system to alleviate flooding while ensuring that pollutants in the stormwater are reduced to the maximum extent practicable before being discharged to local waterways.

2. Rationale: The storm drainage infrastructure has not been addressed in the same method as the sewer and water infrastructure. There is no dedicated fee structure to ensure that the drainage system receives the proper maintenance and repairs to keep the system functioning properly. Repairs and maintenance are addressed when flooding becomes an issue in certain areas of town or pipes collapse. Many of the current drainage system pipes were once sewer pipes. The condition of these pipes and structures are unknown. It is important to understand the current condition and capacity of the drainage system and begin a maintenance, repair and construction program to prevent flooding, keep roads safe, avoid property damage and address water quality of discharges local waterways.

3. Operating Budget Impact? Federal permit requirements will be part of yearly Town budget starting in FY13. The maintenance, repair, and construction of the storm drainage infrastructure will be an ongoing program requiring funding each year to ensure public safety and prevent property damage. The stormwater program will coordinate efforts and capital projects with the water and sewer rehabilitation programs. Future construction projects will be determined after these investigations.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	75,000	60,000	60,000	60,000	60,000	60,000	375,000	☒ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction							-	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	75,000	60,000	60,000	60,000	60,000	60,000	375,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

FY12

Stormwater Phase II Permit Program – \$75,000

(1st year requirements of the EPA Stormwater Phase II Permit)

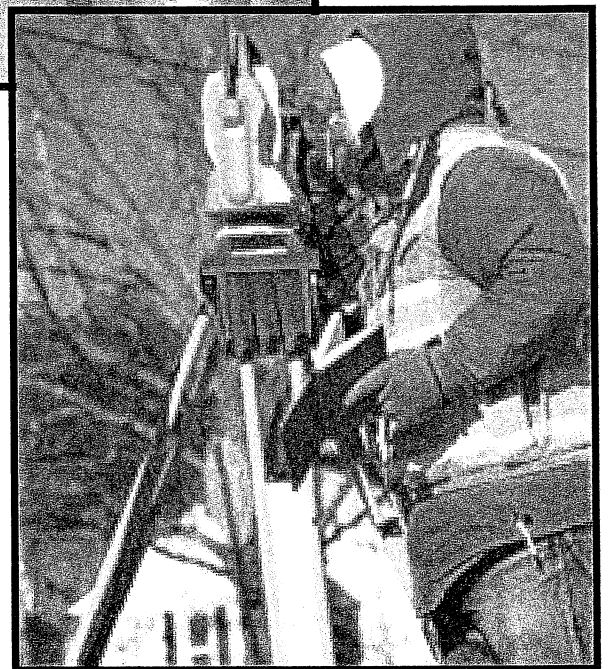
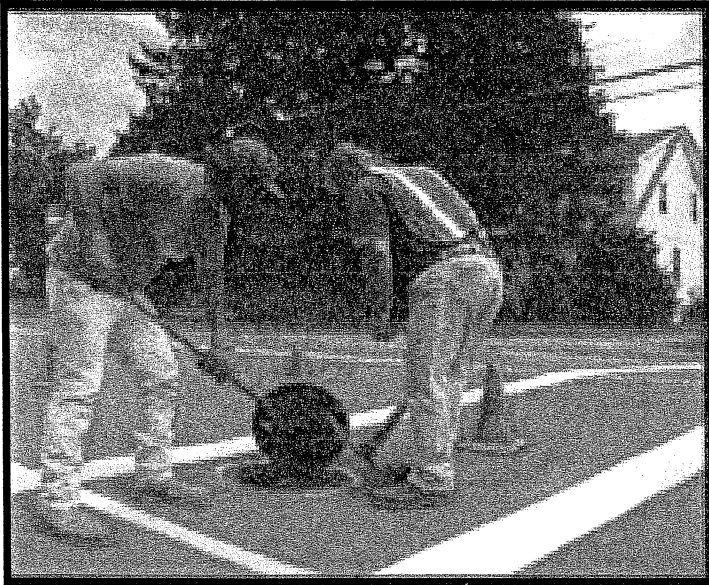
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|---|----------|
| • Stormwater Management Plan | \$41,500 |
| ○ Written plan with specific steps to meet requirements of the permit | |
| ○ Program description & measurable goals | |
| ○ Indicators for meeting goals and end results | |
| • Illicit Discharge Detection and Elimination Plan | \$24,500 |
| ○ delineation and prioritization of catchment areas to the 65 outfalls | |
| ○ procedures for identifying and correcting illicit discharges | |
| ○ dry and wet weather outfall sampling plan | |
| • Sampling | \$ 6,500 |
| ○ Dry and wet weather field screening, collection of samples
& laboratory analysis | |
| • Education & Outreach | \$ 2,500 |
| ○ Develop public education message & materials for distribution | _____ |
| | \$75,000 |

FY13 to FY17

Development of a drain line condition and capacity program.

- | | |
|---------------------------------------|----------|
| • Cleaning of drain lines | |
| • TV inspections of conditions | |
| • Hydraulic analysis for pipe sizings | |
| • Estimated total costs: \$300,000 | |
| ○ Five year program per year | \$60,000 |

Department of Public Works – Water and Sewer Projects



Town of Exeter Capital Improvement Program - Summary of Projects by Year

Project / Equipment Description	Program Year	Priority Ranking	Department Request	Funded 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	6-Year Total Cost
G. Water Department											
G1 Water Line Rehabilitation	2012	7 of 9	\$ 446,000		446,000	-	1,400,000	-	\$ 1,400,000	-	3,246,000
G2 Groundwater Treatment Facility	2012	3 of 9	\$ 6,350,000		6,350,000	-	-	-	-	-	6,350,000
G3 WTP Upgrade Program	annual	4 of 9	\$ 90,600		90,600	100,000	75,000	75,000	75,000	75,000	490,600
G4 Water Meter Replacement	2012	5 of 9	\$ 375,000		375,000	375,000	-	-	-	-	750,000
G5 WTP Wastestream Reduction	2012	2 of 9	\$ 284,625		284,625	-	-	-	-	-	284,625
G6 WTP Heating Replacement	2012	1 of 9	\$ 120,000		120,000	-	-	-	-	-	120,000
G7 WTP Roof Replacement	2012	9 of 9	\$ 106,150		106,150	-	-	-	-	-	106,150
G8 Lincoln Street Project Phase I-Utilities (water)	2012	6 of 9	\$ 954,000		954,000	-	-	-	-	-	954,000
D2 Portsmouth Ave Water Line Rehabilitation	2013		\$ 100,000		-	100,000	-	-	-	-	100,000
G9 Hampton Water Tank Rehabilitation	2013	8 of 9	\$ 450,000		-	450,000	-	-	-	-	450,000
Vehicles/Heavy Equipment											
G10 Pick Up Truck #14	2012	3 of 11	\$ 29,874		29,874	-	-	-	-	-	29,874
G11 Pick Up Truck #32	2013	6 of 11	\$ 48,509		-	48,509	-	-	-	-	48,509
G12 Backhoe #53	2013	5 of 11	\$ 163,042		-	163,042	-	-	-	-	163,042
G13 Pick Up Truck #3	2014	8 of 11	\$ 16,925		-	-	16,925	-	-	-	16,925
G14 Sedan #13	2017	11 of 11	\$ 21,000		-	-	-	-	-	21,000	21,000
TOTAL - WATER FUND					8,756,249	1,236,551	1,491,925	75,000	1,475,000	96,000	13,130,725
H. Sewer Department											
H1 Jady Hill Area-Utility Replacement-Phase II	2012	1 of 10	\$ 2,650,000		2,650,000	-	-	-	-	-	2,650,000
H2 WWTP Facilities Plan	2012	2 of 10	\$ 375,000	1,050,000	375,000	325,000	52,551,000	231,000	236,000	241,000	53,959,000
H3 Main Sewer Pump Station Force Main Repair	2012	3 of 10	\$ 55,500		55,500	240,100	-	-	-	-	295,600
H4 WWTP Aerator Replacement/New Alkalinity System	2012	5 of 10	\$ 45,000		45,000	30,000	30,000	30,000	30,000	30,000	195,000
H5 Small Wastewater Station Generators	2012	4 of 10	\$ 110,000		110,000	-	-	-	-	-	110,000
G7 Lincoln Street Project Phase I-Utilities (sewer)	2012		\$ 196,000		196,000	-	-	-	-	-	196,000
H6 Infiltration/Inflow Abatement	2013	7 of 10	TBD		TBD	TBD	TBD	TBD	TBD	TBD	-
H7 WWTP Heating Replacement	2013	6 of 10	\$ 69,500		-	69,500	-	-	-	-	69,500
D2 Portsmouth Ave Sewer Line Rehabilitation	2013		\$ 530,000		-	530,000	-	-	-	-	530,000
H8 Sewer Line Rehabilitation	2014	8 of 10	\$ 850,000		-	-	850,000	-	850,000	-	1,700,000
H9 Riverbend Pump Station Upgrade	2014	9 of 10	\$ 300,000		-	-	300,000	-	-	-	300,000
H10 WWTP Sludge Removal	2015	10 of 10	\$ 1,747,000		-	-	300,000	1,747,000	-	TBD	1,747,000
Vehicles/Heavy Equipment											
H11 Pick Up Truck #16	2012	2 of 11	\$ 29,874		29,874	-	-	-	-	-	29,874
H12 Truck # 19	2012	4 of 11	\$ 41,209		41,209	-	-	-	-	-	41,209
H13 Vacuum Truck #67	2012	1 of 11	\$ 60,000		60,000	60,000	60,000	60,000	60,000	60,000	360,000
H14 Sedan #8	2014	7 of 11	\$ 21,000		-	-	21,000	-	-	-	21,000
H15 W/S Infrastructure Repair Equipment (travel/vac/air compr)	2015	9 of 11	\$ 49,126		-	-	-	49,126	-	-	49,126
H16 Truck # 2	2016	10 of 11	\$ 46,499		-	-	-	-	46,499	-	46,499
TOTAL - SEWER FUND					3,562,583	1,254,600	53,812,000	2,117,126	1,222,499	331,000	62,299,808

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 1, 2011
Year Funding is Requested: 2012

Department: Public Works - Water
Project Title: Water Line Rehabilitation
Contact: Paul Vlasich
Phone: 778 - 0591 ext. 160
e-Mail: pvlasich@town.exeter.nh.us

Priority (1 of 8, etc.): 7 of 9
Estimated Total Cost: \$ 3,246,000
Estimated Useful Life (Years): 50
Previously Presented? (Yes/No) Yes
When (Please give year): 2006
Growth Related? (Yes/No): Yes

Request Results from ("√" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☒ Reflects Master Plan
☐ Fed/State Action Required
☒ Health or Safety
☒ Expand Public Demand
☒ Reduces Liability
☒ Deemed Critical by Department

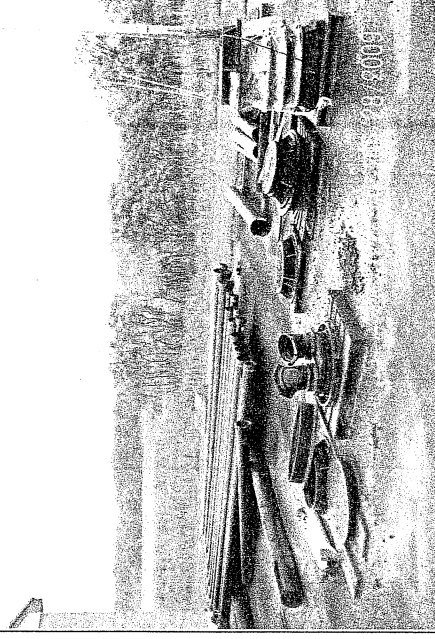
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? The watermain rehabilitation program was initially established in FY10. Funds for that year were earmarked for watermain improvements in the Lady Hill area and the Summer St RR crossing. Construction of those projects is slated for 2011. Large portions of the Town's water system are over 100 years old. Although improvements and repairs to the system have been completed over the last century much of the system is beyond the anticipated useful life and is in need of replacement and/or repairs. Public Works staff has prepared a proposed pipe line replacement list. This list takes into consideration pipe age, condition, and hydraulic capacity. The attached sheet shows the currently know watermain in need of replacement. In addition, individual projects will include, where appropriate, other sewer and drain rehabilitation/replacement projects and budgets. The initial recommendation of the rehabilitation program suggested expenditures of \$1,400,000 every other year for 20 years to replace the deficient pipes.

2. Rationale? The department proposes to continue this program that was suggested by the CDM Water System Study completed in 2002. One of the initial recommendations of the Water Study was to upgrade the main on Lincoln St. There is a separate FY12 CIP proposed for the Lincoln St area watermain. The replacement of the Winter St watermain from Columbus Ave to Main St is proposed to meet the program expenditures. Winter St has experienced many water breaks and exhibits very poor hydraulic characteristics. The Winter Street replacement project replaces 1,240 ft of 6" cast iron watermain. Project design will be finished in Summer 2012 with possible construction in Fall 2012 or Spring 2013. Future projects will be generated from the replacement list.

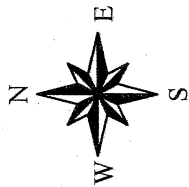
3. Operating Budget Impact? \$1,400,000 - Program Funding
\$ 954,000 - Lincoln St, Tremont, and Daniel watermain project (Separate CIP write-up)
\$ 446,000 - Winter Street Project



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	55,000						55,000	☐ General Fund (tax rate)
Land/Site Improvements							-	☒ Water Fund (user fees)
Construction	391,000		1,400,000		1,400,000		3,191,000	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	446,000	-	1,400,000	-	1,400,000	-	3,246,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals	-	-	-	-	-	-	-	

GI

2009 Water Projects



- 4inch ci tier1
- 4inch ci tier2
- 1st tier recommendations
- 2nd tier recommendations
- Pipe Looping_water
- Cdm_initial_recommendations
- Fire_dept_suggestions
- Water System Lines
- STREET NAMES
- Text ROADNAME
- Parcel - Line
- COMMON
- DASHROAD
- DISPUTE
- PROPERTYLINE
- PVTRD
- PWATER
- RAILROAD
- ROAD
- TOWNSHIP
- UNDRO
- Building - Poly

0 0.9 1.8 Miles

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
Year Funding is Requested:

July 1, 2011
2012

Department: Public Works - Water
Project Title: Groundwater Treatment Facility
Contact: Jennifer Perry
Phone: 778 - 0591 ext. 161
e-Mail: jperry@town.exeter.nh.us

Priority (1 of 8, etc.): 3 of 9
Estimated Total Cost: \$ 6,350,000
Estimated Useful Life (Years): 25
Previously Presented? (Yes/No) Yes
When (Please give year): 2008
Growth Related? (Yes/No): Yes

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☒ Reflects Master Plan
☐ Fed/State Action Required
☒ Health or Safety
☒ Expand Public Demand
☒ Reduces Liability
☒ Deemed Critical by Department

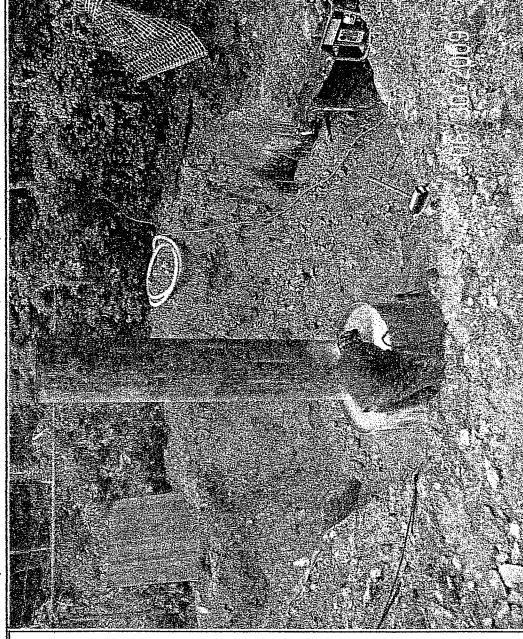
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. **General Project Description?** The Town has received approval by NHDES for the reactivation of the Gilman and Stadium wells and completed pilot testing treatment technologies in 2009. This project includes the final design and construction of a centralized ground water treatment facility to treat Gilman, Stadium and Lary Lane wells for the removal of iron, manganese and arsenic; corrosion control; and disinfection. Location of the facility has been narrowed down to either Gilman Park or Lary Lane, both town-owned properties with municipal wells on-site.

2. **Rationale?** The overall quality of groundwater compared to surface water is better: it is less variable, easier to treat and less expensive to treat. Current surface water treatment costs are \$435 per million gallons for power and chemicals. Groundwater supply and treatment are estimated to cost \$216 per million gallons, approximately 50% less than surface water. The groundwater treatment facility would provide an integrated solution to drinking water resources, providing alternative sources during events such as contamination, drought or other restrictions. It is anticipated that groundwater would typically provide 75% of the town's water demands and surface water 25%. Also, the groundwater facility would provide redundancy: should the surface water treatment plant require major repairs or upgrades this would be made possible by switching over to the proposed groundwater facility during lower water demand periods allowing the surface water treatment plant to shut down while work is conducted.

3. **Operating Budget Impact?** This project has been submitted to NHDES for funding through the State Revolving Loan Fund (SRF) and has been top ranked for state funding. This project would be eligible for \$1,270,000 (20%) principle forgiveness through the state program. The SRF program offers the lowest interest of any financing source currently available and repayment does not begin until the project is completed. The existing water treatment plant operations staff would operate the groundwater facility; additional operators would not be required.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	350,000						350,000	☐ General Fund (tax rate)
Land/Site Improvements							-	☒ Water Fund (user fees)
Construction	6,000,000						6,000,000	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	6,350,000	-	-	-	-	-	6,350,000	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals	-	-	-	-	-	-	-	

G2



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
Year Funding is Requested:

July 1, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Water
Water Treatment Plant Upgrade Program
Michael Jeffers
778 - 0591 ext. 165
mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.): 4 of 9
Estimated Total Cost: \$ 490,600
Estimated Useful Life (Years): 10
Previously Presented? (Yes/No) Yes
When (Please give year): 2010
Growth Related? (Yes/No): Yes

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☒ Reflects Master Plan
☐ Fed./State Action Required
☒ Health or Safety
☐ Expand Public Demand
☒ Reduces Liability
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? This project is the further continuation of providing critical due maintenance and process improvements to the surface water treatment plant. Goals include: 1) Better control of disinfection byproducts and manganese to prevent yellow-brown colored water and prevent further violations of a primary drinking water standard (THMs, a disinfection byproduct) at \$35,600. Additional Permanganate and alkalinity chemical feed systems would be added. 2) Replace or rebuild the second of three finished water pumps, including 92% efficient motor, at \$25,000. It is at least 10,680 hours past its expected service life and these pumps deliver the water from the treatment plant to the Town for fire fighting and domestic demand. 3) The four year cycle of sludge removal is now due and there is four feet of sludge accumulation in the lower waste lagoon at \$30,000 of clean up cost. Storage capacity is being lost.

2013: Install fencing, gates and security systems at various water sites that are vulnerable to vandalism/terrorism, or, a potential source of liability. Replace the third of three finished water pumps that are all well past their life expectancies and vulnerable to failure. 2014-2017: Annual allocation of \$75,000 for future filter and/or clarifier media change outs as it wears out over time. Continue the replacement of excessively old or worn equipment that began in 2011 with the replacement of nine 40 year old filter valves from the 1972 upgrade. Also, there was a replacement of the #1 finished water pump that totally failed after exceeding its expected life.

2. Rationale? The current water treatment facility has had some recent improvements but must meet the new Stage II Disinfection Byproduct Rule requirements in 2012. The number of water quality complaints, namely manganese staining of laundry and plumbing fixtures, as well as potential health concerns, would be greatly reduced with the above listed improvements. If the Town Surface Water Treatment Plant can't meet EPA Stage II Disinfection Byproduct standards by 2013, a Consent Order will result. Excessively old water treatment equipment can fail suddenly and place the Town's water system at risk for sufficient quality and quantity.

3. Operating Budget Impact?

Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	6,600						6,600	☐ General Fund (tax rate)
Land/Site Improvements	30,000						30,000	☐ Water Fund (user fees)
Construction		75,000	75,000	75,000	75,000	75,000	375,000	☐ Sewer Fund (user fees)
Equipment Cost	54,000	25,000					79,000	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	90,600	100,000	75,000	75,000	75,000	75,000	490,600	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals							-	



G3

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

July 1, 2011
2012

Date Submitted:
Year Funding is Requested:

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Water
Water Meter Replacement
Michael Jeffers
778 - 0591 ext. 165
mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.): 5 of 9
Estimated Total Cost: \$ 750,000
Estimated Useful Life (Years): 10 to 15
Previously Presented? (Yes/No) Yes
When (Please give year): 2010
Growth Related? (Yes/No): Yes

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☐ Health or Safety
☐ Continuation of Existing Project
☐ Expand Public Demand
☒ Reflects Master Plan
☒ Reduces Liability
☐ Deemed Critical by Department
☐ Fed./State Action Required

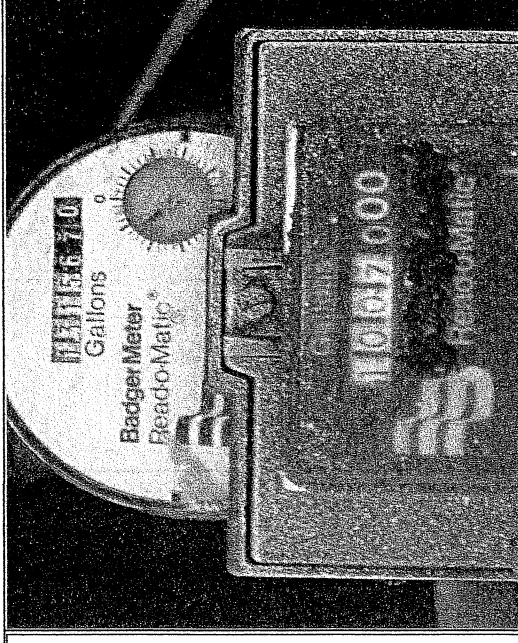
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? All Badger water meters and remote visual readers would be replaced with Neptune radio-read models. Currently installed Neptune water meters utilizing the "Touchpad remote" would be replaced with a Radio Read Remote. Water & Sewer billing software, MuniSmart, would be made so that any ratepayer can visit a town website and access their meter reading to view a current water and sewer usage (gallons). Proper software/printer would allow "push button" billing involving only several hours to print. Meter reading would be done by "drive by" vehicle with all three districts read in a matter of hours versus weeks. There are about 3,470 meters out in the distribution system and growing. The ages of the meters range from 1970 install dates to the present day. Some of the older meter readings as compared to the remote reading during meter changes can have a difference of hundreds of thousands of gallons. Meaning that water has passed through the meter, but the remote has lagged behind, so the consumed water was not billed because the meter reader is reading the remotes. The picture shows an example of a meter and remote having a difference of 308,670 gallons more water on the meter than the remote. This unaccounted for water & sewer usage is not billed and results in lost revenue of about \$3,100 dollars on this small 5/8" X 3/4" residential meter. When the amount of water produced from the WTP is compared to the amount of water billed in 2009 with correction factors applied, there is a billing shortfall of about 58 million gallons. This resulted in \$508,660 dollars of lost revenue using just the 1st tier from the 2009 water and sewer rates for conservative numbers.

2. Rationale? More accurate meters and remote readers would capture lost revenue. Rate payers could monitor their own usage and discover apparent leaks and improve conservation efforts themselves before their bills unduly increase. More frequent radio reading (i.e. bi-weekly or monthly vs. quarterly) would enable malfunctions and leaks to be discovered and corrected well before the account is billed. American Water Works Association (AWWA) recommends that meters in service be tested, on average, as follows: Meter sizes 5/8 in. to 1 in = Every 10 years; Meter sizes 1 in. to 4 in. = Every 5 years; Meter sizes 4 in. and larger = Every year

3. Operating Budget Impact? Greatly reduced annual maintenance and testing costs, allows more accurate revenue projections by the Finance Department; optimizes meter reading and allows potential for more frequent and customized billing cycles. This project has been submitted to NHDES for funding through the State Revolving Loan Fund (SRF) and has been rated a "green" project and ranked 7th out of 41 on the SRF Priority List. This project would be eligible for \$150,000 (20%) principle forgiveness through the state program. The SRF program offers the lowest interest of any financing source currently available and



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☒ Water Fund (user fees)
Construction	375,000	375,000					750,000	☒ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	375,000	375,000					750,000	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

64



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
Year Funding is Requested:

July 1, 2011
2012

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Water

Water Treatment Pumping and Waste Reduction

Michael Jeffers

778 - 0591 ext. 165

mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.):

2 of 9

Estimated Total Cost:

\$ 284,625

Estimated Useful Life (Years):

Previously Presented? (Yes/No)

When (Please give year):

Growth Related? (Yes/No):

Yes

Request Results from ("√" all that apply)

☒ Reduce Long Term Operating Cost

☒ Continuation of Existing Project

☒ Reflects Master Plan

☐ Fed./State Action Required

☒ Health or Safety

☒ Expand Public Demand

☒ Reduces Liability

☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? This "green" project reduces sewage pumping and treatment costs by recycling partially treated water, currently wasted to the sewer, back to the water treatment plant. This means up to 42 million gallons less of waste to the sewer and 42 million less pumped from the reservoir and river. This partially treated water, containing valuable treatment chemicals, becomes a resource and no longer a waste. This same process scheme is commonly employed at many water treatment facilities. Two new more efficiently designed and sized waste pumps would replace the 22 year old pumps that are currently failing. New equipment such as energy efficient pump variable speed drives, magnetic flow meters and programmable logic controllers would work with the existing unused backwash recycling building and make full use of the recently refurbished upper two lagoons.

2. Rationale? This project would reduce sanitary sewer pumping and treatment power costs and reuse coagulant and pH raising chemicals. In 2009, the actual cost of pumping the WTP waste flow was \$43,250. This proposed recycle system would also reduce the number of sanitary sewer overflows (SSOs) and combined sewer overflows (CSOs). In 2010 there were 57,000,000 gallons of water treatment plant waste flow pumped through the Webster and Water Street sewage lift stations; these flows can exceed their pumping capacities during times of high infiltration and inflow caused by heavy rain and snow melt. As the USEPA Administrative Order schedule progresses, in time, these SSO and CSO events will result in fines being levied against the Town. The Administrative Order requires the elimination of SSOs and CSOs.

3. Operating Budget Impact? Reduced electrical costs and decreased chemical usage realized immediately upon completion of this waste reduction project. Another benefit is reduced wastewater treatment capital costs and operating costs as the pending NPDES wastewater permit will require wastewater treatment plant modification to reduce nitrogen in the effluent, less flow equals less cost. This "green" project is ranked fourth out of forty one projects on the State Revolving Fund (SRF) Project Priority List and may receive debt forgiveness up to 20%. The SRF program offers the lowest interest of any financing source currently available and repayment does not begin until the project is completed.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction	284,625						284,625	☒ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	284,625						284,625	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

95

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

7/22/2011
2012

Date Submitted:
Year Funding is Requested:

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Maintenance
Water Treatment Plant Heating Replacement
Kevin Smart
778 - 0591 ext. 162
ksmart@townofexeter.nh.us

Priority (1 of 8, etc.): 1 of 9
Estimated Total Cost: \$ 120,000
Estimated Useful Life (Years): 25 years
Previously Presented? (Yes/No) yes
When (Please give year): 2010
Growth Related? (Yes/No): no

Request Results from ("√" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☐ Reflects Master Plan
☒ Health or Safety
☐ Expand Public Demand
☒ Reduces Liability

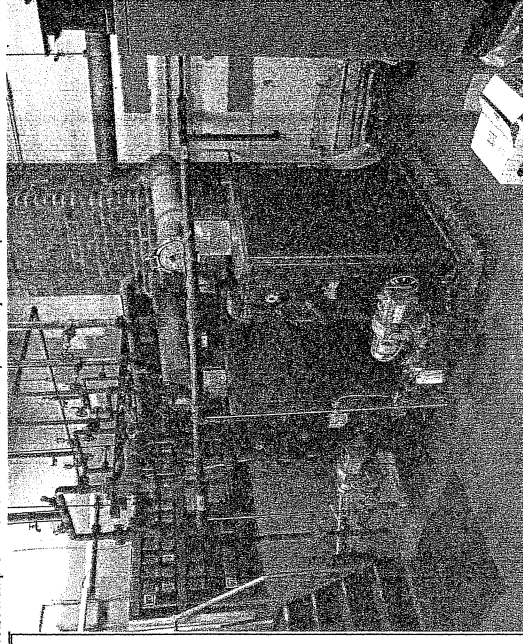
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. **General Project Description?** The maintenance project shall consist of the replacement of the Water Treatment Plant natural gas fired heating equipment to include a designed upgrade to existing distribution. Current boilers shall be removed and replaced with energy efficient units. Piping and heating zones shall be calculated and designed to provide efficiency of operation. Budget estimates reflect actual costs of the project, and compare to completions for Town Hall and Public Safety Complex.

2. **Rationale?** The boilers were installed in 1979 and are well beyond the recommended life expectancy. The boilers were originally oil fired, and then converted to natural gas. The natural gas conversion included rental burners with an annual charge for the rental. At the end of the rental life cycle, the replacement burners were purchased to keep the equipment running. The concern is that the heat exchangers are in poor condition. A failure would affect plant operations, and make it necessary to conduct an emergency replacement under load without the opportunity to correct or improve efficiency. The current boilers not have make up air systems and use air from within the building to operate, the exhaust venting is naturally aspirated with barometric dampers that are affected by the ventilation systems used in the plant operation. When a chemical shipment is transferred to the plant the building vent system draws boiler exhaust through the building spreading contaminants.

3. **Operating Budget Impact?** The existing boilers due to the natural gas conversion have a 60% efficiency, replacement boilers with the system upgrades in support will bring the efficiency rating to 96%. The projects will lead to a targeted 30% + reduction in natural gas utility costs.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	8,500						8,500	☐ General Fund (tax rate)
Land/Site Improvements							-	☒ Water Fund (user fees)
Construction	111,500						111,500	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	120,000						120,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

G6



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

July 20, 2011

Year Funding is Requested:

2012

Department:

Public Works - Maintenance

Project Title:

Water Treatment Plant Roof Replacement

Contact:

Kevin Smart

Phone:

778-0501 ext. 162

e-Mail:

ksmart@town.exeter.nh.us

Priority (1 of 8, etc.):

9 of 9

Estimated Total Cost:

\$ 106,150

Estimated Useful Life (Years):

25 years

Previously Presented? (Yes/No)

yes

When (Please give year):

2007

Growth Related? (Yes/No):

no

Request Results from ("✓" all that apply)

☒ Reduce Long Term Operating Cost

☒ Health or Safety

☐ Continuation of Existing Project

☐ Expand Public Demand

☐ Reflects Master Plan

☒ Reduces Liability

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply)

☒ Building Renovation, Addition, New Construction

☐ Equipment New/Replacement

☐ Real Property Acquisition

☐ Road Improvements

☒ Water/Sewer System Improvements

1. **General Project Description?** The Maintenance project is for replacement of the rubber roof covering of the Water Treatment Plant, Sedimentation Building, and historic portion of original Water Works building. The Water Treatment Plant and Sedimentation Buildings roof replacements consist of removal of existing rubber roof, removal and replacement of the closed cell foam insulation, replacement of leaking flashings, establish adequate drainage, and install new 25 year rubber roof covering. The Historic Water Plant Pump Building consists of slate removal, roof deck repair/refasten, ice and water shield, replacement copper flashings and gutters. The budget amounts were assessed using current contractor estimates.

2. **Rationale?** The roof covering of the Water Treatment Plant has extended beyond the designed life expectancy. Conditions are improper drainage and ponding water due to tapered insulation failure, deteriorated roof rubber, deteriorated flashings, leaking roof drains and skylights. The Historic Water Works Building has falling slate that is adjacent to parking, loading, and walking areas of the Water Plant and constitutes a hazardous situation. The roof is original 1886 construction.

3. Operating Budget Impact?

Rubber roof replacement for Water Plant and Sedimentation Building \$41,150.
Historic 1886 Water Works Building \$65,000.
Total \$106,150



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☒ Water Fund (user fees)
Construction	106,150						106,150	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	106,150	-	-	-	-	-	106,150	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals							-	

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 1, 2011
Year Funding is Requested: 2012

Department: Public Works - Water
Project Title: Lincoln St Project Phase I - Utilities
Contact: Paul Vlasich
Phone: 778 - 0591 ext. 160
e-Mail: pvlasich@town.exeter.nh.us

Priority (1 of 8, etc.): 6 of 9
Estimated Total Cost: \$ 2,200,000
Estimated Useful Life (Years): 50
Previously Presented? (Yes/No): No
When (Please give year): FY10
Growth Related? (Yes/No): Yes

Request Results from ("√" all that apply)
☒ Reduce Long Term Operating Cost
☒ Health or Safety
☒ Continuation of Existing Project
☒ Expand Public Demand
☐ Reflects Master Plan
☐ Reduces Liability
☐ Fed./State Action Required
☐ Deemed Critical by Department

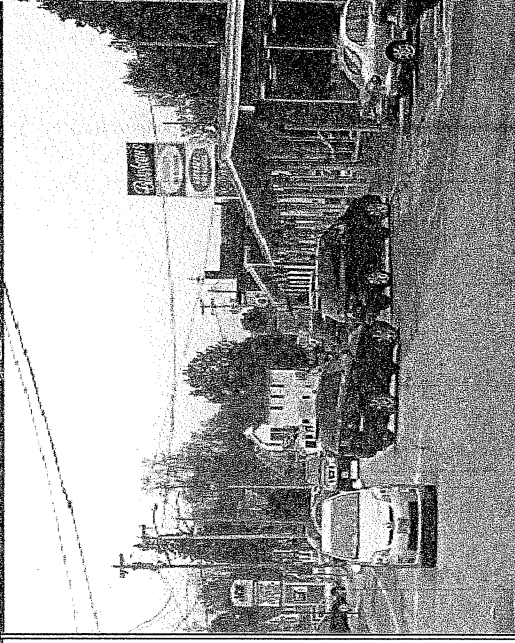
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☒ Road Improvements ☒ Water/Sewer System Improvements

1. **General Project Description?** This project is for improvements to Lincoln Street. It is broken into several phases. Phase I consists of watermain replacements and sewermain rehabilitations. This 2,200 ft watermain is a key network main within the distribution system. This main increases in importance as a link between the storage tanks and a potential groundwater treatment facility and was rated highly on the upgrade list from the 2002 CDM Water System Study. Rehabilitation of 1,000 ft of sewer mains as noted by the 2009 Inflow and Infiltration Study will occur with phase I. The watermain (750 ft) and sewer lines (830 ft) on the side streets of Tremont and Daniel will be addressed at the same time. Watermain sizes will be increased from 6" to 12" on Lincoln St and from 4" to 6" on the side streets. Design for phase I should be complete by the Summer/Fall 2012. Construction could possibly begin in Fall 2012 or wait until school is finished in 2013. Phase II involves street improvements from Front St. to Main St. Funding for conceptual and final design is requested in FY13. The southern section from Front St to north of Lincoln St school is fairly straight forward. However, the business district area from the Lincoln St school to Main St is much more complex. Traffic movement, parking accommodations and streetscape improvements will need to be balanced by the various businesses and stakeholders. Construction of the street improvements is proposed in FY14.

2. **Operating Budget Impact?** FY12 Phase I Utility:
\$ 954,000 - Water
\$ 196,000 - Sewer
\$ 1,150,000
FY13 Phase II Roadway Improvements Design: \$ 105,000 - Gen Fund
FY14 Roadway Construction: \$ 945,000 - Gen Fund
Total: \$ 2,200,000

Preliminary project scoping and projects estimates were provided by a consultant.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	175,000	105,000	85,000	-	-	-	365,000	☒ General Fund (tax rate)
Land/Site Improvements	-	-	-	-	-	-	-	☒ Water Fund (user fees)
Construction	975,000	-	860,000	-	-	-	1,835,000	☒ Sewer Fund (user fees)
Equipment Cost	-	-	-	-	-	-	-	☐ Capital Reserve Fund
Other Cost	-	-	-	-	-	-	-	☐ Impact Fee Account
Totals	1,150,000	105,000	945,000	-	-	-	2,200,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages	-	-	-	-	-	-	-	
Fringe Benefits	-	-	-	-	-	-	-	
Contracted Services	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	
Other Cost	-	-	-	-	-	-	-	
Totals	-	-	-	-	-	-	-	

98



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 1, 2011
Year Funding is Requested: 2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Sewer
Jady Hill Area-Utility Replacement Phase II
Paul Vlasich
778 - 0591 ext. 160
pvlasich@townofexeter.nh.us

Priority (1 of 8, etc.): 1 of 10
Estimated Total Cost: \$ 2,850,000
Estimated Useful Life (Years): 50
Previously Presented? (Yes/No): Yes
When (Please give year): FY11
Growth Related? (Yes/No): Yes

Request Results from ("√" all that apply)
☒ Reduce Long Term Operating Cost
☒ Continuation of Existing Project
☒ Reflects Master Plan
☐ Fed./State Action Required
☒ Health or Safety
☒ Expand Public Demand
☒ Reduces Liability
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

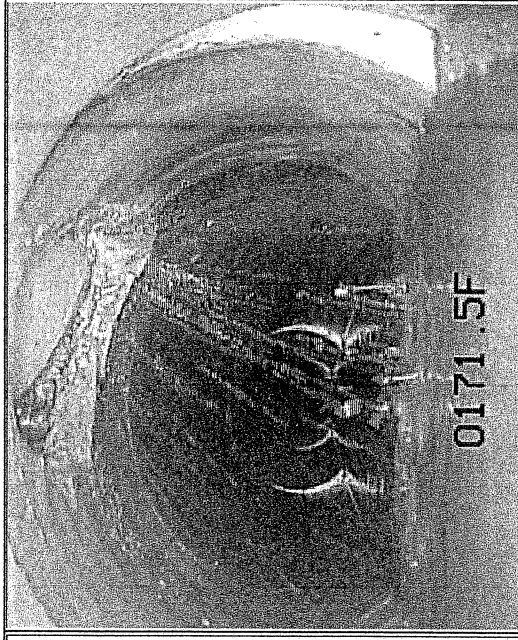
1. General Project Description? The Jady Hill Utility Replacement project was proposed last year for construction in FY11. The additional funding required to perform sewer inflow and infiltration (I/I) mitigation work was not approved. Phase 1 work is going to construction in 2011 for watermain and some sewer line replacement work using the funds approved in FY10 for watermain and sewer line rehabilitation work. As we have learned from the inflow and infiltration study, not only is I/I entering from the deteriorated sewer mains but a large portion of I/I also comes from the private side of the collection system. This project will address the deteriorated sewer mains and also the private I/I within the project boundaries. The project will remove up to 160,000 gallons per day (gpd) of wet weather infiltration and up to 235,000 gpd of I/I during peak flows from the wastewater system.

There are several existing drain lines that are in disrepair. A portion of this project will address the deteriorated drain lines.

2. Rationale? The phase 2 design encompasses: 3550 ft of sewer mains to be replaced or rehabilitated; 2850 ft of drain lines to be constructed where none exist for mitigation of private I/I and sump pumps that are tied to sewers and approximately 1050 ft of drain line replacements because of poor condition.

3. Budget Impact? Consultant estimate at 50% completion stage:

Sewer - \$2,650,000 (Includes \$608,000 for relief drains for inflow & infiltration and \$500,000 for private service work out of the ROW)
Drains - \$ 200,000
\$2,850,000 (Total includes 30% for construction administration and contingency)



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							220,000	☒ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction	2,630,000						2,630,000	☒ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	2,850,000	-	-	-	-	-	2,850,000	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals	-	-	-	-	-	-	-	

HI

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted: July 1, 2011
Year Funding is Requested: 2012

Department: Public Works - Sewer
Project Title: Wastewater Treatment Plant Facilities Plan
Contact: Jennifer Perry
Phone: 773-6161
e-Mail: jperry@town.exeter.nh.us

Priority (1 of 8, etc.): 2 of 10
Estimated Total Cost: \$ 53,959,000
Estimated Useful Life (Years): 25
Previously Presented? (Yes/No): Yes
When (Please give year): 2006
Growth Related? (Yes/No): Yes

Request Results from ("√" all that apply)

- ☐ Reduce Long Term Operating Cost
- ☐ Continuation of Existing Project
- ☒ Reflects Master Plan
- ☒ Fed./State Action Required
- ☒ Health or Safety
- ☒ Expand Public Demand
- ☒ Reduces Liability
- ☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? New standards for nitrogen were established by NHDES in 2009 to protect water quality in Great Bay. USEPA issued a draft National Pollutant Discharge Elimination System (NPDES) permit for the Exeter Wastewater Plant in March 2011; it includes a new limit for Total Nitrogen of 3 mg/L. This requires significant modifications and upgrade of the existing wastewater treatment facility to comply with discharge permit requirements. Engineering evaluations of treatment alternatives, including pilot studies, development of opinions of cost for capital construction and operation and maintenance, and recommended treatment alternative are needed before final design and construction of the selected alternative.

2. Rationale? The Wastewater Treatment Plant aerated lagoons were originally constructed on this site in 1964; they were expanded in 1990 to treat average flows of 3 million gallons per day (MGD) and peak flows of 7.5 MGD. No other major changes to process or facility capacity have been made since 1990, with the exception of optimizing available dilution by extending the outfall to the bottom of the Squamscott River and adding pinch valve diffusers in 2001.

The existing aerated lagoons are a biological process that discharge on average 15 mg/L Total Nitrogen (2008 average), with levels up to 40 mg/L. New treatment processes and facilities will be required to meet the new permit limits. A compliance schedule for completion of design and construction of new treatment facilities will have to be negotiated with USEPA; the schedule below is an estimate.

3. Operating Budget Impact? The existing biological treatment process is relatively low cost. A new facility that provides a higher degree of treatment, such as Enhanced Nutrient Removal, will increase the capital and operating budget. It is anticipated at least 2 additional operations staff will be required, with advanced licensing (Grade IV).



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	325,000	325,000	325,000				975,000	☐ General Fund (tax rate)
Land/Site Improvements								☐ Water Fund (user fees)
Construction			52,000,000				52,000,000	☒ Sewer Fund (user fees)
Equipment Cost	50,000						50,000	☐ Capital Reserve Fund
Other Cost								☐ Impact Fee Account
Totals	375,000	325,000	52,325,000	-	-	-	53,025,000	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages				113,000	116,000	119,000	458,000	
Fringe Benefits				68,000	70,000	72,000	276,000	
Contracted Services				50,000	50,000	50,000	200,000	
Expenses								
Other Cost								
Totals	-	-	226,000	231,000	236,000	241,000	934,000	

H2



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:

July 1, 2011

Year Funding is Requested:

2012

Department:

Public Works - Sewer

Project Title:

Main Sewer Pump Station Force Main Repair

Contact:

Michael Jeffers

Phone:

778 - 0591 ext. 165

e-Mail:

mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.):

3 of 10

Estimated Total Cost:

\$ 295,600

Estimated Useful Life (Years):

15

Previously Presented? (Yes/No)

Yes

When (Please give year):

2005

Growth Related? (Yes/No):

Yes

Request Results from ("√" all that apply)

- ☒ Reduce Long Term Operating Cost
- ☒ Health or Safety
- ☒ Continuation of Existing Project
- ☐ Expand Public Demand
- ☒ Reflects Master Plan
- ☒ Reduces Liability
- ☐ Fed./State Action Required
- ☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? This project, for FY12, corrects two regulatory and safety sewage pumping issues, one at the DPW complex and the other on Water Street. The first problem involves removing flow restrictions created during the 1992 sewer lagoon upgrade. There were temporary construction modifications that were left as a permanent condition. When the 16 inch force main (pressurized sewage similar to a water main) was reconnected to the 24 inch downhill gravity line, a portion of the 1965 gravity sewer was used as a force main and gases become trapped which is a "pinch" in the pipe, a vent is required. Also, the manhole (pictured on the right) must fill straight up, or "surcharge", 4.75 feet and the sewage then takes a sudden turn through a 24 inch elbow followed by two more very restrictive and unnecessary sewer manholes. Total Town sewage pumping capacity, as designed in 1964, was 5,208 gallons per minute (gpm). Now it is 4,583 gpm, reduced by approximately 625 gpm. Historically, many combined sewer overflows (CSOs) are of this same flow rate or less. The Town is not yet being fined for CSOs. However, the Town's recent USEPA Administrative Legal Order will be progressing to this action if the Town does not implement repairs to the sewage collection system, such as this one, in a reasonable time schedule. For FY12, consultants would evaluate loss of pumping capacity and do cost/benefit analysis prior to FY13 design and construction of a new sewer. Depending upon 2012 consultant findings, a combination of 610 feet of 16 and 24 inch pipe would replace the existing lines in FY13. In FY12, the Water Street Pump Station would have a 16 inch shutoff valve installed just outside the main sewage lift station exterior wall. This improves maintenance and safety for this 46 year old pumping facility.

2. Rationale? This project would reduce the occurrence of CSOs, due to returning the force main and gravity sewer to their original full capacity, and maintain compliance with the EPA administrative order. The valve upgrade at the Water Street Main Pump Station would better accommodate planned maintenance or emergency repairs more safely by reducing the possibility of catastrophic flooding of the building. This new valve would also allow better compliance with OSHA "lock out/tag out" standards.

3. Operating Budget Impact?

Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering	12,500	27,700					40,200	☐ General Fund (tax rate)
Land/Site Improvements	20,000						20,000	☐ Water Fund (user fees)
Construction	23,000	184,700					207,700	☒ Sewer Fund (user fees)
Equipment Cost		27,700					27,700	☐ Capital Reserve Fund
Other Cost (Contingency)								☐ Impact Fee Account
Totals	55,500	240,100					295,600	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages								
Fringe Benefits								
Contracted Services								
Expenses								
Other Cost								
Totals								





Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
Year Funding is Requested:

July 1, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Sewer
WWTP Aerator Replacement/New Alkalinity System
Michael Jeffers
778 - 0591 ext. 165
mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.): 5 of 10
Estimated Total Cost: \$ 195,000
Estimated Useful Life (Years): 15
Previously Presented? (Yes/No) Yes
When (Please give year): 2005
Growth Related? (Yes/No): Yes

Request Results from ("✓" all that apply)
☒ Reduce Long Term Operating Cost
☒ Health or Safety
☒ Expand Public Demand
☒ Continuation of Existing Project
☒ Reduces Liability
☒ Reflects Master Plan
☐ Fed./State Action Required
☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

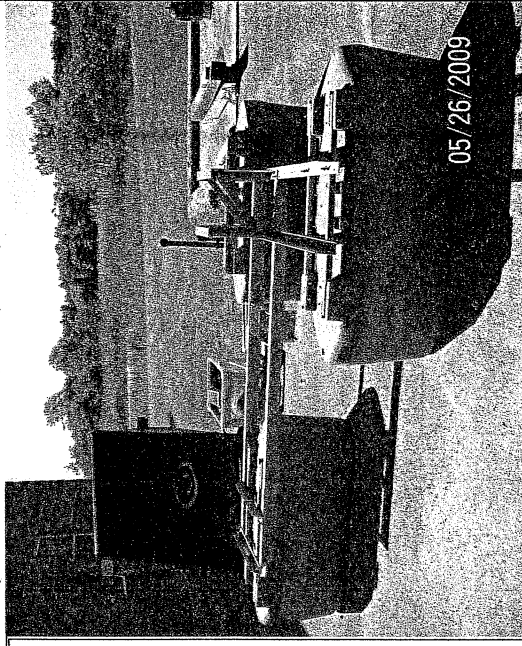
Proposed ("✓" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? This project includes: 1) The purchase of two new wastewater treatment plant aerators, manufactured by *Tornado Company*, at \$15,000 per unit for a total cost of \$30,000. They replace the older technology *Aire O2* model units which are 22 years old. A goal of two units replaced annually is planned until all *Aire O2* model units are replaced by the more efficient, non-clogging *Tornado* model. An aerator's purpose is to dissolve oxygen in the lagoons so that aerobic bacteria in the water can break down (or oxidize) the carbon component of the Town's sewage before discharge to the *Squamscott River*, nitrogen is not normally broken down. There are a total of 27 aerators dating back to 1989. 2) The purchase and installation of a summer seasonal alkalinity feed system has been suggested by NHDES and the Water & Sewer Advisory Committee to prevent NPDES (National Pollutant Discharge Elimination System) violations. A cost of \$15,000 for equipment is anticipated. In the hottest months the lagoons start to biologically oxidize the nitrogen compounds but lack sufficient alkalinity to finish the "nitrification" process. The available alkalinity is consumed by nitrite forming bacteria and causes the effluent pH to drop below the permit level of 6.5 with violations resulting. Also, the partially oxidized nitrogen, as excess nitrite formed, consumes 7 parts of chlorine per 1 part nitrite, so that there is insufficient chlorine to disinfect the effluent. Permit Fecal Coliform bacteria violations have resulted. The addition of more alkalinity, at 7.14 parts per 1 part of nitrogen, allows full nitrogen oxidation of nitrite to nitrate and remedies both permit violation problems.

2. Rationale? The aerators are essential for maintaining the dissolved oxygen (DO) concentrations in the wastewater lagoons. The new alkalinity addition system would better assure compliance with permitted pH and Fecal Coliform limits by allowing for full nitrification during the hottest season at time period.

3. Operating Budget Impact?

Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction							-	☒ Sewer Fund (user fees)
Equipment Cost	45,000	30,000	30,000	30,000	30,000	30,000	195,000	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	45,000	30,000	30,000	30,000	30,000	30,000	195,000	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								



Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
Year Funding is Requested:

July 1, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Sewer
Small Station Generators (3)
Michael Jeffers
778 - 0591 ext. 165
mjeffers@townofexeter-nh.us

Priority (1 of 8, etc.): 4 of 10
Estimated Total Cost: \$ 110,000
Estimated Useful Life (Years): 10
Previously Presented? (Yes/No) No
When (Please give year):
Growth Related? (Yes/No): No

Request Results from ("√" all that apply)
☐ Reduce Long Term Operating Cost
☐ Continuation of Existing Project
☐ Reflects Master Plan
☒ Fed./State Action Required
☒ Health or Safety
☐ Expand Public Demand
☒ Reduces Liability
☒ Deemed Critical by Department

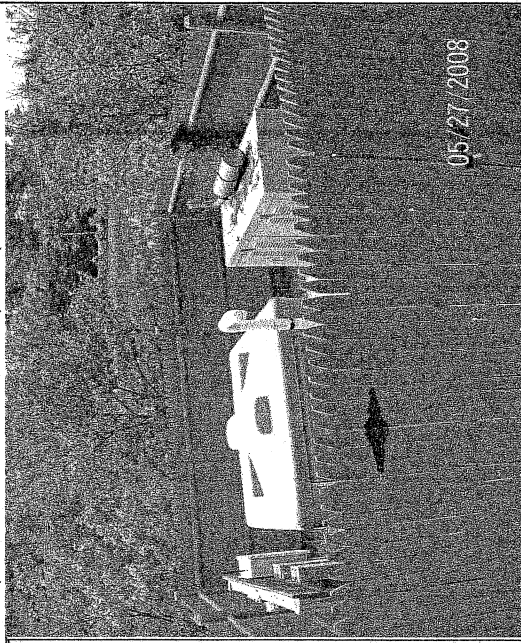
PROJECT DESCRIPTION, RATIONALE & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☒ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description? Three of the Town's nine sewage lift stations lack stand-by emergency generators, in the case of prolonged power outages the use of a sewage pump/tank truck is required to avoid a sanitary sewer overflow (SSO). This short term solution to power outages is expensive and of high risk. During storm events the Town's large sewage pump truck may not be able to travel quickly enough to and from these stations on snow or ice covered roads to prevent an SSO. An SSO event at Folsom Street, Riverbend Circle or Colcord Pond Drive sewage lift stations, would ultimately arrive in the Exeter River. The Exeter River is one of the Town's two drinking water surface sources. Installation of permanent generators and automatic switching, such as the Town's other six stations are equipped with, greatly reduces the risk of an SSO at these three sites.

2. Rationale? This lack of emergency power has been noted as a vulnerability in the Capacity Maintenance and Operations Management (CMOM) self-assessment checklist as required by USEPA Administrative Order (AO) # 10-024. This AO document requires the prevention of SSOs; there is a reasonable expectation by the USEPA that this shortcoming would be corrected before the AO moves in to a schedule where fines may result should an SSO occur. Separate from pending regulatory expectations is the immediate benefit of reducing the potential of health risk to the community and degradation to the general environment at these three locations.

3. Operating Budget Impact?



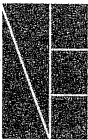
Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction							110,000	☒ Sewer Fund (user fees)
Equipment Cost	110,000						110,000	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals	110,000						110,000	☒ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals								

H5

Department of Public Works: Vehicles and Equipment

Including Maintenance, Highway, Water and Sewer





Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 28, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Maintenance
Replace Maintenance Electrician Van (#6)
Kevin Smart
778-0591 ext. 162
ksmart@town.exeter.nh.us

Priority (1 of 8, etc.): 1 of 3
Estimated Total Cost: \$ 27,500
Estimated Useful Life (Years): 8
Previously Presented? (Yes/No): yes
When (Please give year): 2010
Growth Related? (Yes/No): no

Request Results from ("√" all that apply)
☒ Schedule Replacement
☒ Present Equipment Obsolete
☒ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☒ Improved Efficiency/Procedures
☒ Other-Explain
☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General Project Description: Replace the existing Maintenance vehicle Van #6 which is used by the Electrician. The van was originally purchased in 2000 for \$15,751 after \$1,500 trade-in. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS), and is currently delayed by 3 years. The vehicle repairs have been routine maintenance. It is currently the oldest vehicle in the Maintenance Fleet. The condition, age, and 60,000 stop and go miles put the vehicle in a state of diminished return. Rust and general maintenance costs have begun to exceed the value of the vehicle.

Rationale: The Maintenance Electrician Van is an essential vehicle to the Maintenance operation as it requires a covered vehicle to protect electrical test equipment and electrical components, and is stocked with tools and equipment for emergency trouble calls, and the servicing all Municipal buildings. It is used daily to respond to routine maintenance calls, and to augment contractor's efforts to keep contracts within scope and pricing.

Operating Budget Impact: Vehicle replacement price is based on "State Bid" pricing schedule of July 2011. Current vehicle has 57,605 miles.



Item to be Replaced:

Make/Model	Ford Van
Year	2000
FY 10 Maintenance Cost	\$678
FY 09 Maintenance Cost	\$479
Life-to-Date Maintenance Cost	\$4,757

Use of Requested Item:

Useful Life in Years	8
Weeks per Year	52
Average Days per Week	5
Average Hours per Day	8
Vehicle Point Score	

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	27,500						27,500
Equipment Cost							
Other Cost							
Trade Value (show as negative)							
Totals	27,500						27,500

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source

- ☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

DI



2012 - 2017 CIP Vehicle/Equipment Request

2012

Year Funding is Requested:

e-Mail:

jperkins@town.exeter.nh.us

When (Please give year):

☐ Expanded Services ☐ Deemed Critical by Department

Proposed ("√" all that apply)

☐ Real Property Acquisition

useful life by 1 year.

Operating budget impact: This price is state bid from Grappone Ford and does not reflect trade price. : Current vehicle has 116008.9 miles.

	FY 12	FY 13	FY 14	FY 15	FY 16
Capital Cost:					
Vehicle Costs	16,925				
Equipment Cost					
Other Cost					
Trade Value (show as negative)	-	-	-	-	-

Totals

FY 17

Town of Exeter Vehicle Replacement Guidelines

Department:		Highway					Date:	4/30/2010
Vehicle Name or Number:		Truck 5					Fuel Type:	Gas
Vehicle Registration:		G00525						
VIN #		1FTRF17202KC70016						
Vehicle Category	Recommended Replacement Years/Miles	Age	Miles/Hours Nearest 10,000	Type of Service	Reliability	Maintenance & Repairs Costs	Condition Interior/Exterior	Total Points
Passenger Vehicles & Light Trucks, 4x2 & 4x4 Police Sedans, SUV's	6 and 75,000 or any year and 100,000 miles	9	11	3	2	5	4	34
Age: 1 point for each year of chronological age, based on in-service date								
Miles/Hours: 1 point for each 10,000 miles or 750 hours								
Type of Service: 1, 3, or 5 points are assigned based on type of service 1 point for Department Heads & Commuter use 3 points for medium duty, ambulances, parks & rec, service vehicles 5 points for rough duty, plows, fire engines, etc...								
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair 1 point for a vehicle in the shop once every 3 months for Preventive Maint 2 points for a vehicle in the shop once every 2 or 3 months 3 points for a vehicle in the shop each month for repairs 4 points for a vehicle in the shop twice a month for repairs 5 points for a vehicle in the shop 3 or more times a month								
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs 1 point for maintenance & repair costs totalling 20% of original purchase cost 2 points for maintenance & repairs costs totalling 40% of original purchase cost 3 points for maintenance & repairs costs totalling 60% of original purchase cost 4 points for maintenance & repairs costs totalling 80% of original purchase cost 5 points for maintenance & repairs costs totalling 100% or greater of original purchase cost								
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...								
1 point for like new condition								
2 points for excellent condition								
3 points for good condition								
4 points for fair/average condition								
5 points for poor condition (Not Inspectable)								



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 3 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Highway
One Ton Dump Truck (#52)
Jay Perkins
778 - 0591 ext. 163
jperkins@town.exeter.nh.us

Priority (1 of 8, etc.): 2 of 7
Estimated Total Cost: \$ 45,299
Estimated Useful Life (Years): 8
Previously Presented? (Yes/No) no
When (Please give year):
Growth Related? (Yes/No): no

Request Results from (" / " all that apply)
☒ Schedule Replacement
☐ New Operation
☐ Present Equipment Obsolete
☐ Improved Efficiency/Procedures
☒ Replace Worn-Out Equipment
☐ Other-Explain
☐ Expanded Services
☐ Deemed Critical by Department

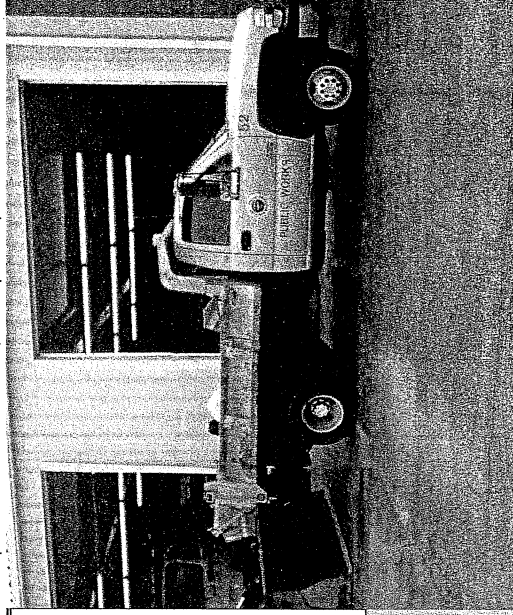
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed (" / " all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General project description: This one ton utility dump truck is used daily by the highway department. The truck is used for general day to day road construction and maintenance. The truck also plows snow and has a sander for winter operations. The truck gets heavy use in extreme conditions. The maintenance costs total \$109,929.55 for parts and labor. This unit has 91,423 miles and is going to need major rust repair to keep in service.

Rationale: This truck is a 2001 and is depended on by the Highway Department for day to day use for construction, plowing and sanding, it was scheduled for replacement in 2010 and has passed its useful life by 2 years.

Operating budget impact: This price is the state bid price from Grappone Ford and does not reflect the trade price. : Current vehicle has 93224 miles.



Item to be Replaced:

Make/ Model Year	CHVY 52
FY 10 Maintenance Cost	3674.55
FY 09 Maintenance Cost	6567.04
Life-to-Date Maintenance Cost	109,929.55

Use of Requested Item:

Useful Life in Years	8
Weeks per Year	52
Average Days per Week	5
Average Hours per Day	8
Vehicle Point Score	38

Capital Cost:

Vehicle Costs	45,299
Equipment Cost	-
Other Cost	-
Trade Value (show as negative)	-
Totals	45,299

Operating Budget Impact:

Salaries/Wages	-
Fringe Benefits	-
Contracted Services	-
Expenses	-
Other Cost	-
Totals	-

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	45,299	-	-	-	-	-	45,299
Equipment Cost	-	-	-	-	-	-	-
Other Cost	-	-	-	-	-	-	-
Trade Value (show as negative)	-	-	-	-	-	-	-
Totals	45,299	-	-	-	-	-	45,299

Proposed Funding Source	
☒ General Fund (tax rate)	-
☐ Water Fund (user fees)	-
☐ Sewer Fund (user fees)	-
☐ Capital Reserve Fund	-
☐ Impact Fee Account	-
☐ Other (Grants, Special Assessment)	-

D5



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 3 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Highway
Six Wheel Dump Truck (#31)
Jay Perkins
778 - 0591 ext. 163
jperkins@town.exeter.nh.us

Priority (1 of 8, etc.): 3 of 7
Estimated Total Cost: \$ 126,420
Estimated Useful Life (Years): 10
Previously Presented? (Yes/No) yes
When (Please give year): 2010
Growth Related? (Yes/No): no

Request Results from ("✓" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☒ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

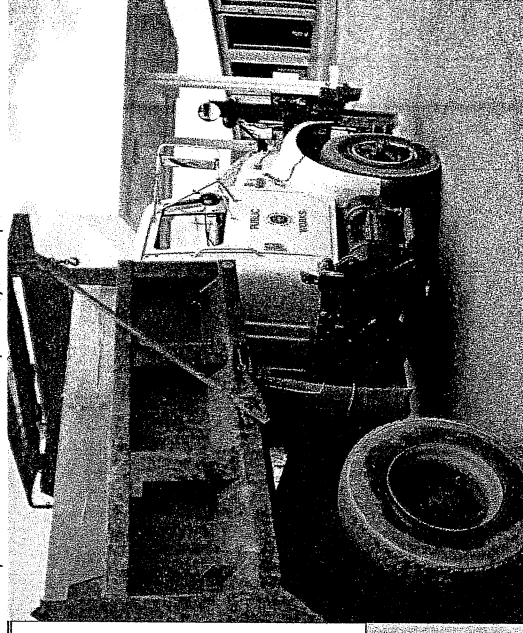
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General project description: This truck is a 1997 International 4900 3-axle dump used by the Highway Department for winter and summer maintenance of town roads. This truck is past its useful life and unreliable. The total maintenance cost is \$153,293.55 and the dealer does not stock many parts making them more expensive and causing a longer down time. The Highway Department's dump trucks have sand and salt units on them and they are first responders when the roads are icy. The longer we keep the truck the more it will cost to operate.

Rationale: This truck is a 1997 International that responds to emergencies year round, from trees down to winter maintenance it has passed its useful life by 4 years.

Operating budget impact: This price is from Liberty International and that is what our fleet is. This price does not reflect a trade. Current vehicle has 73577.5 miles and 6973 hours.



Item to be Replaced:

Make/Model	Year	Useful Life in Years
International 4900	1997	10
FY 10 Maintenance Cost	3,950.52	45
FY 09 Maintenance Cost	6,806.81	varies
Life-to-Date Maintenance Cost	153,293.55	8
		38

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	126,420						126,420
Equipment Cost							
Other Cost							
Trade Value (show as negative)							
Totals	126,420						126,420

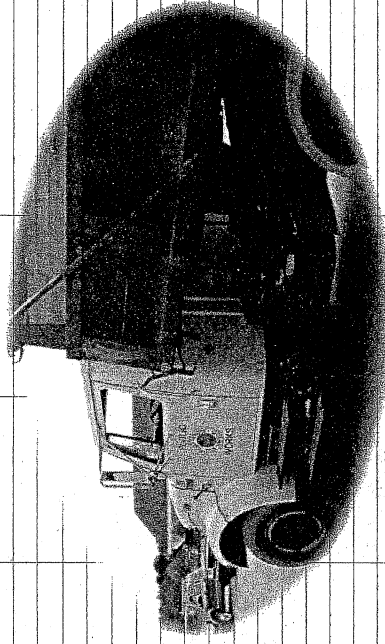
Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source
☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

D6

Department:		Highway dept								Date:		7/22/2011
Vehicle Name or Number:		Truck 31								Fuel Type:		Diesel
Vehicle Registration:		G12544										
VIN #		1HTSDAAR1VH438943										
Vehicle Category		Recommended Replacement Years/Miles		Age		Miles/Hours Nearest 10,000		Type of Service		Reliability		Maintenance & Repairs Costs
Heavy Trucks				15		6		5		2		5
Plow Trucks, Fire Engines		12 or 100,000 20 or 250,000										
other large vehicles												38
Age: 1 point for each year of chronological age, based on in-service date												
Miles/Hours: 1 point for each 10,000 miles or 750 hours												
Type of Service: 1, 3, or 5 points are assigned based on type of service												
1 point for Department Heads & Commuter use												
3 points for medium duty, ambulances, parks & rec, service vehicles												
5 points for rough duty, plows, fire engines, etc...												
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair												
1 point for a vehicle in the shop once every 3 months for Preventive Maint												
2 points for a vehicle in the shop once every 2 or 3 months												
3 points for a vehicle in the shop each month for repairs												
4 points for a vehicle in the shop twice a month for repairs												
5 points for a vehicle in the shop 3 or more times a month												
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs												
1 point for maintenance & repair costs totalling 20% of original purchase cost												
2 points for maintenance & repairs costs totalling 40% of original purchase cost												
3 points for maintenance & repairs costs totalling 60% of original purchase cost												
4 points for maintenance & repairs costs totalling 80% of original purchase cost												
5 points for maintenance & repairs costs totalling 100% or greater of original purchase cost												
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...												
1 point for like new condition												
2 points for excellent condition												
3 points for good condition												
4 points for fair/average condition												
5 points for poor condition (Not Inspectable)												



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

July 3 2011

2012

Date Submitted:

Year Funding is Requested:

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Highway

Tennant Street Sweeper (#48)

Jay Perkins

778 - 0591 ext: 163

jperkins@townofexeter.nh.us

Priority (1 of 8, etc.):

4 of 7

Estimated Total Cost:

\$ 265,000

Estimated Useful Life (Years):

5

Previously Presented? (Yes/No)

no

When (Please give year):

no

Growth Related? (Yes/No):

no

Request Results from ("√" all that apply)

☒ Schedule Replacement

☐ Present Equipment Obsolete

☒ Replace Worn-Out Equipment

☐ Expanded Services

☐ Deemed Critical by Department

☐ New Operation

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ Water/Sewer System Improvements

☐ Road Improvements

☐ Real Property Acquisition

☐ Equipment New/Replacement

☒ Building Renovation, Addition, New Construction

☐ Water/Sewer System Improvements

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply)

☐ Building Renovation, Addition, New Construction

☒ Equipment New/Replacement

☐ Real Property Acquisition

☐ Water/Sewer System Improvements

☐ Road Improvements

☐ Expanded Services

☐ Deemed Critical by Department

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ New Operation

☐ Schedule Replacement

☐ Present Equipment Obsolete

☐ Replace Worn-Out Equipment

☐ Expanded Services

☐ Deemed Critical by Department

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ New Operation

☐ Schedule Replacement

☐ Present Equipment Obsolete

☒ Replace Worn-Out Equipment

☐ Expanded Services

☐ Deemed Critical by Department

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ New Operation

☐ Schedule Replacement

☐ Present Equipment Obsolete

☐ Replace Worn-Out Equipment

☐ Expanded Services

☐ Deemed Critical by Department

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ New Operation

☐ Schedule Replacement

☐ Present Equipment Obsolete

☐ Replace Worn-Out Equipment

☐ Expanded Services

☐ Deemed Critical by Department

☐ Improved Efficiency/Procedures

☒ Other-Explain

☐ New Operation

General project description: The Highway Department street sweeper sweeps the town's 65 miles of roadways year round. The machine is high maintenance because of the abrasive material it picks up. Most towns replace their sweepers at 7 years or less because of the rising cost of service and repairs. The rental rate for a unit like this is \$175.00 per hour. Exeter's sweeper is a 2005 Tennant and the total maintenance cost to date is \$166,433.84. Replacing the unit now will save in long term cost.

Rationale: This sweeper is a 2005 and the maintenance costs are high, it has passed its useful life by 1 year.

Operating budget impact: This price is from Wayne Equipment they are now the sales place for Tennant Sweepers, this price does not reflect a trade. : Current vehicle has 21024 miles and 1983 hours.

Item to be Replaced:

Make/Model	Year
Tennant 48	2005
FY 10 Maintenance Cost	
FY 09 Maintenance Cost	
Life-to-Date Maintenance Cost	166,433.84

Use of Requested Item:

Useful Life in Years
5
Weeks per Year
52
Average Days per Week
5
Average Hours per Day
8
Vehicle Point Score

Capital Cost:

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs						
Equipment Cost	245,000					245,000
Other Cost						
Trade Value (show as negative)						
Totals	245,000					245,000

Operating Budget Impact:

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Salaries/Wages						
Fringe Benefits						
Contracted Services						
Expenses						
Other Cost						
Totals						

Proposed Funding Source

- ☒ General Fund (tax rate)
- ☐ Water Fund (user fees)
- ☐ Sewer Fund (user fees)
- ☐ Capital Reserve Fund
- ☐ Impact Fee Account
- ☐ Other (Grants, Special Assessment)

D7



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 3 2011
2012

Department:

Public Works - Highway

Project Title:

Six wheel Dump Truck (#30)

Contact:

Jay Perkins

Phone:

778 - 0591 ext: 163

e-Mail:

jperkins@town.exeter.nh.us

Priority (1 of 8, etc.): 5 of 7

Estimated Total Cost: \$ 126,420

Estimated Useful Life (Years): 10

Previously Presented? (Yes/No) yes

When (Please give year): 2010

Growth Related? (Yes/No): no

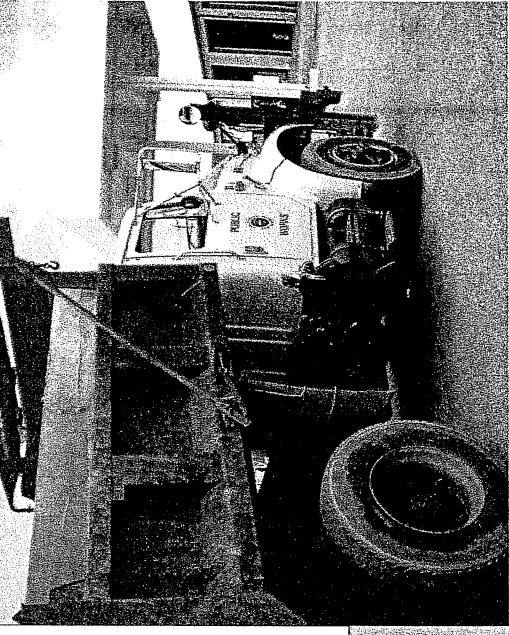
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("✓" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General project description: This truck is a 1999 International 4900 3-axle dump used by the Highway Department for winter and summer maintenance of town roads. This truck is past its useful life and unreliable. The total maintenance cost is \$98,599.81 and the dealer does not stock many parts making them more expensive and causing longer down time. The Highway Department's dump trucks have sand and salt units on them and they are first responders when the roads are icy. The longer we keep the more it will cost to operate.

Rationale: This truck is a 1999 and it responds to emergencies year round, From trees down to winter maintenance it has passed its useful life by 2 years.

Operating budget impact: This price is from Liberty International and that is what our fleet is. This price does not reflect a trade. Current vehicle has 71058 miles and 7276 hours.



Item to be Replaced:

Make/Model	Year	International 4900
FY 10 Maintenance Cost	1999	
FY 09 Maintenance Cost	4,962.30	
Life-to-Date Maintenance Cost	6,910.92	
	98,599.81	

Use of Requested Item:

Useful Life in Years	FY 16
Weeks per Year	10
Average Days per Week	45
Average Hours per Day	varies
Vehicle Point Score	8
	35

Capital Cost:

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	126,420					126,420
Equipment Cost						
Other Cost						
Trade Value (show as negative)						
Totals	126,420					126,420

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Request Results from ("✓" all that apply)

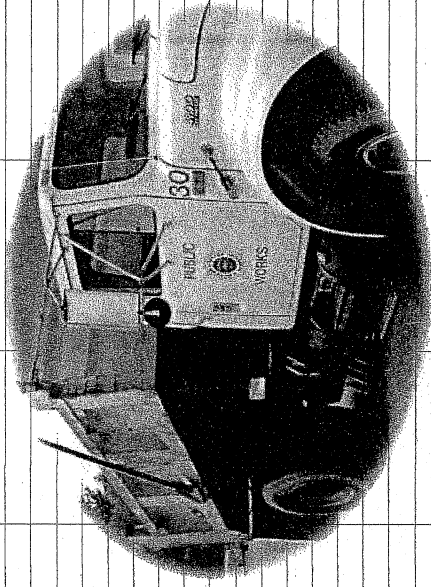
- ☒ Schedule Replacement
- ☐ New Operation
- ☐ Present Equipment Obsolete
- ☐ Improved Efficiency/Procedures
- ☒ Replace Worn-Out Equipment
- ☐ Other-Explain
- ☐ Expanded Services
- ☐ Deemed Critical by Department

Proposed Funding Source

- ☒ General Fund (tax rate)
- ☐ Water Fund (user fees)
- ☐ Sewer Fund (user fees)
- ☐ Capital Reserve Fund
- ☐ Impact Fee Account
- ☐ Other (Grants, Special Assessment)

D8

Department:		Highway								Date:		7/22/2011	
Vehicle Name or Number:		# 30								Fuel Type:		Diesel	
Vehicle Registration:		GO2705											
VIN #		1HTSDAAR6XH642687											
Vehicle Category		Recommended Replacement Years/Miles		Age		Miles/Hours Nearest 10,000		Type of Service		Reliability		Maintenance & Repairs Costs	
Heavy Trucks				11		7		5		2		5	
Plow Trucks, Fire Engines		12 or 100,000 20 or 250,000										35	
other large vehicles													
Age: 1 point for each year of chronological age, based on in-service date													
Miles/Hours: 1 point for each 10,000 miles or 750 hours													
Type of Service: 1, 3, or 5 points are assigned based on type of service													
1 point for Department Heads & Commuter use													
3 points for medium duty, ambulances, parks & rec, service vehicles													
5 points for rough duty, plows, fire engines etc...													
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair													
1 point for a vehicle in the shop once every 3 months for Preventive Maint													
2 points for a vehicle in the shop once every 2 or 3 months													
3 points for a vehicle in the shop each month for repairs													
4 points for a vehicle in the shop twice a month for repairs													
5 points for a vehicle in the shop 3 or more times a month													
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs													
1 point for maintenance & repair costs totalling 20% of original purchase cost													
2 points for maintenance & repairs costs totalling 40% of original purchase cost													
3 points for maintenance & repairs costs totalling 60% of original purchase cost													
4 points for maintenance & repairs costs totalling 80% of original purchase cost													
5 points for maintenance & repairs costs totalling 100% or greater of original purchase cost													
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...													
1 point for like new condition													
2 points for excellent condition													
3 points for good condition													
4 points for fair/average condition													
5 points for poor condition (Not Inspectable)													



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted: July 3 2011

Year Funding is Requested: 2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Highway
Trackless Sidewalk Tractor (#56)
Jay Perkins
778 - 0591 ext: 163
jperkins@town.exeter.nh.us

Priority (1 of 8, etc.): 6 of 7
Estimated Total Cost: \$ 147,571
Estimated Useful Life (Years): 15
Previously Presented? (Yes/No) yes
When (Please give year): 2010
Growth Related? (Yes/No): no

Request Results from ("√" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☒ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☐ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

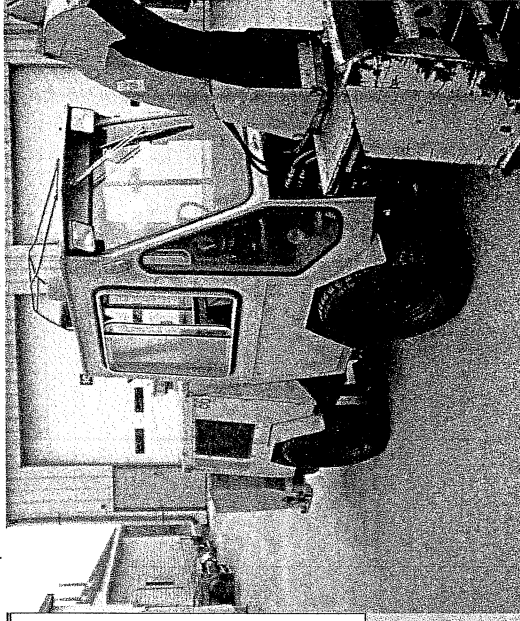
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General project description: This tractor is a 1991 and is well beyond its useful life. Maintenance costs for parts and labor total \$ 81,598.60 Parts are vary hard to get and expensive. Over the last few years we have had one or more tractors go down in storm events, and it takes days and sometimes weeks to get parts. The department cannot continue the level of service plowing and sanding the sidewalks with so many breakdowns. The tractor seats and suspensions are also worn and we have had operators injure their backs driving these tractors. The tractor is also used for sweeping and grading road shoulders.

Rationale: This tractor maintains 35 miles of sidewalk plowing and sweeping, it was scheduled for replacement in 2010 and has passed its useful life by 5 years and is no longer dependable.

Operating budget impact: This price came from Chadwick-BaRoss they are the Bombardier dealer in our area, the price does not reflect the trade price difference. : Current vehicle has 3762.5 hours.



Item to be Replaced:

Make/ Model	Year
Trackless MIT	1991
FY 10 Maintenance Cost	2465.87
FY 09 Maintenance Cost	2600.99
Life-to-Date Maintenance Cost	81598.6

Use of Requested Item:

Useful Life in Years	15
Weeks per Year	37
Average Days per Week	varies
Average Hours per Day	8
Vehicle Point Score	43

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs							
Equipment Cost	147,571						147,571
Other Cost							
Trade Value (show as negative)							
Totals	147,571						147,571

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source
☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

D9

Department:		Highway								Date:		7/22/2011	
Vehicle Name or Number:		# 56								Fuel Type:		Diesel	
Vehicle Registration:		GO3193		1991 Trackless Sidewalk Tractor									
VIN #		MT5430											
Vehicle Category		Recommended Replacement Years/Miles		Age		Miles/Hours Nearest 10,000		Type of Service		Reliability		Maintenance & Repairs Costs	
Misc. Equipment		15 years		20		5		5		3		5	
Chippers, Welders, Trailers												43	
Age: 1 point for each year of chronological age, based on in-service date													
Miles/Hours: 1 point for each 10,000 miles or 750 hours													
Type of Service: 1, 3, or 5 points are assigned based on type of service													
1 point for Department Heads & Commuter use													
3 points for medium duty, ambulances, parks & rec, service vehicles													
5 points for rough duty, plows, fire engines etc...													
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair													
1 point for a vehicle in the shop once every 3 months for Preventive Maint													
2 points for a vehicle in the shop once every 2 or 3 months													
3 points for a vehicle in the shop each month for repairs													
4 points for a vehicle in the shop twice a month for repairs													
5 points for a vehicle in the shop 3 or more times a month													
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs													
1 point for maintenance & repair costs totalling 20% of original purchase cost													
2 points for maintenance & repairs costs totalling 40% of original purchase cost													
3 points for maintenance & repairs costs totalling 60% of original purchase cost													
4 points for maintenance & repairs costs totalling 80% of original purchase cost													
5 points for maintenance & repairs costs totalling 100% or greater of original purchase cost													
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...													
1 point for like new condition													
2 points for excellent condition													
3 points for good condition													
4 points for fair/average condition													
5 points for poor condition (Not Inspectable)													





Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 3 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Highway
Trackless Sidewalk Tractor (#58)
Jay Perkins
778 - 0591 ext. 163
jperkins@town.exeter.nh.us

Priority (1 of 8, etc.): 7 of 7
Estimated Total Cost: \$ 147,571
Estimated Useful Life (Years): 15
Previously Presented? (Yes/No) yes
When (Please give year): 2010
Growth Related? (Yes/No) no

Request Results from ("√" all that apply)
☒ Schedule Replacement
☐ Present Equipment Obsolete
☒ Replace Worn-Out Equipment
☐ Expanded Services
☐ New Operation
☒ Improved Efficiency/Procedures
☐ Other-Explain
☒ Deemed Critical by Department

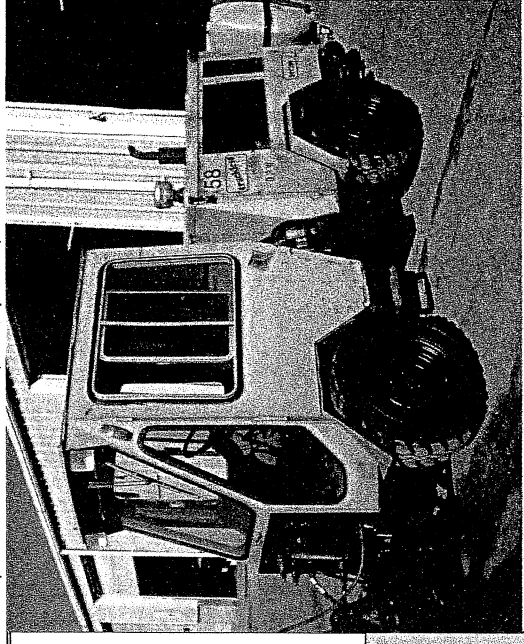
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

General project description : This tractor is a 1991 and well beyond its useful life. Maintenance cost for parts and labor total \$79,280.68. Parts are very hard to get and expensive. Over the last few years we have had one or more of the tractors go down in storm events, and it takes days and sometimes weeks to get parts. The department cannot continue the level of service plowing and sanding the sidewalks with so many breakdowns. The tractor's seats and suspensions are also worn and we have had operators injure their backs driving these tractors. The tractor is also used for sweeping and grading road shoulders.

Rationale: This tractor maintains 35 miles of sidewalk plowing and sweeping, it was scheduled for replacement in 2010 and has passed its useful life by 5 years and is no longer dependable.

Operating budget impact: This price came from Chadwick-BaRoss they are the Bombardier dealer in our area, the price does not reflect the trade price difference. : Current vehicle has 3147 hours.



Item to be Replaced:

Make/Model	Trackless-MT
Year	1991
FY 10 Maintenance Cost	3457.74
FY 09 Maintenance Cost	4850.59
Life-to-Date Maintenance Cost	79280.68

Use of Requested Item:

Useful Life in Years	15
Weeks per Year	37
Average Days per Week	varies
Average Hours per Day	8
Vehicle Point Score	43

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs							
Equipment Cost	147,571						147,571
Other Cost							
Trade Value (show as negative)							
Totals	147,571						147,571

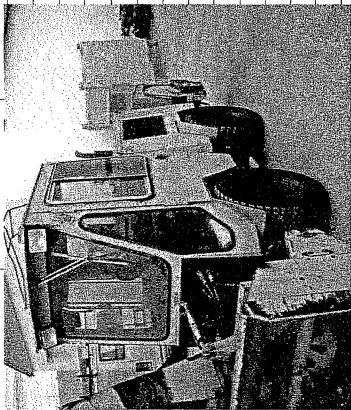
Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source
☒ General Fund (tax rate)
☐ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

D10

Department:		Highway						Date:		7/22/2011	
Vehicle Name or Number:		# 58						Fuel Type:		Diesel	
Vehicle Registration:		G02699		1991 Trackless Sidewalk Tractor							
VIN #		MT5429									
Vehicle Category		Recommended Replacement Years/Miles		Age		Miles/Hours Nearest 10,000		Type of Service		Reliability	
										Maintenance & Repairs Costs	
										Condition Interior/Exterior	
										Total Points	
Misc. Equipment		15 years		20		5		5		3	
Chippers, Welders, Trailers										5	
										43	
Age: 1 point for each year of chronological age, based on in-service date											
Miles/Hours: 1 point for each 10,000 miles or 750 hours											
Type of Service: 1, 3, or 5 points are assigned based on type of service											
1 point for Department Heads & Commuter use											
3 points for medium duty, ambulances, parks & rec, service vehicles											
5 points for rough duty, plows, fire engines, etc...											
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair											
1 point for a vehicle in the shop once every 3 months for Preventive Maint											
2 points for a vehicle in the shop once every 2 or 3 months											
3 points for a vehicle in the shop each month for repairs											
4 points for a vehicle in the shop twice a month for repairs											
5 points for a vehicle in the shop 3 or more times a month											
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs											
1 point for maintenance & repair costs totalling 20% of original purchase cost											
2 points for maintenance & repairs costs totalling 40% of original purchase cost											
3 points for maintenance & repairs costs totalling 60% of original purchase cost											
4 points for maintenance & repairs costs totalling 80% of original purchase cost											
5 points for maintenance & repairs costs totalling 100% or greater of original purchase cost											
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...											
1 point for like new condition											
2 points for excellent condition											
3 points for good condition											
4 points for fair/average condition											
5 points for poor condition (Not Inspectable)											





Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 21, 2011
2012

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Water

Replace 1/2 Ton Truck #14 w/ 3/4 Ton Truck

Michael Jeffers

778-0591 ext. 165

mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.):

Estimated Total Cost: \$ 29,874

Estimated Useful Life (Years): 8

Previously Presented? (Yes/No) Yes

When (Please give year): 2010

Growth Related? (Yes/No) No

3 of 11

Request Results from ("√" all that apply)

- ☒ Schedule Replacement
- ☐ Present Equipment Obsolete
- ☒ Replace Worn-Out Equipment
- ☐ Expanded Services
- ☐ New Operation
- ☐ Improved Efficiency/Procedures
- ☐ Other-Explain
- ☐ Deemed Critical by Department

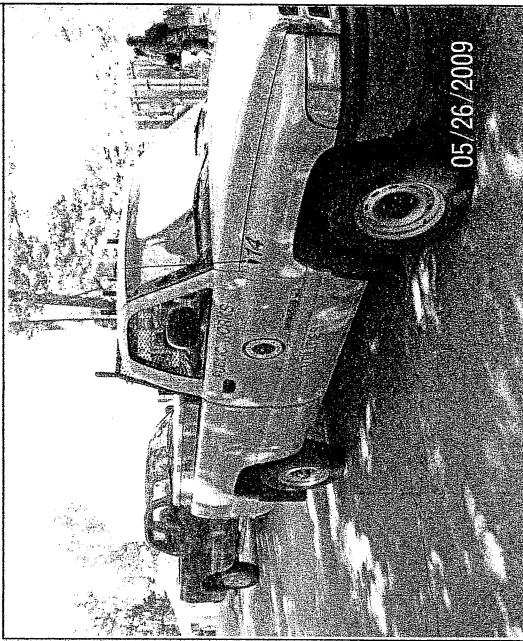
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. General Project Description? Replace the existing Water & Sewer vehicle Truck #14. The current vehicle will be replaced with a 3/4 Ton 4x4 truck outfitted with a lifting tailgate to help move chemicals from WTP to satellite water stations within the distribution system. This truck was originally purchased in 1998 for \$12,489. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS), and is currently delayed by 5 years for replacement. This truck has experienced routine repairs, but has received some patch body work to continue passing inspections. The truck has been recommended to be removed from service and unspectable next March 2012 when the fleet is due for annual inspection. We do not request a plow, but do request 4wd and this truck be equipped with a lift gate to more properly and safely move the many barrels & pallets that is not done with riskier practices now. This truck will provide better access to remote stations during the spring mud season and snow events. The larger truck will provide dependable and rapid response to W&S issues despite the road conditions at any given moment.

2. Rationale? This vehicle is the vehicle used during everyday activities at the WTP; currently to move chemicals, the WTP operators swap vehicles with the mechanic's truck that has a lifting gate; replacement was scheduled for 2011, but should've been replaced in 2006 according to useful life.

3. Operating Budget Impact? The price was developed from the "Grappone Ford" state bid from July 2011. Current vehicle has 83,816 miles



Item to be Replaced:

Make/Model	Dodge 1/2 ton
Year	1998
FY 10 Maintenance Cost	\$936
FY 09 Maintenance Cost	\$739
Life-to-Date Maintenance Cost	\$4,160

Use of Requested Item:

Useful Life in Years	8
Weeks per Year	52
Average Days per Week	7
Average Hours per Day	5
Vehicle Point Score	33

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	29,874						29,874
Equipment Cost							-
Other Cost							-
Trade Value (show as negative)							-
Totals	29,874						29,874

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source
☐ General Fund (tax rate)
☒ Water Fund (user fees)
☐ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

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Town of Exeter Vehicle Replacement Guidelines

Department:		Water & Sewer								Date:		7/21/2011	
Vehicle Name or Number:		Truck #14								Fuel Type:		GAS	
Vehicle Registration:													
VIN #													
Vehicle Category	Recommended Replacement Years/Miles	Age	Miles/Hours Nearest 10,000	Type of Service	Reliability	Maintenance & Repairs Costs	Condition Interior/Exterior	Total Points					
Passenger Vehicles & Light Trucks, 4x2 & 4x4 Police Sedans, SUV's	6 and 75,000 or any year and 100,000 miles	13	8	3	2	2	5	33					
Age: 1 point for each year of chronological age, based on in-service date													
Miles/Hours: 1 point for each 10,000 miles or 750 hours													
Type of Service: 1, 3, or 5 points are assigned based on type of service													
1 point for Department Heads & Commuter use													
3 points for medium duty, ambulances, parks & rec, service vehicles													
5 points for rough duty, plows, fire engines, etc...													
Reliability: Points are assigned depending on the frequency that a vehicle is in the shop for repair													
1 point for a vehicle in the shop once every 3 months for Preventive Maint													
2 points for a vehicle in the shop once every 2 or 3 months													
3 points for a vehicle in the shop each month for repairs													
4 points for a vehicle in the shop twice a month for repairs													
5 points for a vehicle in the shop 3 or more times a month													
Maintenance & Repair Costs: Points are assigned based on total life Maintenance & Repair costs													
1 point for maintenance & repair costs totalling 20% of original purchase cost													
2 points for maintenance & repair costs totalling 40% of original purchase cost													
3 points for maintenance & repair costs totalling 60% of original purchase cost													
4 points for maintenance & repair costs totalling 80% of original purchase cost													
5 points for maintenance & repair costs totalling 100% or greater of original purchase cost													
Condition: This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc...													
1 point for like new condition													
2 points for excellent condition													
3 points for good condition													
4 points for fair/average condition													
5 points for poor condition (Not Inspectable)													





Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 21, 2011
2012

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Sewer

Replacement of Vacuum Utility Truck #67

Michael Jeffers

778-0591 ext. 165

mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.):

Estimated Total Cost:

Estimated Useful Life (Years):

Previously Presented? (Yes/No)

When (Please give year):

Growth Related? (Yes/No):

1 of 11

\$ 360,000

6 or 8 max

Yes

2010

No

Request Results from ("√" all that apply)

☒ Schedule Replacement

☐ Present Equipment Obsolete

☒ Replace Worn-Out Equipment

☐ Expanded Services

☐ New Operation

☒ Improved Efficiency/Procedures

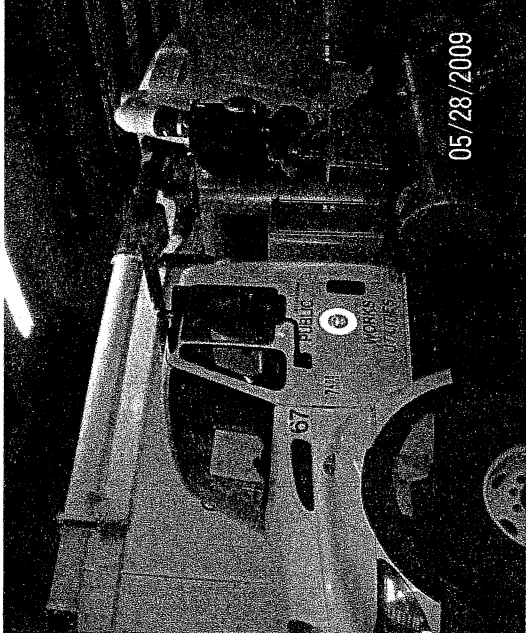
☐ Other-Explain

☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

- General Project Description?** Replace the existing Water & Sewer Vactor Truck #67. The Vactor was originally purchased in 2004 for \$229,455. The recommended useful life is 6 years or 8 years maximum according to the Town of Exeter Vehicle Replacement Schedule (VRS), and is currently delayed by 1 year for replacement, but 1 year away from recommended max life. The variety of uses of this vehicle makes it an essential piece of the fleet that the Town of Exeter can't afford to have malfunction at critical moments. The overall maintenance has been routine, with a few recent repairs, like in April 2009 for \$6,772. The more recent repairs are for areas on the truck that experience high abrasive wear that will continue to deteriorate.
- Rationale?** This vehicle is the main Water & Sewer Vehicle used during everyday activities, water & sewer breaks, and provides backup to the smaller stations without backup power. The NH DES permit will require routine preventative maintenance like cleaning & inspecting 20 % of the sewer line within the collection system per year. This is part of the CMOM (Capacity, Management, Operations, & Maintenance) Program. Replacement was scheduled for 2011, but should've been replaced in 2010 according to useful life.
- Operating Budget Impact?** 6 year lease, lease/purchase agreement; the price was developed using the original cost plus a 4.5% inflation factor from year of purchase plus fees (DPW Vehicle Replacement List); currently has 4,132 hrs on the vehicle



Item to be Replaced:

Make/Model	Year	International
FY 10 Maintenance Cost	2004	\$2,769
FY 09 Maintenance Cost		\$8,284
Life-to-Date Maintenance Cost		\$17,140

Use of Requested Item:

Useful Life in Years	Weeks per Year	Average Days per Week	Average Hours per Day	Vehicle Point Score
6	52	4	4	25

Capital Cost:

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
Vehicle Costs	60,000	60,000	60,000	60,000	60,000	60,000	360,000
Equipment Cost							
Other Cost							
Trade Value (show as negative)							
Totals	60,000	60,000	60,000	60,000	60,000	60,000	360,000

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source
☐ General Fund (tax rate)
☒ Water Fund (user fees)
☒ Sewer Fund (user fees)
☐ Capital Reserve Fund
☐ Impact Fee Account
☐ Other (Grants, Special Assessment)

HI

Town of Exeter



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 21, 2011
2012

Department:

Project Title:

Contact:

Phone:

e-Mail:

Public Works - Sewer

Replace Sm. Truck #16 w/ 3/4 Ton Truck

Michael Jeffers

778 - 0591 ext. 165

mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.):

Estimated Total Cost:

Estimated Useful Life (Years):

Previously Presented? (Yes/No)

When (Please give year):

Growth Related? (Yes/No):

2 of 11

\$ 29,874

8

Yes

2010

No

Request Results from ("√" all that apply)

☒ Schedule Replacement

☐ Present Equipment Obsolete

☐ Replace Worn-Out Equipment

☐ Expanded Services

☐ New Operation

☒ Improved Efficiency/Procedures

☐ Other-Explain

☐ Deemed Critical by Department

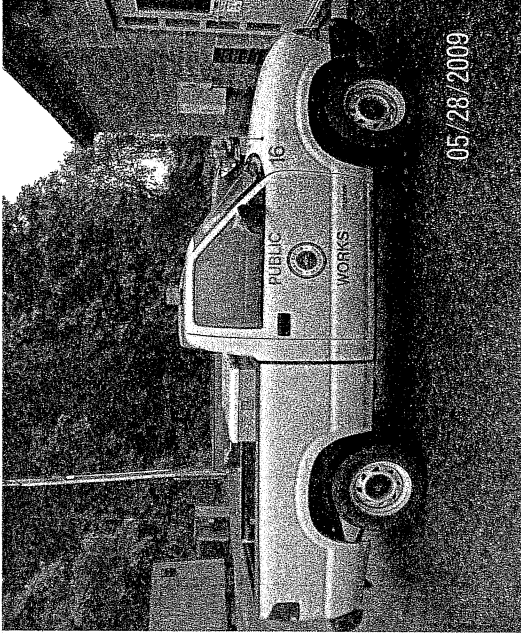
PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

1. **General Project Description?** A new full-size 3/4 Ton 4x4 truck will be put into service while a 13 year old half-size pickup is taken out of service. The truck was originally purchased in 1998 for \$11,998 after \$1,000 trade-in. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS), and is currently delayed by 5 years for replacement. The truck has experienced major repairs totalling \$1,910 in 2009. The truck has been recommended to be removed from service and unspectable next march 2012 when the fleet is due for annual inspections. This truck will be outfitted with a plow to plow snow at the water & sewer pump stations, water towers, WWTP sewer lagoons, etc. This truck will provide better access to remote stations during the spring mud season & snow events, etc. The larger truck will provide dependable and rapid response to W&S issues despite the road conditions at any given moment.

2. **Rationale?** Currently one half-size pickup in the Water & Sewer fleet; will allow for a full-size replacement truck; full-size truck is much more desirable for maintenance operations truck than a half-size model. The full-size model has greater cargo capacity for passenger, tools and appurtenances. Replacement was scheduled for 2011, but should've been replaced in 2006 according to useful life.

3. **Operating Budget Impact?** Vehicle #16 will be traded with the purchase or lease of a new full-size truck. The price was developed from the "Grappone Ford" state bid from July 2011. Current vehicle has 70,456 miles; it reduces the work/time Highway must take to clear snow off the water & sewer stations



05/28/2009

Item to be Replaced:

Make/ Model Year	Chevy 1/4 Ton
1998	
FY 10 Maintenance Cost	\$548
FY 09 Maintenance Cost	\$1,910
Life-to-Date Maintenance Cost	\$4,712

Use of Requested Item:

Useful Life in Years	8
Weeks per Year	52
Average Days per Week	5
Average Hours per Day	5
Vehicle Point Score	33

Capital Cost:

Vehicle Costs	29,874
Equipment Cost	
Other Cost	
Trade Value (show as negative)	
Totals	29,874

Operating Budget Impact:

Salaries/Wages	
Fringe Benefits	
Contracted Services	
Expenses	
Other Cost	
Totals	

Proposed Funding Source

☐ General Fund (tax rate)	
☐ Water Fund (user fees)	
☒ Sewer Fund (user fees)	
☐ Capital Reserve Fund	
☐ Impact Fee Account	
☐ Other (Grants, Special Assessment)	

Total

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
						29,874

H2



Town of Exeter, New Hampshire

2012 - 2017 CIP Vehicle/Equipment Request

Date Submitted:
Year Funding is Requested:

July 21, 2011
2012

Department:
Project Title:
Contact:
Phone:
e-Mail:

Public Works - Sewer
Replace 1 Ton Truck w/ Enclosed Utility Box Body
Michael Jeffers
778 - 0591 ext. 165
mjeffers@town.exeter.nh.us

Priority (1 of 8, etc.): 4 of 11
Estimated Total Cost: \$ 41,209
Estimated Useful Life (Years): 8
Previously Presented? (Yes/No) Yes
When (Please give year): 2009
Growth Related? (Yes/No): No

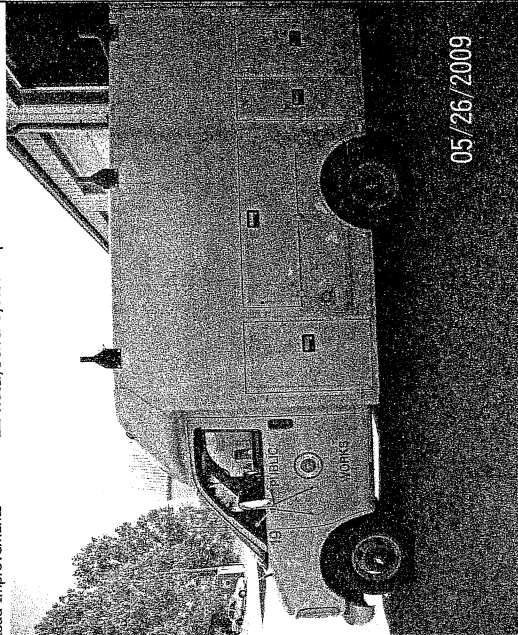
Request Results from ("√" all that apply)

- ☒ Schedule Replacement
- ☐ Present Equipment Obsolete
- ☐ Replace Worn-Out Equipment
- ☐ Expanded Services
- ☐ New Operation
- ☒ Improved Efficiency/Procedures
- ☐ Other-Explain
- ☐ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☒ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☒ Water/Sewer System Improvements

- General Project Description?** Replace the existing Water & Sewer vehicle Truck #19. The current vehicle will be replaced with a 1 1/2 to 2 Ton truck outfitted with an enclosed utility box body. This truck is used as a first response vehicle during emergency situations, like water or sewer line breaks. This truck was originally purchased in 2001 for \$31,925 + \$2,300 (for Enclosed Utility Box Body). The current truck was undersized at purchase, so this upgrade will provide added durability to the fleet. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS), and is currently delayed by 3 years for replacement. The truck repairs are routine, but it has been highly recommended for replacement due to the high frequency of use during normal hours & after hour emergency situations.
- Rationale?** This vehicle is the main Water & Sewer Vehicle used during everyday activities, water & sewer breaks, carries most of the necessary tools for doing work, etc. Gas powered vehicle is \$6,400 cheaper than a diesel powered vehicle. Replacement was scheduled for 2011, but should've been replaced in 2009 according to useful life.
- Operating Budget Impact?** The price was developed from the "Grappone Ford" state bid from July 2011, North American Equipment Upfitters, Inc website prices for the enclosed utility box body with installation, and TOE in-house mechanics expenses. Current vehicle has 61,887 miles



Item to be Replaced:

Make/Model	Year
Chew Van	2001
FY 10 Maintenance Cost	\$2,774
FY 09 Maintenance Cost	\$1,195
Life-to-Date Maintenance Cost	\$8,984

Use of Requested Item:

Useful Life in Years	Weeks per Year	Average Days per Week	Average Hours per Day	Vehicle Point Score
8	52	5	6	30

Capital Cost:

Vehicle Costs
Equipment Cost
Other Cost
Trade Value (show as negative)

Totals

FY 12 41,209

FY 13

FY 14

FY 15

FY 16

FY 17

Total 41,209

Proposed Funding Source

- ☐ General Fund (tax rate)
- ☒ Water Fund (user fees)
- ☒ Sewer Fund (user fees)
- ☐ Capital Reserve Fund
- ☐ Impact Fee Account
- ☐ Other (Grants, Special Assessment)

Operating Budget Impact:

Salaries/Wages
Fringe Benefits
Contracted Services
Expenses
Other Cost

Totals

H3

