TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 •FAX 772-4709
www.exeternh.gov

LEGAL NOTICE
EXETER PLANNING BOARD
AGENDA

The Exeter Planning Board will meet on Thursday, August 28, 2025 at **6:30 P.M**. in the Nowak Room of the Town Office Building located at 10 Front Street, Exeter, New Hampshire, to consider the following:

APPROVAL OF MINUTES: August 14, 2025

NEW BUSINESS: PUBLIC HEARINGS

Second public hearing on the 2026-2030 Capital Improvements Program (CIP) projects as presented by the Town Departments. Copies of the proposed document(s) will be available at the Planning Department Office prior to the meeting.

The continued public hearing on the application of Caley Associates for site plan review and a Shoreland Conditional Use Permit for the proposed redevelopment of the property at 97 Portsmouth Avenue. The developer is proposing to demolish the existing Blue Ribbon Dry Cleaners building on the site and construct a multi-use building to include commercial space, amenities, and 14 residential units with parking and associated site improvements. The property is located in the C-2, Highway Commercial zoning district and is identified as Tax Map Parcel #65-125. PB Case #25-3.

The application of Sonny Iannacone for a Wetlands Conditional Use Permit (CUP) for the proposed construction of a 25' x 30' addition to the rear of the existing residence located at 18 Ashbrook Road. The subject property is located in the R-2, Single Family Residential zoning district. Tax Map Parcel #90-30. PB Case #25-5.

OTHER BUSINESS

- Master Plan Discussion
- Land Use Regulations Review
- Field Modifications
- Bond and/or Letter of Credit Reductions and Releases

EXETER PLANNING BOARD
Langdon J. Plumer, Chairman

Posted 08/15/25: Exeter Town Office and Town of Exeter website

TOWN OF EXETER
PLANNING BOARD
NOWAK ROOM
10 FRONT STREET
AUGUST 14, 2025
DRAFT MINUTES
7:00 PM

I. PRELIMINARIES:

BOARD MEMBERS PRESENT BY ROLL CALL: Chair Langdon Plumer, Gwen English, Nancy Belanger, Select Board Representative, Alternate Marty Kennedy, Alternate Dean Hubbard, and Alternate Sam MacLeod.

STAFF PRESENT: Interim Town Planner Carol Ogilvie, Assistant Town Manager Melissa Roy

II. CALL TO ORDER: Chair Plumer called the meeting to order at 7:00 PM, introduced the members, and activated the three Alternates.

III. NEW BUSINESS:

1. Public hearing on the 2026-2030 Capital Improvements Program (CIP) projects as presented by the Town Departments. Copies of the proposed document(s) will be available at the Planning Department Office prior to the meeting.

Library Building Fund $75,000 (page 5)

Library Director Judy Lanter presented the request for $75,000 to establish the building fund. She indicated there were anticipated plumbing repairs to replace the pipe to the main line which frequently backs up, the elevator is 38 years old and began leaking oil, there are eight original custom doors with casings that need to be replaced, the HVAC unit has four pumps that need replacing. She will talk to the elevator company about getting estimates for replacement due to the age of the unit, however the current issues are fixable. The doors are approximately $8,000. Ms. Roy noted these are not part of the maintenance budget.

Mr. Kennedy asked the process to ask for more when the fund needed to be replenished. Ms. Roy noted the funds would be replenished with a warrant article through the CIP process and the Library Trustees would be the agents to expend.

Pairpoint Park $35,000 (page 10)

Steven Jones, Chair of the Pairpoint Park Committee, presented the request for $35,000 of the anticipated $40,000 cost of the engineering design for Pairpoint Park. He noted plans to raise $5,000. Mr. Jones noted the Committee consists of 9-12 people and Jen Martel, who is a landscape architect, is a

member of the Committee and the Planning Board. He explained that the park parcel on Water Street was donated and originally had buildings that burned down and there are concerns about what is under the turf. The parcel is unimproved. Surveys were sent out to the residents and the first received 750 responses and three designs were proposed. The second survey yielded 500 responses, and the Select Board approved the design concept. He noted these funds would be applied to the design only and they are looking for grants, donations and other fundraising to offset the cost. Ms. Martel looked at other similar projects and estimated the cost.

Parks & Recreation

Parks & Recreation Director Greg Bisson presented the CIP requests for Parks & Recreation.

Parks & Recreation Improvement Fund – pg. 6

Mr. Bisson noted the fund was established six years ago and helped with several projects.

Brickyard Park

Mr. Bisson noted the irrigation system needs to be modified for the green space that currently serves soccer and field hockey. It used to serve baseball, so the system is not down deep enough.

Skate Park - Guardrail Replacement

Mr. Bisson noted this project would make the park more ADA accessible and update the path.

Ms. Belanger recommended a water fountain in the future.

Pool Building Restoration

Mr. Bisson noted this would be the third phase of the restoration and include replacing the floor, ADA accessibility, repainting, a new roof, and windows.

Park Street Common – Gilman Park

Mr. Bisson noted benches would be replaced with plastic benches on cement pads. The electricity would be updated to allow for use by the robot mowers.

Ms. Belanger recommended if digging for the electricity, to consider installing a conduit for future electric vehicle charging stations.

Hampton Road

Mr. Bisson noted the ADA pathway from 4 Hampton Road to 10 Hampton Road would be extended.

DPW Director Steve Cronin and Water/Sewer Supervisor Stephen Dalton presented the requests for:

Surface Water Treatment Plant $2 million (pg. 23)

Mr. Cronin noted the funding in 2024 and the drinking water SRF application was submitted. The current plant is outdated, and they are identifying other properties in the general vicinity. The existing plant is in the 100-year flood plain and downstream from the dam. He noted this is for design work.

Ms. English noted there is a program in Colorado which recharges the groundwater supply by re-using water. Mr. Cronin noted this had been discussed at the conceptual level.

Great Bay Total Nitrogen (pg. 21)

Mr. Cronin explained the five-year permit and reduction of non-source point pollution. In the past they looked at septic systems and fertilizer. They are proposing enhanced street sweeping and would like to replace the street sweeper at a cost of $400,000. It has a 6–8-year life cycle. He explained the percentage of Clean Water SRF funding and that this was a less expensive way to keep the permit rather then costly upgrades to the treatment plant. The Enhanced Sweeping Program, estimated at $12,000, would be 100% funded if approved.

High Street Cross City Sewer Rehab (pg. 30) $4.3 million

Mr. Cronin noted sewer capacity issues from High Street to Gilman to Drinkwater Road. He indicated 2,600' of pipe would be rehabilitated and $2,500' of pipe replaced. He applied to the Clean Water SRF and hasn't heard yet. He showed the location of the pipes on the plan and a section where 12" pipe would be upgraded to 15."

Lead Service Line Inventory (pg. 33) $173,000

Mr. Cronin explained the EPA regulations and compliance date of 2034 to identify locations. They will do 149 customer side visual inspections and 69 system side inspections with pothole excavations annually.

Chair Plumer asked if the inspections would be done by the department or contractors and Mr. Cronin indicated a hybrid of both.

Surface Water Treatment Plant Residual Disposal (pg. 34) $500,000

Mr. Cronin explained the by-product of treatment that needs to be trucked away until the plant is replaced.

Vehicle Replacement – Dump Truck #52 (pg. 58) - $85,000

Mr. Cronin showed a photo of the truck to be replaced with a Ford F550. He noted an equipment schedule on page 60.

ADA Improvement Capital Reserve Fund (pg. 8) $25,000

Ms. Roy presented the request for funding the reserve fund. She indicated there is work around town to improve accessibility. There was a study done to identify potential improvements She noted that Planet Playground has ADA accessible spaces. Ms. Belanger noted that Pairpoint Park will have them as well.

Pedestrian Improvement (pg. 12) $266,000

Ms. Roy presented the request for matching funds for the proposed $1 million improvements to sidewalks and crosswalks. She noted there is a Transportation Alternative Program grant which would cover 80%. The project would only move forward if the grant is approved.

Space Needs Assessment (pg. 11) $50,000

Ms. Roy explained assessment of town building functionality. The assessment would require a $50,000 warrant article. The assessment would consult on how to best use spaces. She noted the move to 10 Hampton Road from Court Street as one example and the Police Fire Substation as another. She noted that police and fire had held off on any requests this year to thank residents for support of the substation.

IV. OLD BUSINESS

APPROVAL OF MINUTES

June 12, 2025 – ***Tabled***

Mr. Kennedy recommended having Vice-Chair Brown review the conditions of approval to make sure the approval letter that went out matched.

Ms. English motioned to table approval of the June 12, 2025 minutes. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

July 10, 2025

Ms. English and Ms. Belanger recommended edits.

Mr. Kennedy motioned to approve the July 10, 2025 minutes, as amended. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

V. OTHER BUSINESS

- Master Plan Discussion
- Field Modifications
- Bond and/or Letter of Credit Reductions and Release

VI. TOWN PLANNER'S ITEMS

VII. CHAIRPERSON'S ITEMS

VIII. PB REPRESENTATIVE'S REPORT ON "OTHER COMMITTEE ACTIVITY"

IX. ADJOURN

Ms. English motioned to adjourn the meeting at 8:30 PM. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

Respectfully submitted.

Daniel Hoijer,
Recording Secretary (Via Exeter TV)

TOWN OF EXETER

Planning and Building Department

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 •FAX 772-4709

www.exeternh.gov

Date: **August 8, 2024**

To: **Planning Board**

From: **Carol Ogilvie, MRI, Interim Town Planner**

Re: **Capital Improvement Program 2026-2031**

The Planning Office is pleased to submit the attached Draft Capital Improvement Program 2026-2031 for your review at the August 14th meeting. Department heads will be in attendance at the public hearing to highlight their upcoming capital needs and to answer any questions you may have.

I included the project sheets and a draft table of contents. Once finalized, I will provide the Board with a complete draft that includes a cover and a transmittal letter from the Board.

Thank you.

enc (1)

cc Melissa Roy, Ass;t. Town Planner (w/enc.)
Corey Stevens, Finance Director (w/enc.)

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Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/4/2025

Year Funding is Requested: 2027

Project Title: Exeter Downeaster Train Station
Project Type: Station construction, site repairs and improvements
Project Cost: FY2027

Department: Economic Development
Contact Name: Darren Winham

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No

Project Description

This project seeks to construct a new train station facility, complete with handicapped accessible bathrooms, informational kiosks, warming/waiting area, station host office, potential space for the Exeter Area Chamber of Commerce, bike racks, Quic-Trac machine, custodial closet and other amenities. Exeter's existing station consists only of a parking area, covered platform and a minimal informational display. With the exception of Haverhill (which is also a commuter rail station), Exeter is the only stop on the Downeaster without a train station. It is far and away the barest station and doesn't even offer bathrooms or access to a warm environment. This project would promote other-modal transportation, increase the safety and quality for rail passengers and contribute to the vibrancy of the community. Work will also include minor repairs to the existing platform and snow melt system. The $50,000 will be used for architectural design and engineering ($35,000) and miscellaneous items that include permitting, survey, site assessment, etc. ($15,000).

The $50,000

FY26	FY27	FY28	FY29	FY30	FY31
	$50,000				

Oper

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [x] GO Bond/Borrowing
- [x] Grants
- [ ] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [x] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	$0

Estimated Project Cost: $0

Estimated Fiscal Capital Cost

$50,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2027

Project Title: Public Works Facility
Project Type: Highway - Facilities
Project Cost: TBD

Department: Public Works - Maintenance
Contact Name: Jeff Beck

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): Yes
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The current Department of Public Works Facility is significantly outdated and functionally inadequate to meet the community's current and future needs. Constructed in a piecemeal fashion over several decades, the facility comprises buildings dating back to the 1960s and 1980s, many of which have surpassed their useful life and present substantial safety, structural, and operational challenges.

Key buildings, including the Highway/Maintenance Garage and the Building Maintenance Workshop, suffer from critical deficiencies such as substandard structural integrity, insufficient ventilation, lack of fire suppression systems, and inadequate space for vehicle maintenance and storage. These limitations directly affect the DPW's ability to efficiently manage the town's growing infrastructure, respond to emergencies, and maintain essential town services such as water, sewer, road, and fleet operations.

Moreover, employee facilities are undersized and non-compliant with current code requirements, especially regarding locker rooms, restrooms, and workspaces for a diversifying workforce. Administrative offices lack sufficient space to accommodate current staff or plan for future positions, such as a Stormwater Manager, and do not provide appropriate public interface or meeting facilities.

Previous feasibility studies confirmed that significant capital investment would be required just to bring existing structures up to minimum operational standards—without solving fundamental issues like poor layout, inefficient workflow, and the inability to house a consolidated DPW team. These findings support the replacement and/or rehabilitation of several existing structures and the consolidation of some DPW operations into new, modern facilities on adjacent town-owned land. This will increase operational efficiency, reduce long-term maintenance costs, improve working conditions, and provide capacity for future growth.

A multi-phased project approach offers a financially feasible and strategic path forward, allowing Exeter to invest in its infrastructure in alignment with long-term community needs and fiscal responsibility.

Design will begin in 2027 with Phase I of construction anticipated to start in 2028.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	TBD	TBD	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: TBD

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/4/2025

Year Funding is Requested: 2026

Project Title: Surface Water Treatment Plant
Project Type: Utility: Water
Project Cost: $2,000,000

Department: Public Works - Water
Contact Name: Steve Dalton

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

Both surface water (SW) and groundwater (GW) supplies are required to meet the Town's total water supply needs in accordance with our Integrated Management approach to water supply. The need for reliable surface water supply has become more apparent since testing in 2020 has shown that three of the existing groundwater supplies have less sustainable capacity than originally estimated, about 1.0 million gallons per day (MGD) while current peak demand is about 1.6 MGD. The Town is moving forward with development of additional groundwater supply capacity, but must also address upgrading or replacing the surface water treatment plant (SWTP) which currently provides 50-60% of the Town's water. The SWTP was initially constructed in 1905, and upgraded in 1924, 1972, and 1992. Based on the age of the facilities, limitations of the process, the constrained site, and the location in a flood zone that has resulted in two major flood events at the existing SWTP, rebuilding on this site is not recommended. It is noted that the potential for flooding is only expected to increase with climate change and predicted sea level rise. Therefore, construction of a new SWTP at a new site is recommended. The goal is for the new SWTP to supplement the GW supplies and provide closer to 30%-40% of the Town's water. An early estimate of the required capacity is 1.3 to 1.5 MGD, about half of the capacity of the SWTP proposed and designed in the early 2000's. Options for a new site are limited. The Town-owned "Sportsmans Club" parcel has been previously identified due to its higher elevation and proximity to the Exeter Reservoir and should be evaluated, including the need for lead shot remediation, and compared to other potential sites. A planning/preliminary design effort is in progress to evaluate potential sites, establish the required capacity, the most appropriate treatment process, and refine projected costs.

2024 Town Meeting authorized $500,000 for Planning and Preliminary Design efforts, which will include the following:
- Confirm design flow for SWTP, depending on GW supplies.
- Site alternatives investigations.
- Refine water main connections to new plant.
- Collect seasonal water quality data for final design.
- Piloting of treatment alternatives & refine treatment processes and plant configuration.
- Develop opinions of probable costs.
- Evaluate repurposing of existing site.

A $500,000 DWSRF loan has been secured for preliminary design. The Public Works Department has submitted a DWSRF pre-application for final design in 2026.

Schedule and Phases: Permitting and Design (2026); Start Construction (2028); Substantial Completion (2029); Decommission Existing Plant (2030)

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$2,000,000	$0	TBD	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [ ] Taxes
- [x] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $2,000,000

Estimated Fiscal Capital Cost

$2,000,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/21/2025

First Year Funding is Requested: **2030**

Project Title: **Court Street Fire Station**
Renovation and/or Construction
Design, Engineering & Construction

Project Type: Municipal Facilities
Project Cost: **TBD**

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years): 50-100
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description: Upon completion of the new Police Station/Fire Substation on Continental Drive, an updated space needs assessment will be conducted to determine the best use of the 20 Court Street facility. In the best interest of tax payers, the fire department will embrace a rolling assessment of needs over time. Once the Police Department vacates 20 Court Street, a live in period will follow. The number of personnel assigned to the 20 Court Street station will return to the same number it was when the building opened in 1979. Our vision includes the possibility of having "Inspectional Services" located on the first floor of the complex, where the Police Administrator currently sits. Our office manager may relocate to the first floor to greet the public when they enter the building. Due to the amount of foot traffic Fire Prevention and Health have daily, a first floor space makes sense where the building does not have an elevator. This may also open the opportunity for other inspectional services, such as the Building Inspector, to be relocated to 20 Court Street. There is a tremendous amount of cross over between departments that are currently located in different areas of town. This would allow for a streamlined process when customers look for guidance and permits while freeing up space in other buildings. Other, small scale renovations, would include proper separation between the cold, warm, and hot zones for contaminated personal protection equipment and an access point from the fire department second floor to the second floor of the (current) police department. Currently the only access point between the buildings is going to the first floor lobby. We do not anticipate any needs until the police department has fully vacated 20 Court Street. We envision revisiting this project in the 2030 timeframe.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	TBD	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [x] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 4/21/2025

Year Funding is Requested: 2027

Project Title: Exeter Riverwalk
Project Type: Building
Project Cost: $1,014,766

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No

Department: Exeter Public Library
Contact Name: Julia Lanter, Library Director

Project Description

In 2019 building plans for Exeter Public Library's Renovation Project were scaled back and construction outside the Library's original footprint was set aside as potential future projects. One of these exterior projects was a Riverwalk, which would help connect String Bridge to Founder's Park via a walkway overlooking the Exeter/Squamscott River. Since 2016, when the initial permits and construction plan for the Riverwalk were created, laws have changed regarding building on River waterways. If the Town wishes to include the Rivewalk in their downtown walkway plans, building now while the area is still permitted until 2029 is the community's best change to better connect Jady Hill and Exeter Mill neighborhoods to the downtown area. A pre-constructed doorway frame has been pre-built in the Children's Room west facing facade to make the encorporation for a western entrance to the library possible with a reduction of cost to the taxpayer. This added egress will create another entrance to the already busy Children's Room and promote more interaction between families visiting the Library and the River. The project has the potential to promote nature conservancy and highlight the Town's deep-rooted history with the Exeter River through the addition of informative panels in the design. The Conservation Commission could use the space as a teaching area during the Annual Alewife Festival, as the views would overlook the spawning area of the Alewives. Local nature clubs like the Exeter Area Garden Club would have an ADA compatable space to observe the river. An underwater camera, alteady owned by the Town of Exeter's ExeterTV Department could also be encorperated in the design to potentially increase understanding about Exeter River and help River conservationists in having a more accurate accounting of fishlife in the river. Future installations could install benches, telescopes and other additions which would help to educate and support the community's love of the library.

FY26	FY27	FY28	FY29	FY30	FY31
	$1,014,766				
Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [x] Other: Friends of the Exeter Public Library Fundraising

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [x] Other: Conservancy, Historical Education & ADA compliant activities.

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$1,014,766
Other:	
Total:	$1,014,766
Estimated Project Cost:	$1,014,766

Estimated Fiscal Capital Cost

$1,014,766

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: Park Improvement Fund
Project Type: Multiple
Project Cost: $100,000.00

Department: Parks and Recreation
Contact Name: Greg Bisson

Date Submitted: 6/20/2025

Year Funding is Requested: 2026

Useful Life (Years): Varied
Master Plan (Y/N): Y
Growth Related (Y/N): Y
Service Related (Y/N): Y
Externally Mandated (Y/N): N

Project Description

Project 1: Brickyard Park Drainage and Irrigation Renovation: Brickyard Park was initially designed for softball and baseball usage. The Department subsequently converted the space into a multipurpose green space, yet the irrigation system was not updated to address this change in use. The existing irrigation system is inadequate, often leaving spaces unwatered. Additionally, the pipes are located too close to the surface, making aeration challenging. Furthermore, water zone distribution is inefficient due to the size of the irrigation heads. Brickyard also has significant topography challenges. The areas that consistently experience flooding need to be addressed first by aerating the soil to a depth of 8", overseeding the field, and then top-dressing with sand and compost. After the field issues have been improved, a new irrigation system needs to be installed that accurately distributes the water necessary for a multipurpose green space. The field would be closed from late June to late August 2026. Estimated Cost: $35,000

Project 2: Guard Rail Replacement for the Skate Park/Accessible Access: In our recent Land and Water Conservation Fund (LWCF) inspection, it was observed that the skate park lacks accessibility due to a chain obstructing the entrance. This chain is intended to deter vehicle access to the skate park. Furthermore, the guardrail is deteriorated, which poses a risk of collapse. During the replacement of the guard rail, we will establish an Americans with Disabilities Act (ADA) access point while maintaining the prohibition of vehicle access. Estimate: $10,000

Project 3: Dan Healy Bathhouse Restoration Phase 3 involves a comprehensive approach following a recent facility assessment, which classified the Dan Healy Bathhouse as an asset in poor condition. Over the past two years, efforts have been gradually undertaken to restore the bathhouse, implementing improvements aimed at extending the lifespan of the asset by an additional 25 to 30 years. Phase 3 will encompass the installation of a new roof, as the existing roof is deteriorating and is over 30 years old. Additionally, new windows will be installed to facilitate ventilation, addressing the failure of current windows that cannot be opened. The project also includes relining all existing pipes to prevent potential failures. A new building would not be feasible or necessary since the building is only open seasonally. Cost: $38,000

Project 4: Electrical Expansion Park St and Gilman Park. This will support future irrigation systems, electrical supply at the parks, and future expansion of our robot fleet. $12,000

Project 5: Replacement of Common Benches at Park Street: All the benches situated along Park Street are experiencing deterioration attributable to the degradation of their supports. Therefore, we propose to replace these existing benches with recycled benches sourced from our playground supplies. The estimated cost for this initiative is $9,000.

FY26	FY27	FY28	FY29	FY30	FY31
$100,000	$100,000	$100,000	$100,000	$100,000	$100,000

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [x] Other

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total: $ -

Estimated Project Cost:

Estimated Fiscal Capital Cost

100,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/5/2025

First Year Funding is Requested: 2027

Project Title: Town Hall Design, Engineering & Renovation
Project Type: Multiple
Project Cost: TBD

Department: Town Administration
Contact Name: Melissa Roy

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): Yes
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Town Hall

Improved Event Space

Project Description

1. Exits reconfigured for code compliance:
a. New fire stair added behind the stage, serving the attic through the basement (replaces fire escape and non-compliant interior back stage stairs).
b. Mezzanine seating made code compliant with aisle extensions to the new rear stair, for safe egress from all areas.

2. Handicapped accessibility provided throughout:
a. Main front entrance made accessible from handicapped parking area with new side ramp.
b. Basement public restrooms expanded and made fully accessible with access from all interior levels and also from the public side entrance with a lowered ramp and elevator.
c. Two accessible staff restrooms in the basement made fully accessible, and a corridor ramp connects all basement-level functions.
d. Extended elevator service to all occupied floor levels.
e. A second accessible bathroom added on the second floor serving the Gallery and Offices.
f. Accessible ramp added to serve the second-floor Event Space.

3. Infrastructure Improved to meet new capacity requirements:
a. Improve sewer and water infrastructure to handle increased needs.
b. evaluate current electrical capabilities and construct new electrical load capacities.

4. Performing Arts improvements:
a. Dedicated Front of House manager/concessions room
b. Mezzine overbuild flooring with glass safety railings and reconfigured seating layout to improve sightlines.
c. Backstage bathroom and performer areas added.
d. New floor structure over front of house space for AV/Lighting booth, serving stage.
e. Additional storage rooms added for Auditorium chair/table storage.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	TBD	$0	$0	TBD	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [X] GO Bond/Borrowing
- [ ] Grants
- [X] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [X] Other

Project Benefits

- [X] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

TBD

Intentionally Blank

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/21/2025

Year Funding is Requested: 2026

Project Title: Capital Reserve Fund for ADA Improvements
Project Type: Improvements
Project Cost: $25,000

Department: Planning
Contact Name: Dave Sharples

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No

Project Description

The Town approved a warrant article in 2019 for the purpose of conducting and creating an American Disability Act (ADA) improvements plan for town facilities and infrastructure including roads, sidewalks, and other pedestrian safety improvements. This plan has been completed and includes a list of projects that will improve accessibility for all users. This Capital Reserve Fund will be established to fund these improvements over time.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$25,000					

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

$25,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/24/2025

Year Funding is Requested: 2028

Project Title: Master Plan Update
Project Type: Planning/Study
Project Cost: $50,000

Department: Planning
Contact Name: Dave Sharples

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No

Project Description

The Town approved a warrant article in 2017 for the purpose of updating our Master Plan. The Master Plan update was formally adopted by the Planning Board in 2018. The Town has been active in pursuing the Action Agenda in the 2018 Master Plan and has either completed or is currently working on a majority of the action items. State statutes recommend updating the Master Plan every 5-10 years. It is anticipated by 2028 that the Town will be ready to update the current Master Plan.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
		$50,000			

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

$50,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

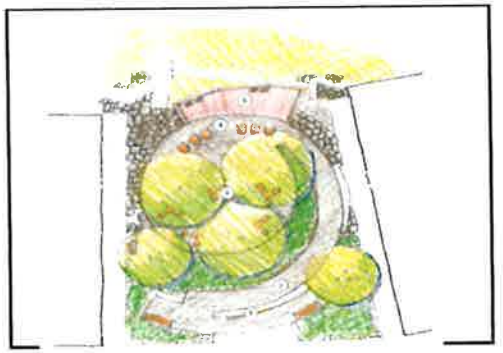
Date Submitted: 7/25/2025

Year Funding is Requested: FY26

Project Title: Pairpoint Park Design & Construction
Project Type: Design & Engineering
Project Cost: $35,000

Department: Pairpoint Park Stakeholders Committee
Contact Name: Steve Jones

Project Ranking: _____ of _____
Useful Life (Years): 3-5
Master Plan (Y/N): Y
Growth Related (Y/N): Y
Service Related (Y/N): N
Externally Mandated (Y/N): N



Project Description

Pairpoint Park is being conceptualized by the Pairpoint Park Stakeholders Committee, a group of 9 Town residents including one Landscape Architect, two Architects, one Landscape Designer and a Landscaper among many other talents. This group completed two Town surveys garnering more than 1,320 responses to get Resident input on how they would like to see the Park developed. The concept overwhelmingly chosen by the Town is the Shady Bosque, a scheme that celebrates the Great Bay Estuary with terraced native planting, a sloping ADA pathway throughout, flexible seating, a small ADA-accessible amphitheater, and ADA-accessible viewing platform at the river. The group intends to create an ecologically responsive park that also serves to educate the public on the flora and fauna, history and the river itself. The group is committed to fundraising to make the project as low a tax burden as possible, through grants, donations, events, etc. The fundraising plan is extensive.

This project achieves several goals within the Town Master Plan: Public Facility ADA Compliance; Town Water Quality Public Awareness; Celebrate the Local Community; Improve Public Infrastructure; Prioritize Parcels of Interest for Conservation Purposes; Waterfront Commercial Historic District; and Art Installations in Public Spaces.

In order to win many grants, a narrative of the exact work needing to be done and a cost estimate need to be provided. To obtain this, the group requires Design and Construction Documents. The group currently has clearly drawn concepts but these are not at the level of detail needed to answer grant questions. Therefore, the group is asking the Town to participate in seed money for this phase in order to make the following phases as tax free as possible.

$40,000 is the estimate for Design and Construction Documents. This number was reached by taking the median from three methods of cost estimating (Burn Rate, Percentage, and Comparable Project Fees) plus the cost of a Survey update. The Pairpoint Park Stakeholders Advisory Committee is committed to fundraising at this phase as well. They committed to the Selectboard to raise at least $5,000 before Town Meeting, and for every dollar additionally raised the final number on a Warrant Article would be offset accordingly. By CIP night the ask above could be reduced already.

Total Capital Cost by Fiscal Year					
FY26	FY27	FY28	FY29	FY30	FY31
$35,000					

Operating Budget Impact by Fiscal Year					
Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [x] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	0
Other:	
Total:	$0

Estimated Project Cost: $0

Estimated Fiscal Capital Cost

$35,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

Year Funding is Requested: 2026

Project Title: Space Needs Assessment
Project Type: Planning/Study
Project Cost: $50,000

Department: Facilities Committee
Contact Name: Dave Sharples

Project Ranking: _____ of _____
Useful Life (Years): TBD
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The Facilities Advisory Committee is recommending that the Town conducts a space needs assessment on Town buildings. This study will compliment recent studies such as the Facilities Condition Assessment and the Management Study and Strategic Recommendations report. The goal of the study is to determine the most efficient and optimal layout and usage of the Town of Exeter's physical space to support the Town's daily operational needs. This study is timely due to several factors including the Recreation Department vacating 32 Court St, the Police Department will be relocating to a new facility on Continental Dr, and several departments have increased staffing levels over the last few years.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$50,000					

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [x] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
$0

Estimated Project Cost:

Estimated Fiscal Capital Cost

$50,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

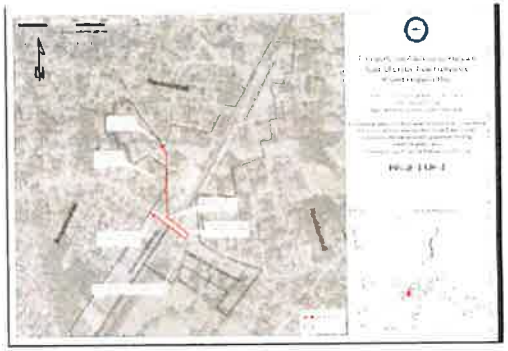
Date Submitted: 6/20/2025

First Year Funding is Requested: 2026

Project Title: Pedestrian Improvements
Project Type: New construction/renovation
Project Cost: $1,334,939

Department: Planning
Contact Name: Dave Sharples

Project Ranking: _____ of _____
Useful Life (Years): 30
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No



Project Description

The project goals are to enhance pedestrian and bicycle safety, connect residential and commercial uses, and make the area accessible to all users. Currently, there is no sidewalk on Railroad Ave which is in a mixed use area with residential, commercial and industrial uses. This project will fill gaps in our sidewalk network in a busy area and improve access to between uses. The existing crosswalk at the intersection of Front St and Railroad Ave is over 100 feet long and terminates on the westerly side into a vertical curb reveal that is approximately 12 1/2" high. This project is contingent upon receiving Transportation Alternatives Program (TAP) funds. **TAP will provide 80% of the funding ($1,067,951.07) and the Town of Exeter will be responsible for the remaining 20% ($266,987.80).**

To meet the goals and satisfy the need, the town will:

Construct a new sidewalk on Railroad Ave that will connect the existing sidewalk on Winter St to the existing sidewalk on Front St.

Reconstruct the Front St/Railroad Ave intersection to enhance pedestrian and bicycle safety by shortening the length of the crosswalk, reducing the pavement width of Railroad Ave, and constructing an ADA accessible tip down on the westerly side of Railroad Ave.

Replace the existing "painted" sidewalks on Front Street by constructing a raised sidewalk with granite curbing and reduce curb cut widths in these areas.

Install a user activated Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk easterly of the railroad tracks on Front St.

FY26	FY27	FY28	FY29	FY30	FY31
$1,334,939	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $0

Estimated Fiscal Capital Cost

$1,334,939

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 5/31/2025

First Year Funding is Requested: 2027

Project Title: Police and Fire Records Management System
Project Type: Public Safety
Project Cost: $437,160

Department: Police and Fire
Contact Name: Chiefs Stephan Poulin Chief Justin Pizon

Useful Life (Years): 20 years
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The current records management system is called IMC and is through Central Square. It was implemented at the Exeter Police and Fire Department over 24 years ago in the year 2000. The system is now archaic, inferior, and has been pushed aside by its own company to introduce newer systems that are cloud based and technologically adanced. Research of a new RMS and CAD (computer aided dispatch) system from CSI Technology Group found that they offer systems that are entirely cloud based, offer the latest technology and rapid integration, easy and painless migration of old records, GIS, vast statistical abilites for charting, smooth agency interoperability (other local NH agencies and State Police are switching to CSI) and attentative customer and tech support.

Total Capital Cost by Fiscal Year

FY25	FY26	FY27	FY28	FY29	FY30
$0	$0	437,160	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year			$0	$0	$0

Check all that apply

2026 - 2029 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [x] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$437,160

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: **2031**

Project Title: **Communication Repeater Site**
Project Type: Infrastructure & Technology
Project Cost: **$103,314**

Department: Police & Fire
Contact Name: Chiefs Poulin & Pizon

Useful Life (Years): 10 years
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description: Complete the final leg of the public safety communications system by installing a microwave repeater site on the Cross Road Water Tower. This system will support all 1st Responder communications (Fire, Police, & Public Works) personnel to talk on a 5 watt portable radio or vehicle and have confidence that the signal will be received by the dispatcher. This project began approximately eight years ago with the first phase being the completion of a microwave link between the public safety complex and the Epping Road water tower. In 2021, we completed the link on the Fuller Lane Water Tower, leaving only the Cross Road site to complete the project. The radio equipment, including a GTR 8000 base station or similar model can be installed on the Cross Road water tower, with antennas, mounting system, and necessary factory programming. An outdoor shelter suitable for electronic equipment and a power source may be necessary on site. Grants will also be investigated to potentially offset costs.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0		$0	$103,134

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year			$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$103,134

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 7/18/2025

Year Funding is Requested: 2026

Project Title: Exeter Public Library Building Maintenance Fund
Project Type: Building
Project Cost: $75,000

Department: Exeter Public Library
Contact Name: Julia Lanter

Project Ranking: of
Useful Life (Years): Rolling
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

The 2020 renovation of Exeter Public Library upgraded part, but not all of the original 1987 library building. The choice to not upgrade all of the buildings pipes, elevator and thirteen original featured doors means that some of the original 1987 features that remained untouched by the renovation are beginning to fail and are or soon will be in need of replacement. In addition, there are no funds for when any materials in the renovation fall out of warranty and fail. Unlike other town departments, building upkeep for the Library does not fall under the town's Department of Public Works. The Library's budget alone supports any building and maintenance needs. The Trustees of Exeter Public Library have voted to create a Exeter Public Library Infastructure Trust Fund which will support any maintenance, repairs or other infrastructure projects so that the Library's service to the community will not be reduced or eliminated due to unforseen repair or maintenance costs.

FY26	FY27	FY28	FY29	FY30	FY31
$75,000					

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$75,000
Other:	
Total:	$75,000
Estimated Project Cost:	$75,000

Estimated Fiscal Capital Cost

$75,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: 10 Hampton Rd Parking Lot expansion
Project Type: Paving and Drainage Improvements
Project Cost: TBD

Department: Parks and Recreation
Contact Name: Greg Bisson

Date Submitted: 6/20/2025

Year Funding is Requested: 2029

Useful Life (Years):	30
Master Plan (Y/N):	Y
Growth Related (Y/N):	Y
Service Related (Y/N):	Y
Externally Mandated (Y/N):	N

Project Description

10 Hampton Road, the site of the new multi-generational community center, currently has 50 unmarked parking spaces. Depending on design and layout, the property can accommodate an additional 20-30 spaces. This project will increase parking capacity and improve drainage while not impacting the current building, abutters, or potential future facility needs. Parking will be a priority once the building is fully developed.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

FY26	FY27	FY28	FY29	FY230	FY31
$0	$0	$0	TBD	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	TBD	$0	$0

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	$ -

Estimated Project Cost:

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: Tennis Court Engineering
Project Type: Design and Engineering
Project Cost: TBD

Department: Parks and Recreation
Contact Name: Greg Bisson

Date Submitted: 6/20/2025
Year Funding is Requested: 2027

Useful Life (Years):	30
Master Plan (Y/N):	Y
Growth Related (Y/N):	Y
Service Related (Y/N):	Y
Externally Mandated (Y/N):	N

Project Description

The courts at 4 Hampton Road were initially constructed in 1974, concurrent with the development of the park. Twenty-five years later, the Town reconstructed the courts due to cracking, without making modifications to an ineffective drainage system. During this renovation, the court surface was milled down and repaved on the existing undisturbed substrate. No additional alterations to access or fencing were made. Over time, the courts have deteriorated significantly, with fence posts heaving and falling into disrepair. The courts continue to lack an adequate drainage system. In 2023 and 2024, the Town repaired cracks that had begun to peel, causing tripping hazards. The proliferation of cracks has rendered further repair increasingly challenging. The sub-base is failing, drainage remains absent, and upgrades are necessary to prevent further deterioration and ensure safety.

A comprehensive site plan focusing on improved drainage, ADA accessibility across all courts, and necessary surface modifications needs to be developed. As recommended in the 2023 Facility Assessment by Bureau Veritas, repairs should address both the surfacing and fencing, alongside efforts to resolve underlying issues. The Town possesses data from the 2020 Recreation Park Design and Engineering studies, including topographical and current condition assessments. Post-tension concrete is recognized for its durability in court surfaces and requires repainting approximately every five to seven years. This surface type is resistant to cracking caused by the harsh New England climate, thereby mitigating ongoing maintenance challenges. Developing detailed design plans and cost estimates will enable the Town to apply for LWCF funding to finance the reconstruction of this facility, potentially saving up to $500,000. The project's design and engineering phases can serve as part of the required matching funds for the grant. Given the lengthy process associated with LWCF appropriations, the plan is to complete the design by 2027 and submit the grant application. The total cost of the courts remains indeterminate until detailed design and estimates are completed. There is potential to include this project in a warrant article for 2028; however, approval would depend on the LWCF grant award anticipated in fall 2027, with construction projected for 2029.

FY26	FY27	FY28	FY298	FY30	FY31
$0	TBD	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	TBD	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [x] Other

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	$ -

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: Tennis Court Construction
Project Type: Multiple
Project Cost: TBD

Department: Parks and Recreation
Contact Name: Greg Bisson

Date Submitted: 6/20/2025
Year Funding is Requested: 2028

Useful Life (Years): 30
Master Plan (Y/N): Y
Growth Related (Y/N): Y
Service Related (Y/N): Y
Externally Mandated (Y/N): N

Project Description

The proposed FY27 design and engineering of the tennis courts will provide the Town with cost estimates for the replacement of the courts while addressing all ADA accessibility and drainage concerns. The material recommended for the replacement is Post-Tension Concrete. This material and technique are used to prevent structural cracking in the court surfacing and comes with a 30-year guarantee. The courts are 20 years old and exhibit severe drainage issues, which have resulted in significant cracking and have caused many of the fence posts to become heaved. The surfacing has undergone extensive repairs for the past several years; however, the surface will continue to deteriorate, leading to increasingly costly maintenance each year. The facility assessment completed by the FAC documented that the fencing is in poor condition and requires replacement. The cost of the tennis court is currently unknown until the design and cost estimate are fully developed. We expect this project to qualify for a 50% match through the Land and Water Conservation Fund. There is potential for this project to be included as a warrant article in 2028; however, it would need to wait until the LWCF grant award in the fall of 2027, with construction anticipated in 2029.

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	TBD	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [x] Other

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	$ -

Estimated Project Cost:

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2031

Project Title: Bow Street Area Reconstruction
Project Type: Utility Reconstruction
Project Cost: $750,000

Department: Public Works - Engineering
Contact Name:

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

This project includes Bow St., Clifford St., South St., River St., River St. Extension, and Browns Court where water, sewer, drainage, roads, and sidewalks have all been identified as aging or deficient. The 4-inch and 6-inch cast iron (CI) water mains are beyond their useful life and unable to meet modern day fire flow requirements. They were identified for replacement in the 2015 water system asset managment plan. The existing drain lines are undersized and in poor condition, and require replacement. Sewer lines will be rehabilitated where practical and replaced in areas where they are undersized or past their intended design life.

The Department of Public Works plans to pursue DWSRF and CWSRF funding to offset the cost of design and construction. Design is anticipated in FY31 and construction in FY32.

FY31	Engineering Design and Permitting		
	Road, Sidewalk, Stormwater Design	$	250,000.00
	Sewer Replacement Design	$	250,000.00
	Water Replacement Design	$	250,000.00
	Subtotal	$	**750,000.00**
FY32	Roadway, Sidewalk, Stormwater Construction		
	Sewer Construction		
	Water Construction		
	Subtotal	$	-
	Construction Inspection/Administration		
	Road, Sidewalk, Stormwater		
	Sewer Replacement		
	Water Replacement		
	Subtotal	$	-
	FY27 Total	$	-
FY 31 & 32 Project Total			

Total Capital Cost by Fiscal Year					
FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$750,000
Operating Budget Impact by Fiscal Year					
Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [x] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$750,000
Other:	
Total:	$750,000
Estimated Project Cost:	$750,000

Estimated Fiscal Capital Cost

$750,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2029

Project Title: Drinkwater Road Culvert Replacement
Project Type: Highway
Project Cost: TBD

Department: Public Works - Highway
Contact Name: Jay Perkins

Project Ranking: of
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

This project will evaluate mitigation strategies to reduce flooding along Drinkwater Road and Prentiss Way due to an undersized stream crossing. During some storm events, the undersized infrastructure causes overtopping of Drinkwater Road and flooding of upstream properties. Previous studies indentified this as a flood hazard crossing. Climate Adaptation Plan for Exeter (CAPE), 2018 Hazard Mitigation Plan, and 2017 Climate Risk in the Seacoast Vulnerability Assessment. The CAPE study found that the Drinkwater stream crossing is inundated by 5-feet of water during a 100-YR storm event. The 2017 Climate Risk Vulnerability Assessment ranked this culvert with failing hydraulic rating for the 25-, 50-, and 100-YR storm events.

The Town applied for a 2022 Critical Flood Risk Infrastructure Grant (CFRING) with the help of a consultant, but was not selected for the grant.

The costs, adjusted for inflation, from the CFRING application for a basis of design study have been carried forward at $135,000. Design and construction costs for a future date are TBD.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$100,000	$135,000	TBD	0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $235,000

Estimated Fiscal Capital Cost

$235,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/4/2025

First Year Funding is Requested: 2026

Project Title: Great Bay Total Nitrogen General Permit
Project Type: Environmental
Project Cost: $412,000

Department: Public Works - Highway & Sewer
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 35
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): Yes

Project Description

The Great Bay Total Nitrogen General Permit (GBTNP) has been issued to NH communities with wastewater treatment facilities whose discharges reach Great Bay. The permit is for five years and includes an adaptive management process for possible nutrient reductions in non-point source (NPS) stormwater runoff. This voluntary NPS nitrogen reduction was included as a way to stem more stringent WWTF effluent restrictions at the end of the permit. The current request is for Year 5 of the permit. The NPS adaptive management framework consists of five categories: Water Quality Monitoring, Nitrogen Tracking, Nitrogen Source Reduction Plan, Threshold Study, TMDL - Total Maximum Daily Load timeline development.

The Town entered into an Intermunicipal Agreement with other Great Bay communities to partner in this adaptive management framework including cost sharing responsibilities. The Town submitted an adaptive management plan to EPA for the permit term in July 2021. These programs are anticipated to be funded partially through the capital improvement program, the highway stormwater budget, and the sewer budget. Although the permit is necessitated by wastewater discharges, the NPS stormwater discharge improvements are generally paid from the general fund.

Elements of the Adaptive Management Plan supported by the FY26 operating budget include
- Water Quality Monitoring, Nitrogen Tracking, Threshold Study $75,000/yr to Municipal Alliance from Sewer Fund Budget.
- Catch Basin Replacements $28,000/yr from General Fund Budget.
- Land Use Regulation Review Exeter Planning Department

Elements of the Adaptive Management Plan requesting to be supported in the FY26 CIP: **Nitrogen Source Reduction Efforts & Stormwater Nutrient Removal: Street Sweeper Replacement ($400,000) & Enhanced Sweeping Program Development ($12,000)*.**
*A CWSRF pre-application has been submitted for the Street Sweeper and development of an Enhanced Sweeping Program. Future GBTNP CIP requests could include incentivizing programs for advanced septic systems and stormwater BMP retrofit studies.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$412,000	$100,000	$75,000	$50,000	$25,000	TBD

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$412,000
Other:	
Total:	$412,000

Estimated Project Cost: $412,000

Estimated Fiscal Capital Cost

$412,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/4/2025

First Year Funding is Requested: 2029

Project Title: Green Street Neighborhood Utility Reconstruction
Project Type: Utility Replacement
Project Cost: $12,250,000

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

Where possible, the Public Works department prefers to replace several utilities at the same time in a street. For the purposes of this project, the Green Street neighborhood consists of: Green Street, Cass Street, Dewey Street and portions of both Park Street and Summer Street. The proposed improvements include 4,500 linear feet of new water main, an updated stormwater management system, 4,600 linear feet of sewer line replacement, and full-depth reconstruction of the roadway. Options for pedestrian improvements will be evaluted during design.

A distribution flow analysis and the Water System Asset Management Plan and have determined that existing water mains are undersized and have reached the end of their expected useful life. Additonally, an evaluation of the sewer and drain lines during the development of the Sewer System Asset Management Plan has determined that they are in poor condition and in need of replacement. These utilities will be upgraded to meet current standards and regulations.
Design is anticipated in FY29 with construction beginning in FY30.

Costs:

FY29 Design -	$750,000	(GF $229,000 W $229,000 S $292,000)
FY30 Construction -	$11,500,000	(GF $3,525,000 W $3,578,000 S $4,670,000)
Total -	$12,250,000	

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$750,000	$11,500,000	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $12,250,000

Estimated Fiscal Capital Cost

$12,250,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

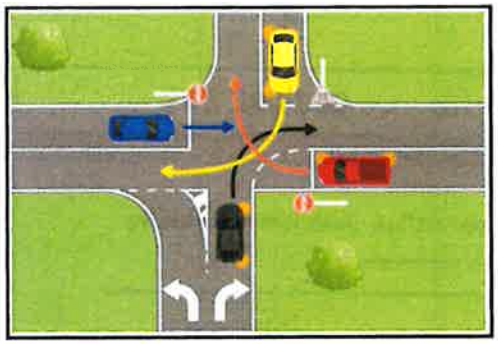
Date Submitted: 6/23/2025

First Year Funding is Requested: 2027

Project Title: Intersection Improvements Program
Project Type: Roads/Sidewalks
Project Cost: $50,000

Department: Public Works - Highway
Contact Name: Jay Perkins

Project Ranking: _____ of _____
Useful Life (Years): 35
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No



Project Description

Phase I of the intersection study has been completed. The report can be found on the Town website. That study looked at four intersections evaluating traffic operations and safety concerns:

Water Street at Front Street
Front Street at Pine and Linden Streets (Roundabout in design. Construction anticipated in 2025).
Water Street at High, Clifford, and Franklin Streets
Winter Street at Railroad and Columbus Avenues (Improvements Constructed in May 2024).

A Phase II Intersection Study was funded in FY22 at $50,000 to evaluate four more intersections. Phase II includes:

Hampton Road and Guniea Road,
Hampton Road and Holland Way,
Hampton Road and Hampton Fall Road (Rt 88),
Brentwood Road and Dogtown Road

Phase III is being proposed in FY27 and list to be determined.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$50,000	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $50,000

Estimated Fiscal Capital Cost

$50,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/4/2025

First Year Funding is Requested: 2029

Project Title: Portsmouth Ave. Reconstruction
Project Type: Roads/Sidewalks
Project Cost: $5,285,000

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 25
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The purpose of this project is to correct drainage, traffic flow, signal, roadway, stormwater, sidewalk, and streetscape deficiencies along Portsmouth Avenue. The project timing allows for the planning studies of bike lanes, complete streets, and downtown circulation to occur prior to developing improvement concepts.

The project extends from High Street to the vicinity of the previous Provident Bank. Phase I included sewer and watermain improvements and was approved for construction in 2013. Water and sewer improvements were finished in 2014 and the pavement overlaid in 2015. The drain lines are in a state of deterioration and will be corrected in Phase II. Traffic flow will be improved by adjusting lane configurations and coordinating traffic signals throughout the corridor.

Phase II costs were established by a consultant in 2012. The phases were originally proposed to be concurrent. However, through the 2013 CIP process it was decided to delay Phase II for later years. The 2012 estimates are as shown and the costs were adjusted 3% annually. $75,000 is recommended in FY29 to allow project development discussions to restart with stakeholders and to fine tune the draft plans and budgets that were prepared to date.

Phase II	2012 Estimate	2031 Projected	
Drainage Improvements	$ 525,000.00	$ 870,000	
Traffic Signals	$ 100,000.00	$ 275,000	
Road and Sidewalk	$ 1,945,000.00	$ 3,220,000	
Legal and Bonds	$ -	$ 20,000	
Construction Admin & Inspection	$ 265,000.00	$ 525,000	(12% of construction cost)
Total	$ 2,835,000.00	$ 4,910,000	
FY 29 - Project Development	$ 75,000.00		
FY 30 - Design	$ 300,000.00		

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $5,285,000

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$75,000	$300,000	$4,910,000

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Estimated Fiscal Capital Cost

$5,285,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: NA

Project Title: Storm Drain Rehabilitation Program
Project Type: Highway
Project Cost: $0

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): Yes
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

A storm drainage system replacement or rehabilitation program was identified as a need based on the asset management plan that was developed in December 2020.

Based on 2020 costs, the estimated annual expenditure needed to adequately maintain or replace the storm drainage system is $1,213,000 per year. Inflation or future costs will need to be applied to the 2020 calculated annual expenditure for up to date expenditures in that year.

The current Public Works Department 6-Year CIP proposes to pursue drainage rehabilitation in conjunction with full-depth roadway reconstruction and improvement projects that address all existing utilites and infrastructure. This write-up is a place holder if future project scheduling has a gap in drainage improvements.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

$0

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2029

Project Title: Tan Lane Drainage Improvements
Project Type: Highway
Project Cost: TBD

Department: Public Works - Highway
Contact Name: Jay Perkins

Project Ranking: of
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

A previous 2006 Tan Lane Stormwater System Evaluation & Analysis Report identified several improvements which the Town has already implemented. This study will build upon that work to identifying opportunities to further reduce upstream stormwater flow contributions and evaluate the drainage system's ability to accomodate projected rainfall events.

Tan Lane has been subject to intermittent flooding for many years. The covers of drainage manholes have been bolted down to keep them from being pushed off the manholes during storm events. The drainage system downstream of Tan Lane discharges into the Squamscott River, a tidal estuary. Tidal influence can create backwater conditions in the drainage system during heavy rainfall events. The flooding at the low point in Tan Lane has reached a depth of 2-feet on occassion, impacting Phillips Exeter Academy buildings.

A 2022 Critical Flood Risk Infrastructure Grant (CFRING) apllication was submitted but the project was not not selected. The Public Works Department intends to submit a Stormwater Clean Water SRF pre-application for this project.

The cost adjusted for inflation, from the CFRING application for a basis of design study have been carried forward at $135,000. Design and construction costs for a future date are TBD.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$135,000	TBD	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	TBD
Other:	
Total:	TBD

Estimated Project Cost: TBD

Estimated Fiscal Capital Cost

TBD

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/4/2025

First Year Funding is Requested: 2028

Project Title: Washington Street Improvements
Project Type: Highway / Sewer
Project Cost: $2,480,000

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The purpose of this project is to replace the poor condition sewer mains and upgrade the roadway and sidewalks. The sewer asset management program has the age listed as at least 60 years old. Cracking and root intrusion are present in the old clay sewer. The clay piping will be replaced with new PVC and new precast manholes will be constructed to help reduce Inflow/Infiltration. Additionally, the drain lines will be checked for adequate capacities. The street acts as a collector type street because it links Front St (Rt 111) and Brentwood Rd (Rt 111A). Since the Columbus Ave / Brentwood Rd / Epping Rd intersection was reconfigured, some residents of the street have complained about additional traffic and safety concerns. The street portion of this project will look at these issues including potential sidewalk improvements for the final road layout. The project will begin with design and neighborhood meetings in FY28 with construction to follow in FY29.

Estimate from consultant helping with a previous SRF pre-application

FY28	Engineering Design and Permitting		
	Road, Sidewalk, Stormwater Design	$ 155,000	
	Sewer Replacement Design	$ 95,000	
	Subtotal	$	250,000
FY29	Roadway, Sidewalk, Stormwater construction	$ 1,271,500	
	Sewer Construction	$ 783,500	
	Subtotal	$	2,055,000
	Construction Inspection/Administration		
	Road, Sidewalk, Stormwater	$ 108,500	
	Sewer Replacement	$ 66,500	
	Subtotal	$	175,000
	FY28 Total	$	2,230,000
FY 28 & 29 Project Total		$	**2,480,000**

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $2,480,000

Estimated Fiscal Capital Cost

$2,480,000

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$250,000	$2,230,000	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 8/4/2025

First Year Funding is Requested: 2027

Project Title: Water Street Reconstruction
Project Type: Utility Reconstruction
Project Cost: $8,400,000

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The project limits are the northern end of Water Street from Main Street to Norris Brook. A watermain needs to be increased from a 6-inch main to 12-inch for approximately 2,400 LF. When hydrants are flowed on Newfields Road, pressure and water flow is lost in the neighborhood. The drain lines are undersized and in poor condition for approximately 2,300 LF. The sewer lines are in poor condition, except for those in the immediate location of the Housing Authority complex. It is anticipated that the 12-inch sewer mains will be replaced (600 LF) and that the larger mains can be re-lined (900 LF). The sidewalks will be replaced along with the roadway. There are several areas where groundwater and runoff enters the roadway, which will need to be mitigated.

A consultant provided the planning estimates in FY22. In FY24, the Town received an $100,000 CWSRF Loan with 100% principal forgiveness for stormwater-related planning. Design is anticipated in FY27 and construction in FY28. Public Works submitted DWSRF ($2.8M) and CWSRF ($5.6M) Pre-applications for this project in FY26

FY27	Engineering Design and Permitting		
	Road, Sidewalk, Stormwater Design	$ 350,000	
	Sewer Replacement Design	$ 200,000	
	Water Replacement Design	$ 200,000	
	Subtotal	$	750,000
FY28	Roadway, Sidewalk, Stormwater construction	$ 2,450,000	
	Sewer Construction	$ 2,050,000	
	Water Construction	$ 2,400,000	
	Subtotal	$	6,900,000
	Construction Inspection/Administration		
	Road, Sidewalk, Stormwater	$ 350,000	
	Sewer Replacement	$ 200,000	
	Water Replacement	$ 200,000	
	Subtotal	$	750,000
	FY27 Total	$	7,650,000
FY 27 & 28 Project Total		$	**8,400,000**

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [X] Taxes
- [X] Water Fees
- [X] Sewer Fees
- [ ] Impact Fees
- [X] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [X] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$8,400,000
Other:	
Total:	$8,400,000

Estimated Project Cost: $8,400,000

Estimated Fiscal Capital Cost

$8,400,000

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$750,000	$7,650,000	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2027

Project Title: Court Street Pump Station
Project Type: Utilities: Sewer
Project Cost: $500,000

Department: Public Works - Sewer
Contact Name: Steve Dalton

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The Court Street pump station pumps sewage from the Linden and Court Street areas to the higher elevation gravity sewers located on High Street and the Pine Street and Court Street intersection. The station discharges through an older 6-inch, 870 linear foot force main (FM) to Pine Street and a newer 10-inch, 5 000 linear foot FM to the High Street and Gilman Lane manhole. This project proposes to replace this existing 6-inch force main with a larger diameter pipe. Both in-place pipe bursting and horizontal directional drilling are being considered for installation.

During the April 2017 High Street sewer collapse, the 6-inch FM was used as the primary main instead of the regularly used 10-inch FM. This helped to reduce the potential for a sanitary sewer overflow (SSO) at Gilman Lane and divert the sewage volume pumped to the damaged High Street gravity sewer. However, the 6-inch pipe proved to be restrictive, nearly resulting in an SSO event. This project would increase the FM size to Pine Street to provide adequate capacity and redundancy to prevent this condition from occuring in the future. New pumps were installed at the pump station in 2024. The Exeter River Co-op also recently received a $2 000,000 grant to make necessary improvements to their private sewer infrastructure that will likely affect the incoming flows to Court Street Pump Station.

Costs:
2027 - $500,000 for design of forcemains, building upgrades, electrical upgrades, and other necessary appurtances
2028 - Construction cost TBD.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$500,000	TBD	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $500,000

Estimated Fiscal Capital Cost

$500,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: High Street/Cross-Country Sewer Rehabilitation
Project Type: Utilities: Sewer
Project Cost: $4,304,000

Department: Public Works - Sewer
Contact Name: Steve Dalton

Date Submitted: 6/4/2025

Year Funding is Requested: 2026
Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): Yes

Project Description

In 2020, verification of the capacities within sewer mains was completed as part of a study to determine hydraulic deficiencies in the Town's sewer interceptors and evaluate the potential impacts of future growth to the sewer system. The study identified capacity issues on High Street and with the Cross Country sewer main that runs from Gilman Lane to Drinkwater Road. This project includes the replacement of approximately 550 linear feet of sewer main on High Street, replacement of approximately 2,100 linear feet of sewer main on Gilman Lane and select Cross-Country areas, and relining approximately 2,500 linear feet of the cross country sewer pipe between Folsom Lane and Drinkwater Road.

The Town needs to make sure there is proper capacity and structural integrity to prevent sewer main collapse and surcharging. Expansion requests from commercial properties on the East Side of Exeter have been received. The capacity and condition of infrastucture in this area requires improvement before expansion requests can be considered.

Costs:

Design Engineering -	$337,000 (Approved and Underway)
Construction Engineering -	$440,000
Construction -	$3,304,000
Contingency -	$560,000
Total -	$4,641,000

A 2025 CWSRF pre-application and a State Water Pollution Control Grant pre-application have been submitted for this project.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [ ] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$4,304,000	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $4,304,000

Estimated Fiscal Capital Cost

$4,304,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

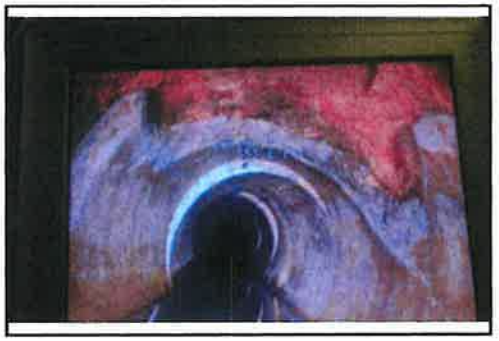
Date Submitted: 6/23/2025

First Year Funding is Requested: 2026

Project Title: Sewer Main Rehabilitation Program
Project Type: Utilities: Sewer
Project Cost: $0

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): Yes
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No



Project Description

A sewer line replacement or rehabilitation program was established in FY10. A sanitary sewer asset management plan was developed in December 2020.

Based on 2020 costs, the average annual expenditure needed to adequately maintain or replace sewer mains is $1,284,000 per year. Inflation or future costs will need to be applied to the 2020 calculated annual expenditure for up to date expenditures in that year.

The current Public Works Department 6-Year CIP proposes to pursue sewer rehabilitation in conjunction with full-depth roadway reconstruction and improvement projects that address all existing utilites and infrastructure. This write-up is a place holder if future project scheduling has a gap in sewer system improvements.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

$0

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

Year Funding is Requested: 2027

Project Title: WWTF Upgrades Phase I
Project Type: Utilities: Sewer
Project Cost: $2,750,000

Department: Public Works - Wastewater
Contact Name: Steve Dalton

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

This project would include the installation of a new biosolids drying unit at the wastewater treatment facility to reduce the amount of water within the biosolids by-product that is generated by the treatment process. The Town disposes of its biolsolids by trucking them to an approved landfill or biolsolids re-use processing facility. Currently, these biosolids are comprised of approximately 20-25% solids and 75%-80% water.

Drying the biosolids could increase solids content up to 80% (20% water) and significantly reducing disposal costs. Based on 2022 disposal tonnages and fees, it is estimated that the Town could reduce disposal costs by $150,000 to $180,000 per year. Pending PFAS regulations and limited landfill space are anticipated to to impact the re-use and disposal of biosolids in future years.

Costs:

Design -	$200,000
Engineering Services -	$100,000
Construction -	$2,000,000
Contingency -	$450,000
Total -	**$2,750,000**

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [ ] Water Fees
- [x] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$200,000	$2,550,000	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$200,000	$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:	TBD
Employees Benefits:	TBD
Expenses:	TBD
Other:	
Total:	$0

Estimated Project Cost: $2,750,000

Estimated Fiscal Capital Cost

$2,750,000

Town of Exeter, New Hampshire

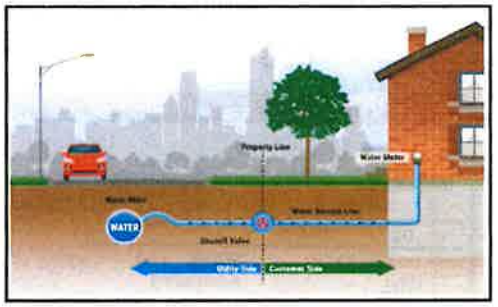
2026 - 2031 CIP Project Request Form

Project Title: Lead Service Line Inventory
Project Type: Utilities: Water
Project Cost: $173,000

Department: Public Works - Water
Contact Name: Steve Dalton

Date Submitted: 6/27/2025

Year Funding is Requested: 2026
Project Ranking: _____ of _____
Useful Life (Years): N/A
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): Yes



Project Description

The Lead and Copper Rule (LCRR) that EPA implemented required water systems to develop an initial lead service line inventory by October 16, 2024. All service lines had to be categorized as lead, non-lead,GRR, or unknown. The Town has 3,280 services that were reviewed under this effort. Based on the review that was conducted zero service lines were identified as lead, 5 service lines were identified as GRR, and 2,173 were designated as lead status unknown. To meet the requirements of the LCRR, the 2,173 services designated as unkown must be identified within 10 years of the submission of the intial inventory or by 2034. To meet the 10 year deadline 218 services (on average) should be identified annually.

There are 2 sides to each water service, the system side which is the portion from the watermain to the curb stop and the customer side which is the portion from the curb stop into the residence or business. Of the 2,173 designated as unknown 685 services are on the system side and 1,488 services are on the customer side. The customer side can be identified by visual inspection where the service line enters the building. To meet the 2034 deadline 149 inspections of the customer side (on average) will need to be performed annually. There is a self-report option available on the Town website that would be a cost saving way for these services to be identified. The 685 sevices designated as unknown on the system side will require a method called "potholing" in order to identify the service line material. Potholing involves excavating the curb stop to be able see and identify what the service line material is on the system side. To meet the 2034 deadline 69 potholes (on average) would need to be performed each year.

Project Cost:

Consultant assistance -	$30,000
Field inspections of customer side -	$5,000
Potholing 69 services at $2000 per service -	$138,000
	$173,000

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$173,000	$173,000	$173,000	$173,000	$173,000	$173,000

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [x] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $173,000

Estimated Fiscal Capital Cost

$173,000

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Project Title: Surface Water Treatment Plant Residuals Disposal
Project Type: Utilities: Water
Project Cost: $495,061

Department: Public Works - Water
Contact Name: Steve Dalton

Date Submitted: 6/27/2025
Year Funding is Requested: 2026
Project Ranking: _____ of _____
Useful Life (Years): 5
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): Yes

Project Description

The SWTP has a waste settling basin that receives the backwash water from the filters and upflow clarifiers during rejuvination processes. Periodically equipment needs to be backwashed so it can continue producing potable drinking water. The Water & Sewer Department's request is to remove the built-up alum sludge from the water treatment plant's settling lagoon. The slopes of the settling lagoon are steep and overgrown with vegetation. There is approximately 4 to 5 feet of alum sludge accumulation in the lagoon. Historically the sludge was removed and hauled to the Public Works site and dumped in the 4th wastewater lagoon. The 4th lagoon is now the site of the new WWTF, so this is no longer an option. The sludge will need to be sampled and tested to characterize the sludge components to know the best disposal method. Then excavation and disposal of the sludge can begin

This project was last done in 2021 for a cost of $305,000 and it was determined that it needs to be done more frequently than every 7-10 years.

Project Costs:	Low Range ($172/ton)	Upper Range (264/ton)
Task 1-Project Coordination/Sludge Pre-Characterization	$10,000	$10,000
Task 2-Sludge Removal, Transportation, & Disposal	$250,000	$250,000
Landfill Disposal Fee $172/ton (estimate 695 tons)	$119,540	
Landfill Disposal Fee $264/ton (estimate 695 tons)		$183,480
Task 3-As Built Survey	$2,550	$2,550
Task 4-Closeout Report	$4,025	$4,025
Contingency 10%	$38,611.50	$45,005.50
	$424,726.50	$495,060.50

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$495,061	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [x] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $495,061

Estimated Fiscal Capital Cost

$495,061

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/23/2025

First Year Funding is Requested: 2026

Project Title: Watermain Rehabilitiation Program
Project Type: Utilities: Water
Project Cost: $0

Department: Public Works - Engineering
Contact Name: Paul Vlasich

Project Ranking: _____ of _____
Useful Life (Years): 50
Master Plan (Y/N): Yes
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

A watermain replacement or rehabilitation program was first established in FY10. In May 2015, a Public Water System Asset Management Plan was prepared with the help of a NHDES grant. The following is an excerpt from Section 6.1 Recommendations and Conclusions section (page 44) of that report.

"Replacement of 1% of a system each year (a 100-YR replacement cycle) is a reasonable guideline based on industry experience and analysis, for water systems that have historically maintained a regular replacement schedule. Although the Town has recently adopted a regular water main replacement program, a large backlog of work remains due to a historical lapse in regular replacement. In this case it is not unreasonable to expect replacement of up to 2% of the system per year. This would equate to approximately 6,900 linear feet of water main replacement each year as a guideline. Regular rehabilitation of water mains reduces main failures, leakage, and water quality issues."

2% annual = 6,900LF x $335/LF (avg) = $2,312,000
1.5% annual = $1,734,000
1% annual = $1,156,000

Please note that these suggested expenditures have not been adjusted for construction inflation since the 2015 guidelines. Any future year funding scenario will need to adjust the 2015 guideline costs by inflation to that future year's cost.

The department suggests less than a 2% annual replacement program because of the large costs involved. The CIP is populated with the 1.5% annual replacement program using the financial figures established in 2015. The current Public Works Department 6-Year CIP proposes to pursue watermain rehabilitation in conjunction with full-depth roadway reconstruction and improvement projects that address all existing utilites and infrastructure. This write-up is a place holder if future project scheduling has a gap in water system improvements.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year					
$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [x] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [x] Revolving Funds
- [ ] Other

Project Benefits

- [ ] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	$0
Other:	
Total:	$0
Estimated Project Cost:	$0

Estimated Fiscal Capital Cost

$0

Intentionally Blank

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2027

Project Title: Ambulance 2 Replacement
Project Type: Vehicles & Heavy Equipment
Project Cost: $345,000

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years):	7
Master Plan (Y/N):	No
Growth Related (Y/N):	No
Service Related (Y/N):	Yes
Externally Mandated (Y/N):	No

Project Description

1. General Project Description: Replace 2019 Ambulance with a new unit. The project date was moved out in an effort to not have two lease payments happening simultaneously. Also updated useful life to seven years. As the ambulance bought three years ago is anticipated to be delivered in late 2025, we will not move forward with a new ambulance request until further consideration is taken.

2. Rationale: This vehicle is in service today. With the ever increasing EMS call volume, over 2,400 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. This vehicle currently receives a Mercury Fleet Study score of 33, which indicates **"needs immediate consideration"** with 5,414 engine hours and equivalent road mileage of 178,662.

3. Operating Budget Impact: This vehicle will be funded from the Ambulance Revolving Fund. The BOS needs to approve the use of funds from 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 expenses from the Ambulance Revolving Fund as new vehicle warranties and reduced maintenance costs would be realized. Improvements in vehicle engines and emissions have reduced fuel consumption and lessoned the carbon output as compared with existing older vehicles. The current lead time for new ambulances is approximately 2 years.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
	$345,000				

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year
$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [ ] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [x] Ambulance Revolving Fund
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	
Estimated Project Cost:	

Estimated Fiscal Capital Cost

$345,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Fire						**Date:**	6/21/2025
Vehicle Name or Number:	Ambulance 2						**Fuel Type:**	Unleaded
Vehicle Registration:	FD 822 40							
VIN #	1FDXE4FSXKDC41426							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Medium Trucks 1-Tons & Ambulances	7 or 100,000	6	18	3	2	1	3	33

Age: 1 point for each year of chronlogical age, based on in-service da **2019**

Miles/Hours: 1 point for each 10,000 miles or 750 hours
EVT conversion from engine hours to miles is 33 mph 5,414 **178,662**

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 meduim 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 repai
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 cost
1 point for maintenance & repair costs less than 20% of original purchase cost
2 points for maintenance & repair costs totalling 20-40% of original purchase cost
3 points for maintenance & repair costs totalling 40-60% of original purchase cost
4 points for maintenance & repair costs totalling 60-80% of original purchase cost
5 points for maintenance & repair costs totalling 80-100% 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2024

Project Title: Car 2 Replacement
Project Type: Vehicles & Heavy Equipment
Project Cost: $67,194

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years):	10
Master Plan (Y/N):	No
Growth Related (Y/N):	No
Service Related (Y/N):	Yes
Externally Mandated (Y/N):	No

Project Description

1. General Project Description: Replace a 2014 Ford Explorer with a new Hybrid Ford Explorer. We have had a good experience with the hybrid currently in our fleet. There has been an obvious reduction in fuel costs associated with the hybrid explorer. This benefits the tax payers, through reduced fuel usage, as well as the environment in emission reductions.

2. Rationale: The 11 year old vehicle will is become more difficult to predict service & maintenance needs. This vehicle was deferred in 2024. This vehicle currently receives a Mercury Fleet Study score of 31, which indicates **"needs immediate consideration"** for replacement with 3,362 engine hours and equivalent road mileage of 110,946. 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 hybrid vehicle will reduce operating costs, fuel consumption and provide for a more sustainable future for the Town of Exeter. Vehicle, Hybrid Ford Explorer - $49,379; Two-Way Radio - $7630, Lights/Siren $10,185

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$67,194					

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year
$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$67,194

Town of Exeter
Vehicle Replacement Guidelines

Department:	Fire						Date:	4/21/2025
Vehicle Name or Number:	Car 2						Fuel Type:	Unleaded
Vehicle Registration:	FD 822 31							
VIN #	1FM5K8ARXEGA09326							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Passenger Vehicles & Light Trucks, 4x2 & 4x4 Police Sedans, SUV's	10 or 100,000	11	11	1	2	2	4	31

Age: 1 point for each year of chronlogical age, based on in-service da **2014**

Miles/Hours: 1 point for each 10,000 miles or 750 hours
EVT conversion from engine hours to miles is 33 mph 3,362 **110,946**

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 meduim 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 cost
1 point for maintenance & repair costs less than 20% of original purchase cost
2 points for maintenance & repair costs totalling 20-40% of original purchase cost
3 points for maintenance & repair costs totalling 40-60% of original purchase cost
4 points for maintenance & repair costs totalling 60-80% of original purchase cost
5 points for maintenance & repair costs totalling 80-100% 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: **2028**

Project Title: **Car 3 Replacement**
Project Type: Vehicles & Heavy Equipment
Project Cost: $75,500

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years): 10
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description: Replace a 2018 Ford F250 Pickup, with a new F250 pick-up. The current vehicle currently serves as the command post at emergency incidents and is used to move personnel to emergencies, practical training exercises and classes. The new vehicle will be large enough to fit 4 personnel with all associated protective equipment & turnout gear, and serve as a command post at emergency scenes.

2. Rationale: With increased awareness of cancer and the known carcinogens associated with fire and our turnout gear, the enclosed bed of a pickup truck helps reduce the likely contamination of the interior of an SUV style vehicle. A pickup truck style vehicle is far more versatile and could be used for many different assignments while still being available for use as a command vehicle at emergency incidents.

3. Operating Budget Impact: The 10 year old vehicle will become more difficult to predict service & maintenance needs. The vehicle currently receives a This vehicle currently receives a Mercury Fleet Study score of 21, which indicates **"Good"** with 1,762 engine hours and equivalent road mileage of 58,146. 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. A new vehicle has the potential of reducing the operating budget while the new vehicle warranty is in effect and reduced maintenance costs with a new vehicle should be realized.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
		$75,500			

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year
$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$75,500

Town of Exeter
Vehicle Replacement Guidelines

Department:	Fire						**Date:**	6/20/2025
Vehicle Name or Number:	Car 3						**Fuel Type:**	Unleaded
Vehicle Registration:	FD 822 32							
VIN #	1FT7X2B64KEC69650							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Passenger Vehicles & Light Trucks, 4x2 & 4x4 Police Sedans, SUV's	10 or 100,000	7	6	3	1	1	3	21

Age: 1 point for each year of chronlogical age, based on in-service da **2018**

Miles/Hours: 1 point for each 10,000 miles or 750 hours — 1,762

EVT conversion from engine hours to miles is 33 mph — **58,146**

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 meduim 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 cost
1 point for maintenance & repair costs less than 20% of original purchase cost
2 points for maintenance & repair costs totalling 20-40% of original purchase cost
3 points for maintenance & repair costs totalling 40-60% of original purchase cost
4 points for maintenance & repair costs totalling 60-80% of original purchase cost
5 points for maintenance & repair costs totalling 80-100% 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/16/2025

First Year Funding is Requested: 2026

Project Title: Crime Scene Van Ford E-Transit Cargo
Project Type: Public Safety
Project Cost: $60,000

Department: Police
Contact Name: Chief Stephan Poulin

Useful Life (Years): 10 years
Master Plan (Y/N): No
Growth Related (Y/N): Yes
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

The prior Crime Scene Unit was beyond its life expectancy as it also was previously an Exeter Ambulance. It suffered from rust/rot and mechanical issues and was traded to McFarland Ford several years ago. Currently, we are utilyzing cramped storage areas in the sally port and in remote locations for our crime scene materials. This is not adequate for detectives to be fully prepared in responding to crime scenes and to have all of their processing needs quickly deployed. Crime scene processing materials include large items such as canopies and other physical barriers in addtion to the evidence collection materials. The Exeter Police needs a replacement van that will be more practical for housing and storing our crime scene materials and equipment. The estimated $60,000 for a Ford E350 Transit Cargo van will include outfitting.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$60,000	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year			$0	$0	$0

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$60,000

Intentionally left blank

Town of Exeter, New Hampshire

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: **2030**

Project Title: **Engine 2 Replacement**
Project Type: Vehicles & Heavy Equipment
Project Cost: $1,127,500

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years):	**15/20**
Master Plan (Y/N):	**No**
Growth Related (Y/N):	**No**
Service Related (Y/N):	**Yes**
Externally Mandated (Y/N):	**No**

Project Description

1. General Project Description: Replace the 2010 E-One (Engine 2) with a new 1500 GPM engine.

2. Rationale: This vehicle was placed in service in 2010. This vehicle currently receives a Mercury Fleet Study score of 48, which indicates **"needs immediate consideration"** with 5,340 engine hours and equivalent road mileage of 176,220. This vehicle had a complete engine replacement done in 2025 with a price tag of approximately $24,000. The recent CPSM study recommends the EFD consider, budget permitting, a change to a 15-year replacement schedule for engine apparatus, with an additional 5 years of service in "reserve". Apparatus over 15 years of age often include only a few of the safety upgrades required by the most recent editions of NFPA 1901 (NFPA 1901 is generally updated every 3-5 years).

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 as compared with existing older vehicles. We would recommend a 5 year lease/purchase as with previous engines to keep a level debt service, and follow the CPSM recommended 15 years replacement schedule with an additional 5 years of service in "Reserve Status" for engine/pumpers.

FY26	FY27	FY28	FY29	FY30	FY31
				$1,127,500	

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year
$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$1,127,500

Department:	Fire						**Date:**	6/21/2025	
Vehicle Name or Number:	Engine 2						**Fuel Type:**	Diesel	
Vehicle Registration:	FD 822 34								
VIN #	4EN6AAA88A1006240								
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***	
Heavy Trucks Plow Trucks, Fire Engines other large vehicles	20 or 250,000	15	18	5	3	3	4	48	

Age: 1 point for each year of chronlogical age, based on in-service dat **2010**

Miles/Hours: 1 point for each 10,000 miles or 750 hours — 5,340
EVT conversion from engine hours to miles is 33 mph — **176,220**

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 meduim 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 less than 20% of original purchase cost
2 points for maintenance & repair costs totalling 20-40% of original purchase cost
3 points for maintenance & repair costs totalling 40-60% of original purchase cost
4 points for maintenance & repair costs totalling 60-80% of original purchase cost
5 points for maintenance & repair costs totalling 80-100% 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2027

Project Title: Engine 3 Replacement
Project Type: Vehicles & Heavy Equipment
Project Cost: $1,127,500

Department: Fire
Contact Name: Chief Justin Pizon

Useful Life (Years): 15/20
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description: Replace the 2007 Crimson Pumper (Engine 3) with a new 1500 GPM engine.

2. Rationale: This vehicle was placed in service in April, 2007. Nearly $100,000 has been spent on the engine since 2007 with over $20,000 in the past two years. This vehicle currently receives a Mercury Fleet Study score of 44, which indicates **"needs immediate consideration"** with 3,609 engine hours and equivalent road mileage of 119,097. This vehicle is in service today. The vehicle has already had corrosion repairs and re-paint in 2015, and is starting to show more signs of electrical system and HVAC system failures. The 2020 CPSM study recommends the EFD consider, budget permitting, a change to a 15-year replacement schedule for engine apparatus, with an additional 5 years of service in "reserve". Apparatus over 15 years of age often include only a few of the safety upgrades required by the most recent editions of NFPA 1901 (NFPA 1901 is generally updated every five years).

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 as compared with existing older vehicles. We would recommend a 5 year lease/purchase as with previous engines to keep a level debt service, and follow the CPSM recommended 15 years replacement schedule with an additional 5 years of service in "Reserve Status" for engine/pumpers.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
	$1,127,500				

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year
$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost:

Estimated Fiscal Capital Cost

$1,127,500

Town of Exeter
Vehicle Replacement Guidelines

Department:	Fire						**Date:**	6/21/2025
Vehicle Name or Number:	Engine 3						**Fuel Type:**	Diesel
Vehicle Registration:	FD 822 35							
VIN #	4S7BU2D907C056982							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Heavy Trucks Plow Trucks, Fire Engines other large vehicles	20 or 250,000	18	12	5	3	2	4	44

Age: 1 point for each year of chronlogical age, based on in-service da **2007**

Miles/Hours: 1 point for each 10,000 miles or 750 hours — 3,609
EVT conversion from engine hours to miles is 33 mph — **119,097**

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 meduim 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 repai
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 cost
1 point for maintenance & repair costs less than 20% of original purchase cost
2 points for maintenance & repair costs totalling 20-40% of original purchase cost
3 points for maintenance & repair costs totalling 40-60% of original purchase cost
4 points for maintenance & repair costs totalling 60-80% of original purchase cost
5 points for maintenance & repair costs totalling 80-100% 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/21/2025

First Year Funding is Requested: 2028

Project Title: Replace Dump Truck #83
Project Type: Parks Vehicles
Project Cost: $69,000

Department: Parks and Recreation
Contact Name: Greg Bisson

Project Ranking: 0 of 0
Useful Life (Years): 8
Master Plan (Y/N): no
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

General Project Description- Truck #83 was replaced in 2018. This truck will not be used for any plowing operations as it is not equiped for it. It is good shape.

Rationale- This vehicle is the one of the primary trucks for the Department.

Operating Budget Impact- The price was developed from the NH State bid + 4.5% (1yr) + costs of strobe lights, miscellaneous parts, stainless steel body (Donovon Equip), and radio; Current vehicle has **15109 miles**; This price does not reflect a trade at this time.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
	$0	$69,000	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$69,000	$0	$0	$0

" Annual Operating Impact "

FY 28	
Salaries & Wages:	
Employees Benefits:	
Expenses:	$69,000
Other:	
Total:	$69,000

Estimated Project Cost: $69,000

Estimated Fiscal Capital Cost

$69,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Parks & Recreation						Date:	August 5, 2025
Vehicle Name or Number:	Truck #83						Fuel Type:	Gas
Vehicle Registration:		2018 Ford 1-Ton with Dump Body						
VIN #								
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Medium Trucks 1-Tons & Ambulances	7 or 100,000	7	2	1	1	1	1	13

Age: 1 point for each year of chronlogical 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 meduim 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2027

Project Title: Replace Truck #84
Project Type: Parks Vehicles
Project Cost: $65,000

Department: Parks and Recreation
Contact Name: Greg Bisson

Project Ranking: 0 of 0
Useful Life (Years): 12
Master Plan (Y/N): no
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description- Replace the existing Parks & Recreation vehicle Truck #84 with 1 ton truck 4x4 pick up. The truck was purchased in 2012. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS). The truck repairs have been routine maintenance. The truck is in good shape. .

2. Rationale- This vehicle is one of the primary trucks for the Departments. The department uses this vehicle to tow our mowing trailer.

3. Operating Budget Impact- The price was developed from the NH State bid + 4.5% inflation rate (8 yrs) + costs for strobe lights, miscelaneous parts. ; Current vehicle has **47139 miles**; This price does not reflect a trade.

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$65,000	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$65,000	$0	$0	$0	$0

" Annual Operating Impact "

FY 26	
Salaries & Wages:	
Employees Benefits:	
Expenses:	$65,000
Other:	
Total:	$65,000
Estimated Project Cost:	$65,000

Estimated Fiscal Capital Cost

$65,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Parks & Recreation						Date:	August 5, 2025
Vehicle Name or Number:	Truck #84						Fuel Type:	GAS
Vehicle Registration:		2012 Ford F-350 4 X 4 with Plow Package						
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	5	1	1	2	3	25

Age: 1 point for each year of chronlogical 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 meduim 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2030

Project Title: Van 81
Project Type: Parks Vehicles
Project Cost: $50,000

Department: Parks and Recreation
Contact Name: Greg Bisson

Project Ranking: 0 of 0
Useful Life (Years): 8
Master Plan (Y/N): no
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description- Van 81 is used as a van for either events or maintenace. This van is essential for moving large amount of items around or as well as an additional maintenace vehicle.

2. Rationale- This vehicle is used during everyday activities, travelling to events, and used to transport residents. Adding an ADA van . We would recommend entering into a vehicle purchase lease with a yearly payment to reduce the upfront costs.

3. Operating Budget Impact- The price was an estimated price; This price does not reflect a trade which the current van has no value except for internal use.Current vehicle has 45,872 miles.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$50,000	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$50,000	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants (If available)
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other Transportation Fund

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

FY 30

Salaries & Wages:	
Employees Benefits:	
Expenses:	$50,000
Other:	
Total:	$50,000

Estimated Project Cost: $50,000

Estimated Fiscal Capital Cost

$50,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Parks & Recreation						Date:	August 5, 2025
Vehicle Name or Number:	Van #81						Fuel Type:	GAS
Vehicle Registration:			2010 Ford Van					
VIN #	1FTBF2A6XCEC27063							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & 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	15	5	1	2	3	3	29

Age: 1 point for each year of chronlogical 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 meduim 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

First Year Funding is Requested: 2029

Project Title: Van #85
Project Type: Parks Vehicles
Project Cost: $90,000

Department: Parks and Recreation
Contact Name: Greg Bisson

Project Ranking: 0 of 0
Useful Life (Years): 8
Master Plan (Y/N): no
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

1. General Project Description- Replace the existing Parks & Recreation vehicle Van #85. The van was purchased in 2019 for $37,737. The recommended useful life is 8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS). The van repairs have been routine maintenance. The Van is in very good shape. New van should have an easier entrance to the van.

2. Rationale- This vehicle is used during everyday activities, travelling to events, and used to transport residents.

3. Operating Budget Impact- The price was an estimated price; Current vehicle has **37423 miles**; This price does not reflect a trade.

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$90,000	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$90,000	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [x] Reduces Liability
- [x] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

_____

" Annual Operating Impact "

FY 28

Salaries & Wages:	
Employees Benefits:	
Expenses:	$90,000
Other:	
Total:	$90,000

Estimated Project Cost: $90,000

Estimated Fiscal Capital Cost

$90,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Parks & Recreation						Date:	August 5, 2025
Vehicle Name or Number:	Van #85						Fuel Type:	GAS
Vehicle Registration:			2018 Ford Tranist Van					
VIN #	1FBVU4MXJKA44494							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & 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	7	4	1	1	1	1	15

Age: 1 point for each year of chronlogical 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 meduim 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

Year Funding is Requested: 2026

Project Title: #48 Street Sweeper - Replacement
Project Type: Vehicles & Heavy Equipment
Project Cost: $400,000

Department: Public Works
Contact Name: Jeff Beck

Project Ranking: _____ of _____
Useful Life (Years): 15
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

Replace 2015 Tymco Street Sweeper. This vehicle is an important tool used by the Town to meet MS4 (Municipal Separate Storm Sewer System) permit requirements under the Clean Water Act. Street sweepers remove pollutants such as sediment, heavy metals, oils, trash, and organic matter before they can be washed into storm drains during rain events. In addition to improving water quality, removal of accumulated sediment and debris helps to extend the life of stormwater infrastructure and reduce drainage system maintenance needs. It also helps to improve the aesthetics of streets and neighborhoods. The recommended useful life for a street sweeper 6-8 years according to the Town of Exeter Vehicle Replacement Schedule (VRS). This vehicle has required increased maintenance in the last few years, including complete replacement of the vacuum hood. The vehicle was hit while in operation in 2024, leading to significant repair that included the replacement of the gutter brooms, front fender, and driver's side door panel.

The quoted price was obtained directly from the manufacturer.

Is this vehicle assigned to or used by more than one department? This piece of equipment is primarily used by the Highway Department but could be used occasionaly by others.

Approximate Weekly Use in Days (5 days per week, less than 5, seven days per week, etc.) 5-7 days per week, weather depending.

Assigned to Single Operator? (Y/N): No This equipment is operated by properly licensed Public Works employees across mutiple divisions.

Mileage/date taken. 6,775 hours/June 2025

****Funding request included in Great Bay Total Nitrogen 2025 Clean Water SRF Pre-application***

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [x] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [ ] Reduces Liability
- [ ] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:	
Employees Benefits:	
Expenses:	
Other:	
Total:	

Estimated Project Cost: $400,000

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$0	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Estimated Fiscal Capital Cost

$0

Town of Exeter
Vehicle Replacement Guidelines

Department:	Highway						Date:	6/13/2025
Vehicle Name or Number:	Sweeper #48	2015 Tymco 600					Fuel Type:	Diesel
Vehicle Registration:								
VIN #	1HTJTSKN2FH624184							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Heavy Equipment Loaders, Sweepers, Snow Blowers	12 or 100,000	9	1	5	4	3	4	26

Age: 1 point for each year of chronlogical age, based on in-service date

Miles/Hours: 1 point for each 10,000 miles or 750 hours — 6,772

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 meduim 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

2026 - 2031 CIP Project Request Form

Date Submitted: 6/20/2025

Year Funding is Requested: 2026

Project Title: #52 Dump Truck - Replacement
Project Type: Vehicles & Heavy Equipment
Project Cost: $85,000

Department: Public Works
Contact Name: Jeff Beck

Project Ranking: _____ of _____
Useful Life (Years): 10
Master Plan (Y/N): No
Growth Related (Y/N): No
Service Related (Y/N): Yes
Externally Mandated (Y/N): No

Project Description

Truck #52 is a 2012 Ford F350 dump body. The truck hus undergone significant repair in recent years due to routine oil leaks, frame rust, excessive front fender rot, holes in the floorboards and rocker panels, and dump body subframe rot.

This vehicle is a frontline snow fighting truck in the winter and driven daily as a crew support vehicle for Highway Department operations year round. The replacement vehicle will be a one and half ton chassis with sander and front plow.

This price includes the cab & chassis and upfit costs for sander, front plow, strobe lights, and radio.

Is this vehicle assigned to or used by more than one department? No

Approximate Weekly Use in Days (5 days per week, less than 5, seven days per week, etc.) 5 days/week in spring, summer, fall. Up to 7 days/week in winter.

Assigned to Single Operator? (Y/N): No

Mileage/date taken: 1,600 hours, 130,000 miles/June 2025

Total Capital Cost by Fiscal Year

FY26	FY27	FY28	FY29	FY30	FY31
$85,000	$0	$0	$0	$0	$0

Operating Budget Impact by Fiscal Year

Total Operating Expense (estimated) by Fiscal Year

$0	$0	$0	$0	$0	$0

Check all that apply

2026 - 2031 Source of Funding

- [ ] GO Bond/Borrowing
- [ ] Grants
- [x] Taxes
- [ ] Water Fees
- [ ] Sewer Fees
- [ ] Impact Fees
- [ ] Revolving Funds
- [ ] Other _____

Project Benefits

- [ ] Reduces Liability
- [ ] Health or Safety
- [ ] Reduces Long Term Debt
- [ ] Other: _____

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:
Total:

Estimated Project Cost: $75,000

Estimated Fiscal Capital Cost

$85,000

Town of Exeter
Vehicle Replacement Guidelines

Department:	Highway						**Date:**	6/13/2025
Vehicle Name or Number:	Truck #52			2012 Ford F-350 Dump Body			**Fuel Type:**	Diesel
Vehicle Registration:								
VIN #	1FDRF3HT9CEC27065							
Vehicle Category	***Recommended Replacement Years/Miles***	***Age***	***Miles/Hours Nearest 10,000***	***Type of Service***	***Reliability***	***Maintenace & Repairs Costs***	***Condition Interior/Exterior***	***Total Points***
Heavy Trucks **Plow Trucks, Fire Engines other large vehicles**	12 or 100,000 20 or 250,000	13	13	5	2	2	5	40

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 — 130,000

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
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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)

48	2015	Tymco	Sweeper	Sweeper	HIGHWAY	10	2026	400,000	40,000	400,000					
52	2012	Ford	Pickup	1 Ton Pickup w/ Dump & Plow 4x4	HIGHWAY	12	2026	75,000	6,250	75,000					
44	2006	John Deere	Loader	Loader	HIGHWAY	20	2027	300,000	15,000		300,000				
14	2012	Ford	Pickup	3/4 Ton Pickup with Lift Gate 4x2	WATER	12	2027	65,000	5,417		65,000				
30	2015	International	Truck	dump truck	HIGHWAY	15	2027	300,000	20,000		300,000				
6	2013	Ford	Van	1/2 Ton Van	MAINTENANCE	12	2027	50,000	4,167		50,000				
107	2007	Ver-Mac	Trailer	Sign Board	SEWER	20	2027	25,000	1,250		25,000				
29	2015	Ford	Pickup	1 Ton Pickup w/ Dump 4x2	HIGHWAY	12	2027	70,000	5,833		70,000				
12	2017	Chevrolet	Van	3/4 Ton Van	MAINTENANCE	12	2027	50,000	4,167		50,000				
5	2024	Ford	Pickup	Crew cab	HIGHWAY	15	2027	50,000	3,333		50,000				
20	2006	Roadmaster LLC	Trailer	Enclosed Trailer/Camera	SEWER	20	2028	20,000	1,000			20,000			
80	2005	Ingersoll Rand	Trailer	Air Compressor, HD	HIGHWAY	20	2028	50,000	2,500			50,000			
51	2014	Jeep	SUV	SUV 4x4	WATER	12	2028	30,000	2,500			30,000			
31	2013	International	Truck	Dump, HD, 5-7 Yard 4x3	HIGHWAY	12	2028	300,000	25,000			300,000			
1705	2016	Ford	Truck	Bucket Truck	HIGHWAY	12	2028	65,000	5,417			65,000			
7	2016	Chevrolet	SUV	Crossover 2WD	MAINTENANCE	12	2028	30,000	2,500			30,000			
109	2017	WANC	Trailer	Sign Board	SEWER	12	2028	25,000	2,083			25,000			
32	2019	Ford	Truck	F450 Super Duty Dump Truck	WATER	12	2028	70,000	5,833			70,000			
59	2005	Trackless	Sidewalk Tractor	Sidewalk Tractor, HD 4x4	HIGHWAY	20	2029	300,000	15,000				300,000		
55	2012	Ford	Pickup	3/4 Ton Pickup with Lift Gate & Plow 4x4	SEWER	12	2029	65,000	5,417				65,000		
10	2017	Ford	Truck	3/4 Ton	HIGHWAY	12	2029	65,000	5,417				65,000		
4	2016	Chevrolet	Pickup	1/2 Ton Pickup 4x2	MAINTENANCE	12	2029	50,000	4,167				50,000		
8	2016	Chevrolet	SUV	Crossover 2WD	SEWER	12	2029	45,000	3,750				45,000		
67	2014	Vactor	Truck	Vacuum/Jetting Truck	SEWER	15	2029	80,000	5,333				80,000		
15	2014	Jeep	SUV	SUV 4x2	BUILDING	15	2029	45,000	3,000				45,000		
23	2016	Chevrolet	Pickup	1 Ton Pickup with Lift Gate 4x2	MAINTENANCE	12	2029	70,000	5,833				70,000		
17	2019	Jeep	SUV	Jeep Cherokee Latitude	ENGINEERING	12	2029	50,000	4,167				50,000		
19	2013	Ford	Pickup	1 1/2 Ton Pickup with Full Utility Body 4x2	SEWER	15	2030	80,000	5,333					80,000	
2	2017	Ford	Truck	SD F-350	SEWER|WATER	12	2030	65,000	5,417					65,000	
1085	2010	BAND	Trailer	Chipper	HIGHWAY	15	2030	260,000	17,333					260,000	
201	2001	Clark	Forklift	Forklift	BLDG|HWY|MAINT|W/S	25	2030	50,000	2,000					50,000	
48pony	2015	(tymco)JOHN DEERE	Attachment	sweeper engine	HIGHWAY	15	2030	30,000	2,000					30,000	
64	2015	Brush Bandit	Attachment	Chipper	HIGHWAY	15	2030	40,000	2,667					40,000	
35	2018	Altoz	Mower	zero tracked mower	SEWER|WATER	12	2030	45,000	3,750					45,000	
1	2019	JEEP	SUV		ADMINISTRATION	12	2030	50,000	4,167					50,000	
108	2011	Wenco	Trailer	Sign Board	WATER	20	2031	25,000	1,250						25,000
68	2016	RPM Tech Inc	Snow Blower	HD Snowblower	HIGHWAY	15	2031	80,000	5,333						80,000
56	2012	Prinoth	Sidewalk Tractor	Sidewalk Tractor	HIGHWAY	20	2032	300,000	15,000						
28	2017	International	Truck	6-wheel dump truck	HIGHWAY	15	2032	300,000	20,000						
41	2017	JD	Backhoe	Loader Backhoe	HIGHWAY	15	2032	300,000	20,000						
27	2018	International	Truck	Dump, HD, 5-7 Yard 4x2	HIGHWAY	15	2033	300,000	20,000						
16	2021	Ford	Pickup		ADMINISTRATION	15	2033	60,000	4,000						
34	unknown	Hustler	Mower	finish zero mower	SEWER|WATER	15	2032	300,000	20,000						
60	2023	Ray-Tech	Attachment	Hot Box	HIGHWAY	15	2033	45,000	3,000						
53	2014	John Deere	Backhoe	Loader/Backhoe	WATER	20	2034	300,000	15,000						
1084	2024	wastecorp pumps	Attachment	1325 gal water tank skid	HIGHWAY	10	2034	65,000	6,500						
9	2022	ford	Truck	Med. Duty Hook Truck	HIGHWAY	12	2034	75,000	6,250						
38	2019	Volvo	Excavator	Excavator	SEWER|WATER	20	2034	260,000	13,000						
1088	2015	ITW	Trailer	Vac Trailer	WATER	20	2035	65,000	3,250						
25	2020	International	Truck	hook truck	WATER	15	2035	300,000	20,000						
43	2018	John Deere	Loader	Loader	HIGHWAY	20	2035	300,000	15,000						
3	2023	ford	Truck	pick up truck super crew cab	SEWER	15	2035	50,000	3,333						
18	2023	ford	Pickup	4X4 crew cab	WATER	12	2035	60,000	5,000						
65	2023	Ford	SUV			12	2035	60,000	5,000						
13	2024	Ford	SUV		SEWER|WATER	12	2036	50,000	4,167						
77	2023	Western Star	Vactor	hydro excavator	SEWER|WATER	15	2038	500,000	33,333						
99	2008	Salsco		sidewalk paver	HIGHWAY	30	2038	50,000	1,667						
37	2019	VOLVO	Loader	mini loader	SEWER|WATER	15	2039	180,000	12,000						
24	2024	ford	Pickup	Small pickup truck	MAINTENANCE	15	2039	50,000	3,333						
102	2024	Sullivan Palatek	Trailer		SEWER	15	2039	30,000	2,000						
57	2023	Multihog	Sidewalk Tractor	side walk tractor	HIGHWAY	20	2043	300,000	15,000						
105	2020	PJ trailer	Trailer	equipment hauler	SEWER	25	2045	15,000	600						
								7,785,000	**520,017**	**475,000**	**910,000**	**590,000**	**770,000**	**620,000**	**105,000**

Fire Department Vehicle #	Make	Model	Year Purch.	Useful Life	Replace. Year	Original Cost	Replace. Cost	2026 Priority Rank	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total for 6-yr Period
SUV's, PICKUP TRUCKS																
Car 1	Ford	Hybrid Explorer	2022	10	2032	65,000	$ 73,000		-	-	-	-	-	-	-	$ -
Car 2	Ford	Explorer	2014	10	2026	25,565	$ 67,194	1	-	67,194	-	-	-	-	-	$ 67,194
Car 3	Ford	F-250 Pickup	2023	10	2033	37,320	$ 58,461		-	-	-	-	-	-	-	$ -
Car 4	Ford	F-250 Pickup	2018	10	2028	37,320	$ 69,500		-	-		69,500	-	-	-	$ 69,500
Forestry	Dodge	Ram 5500	2016	15	2031	33,475	$ 57,248		-	-	-	-	-	-	57,248	$ 57,248
Utility	Ford	F-350	2025	15	2040	73,500	$ 80,000		-	-	-	-	-	-	-	$ -
AMBULANCES																
A1	Ford	E-450	2024	6	2030	$ 283,946	$ 245,000		-	-	-	-		-	-	$ -
A2	**Ford**	**E-450**	**2019**	**6**	**2025**	**$ 244,822**	**$ 312,341**		312,341		312,341	-		-	-	$ 624,682
FIRE APPARATUS & SPECIALTY EQUIPMENT																
E2	E-One	1500 GPM Pumper	2010	20	2030	$ 455,000	$ 1,025,000		-	-	-	-	-	1,025,000	-	$ 1,025,000
E3	Crimson	1500 GPM Pumper	2007	20	2027	$ 422,439	$ 1,025,000		-	-	1,025,000	-	-	-	-	$ 1,025,000
E4	E-One	1500 GPM Pumper	2019	20	2039	$ 515,875	$ 1,025,000		-	-	-	-	-	-	-	$ -
E5	E-One	1500 GPM Pumper	2024	20	2044	$ 650,000	$ 1,025,000		-	-	-	-	-	-	-	$ -
L1	KME	109' Ladder	2014	20	2034	$ 854,097	$ 2,000,000		-	-	-	-	-	-	-	$ -
TRAILERS																
Emer. Mgmt.	Landscape	Emer. Mgmt Equipment	2010	20	2030				-	-		-				$ -
POD	Cargo	#3 Health - POD Equip.	2010	20	2030				-	-		-				$ -
Shelter	Cargo	#1 Health - Shelter Equip.	2009	20	2029				-	-		-				$ -
ACS	Cargo	#2 Health - Acute Care	2009	20	2029				-	-		-				$ -
Rescue	Cargo	Tech. Rescue Equip.	2004	20	2024				-	-		-				$ -
Fire Alarm		Wire Reel Trailer	1988	20	2008				-	-		#REF!				#REF!
Lighting	Alma	Generator/Lighting	1997	20	2017				-	-		-				$ -
Utility	Cargo	Utility Trailer	2016	20	2036				-							$ -
Car Hauler	KME	Steamer Trailer	2001	20	2021				-	-		-				$ -
										6 year General Fund Total						$ 1,843,624

TOWN OF EXETER

Planning and Building Department

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 •FAX 772-4709

www.exeternh.gov

Date: **August 20, 2025**

To: **Planning Board**

From: **Carol Ogilvie, MRI, Interim Town Planner**

Re: **J. Caley Associates 97 Portsmouth Avenue PB Case #25-3**

The Applicant has submitted site plan review and Shoreland Conditional Use Permit (CUP) applications for the proposed redevelopment of the property at 97 Portsmouth Avenue. The developer is proposing to demolish the existing Blue Ribbon Dry Cleaners building on the site and construct a four-story building with commercial on the first floor and 14 residential units in the top three floors, a three-season espresso bar in the front of the lot, and a paved patio between the two structures. The property is located in the C-2, Highway Commercial zoning district and is identified as Tax Map Parcel #65-125.

The Applicant presented their plans, dated 6/24/25, to the Planning Board at the July 10, 2025 meeting. The Board opened the public hearing for abutter comment, scheduled a site walk for August 13th at 8:00 AM, and voted to continue further discussion of the application to the August 28th Planning Board meeting.

At the August 13th site walk, attended by representatives from the abutting bank and shopping plaza, questions were raised about parking, traffic circulation, and snow storage. The applicant submitted new plans on August 18, 2025 with the following revisions.

1. Site Plan - Sheet #4:
    a. One of the 10 spaces in the rear of the building is a dedicated handicap parking space.
    b. One parking space has been added to the six spaces behind the coffee bar.
    c. The sidewalk to the coffee bar has been moved from the front to the side.
2. Utility Plan – Sheet #6 identifies a new sewer line to the coffee bar, and labels the existing water line.
3. Lighting Plan – Sheet #7 provides details on the lumens, on and off the site. Section 9.20.5.5 of the Site Plan Review Regulations requires that lighting shall not direct onto neighboring properties. This plan shows that there is some light spillage at the property lines.
4. Planting Plan – Sheet #8 shows new plantings at the rear of the parcel, and slightly revised plantings in the two “teardrop” areas adjacent to the bank. A portion of these two areas, however, appear to extend over the property line.

Based on the review and information received to date, following is a summary of points for the Planning Board's consideration:

1. Parking. The applicant has submitted documentation regarding parking easements that are in place that provide for shared parking between this property, the bank, and the shopping plaza. Both abutters raised the potential for customers and/or residents of 97 Portsmouth Avenue to use their spaces due to convenience. There is also a general view that the site is being overdeveloped and even with easements, the parking will not be sufficient or efficient.

2. Regarding traffic circulation, the bank expressed concerns that people intending to park at the rear of either the subject parcel or the abutting lot could potentially conflict with the bank's drive-thru traffic pattern.

3. Pedestrian traffic. Given that there is limited parking adjacent to the multi-use building, it is reasonable to assume that some people will be parking in the abutting parking spaces and walking to the subject parcel; if so, there is no identified pedestrian traffic plan that indicates how one walks safely to and from those parking spaces in the rear on the abutting parcel.

4. A question was raised at the site visit about snow storage, and how that would be handled prior to removal, and the response was that snow would be piled on the patio in between the two structures. That patio is indicated to have some plantings, as well as being constructed on pervious pavers. It does not seem like a good idea to pile plowed snow over pervious pavers, or on an area that has landscaping. In fact, the pervious parking spaces in the rear are indicated to have a sign that says "Snow storage not allowed on porous pavement."

5. Inclusionary Housing. Section 6.19.4 requires a certain number of affordable (based on HUD calculations) be provided. Using the formula in this section, 14 units would result in one (1) unit that is affordable to a renter or owner pursuant to Section 6.19.4. B. 3 & 4. Should this application be approved, this will be a condition of approval, subject to review by Town Counsel.

The Applicant is requesting two waivers from the Board's Site Plan Review and Subdivision Regulations as outlined in the waiver letters from Beals Associates, PLLC dated June 24, 2025 previously provided to the Board.

The Applicant presented their Shoreland Conditional Use Permit application to the Conservation Commission at their July 8th, 2025 meeting. The Commission voted unanimously to recommend approval of the Shoreland CUP with conditions. Please see the attached memo from Conservation & Sustainability Planner Kristen Murphy, dated 710/25.

Following are draft motions for the two waiver requests, for the Shoreland Conditional Use Permit, and for the MUND Site Plan Review. These may be prematurely in this memo, considering the review process; if so, these may be ignored until the Board is ready to vote. When that time comes, however, pursuant to state law, the Board needs to include Findings of Fact in its decision that support its decision – whether approval or denial. I think one finding the Board could make is whether this proposal meets the eligibility criteria of the MUND. This ordinance does not have a purpose statement, but it does contain language that describes what the ordinance is intended to accomplish (Section 6.19.1).

Waiver Motions:

Grading within 5 feet of exterior property line waiver motion: After reviewing the criteria for granting waivers, I move that the request of J. Caley Associates (PB #25-3) for a waiver from Section 9.3.6.4. of the Site Plan Review and Subdivision Regulations regarding grading within 5 feet of an exterior property line be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Sidewalk waiver motion: After reviewing the criteria for granting waivers, I move that the request of J. Caley Associates (PB Case #25-3) for a waiver from Section 6.19.5.E.3. of the Zoning Ordinance (MUND Design Standards – Property Frontage) to permit the proposed sidewalk to be less than eight-feet (8') in width be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Planning Board Motions:

Table /Continuance Motion: I move that the application of J. Caley Associates (PB Case #25-3) be CONTINUED to the (date/time/place) Planning Board meeting and revised plans/documents shall be submitted to the Planning Office at least eight (8) days prior to the meeting or the application may remain on the table to a future meeting.

Conditional Use Permit (Shoreland) Motion: After reviewing the criteria for a Shoreland Conditional Use permit, I move that the request of J. Caley Associates (PB Case #25-3) for a Conditional Use Permit be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Mixed Use Neighborhood Development (MUND) Site Plan Motion: I move that the request of J. Caley Associates (PB Case #25-3) for Site Plan approval of the proposed MUND project be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

TOWN OF EXETER
CONSERVATION COMMISSION MEMORANDUM

Date: July 10, 2025
To: Exeter Planning Board
From: Kristen Murphy on behalf of the Exeter Conservation Commission
Subject: Wetland and Shoreland CUP Application

Project Information:
Project Location: 97 Portsmouth Ave, Exeter, NH
Map/Lot: Tax Map Parcels #65-125
CC Review Date: 7/8/25
PB CASE: #25-3

The Conservation Commission reviewed the shoreland conditional use permit application at their meeting on July 8th. Following the presentation, the Commission had a lengthy discussion about the monitoring wells and concerns about potentially undetected soil contamination. They voted as follows:

They have reviewed the application and voted unanimously to recommend approval of the shoreland conditional use permit, with the following recommendations:

- That the soils located around and under the existing building are tested for contamination after building removal and shown to be in line with state requirements.
- The monitoring well located onsite is decommissioned and removed until after construction, and recommissioned.

The discussion about decommissioning the monitoring wells was the result of concerns that it would be impossible to maintain the well during the construction process and decommissioning and recommissioning would be a cleaner record of the groundwater quality.

Following the meeting I was copied on an email to the applicant's representative regarding the presence of monitoring wells on the property. That email is attached to this memo.

Kristen Murphy

Kristen Murphy <kmurphy@exeternh.gov>

Blue Ribbon monitoring well locations

1 message

Koff, Andrew <Andrew.T.Koff@des.nh.gov> Wed, Jul 9, 2025 at 10:59 AM
To: Christian Smith <csmith@bealsassociates.com>
Cc: Kristen Murphy <kmurphy@exeternh.gov>

Hi Christian –

I just took a quick look at the most recent monitoring report for Blue Ribbon Cleaners. This site map shows monitoring wells in different locations from your plans. There are elevated VOC concentrations near the building at MW-4. Has the project team talked with this environmental consultant about the proposed work? I would recommend you talk with them (and DES) about how to manage the wells during construction.

www4.des.state.nh.us/DocViewer/?ContentId=5178890

www4.des.state.nh.us/DocViewer/?ContentId=5187373

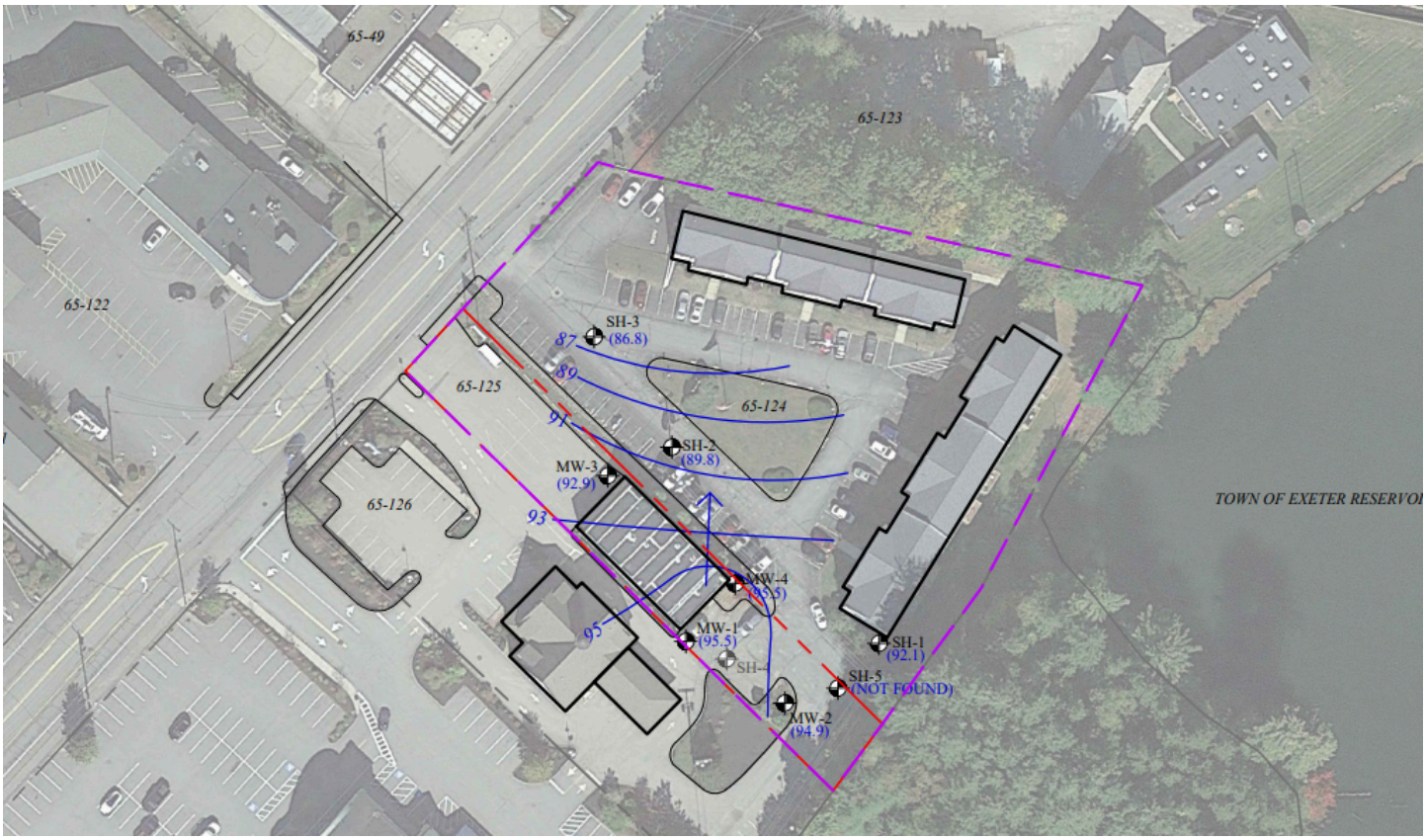


TABLE 2
Summary of Groundwater Analytical Data
Blue Ribbon Cleaners
97 Portsmouth Avenue, Exeter, NH

Sample ID	Date	Volatile Organic Compounds by EPA 8260					
		Tetrachloro-ethylene ug/l	Trichloro-ethylene ug/l	t-1,2-dichloro-ethylene ug/l	cis-1,2-dichloro-ethylene ug/l	Vinyl Chloride ug/l	1,4-Dioxane ug/l
NH AGQS		**5**	**5**	**100**	**70**	**2**	**0.32**
MW-1	10/18/07	**13**	<2	<2	<2	<2	NA
(GW-01)	05/16/11	**26**	<2	<2	<2	<2	<0.25
	11/17/15	**20**	2	<2	<2	<2	NA
	10/31/16	<5	<5	<5	<5	<5	<2
	03/29/24	**9**	<2	<2	<2	<2	NA
MW-2	10/18/07	**16**	**13**	<2	<2	**5**	NA
(GW-02)	05/16/11	**14**	**9**	<2	<2	**5**	<0.25
	11/17/15	5	**11**	<2	26	**11**	NA
	11/01/16	3.6	3.8	<5	14	**4**	<2
	03/29/24	2	2	<2	10	**7**	NA
MW-3	10/18/07	<2	<2	<2	<2	<2	NA
(GW-03)	05/16/11	<2	<2	<2	<2	<2	<0.25
	11/17/15	<2	<2	<2	<2	<2	NA
	11/01/16	<5	<5	<5	<5	<5	<2
MW-4	10/18/07	**17**	**92**	6	**93**	**8**	NA
(GW-04)	05/16/11	<2	**18**	10	68	**12**	**10**
	11/17/15	4	**21**	<2	13	<2	NA
	10/31/16	<5	**16**	<5	30	<5	<2
	03/29/24	<2	**7**	<2	10	<2	**1.1**
SH-1	05/16/11	3	4	<2	13	<2	<0.25
(GW-07)	05/16/11 (Dup)	4	5	<2	14	<2	<0.25
	10/31/16	<5	<5	<5	<5	<5	<2
	03/29/24	<2	<2	<2	<2	<2	NA
SH-2	05/16/11	**24**	**7**	<2	5	<2	**3.1**
(GW-08)	11/17/15	**22**	**7**	<2	2	<2	NA
	11/01/16	**11**	3.9	<5	<5	<5	<2
	03/29/24	<2	<2	<2	<2	<2	<0.25
SH-3	05/16/11	<2	<2	<2	<2	<2	<0.25
(GW-09)	11/17/15	<2	<2	<2	<2	<2	NA
	11/01/16	<5	<5	<5	<5	<5	<2
	03/29/24	<2	<2	<2	<2	<2	NA
SH-4	05/16/11	**17**	3	<2	<2	<2	<0.25
(GW-05)	11/01/16	<5	<5	<5	4.2	<5	<2
SH-5 (destroyed)	05/16/11	**10**	<2	<2	<2	<2	<0.25

Andrew Koff, P.G.

Hydrogeologist

NHDES Drinking Water & Groundwater Bureau

Andrew.T.Koff@des.nh.gov

603-271-3918

NHDES would greatly appreciate your feedback and wants to hear from you. Please take a moment to fill out our short (5-question) NHDES Customer Service Satisfaction Survey.

LOCUS PLAN

PROPOSED MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVE, EXETER, NH

SHEET LIST

SHEET NUMBER	SHEET NAME	DATE ISSUED	DATE REVISED
01 GENERAL			
G000	COVER SHEET	06-05-2025	
04 ARCHITECTURAL			
A100	SITE PLAN & GROUND FLOOR	(Progress) 8/19/25	
A101	FLOOR PLANS	(Progress) 8/19/25	
A102	FLOOR PLANS	(Progress) 8/19/25	
A200	EXTERIOR ELEVATIONS	(Progress) 8/19/25	
A220	BUILDING SECTIONS	(Progress) 8/19/25	
A500	VERTICAL CIRCULATION	(Progress) 8/19/25	
A501	WALL SECTION DETAILS	(Progress) 8/19/25	
A600	SCHEDULES & DIAGRAMS	(Progress) 8/19/25	
A700	PERSPECTIVE RENDERINGS	(Progress) 8/19/25	
A701	PERSPECTIVE RENDERINGS	(Progress) 8/19/25	
A702	PERSPECTIVE RENDERINGS	(Progress) 8/19/25	
A703	PERSPECTIVE RENDERINGS	(Progress) 8/19/25	
A704	PERSPECTIVE RENDERINGS	(Progress) 8/19/25	

97 PORTSMOUTH AVE
MULIT-FAMILY DEVELOPMENT

Stamp:

DESIGN TEAM

DEVELOPER
J. CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM, NH 03885

ARCHITECT
SEAN CAREY
446 EMERALD DRIVE
BARRINGTON, NH 03825

CIVIL ENGINEER
BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, NH 03885
603-583-4860

STRUCTURAL ENGINEER
TBD

MEP ENGINEERS
TBD

97 PORTSMOUTH AVE, EXETER, NH

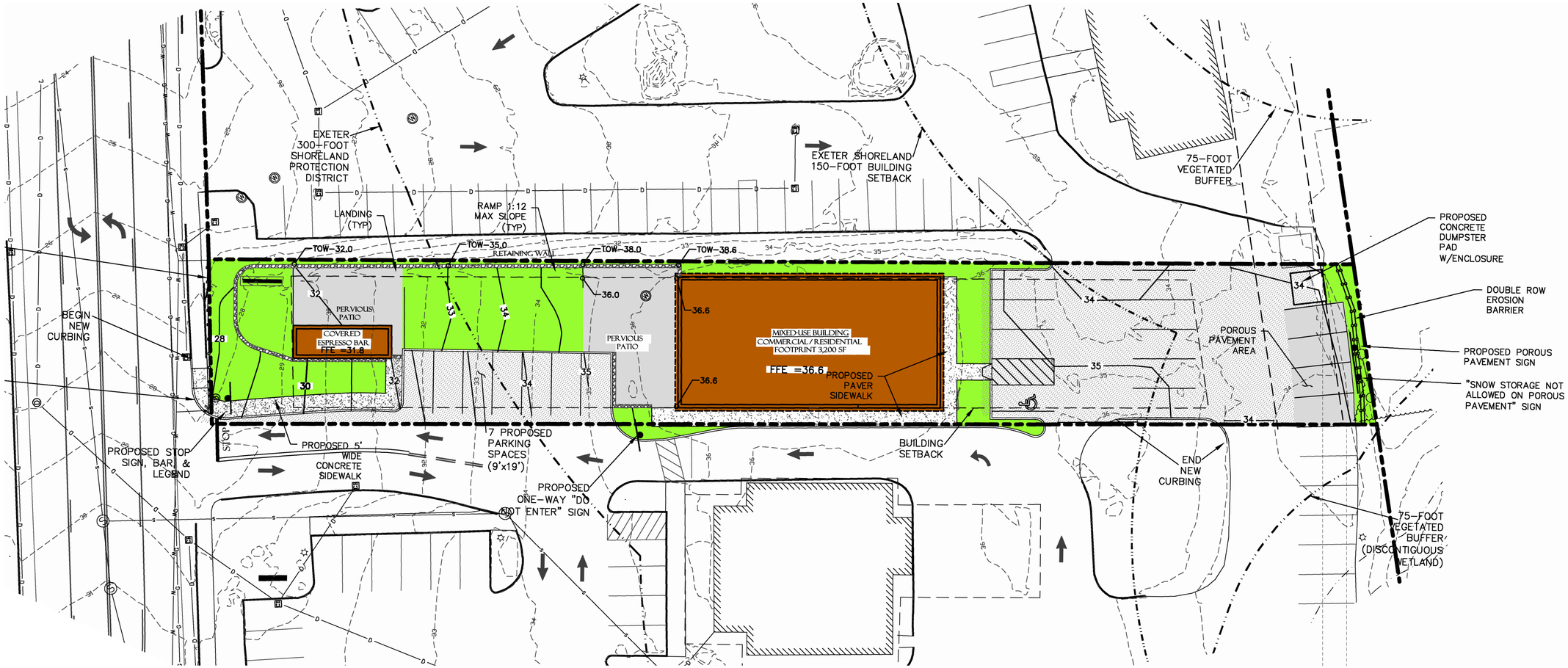
MIXED-USE MULTI-FAM

prepared for:
location: Approver

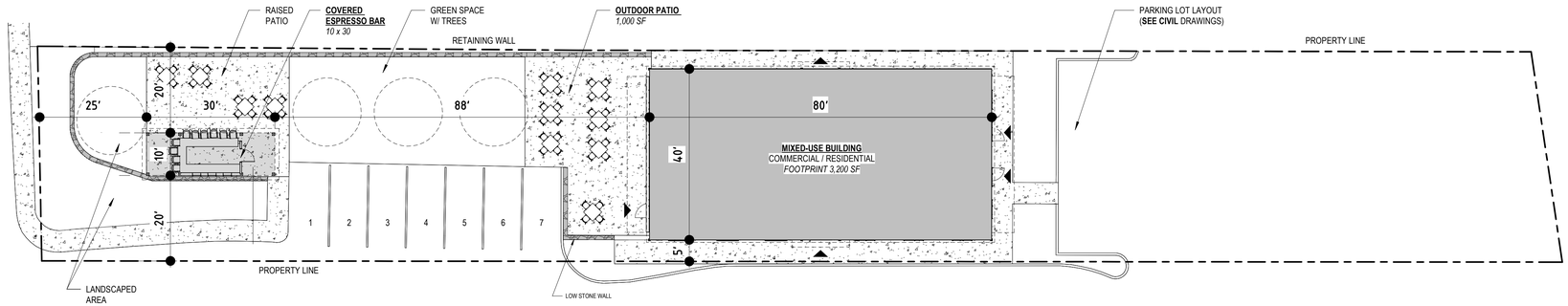
COVER SHEET

REV #	REVISION DATE

Date 06-05-2025
Scale
Job # 2196
Sheet No.
G000



2 SITE PLAN (CIVIL)
1/16" = 1'-0"



1 ARCHITECTURAL SITE PLAN
1/16" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

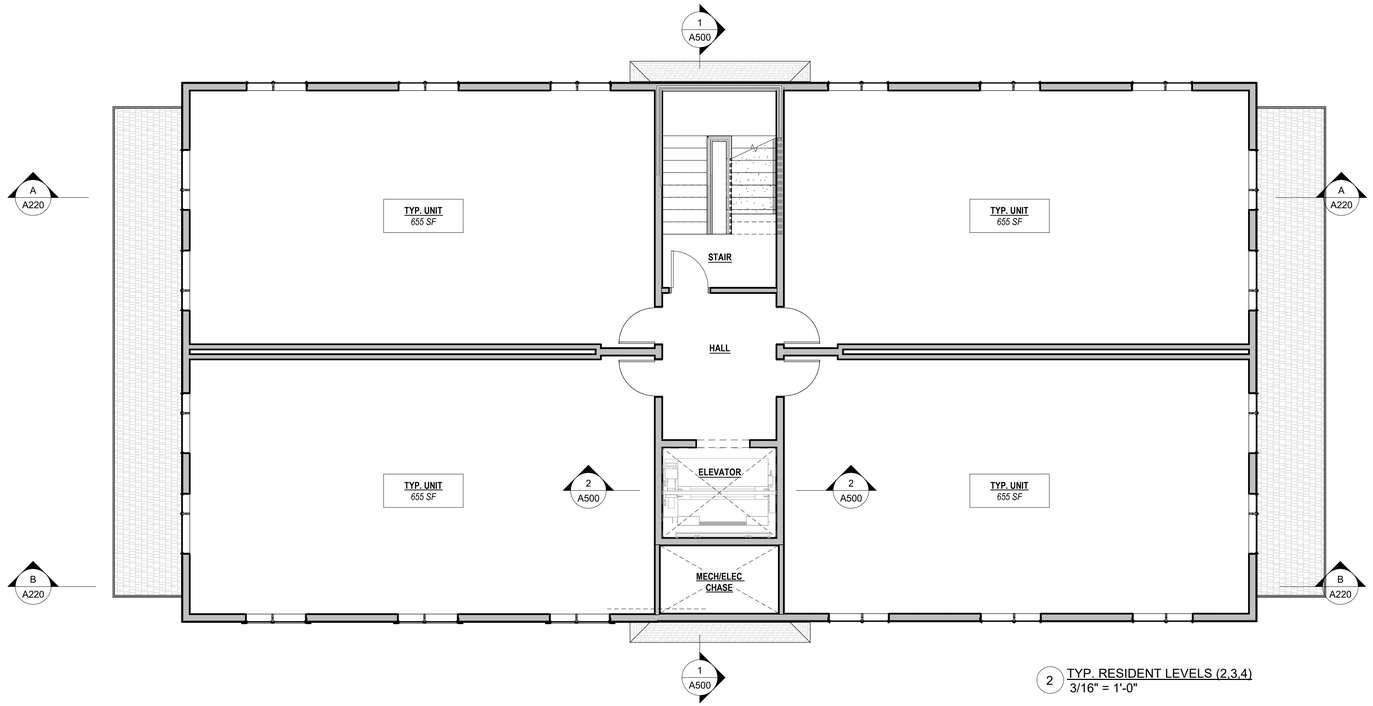
MIXED-USE MULTI-FAM

prepared for:
location: Approver

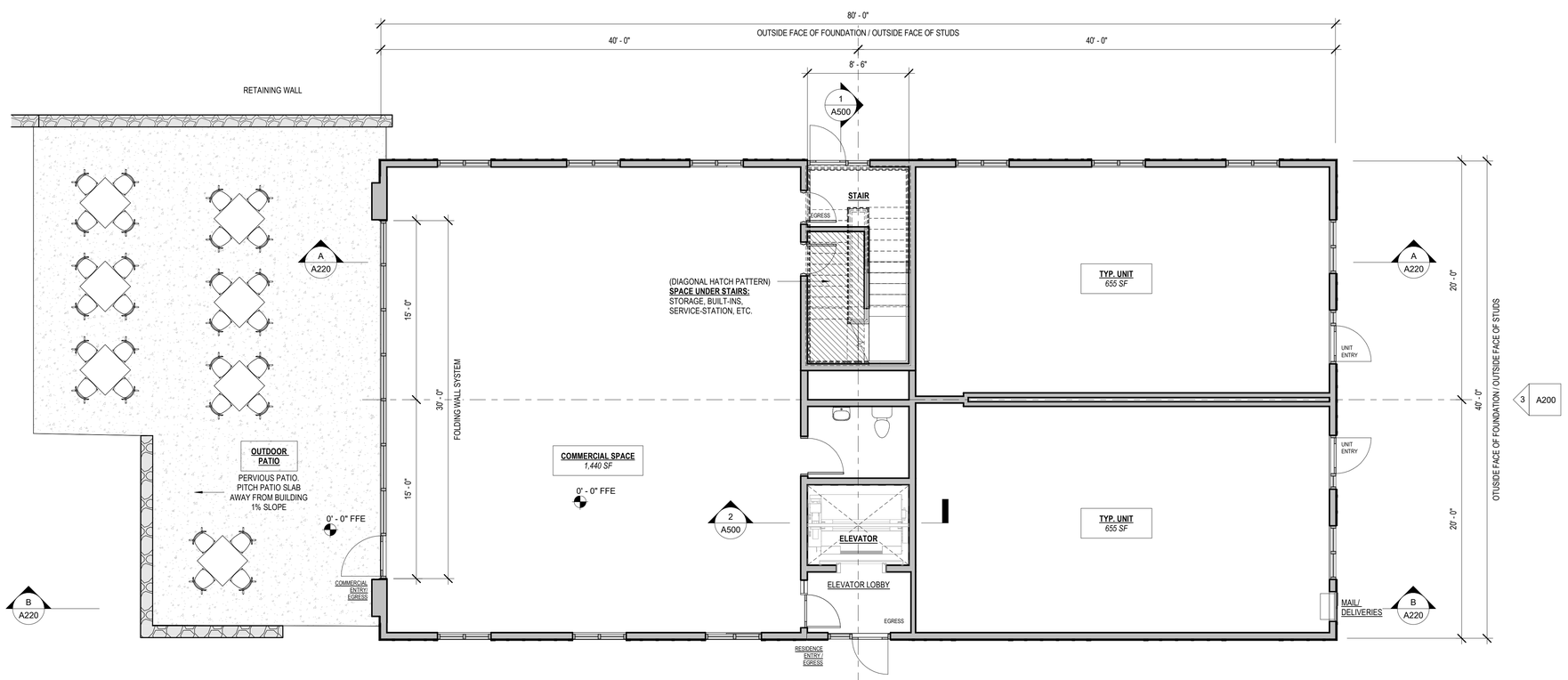
SITE PLAN & GROUND FLOOR

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	1/16" = 1'-0"
Job #	2196
Sheet No.	A100



2 TYP. RESIDENT LEVELS (2,3,4)
3/16" = 1'-0"



1 GROUND LEVEL
3/16" = 1'-0"

NOTE: SEE CIVIL DRAWINGS FOR FINAL SITE PLAN & GRADING

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

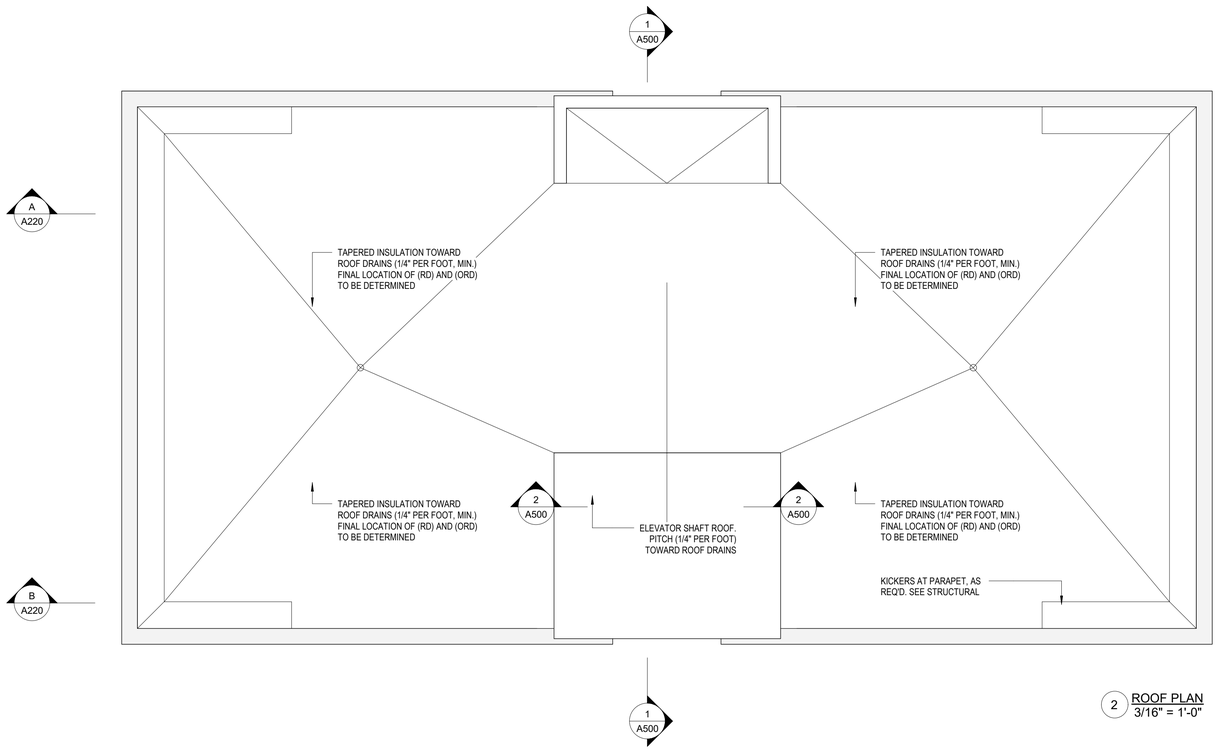
MIXED-USE MULTI-FAM

prepared for:
location: *Approver*

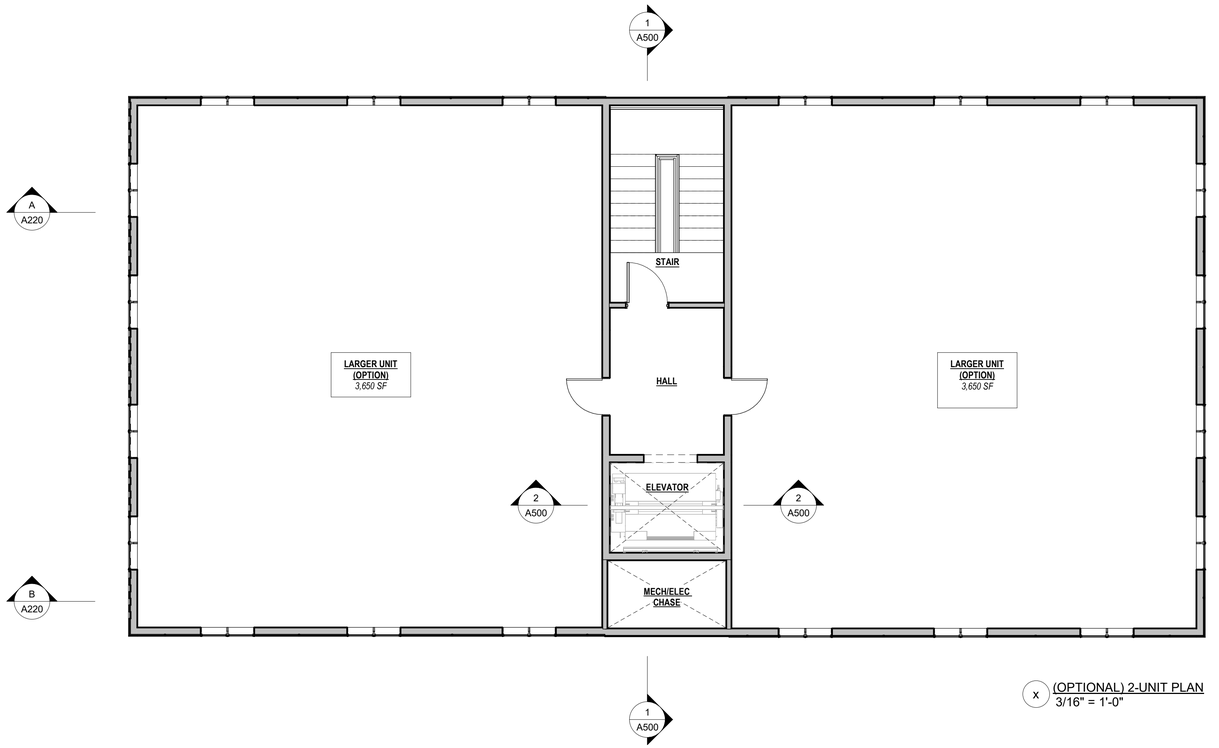
FLOOR PLANS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	3/16" = 1'-0"
Job #	2196
Sheet No.	A101



2 ROOF PLAN
3/16" = 1'-0"



X (OPTIONAL) 2-UNIT PLAN
3/16" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:
location: Approver

FLOOR PLANS

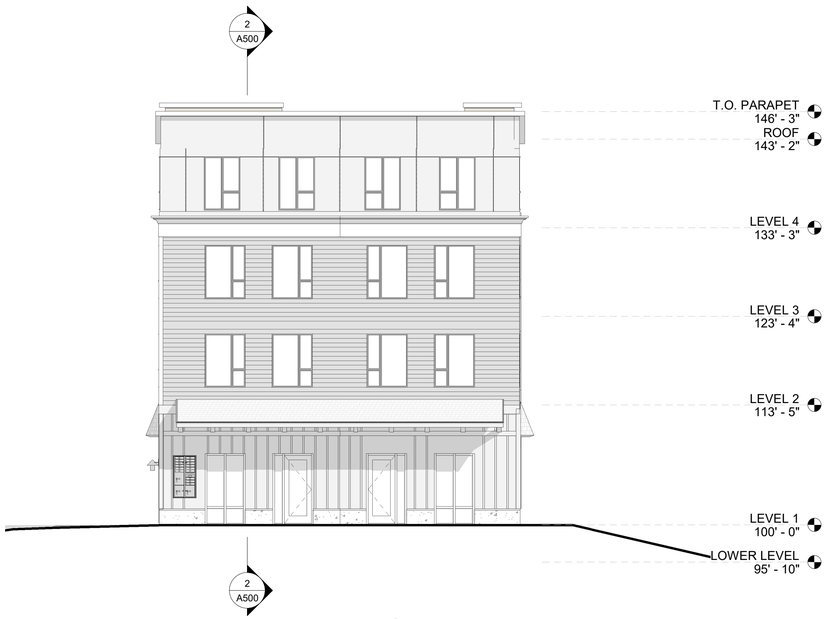
REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	3/16" = 1'-0"
Job #	2196

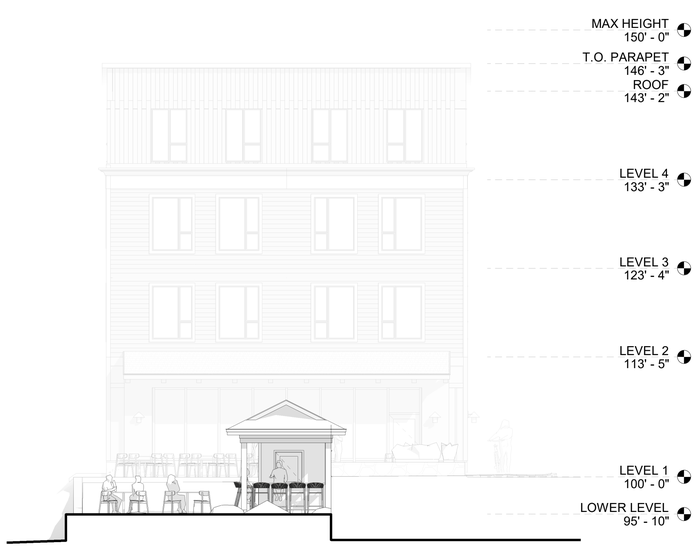
Sheet No.

A102

1 PROPOSED EAST ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



2 PORTSMOUTH AVE ELEVATION
1/8" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:
location: Approver

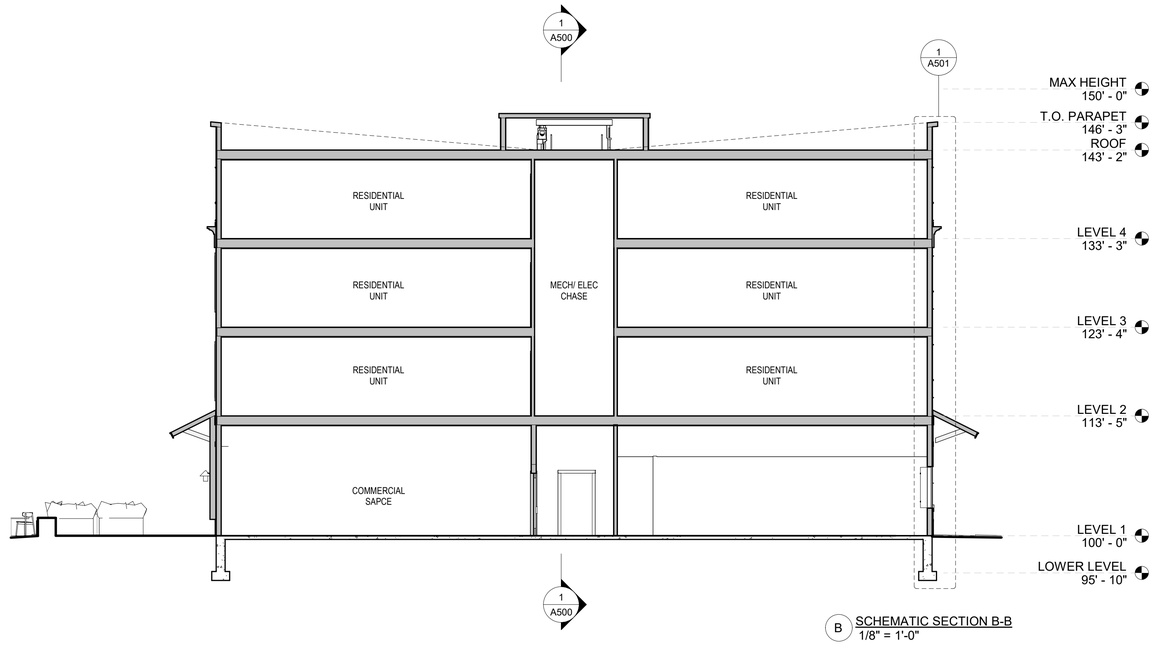
EXTERIOR ELEVATIONS

REV #	REVISION DATE

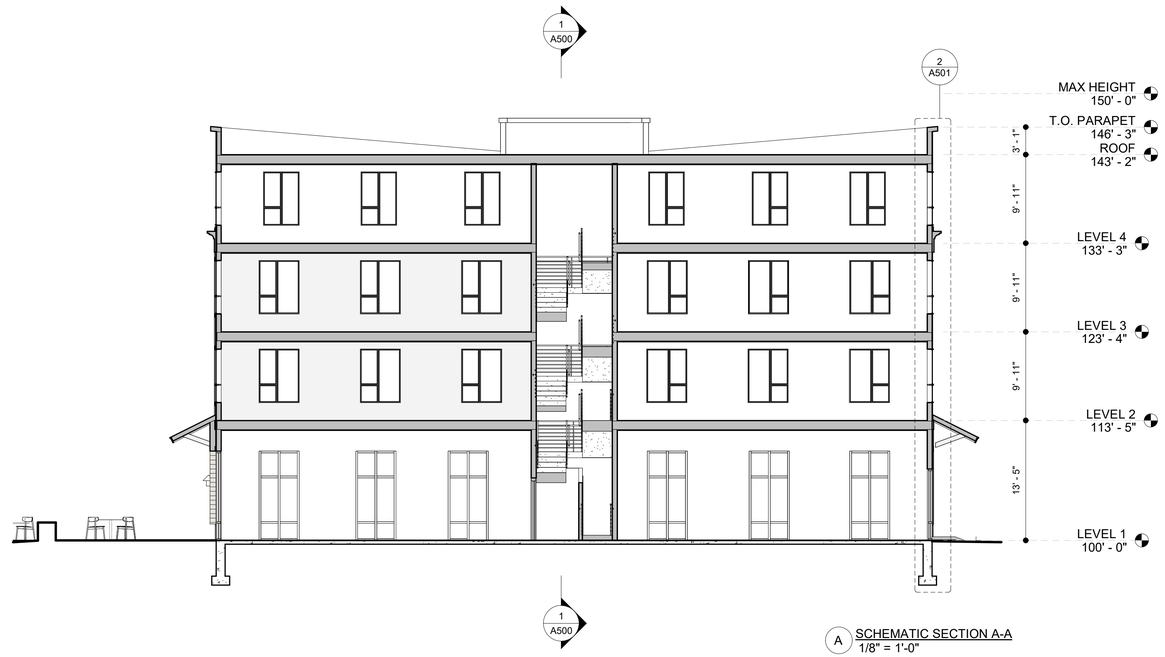
Date	(Progress) 8/19/25
Scale	1/8" = 1'-0"
Job #	2196

Sheet No.

A200



B SCHEMATIC SECTION B-B
1/8" = 1'-0"



A SCHEMATIC SECTION A-A
1/8" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

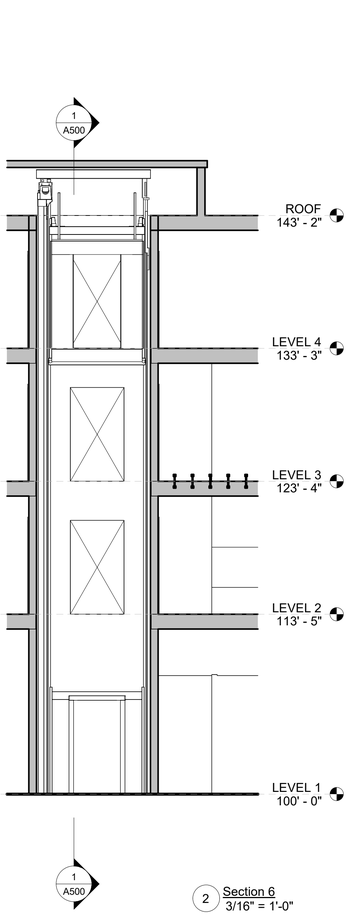
MIXED-USE MULTI-FAMILY

prepared for:
location: Approver

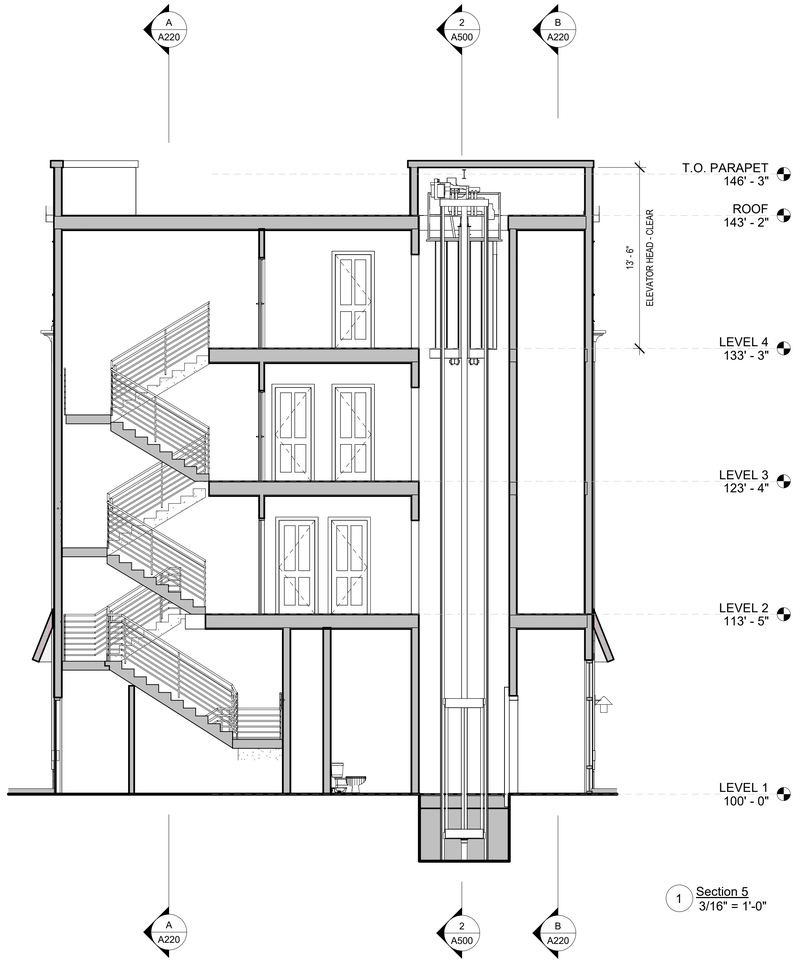
BUILDING SECTIONS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	1/8" = 1'-0"
Job #	2196
Sheet No.	A220



2 Section 6
3/16" = 1'-0"



1 Section 5
3/16" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

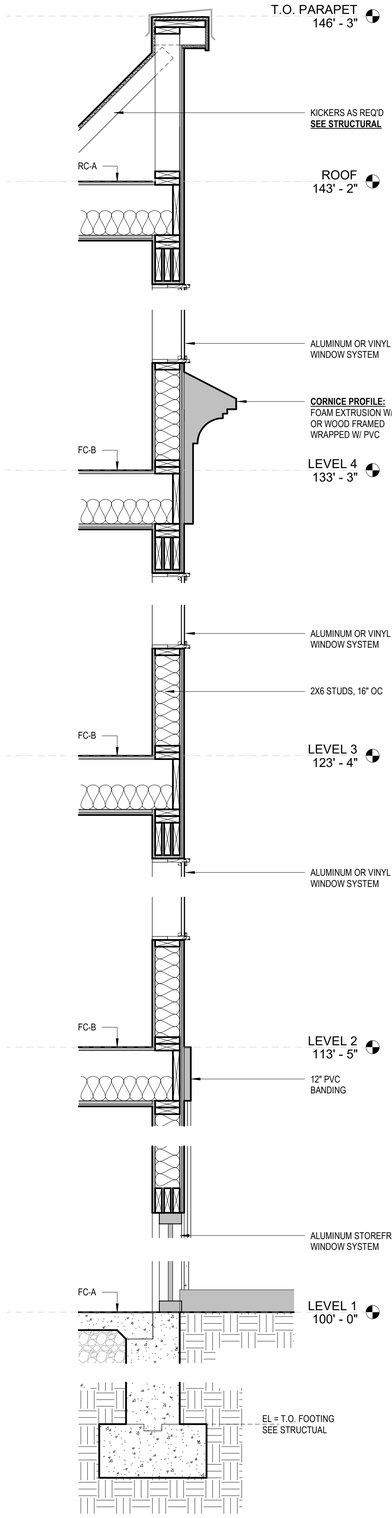
MIXED-USE MULTI-FAM

prepared for:
location: Approver

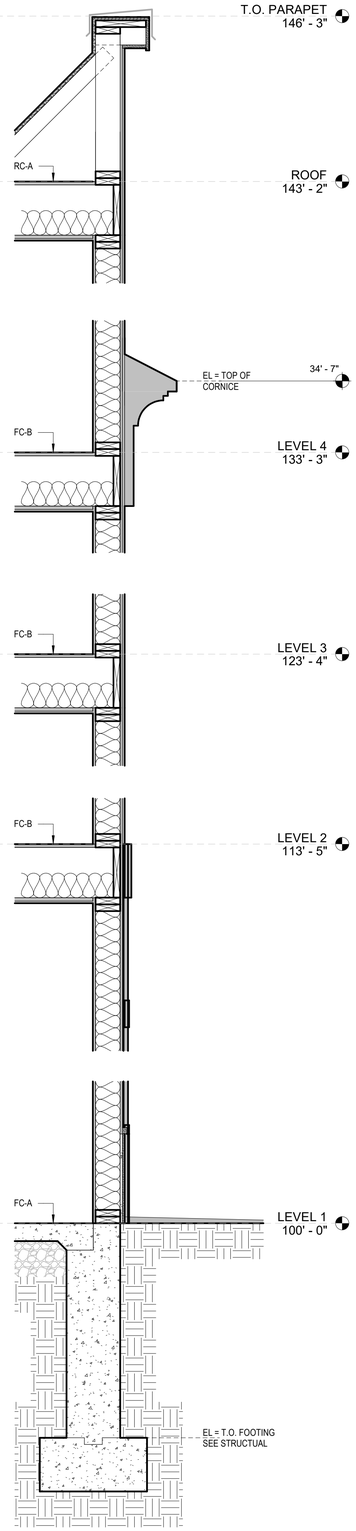
VERTICAL CIRCULATION

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	3/16" = 1'-0"
Job #	2196
Sheet No.	A500



2 TYPICAL SECTION @ WINDOWS
3/4" = 1'-0"



1 TYPICAL WALL SECTION
3/4" = 1'-0"

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

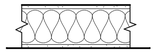
prepared for:
location: Approver

WALL SECTION DETAILS

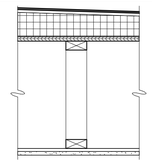
REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	3/4" = 1'-0"
Job #	2196
Sheet No.	A501

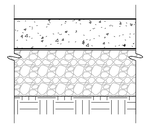
DW- DEMISING WALL TYPES

DW-A	INTERIOR DEMISING WALL
	EXT -2 LAYERS 5/8" TYPE "X" FIRE RATED GWB -BATT INSULATION -2 LAYERS 5/8" TYPE "X" FIRE RATED GWB INT
	RATING: / TEST / STC:

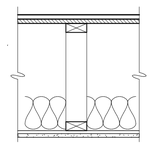
RC- ROOF/CEILING ASSEMBLIES

RC-A	TYPICAL ROOF ASSEMBLY
	-EPDM (FULLY ADHERED) -1/2" RECOVERY BOARD -5" POLYISO INSULATION (R-30 MIN) (MECHANICALLY FASTENED) -3/4" T&G PLYWOOD (SEE STRUCTURAL) -PARALLEL CHORD WOOD TRUSSES (SEE STRUCTURAL) -RESILIENT CHANNEL -1 LAYER 5/8" GWB
	RATING: / TEST / STC:

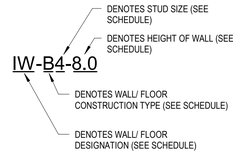
FC- FLOOR/ CEILING ASSEMBLIES

FC-A	CONCRETE SLAB
	-CONCRETE SLAB (SEE STRUCTURAL) -10 MIL. POLY VAPOR BARRIER -CRUSHED STONE (SEE STRUCTURAL) -COMPACTED EARTH (SEE GEOTECHNICAL)
	RATING: / TEST # / STC:

FC- FLOOR/ CEILING ASSEMBLIES

FC-B	TYPICAL FLOOR/CEILING ASSEMBLY
	-LVT FLOORING -SUBSLOOR W/ SOUND MAT (TBD) -BATT INSULATION -3/4" T&G PLYWOOD (SEE STRUCTURAL) -ENGINEERED WOOD JOISTS/TRUSSES (SEE STRUCTURAL) -RESILIENT CHANNEL -1 LAYER 5/8" GWB
	RATING: / TEST # / STC:

LEGEND/ SCHEDULE

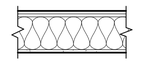


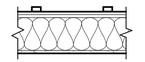
8.0	8 FEET - 0 INCHES
CL	6" ABOVE CEILING
UD	UNDERSIDE OF DECK

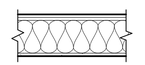
WALL/ FLOOR TYPE DESIGNATION	
EW	EXTERIOR WALL
IW	INTERIOR WALL
DW	DEMISING WALL
FC	FLOOR/ CEILING
RC	ROOF/ CEILING

STUD SIZE SCHEDULE		
METAL STUDS		WOOD STUDS
1	7/8" MTL CHANNEL	3/4" FURRING
2	2-1/2" MTL STUDS	2x2 WOOD STUDS
3	3-5/8" MTL STUDS	2x3 WOOD STUDS
4	4" MTL STUDS	2x4 WOOD STUDS
6	6" MTL STUDS	2x6 WOOD STUDS
8	8" MTL STUDS	2x8 WOOD STUDS
10	10" MTL STUDS	2x10 WOOD STUDS

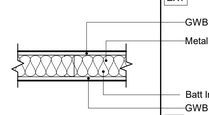
EW- EXTERIOR WALL TYPES

EW-A	EXTERIOR WALL - CLABOARD SIDING
	EXT -CLAPBOARD SIDING -AIR VAPOR BARRIER, PAPER OR LIQUID-APPLIED -1/2" EXT. PLYWOOD SHEATHING -2X6 WOOD STUD FRAMING 16" O.C. (W/ MIN R-20 BATT INSULATION) -5/8" TYPE "X" FIRE RATED GWB INT
	RATING: / TEST / STC:

EW-B	EXTERIOR WALL - CLABOARD SIDING
	EXT -1/2" FIBER-CEMENT PANEL OR PVC PANEL (WITH BATTEN STRIPS, EQ SPACING @ 16" O.C.) -LIQUID-APPLIED MOISTURE BARRIER -1/2" EXT. PLYWOOD SHEATHING -STUDS FRAMING 16" O.C. (W/ MIN R-20 BATT INSULATION) -5/8" TYPE "X" FIRE RATED GWB INT
	RATING: / TEST / STC:

EW-C	EXTERIOR WALL - CLABOARD SIDING
	EXT -1/2" STUCCO PLASTER -LIQUID-APPLIED MOISTURE BARRIER -1/2" EXT. PLYWOOD SHEATHING -STUDS FRAMING 16" O.C. (W/ MIN R-20 BATT INSULATION) -5/8" TYPE "X" FIRE RATED GWB INT
	RATING: / TEST / STC:

IW- INTERIOR WALL TYPES

IW-A	INTERIOR PARTITION - GWB
	EXT GWB - 5/8" Metal Stud Batt Insulation GWB - 5/8" INT
	RATING: / TEST / STC:

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:

location: Approver

SCHEDULES & DIAGRAMS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	1" = 1'-0"
Job #	2196

Sheet No.

A600

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:

location: *Approver*

PERSPECTIVE RENDERINGS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	
Job #	2196

Sheet No.

A700

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:
location: Approver

PERSPECTIVE RENDERINGS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	
Job #	2196

Sheet No.

A701

Stamp:

MIXED-USE MULTI-FAM

97 PORTSMOUTH AVE, EXETER, NH

PERSPECTIVE RENDERINGS

prepared for:

location: Approver

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	
Job #	2196

Sheet No.

A702

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:
location: Approver

PERSPECTIVE RENDERINGS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	
Job #	2196

Sheet No.

A703

Stamp:

97 PORTSMOUTH AVE, EXETER, NH

MIXED-USE MULTI-FAM

prepared for:

location: Approver

PERSPECTIVE RENDERINGS

REV #	REVISION DATE

Date	(Progress) 8/19/25
Scale	
Job #	2196

Sheet No.

A704

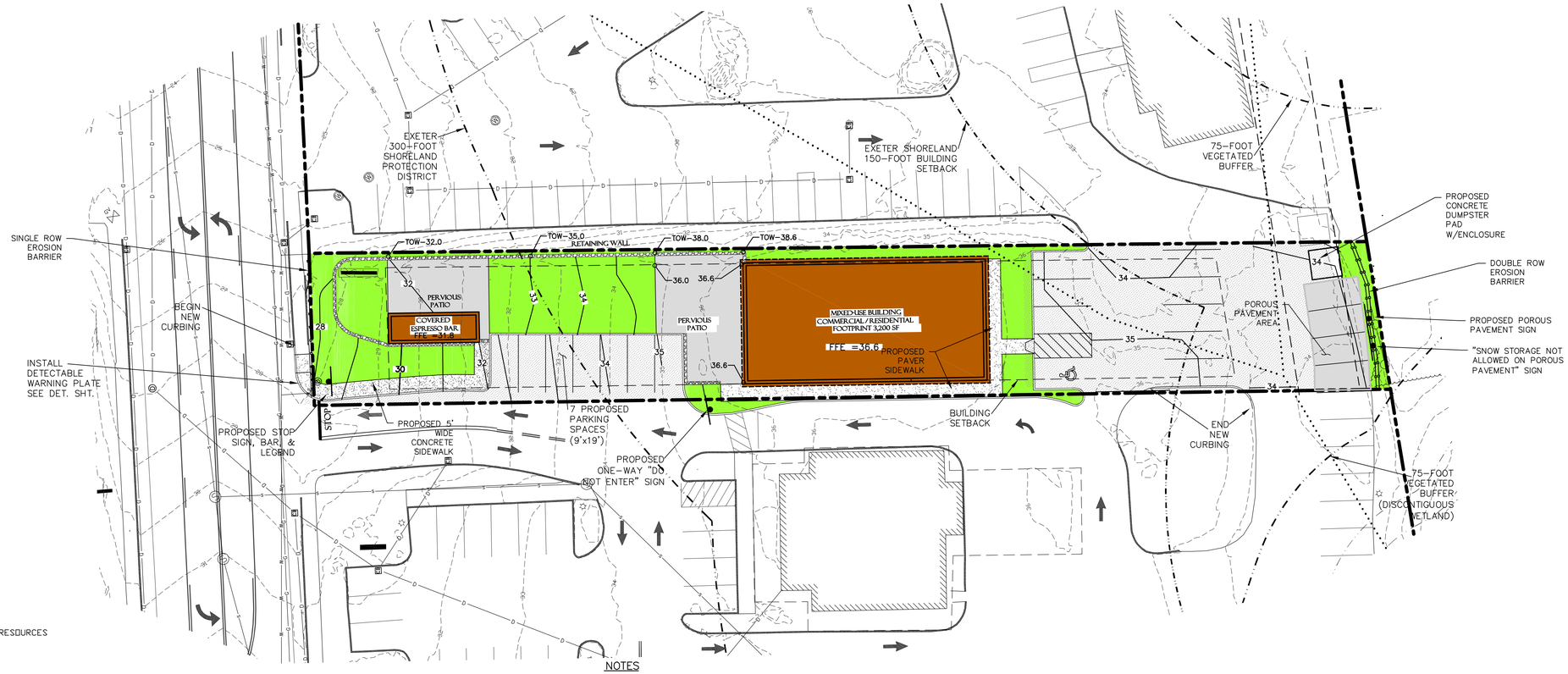
TOWN NOTES

1. THE LANDOWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL WETLANDS REGULATIONS, INCLUDING ANY PERMITTING AND SETBACK REQUIREMENTS REQUIRED UNDER THESE REGULATIONS.
2. THE APPLICANT HAS DESIGNED THIS SITE TO SAFELY ACCOMMODATE MAXIMUM SIZE VEHICLES AND TRUCKS, (DESIGN VEHICLE IS THE EXETER LADDER TRUCK OR 35' BOX TRUCK) EITHER DELIVERING TO, OR USING THE PROPERTY.
3. ALL SNOW SHALL BE STORED IN THE AREA(S) DEPICTED ON THIS PLAN AS SNOW STORAGE AREAS. IN THE EVENT THAT THE AREA(S) APPROVED FOR SNOW STORAGE BECOME FULL, THE OWNER SHALL REASONABLY REMOVE EXCESS SNOW FROM THE SITE, AND SHALL NOT ALLOW SNOW TO BE STORED WITHIN TRAVEL AISLES.
4. ALL WASTE MATERIALS AND RECYCLABLE SHALL BE CONTAINED WITHIN THE BUILDING(S) OR APPROVED STORAGE FACILITIES AND SHALL NOT BE OTHERWISE STORED ON THE PROPERTY. REFUSE COLLECTION WILL BE BY DUMPSTER AS NEEDED.
5. ALL WATER, SEWER, ROAD (INCLUDING PARKING LOT), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.5 GRADING, DRAINAGE, AND EROSION & SEDIMENT CONTROL AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE.

ZONING REQUIREMENTS:
ZONING DISTRICT – HIGHWAY COMMERCIAL (C2)
MINIMUM LOT SIZE – 20,000 S.F.
MINIMUM LOT WIDTH – 150 FT.
MINIMUM LOT DEPTH – 100 FT.

BUILDING SETBACKS
FRONT 50 FT.
SIDE 20 FT.
REAR 50 FT.
BUILDING HEIGHT 35 FT.
(50' BY SPECIAL EXCEPTION)
MAXIMUM BUILDING COVERAGE = 30%
EXISTING–18.4%, PROPOSED–18.4%
MINIMUM OPEN SPACE = 15%
EXISTING–12.4%, PROPOSED–21%

PARKING SPACES
EXISTING–12
REQUIRED:
14 RES UNITS x1/PER (MUND) = 14
COFFEE SHOP/ESPRESSO BAR 30 SEATS/3/SEAT = 10
TOTAL REQUIRED = 24
PROPOSED–20 (4–OFFSITE PER EXISTING EASEMENT)



SOIL INFORMATION WAS OBTAINED FROM USDA NATURAL RESOURCES CONSERVATION SERVICE (NRCS).

SOIL IDENTIFICATION LEGEND:

MAP UNIT SYMBOL	MAP UNIT NAME	HYDROLOGIC SOIL GROUP
38B	ELDRIDGE FINE SANDY LOAM	C/D
299	UDORTHENTS, SMOOTHED	
699	URBAN LAND	

SLOPE PHASES:
A=0-3%, B=3-8%, C=8-15%, D=15-25%, E=25%+

UNDERGROUND FACILITIES, UTILITIES AND STRUCTURES HAVE BEEN PLOTTED FROM FIELD OBSERVATION AND THEIR LOCATION MUST BE CONSIDERED APPROXIMATE ONLY. NEITHER BEALS ASSOCIATES, NOR ANY OF THEIR EMPLOYEES TAKE RESPONSIBILITY FOR THE LOCATION OF ANY UNDERGROUND STRUCTURES OR UTILITIES NOT SHOWN THAT MAY EXIST. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL UNDERGROUND STRUCTURES AND/OR UTILITIES LOCATED PRIOR TO EXCAVATION WORK BY CALLING 1-888-DIG-SAFE (1-888-344-7233) AND EXETER DPW (603) 773-6157.

CONSTRUCTION NOTES:

1. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER SO THAT EROSION AND AIR AND WATER POLLUTION WILL BE MINIMIZED.
2. STRAW BALES SHALL BE ANCHORED INTO THE SOIL USING 2" X 2" STAKES DRIVEN THROUGH THE BALES AND AT LEAST 18 INCHES IN TO THE SOIL.
3. SEEDING, FERTILIZING, AND MULCHING SHALL CONFORM TO THE RECOMMENDATIONS IN THE APPROPRIATED VEGETATIVE BMP.
4. THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL TAKE PRECAUTIONS AND INSTRUCTIONS FROM THE PLANNING DEPARTMENT IN ORDER TO PREVENT, ABATE AND CONTROL THE EMISSION OF FUGITIVE DUST INCLUDING BUT NOT LIMITED TO WETTING, COVERING, SHIELDING, OR VACUUMING.
5. THE NH COMMISSIONER OF AGRICULTURE PROHIBITS THE COLLECTION, POSSESSION, IMPORTATION, TRANSPORTATION, SALE, PROPAGATION, TRANSPLANTATION, OR CULTIVATION OF PLANTS BANNED BY NH LAW RSA 430:53 AND NH CODE ADMINISTRATIVE RULES AGR 3800. THE PROJECT SHALL MEET ALL REQUIREMENTS AND THE INTENT OF RSA 430:53 AND AGR 3800 RELATIVE TO INVASIVE SPECIES.

NOTES

1. ALL EXISTING STRUCTURES IN THE CONSTRUCTION AREA SHALL BE REMOVED AND DISPOSED OF OFF-SITE IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS, UNLESS NOTED TO REMAIN ON THE SITE PLANS. ANY BURNING ON-SITE SHALL BE SUBJECT TO LOCAL ORDINANCES.
2. ALL EXISTING UTILITIES SHALL BE TERMINATED AT THE PROPERTY LINE, OR AS SHOWN ON THE DESIGN PLANS, IN CONFORMANCE WITH LOCAL, STATE, AND UTILITY COMPANY STANDARDS, SPECIFICATIONS, AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES PRIOR TO THE START OF WORK.
3. EROSION AND SEDIMENTATION CONTROLS ARE TO BE INSTALLED PRIOR TO ANY EARTH MOVING ACTIVITIES.
4. THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCING ALONG PROPERTY LINES IN ALL AREAS WHERE SILT FENCING IS NOT REQUIRED WHERE CONSTRUCTION IS PROPOSED ADJACENT TO ABUTTING PROPERTIES.
5. EXISTING SEWER SERVICE AND APPURTENANCES TO BE REMOVED AND DISPOSED OF PER TOWN AND STATE REQUIREMENTS. NEW SERVICES FOR EACH UNIT TO BE INSTALLED & CONNECTED PER TOWN SPECIFICATIONS. SEQUENCING AND SCHEDULING: (SEE DETAIL SHEETS FOR COMPLETE CONSTRUCTION SEQUENCE AND EROSION CONTROL SPECIFICATION.)
6. DEMOLITION REQUIREMENTS: CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH THE ADJACENT AND OCCUPIED BUILDING AREAS, IN COMPLIANCE WITH THE GOVERNING LAWS. PRIME CONSIDERATION SHALL BE GIVEN TO THE SAFETY, PROTECTION AND CONVENIENCE OF THE PUBLIC AND OWNER'S PERSONNEL.
7. LEAVE SITE IN CLEAN CONDITION.
8. TEMPORARY EARTH MATERIAL STOCKPILES TO BE IN UPLAND AREAS AND COMPLETELY IMPOUNDED BY SILT FENCE/HAYBALE EROSION CONTROLS.
9. THE LANDOWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING ANY PERMITTING AND SETBACK REQUIREMENTS REQUIRED UNDER THESE REGULATIONS.
10. ALL WATER, SEWER, ROAD (INCLUDING DRIVEWAY), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.3 STORMWATER MANAGEMENT STANDARDS, STORMWATER MANAGEMENT PLAN, STORMWATER POLLUTION PREVENTION PLAN, AND EROSION AND SEDIMENT CONTROL STANDARDS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE", SEE SECTION 9.14 ROADWAYS, ACCESS POINTS, AND FIRE LANES AND SECTION 9.13 PARKING AREAS FOR EXCEPTIONS.
11. THE CONTRACTOR MUST OBTAIN A VALID UTILITY PIPE INSTALLER'S LICENSE AND THE JOB SUPERVISOR OR FOREMAN MUST BE CERTIFIED BY THE TOWN PRIOR TO WORKING ON ANY WATER, SEWER, OR DRAINAGE PIPES THAT ARE IN A TOWN STREET OR RIGHT OF WAY, OR THAT WILL CONNECT OR MAY BE CONNECTED TO A TOWN WATER, SEWER, OR DRAINAGE SYSTEM. A LICENSED SUPERVISOR OR FOREMAN MUST BE PRESENT AT THE JOB SITE AT ALL TIMES DURING CONSTRUCTION OF THESE UTILITIES.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

PRESENTATION PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. NO:	NH-1547	SHEET NO.	1 OF 1

MIXED–USE SITE PLAN
97 PORTSMOUTH AVE.
(NH ROUTE 108)
TAX MAP 65, LOT 125

APRIL 29, 2025

NOT FOR CONSTRUCTION

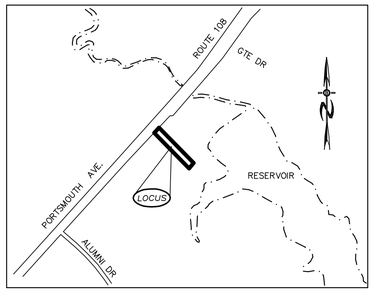
CIVIL ENGINEERS:

BA BEALS ASSOCIATES, PLLC

70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

STATE OF NEW HAMPSHIRE – CHRISTIAN O. SMITH No. 9900 – PROFESSIONAL ENGINEER

LOCATION MAP



SCALE: 1"=500'

DRAWING INDEX

SHEET #	TITLE
	COVER SHEET
1-2	EXISTING CONDITION PLANS (BERRY SURVEY)
3	DEMOLITION PLAN
4	SITE PLAN
5	GRADING, DRAINAGE, & EROSION CONTROL PLAN
6	UTILITY PLAN
7	LIGHTING PLAN
8	PLANTING PLAN
9	EROSION & SEDIMENT CONTROL DETAILS
10-11	CONSTRUCTION DETAILS

LAND SURVEYORS:

BERRY SURVEYING & ENGINEERING
335 SECOND CROWN POINT ROAD
BARRINGTON, NH 03825
603-332-2863

WETLAND/SOIL CONSULTANT:

JOHN P. HAYES, CSS CWS
7 LIMESTONE WAY
N. HAMPTON, NH 03862
603-205-4396
JOHNPHAYES@COMCAST.NET

PLAN SET LEGEND

5/8" REBAR	●	VGC	VERTICAL GRANITE CURB
DRILL HOLE	◉	OVERHEAD ELEC. LINE	
CONC. BOUND	⊡	FENCING	
UTILITY POLE		DRAINAGE LINE	
DRAIN MANHOLE	Ⓓ	SEWER LINE	
SEWER MANHOLE	Ⓢ	GAS LINE	
EXISTING LIGHT POLE	☼	WATER LINE	
EXISTING CATCH BASIN	□	STONE WALL	
PROPOSED CATCH BASIN	⊞	TREE LINE	
WATER GATE	WV	ABUT. PROPERTY LINES	
WATER SHUT OFF		EXIST. PROPERTY LINES	
HYDRANT		BUILDING SETBACK LINES	
PINES, ETC.		EXIST. CONTOUR	100
MAPLES, ETC.		PROP. CONTOUR	100
EXIST. SPOT GRADE	96x69	SOIL LINES	
PROP. SPOT GRADE	96x69		
DOUBLE POST SIGN			
SINGLE POST SIGN			

RECORD OWNER

BLUE FIELDS PROPERTY
97 PORTSMOUTH AVE.
EXETER, NEW HAMPSHIRE

RECORD APPLICANT

JEFF CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM, NEW HAMPSHIRE

REQUIRED PERMITS

NHDES SEWER CONNECTION
NHDES WATER CONNECTION

PB CASE # 25–3	
CHAIRMAN SIGNATURE:	

	REVISIONS:	DATE:
1	REVISED OVERALL LAYOUT	06/06/25
2	REVISED PER TRC REVIEW	06/19/25
3	REVISED PER PB REVIEW & INPUT	08/18/25
4		
5		

NH-1547 PROPOSED MIXED-USE SITE PLAN

PLAN REFERENCES:

1.) "PLAN OF LAND FOR SYLVANIA ELECTRIC PRODUCTS INC. EXETER NEW HAMPSHIRE"
BY: G.L. DAVIS
DATED: DECEMBER 1962
R.C.R.D. FOLDER #1, PLAN #1

2.) "LAND EXETER, N.H. WAYNE M. COLBY TO EXETER REALTY CORP."
BY: JOHN W. DURGIN CIVIL ENGINEERS
DATED: APRIL, 1955
R.C.R.D. BOOK #1279, PAGE #161

3.) "POLE LINE OVER LAND OF EXETER REALTY CORPORATION"
BY: EXETER & HAMPTON ELEC. CO.
DATED: MARCH 28, 1962
R.C.R.D. BOOK #1623, PAGE #156

4.) "SUBDIVISION OF LAND LAND OF BENJAMIN J. & JOAN E. DAGOSTINO OPTIONED BY HARRY F. MCLAINE EXETER, N.H."
BY: MCKENNA ASSOCIATES
DATED: JULY 1, 1971
R.C.R.D. PLAN #D-2540

5.) "SUBDIVISION PLAN OF LAND IN EXETER, NEW HAMPSHIRE FOR FIRST DEVELOPMENT CORP. OF GORHAM, N.H."
BY: SOMERVILLE ENGINEERING INC.
DATED: NOVEMBER 14, 1972
R.C.R.D. PLAN #D-3445

6.) "SUBDIVISION OF LAND OF TOWN OF EXETER FOR JOHN FLYNN IN EXETER, N.H."
BY: PARKER SURVEY ASSOC., INC.
DATED: APRIL, 1981
R.C.R.D. PLAN #D-10196

7.) "SITE PLAN PROPOSED ADDITIONS GLOBE STORE EXETER N.H. FOR FIRST DEVELOPMENT CORP 451 ANDOVER STREET NO. ANDOVER MA"
BY: GREAT BAY ENGINEERING
DATED: AUGUST, 1987
R.C.R.D. PLAN #D-20867

8.) "LOT LINE ADJUSTMENT PLAN EXETER HOSPITAL NEW HEALTH CARE CENTER EXETER, NEW HAMPSHIRE"
BY: KIMBALL CHASE
DATED: AUGUST 21, 1991
R.C.R.D. PLAN #D-21261

9.) "A SURVEY AND PLAT OF A CONDOMINIUM SITE PLAN OF McLANE MANOR SITUATED IN THE TOWN OF EXETER, N.H. PREPARED FOR McLANE MANOR CONDOMINIUM ASSOC."
BY: R.S.L. LAYOUT & DESIGN, INC.
DATED: OCTOBER 13, 1997
R.C.R.D. PLAN #D-25840

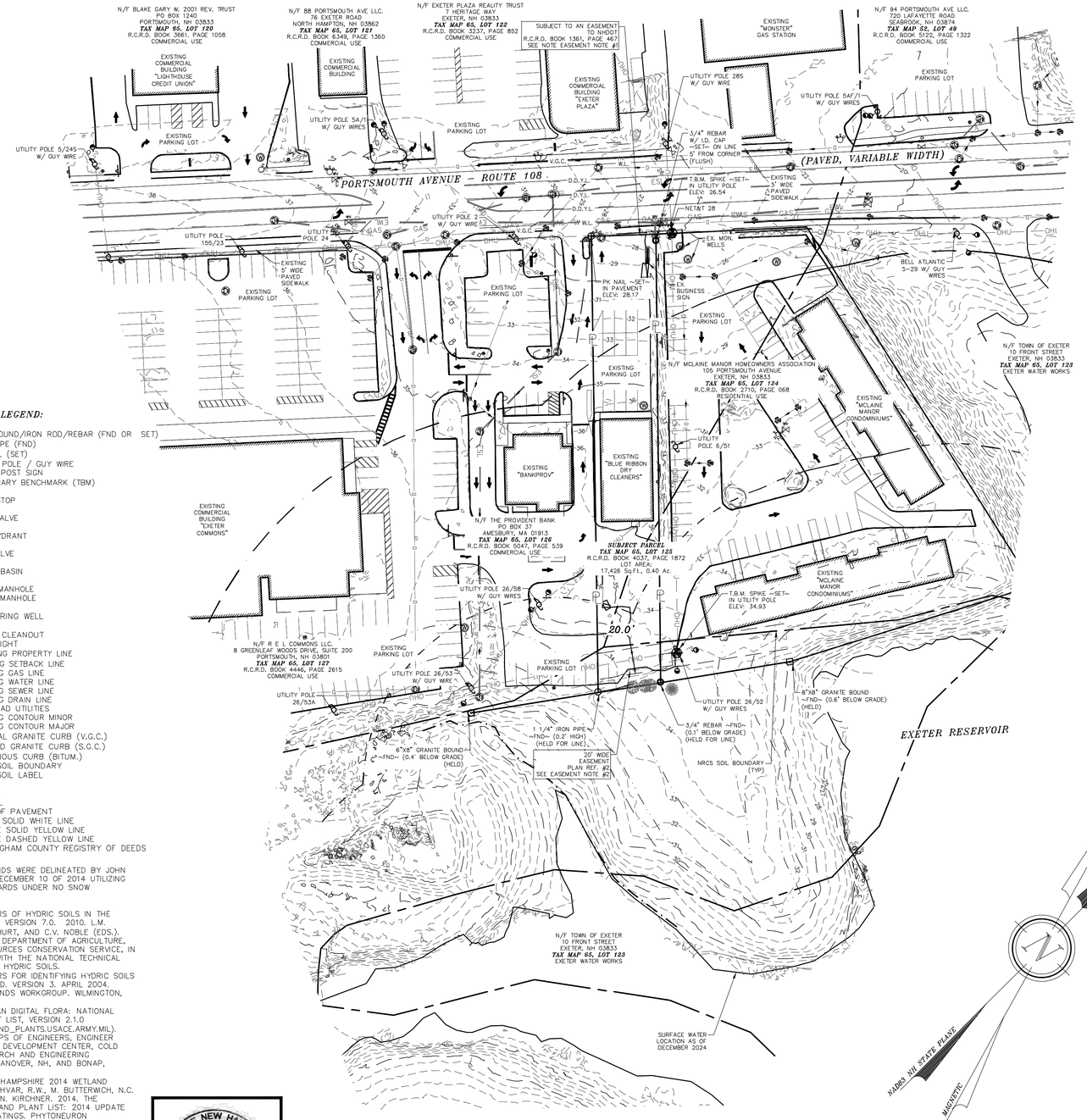
10.) "SEWER EASEMENT PLAN THE PROVIDENT BANK 95 PORTSMOUTH AVENUE, EXETER, NH 03833"
BY: JONES & BEACH ENGINEERS, INC.
DATED: MAY 25, 2010
R.C.R.D. PLAN #D-36632

11.) "BENJAMIN J. & JOHN E. DAGOSTINO, ALTAT/ACSM LAND TITLE SURVEY FOR EXISTING SITE CONDITIONS PLAN"
BY: JONES AND BEACH ENGINEERS, INC.
DATED: APRIL 25, 1997
NOT RECORDED. ON FILE AT THIS OFFICE

EXISTING LEGEND:

- IRON BOUND/IRON ROD/REBAR (FND OR SET)
- IRON PIPE (FND)
- PK NAIL (SET)
- UTILITY POLE / GUY WIRE
- SINGLE POST SIGN
- TEMPORARY BENCHMARK (TBM)
- CURB STOP
- GATE VALVE
- FIRE HYDRANT
- GAS VALVE
- CATCH BASIN
- DRAIN MANHOLE
- SEWER MANHOLE
- MONITORING WELL
- SEWER CLEANOUT
- POLE LIGHT
- ABUTTING PROPERTY LINE
- BUILDING SETBACK LINE
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING DRAIN LINE
- OVERHEAD UTILITIES
- EXISTING CONTOUR MINOR
- EXISTING CONTOUR MAJOR
- VERTICAL GRANITE CURB (V.G.C.)
- SLANTED GRANITE CURB (S.G.C.)
- BITUMINOUS CURB (BITUM.)
- NRCS SOIL BOUNDARY
- NRCS SOIL SYMBOL

FND	FOUND
TYP	TYPICAL
E.O.P.	EDGE OF PAVEMENT
S.S.W.L.	SINGLE SOLID WHITE LINE
D.S.Y.L.	DOUBLE SOLID YELLOW LINE
D.D.Y.L.	DOUBLE DASHED YELLOW LINE
R.C.R.D.	ROCKINGHAM COUNTY REGISTRY OF DEEDS



MONITORING WELLS:

THE PROPERTY CONTAINS MONITORING WELL(S). THE USE OR FUNCTIONS OF THESE WELLS ARE UNKNOWN.

EASEMENT NOTES:

#1 "CONVEYING HEREBY THE RIGHT TO CONSTRUCT AND MAINTAIN SLOPES BEYOND THE LIMITS OF THE ABOVE DESCRIBED PARCEL, AS INDICATED ON SAID PLAN. THE RIGHT TO CONSTRUCTION AND MAINTAIN DRAINAGE ALSO INDICATED ON SAID PLAN."
R.C.R.D. BOOK 1361, PAGE 467

#2 THE PARCEL IS SUBJECT TO AN EASEMENT TO EXETER & HAMPTON ELECTRIC COMPANY, AND ITS SUCCESSORS AND ASSIGNS TO A PERPETUAL AND EXCLUSIVE EASEMENT AS NOTED IN R.C.R.D BOOK 1623, PAGE 152

#3 TOGETHER WITH THE BLANKET EASEMENT FOR LOTS 124, 125 & 126 TO ACCESS AND PARK CARS ON ABUTTING LOT 127. R.C.R.D. BOOK 1712, PAGE 201.

SUBJECT TO THE BLANKET EASEMENT OVER LOTS 124, 125, 126 ALLOWING ACCESS AND THE PARKING OF CARS FOR LOT 127. R.C.R.D. BOOK 1712, PAGE 201

#4 RELEASE OF ACCESS AND PARKING RIGHTS FOUND IN R.C.R.D. BOOK 2091, PAGE 41 & BOOK 2091, PAGE 42 (AFFECTS LOT 127)

#5 RESTORATION OF RIGHTS OF EASEMENT TO FIRST DEVELOPMENT CORPORATION. R.C.R.D. BOOK 2970, PAGE 1211

#6 SEE LEASE AGREEMENT R.C.R.D. BOOK 1879, PAGE 110 (NOT A MATTER OF SURVEY)

JURISDICTIONAL WETLANDS WERE DELINEATED BY JOHN P. HAYES III, CWS IN DECEMBER 10 OF 2014 UTILIZING THE FOLLOWING STANDARDS UNDER NO SNOW CONDITIONS:

1) FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 7.0. 2010. L.M. VASILAS, G.W. HURT, AND C.V. NOBLE (EDS.). UNITED STATES DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, IN COOPERATION WITH THE NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS.
2) FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND. VERSION 3. APRIL 2004. NEIWPCC WETLANDS WORKGROUP. WILMINGTON, MA 01887.
3) NORTH AMERICAN DIGITAL FLORA: NATIONAL WETLAND PLANT LIST, VERSION 2.1.0 (HTTP://WETLAND_PLANTS.USACE.ARMY.MIL). U.S. ARMY CORPS OF ENGINEERS, ENGINEER RESEARCH AND DEVELOPMENT CENTER, COLD REGIONS RESEARCH AND ENGINEERING LABORATORY, HANOVER, NH, AND BONAP, CHAPEN HILL.
4) STATE OF NEW HAMPSHIRE 2014 WETLAND PLANT LIST. LICHVAR, R.W., M. BUTTERWICH, N.C. MELVIN, AND W.N. KIRCHNER. 2014. THE NATIONAL WETLAND PLANT LIST: 2014 UPDATE OF WETLAND RATINGS. PHYTONEURON 2014-41:1-42.
5) CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL. JANUARY 1987. WETLANDS RESEARCH PROGRAM TECHNICAL REPORT Y-87-1.
6) REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION. JANUARY 2012, VERSION 2. U.S. ARMY CORPS OF ENGINEERS. ENVIRONMENTAL LABORATORY ERDC/EL TR-12-1.
7) CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES. DECEMBER 1979. L. COWARDIN, V. CARTER, F. GOLET, AND E. LAROE. US DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE. FWS/OBS-79/31.

JOHN P. HAYES III, CWS #18

SOILS:

699 – URBAN LAND
299 – UDORTHENTS, SMOOTHED
38B – ELDRIDGE FINE SANDY LOAM, 3 TO 8% SLOPES

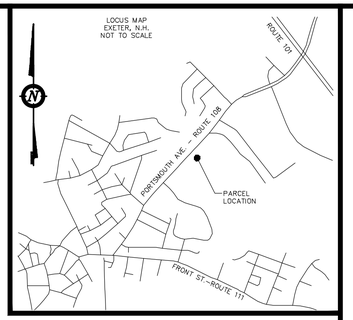
SEE: USDA/NRCS WEBSOIL

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN ON THIS PLAN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR NOR THE ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE.

GRAPHIC SCALE

50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



NOTES:

1.) OWNER: BLUE FIELDS PROPERTY MANAGEMENT, LLC
97 PORTSMOUTH AVENUE
EXETER, NH 03833

1A.) APPLICANT: J.CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM, NH 03885

2.) TAX MAP 65, LOT 125
PROJECT ADDRESS: 97 PORTSMOUTH AVE.

3.) R.C.R.D. BOOK 4037, PAGE 1872
SEE R.C.R.D. BOOK 2540, PAGE 2971

4.) LOT AREA: 17,426 Sq.Ft., 0.40 Ac.

5.) ZONING: C-2, HIGHWAY COMMERCIAL DISTRICT

MIN. LOT SIZE: 20,000 Sq.Ft.
MIN. LOT WIDTH: 150'
MIN LOT DEPTH: 100'
MAX. BUILDING HEIGHT: 35'
50' PERMITTED BY SPECIAL EXCEPTION
FRONT BUILDING SETBACK: 50'
SIDE BUILDING SETBACK: 20'
REAR BUILDING SETBACK: 50'
20' PERMITTED BY SPECIAL EXCEPTION
MAX. BUILDING COVERAGE: 30%
MIN. OPEN SPACE: 15%

WETLANDS CONSERVATION DISTRICT

LIMITED USE BUFFER: 40'
PARKING AND STRUCTURE BUFFER: 75'

EXETER SHORE LAND PROTECTION OVERLAY

SHORE LAND PROTECTION ZONE: 300'
BUILDING SETBACK: 150'
VEGETATIVE BUFFER: 75'

6.) I HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE & BELIEF, THIS PARCEL DOES NOT FALL WITHIN THE FLOOD PLAIN. FLOOD HAZARD REFERENCE: FEMA, COMMUNITY # – 330130, MAP # – 33015C0406E, DATED: MAY 17, 2005.

7.) VERTICAL DATUM BASED ON USGS NAVD88 ELEVATIONS. HORIZONTAL COORDINATES BASED ON NAD83. COORDINATES GATHERED USING CARLSON BRX7 SURVEY GRADE GPS RECEIVERS. TOPOGRAPHY PROVIDED BY BS&E AT A 1' CONTOUR INTERVAL UTILIZING, CONVENTIONAL SURVEY METHODS, RTK SURVEY GRADE GPS, AND PENTA-RETURN LIDAR OBTAINED FROM AN RTK ENABLED SURVEY GRADE DRONE, WITH FIELD VERIFICATION.

8.) THE INTENT OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS OF EXETER TAX MAP 65, LOT 125 AS OF THE DATE OF THE SURVEY: DECEMBER 2024.

9.) THE LOT IS SERVICED BY MUNICIPAL WATER AND SEWER.

10.) A DILIGENT RESEARCH EFFORT FOUND SEVERAL EASEMENTS ENCUMBERING THE PROJECT SITE, AND FOUND THAT THE SITE IS BENEFITED BY EASEMENTS. THERE MAY BE RECORDED AND UNRECORDED RIGHTS THAT WERE NOT FOUND DURING THE RESEARCH EFFORT. SEE EASEMENT NOTES SECTION OF THIS PLAN.

11.) THERE WERE NO CEMETERIES FOUND ONSITE DURING THE GROUND SURVEY PERFORMED UNDER NO SNOW CONDITIONS IN DECEMBER OF 2024. NO CEMETERIES ARE MENTIONED IN THE SUBJECT PARCELS CHAIN OF TITLE.

THIS PLAN IS NOT SUITABLE FOR RECORDING UNDER THE RECORDING LAWS OF THE STATE OF NEW HAMPSHIRE.

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

KENNETH A. BERRY L.L.S. 805 6-20-25
KENNETH A. BERRY DATE

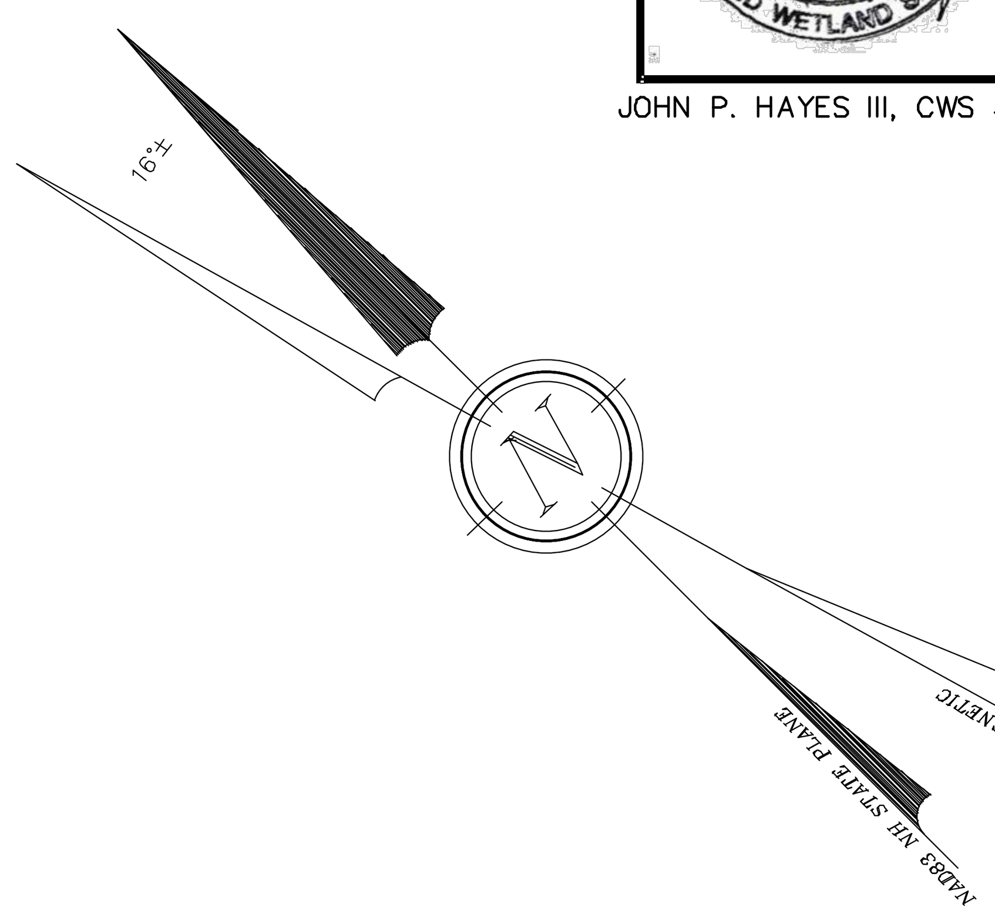
REVISION	DATE	DESCRIPTION
#1	6-20-25	REVISED PER TRC REQUEST

OVERVIEW EXISTING CONDITIONS PLAN
LAND OF
BLUE FIELDS PROPERTY MANAGEMENT LLC
97 PORTSMOUTH AVENUE
EXETER, N.H.
TAX MAP 65, LOT 125

BERRY SURVEYING & ENGINEERING
335 SECOND CROWN POINT ROAD
BARRINGTON, NH 03825 (603)332-2863

SCALE : 1 IN. EQUALS 50 FT.
DATE : DECEMBER 12, 2024
FILE NO. : DB 2024 – 140

STATE OF NEW HAMPSHIRE – LICENSED LAND SURVEYOR – No. 805 – KENNETH A BERRY – SIGNATURE



STATE OF NEW HAMPSHIRE JOHN P. HAYES, III CERTIFIED WETLAND SCIENTIST

JOHN P. HAYES III, CWS #18

JURISDICTIONAL WETLANDS WERE DELINEATED BY JOHN P. HAYES III, CWS IN DECEMBER 10 OF 2024 UTILIZING THE FOLLOWING STANDARDS UNDER NO SNOW CONDITIONS:

1) FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 7.0. 2010. L.M. VASILAS, G.W. HURT, AND C.V. NOBLE (EDS.). UNITED STATES DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, IN COOPERATION WITH THE NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS.
2) FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND. VERSION 3. APRIL 2004. NEIWPCC WETLANDS WORKGROUP. WILMINGTON, MA 01887.
3) NORTH AMERICAN DIGITAL FLORA: NATIONAL WETLAND PLANT LIST, VERSION 2.1.0 (HTTP://WETLAND_PLANTS.USACE.ARMY.MIL). U.S. ARMY CORPS OF ENGINEERS, ENGINEER RESEARCH AND DEVELOPMENT CENTER, COLD REGIONS RESEARCH AND ENGINEERING LABORATORY, HANOVER, NH, AND BONAP, CHAPEN HILL.
4) STATE OF NEW HAMPSHIRE 2014 WETLAND PLANT LIST. LICHVAR, R.W., M. BUTTERWICH, N.C. MELVIN, AND W.N. KIRCHNER. 2014. THE NATIONAL WETLAND PLANT LIST: 2014 UPDATE OF WETLAND RATINGS. PHYTONEURON 2014-41:1-42.
5) CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL. JANUARY 1987. WETLANDS RESEARCH PROGRAM TECHNICAL REPORT Y-87-1.
6) REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION. JANUARY 2012. VERSION 2. U.S. ARMY CORPS OF ENGINEERS. ENVIRONMENTAL LABORATORY ERDC/EL TR-12-1.
7) CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES. DECEMBER 1979. L. COWARDIN, V. CARTER, F. GOLET, AND E. LAROE. US DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE. FWS/OBS-79/31.

EXISTING LEGEND:

- IRON BOUND/IRON ROD/REBAR (FND OR SET)
- IRON PIPE (FND)
- PK NAIL (SET)
- UTILITY POLE / GUY WIRE
- SINGLE POST SIGN
- TEMPORARY BENCHMARK (TBM)
- CURB STOP
- GATE VALVE
- FIRE HYDRANT
- GAS VALVE
- CATCH BASIN
- DRAIN MANHOLE
- SEWER MANHOLE
- MONITORING WELL
- POLE LIGHT
- ABUTTING PROPERTY LINE
- BUILDING SETBACK LINE
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING DRAIN LINE
- OVERHEAD UTILITIES
- EXISTING CONTOUR MINOR
- EXISTING CONTOUR MAJOR
- VERTICAL GRANITE CURB (V.G.C.)
- SLANTED GRANITE CURB (S.G.C.)
- BITUMINOUS CURB (BITUM.)
- 300' EXETER SHORE LAND PROTECTION LINE
- 150' EXETER SHORE LAND BUILDING SETBACK
- NRCS SOIL BOUNDARY
- 699 NRCS SOIL LABEL
- 34.21 SPOT ELEVATION

FND	FOUND
TYP	TYPICAL
E.O.P.	EDGE OF PAVEMENT
S.S.W.L.	SINGLE SOLID WHITE LINE
D.S.Y.L.	DOUBLE SOLID YELLOW LINE
D.D.Y.L.	DOUBLE DASHED YELLOW LINE
R.C.R.D.	ROCKINGHAM COUNTY REGISTRY OF DEEDS

EASEMENT NOTES:

#1 "CONVEYING HEREBY THE RIGHT TO CONSTRUCT AND MAINTAIN SLOPES BEYOND THE LIMITS OF THE ABOVE DESCRIBED PARCEL, AS INDICATED ON SAID PLAN, THE RIGHT TO CONSTRUCTION AND MAINTAIN DRAINAGE ALSO INDICATED ON SAID PLAN." R.C.R.D. BOOK 1361, PAGE 467

#2 THE PARCEL IS SUBJECT TO AN EASEMENT TO EXETER & HAMPTON ELECTRIC COMPANY, AND ITS SUCCESSORS AND ASSIGNS TO A PERPETUAL AND EXCLUSIVE EASEMENT AS NOTED IN R.C.R.D BOOK 1623, PAGE 152

#3 TOGETHER WITH THE BLANKET EASEMENT FOR LOTS 124, 125 & 126 TO ACCESS AND PARK CARS ON ABUTTING LOT 127. R.C.R.D. BOOK 1712, PAGE 201.

SUBJECT TO THE BLANKET EASEMENT OVER LOTS 124, 125, 126 ALLOWING ACCESS AND THE PARKING OF CARS FOR LOT 127. R.C.R.D. BOOK 1712, PAGE 201

#4 RELEASE OF ACCESS AND PARKING RIGHTS FOUND IN R.C.R.D. BOOK 2091, PAGE 41 & BOOK 2091, PAGE 42 (AFFECTS LOT 127)

#5 RESTORATION OF RIGHTS OF EASEMENT TO FIRST DEVELOPMENT CORPORATION. R.C.R.D. BOOK 2970, PAGE 1211

#6 SEE LEASE AGREEMENT R.C.R.D. BOOK 1879, PAGE 110 (NOT A MATTER OF SURVEY)

NOTES (Cont.):

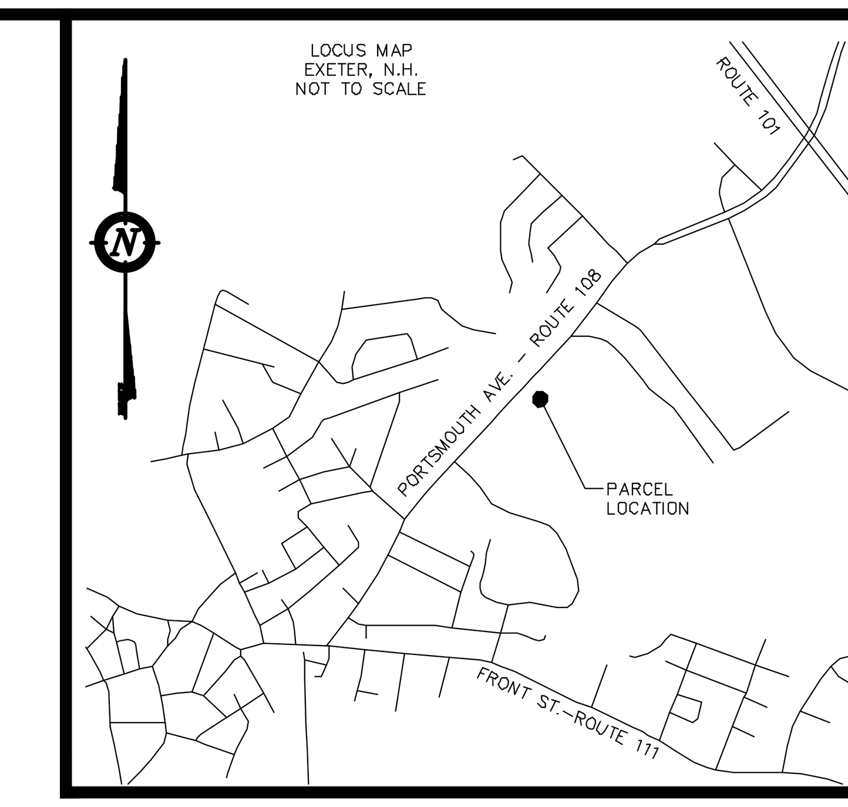
6.) I HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE & BELIEF, THIS PARCEL DOES NOT FALL WITHIN THE FLOOD PLAIN. FLOOD HAZARD REFERENCE: FEMA, COMMUNITY # – 330130, MAP # – 33015C0406E, DATED: MAY 17, 2005.

7.) VERTICAL DATUM BASED ON USGS NAVD88 ELEVATIONS. HORIZONTAL COORDINATES BASED ON NAD83, COORDINATES GATHERED USING CARLSON BRX7 SURVEY GRADE GPS RECEIVERS. TOPOGRAPHY PROVIDED BY BS&E AT A 1' CONTOUR INTERVAL UTILIZING, CONVENTIONAL SURVEY METHODS, RTK SURVEY GRADE GPS, AND PENTA-RETURN LIDAR OBTAINED FROM AN RTK ENABLED SURVEY GRADE DRONE, WITH FIELD VERIFICATION.

8.) THE INTENT OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS OF EXETER TAX MAP 65, LOT 125 AS OF THE DATE OF THE SURVEY: DECEMBER 2024.

9.) THE LOT IS SERVICED BY MUNICIPAL WATER AND SEWER.

10.) SEE OVERVIEW EXISTING CONDITIONS PAGE FOR COMPLETE NOTES AND ABUTTERS.



NOTES:

1.) OWNER: BLUE FIELDS PROPERTY MANAGEMENT, LLC
97 PORTSMOUTH AVENUE
EXETER, NH 03833

1A.) APPLICANT: J.CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM, NH 03885

2.) TAX MAP 65, LOT 125
PROJECT ADDRESS: 97 PORTSMOUTH AVE.

3.) R.C.R.D. BOOK 4037, PAGE 1872
SEE R.C.R.D. BOOK 2540, PAGE 2971

4.) LOT AREA: 17,426 Sq.Ft., 0.40 Ac.

5.) ZONING: C-2, HIGHWAY COMMERCIAL DISTRICT

MIN. LOT SIZE: 20,000 Sq.Ft.
MIN. LOT WIDTH: 150'
MIN LOT DEPTH: 100'
MAX. BUILDING HEIGHT: 35'
50' PERMITTED BY SPECIAL EXCEPTION
FRONT BUILDING SETBACK: 50'
SIDE BUILDING SETBACK: 20'
REAR BUILDING SETBACK: 50'
20' PERMITTED BY SPECIAL EXCEPTION
MAX. BUILDING COVERAGE: 30%
MIN. OPEN SPACE: 15%

WETLANDS CONSERVATION DISTRICT

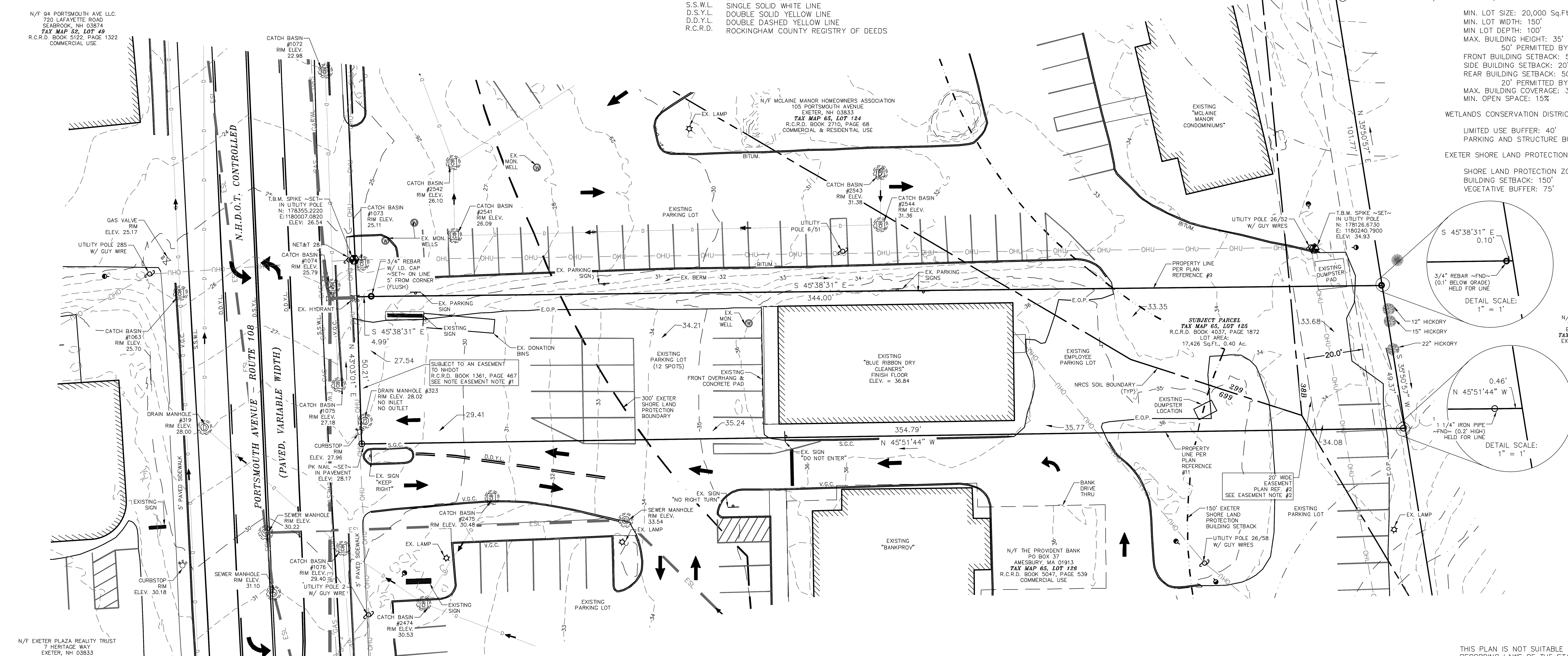
LIMITED USE BUFFER: 40'
PARKING AND STRUCTURE BUFFER: 75'

EXETER SHORE LAND PROTECTION OVERLAY

SHORE LAND PROTECTION ZONE: 300'
BUILDING SETBACK: 150'
VEGETATIVE BUFFER: 75'

REVISION	DATE	DESCRIPTION
#1	6-20-25	REVISED PER TRC REQUEST

EXISTING CONDITIONS PLAN
LAND OF
BLUE FIELDS PROPERTY MANAGEMENT LLC
97 PORTSMOUTH AVENUE
EXETER, N.H.
TAX MAP 65, LOT 125



SOILS:

699 – URBAN LAND
299 – UDORTHENTS, SMOOTHED
38B – ELDRIDGE FINE SANDY LOAM, 3 TO 8% SLOPES

SEE: USDA/NRCS WEBSOIL

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN ON THIS PLAN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR NOR THE ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

THIS PLAN IS NOT SUITABLE FOR RECORDING UNDER THE RECORDING LAWS OF THE STATE OF NEW HAMPSHIRE.

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

6-20-25

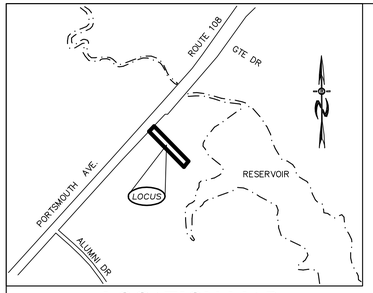
KENNETH A. BERRY L.L.S. 805 DATE

BERRY SURVEYING & ENGINEERING
335 SECOND CROWN POINT ROAD
BARRINGTON, NH 03825 (603)332-2863

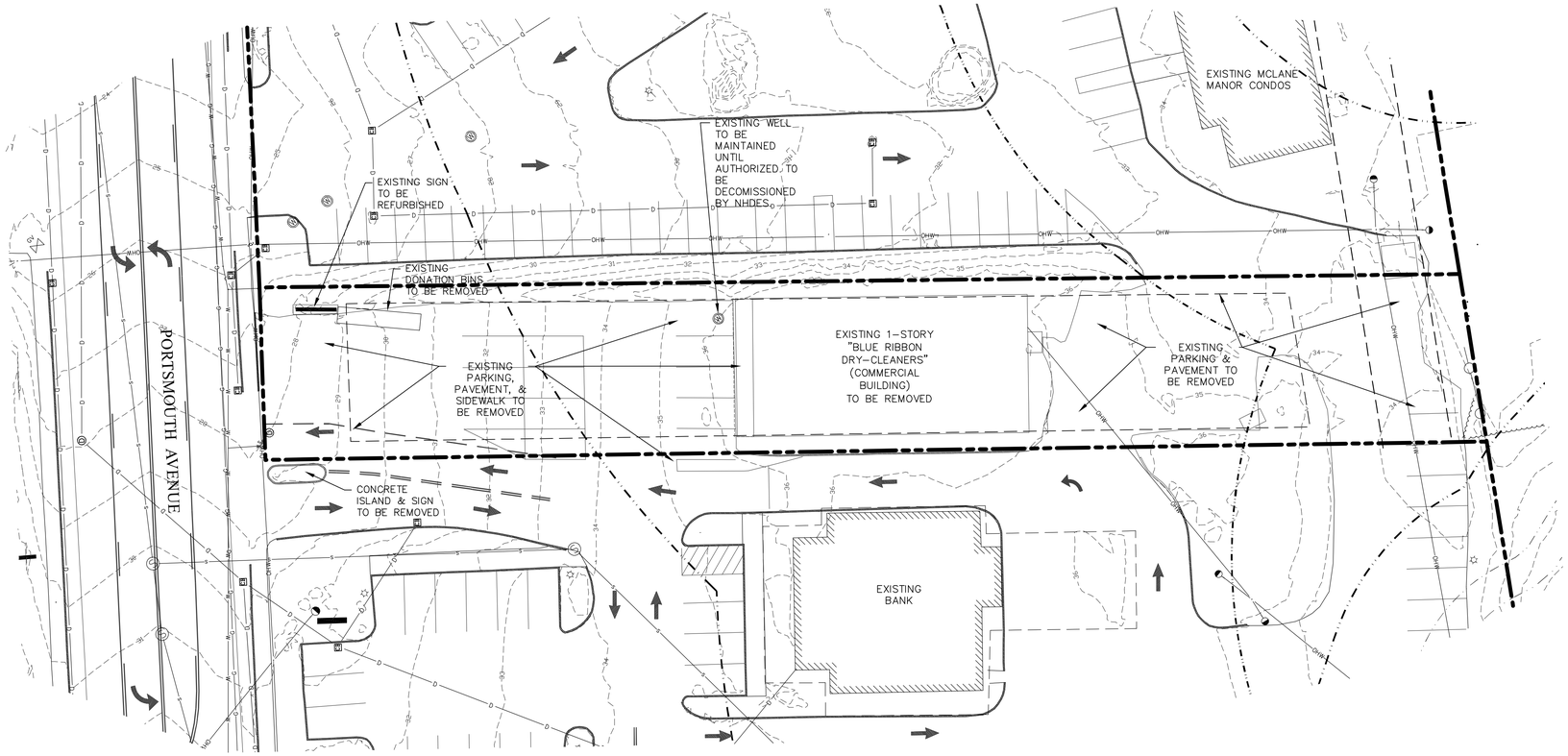
SCALE : 1 IN. EQUALS 20 FT.
DATE : DECEMBER 12, 2024
FILE NO. : DB 2024 – 140

STATE OF NEW HAMPSHIRE KENNETH A. BERRY No. 805 LICENSED LAND SURVEYOR

SHEET # OF ##



LOCATION MAP
1"=500'



PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

NOTES

1. ALL EXISTING STRUCTURES IN THE CONSTRUCTION AREA SHALL BE REMOVED AND DISPOSED OF OFF-SITE IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS, UNLESS NOTED TO REMAIN ON THE SITE PLANS. ANY BURNING ON-SITE SHALL BE SUBJECT TO LOCAL ORDINANCES.
2. ALL EXISTING UTILITIES SHALL BE TERMINATED AT THE PROPERTY LINE, OR AS SHOWN ON THE DESIGN PLANS, IN CONFORMANCE WITH LOCAL, STATE, AND UTILITY COMPANY STANDARDS, SPECIFICATIONS, AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES PRIOR TO THE START OF WORK.
3. EROSION AND SEDIMENTATION CONTROLS ARE TO BE INSTALLED PRIOR TO ANY EARTH MOVING ACTIVITIES.
4. THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCING ALONG PROPERTY LINES IN ALL AREAS WHERE SILT FENCING IS NOT REQUIRED WHERE CONSTRUCTION IS PROPOSED ADJACENT TO ABUTTING PROPERTIES.
5. EXISTING SEWER SERVICE AND APPURTENANCES TO BE REMOVED AND DISPOSED OF PER TOWN AND STATE REQUIREMENTS. NEW SERVICES FOR EACH UNIT TO BE INSTALLED & CONNECTED PER TOWN SPECIFICATIONS. SEQUENCING AND SCHEDULING: (SEE DETAIL SHEETS FOR COMPLETE CONSTRUCTION SEQUENCE AND EROSION CONTROL SPECIFICATION.)
6. DEMOLITION REQUIREMENTS: CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH THE ADJACENT AND OCCUPIED BUILDING AREAS, IN COMPLIANCE WITH THE GOVERNING LAWS. PRIME CONSIDERATION SHALL BE GIVEN TO THE SAFETY, PROTECTION AND CONVENIENCE OF THE PUBLIC AND OWNER'S PERSONNEL.
7. LEAVE SITE IN CLEAN CONDITION.
8. TEMPORARY EARTH MATERIAL STOCKPILES TO BE IN UPLAND AREAS AND COMPLETELY IMPOUNDED BY SILT FENCE/HAYBALE EROSION CONTROLS.
9. THE LANDOWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING ANY PERMITTING AND SETBACK REQUIREMENTS REQUIRED UNDER THESE REGULATIONS.
10. ALL WATER, SEWER, ROAD (INCLUDING DRIVEWAY), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.3 STORMWATER MANAGEMENT STANDARDS, STORMWATER MANAGEMENT PLAN, STORMWATER POLLUTION PREVENTION PLAN, AND EROSION AND SEDIMENT CONTROL STANDARDS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE". SEE SECTION 9.14 ROADWAYS, ACCESS POINTS, AND FIRE LANES AND SECTION 9.13 PARKING AREAS FOR EXCEPTIONS.
11. THE CONTRACTOR MUST OBTAIN A VALID UTILITY PIPE INSTALLER'S LICENSE AND THE JOB SUPERVISOR OR FOREMAN MUST BE CERTIFIED BY THE TOWN PRIOR TO WORKING ON ANY WATER, SEWER, OR DRAINAGE PIPES THAT ARE IN A TOWN STREET OR RIGHT OF WAY, OR THAT WILL CONNECT OR MAY BE CONNECTED TO A TOWN WATER, SEWER, OR DRAINAGE SYSTEM. A LICENSED SUPERVISOR OR FOREMAN MUST BE PRESENT AT THE JOB SITE AT ALL TIMES DURING CONSTRUCTION OF THESE UTILITIES.

STATE OF NEW HAMPSHIRE
CHRISTIAN O. SMITH
No.9900
PROFESSIONAL ENGINEER

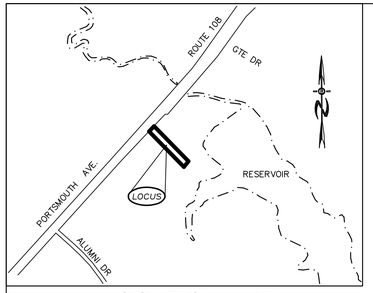
GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

REVISIONS:	DATE:
REVISED PER TRC REVIEW	06/19/25
REVISED OVERALL LAYOUT	06/06/25

DEMOLITION PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE: APRIL 29, 2025	SCALE: 1" = 20'
PROJ. NO: NH-1547	SHEET NO. 3



LOCATION MAP
1"=500'

TOWN NOTES

1. THE LANDOWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL WETLANDS REGULATIONS, INCLUDING ANY PERMITTING AND SETBACK REQUIREMENTS REQUIRED UNDER THESE REGULATIONS.
2. THE APPLICANT HAS DESIGNED THIS SITE TO SAFELY ACCOMMODATE MAXIMUM SIZE VEHICLES AND TRUCKS, (DESIGN VEHICLE IS THE EXETER LADDER TRUCK OR 35' BOX TRUCK) EITHER DELIVERING TO, OR USING THE PROPERTY.
3. ALL SNOW SHALL BE STORED IN THE AREA(S) DEPICTED ON THIS PLAN AS SNOW STORAGE AREAS. IN THE EVENT THAT THE AREA(S) APPROVED FOR SNOW STORAGE BECOME FULL, THE OWNER SHALL REASONABLY REMOVE EXCESS SNOW FROM THE SITE, AND SHALL NOT ALLOW SNOW TO BE STORED WITHIN TRAVEL AISLES.
4. ALL WASTE MATERIALS AND RECYCLABLE SHALL BE CONTAINED WITHIN THE BUILDING(S) OR APPROVED STORAGE FACILITIES AND SHALL NOT BE OTHERWISE STORED ON THE PROPERTY. REFUSE COLLECTION WILL BE BY DUMPSTER AS NEEDED.
5. ALL WATER, SEWER, ROAD (INCLUDING PARKING LOT), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.5 GRADING, DRAINAGE, AND EROSION & SEDIMENT CONTROL AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE.

ZONING REQUIREMENTS:
ZONING DISTRICT – HIGHWAY COMMERCIAL (C2)
MINIMUM LOT SIZE – 20,000 S.F.
MINIMUM LOT WIDTH – 150 FT.
MINIMUM LOT DEPTH – 100 FT.

BUILDING SETBACKS
FRONT 50 FT.
SIDE 20 FT.
REAR 50 FT.
BUILDING HEIGHT 35 FT.
(50' BY SPECIAL EXCEPTION)
MAXIMUM BUILDING COVERAGE = 30%
EXISTING–18.4%, PROPOSED–18.4%
MINIMUM OPEN SPACE = 15%
EXISTING–12.4%, PROPOSED–21%

PARKING SPACES
EXISTING–12
REQUIRED:
14 RES UNITS x1/PER (MUND) = 14
COFFEE SHOP/ESPRESSO BAR 30 SEATS/1/3–SEATS = 10
TOTAL REQUIRED = 24
PROPOSED–20 (4–OFFSITE PER EXISTING EASEMENT)

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
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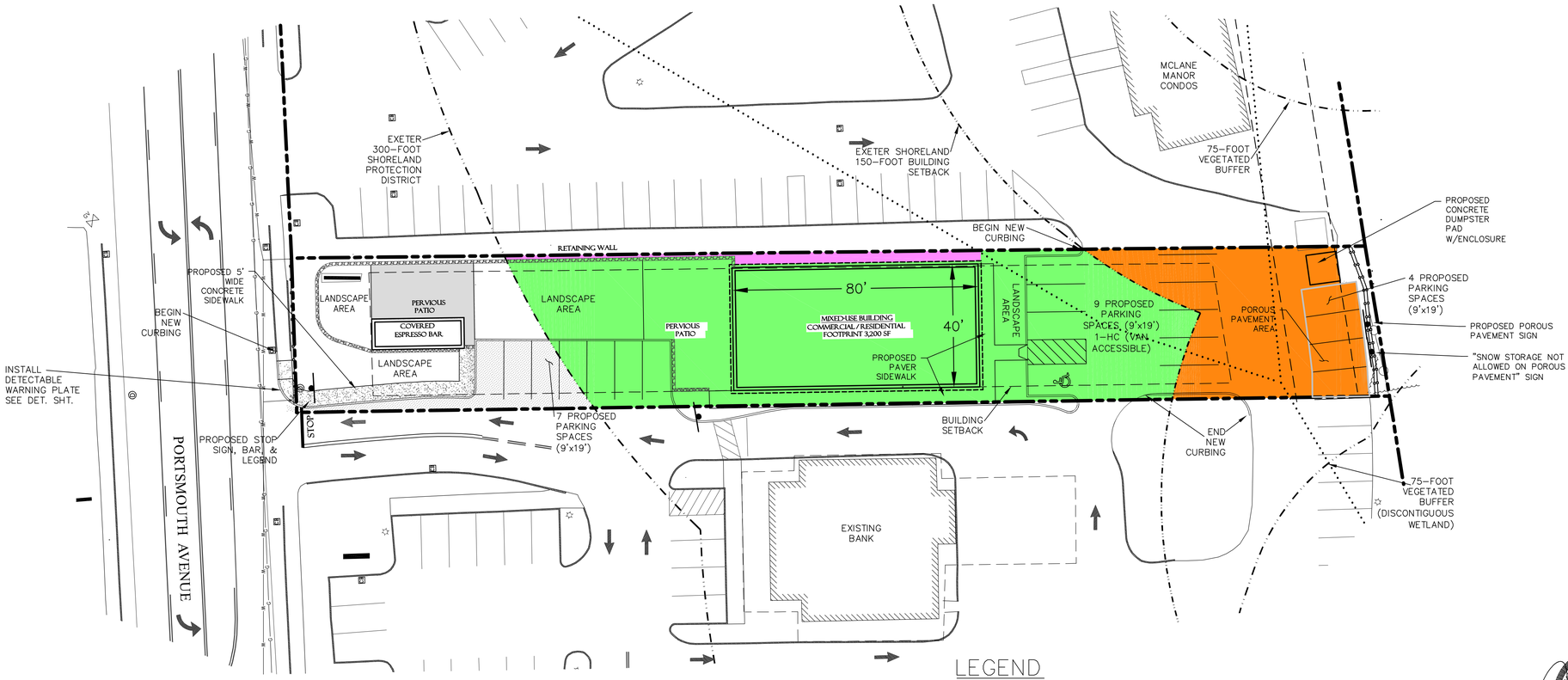


NOTES:

1. THE PURPOSE OF THIS PLAN IS TO SHOW TWO 4–STORY BUILDINGS (1 MIXED USE AND 1 RESIDENTIAL) WITH ASSOCIATED PARKING SPACES.
2. ALL CONSTRUCTION SHALL CONFORM TO TOWN OF EXETER STANDARDS AND REGULATIONS.
3. ALL WATER, SEWER, ROAD (INCLUDING PARKING LOT), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.3 STORMWATER MANAGEMENT STANDARDS, STORMWATER MANAGEMENT PLAN, STORMWATER POLLUTION PREVENTION PLAN, AND EROSION AND SEDIMENT CONTROL STANDARDS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE. SEE SECTION 9.14 ROADWAYS, ACCESS POINTS, AND FIRE LANES AND SECTION 9.13 PARKING AREAS FOR EXCEPTIONS.
4. IN ACCORDANCE WITH SITE PLAN REVIEW & SUBDIVISION REGULATIONS SECTIONS 7.15.10 AND 9.3.4 THE APPLICANT SHALL PROVIDE THE TOWN WITH THREE COPIES OF THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND ALSO ENSURE THAT ONE COPY REMAINS ON SITE.
5. ALL PROPOSED SIGNAGE SHALL CONFORM WITH THE TOWN ZONING REGULATIONS UNLESS A VARIANCE IS OTHERWISE REQUESTED.
6. TOTAL PROPOSED DISTURBANCE FOR CONSTRUCTION = 0.4± ACRES.
7. UPON COMPLETION OF CONSTRUCTION AND PRIOR TO RELEASE OF BOND, THE APPLICANT SHALL SUBMIT A LETTER TO THE TOWN, SIGNED AND STAMPED BY THE DESIGN ENGINEER, WHO MUST BE A LICENSED PROFESSIONAL ENGINEER IN NH, STATING CONSTRUCTION HAS BEEN COMPLETED IN CONFORMANCE WITH THE APPROVED PLANS.
8. UNDERGROUND FACILITIES, UTILITIES AND STRUCTURES HAVE BEEN LOCATED FROM FIELD OBSERVATIONS AND THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. BEALS ASSOCIATES OR ANY OF THEIR EMPLOYEES TAKE NO RESPONSIBILITY FOR THE LOCATION OF ANY UNDERGROUND STRUCTURES OR UTILITIES NOT SHOWN, THAT MAY EXIST. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL UNDERGROUND UTILITIES OR STRUCTURES LOCATED PRIOR TO EXCAVATION WORK BY CALLING 1–888–DIG–SAFE.
9. THIS PLAN HAS BEEN PREPARED FOR MUNICIPAL APPROVALS AND FOR CONSTRUCTION BASED ON DATA OBTAINED FROM ON–SITE FIELD SURVEY AND EXISTING MUNICIPAL RECORDS. THROUGHOUT THE CONSTRUCTION PROCESS, THE CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY OF ANY FIELD DISCREPANCY FROM DATA AS SHOWN ON THE DESIGN PLANS. THIS INCLUDES ANY UNFORESEEN CONDITIONS, SUBSURFACE OR OTHERWISE, FOR EVALUATION AND RECOMMENDATIONS. ANY CONTRADICTION BETWEEN ITEMS OF THIS PLAN/PLAN SET, OR BETWEEN THE PLANS AND ON–SITE CONDITIONS MUST BE RESOLVED BEFORE RELATED CONSTRUCTION HAS BEEN INITIATED.
10. ALL BENCHMARKS AND TOPOGRAPHY SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

SHORELAND IMPACT SUMMARY

	0–150 FOOT	150–300 FOOT
TEMPORARY IMPACTS	121 SF	189 SF
PERMANENT IMPACTS	3,106 SF	10,326 SF

TOTAL PARCEL AREA IN EXETER SHORELAND SETBACK = 13,334 SF

	EXISTING	PROPOSED
SF IMPERVIOUS	10,595 SF	9,400 SF
% IMPERVIOUS	79.5%	70.5%

LEGEND

- PERMANENT SHORELAND IMPACT (150'–300')
- TEMPORARY SHORELAND IMPACT (150'–300')
- PERMANENT SHORELAND IMPACT (0'–150')

STATE OF NEW HAMPSHIRE – CHRISTIAN O. SMITH No.9900 – PROFESSIONAL ENGINEER

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

REVISIONS:	DATE:
REVISED PER PB REVIEW & INPUT	08/18/25
REVISED PER TRC REVIEW	06/19/25
REVISED OVERALL LAYOUT	06/06/25

SITE PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. NO:	NH-1547	SHEET NO.	4

SOIL INFORMATION WAS OBTAINED FROM USDA NATURAL RESOURCES CONSERVATION SERVICE (NRCS):

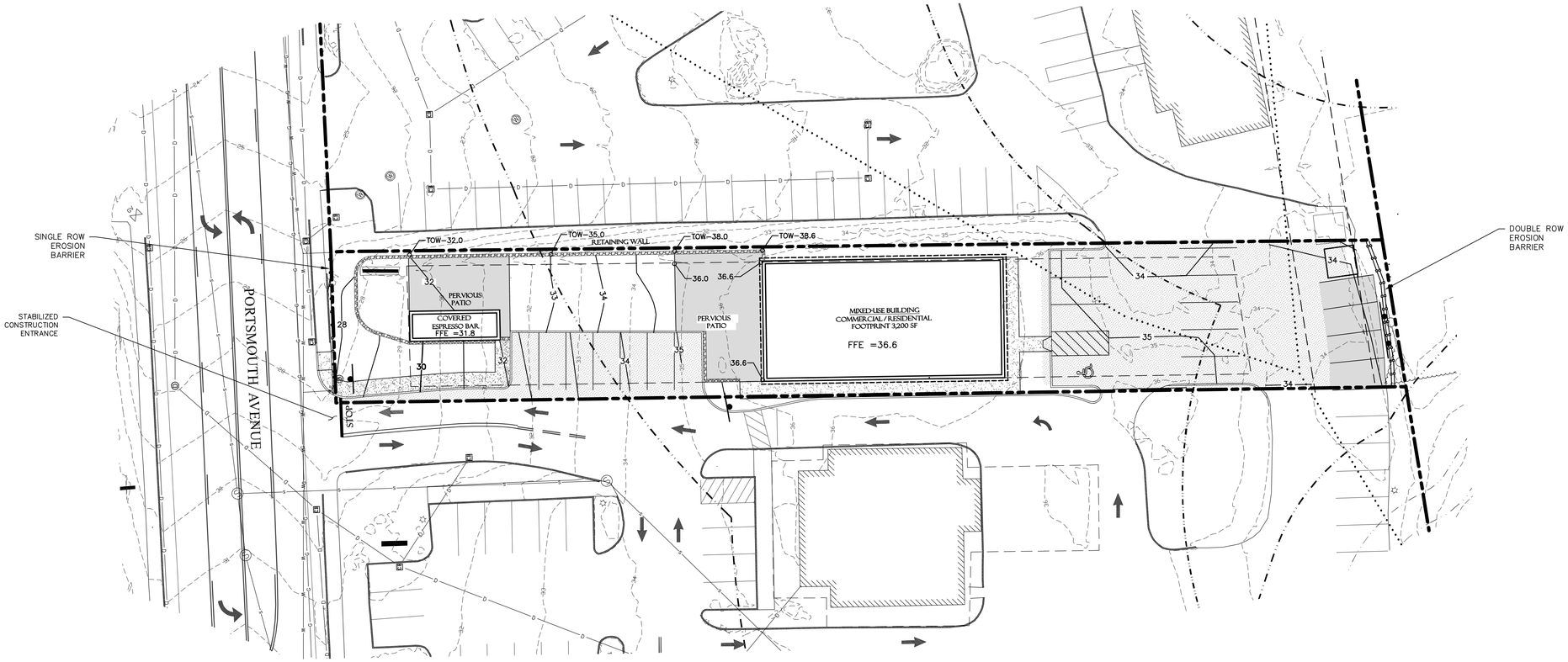
SOIL IDENTIFICATION LEGEND:

MAP UNIT SYMBOL	MAP UNIT NAME	HYDROLOGIC SOIL GROUP
38B	ELDRIDGE FINE SANDY LOAM	C/D
299	UDORTHENTS, SMOOTHED	
699	URBAN LAND	

SLOPE PHASES:
A=0-3%, B=3-8%, C=8-15%, D=15-25%, E=25%+

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BA BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863



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NOTES:

1. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER SO THAT EROSION AND AIR AND WATER POLLUTION WILL BE MINIMIZED.
2. STRAW BALES SHALL BE ANCHORED INTO THE SOIL USING 2" X 2" STAKES DRIVEN THROUGH THE BALES AND AT LEAST 18 INCHES IN TO THE SOIL.
3. SEEDING, FERTILIZING, AND MULCHING SHALL CONFORM TO THE RECOMMENDATIONS IN THE APPROPRIATED VEGETATIVE BMP.
4. THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL TAKE PRECAUTIONS AND INSTRUCTIONS FROM THE PLANNING DEPARTMENT IN ORDER TO PREVENT, ABATE AND CONTROL THE EMISSION OF FUGITIVE DUST INCLUDING BUT NOT LIMITED TO WETTING, COVERING, SHIELDING, OR VACUUMING.
5. THE NH COMMISSIONER OF AGRICULTURE PROHIBITS THE COLLECTION, POSSESSION, IMPORTATION, TRANSPORTATION, SALE, PROPAGATION, TRANSPLANTATION, OR CULTIVATION OF PLANTS BANNED BY NH LAW RSA 430:53 AND NH CODE ADMINISTRATIVE RULES AGR 3800. THE PROJECT SHALL MEET ALL REQUIREMENTS AND THE INTENT OF RSA 430:53 AND AGR 3800 RELATIVE TO INVASIVE SPECIES.

STATE OF NEW HAMPSHIRE
CHRISTIAN O. SMITH
No. 9900
LICENSED PROFESSIONAL ENGINEER

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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GRADING, DRAINAGE, & EROSION CONTROL PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

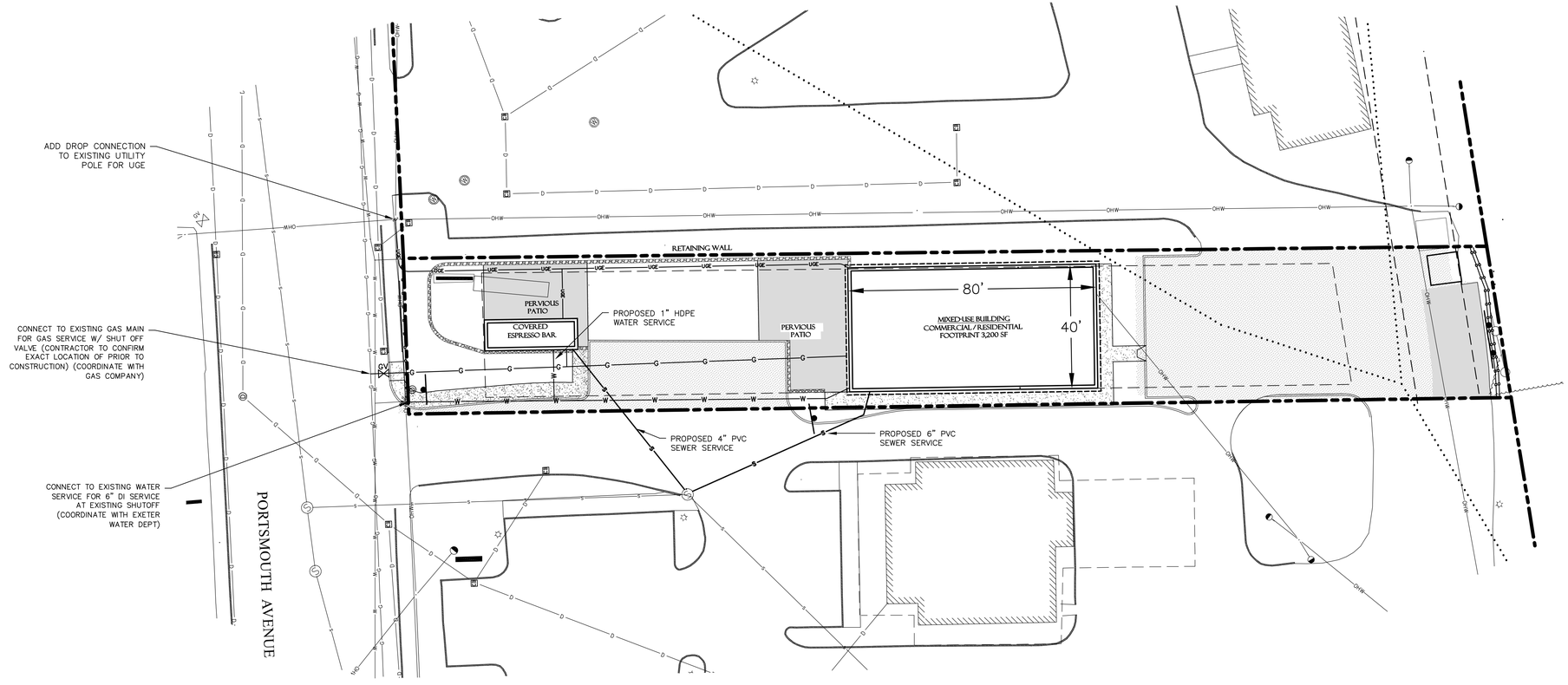
DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. NO:	NH-1547	SHEET NO.	5

UTILITY NOTES:

1. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, ARCHITECT AND/OR OWNER, IN ORDER TO OBTAIN AND/OR PAY ALL THE NECESSARY LOCAL PERMITS, FEES, AND BONDS.
2. THE CONTRACTOR SHALL PROVIDE NOTICE TO ALL COMPANIES AND LOCAL AUTHORITIES OWNING OR HAVING A JURISDICTION OVER UTILITIES RUNNING TO, THROUGH, OR ACROSS PROJECT AREAS PRIOR TO DEMOLITION AND/OR CONSTRUCTION ACTIVITIES.
3. THE SPECIFICATIONS FOR PROPOSED PRIVATE UTILITY SERVICES SHALL BE TO THE STANDARDS AND REQUIREMENTS OF THE RESPECTIVE UTILITY COMPANY. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES FOR PROPER UTILITY CROSSING REQUIREMENTS PRIOR TO CONSTRUCTION.
4. PRIOR TO THE PRE-CONSTRUCTION MEETING UGE&T PLANS FROM THE UTILITY COMPANIES NEED TO BE REDRAWN ON THIS SHEET. ADDITIONALLY THE CONTRACTOR NEEDS TO HAVE A COMPLETED SWPPP. A PRE-CONSTRUCTION MEETING SHALL BE HELD WITH THE OWNER, ENGINEER, ARCHITECT, CONTRACTOR, LOCAL OFFICIALS, AND ALL UTILITY COMPANIES (PUBLIC AND PRIVATE) PRIOR TO START OF CONSTRUCTION.
5. ALL CONSTRUCTION SHALL CONFORM TO EXETER STANDARDS AND REGULATIONS, UNLESS OTHERWISE SPECIFIED. ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO LABOR (OSHA) RULES AND REGULATIONS. BUILDINGS ARE TO BE SERVICED BY UNDERGROUND UTILITIES.
6. THE CONTRACTOR IS TO VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITY STUBS PRIOR TO CONSTRUCTION AND DISCONNECT ALL EXISTING SERVICE CONNECTIONS AT THEIR RESPECTIVE MAINS (IF REQUIRED) IN ACCORDANCE WITH THE RESPECTIVE UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS.
7. WATER LINE SHALL BE INSTALLED UNDER ALL UTILITY LINES WITH A MINIMUM OF 18" OF VERTICAL CLEARANCE BETWEEN UTILITIES AT CROSSINGS.
8. AN AS-BUILT PLAN IS TO BE PREPARED AND SUBMITTED TO DEPARTMENT OF PUBLIC WORKS IN DIGITAL (.DWG AND .PDF) AND MYLAR FORMATS.
9. THE CONTRACTOR IS RESPONSIBLE FOR PAYMENT OF ALL CONNECTION FEES.
10. SANITARY SEWER FLOW CALCULATIONS:
    24 UNITS AT 2 BEDROOMS EACH= 48 BEDROOMS
    ESTIMATED FLOW AT 150 GPD/BEDROOM= 7,200 GPD

    FOOD SERVICE WITH 70 SEATS AND 3 EMPLOYEES
    ESTIMATED FLOW AT 40 GPD/SEAT = 2,800 GPD + 20 GPD/EMPLOYEE = 60 GPD = 2,860 GPD

    TOTAL ESTIMATED FLOW = 10,060 GPD
11. ALL WATER AND SANITARY LEADS TO BUILDING SHALL END 5' OUTSIDE THE BUILDING LIMITS AS SHOWN ON PLANS AND SHALL BE PROVIDED WITH A TEMPORARY CAP AND WITNESS AT END.
12. THRUST BLOCKS SHALL BE PROVIDED AT ALL WATER LINE BENDS, TEES, AND MECHANICAL JOINTS.
13. CONTRACTOR SHALL MINIMIZE DISRUPTIONS TO EXISTING WATER SERVICES AND ALL REQUIREMENTS OF EXETER WATER DEPARTMENT SHALL BE FOLLOWED REGARDING NOTIFICATION OF INTERRUPTION OF SERVICE (MIN 48 HOURS). TEE INSTALLATION MAY NEED TO BE CONDUCTED AT NIGHT AS DIRECTED BY EXETER WATER DEPT.
14. WATER VALVES ARE TO BE OPERATED ONLY BY MUNICIPAL STAFF.
15. THE INSTALLATION OF SMOKE, HEAT, FIRE, OR CARBON MONOXIDE ALARMS OR SYSTEMS SHALL COMPLY WITH NFPA 72 REQUIREMENTS.
16. ALL SEWER SERVICE BENDS SHALL HAVE CLEANOUTS INSTALLED.
17. ALL WATER, SEWER, ROAD (INCLUDING PARKING LOT), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.3 STORMWATER MANAGEMENT STANDARDS, STORMWATER MANAGEMENT PLAN, STORMWATER POLLUTION PREVENTION PLAN, AND EROSION AND SEDIMENT CONTROL STANDARDS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE", SEE SECTION 9.14 ROADWAYS, ACCESS POINTS, AND FIRE LANES AND SECTION 9.13 PARKING AREAS FOR EXCEPTIONS.
18. THE CONTRACTOR MUST OBTAIN A VALID UTILITY PIPE INSTALLER'S LICENSE AND THE JOB SUPERVISOR OR FOREMAN MUST BE CERTIFIED BY THE TOWN PRIOR TO WORKING ON ANY WATER, SEWER, OR DRAINAGE PIPES THAT ARE IN A TOWN STREET OR RIGHT OF WAY, OR THAT WILL CONNECT OR MAY BE CONNECTED TO A TOWN WATER, SEWER, OR DRAINAGE SYSTEM. A LICENSED SUPERVISOR OR FOREMAN MUST BE PRESENT AT THE JOB SITE AT ALL TIMES DURING CONSTRUCTION OF THESE UTILITIES.



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GRAPHIC SCALE
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(IN FEET)
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STATE OF NEW HAMPSHIRE
CHRISTIAN O. SMITH
No. 9900
PROFESSIONAL ENGINEER

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UTILITY PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. NO:	NH-1547	SHEET NO.	6

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

POLE MOUNT

WALL MOUNT

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens
	1	P4	Single	NLS: NV-1-T4-32L-7-30K7-UNV-ASA-CXX	MTD 20' AFG ON 20' NLS POLE: SSSP-20-4S-11G-9BC-SGL-CXX-3430	0.900	7739
	1	P4-HSS	Single	NLS: NV-1-T4-32L-7-30K7-UNV-ASA-CXX-HSS	MTD 20' AFG ON 20' NLS POLE: SSSP-20-4S-11G-9BC-SGL-CXX-3430	0.900	5083
	12	W1	Single	TMS: 10W-O-15LED-30K-VXX-WM-CXX-DIML-W12	WALL MTD 8' AFG	0.900	1090

PREPARED FOR:

J CALEY ASSOCIATES
11 TAYLOR COURT
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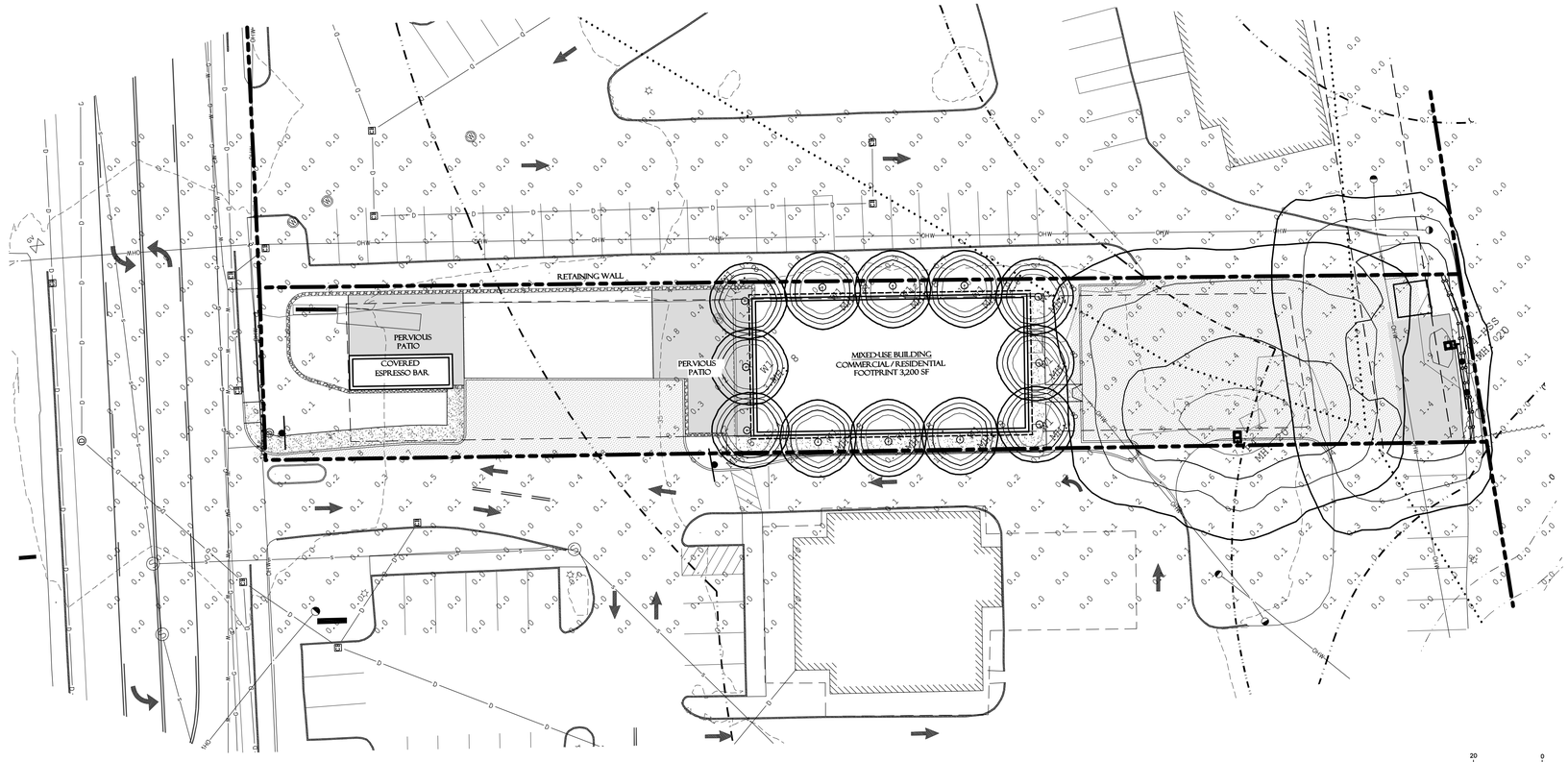

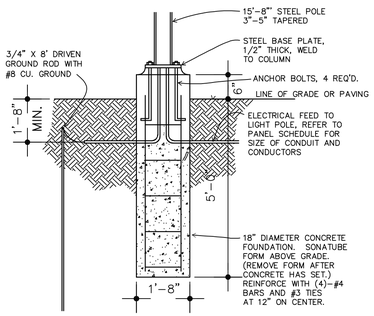

POLE FOUNDATION

LIGHT BASE DETAIL
SCALE: NONE

LIGHTING NOTES:

1. ALL OUTDOOR LIGHTING SHALL BE SO DIRECTED & SHIELDED THAT NO GLARE WILL SPILL OUT ONTO RESIDENTIALLY ZONED ABUTTERS

2. AFTER 10:00 PM ONLY THAT AMOUNT OF LIGHT NECESSARY FOR THE SECURITY OF THE PREMISES SHALL BE PERMITTED.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
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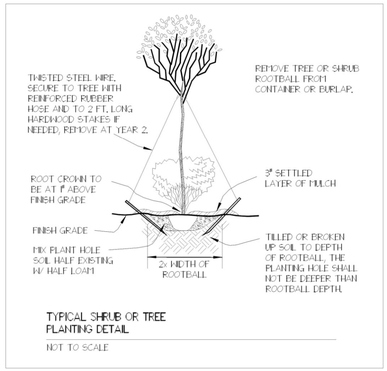
LIGHTING PLAN

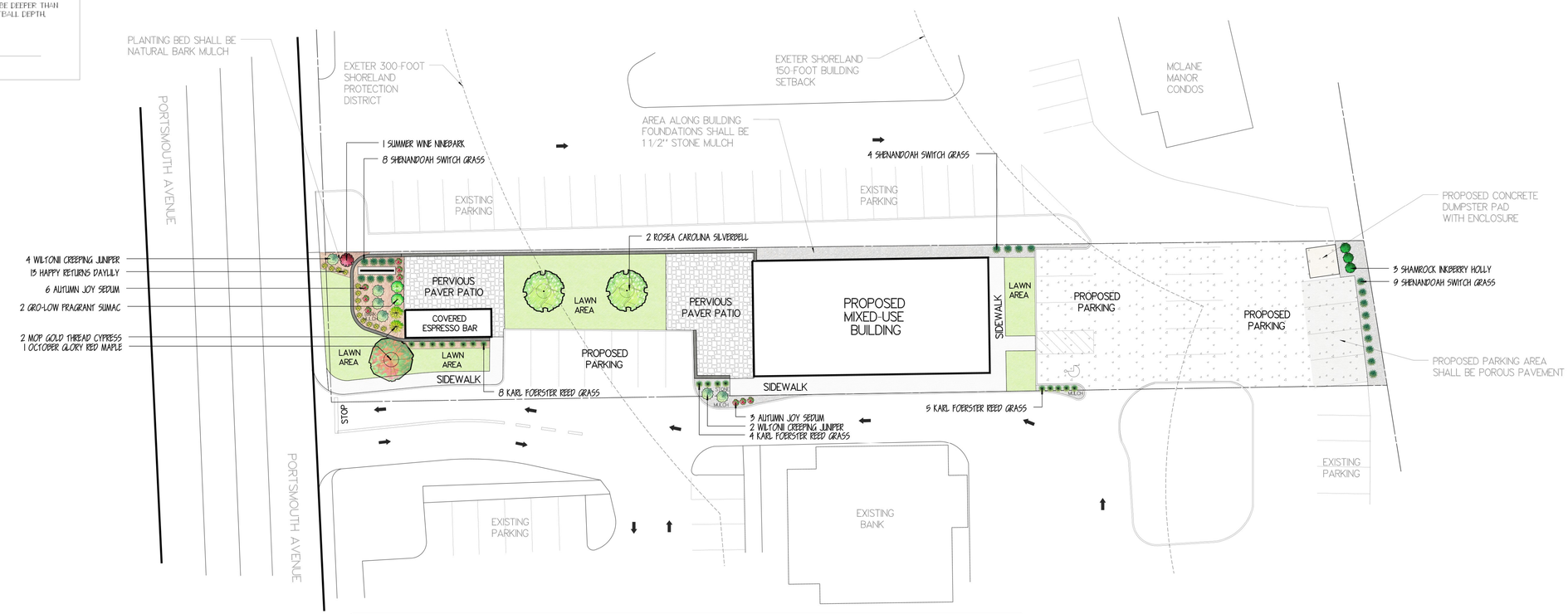
MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. N0:	NH-1547	SHEET NO.	7



TYPICAL SHRUB OR TREE PLANTING DETAIL

NOT TO SCALE



PLANTING NOTES:

THE LANDSCAPE INSTALLATION CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITIES PRIOR TO STARTING WORK.

THE CONTRACTOR SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.

THE DEVELOPER SHALL PLANT A MINIMUM OF THE AMOUNT OF SHRUBS AND TREES SHOWN ON THE PLANT LIST, BUT EXACT SPECIES MAY VARY BASED ON AVAILABILITY. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR FOR ONE FULL YEAR FROM THE TIME OF OWNER ACCEPTANCE.

ALL PLANT MATERIAL SHALL BE WATERED THOROUGHLY DURING THE FIRST 24 HOUR PERIOD AFTER PLANTED. PLANTS SHALL BE WATERED WEEKLY OR MORE AS NECESSARY DURING THE FIRST GROWING YEAR.

ALL TREES, SHRUBS AND PERENNIALS SHALL BE PLANTED IN MULCH BEDS EXCEPT WHERE SPECIFIED ON THE PLAN. ALL MULCH AREAS SHALL RECEIVE A 3 INCH LAYER OF NATURAL BARK MULCH OVER A CONSTRUCTION GRADE WEED MAT BARRIER.

THE CONTRACTOR SHALL REMOVE WEEDS, ROCKS, CONSTRUCTION DEBRIE, ETC. FROM ANY LANDSCAPE AREA UNLESS DESIGNATED TO REMAIN.

ALL DISTURBED AREAS TO BE LANDSCAPED SHALL BE REPLACED WITH SUITABLE TOPSOIL.

THE BUILDING FOUNDATIONS WILL HAVE STONE MULCH BORDER EXTENDING OUT 18 INCHES FROM FOUNDATION AS DRIP EDGE. THE STONE MULCH SHALL BE 3 INCH DEPTH OVER A CONSTRUCTION GRADE WEED MAT BARRIER.

THIS PLAN SHEET IS INTENDED FOR LANDSCAPING PURPOSES ONLY. REFER TO CIVIL AND SITE SHEETS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.

ALL PLANTING SHALL CONFORM TO THE TOWN OF EXETER, NEW HAMPSHIRE'S SITE PLAN REVIEW REGULATIONS PLANTING REQUIREMENTS.

Qty	Botanical Name	Common Name	Size/Condition
Trees			
1	Acer rubrum 'October Glory'	OCTOBER GLORY RED MAPLE	3" Caliper B&B
2	Halesia tetraptera 'Rosea'	ROSEA CAROLINA SILVERBELL	2" Caliper B&B
Shrubs			
2	Chamaecyparis pisifera 'Mop'	MOP GOLD THREAD CYPRESS	5 Gallon
3	Ilex glabra 'Shamrock'	SHAMROCK INKBERRY HOLLY	5 Gallon
6	Juniperus horizontalis 'Wiltonii'	WILTONII CREEPING JUNIPER	3 Gallon
1	Physocarpus opulifolius 'Seward'	SUMMER WINE NINEBARK	5 Gallon
2	Rhus aromatica 'Gro-low'	GRO-LOW FRAGRANT SUMAC	3 Gallon
Ornamental Grasses			
17	Calamagrostis x acutiflora 'Karl Foerster'	KARL FOERSTER REED GRASS	2 Gallon
21	Panicum virgatum 'Shenandoah'	SHENANDOAH SWITCH GRASS	2 Gallon
Perennials			
13	Hemerocallis 'Happy Returns'	HAPPY RETURNS DAYLILY	1 Gallon
9	Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 Gallon

NOTE: PLANT CONTAINER SIZES MAY VARY BASED ON AVAILABILITY.

GRAPHIC SCALE

0 5 10 20 30 50 100

(IN FEET)
1 INCH = 20 FEET

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM, NH 03885

LM Land Design, LLC
11 South Road
Brentwood, NH 03833
LMLandDesign.com
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS

REVISIONS:	DATE:
REVISED PER COMMENTS	08/18/2025
REVISED OVERALL LAYOUT	06/06/2025

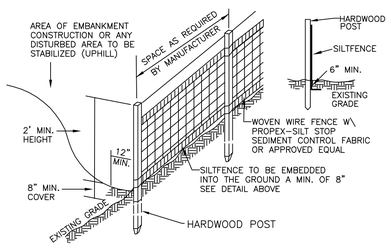
PLANTING PLAN

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	1" = 20'
PROJ. NO:	NH-1547	SHEET NO.	8

CONSTRUCTION SEQUENCE

1. CUT AND REMOVE TREES IN CONSTRUCTION AREAS AS REQUIRED OR DIRECTED.
2. CONSTRUCT AND/OR INSTALL TEMPORARY AND PERMANENT SEDIMENT EROSION AND DETENTION CONTROL FACILITIES AS REQUIRED. EROSION, SEDIMENT AND DETENTION CONTROL FACILITIES SHALL BE INSTALLED AND STABILIZED PRIOR TO ANY EARTH MOVING OPERATION AND PRIOR TO DIRECTING RUNOFF TO THEM.
3. CLEAR, CUT, GRUB AND DISPOSE OF DEBRIS IN APPROVED FACILITIES. STUMPS AND DEBRIS ARE TO BE REMOVED FROM SITE AND DISPOSED OF PER STATE AND LOCAL REGULATIONS.
4. EXCAVATE AND STOCKPILE TOPSOIL /LOAM. ALL AREAS SHALL BE STABILIZED IMMEDIATELY AFTER GRADING.
5. CONSTRUCT TEMPORARY CULVERTS AS REQUIRED OR DIRECTED.
6. CONSTRUCT THE ROADWAY AND ITS ASSOCIATED DRAINAGE STRUCTURES.
7. INSTALL PIPE AND CONSTRUCTION ASSOCIATED APPURTENANCES AS REQUIRED OR DIRECTED. ALL DISTURBED AREAS SHALL STABILIZED IMMEDIATELY AFTER GRADING.
8. BEGIN PERMANENT AND TEMPORARY SEEDING AND MULCHING. ALL CUT AND FILL SLOPES AND DISTURBED AREAS SHALL BE SEEDED OR MULCHED AS REQUIRED, OR DIRECTED.
9. DAILY OR AS REQUIRED, CONSTRUCT TEMPORARY BERMS, DRAINAGE CHECK DAMS, DITCHES, SEDIMENT TRAPS, ETC. TO PREVENT EROSION ON THE SITE AND PREVENT ANY SILTATION OF ABUTTING WATERS OR PROPERTY.
10. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES DURING CONSTRUCTION
11. COMPLETE PERMANENT SEEDING AND LANDSCAPING
12. REMOVE TEMPORARY EROSION CONTROL MEASURES AFTER SEEDING AREAS HAVE ESTABLISHED THEMSELVES AND SITE IMPROVEMENTS ARE COMPLETE. SMOOTH AND RE-VEGETATE ALL DISTURBED AREAS.
13. ALL SWALES AND DRAINAGE STRUCTURES WILL BE CONSTRUCTED AND STABILIZED PRIOR TO HAVING RUNOFF DIRECTED TO THEM.
14. FINISH PAVING ALL DRIVEWAYS



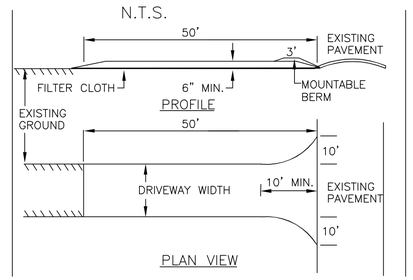
SILT FENCE CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES AND FILTER CLOTH SHALL BE FASTENED TO WOVEN WIRE EVERY 24" AT TOP MID AND BOTTOM SECTIONS AND BE EMBEDDED INTO GROUND A MINIMUM OF 8" THE FENCE POSTS SHALL BE A MINIMUM 48" LONG, SPACED A
2. MAXIMUM 10' APART, AND DRIVEN A MINIMUM OF 16" INTO THE GROUND WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER,
3. THE ENDS OF THE FABRIC SHALL BE OVERLAPPED BY SIX INCHES, FOLDED AND STAPLED TO PREVENT SEDIMENT FROM BYPASSING MAINTENANCE SHALL BE PERFORMED AS NEEDED AND SEDIMENT
4. REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE AND PROPERLY DISPOSED OF PLACE THE ENDS OF THE SILT FENCE UP CONTOUR TO PROVIDE
5. FOR SEDIMENT STORAGE SILT FENCES SHALL BE REMOVED WHEN NO LONGER NEEDED AND
6. THE SEDIMENT COLLECTED SHALL BE DISPOSED AS DIRECTED BY THE ENGINEER. THE AREA DISTURBED BY THE REMOVAL SHALL BE SMOOTHED AND RE-VEGETATED

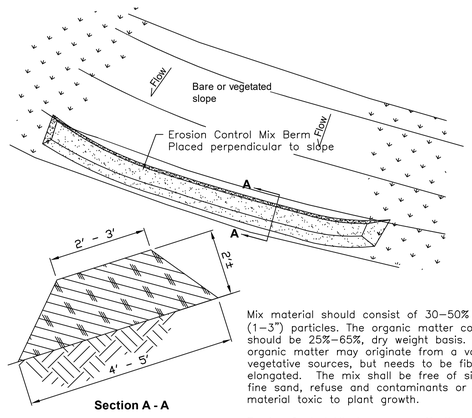
SILT FENCE MAINTENANCE

1. SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REPAIRS THAT ARE REQUIRED SHALL BE MADE IMMEDIATELY IF THE FABRIC ON A SILT FENCE SHOULD DECOMPOSE OR BECOME
2. INEFFECTIVE DURING THE EXPECTED LIFE OF THE FENCE, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE INSPECTED AFTER EVERY STORM EVENT.
3. THE DEPOSITS SHOULD BE REMOVED WHEN THEY REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER. SEDIMENT DEPOSITS THAT ARE REMOVED OR LEFT IN PLACE AFTER THE
4. FABRIC HAS BEEN REMOVED SHALL BE GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.

STABILIZED CONSTRUCTION ENTRANCE



1. STONE FOR A STABILIZED CONSTRUCTION ENTRANCE SHALL BE 3 INCH STONE, RECLAIMED STONE, OR RECYCLED CONCRETE EQUIVALENT.
2. THE LENGTH OF THE STABILIZED ENTRANCE SHALL NOT BE LESS THAN 50 FEET,
3. THE THICKNESS OF THE STONE FOR THE STABILIZED ENTRANCE SHALL NOT BE LESS THAN 6 INCHES.
4. THE WIDTH OF THE ENTRANCE SHALL NOT BE LESS THAN THE FULL WIDTH OF THE ENTRANCE WHERE INGRESS OR EGRESS OCCURS OR 10 FEET, WHICH EVER IS GREATER.
5. GEOTEXTILE FILTER CLOTH SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING THE STONE.
6. ALL SURFACE WATER THAT IS FLOWING TO OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCE SHALL BE PIPED BENEATH THE ENTRANCE, IF PIPING IS IMPRACTICAL, A BERM WITH 5:1 SLOPES THAT CAN BE CROSSED BY VEHICLES MAY BE SUBSTITUTED FOR THE PIPE.
7. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED PROMPTLY.



Section A - A

Mix material should consist of 30-50% large (1-3") particles. The organic matter content should be 25%-65%, dry weight basis. The organic matter may originate from a variety of vegetative sources, but needs to be fibrous and elongated. The mix shall be free of silt, clay, fine sand, refuse and contaminants or any material toxic to plant growth.

Erosion Control Mix berms are effective filters for overland flow conditions and should not be used to filter concentrated flow such as that found in drainage ditchs, streams, etc.

SEEDING RATES

MIXTURE	POUNDS PER ACRE	POUNDS PER 1,000 Sq. Ft.
A. TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
RED TOP	2	0.05
TOTAL	42	0.95
B. TALL FESCUE	15	0.35
CREEPING RED FESCUE	10	0.25
CROWN VETCH	15	0.35
OR		
FLAT PEA	30	0.75
TOTAL	40 OR 55	0.95 OR 1.35
C. TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
BIRDS FOOT TREFOIL	8	0.20
TOTAL	48	1.10
D. TALL FESCUE	20	0.45
FLAT PEA	30	0.75
TOTAL	50	1.20
E. CREEPING RED FESCUE 1/	50	1.15
KENTUCKY BLUEGRASS 1/	50	1.15
TOTAL	100	2.30
F. TALL FESCUE 1	150	3.60

TEMPORARY EROSION CONTROL MEASURES

1. NO MORE THAN 1.58 ACRES OF LAND SHALL BE EXPOSED AT ANY ONE TIME.
2. EROSION, SEDIMENT AND DETENTION MEASURES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND AT LOCATIONS AS REQUIRED OR DIRECTED BY THE ENGINEER ALL DISTURBED AREAS SHALL BE RETURNED TO ORIGINAL GRADES AND ELEVATIONS.
3. DISTURBED AREAS SHALL BE LOAMED WITH A MINIMUM OF 4" OF LOAM AND SEEDED WITH NOT LESS THAN 1.10 POUNDS OF SEED PER 1000 SQUARE FEET OF AREA. (48 POUNDS PER ACRE) SEE SEED SPECIFICATIONS THIS SHEET.
4. SILT FENCES AND OTHER EROSION CONTROLS SHALL BE INSPECTED WEEKLY AND AFTER EVERY RAIN EVENT GREATER THAN 0.5" DURING THE LIFE OF THE PROJECT. ALL DAMAGED AREAS SHALL BE REPAIRED, SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED OF.
5. AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED, THE TEMPORARY EROSION CONTROL MEASURES ARE TO BE REMOVED AND THE AREA DISTURBED BY THE REMOVAL SMOOTHED AND RE-VEGETATED.
6. AREAS MUST BE SEEDED AND MULCHED WITHIN 3 DAYS OF FINAL GRADING, PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING, OR TEMPORARILY STABILIZED WITHIN 30 DAYS OF INITIAL DISTURBANCE OF SOIL.

WINTER MAINTENANCE

1. ALL DISTURBED AREAS THAT DO NOT HAVE AT LEAST 85% VEGETATIVE COVERAGE PRIOR TO OCTOBER 15TH, SHALL BE STABILIZED BY APPLYING MULCH AT A RATE OF 3-4 TONS PER ACRE. ALL SIDE SLOPES, STEEPER THAN 4:1, THAT ARE NOT DIRECTED TO SWALES OR DETENTION BASINS, SHALL BE LINED WITH BIODEGRADABLE/PHOTODEGRADABLE "JUTE MATTING" (EXCELSIOR'S CURLEX II OR EQUAL). ALL OTHER SLOPES SHALL BE MULCHED AND TACKED AT A RATE OF 3-4 TONS PER ACRE. THE APPLICATION OF MULCH AND/OR JUTE MATTING SHALL NOT OCCUR OVER EXISTING SNOW COVER. IF THE SITE IS ACTIVE AFTER OCTOBER 15TH, ANY SNOW THAT ACCUMULATES ON DISTURBED AREAS SHALL BE REMOVED. PRIOR TO SPRING THAW ALL AREAS WILL BE STABILIZED, AS DIRECTED ABOVE.

2. ALL SWALES THAT DO NOT HAVE FULLY ESTABLISHED VEGETATION SHALL BE EITHER LINED WITH TEMPORARY JUTE MATTING OR TEMPORARY STONE CHECK DAMS (APPROPRIATELY SPACED). STONE CHECK DAMS WILL BE MAINTAINED THROUGHOUT THE WINTER MONTHS. IF THE SWALES ARE TO BE MATTED WITH PERMANENT LINERS OR RIPRAP WITH ENGINEERING FABRIC, THIS SHALL BE COMPLETED PRIOR TO WINTER SHUTDOWN OR AS SOON AS THEY ARE PROPERLY GRADED AND SHAPED.

3. PRIOR TO OCT. 15TH ALL ROADWAY AND PARKING AREAS SHALL BE BROUGHT UP TO AND THROUGH THE BANK RUN GRAVEL APPLICATION. IF THESE AREAS' ELEVATIONS ARE PROPOSED TO REMAIN BELOW THE PROPOSED SUBGRADE ELEVATION, THE SUBGRADE MATERIAL SHALL BE ROUGHLY CROWNED AND A 3" LAYER OF CRUSHED GRAVEL SHALL BE PLACED AND COMPACTED. THIS WILL ALLOW THE SUBGRADE TO SHED RUNOFF AND WILL REDUCE ROADWAY EROSION. THIS CRUSHED GRAVEL DOES NOT HAVE TO CONFORM TO NH DOT 304.3, BUT SHALL HAVE BETWEEN 15-25% PASSING THE #200 SIEVE AND THE LARGEST STONE SIZE SHALL BE 2". IF THE SITE IS ACTIVE AFTER NOVEMBER 15TH, ANY ACCUMULATED SNOW SHALL BE REMOVED FROM ALL ROADWAY AND PARKING AREAS.

4. AFTER OCTOBER 15TH, THE END OF NEW HAMPSHIRE'S AVERAGE GROWING SEASON, NO ADDITIONAL LOAM SHALL BE SPREAD ON SIDE SLOPES AND SWALES. THE STOCKPILES THAT WILL BE LEFT UNDISTURBED UNTIL SPRING SHALL BE SEEDED BY THIS DATE. AFTER OCTOBER 15TH, ANY NEW OR DISTURBED PILES SHALL BE MULCHED AT A RATE OF 3-4 TONS PER ACRE. ALL STOCKPILES THAT WILL REMAIN THROUGHOUT THE WINTER SHALL BE SURROUNDED WITH SILT FENCING.

SEEDING SPECIFICATIONS

1. GRADING AND SHAPING
   A. SLOPES SHALL NOT BE STEEPER THAN 2:1;3:1 SLOPES OR FLATTER ARE PREFERRED. WHERE MOWING WILL BE DONE, 3:1 SLOPES OR FLATTER ARE RECOMMENDED.
2. SEEDBED PREPARATION
   A. SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
   B. STONES LARGER THAN 4 INCHES AND TRASH SHOULD BE REMOVED BECAUSE THEY INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA. WHERE FEASIBLE, THE SOIL SHOULD BE TILLED TO A DEPTH OF ABOUT 4 INCHES TO PREPARE A SEEDBED AND MIX FERTILIZER AND LIME INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.
3. ESTABLISHING A STAND
   A. LIME AND FERTILIZER SHOULD BE APPLIED PRIOR TO OR AT THE TIME OF SEEDING AND INCORPORATED INTO THE SOIL KINDS AND AMOUNTS OF LIME AND FERTILIZER SHOULD BE BASED ON AN EVALUATION OF SOIL TESTS. WHEN A SOIL TEST IS NOT AVAILABLE, THE FOLLOWING MINIMUM AMOUNTS SHOULD BE APPLIED:

   AGRICULTURAL LIMESTONE, 2 TONS PER ACRE OR 100 LBS PER 1,000 SQ. FT..

   NITROGEN(N), 50 LBS PER ACRE OR 1. 1 LBS PER 1,000 SQ.FT.

   PHOSPHATE(P205), 100 LBS PER ACRE OR 2. 2 LBS PER 1,000 SQ.FT.

   POTASH(K20), 100 LBS PER ACRE OR 2. 2 LBS PER 1,000 SQ.FT.

   (NOTE: THIS IS THE EQUIVALENT OF 500 LBS PER ACRE OF 10-20-20 FERTILIZER OR 1,000 LBS PER ACRE OF 5-10-10.)

Erosion Control Mix Berm

B. SEED SHOULD BE SPREAD UNIFORMLY BY THE METHOD MOST APPROPRIATE FOR THE SITE. METHODS INCLUDE BROADCASTING, DRILLING AND HYDROSEEDING. WHERE BROADCASTING IS USED, COVER SEED WITH .25 INCH OF SOIL OR LESS, BY CULTIPACKING OR RAKING.

C. REFER TO TABLE(G-E1 THIS SHEET) FOR APPROPRIATE SEED MIXTURES AND TABLE(H-E1 THIS SHEET) FOR RATES OF SEEDING. ALL LEGUMES (CROWN VETCH, BIRDS FOOT TREFOIL, AND FLAT PEA) MUST BE INOCULATED WITH THEIR SPECIFIC INOCULANT.

D. WHEN SEEDED AREAS ARE MULCHED, PLANTINGS MAY BE MADE FROM EARLY SPRING TO EARLY OCTOBER. WHEN SEEDED AREAS ARE NOT MULCHED, PLANTINGS SHOULD BE MADE FROM EARLY SPRING TO MAY 20 OR FROM AUGUST 10 TO SEPTEMBER 1.

4. MULCH
   A. HAY, STRAW, OR OTHER MULCH, WHEN NEEDED, SHOULD BE APPLIED IMMEDIATELY AFTER SEEDING.
   B. MULCH WILL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE BEST MANAGEMENT PRACTICE FOR MULCHING. HAY OR STRAW MULCH SHALL BE PLACED AT A RATE OF 90 LBS PER 1000 SQ. FT.

5. MAINTENANCE TO ESTABLISH A STAND
   A. PLANTED AREA SHOULD BE PROTECTED FROM DAMAGE BY FIRE, GRAZING, TRAFFIC, AND DENSE WEED GROWTH.
   B. FERTILIZATION NEEDS SHOULD BE DETERMINED BY ONSITE INSPECTIONS. SUPPLEMENTAL FERTILIZER IS USUALLY THE KEY TO FULLY COMPLETE THE ESTABLISHMENT OF THE STAND BECAUSE MOST PERENNIAL STAKE 2 TO 3 YEARS TO BECOME ESTABLISHED.
   C. IN WATERWAYS, CHANNELS, OR SWALES WHERE UNIFORM FLOW CONDITIONS ARE ANTICIPATED, OCCASIONAL MOWING MAY BE NECESSARY TO CONTROL GROWTH OF WOODY VEGETATION.

SEEDING GUIDE

USE	SEEDING MIXTURE*	DROUGHTY	WELL DRAINED	MODERATELY WELL DRAINED	POORLY DRAINED
STEEP CUTS AND FILLS, BORROW AND DISPOSAL AREAS	A	FAIR	GOOD	GOOD	FAIR
	B	POOR	GOOD	FAIR	FAIR
	C	POOR	GOOD	EXCELLENT	GOOD
	D	FAIR	FAIR	GOOD	EXCELLENT
	E	FAIR	EXCELLENT	EXCELLENT	POOR
WATERWAYS, EMERGENCY SPILLWAYS, AND OTHER CHANNELS WITH FLOWING WATER.	A	GOOD	GOOD	GOOD	FAIR
	C	GOOD	EXCELLENT	EXCELLENT	FAIR
	D	GOOD	EXCELLENT	EXCELLENT	FAIR
LIGHTLY USED PARKING LOTS, ODD AREAS, UNUSED LANDS, AND LOW INTENSITY USE RECREATION SITES.	A	GOOD	GOOD	GOOD	FAIR
	B	GOOD	GOOD	FAIR	POOR
	C	GOOD	EXCELLENT	EXCELLENT	FAIR
	D	FAIR	GOOD	GOOD	EXCELLENT
PLAY AREAS AND ATHLETIC FIELDS. (TOPSOIL IS ESSENTIAL FOR GOOD TURF.)	F	FAIR	EXCELLENT	EXCELLENT	**
	G	FAIR	EXCELLENT	EXCELLENT	**

RECOMMENDED

GRAVEL PIT, SEE NH-PM-24 IN APPENDIX FOR RECOMMENDATION REGARDING RECLAMATION OF SAND AND GRAVEL PITS.

* REFER TO SEEDING MIXTURES AND RATES IN TABLE 7-36.
** POORLY DRAINED SOILS ARE NOT DESIRABLE FOR USE AS PLAY AREAS OR ATHLETIC FIELDS.

NOTE: TEMPORARY SEED MIX FOR STABILIZATION OF TURF SHALL BE WINTER RYE OR OATS AT A RATE OF 2.5 LBS. PER 1000 S.F. AND SHALL BE PLACED PRIOR TO OCT. 15, IF PERMANENT SEEDING NOT YET COMPLETE.

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

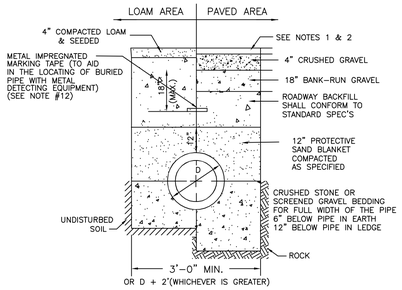
BA BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

REVISED PER TRC REVIEW	
REVISIONS:	DATE:

EROSION & SEDIMENT CONTROL DETAILS

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

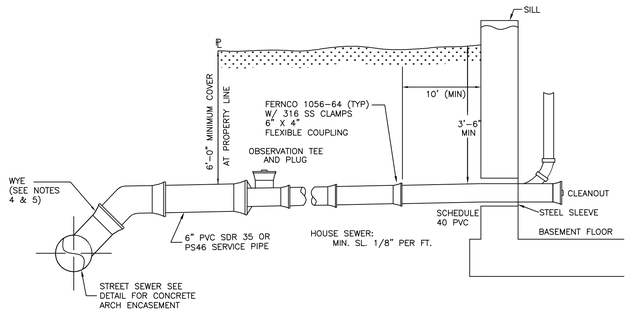
DATE:	APRIL 29, 2025	SCALE:	NTS'
PROJ. NO:	NH-1547	SHEET NO.	9



NOTE:
1. PAVEMENT REPAIR IN EXISTING ROADWAYS SHALL CONFORM TO STREET OPENING REGULATIONS.
2. NEW ROADWAY CONSTRUCTION SHALL CONFORM TO SUBDIVISION SPEC'S.

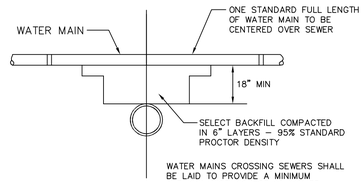
TYPICAL SEWER TRENCH DETAIL

NOT TO SCALE



NOTES:
1) SEWER SERVICE FROM PROPERTY LINE TO 10' OUTSIDE OF BUILDING SHALL BE INSTALLED UNDER THIS CONTRACT ONLY WHEN OUTSIDE THE TRENCH DEWATERING OR LEDGE EXCAVATION IS REQUIRED.
2) PIPE DEPTH AT HOUSE SHALL BE ABOVE THE SEASONAL GROUND WATER LEVEL.
3) SEWER SHALL BE BELOW SLAB ONLY WHEN BASEMENT TOILETS EXIST.
4) JOINTS SHALL BE DEPENDENT UPON A NEOPRENE OR ELASTOMERIC GASKET FOR WATER TIGHTNESS. ALL JOINTS SHALL BE PROPERLY MATCHED WITH THE PIPE MATERIALS USED. WHERE DIFFERING MATERIALS ARE TO BE CONNECTED, AST AT THE STREET SEWER WYE OR, AT THE FOUNDATION WALL, APPROPRIATE MANUFACTURED ADAPTERS SHALL BE USED
5) WYES: WHERE WYE IS NOT AVAILABLE IN THE EXISTING STREET SEWER, AN APPROPRIATE CONNECTION SHALL BE MADE FOLLOWING MANUFACTURERS INSTRUCTIONS USING A BOLTED, CLAMPED, OR EPOXY-CEMENTED SADDLE, TAPPED INTO A SMOOTHLY DRILLED OR SAWN OPENING IN THE SEWER.

DETAIL OF HOUSE SEWER SERVICE

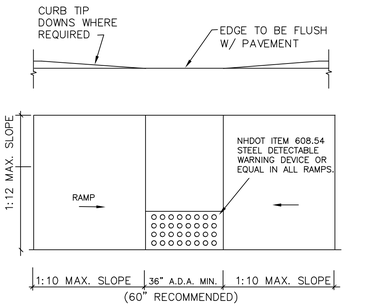


WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN PIPES. WATER MAIN JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE SEWER JOINTS

SEPARATION NOTES:

SEWERS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES (460 MM) BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. THIS SHALL BE THE CASE WHERE THE WATER MAIN IS EITHER ABOVE OR BELOW THE SEWER. THE CROSSING SHALL BE ARRANGED SO THAT THE SEWER JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS. WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO MAINTAIN LINE AND GRADE.

WATER/SEWER MAIN CROSSING

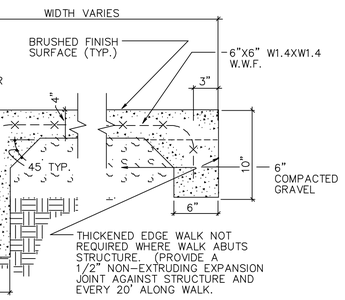


SIDEWALK RAMP DETAIL

NOT TO SCALE

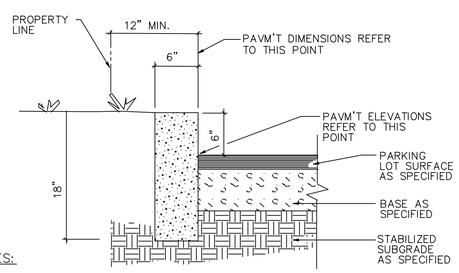
PARKING STALL FOR THE PHYSICALLY CHALLENGED

NOT TO SCALE



BRUSHED CONCRETE WALK

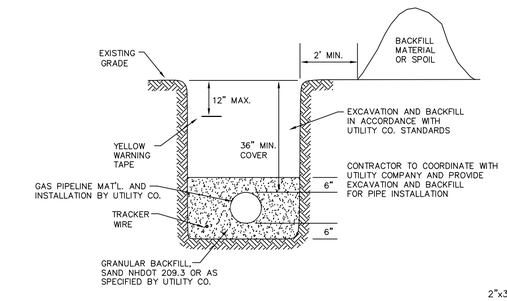
NOT TO SCALE JULY 15,1986



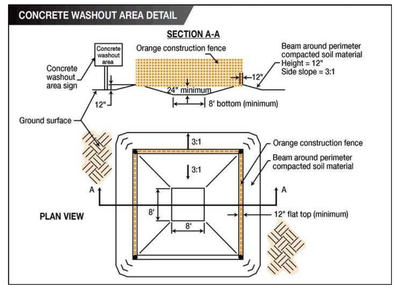
NOTES:
1. EDGING TO BE PLACED PRIOR TO PLACING TOP SURFACE COURSE.
2. JOINTS BETWEEN STONES SHALL BE MORTARED.

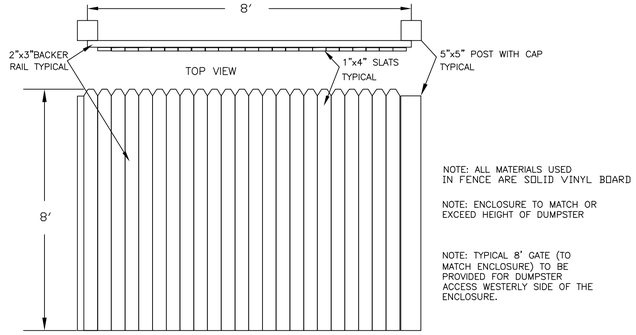
6" VERTICAL GRANITE CURB

NOT TO SCALE



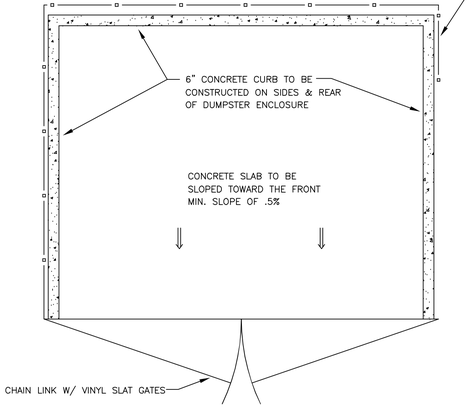
GAS TRENCH DETAIL





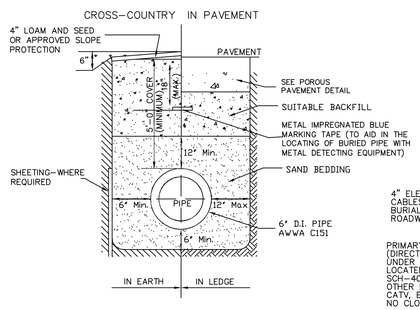
STOCKADE FENCE DETAIL

N.T.S.

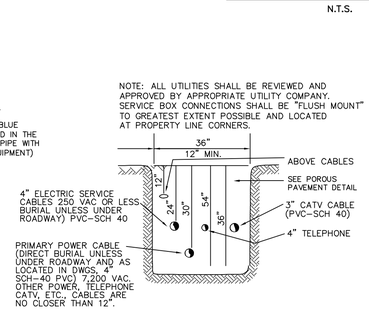


DUMPSTER SLAB DETAILS

N.T.S.



TYPICAL TRENCH DETAIL FOR WATER SYSTEM



UTILITY TRENCH DETAIL

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860,
FAX. 603-583-4863

REVISED PER TRC REVIEW	06/19/25
REVISED OVERALL LAYOUT	06/06/25
REVISIONS:	DATE:

CONSTRUCTION DETAILS

MIXED-USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	NTS
PROJ. N0:	NH-1547	SHEET NO.	10

CONSTRUCTION SPECIFICATIONS FOR POROUS ASPHALT
THE UNH STORM WATER CENTER

INSTALLATION RECOMMENDATIONS

INSTALLATION
A. PERCOLATION BEDS (REFERS TO NO 57 STONE)
I. OWNER SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO ALL PERCOLATION BED AND POROUS PAVING WORK.
2. SUB GRADE PREPARATION
A.EXISTING SUB GRADE UNDER BED AREAS SHALL NOT BE COMPACTED OR SUBJECT TO EXCESSIVE CONSTRUCTION EQUIPMENT TRAFFIC PRIOR TO STONE BED PLACEMENT.
B. WHERE EROSION OF SUB GRADE HAS CAUSED ACCUMULATION OF FINE MATERIALS AND/OR SURFACE PONDING, THIS MATERIAL SHALL BE REMOVED WITH LIGHT EQUIPMENT AND THE UNDERLYING SOILS SCARIFIED TO A MINIMUM DEPTH OF 6 INCHES WITH A YORK RAKE OR EQUIVALENT AND LIGHT TRACTOR.
C. BRING SUB GRADE OF STONE PERCOLATION BED TO LINE, GRADE, AND ELEVATIONS INDICATED. FILL AND LIGHTLY REGRADE ANY AREAS DAMAGED BY EROSION, PONDING, OR TRAFFIC COMPACTION BEFORE THE PLACING OF STONE. ALL BED BOTTOMS ARE LEVEL GRADE.
3. RECHARGE BED INSTALLATION (REFERS TO NO 3 STONE)
A.UPON COMPLETION OF SUB GRADE WORK, THE ENGINEER SHALL BE NOTIFIED AND SHALL INSPECT AT HIS DISCRETION BEFORE PROCEEDING WITH PERCOLATION BED INSTALLATION.
B.PERCOLATION BED AGGREGATE SHALL BE PLACED IMMEDIATELY AFTER APPROVAL OF SUB GRADE PREPARATION. ANY ACCUMULATION OF DEBRIS OR SEDIMENT WHICH HAS TAKEN PLACE AFTER APPROVAL OF SUB GRADE SHALL BE REMOVED PRIOR TO INSTALLATION OF AGGREGATE AT NO EXTRA COST TO THE OWNER.
C.INSTALL COARSE AGGREGATE NO. 3 (1 1/2" STONE) IN 8–INCH MAXIMUM LIFTS. LIGHTLY COMPACT EACH LAYER WITH EQUIPMENT, KEEPING EQUIPMENT MOVEMENT OVER STORAGE BED SUBGRADES TO A MINIMUM. INSTALL AGGREGATE TO GRADES INDICATED ON THE DRAWINGS.
D. INSTALL 3" LIFT PEA GRAVEL LAYER TO PREVENT MIGRATION OF FINES FROM THE FILTER COARSE (NHDOT 304.1)
E.INSTALL FILTER COARSE (NHDOT 304.1 SAND LESS THAN 2% FINES) IN 2, 4" LIFTS. LIGHTLY COMPACT EACH LAYER WITH EQUIPMENT, KEEPING EQUIPMENT MOVEMENT OVER STORAGE BED SUBGRADES TO A MINIMUM. INSTALL AGGREGATE TO GRADES INDICATED ON THE DRAWNGS.
F. INSTALL CHOKER BASE COURSE (AASHTO # 57 STONE) AGGREGATE EVENLY OVER SURFACE OF STONE BED, SUFFICIENT TO ALLOW PLACEMENT OF PAVEMENT, AND NOTIFY ENGINEER FOR APPROVAL. CHOKER BASE COURSE SHALL BE SUFFICIENT TO ALLOW FOR EVEN PLACEMENT OF ASPHALT BUT NO THICKER THAN 4–INCH IN DEPTH.
4. SURROUNDING AREAS
A.BEFORE THE POROUS PAVEMENT IS INSTALLED, ADJACENT SOIL AREAS SHOULD BE SLOPED AWAY FROM ALL PAVEMENT EDGES, TO PREVENT POTENTIAL SEDIMENT FROM WASHING ONTO THE PAVEMENT SURFACE.
B.TO ACCOMPLISH THIS, A SEQUENCE OF SWALES SHOULD BE EXCAVATED INTO ALL EARTHEN (UNPAVED) AREAS AT LEAST ON THE UPHILL SIDES OF THE PAVEMENT, AND WHERE NECESSARY, TO BELOW THE CURB OR PAVEMENT ELEVATION. ITS SHAPE AND PAINTINGS CAN BE INTEGRATED WITH THE PROJECT'S ARCHITECTURE AND LANDSCAPE, AND DESIGNED TO MAXIMIZE INFILTRATION. SWALE OVERFLOW, WHEN IT OCCURS, CAN BE DISCHARGED FROM ONE SWALE TO ANOTHER BY CONNECTING PIPES UNDER DRIVEWAYS.
C.BUILDING BASEMENTS AND FOUNDATIONS SHOULD BE WATERPROOFED AS NECESSARY, WHERE THE POROUS PAVEMENT ABUTS BUILDINGS.
B. POROUS ASPHALT
1. TRANSPORTING MATERIAL
A.TRANSPORTING OF MIX TO THE SITE SHALL BE IN VEHICLES WITH SMOOTH, CLEAN DUMP BEDS THAT HAVE BEEN SPRAYED WITH A NON–PETROLEUM RELEASE AGENT.
B.THE MIX SHALL BE COVERED DURING TRANSPORT TO CONTROL COOLING.
2. POROUS BITUMINOUS ASPHALT SHALL NOT BE STORED IN EXCESS OF 90 MINUTES BEFORE PLACEMENT.
3. ASPHALT PLACEMENT
A.THE POROUS BITUMINOUS SURFACE COURSE SHALL BE LAID IN ONE LIFT DIRECTLY OVER THE CHOKER COARSE, FILTER COARSE, AND CRUSHED STONE BASE COURSE TO A 4–INCH FINISHED THICKNESS. THE SURFACE CAN BE LAID IN TWO LIFTS IF SECOND LIFT IS DONE WITHIN 10 BUSINESS DAYS
AND THE INITIAL COURSE IS CLEAN AND FREE OF SEDIMENT.
B.THE LAYING TEMPERATURE OF THE BITUMINOUS MIX SHALL BE BETWEEN 300 DEGREES FAHRENHEIT AND 350 DEGREES FAHRENHEIT (BASED ON THE RECOMMENDATIONS OF THE ASPHALT SUPPLIER).
C.INSTALLATION SHALL TAKE PLACE WHEN AMBIENT TEMPERATURES ARE 55 DEGREES FAHRENHEIT OR ABOVE, WHEN MEASURED IN THE SHADE AWAY FROM ARTIFICIAL HEAT.
D.THE USE OF A REMIXING MATERIAL TRANSFER DEVICE BETWEEN THE TRUCKS AND THE PAVER IS HIGHLY RECOMMENDED TO ELIMINATE COLD LUMPS IN THE MIX.
E. THE POLYMER–MODIFIED ASPHALT IS VERY DIFFICULT TO RAKE, A WELL–HEATED SCREED SHOULD BE USED TO MINIMIZE THE NEED FOR RAKING.
F. COMPACTION OF THE SURFACE COURSE SHALL TAKE PLACE WHEN THE SURFACE IS COOL ENOUGH TO RESIST A 10–TON ROLLER. (140°F. SURFACE TEMPERATURE) ONE OR TWO PASSES IS ALL THAT IS REQUIRED FOR PROPER COMPACTION. MORE ROLLING COULD CAUSE A REDUCTION IN THE SURFACE POROSITY WHICH IS UNACCEPTABLE.
4. IN THE EVENT CONSTRUCTION SEDIMENT IS INADVERTENTLY DEPOSITED ON THE FINISHED POROUS
SURFACE, IT MUST BE IMMEDIATELY REMOVED BY VACUUMING.
5. AFTER FINAL ROLLING, NO VEHICULAR TRAFFIC OF ANY KIND SHALL BE PERMITTED ON THE SURFACE UNTIL COOLING AND HARDENING HAS TAKEN PLACE, AND IN NO CASE WITHIN THE FIRST 48 HOURS. PROVIDE BARRIERS AS NECESSARY AT NO EXTRA COST TO THE OWNER TO PREVENT VEHICULAR USE; REMOVE AT THE DISCRETION OF THE ENGINEER.
6. STRIPING PAINT FOR TRAFFIC LANES AND PARKING BAYS SHALL BE CHLORINATED RUBBER BASE, FACTORY MIXED, NON–BLEEDING, FAST DRYING, BEST QUALITY, WHITE TRAFFIC PAINT WITH A LIFE EXPECTANCY OF TWO YEARS UNDER NORMAL TRAFFIC USE.
A.PAVEMENT–MARKING PAINT; LATEX, WATER–BASE EMULSION, READY–MIXED, COMPLYING WITH PS TT–P–1952.
B.SWEEP AND CLEAN SURFACE TO ELIMINATE LOOSE MATERIAL AND DUST.
C.PAINT 4 INCH WIDE TRAFFIC LANE STRIPING IN ACCORDANCE WITH LAYOUTS OF PLAN. APPLY PAINT WITH MECHANICAL EQUIPMENT TO PRODUCE UNIFORM STRAIGHT EDGES. APPLY IN TWO COATS AT MANUFACTURER'S RECOMMENDED RATES. PROVIDE CLEAR, SHARP LINES USING WHITE TRAFFIC PAINT, INSTALLED IN ACCORDANCE WITH NHDOT SPECIFICATIONS.
6. WORK SHALL BE DONE EXPERTLY THROUGHOUT, WITHOUT STAINING OR INJURY TO OTHER WORK.
TRANSITION TO ADJACENT IMPERVIOUS BITUMINOUS PAVING SHALL BE MERGED NEATLY WITH FLUSH, CLEAN LINE. FINISHED PAVING SHALL BE EVEN, WITHOUT POCKETS, AND GRADED TO ELEVATIONS SHOWN ON DRAWING.
7. POROUS PAVEMENT BEDS SHALL NOT BE USED FOR EQUIPMENT OR MATERIALS STORAGE DURING CONSTRUCTION, AND UNDER NO CIRCUMSTANCES SHALL VEHICLES BE ALLOWED TO DEPOSIT SOIL ON PAVED POROUS SURFACES.
8. REPAIR OF DAMAGED PAVING
A.ANY EXISTING PAVING ON OR ADJACENT TO THE SITE THAT HAS BEEN DAMAGED AS A RESULT OF CONSTRUCTION WORK SHALL HE REPAIRED TO THE SATISFACTION OF THE OWNER WITHOUT ADDITIONAL COST TO THE OWNER.
9. FIELD QUALITY CONTROL
A.THE FULL PERMEABILITY OF THE PAVEMENT SURFACE SHALL BE TESTED BY APPLICATION OF CLEAN WATER AT THE RATE OF AT LEAST 5 GPM OVER THE SURFACE, USING A HOSE OR OTHER DISTRIBUTION DEVISE. WATER USED FOR THE TEST SHALL BE CLEAN, FREE OF SUSPENDED SOLIDS AND DELETERIOUS LIQUIDS AND WILL BE PROVIDED AT NO EXTRA COST TO THE OWNER. ALL APPLIED WATER SHALL INFILTRATE DIRECTLY WITHOUT PUDDLE FORMATION OR SURFACE RUNOFF, AND SHALL BE OBSERVED BY THE ENGINEER AND OWNER.
B.TEST IN–PLACE BASE AND SURFACE COURSE FOR COMPLIANCE WITH REQUIREMENTS FOR THICKNESS AND SURFACE SMOOTHNESS. REPAIR OR REMOVE AND REPLACE UNACCEPTABLE WORK AS DIRECTED BY THE OWNER.
C.SURFACE SMOOTHNESS: TEST FINISHED SURFACE FOR SMOOTHNESS AND EVEN DRAINAGE, USING A TEN–FOOT TO CENTERLINE OF PAVED AREA. SURFACE WILL NOT BE ACCEPTED IF GAPS OR RIDGES EXCEED 3116 OF AN INCH.

MINIMUM COMPACTION REQUIREMENTS

COMPACTION SHALL BE PERFORMED TO NOT LESS THAN NINETY–FIVE PERCENT (95%) MAXIMUM DENSITY AS DETERMINED IN A LABORATORY COMPACTION TEST, PERFORMED UNDER THE SPECIFICATIONS OF ASTM D1557–64T, METHOD "A", (BACK FILL MATERIAL OF A STONY NATURE SHALL BE TESTED UNDER METHOD "C" OR "D" OF THE SAME ASTM DESIGNATION) OR OTHER APPROVED ASTM OR AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) SPECIFICATIONS. SUCH TEXT SHALL ALSO BE USED FOR ESTABLISHING THE OPTIMUM MOISTURE CONTENT OF THE MATERIALS. THE IN–PLACE DRY UNIT WEIGHT OF THE COMPACTED MATERIALS SHALL BE DETERMINED BY METHODS SPECIFIED UNDER ASTM "D" 1556–58T OR OTHER APPROVED ASTM OR AASHTO SPECIFICATIONS. THE IN–PLACE COMPACTION TEST TO BE CONSISTENT WITH THE APPROVED LABORATORY COMPACTION TEST.

TABLE 5. POROUS ASPHALT MIX DESIGN CRITERIA.

SIEVE SIZE (INCH/MM)	PERCENT PASSING (%)
0.75/19	100
0.50/12.5	85–100
0.375/9.5	55–75
NO.4/4.75	10–25
NO.8/2.36	5–10
NO.200/0.075 (#200)	2–4
BINDER CONTENT (AASHTO T164)	6.0–6.5%
AIR VOID CONTENT BY CORELOK (ASTM D6752)*	16.0–20.0%
AIR VOID CONTENT BY PARAFFIN WAX (AASHTO T275)*	18.0–22.0%
DRAINDOWN (ASTM D6390)**	<= 0.3 %
RETAINED TENSILE STRENGTH (AASHTO 283)***	>= 80 %

* EITHER METHOD IS ACCEPTABLE
**CELLULOSE OR MINERAL FIBERS MAY BE USED TO REDUCE DRAINDOWN.
***IF THE TSR (RETAINED TENSILE STRENGTH) VALUES FALL BELOW 80% WHEN TESTED PER NAPA IS 131 (WITH A SINGLE FREEZE THAW CYCLE RATHER THAN 5), STEP 4, THE CONTRACTOR SHALL EMPLOY AN ANTISTRIP ADDITIVE, SUCH AS HYDRATED LIME (ASTM C977) OR A FATTY AMINE, TO RAISE THE TSR VALUE ABOVE 80%.

MIX SUMMARY
POROUS ASPHALT PAVEMENT MIX
THE UNH STORM WATER CENTER

POROUS ASPHALT SHALL BE FOUR INCHES THICK WITH A BITUMINOUS MIX OF 6% TO 6.5% BY WEIGHT DRY AGGREGATE AND AIR VOIDS OF 18–22% IN ACCORDANCE WITH ASTM D6390, DRAIN DOWN OF THE BINDER SHALL BE NO GREATER THAN 0.3%. IF MORE ABSORPTIVE AGGREGATES, SUCH AS LIMESTONE, ARE USED IN THE MIX, THEN THE AMOUNT OF BITUMEN IS TO BE BASED ON THE TESTING PROCEDURES OUTLINED IN THE NATIONAL ASPHALT PAVEMENT ASSOCIATION'S INFORMATION SERIES 131 – "PERVIOUS ASPHALT PAVEMENTS" (2003) OR NHDOT EQUIVALENT. MIX SUPPLIERS MAY HAVE A SUITABLE IN–HOUSE SPECIFICATION FOR OPEN GRADED FRICTION COURSE (OGFC) THAT CAN BE USED.

USE NEAT ASPHALT BINDER MODIFIED WITH AN ELASTOMERIC POLYMER TO PRODUCE A BINDER MEETING THE REQUIREMENTS OF PG 76–22 AS SPECIFIED IN AASHTO MP– I. THE ELASTOMER POLYMER SHALL BE STYRENE–BUTADIENE–STYRENE (SBS), OR APPROVED EQUAL, APPLIED AT A RATE OF 3% BY WEIGHT OF THE TOTAL BINDER. THE COMPOSITE MATERIALS SHALL BE THOROUGHLY BLENDED AT THE ASPHALT REFINERY OR TERMINAL PRIOR TO BEING LOADED INTO THE TRANSPORT VEHICLE. THE POLYMER MODIFIED ASPHALT BINDER SHALL BE HEAT AND STORAGE STABLE.

AGGREGATE SHALL BE MINIMUM 90% CRUSHED MATERIAL AND HAVE A GRADATION OF:

COMPOSITION OF MIXTURE
SIEVE SIZE (INCH/MM)PERCENT PASSING0.75/191000.50/12.585–1000.375/9.555–75NO.4/4.7510–25NO.8/2.365–10NO.200/0.0752–4TOTAL AGGREGATES93–5–94% ASPHALT OF TOTAL MIX6–6.5
ADD HYDRATED LIME AT A DOSAGE RATE OF 1.0% BY WEIGHT OF THE TOTAL DRY AGGREGATE TO MIXES CONTAINING GRANITE. HYDRATED LIME SHALL MEET THE REQUIREMENTS OF ASTM C 977. THE ADDITIVE MUST BE ABLE TO PREVENT THE SEPARATION OF THE ASPHALT BINDER FROM THE AGGREGATE AND ACHIEVE A REQUIRED TENSILE STRENGTH RATIO (TSR) OF AT LEAST 80% ON THE ASPHALT MIX WHEN TESTED IN ACCORDANCE WITH AASHTO T 283. THE ASPHALTIC MIX SHALL BE TESTED FOR ITS RESISTANCE TO STRIPPING BY WATER IN ACCORDANCE WITH ASTM D–1664. IF THE ESTIMATED COATING AREA IS NOT ABOVE 95 PERCENT, ANTI–STRIPPING AGENTS SHALL BE ADDED TO THE ASPHALT.

NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR HAS SUBMITTED AND THE ENGINEER HAS APPROVED A MIX DESIGN INCLUDING THE PERCENTAGE OF EACH INGREDIENT INCLUDING BINDER, POLYMER, AND THE JOB–MIX FORMULA FROM SUCH A COMBINATION. THE JOB–MIX FORMULA SHALL ESTABLISH A SINGLE PERCENTAGE OF AGGREGATE PASSING SIEVE AND A SINGLE PERCENTAGE OF BITUMINOUS MATERIAL TO BE ADDED TO THE AGGREGATE. NO CHANGE IN THE JOB–MIX FORMULA MAY BE MADE WITHOUT WRITTEN APPROVAL OF THE ENGINEER. THE JOB–MIX FORMULA MUST FALL WIT H THE MASTER RANGE SPECIFIED IN COMPOSITION OF MIXTURE TABLE.

TRANSPORTING MATERIAL: SEE CONSTRUCTION AND INSTALL SPECIFICATIONS

FOR QUESTIONS ON MIX SPECIFICATIONS CONTACT ROBERT ROSEEN, PHD, AT THE UNH STORM WATER CENTER. 603–862–4024.

MAINTENANCE SPECIFICATIONS FOR POROUS ASPHALT PARKING LOT AREAS AND LOW VOLUME ROADS
THE UNH STORM WATER CENTER

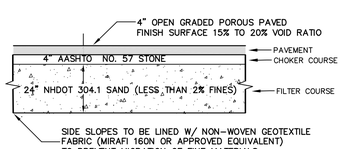
THE FOLLOWING RECOMMENDATIONS WILL HELP ASSURE THAT THE PAVEMENT IS MAINTAINED TO PRESERVE ITS HYDROLOGIC EFFECTIVENESS.

WINTER MAINTENANCE:

1. SANDING FOR WINTER TRACTION IS PROHIBITED. DEICING IS PERMITTED (NAC1, MGC12, OR EQUIVALENT). REDUCED SALT APPLICATION IS POSSIBLE AND CAN BE A COST SAVINGS FOR WINTER MAINTENANCE. NONTOXIC, ORGANIC DEICERS, APPLIED EITHER AS BLENDED, MAGNESIUM CHLORIDE–BASED LIQUID PRODUCTS OR AS PRETREATED SALT, ARE PREFERABLE.
2. PLOWING IS ALLOWED, BLADE SHOULD BE SET APPROXIMATELY 1" ABOVE ROAD SURFACE. ICE AND LIGHT SNOW ACCUMULATION ARE GENERALLY NOT AS PROBLEMATIC AS FOR STANDARD ASPHALT. SNOW WILL ACCUMULATE DURING HEAVIER STORMS AND SHOULD BE PLOWED.

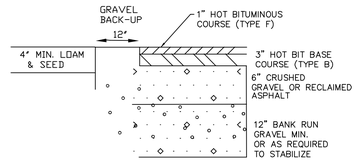
ROUTINE MAINTENANCE;

1. ASPHALT SEAL COATING MUST BE ABSOLUTELY FORBIDDEN. SURFACE SEAL COATING IS NOT REVERSIBLE.
2. THE PAVEMENT SURFACE SHOULD BE VACUUMED 1 OR 2 TIMES PER YEAR, AND AT ANY ADDITIONAL TIMES SEDIMENT IS SPILLED, ERODED, OR TRACKED ONTO THE SURFACE.
3. PLANTED AREAS ADJACENT TO PERVIOUS PAVEMENT SHOULD BE WELL MAINTAINED TO PREVENT SOIL WASHOUT ONTO THE PAVEMENT. IF ANY BARE SPOTS OR ERODED AREAS ARE OBSERVED WITHIN THE PLANTED AREAS, THEY SHOULD BE REPLANTED AND/OR STABILIZED AT ONCE.
4. IMMEDIATELY CLEAN ANY SOIL DEPOSITED ON PAVEMENT. SUPERFICIAL DIRT DOES NOT NECESSARILY CLOG THE PAVEMENT VOIDS. HOWEVER, DIRT THAT IS GROUND IN REPEATEDLY BY TIRES CAN LEAD TO CLOGGING. THEREFORE, TRUCKS OR OTHER HEAVY VEHICLES SHOULD BE PREVENTED FROM TRACKING OR SPILLING DIRT ONTO THE PAVEMENT.
5. DO NOT ALLOW CONSTRUCTION STAGING, SOIL/MULCH STORAGE, ETC. ON UNPROTECTED PAVEMENT SURFACE.
6. REPAIRS: POTHOLES OF LESS THAN 50 SQUARE FEET CAN BE PATCHED BY ANY MEANS SUITABLE WITH STANDARD PAVEMENT OR A PERVIOUS MIX IS PREFERRED. FOR AREAS GREATER THAN 50 SQ. FT. IN NEED OF REPAIR, APPROVAL OF PATCH TYPE SHOULD BE SOUGHT FROM A QUALIFIED ENGINEER. ANY REQUIRED REPAIR OF DRAINAGE STRUCTURES SHOULD BE DONE PROMPTLY TO ENSURE CONTINUED PROPER FUNCTIONING OF THE SYSTEM.
7. WRITTEN AND VERBAL COMMUNICATION TO THE POROUS PAVEMENT'S FUTURE OWNER SHOULD MAKE CLEAR THE PAVEMENT'S SPECIAL PURPOSE AND SPECIAL MAINTENANCE REQUIREMENTS SUCH AS THOSE LISTED HERE.
8. A PERMANENT SIGN SHOULD BE ADDED AT THE ENTRANCE AND END OF THE POROUS ASPHALT AREA TO INFORM RESIDENTS AND MAINTENANCE STAFF OF THE SPECIAL NATURE AND PURPOSE OF THE PAVEMENT, AND ITS SPECIAL MAINTENANCE REQUIREMENTS.



NOTES:
1. 4" FRICTION COARSE CONSISTS OF COARSER AGGREGATE AND STIFFER BINDER. SEE TABLE
2. A WORKING COURSE 4" THICK CONSISTS OF AASHTO NO. 57 STONE.
3. TOP COAT SHOULD BE VACUUMED A MINIMUM OF TWICE A YEAR.
4. ROOF RUNOFF CAN FLOW ONTO PAVEMENT OR INTO SUBBASE MATERIAL.

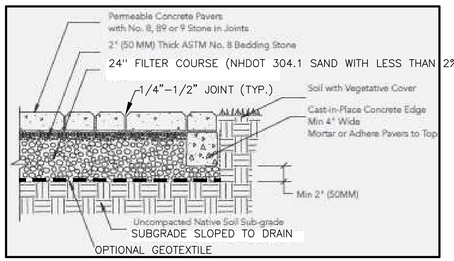
POROUS PAVEMENT
NOT TO SCALE



NOTES: * IN AREAS OF BEDROCK, MINIMUM 24" SEPARATION FROM BANK RUN GRAVEL
* PAVEMENT TRENCH PATCH SHALL MATCH EXISTING PAVEMENT DEPTHS.

TYPICAL PAVEMENT SECTION
NEW ASPHALT

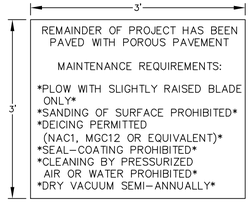
1. THE DEVELOPER SHALL INSPECT THE CROSS–SECTION OF THE CURRENT DRIVEWAY FOR CONFORMANCE TO THE MUNICIPAL REQUIREMENTS. IF ADDITIONAL SELECT GRAVELS, ETC. ARE NEEDED, THE DRIVE SHALL BE BUILT TO TOWN SPECIFICATIONS.
2. IF ADDITIONAL CRUSHED OR BANK RUN GRAVEL IS NEEDED, THE DEVELOPER RESERVES THE RIGHT TO UTILIZED RECLAIMED GRAVEL PROCESSED FROM ON SITE MATERIALS.



ROUTINE MAINTENANCE: VISUAL INSPECTION OF THE PERVIOUS PAVERS TO ENSURE THAT THEY ARE CLEAN OF DEBRIS AND SEDIMENTS. ROUTINE CLEANING PROCEDURES WOULD INCLUDE BLOWING (WITH LEAF BLOWER OR SIMILAR) IN FALL, TRUCK–SWEEPING AND/OR DRY VACUUMING. ADD STONE TO REFILL JOINT SPACE AFTER SWEEPING/VACUUMING IF NEEDED.

PERVIOUS PAVER DETAIL
TO BE "TREMRON" OR APPROVED EQUAL

NOT TO SCALE



POROUS PAVEMENT SIGN DETAIL
NOT TO SCALE

PREPARED FOR:
J CALEY ASSOCIATES
11 TAYLOR COURT
STRATHAM NH 03885

BEALS ASSOCIATES, PLLC
70 PORTSMOUTH AVE,
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603–583–4860,
FAX. 603–583–4863

REVISED PER TRC REVIEW	06/19/25
REVISIONS:	DATE:

CONSTRUCTION DETAILS

MIXED–USE DEVELOPMENT
97 PORTSMOUTH AVENUE
EXETER, NH
TAX MAP 65, LOT 125

DATE:	APRIL 29, 2025	SCALE:	NTS
PROJ. NO:	NH–1547	SHEET NO.	11

TOWN OF EXETER

Planning and Building Department

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 •FAX 772-4709

www.exeternh.gov

Date: **August 20, 2025**

To: **Planning Board**

From: **Carol Ogilvie, MRI, Interim Planner**

Re: **PB Case #25-5 Sonny Iannacone**

The Applicant is seeking approval of a Wetlands Conditional Use Permit for the proposed construction of 25' x 30' addition to the rear of the existing residence located at 18 Ashbrook Road. The parcel is 2.22 acres in area, located in the R-2, Single Family Residential zoning district and is identified as Tax Map Parcel #90-30. This approval is necessary because the entire back of the dwelling is within the Wetland Conservation Overlay District.

The Applicant submitted a Wetlands CUP application, plans and supporting documents, dated July 8th, 2025. These materials are enclosed for your review.

Accompanying the application is a Wetland Delineation Report & Functional Assessment, prepared by Gove Environmental Services in May of 2025. The assessment was conducted utilizing the U.S. Army Corps Highway Methodology, which evaluates 13 functions of wetlands to determine their value. Based on this evaluation, the consultant concluded that this proposal is not expected to result in any measurable degradation of the identified wetland functions, and that utilizing appropriate construction best management practices, any impacts to the buffer can be effectively minimized.

The Applicant appeared before the Conservation Commission, at its July 8th, 2025 meeting to present the Wetlands Conditional Use permit application. The Commission voted unanimously to recommend approval of the application with the condition that any temporary disturbance areas be reseeded to stabilize the soils. A memo from Conservation & Sustainability Planner Kristen Murphy, dated August 4th, 2025 is enclosed for your review.

Planning Board motions:

Conditional Use Permit (Wetlands) Motion: After reviewing the criteria for a Wetlands Conditional Use permit, I move that the request of Sonny Iannacone, PB Case #25-5 for a Conditional Use Permit be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

Town of Exeter

Planning Board Application for Conditional Use Permit: Wetlands Conservation Overlay District

July 2023

Town of Exeter Planning Board Application

Conditional Use Permit: Wetland Conservation Overlay District
in accordance with Zoning Ordinance Article: 9.1

SUBMITTAL REQUIREMENTS:

1. Refer to the Land Use Board Meeting Schedule and Deadlines for Submission Requirements.
2. Plans Must Include:

   Existing Conditions

   a. Property Boundaries
   b. Edge of Wetland and associated Buffer (Wetlands Conservation Overlay District – WCOD)
      --Prime wetland: 100' ✓ --Very Poorly Drained: 50'
      --Vernal Pool (>200 SF): 75' --Poorly Drained: 40'
      --Exemplary Wetland: 50' --Inland Stream: 25'
   c. Structures, roads/access ways, parking, drainage systems, utilities, wells and wastewater disposal systems and other site improvements

   Proposed Conditions

   a. Edge of Wetlands and Wetland Buffers and distances to the following:
      i. Edge of Disturbance
      ii. Structures, roads/access ways, parking, drainage systems, utilities, wells and wastewater disposal systems and other site improvements
   b. Name and phone number of all individuals whose professional seal appears on the plan
3. If applicant and/or agent is not the owner, a letter of authorization must accompany this application
4. Supporting documents i.e. Letters from the Department of Environmental Services, Standard Dredge and Fill Application and Photos of the property
5. A Town of Exeter Assessors list of names and mailing addresses of all abutters

Required Fees:
Planning Board Fee: **$50.00** Abutter Fee: **$10.00** Recording Fee (if applicable): **$25.00**

The Planning Office must receive the completed application, plans and fees on the day indicated on the Planning Board Schedule of Deadlines and Public Hearings.

APPLICANT	Name: SONNY IANNACONE
	Address: 18 ASHBROOK ROAD
	Email Address: SIANNACONE@YAHOO.COM
	Phone: 857-335-3143
PROPOSAL	Address: 18 ASHBROOK ROAD
	Tax Map # 90 Lot# 30 Zoning District: _____
	Owner of Record: SONNY IANNACONE
Person/Business performing work outlined in proposal	Name: SELECT SERVICES
	Address: 40 LOWELL ROAD, SALEM NH 03079
	Phone: 603-386-0391
Professional that delineated wetlands	Name: BRENDEN WALDEN \ GOVE ENVIRONMENTAL
	Address: 8 CONTINENTAL DRIVE, BLDG 2, UNIT H
	Phone: 603-778-0644

Town of Exeter
Planning Board Application
Conditional Use Permit: Wetland Conservation Overlay District

Detailed Proposal including intent, project description, and use of property: (Use additional sheet as needed)

Scope of work:

Build A 25x30' Addition At Back of House.

• THE ENTIRE BACK OF Dwelling is within BUFFER ZONE.

Wetland Conservation Overlay District Impact (in square footage):				
Temporary Impact	Wetland:	(SQ FT.)	Buffer:	(SQ FT.)
	☑ Prime Wetlands	650 sq FT	☐ Prime Wetlands	_____
	☐ Exemplary Wetlands	_____	☐ Exemplary Wetlands	_____
	☐ Vernal Pools (>200SF)	_____	☐ Vernal Pools (>200SF)	_____
	☐ VPD	_____	☐ VPD	_____
	☐ PD	_____	☐ PD	_____
	☐ Inland Stream	_____	☐ Inland Stream	_____
Permanent Impact	Wetland:		Buffer:	
	☐ Prime Wetlands	_____	☑ Prime Wetlands	750 Sq Ft.
	☐ Exemplary Wetlands	_____	☐ Exemplary Wetlands	_____
	☐ Vernal Pools (>200SF)	_____	☐ Vernal Pools (>200SF)	_____
	☐ VPD	_____	☐ VPD	_____
	☐ PD	_____	☐ PD	_____
	☐ Inland Stream	_____	☐ Inland Stream	_____

List any variances/special exceptions granted by Zoning Board of Adjustment including dates:

DON'T APPLY.

Describe how the proposal meets conditions in **Article 9.1.6.B** of the Zoning Ordinance (attached for reference). Written justification for each criterion must be provided to be deemed administratively complete.

SEE ATTACHED

9.1.6.B. Prior to issuance of a conditional use permit, the Planning Board shall conclude and make a part of the record, compliance with the following criteria:

1. That the proposed use is permitted in the underlying zoning district; YES
2. No alternative design which does not impact a wetland or wetland buffer or which has less detrimental impact on the wetland or wetland buffer is feasible; REAR OF PROP
3. A wetland scientist has provided an impact evaluation that includes the "functions and values" of the wetland(s), an assessment of the potential project-related impacts and concluded to the extent feasible, the proposed impact is not detrimental to the value and function of the wetland(s) or the greater hydrologic system. NARRATIVE
4. That the design, construction and maintenance of the proposed use will, to the extent feasible, minimize detrimental impact on the wetland or wetland buffer; INSTALL SILT FENCING PER PLAN.
5. That the proposed use will not create a hazard to individual or public health, safety and welfare due to the loss of wetland, the contamination of groundwater, or other reasons; NO HAZARD.
6. The applicant may propose an increase in wetland buffers elsewhere on the site that surround a wetland of equal or greater size, and of equal or greater functional value than the impacted wetland NO INCREASE OF BUFFER ZONE.
7. In cases where the proposed use is temporary or where construction activity disturbs areas adjacent to the immediate use, the applicant has included a restoration proposal revegetating any disturbed area within the buffer with the goal to restore the site as nearly as possible to its original grade and condition following construction. SEADED
8. That all required permits shall be obtained from the New Hampshire Department of Environmental Services Water Supply and Pollution Control Division under NH RSA §485-A: 17, the New Hampshire Wetlands Board under NH RSA §483-A, and the United States Army Corps of Engineers under Section 404 of the Clean Water Act.; NO STATE PERMIT..

Describe how the proposal meets conditions in Article 9.1.6.B of the Zoning Ordinance (attached for reference). Written justification for each criterion must be provided to be deemed administratively complete.

9.1.6.B. Prior to issuance of a conditional use permit, the Planning Board shall conclude and make a part of the record, compliance with the following criteria:

- That the proposed use is permitted in the underlying zoning district; **YES**
- No alternative design which does not impact a wetland or wetland buffer, or which has less detrimental impact on the wetland or wetland buffer is feasible.
- **REAR OF PROPERTY**
- A wetland scientist has provided an impact evaluation that includes the "functions and values" of the wetland(s), an assessment of the potential project-related impacts and concluded to the extent feasible, the proposed impact is not detrimental to the value and function of the wetland(s) or the greater hydrologic system. **SEE ATTACHED NARRATIVE**
- That the design, construction and maintenance of the proposed use will, to the extent feasible, minimize detrimental impact on the wetland or wetland buffer.
- **INSTALL SILT FENCING PER PLAN.**
- That the proposed use will not create a hazard to individual or public health, safety and welfare due to the loss of wetland, the contamination of groundwater, or other reasons**. NO HAZARDS**
- The applicant may propose an increase in wetland buffers elsewhere on the site that surround a wetland of equal or greater size, and of equal or greater functional value than the impacted wetland. **NO INCREASE OF BUFFER ZONE**
- In cases where the proposed use is temporary or where construction activity disturbs areas adjacent to the immediate use, the applicant has included a restoration proposal revegetating any disturbed area within the buffer with the goal of restoring the site as nearly as possible to its original grade and condition following construction. **RESEEDING /RECLAMATION**
- That all required permits shall be obtained from the New Hampshire Department of Environmental Services Water Supply and Pollution Control Division under NH RSA §485-A: 17, the New Hampshire Wetlands Board under NH RSA §483-A, and the United States Army Corps of Engineers under Section 404 of the Clean Water Act. **NO STATE PERMIT**

WETLAND DELINEATION REPORT & FUNCTIONAL ASSESSMENT

Tax Map 90 Lots 30
18 Ashbrook Rd
Exeter, NH

May 30, 2025

INTRODUCTION

This report documents the results of the wetland delineation and functional assessment performed by Gove Environmental Services, Inc. for the above referenced property. The property is consists of one single lot, referenced on the Exeter accessors map 90 as lot 30, which totals approximately 2.22 acres (the Site). A sketch plan showing the resources discussed in this report has been included in the attachments along with the assessment data form. The context of this report is related to the proposed addition to the existing single family residential dwelling on the site resulting in permanent and temporary wetland buffer impacts.

WETLAND DELINEATION

The delineation work was performed on May 29 of 2025 by Brenden Walden of this office utilizing the following standards:

1. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region,* (Version 2.0) January 2012, U.S. Army Corps of Engineers.
2. *Field Indicators of Hydric Soils in the United States, A Guide for Identifying and Delineating Hydric Soils*, Version 8.2. United States Department of Agriculture (2018).
3. *New England Hydric Soils Technical Committee. 2019 Version 4, Field Indicators for Identifying Hydric Soils in New England.* New England Interstate Water Pollution Control Commission, Lowell, MA.
4. *U.S. Army Corps of Engineers National Wetland Plant List, version 3.5.* (2020)

Wetland boundary flagging was surveyed by Brenden Walden using a Trimble Geo 7X which has an accuracy of ± 3 feet. This survey is provided to show the relative limits of jurisdictional wetlands on the property.

Site Description:
The site is located on the northern side of Ashbrook Road, with the property frontage consisting of maintained lawn and areas of upland buffer along both the eastern and western boundaries. A single-family residential dwelling with an attached garage is situated further into the site. Behind the house is an existing yard that transitions abruptly in topography before reaching the wetland boundary. With the exception of the frontage area, the on-site wetlands are located adjacent to the developed portion of the property. Two wetland areas were identified: one is an isolated

wetland adjacent to the driveway and road, and the other is a larger wetland associated with a state-designated prime wetland. Although this mapped prime wetland does not have a state-designated 100-foot buffer, the Town does recognize and regulate a 100-foot buffer to prime wetlands under the current ordinance.

Table 1—Wetland Descriptions

Wetland ID	Cowardin Class[1]	Description/Notes
A Wetland Flags 1-20	PFO1E	Large wetland system expanding off site to the north of the subject property. Wetland consists of a typical red maple swamp with undergrowth consisting of highbush blueberry, ironwood, red maple saplings, sensitive fern, skunk cabbage and royal fern. Soils were identified to be poorly drained along the boundary and interior of the wetland to approximately 50ft which was the limit of investigation. This wetland is associated with a state designated prime wetland area interior of the identified wetland boundary.
B Wetland Flags A1-A4	PEM2E	Wetland area associated with runoff adjacent to the existing driveway. Wetland vegetation in this area is managed with yard maintenance and appears to be a low area with poorly drained hydric soils and noted signs of surface hydrology, stunted lawn growth and water staining.

WETLAND FUNCTION AND VALUE ASSESSMENT

A wetland assessment was conducted using the US Army Corps Highway Methodology guidelines. Functions are self-sustaining properties of wetlands which exist in the absence of human involvement. Values refers to the benefits gained by society from a given wetland or ecosystem by their inherent functions. Functions and values identified as "primary" have been determined to be significant features of the wetland being evaluated. An important distinction is that the primary functions and values of a particular wetland don't necessarily indicate the wetland supports them at a significant *level* in comparison to other wetlands in the region or even near the site.

The Highway Methodology considers 13 functions and values:

1. **Groundwater recharge/discharge:** This function considers the potential for a wetland to serve as a groundwater recharge and/or discharge area. Recharge should relate to the potential for the wetland to contribute water to an aquifer. Discharge should relate to the potential for the wetland to serve as an area where ground water can be discharged to the surface.

[1] *Classification of Wetlands and Deepwater Habitats of the United States*. USFW Manual FWS/OBS–79/31 (1979)

2. **Floodflow Alteration:** This function considers the effectiveness of the wetland in reducing flood damage by attenuation of floodwaters for prolonged periods following precipitation events.
3. **Fish and Shellfish Habitat:** This function considers the effectiveness of seasonal or permanent water bodies associated with the wetland in question for fish and shellfish habitat.
4. **Sediment/Toxicant/Pathogen Retention:** This function reduces or prevents degradation of water quality. It relates to the effectiveness of the wetland as a trap for sediments, toxicants or pathogens.
5. **Nutrient Removal/Retention/Transformation:** This function relates to the effectiveness of the wetland to prevent adverse effects of excess nutrients entering aquifers or surface waters such as ponds, lakes, streams, rivers or estuaries.
6. **Production Export:** This function relates to the effectiveness of the wetland to produce food or usable products for human, or other living organisms.
7. **Sediment/Shoreline Stabilization:** This function relates to the effectiveness of a wetland to stabilize stream banks and shorelines against erosion.
8. **Wildlife Habitat:** This function considers the effectiveness of the wetland to provide habitat for various types and populations of animals typically associated with wetlands and the wetland edge. Both resident and or migrating species must be considered.
9. **Recreation:** This value considers the effectiveness of the wetland and associated watercourses to provide recreational opportunities such as canoeing, boating, fishing, hunting and other active or passive recreational activities. Consumptive opportunities consume or diminish the plants, animals or other resources that are intrinsic to the wetland, whereas non-consumptive opportunities do not.
10. **Educational/Scientific Value:** This value considers the effectiveness of the wetland as a site for an "outdoor classroom" or as a location for scientific study or research.
11. **Uniqueness/Heritage:** This value relates to the effectiveness of the wetland or its associated water bodies to produce certain special values. Special values may include such things as archeological sites, unusual aesthetic quality, historical events, or unique plants, animals, or geological features.
12. **Visual Quality/Aesthetics:** This value relates to the visual and aesthetic qualities of the wetland.
13. **Threatened or Endangered Species Habitat:** This value relates to the effectiveness of the wetland or associated water bodies to support threatened or endangered species.

The results of the functional assessment are summarized in the table below. The Highway Methodology data forms and Ecological Integrity forms are also attached.

Table 2—Wetland Function & Value Summary

Wetland ID	Principle Function(s) [Ecological Integrity]	Justification/Discussion
A	Groundwater Recharge/Discharge Floodflow Alteration Sediment and Toxicant Retention Nutrient Removal Wildlife Habitat	This wetland system is a large mature forested wetland primarily consisting of poorly drained soils in a low-lying area of the landscape. The wetland extends off property to the west, and includes a designated prime wetland interior of the wetland boundary. The principal functions associated with the wetland system are attributed to its large size, undisturbed conditions, areas of dense vegetation, location on the landscape and ability to retain water and runoff.
B	Groundwater Recharge/Discharge	This is a small wetland area that has developed due to the topography at this location associated with the driveway and roadway. The location paired with the overall size of the wetland significantly limit the functions of the wetland.

Functional Assessment Relative to Proposed Development

The purpose of this functional assessment is to address the proposed addition and its relationship to the identified resource areas. Since there are no direct jurisdictional wetland impacts associated with the addition, the review will focus specifically on the potential effects to the identified buffer zones. This site includes both the 100-foot buffer to the state-designated prime wetland and the 40-foot buffer to poorly drained wetlands, as outlined in the zoning ordinance.

Typically, wetland buffers are associated with protecting or enhancing the principal functions of wetland systems in various capacities. Undisturbed buffers are generally expected to provide the greatest benefit to functions related to water quality, such as infiltration and natural treatment, and offer secondary benefits to wildlife habitat. On this site, however, the wetland boundary lies essentially at the edge of the existing maintained yard surrounding the dwelling. As a result, the buffer's capacity to provide significant protection or enhancement to the wetland's principal functions is limited. Nonetheless, the existing conditions do not appear to have any observable negative impact on these identified functions.

The proposed addition to the residential dwelling is located at the rear of the house within the existing yard area. This location currently consists of sparse grass and areas of exposed, compacted soil. There is a distinct topographic break between the upland and wetland boundaries, with native vegetation beginning at the wetland edge. Given that the addition is proposed within an already disturbed and maintained area, and considering the current site conditions, it is reasonable to conclude that there would be no significant observable impacts to the principal functions of the wetland system or to their continued viability on the site. It is recommended that standard best management practices (BMPs) be implemented during construction to protect water quality and prevent unintended impacts from erosion and stormwater runoff.

In conclusion, based on the existing conditions of the site and the location of the proposed addition within an already disturbed portion of the yard, the project is not expected to result in any measurable degradation of the identified wetland functions. With the application of appropriate construction BMPs, the temporary and long-term impacts to buffer functions can be effectively minimized, supporting the conclusion that the proposed work is consistent with the intent of local wetland buffer protections.

This concludes the wetland delineation reports and functional assessment for the property located at 18 Ashbrook Rd, in Exeter. If you have any questions on any of the materials provided please feel free to contact me directly by email: bwalden@gesinc.biz or phone 207-710-7863.

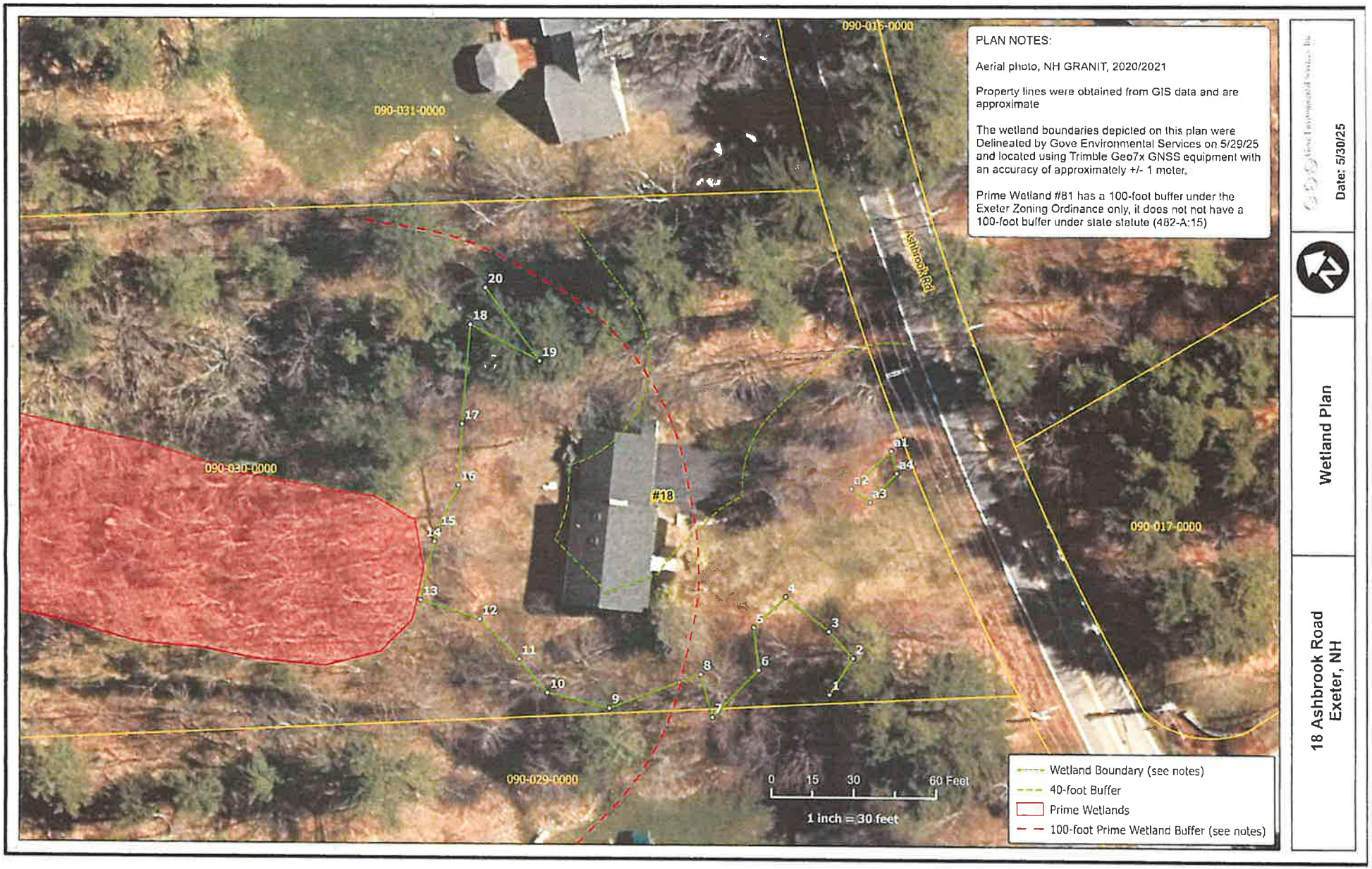
Sincerely,

Brenden Walden
President & NH CWS 297
Gove Environmental Services

Attachments: Wetland Delineation Plan
ACOE Highway Methodology Forms
Site Photos

** ***The intent of the plan provided by GES is to demonstrate that there are no practicable alternatives that would result in lesser impacts to the identified buffer areas on the subject property, given the existing resource constraints. If any reviewing board determines that the submitted plan does not adequately demonstrate this, we recommend that a standard site survey be conducted by a Licensed Land Surveyor (LLS) to locate the jurisdictional boundaries and existing structures, and to present this information on a stamped plan to satisfy any necessary requirements.***

Wetland Delineation Report-
Wetland Sketch Plan


PLAN NOTES:
Aerial photo, NH GRANIT, 2020/2021
Property lines were obtained from GIS data and are approximate
The wetland boundaries depicted on this plan were Delineated by Gove Environmental Services on 5/29/25 and located using Trimble Geo7x GNSS equipment with an accuracy of approximately +/- 1 meter.
Prime Wetland #81 has a 100-foot buffer under the Exeter Zoning Ordinance only, it does not not have a 100-foot buffer under state statute (482-A:15)
090-031-0000
090-016-0000
090-030-0000
090-017-0000
090-029-0000
Ashbrook Rd
#18
0 15 30 60 Feet
1 inch = 30 feet
Wetland Boundary (see notes)
40-foot Buffer
Prime Wetlands
100-foot Prime Wetland Buffer (see notes)
Date: 5/30/25
Wetland Plan
18 Ashbrook Road
Exeter, NH

Wetland Delineation Report-
Functional Assessment Forms

Wetland Function-Value Evaluation Form

Total area of wetland Unknown Human made? Yes Is wetland part of a wildlife corridor? No or a "habitat island"? No

Adjacent land use Residential / Roadway Distance to nearest roadway or other development 0 FT

Dominant wetland systems present PEM1 Contiguous undeveloped buffer zone present No

Is the wetland a separate hydraulic system? Yes If not, where does the wetland lie in the drainage basin? X

How many tributaries contribute to the wetland? 0 Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D. Wetland B

Latitude _____ Longitude _____

Prepared by: _____ Date _____

Wetland Impact:
Type _____ Area _____

Evaluation based on:
Office _____ Field _____

Corps manual wetland delineation completed? Y____ N____

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	Y	4, 15	Y	Small Likely Man-made Wetland Pocket Near Road
Floodflow Alteration	N	5	N	No Potential for flood
Fish and Shellfish Habitat	N	N/A	N	No Permanent Water
Sediment/Toxicant Retention	Y	1, 4	N	Near Roadway but too Small to Perform
Nutrient Removal	N		N	Maintained Lawn Area
Production Export	N		N	↓ ↓
Sediment/Shoreline Stabilization	N		N	No Shoreline
Wildlife Habitat	N		N	Too Small / Lawn
Recreation	N		N	No Public Access
Educational/Scientific Value	N		N	↓ ↓
Uniqueness/Heritage	N		N	
Visual Quality/Aesthetics	N		N	
ES Endangered Species Habitat	N		N	Lawn area.
Other				

Notes:

* Refer to backup list of numbered considerations.

Wetland Function-Value Evaluation Form

Total area of wetland Unknown Human made? No Is wetland part of a wildlife corridor? _____ or a "habitat island"? No

Adjacent land use Residential / Undeveloped Distance to nearest roadway or other development <100FT

Dominant wetland systems present PFO1E Contiguous undeveloped buffer zone present No

Is the wetland a separate hydraulic system? No If not, where does the wetland lie in the drainage basin? Upper

How many tributaries contribute to the wetland? Unknown Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D. Wetland A

Latitude _____ Longitude _____

Prepared by: BMW Date 5/30/25

Wetland Impact:
Type Buffer Area _____

Evaluation based on:
Office X Field X

Corps manual wetland delineation completed? Y X N _____

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	Y	1,4,15	Y	Large Wetland Within Mapped Prime + Areas of Saturation
Floodflow Alteration	Y	1,2,3,5,6,8,9,18	Y	Large Flat Wetland With depressions
Fish and Shellfish Habitat	N	N/A	N	No Permanent Water
Sediment/Toxicant Retention	Y	1,3,4,5,6,8,9	Y	Large Flat Wetland With Potential for Function
Nutrient Removal	Y	1,3,5,7,8,9,10,11	Y	Large Flat Wetland With dense vegetation
Production Export	N	N/A	N	No Signs of Export
Sediment/Shoreline Stabilization	N	N/A	N	No Shoreline Present
Wildlife Habitat	Y	1,3,6,8,10,11,13,14,17,18,20,21	Y	Large undisturbed wetland
Recreation	N		N	Private Property No access
Educational/Scientific Value	N		N	↓ ↓
Uniqueness/Heritage	Y		Y	Designated Prime
Visual Quality/Aesthetics	N		N	No view points At Site location
ES Endangered Species Habitat		No NHB Rec		
Other				

Notes:

* Refer to backup list of numbered considerations.

Wetland Delineation Report-
Site Photos

GOVE ENVIRONMENTAL SERVICES, INC.

Photo Log
18 Ashbrook Rd, Exeter, NH
Taken: 5/29/25

Photo #1: Looking into the site at the existing dwelling and yard space.

Photo #2: Looking wetland B adjacent to the existing driveway.

Photo #3: Looking at the driveway area and existing attached garage.

Photo #4: Looking at the wetland boundary along the lawn area and adjacent to the existing deck.

Photo #5: Looking at the wetland boundary at the toe of slope adjacent to the existing deck structure.

Photo #6: Looking at the existing back yard noting limited grass present and proximity to wetland.

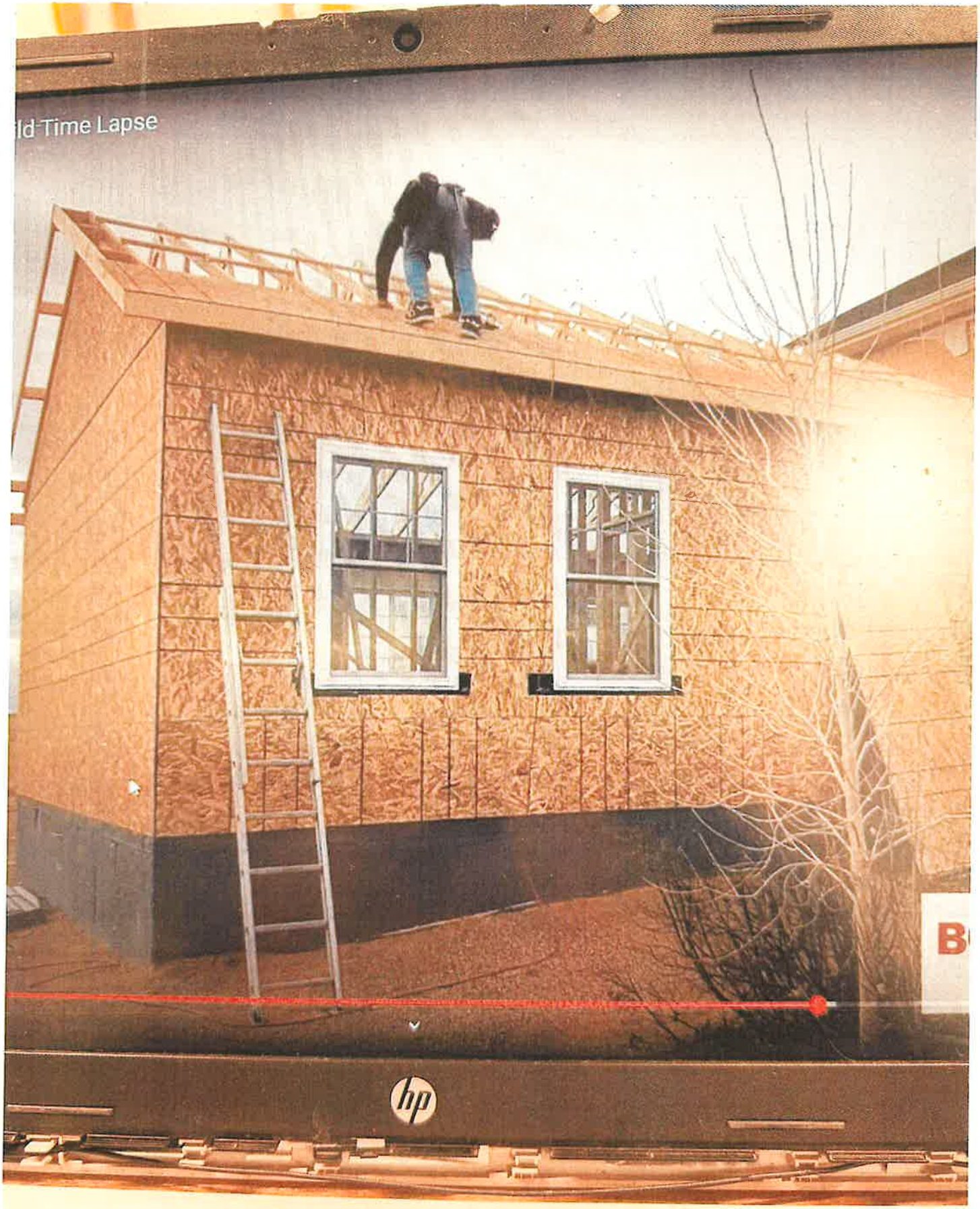
Photo #7: Opposite view of photo #6 showing the area of yard space at the rear of the house.

Photo #8: Looking at the boundary between the yard area and the existing native vegetation.

Photo #9: Looking at the access route for equipment to access the rear of the dwelling.

Photo #10: Looking interior of the wetland system.

Photo #11: Another interior view of the wetland system.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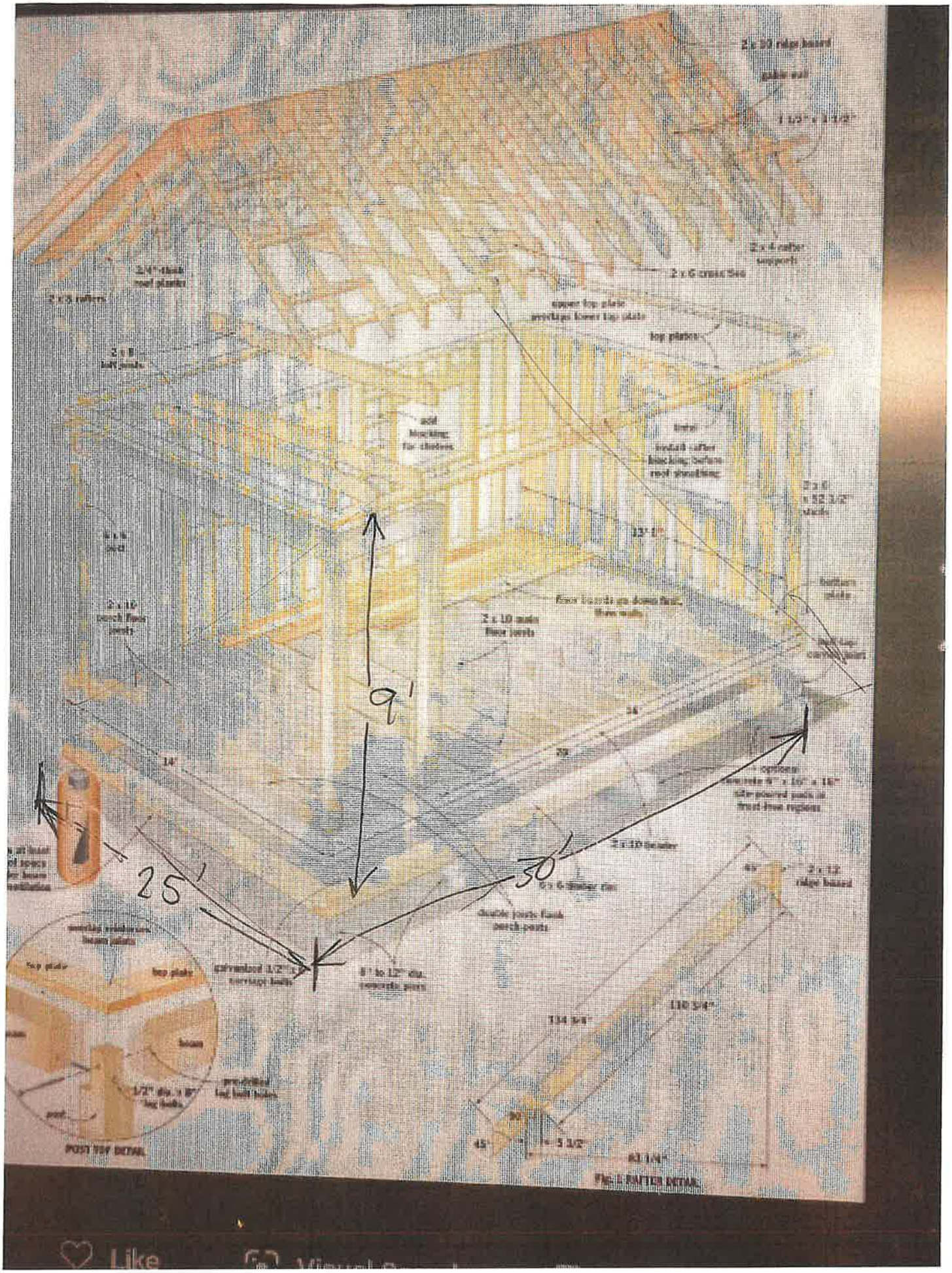
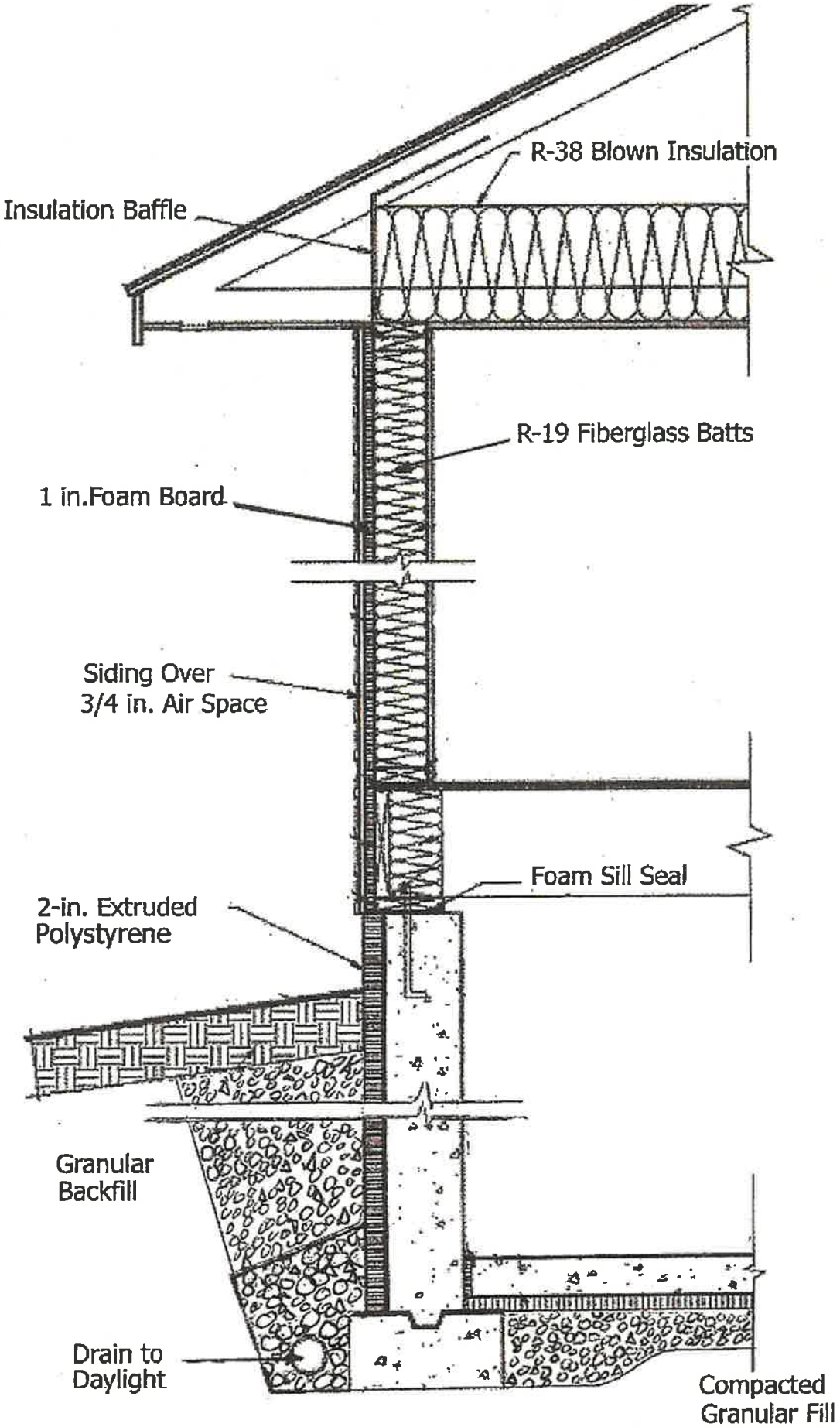

9'
25'
30'



WALL SECTION - TYP

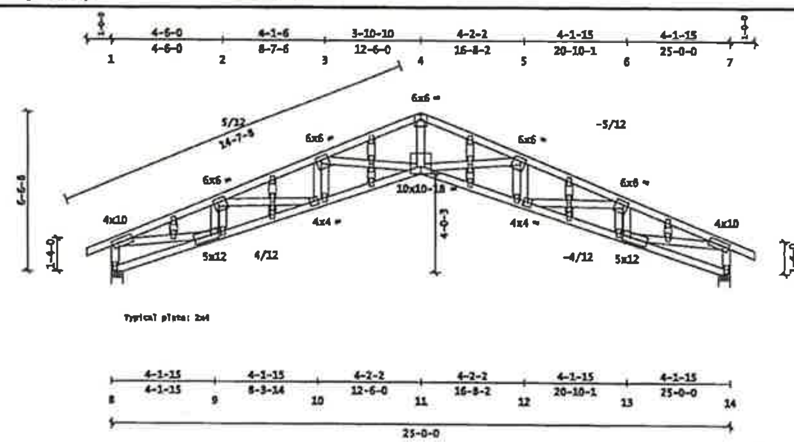
2503P-6010 - Sonny Iannacone floor and roof Qty: 1 Truss: R1G

Customer: Counter Sale

Truss Mfr. Contact: Keagan Kinney

COUNTY TRUSS

SID:
TID: 2503P-6010
Date: 05 / 05 / 25
Page: 1 of 1



Truss Weight = 183.1 lb

```
Code/Design: IRC-2021/TPI-2014
PSF  Live  Dead        Dur Factors
TC   47.0  10.0        Live  Wind  Snow
BC    0.0  10.0  Lum 1.15  1.60  1.15
Total      67.0  Plt 1.15  1.60  1.15
Spacing:  2-00-00 o.c.   Plies: 1
Repetitive Member Increase: Yes
Green Lumber:  No  Wet Service:  No
Fab Tolerance:  20% Creep (Kcr) = 2.0
OH Soffit Load:  2.0 psf
```

```
-----------Snow Load Specs-----------
ASCE7-16 Ground Snow(Pg) =  61.0 psf
Risk Cat: II  Terrain Cat: C
Roof Exposure: Partially Exposed
Thermal Condition: Cold Ventilated(1.1)
Unobstructed Slippery Roof: No
Low-Slope Minimums(Pfmin):  No
Unbalanced Snow Loads:      Yes
Rain Surcharge: No Ice Dam Chk: No
Lu(max) = 20-03-00
```

```
----------Wind Load Specs----------
ASCE7-16  Wind Speed(V) = 115 mph
Risk Cat: II  Exposure Cat: C
Bldg Dims: L =   0.0 ft  B =   0.0 ft
M.R.H(h)=  15.0ft Kzt = 1.0 Kc = 1.00
Bldg Enclosure: Enclosed
Wind DL(psf): TC =  6.0 BC =  6.0
End Vertical Exposed: L = Yes R = Yes
Wind Uplift Reporting: ASCE7 MWFRS
C&C End Zone: 4-00-00
```

```
-------Additional Design Checks------
10 psf Non-Concurrent BCLL:        Yes
20 psf BC Limited Storage:         Yes
200 lb BC Accessible Ceiling:      No
300 lb TC Maintenance Load:        No
2000 lb TC Safe Load:              No
Unbalanced TCLL:                   Yes
```

Material Summary

TC	2x4	SP	2400/2.0
BC	2x4	SP	2400/2.0
Webs	2x4	SPF	#2

Member Forces Summary

Max CSI in TC PANEL	2 - 3	0.46
Max CSI in BC PANEL	10 - 11	0.49
Max CSI in Web	1 - 9	0.95

	...Mem...	Ten	Comp	.CSI.
TC	OH- 1	51	0	0.09
	1- 2	530	4275	0.33
	2- 3	627	5550	0.46
	3- 4	523	5110	0.44
	4- 5	523	5110	0.44
	5- 6	641	5550	0.46
	6- 7	538	4275	0.33
	7-OH	51	0	0.09
BC	OH- 8	1	0	0.00
	8- 9	117	113	0.07
	9-10	4091	443	0.43
	10-11	5305	463	0.49
	11-12	5305	477	0.49
	12-13	4091	460	0.43
	13-14	28	22	0.07
	14-OH	1	0	0.00
Web	1- 8	326	1814	0.23
	1- 9	3873	413	0.95
	2- 9	179	1063	0.14
	2-10	1206	43	0.29
	3-10	68	362	0.05
	3-11	315	739	0.23
	4-11	3383	280	0.83
	5-11	315	739	0.23
	5-12	66	362	0.05
	6-12	1206	38	0.29
	6-13	181	1063	0.14
	7-13	3873	420	0.95
	7-14	329	1814	0.23

Reaction Summary

--------------Reaction Summary(Lbs)---------------

Jnt	--X-Loc-	React	-Up-	--Width-	-Reqd	-Mat	PSI
8	01-12	1865	77	05-08	02-05	SPF	531
14	24-10-04	1865	77	05-08	02-05	SPF	531

Max Horiz = -110 / +110 at Joint 8

Loads Summary

This truss has been designed for the effects of an unbalanced top chord live load occurring at [12-06-00] using a 1.00 Full and 0.00 Reduced load factor.

*20.0 psf TCLL reduced for pitch and/or area (A=54 sf) to 16.0 psf as allowed by the selected code.

See Loadcase Report for load combinations and additional details.
Snow load reported as Live Load. Roof Live Load = 16.0 psf

Notes

If this truss is exposed to wind load perpendicular to the plane of the truss, gable studs must be braced according to the Construction Documents, BCSI-B3, or a gable stud bracing detail matching the design wind speed shown. Lateral bracing of the truss itself to resist out-of-plane wind load must be in accordance with the Construction Documents.
The maximum rake overhang length is 12.0".
Gable requires 7/16" OSB sheathing on front from 0-00-00 to 20-00-00; connection details to be provided by the Building Designer.
Plates designed for Cq at 0.80 and Rotational Tolerance of 10.0 degrees.
Plates located at TC pitch breaks meet the prescriptive minimum size requirement to transfer unblocked diaphragm loads across those joints.
Lumber and plating have been applied symmetrically.

Deflection Summary

TrussSpan	Limit	Actual(in)	Location
Vert LL	L/240	L/552(-0.54)	10-11
Vert DL	L/120	L/999(-0.23)	11-12
Vert CR	L/180	L/387(-0.77)	11-12
Horz LL	0.75in	(0.43)	@Jt14
Horz CR	1.25in	(0.62)	@Jt14
Ohng CR	2L/180	2L/599(-0.01)	1- 1
Ohng CR	2L/180	2L/999(-0.01)	7- 7

Bracing Data Summary

------------Bracing Data------------
Chords; continuous except where shown
Web Bracing -- None

Plate offsets (X, Y):

(None unless indicated below)
Jnt1(01-14,00-13), Jnt4(0,-00-07), Jnt7(-01-14,00-13), Jnt9(-02-03,-00-12), Jnt11(0,01-14), Jnt13(02-03,-00-12)

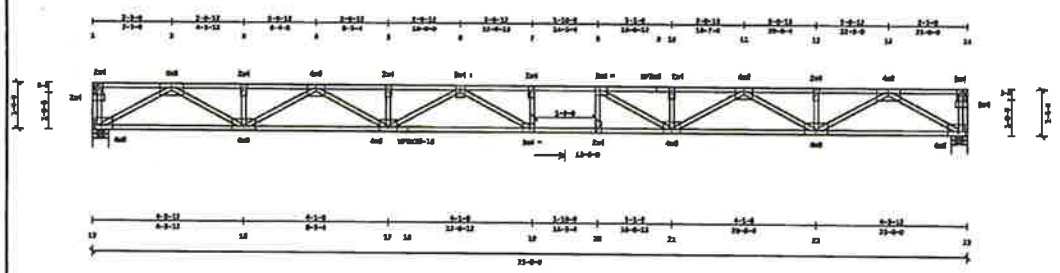
2503P-6010 - Sonny Iannacone floor and roof | Qty: 23 | Truss: F1

Customer: Counter Sale

Truss Mfr. Contact: Keagan Kinney

COUNTY TRUSS

SID:
TID: 2503P-6010
Date: 05/05/25
Page: 1 of 1



Truss Weight = 125.7 lb

Code/Design: IRC-2015/TPI-2014

PSF	Live	Dead		Dur Factors		
				Live	Wind	Snow
TC	40.0	10.0				
BC	0.0	5.0	Lum	1.00	N/A	N/A
Total		55.0	Plt	1.00	N/A	N/A

Spacing: 1-04-00 o.c. Plies: 1
Repetitive Member Increase: Yes
Green Lumber: No Wet Service: No
Fab Tolerance: 10% Creep (Kcr) = 2.0
OH Soffit Load: 2.0 psf

-------Additional Design Checks------

10 psf Non-Concurrent BCLL:	No
20 psf BC Limited Storage:	No
200 lb BC Accessible Ceiling:	No
300 lb TC Maintenance Load:	No
2000 lb TC Safe Load:	No
Unbalanced TCLL:	No

Material Summary

TC	4x2	SPF	#2
BC	4x2	SPF	1650/1.5
Webs	4x2	SPF	#2
RB	4x2	SPF	#2

Member Forces Summary

Max CSI in TC PANEL	6 - 7	0.77
Max CSI in BC PANEL	19 - 20	0.96
Max CSI in Web	2 - 16	0.38

...Mem...		Ten	Comp	CSI.
TC	OH- 1	0	0	0.00
	1- 2	0	0	0.14
	2- 3	0	2581	0.25
	3- 4	0	2581	0.26
	4- 5	0	4113	0.49
	5- 6	0	4113	0.47
	6- 7	0	4550	0.77
	7- 8	0	4550	0.76
	8- 9	0	4095	0.69
	9-10	0	4095	0.40
	10-11	0	4095	0.51
	11-12	0	2584	0.25
	12-13	0	2584	0.25
	13-14	0	0	0.14
	14-OH	0	0	0.00
BC	OH-15	0	0	0.00
	15-16	1423	0	0.29
	16-17	3468	0	0.63
	17-18	4477	0	0.79
	18-19	4477	0	0.92
	19-20	4550	0	0.96
	20-21	4550	0	0.96
	21-22	3464	0	0.56
	22-23	1425	0	0.29
	23-OH	0	0	0.00
Web	1-15	0	60	0.01
	2-15	0	1649	0.29
	2-16	1341	0	0.38
	3-16	0	130	0.02
	4-16	0	1028	0.18
	4-17	747	0	0.21
	5-17	0	126	0.02
	6-17	0	431	0.07
	6-19	457	245	0.13
	7-19	33	153	0.02
	8-20	150	63	0.04
	8-21	5	794	0.14
	10-21	51	173	0.02
	11-21	731	0	0.20
	11-22	0	1020	0.18

...Mem...	Ten	Comp	CSI.
12-22	0	133	0.02
13-22	1343	0	0.38
13-23	0	1651	0.29
14-23	0	60	0.01

Reaction Summary

Reaction Summary(Lbs)

Jnt	--X-Loc--	React	-Up-	--Width--	-Reqd	-Mat	PSI
15	02-04	908	0	05-08	01-08	SPF	470
23	24-09-12	908	0	05-08	01-08	SPF	470

Loads Summary

See Loadcase Report for load combinations and additional details.

Notes

Plates designed for Cq at 0.90 and Rotational Tolerance of 10.0 degrees.
When strongbacks are required, see the Construction Documents, TPI-1, BCSI-B7 or detail TD-FLR-0002A for installation criteria.
This truss is not symmetric - proper orientation is critical.

Deflection Summary

TrussSpan	Limit	Actual(in)	Location
Vert LL	L/360	L/472(-0.63)	17-19
Vert DL	L/120	L/999(-0.24)	17-19
Vert CR	L/240	L/339(-0.87)	17-19
Horz LL	0.75in	(0.09)	@Jt23
Horz CR	1.25in	(0.12)	@Jt23

Bracing Data Summary

Bracing Data

Chords: continuous except where shown
Web Bracing -- None

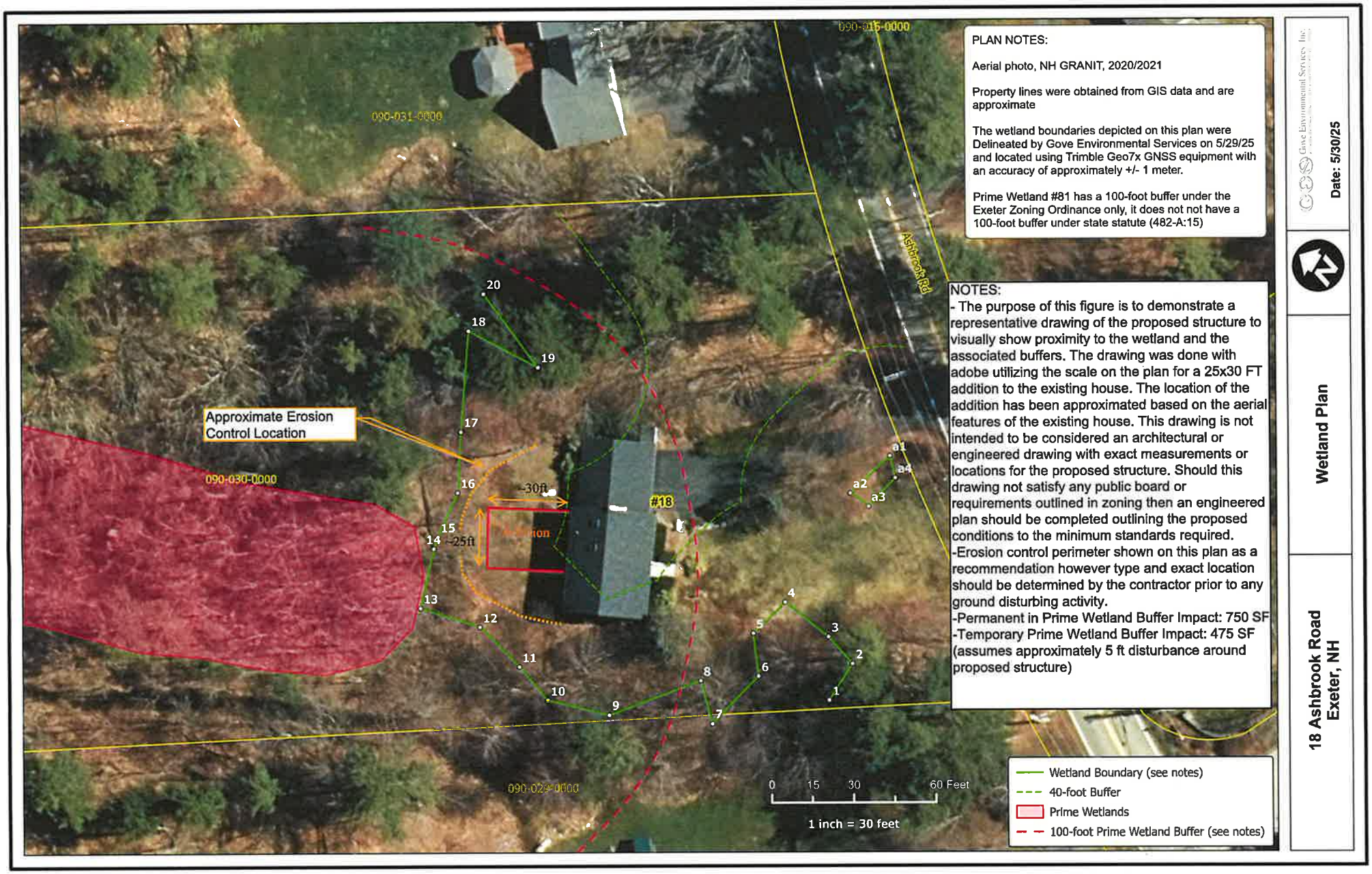
Plate offsets (X, Y):

[None unless indicated below]
Jnt1(00-04,-00-08), Jnt2(0,-00-08),
Jnt3(0,-00-08), Jnt4(0,-00-08),
Jnt5(0,-00-08), Jnt6(0,-00-08),
Jnt7(-00-06,-00-08), Jnt8(00-08,0),
Jnt10(0,-00-08), Jnt11(0,-00-08),
Jnt12(0,-00-08), Jnt13(0,-00-08),
Jnt14(-00-04,-00-08), Jnt15(00-12,00-08),
Jnt16(0,00-08), Jnt17(0,00-08),
Jnt19(-00-08,0), Jnt20(00-04,00-08),
Jnt21(0,00-08), Jnt22(0,00-08),
Jnt23(-00-12,00-08)

SIMPSON Strong-Tie

Component Solutions
Truss Studio V
2024.3.2.1

EngProp 2024.3.2.1



PLAN NOTES:

Aerial photo, NH GRANIT, 2020/2021

Property lines were obtained from GIS data and are approximate

The wetland boundaries depicted on this plan were Delineated by Gove Environmental Services on 5/29/25 and located using Trimble Geo7x GNSS equipment with an accuracy of approximately +/- 1 meter.

Prime Wetland #81 has a 100-foot buffer under the Exeter Zoning Ordinance only, it does not not have a 100-foot buffer under state statute (482-A:15)

NOTES:

- The purpose of this figure is to demonstrate a representative drawing of the proposed structure to visually show proximity to the wetland and the associated buffers. The drawing was done with adobe utilizing the scale on the plan for a 25x30 FT addition to the existing house. The location of the addition has been approximated based on the aerial features of the existing house. This drawing is not intended to be considered an architectural or engineered drawing with exact measurements or locations for the proposed structure. Should this drawing not satisfy any public board or requirements outlined in zoning then an engineered plan should be completed outlining the proposed conditions to the minimum standards required.
-Erosion control perimeter shown on this plan as a recommendation however type and exact location should be determined by the contractor prior to any ground disturbing activity.
-Permanent in Prime Wetland Buffer Impact: 750 SF
-Temporary Prime Wetland Buffer Impact: 475 SF (assumes approximately 5 ft disturbance around proposed structure)

Gove Environmental Services, Inc.

Date: 5/30/25

Wetland Plan

18 Ashbrook Road
Exeter, NH

Sonny Iannacone
18 Ashbrook Road
Exeter, NH 03833
(857) 335-3143

Abutters listed below as follows:

Norah Planch & Laura Wood
16 Ashbrook Road
Exeter, NH 03833
Lot: 090-029-0000

Kevin & Michelle Duncan
20 Ashbrook Rad
Exeter, NH 03833
Lot: 090-031-0000

Joshua Normand
19 Ashbrook Road
Exeter, NH 03833
Lot: 090-016-0000

Pine Meadows Condo Association
28 Pine Meadows Drive
Exeter, NH 03833
Lot: 087-018-00MC

Exeter Homeowners Associations
Meadow Drive
Exeter, NH 03833
Lot: 090-017-0000

TOWN OF EXETER
CONSERVATION COMMISSION MEMORANDUM

Date: August 4, 2025
To: Exeter Planning Board
From: Kristen Murphy on behalf of the Exeter Conservation Commission
Subject: Wetland and Shoreland CUP Application

Project Information:
Project Location: 18 Ashbrook Ave, Exeter, NH
Map/Lot: Tax Map Parcels #90-30
CC Review Date: 7/8/25
PB CASE: #25-5

The Conservation Commission reviewed the wetland conditional use permit application at their meeting on July 8th. Following the presentation, the Commission voted as follows:

They have reviewed the application and voted unanimously to recommend approval of the wetland conditional use permit, with the following condition:

- Applicant to reseed any temporary disturbance areas to stabilize soils.

Kristen Murphy