

**Select Board Meeting**  
**Monday, June 21<sup>st</sup>, 2021, 6:45 p.m.**  
**Nowak Room, Town Office Building**  
**10 Front Street, Exeter NH**

Meeting in the Nowak Room at the Town Office Building. For virtual access, see instructions below.

Watch this meeting on Channel 22, or EXTV Facebook <https://www.facebook.com/ExeterTV>, or YouTube <https://www.youtube.com/c/ExeterTV98>.

To access the meeting via Zoom, click this link: <https://exeternh.zoom.us/j/87331249833>

To access the meeting via telephone, call +1 646 558 8656 and enter Webinar ID 873 3124 9833

Please join the meeting with your full name if you want to speak.

Use the "Raise Hand" button to alert the Chair you wish to speak. On the phone, press \*9.

More access instruction found here: <https://www.exeternh.gov/townmanager/virtual-town-meetings>

Contact us at [extvg@exeternh.gov](mailto:extvg@exeternh.gov) or 603-418-6425 with any technical issues.

**AGENDA**

1. Call Meeting to Order
2. Board Interviews – Communications Advisory Committee
3. Bid Opening: Lagoon Sludge Removal
4. Public Comment
5. Proclamations/Recognitions
  - a. Proclamations/Recognitions
6. Approval of Minutes
  - a. Regular Meeting: June 14<sup>th</sup>, 2021
7. Appointments
8. Discussion/Action Items
  - a. TAP Grant Discussion – Brentwood Road, Columbus Avenue, Winter Street, Spring Street, Epping Road
  - b. Third Reading – Animal Control Ordinance Amendment
  - c. 44 River Street – Restoration of Involuntarily Merged Lot
9. Regular Business
  - a. Tax Abatements, Veterans Credits & Exemptions
  - b. Permits & Approvals
  - c. Town Manager's Report
  - d. Select Board Committee Reports
  - e. Correspondence
10. Review Board Calendar
11. Non-Public Session
12. Adjournment

**Niko Papakonstantis, Chair**  
**Select Board**

**Posted: 6/18/21 Town Office, Town Website**

**Persons may request an accommodation for a disabling condition in order to attend this meeting. It is asked that such requests be made with 72 hours notice.**

**AGENDA SUBJECT TO CHANGE**

## Board Interviews



**Town of Exeter**  
Town Manager's Office  
10 Front Street, Exeter, NH 03833

June 21, 2021  
6:45 pm  
Wheelwright Room

**Statement of Interest  
Boards and Committee Membership**

Committee Selection: Communications Advisory Committee

New  Re-Appointment  Regular  Alternate

Name: DAVID WOLD Email: dhwold@gmail.com

Address: 10 Chestnut St #8E Phone: 603-541-1070

Registered Voter: Yes  No  (NOT YET) LinkedIn  
linkedin.com/in/dhwold

Statement of Interest/experience/background/qualification, etc. (resume can be attached).

PLEASE SEE ATTACHED

If this is re-appointment to a position, please list all training sessions you have attended relative to your appointed position.

I understand that: 1. this application will be presented to the Exeter Select Board only for the position specified above and not for subsequent vacancies on the same board; 2. The Town Manager and Select Board may nominate someone who has not filed a similar application; 3. this application will be available for public inspection.

After submitting this application for appointment to the Town Manager:

- The application will be reviewed and you will be scheduled for an interview with the Select Board
- Following the interview the Board will vote on your potential appointment at the next regular meeting
- If appointed, you will receive a letter from the Town Manager and will be required to complete paperwork with the Town Clerk prior to the start of your service on the committee or board.

I certify that I am 18 years of age or older:

Signature: David H Wold Date: 5/29/21

To be completed by Select Board upon appointment:

Date Appointed: \_\_\_\_\_ Term Ending: \_\_\_\_\_ Full: \_\_\_\_\_ Alternate: \_\_\_\_\_

# DAVID WOLD

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June 1, 2021

Town of Exeter  
Town Manager's Office  
10 Front Street  
Exeter, NH 03833

To Whom It May Concern:

I am writing to apply for one of the vacant positions on the Communications Advisory Committee.

As a new resident in Exeter I have been thinking about ways I might serve the community. When I was informed about the Communications Advisory Committee by a neighbor, it seemed like an area where I might be able to make a contribution.

As you'll see from my Linked In profile ([linked.com/in/dhwold](https://www.linkedin.com/in/dhwold)) have spent many years in the communications field - first in the ad agency world, and more recently on the other side of the table as a Director of Marketing. In between I did a stint in academia, founding and directing a Leadership Program at a small Liberal Arts College just outside St. Louis.

My wife and I are thrilled to be back in the area (we've lived in Portsmouth, Kittery Point, and Stratham) and especially happy with the decision to make Exeter our home. We've been here a little over a year and have so appreciated that Exeter has retained its authenticity.

I have served on several advisory committees in the past - for the Portsmouth and Manchester Chambers of Commerce and for Granite State Ambassadors, and did a term as a Board Member of the Portsmouth Music Hall.

When I owned my business, our client list included the Office of Travel & Tourism Development, NH State Parks, The Office of Business & Industrial Development, the Office of International Commerce, and the New Hampshire Lodging & Restaurant Association.

I've been given some background on the committee from my neighbor, and have also looked at pertinent sections of the 2020 Annual Report and 2018 Master Plan. I applaud the Town and the Select Board for seeing communications as enough of a priority to include it in the master planning process.

**CONTACT**

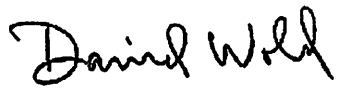
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10 CHESTNUT ST. #8E | EXETER, NH 03833 | [DHWOLD@GMAIL.COM](mailto:DHWOLD@GMAIL.COM)

I believe communication is a low-cost/high-value investment that can result in better informed and engaged citizens, more efficient government, and contribute to economic development.

I appreciate your consideration of my application, and would be pleased to have an opportunity to contribute to the Town of Exeter.

Best Regards,

A handwritten signature in black ink that reads "David Wold". The signature is written in a cursive style with a large, looped 'D' and a long, sweeping tail on the 'l'.

David Wold



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## Application for Communications Advisory Committee

6 messages

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David Wold <dhwold@gmail.com>

Tue, Jun 1, 2021 at 11:30 AM

To: "pmcelroy@exeternh.gov" <pmcelroy@exeternh.gov>


Dear Ms. McElroy,

Attached please find my application for one of the vacancies on the Communications Advisory Committee. Please let me know if you have any questions or need anything else from me.

Many thanks,  
David

DAVID WOLD  
10 Chestnut St. #8E. | Exeter, NH 03833  
dhwold@gmail.com  
<https://www.linkedin.com/in/dhwold/>

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 Comm Advisory Committee\_Wold.pdf  
256K

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Pam McElroy <pmcelroy@exeternh.gov>

Tue, Jun 1, 2021 at 11:35 AM

To: David Wold <dhwold@gmail.com>

Good morning, Mr. Wold.

Thank you for your application to the Communications Advisory Committee. I will contact you soon for an interview with the Select Board.

[Quoted text hidden]

[Quoted text hidden]

DAVID WOLD  
10 Chestnut St. #8E. | Exeter, NH 03833  
dhwold@gmail.com  
<https://www.linkedin.com/in/dhwold/>

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*Pam McElroy*

**Town of Exeter**

Executive Assistant, Town Manager's Office

603-773-6102

Human Services Administrator

603-773-6116

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David Wold <dhwold@gmail.com>

Wed, Jun 2, 2021 at 11:04 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

Thanks so much.

[Quoted text hidden]

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**Pam McElroy** <pmcelroy@exeternh.gov>  
To: David Wold <dhwold@gmail.com>

Tue, Jun 15, 2021 at 11:13 AM

Good morning Mr. Wold.

I'm sorry it's taken some time to get back to you regarding an interview with the Select Board for the Communications Advisory Committee. We've been watching the Governor's Orders regarding municipal meeting protocol. Now that meetings are in person, the Select Board will conduct interviews in person.

Please let me know if you will be available at 6:45 pm on Monday, June 21st for an interview with the Select Board in the Wheelwright Room of the Town Office Building.

Thank you.

[Quoted text hidden]

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**David Wold** <dhwold@gmail.com>  
To: Pam McElroy <pmcelroy@exeternh.gov>

Tue, Jun 15, 2021 at 1:51 PM

Good afternoon,

I am available on the 21st at that time and look forward to meeting with the Select Board.

Thanks for coordinating!

David

[Quoted text hidden]

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**Pam McElroy** <pmcelroy@exeternh.gov>  
To: David Wold <dhwold@gmail.com>

Tue, Jun 15, 2021 at 2:25 PM

Great. Thank you.

[Quoted text hidden]





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## Communications Advisory Committee Volunteer

2 messages

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**Martha McEntee** <memcentee2@gmail.com>

Tue, Jun 1, 2021 at 1:40 PM

To: Pam McElroy <pmcelroy@exeternh.gov>

Cc: Connor Barry <cbarry978@gmail.com>, Daryl Browne <dbrowne@exeternh.gov>

Dear Pam,

David Wold, my neighbor at Exeter Mill, has applied to join the Communications Advisory Committee and I am writing in support of his application. Having enjoyed my work on the Committee, I had been looking out for candidates to fill the vacancies. I recently met David and spoke with him at length about the Committee's work and how he might contribute. As you can see by his application letter and experience described on LinkedIn, David promises to be a productive member of our group and bring a fresh perspective to our work.

Please feel free to share this note with Russ Dean, the Select Board, and others who may have a role in bringing new Committee members on board.

Kind regards,

Martha McEntee

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**Pam McElroy** <pmcelroy@exeternh.gov>

Tue, Jun 1, 2021 at 2:28 PM

To: Martha McEntee <memcentee2@gmail.com>

Cc: Connor Barry <cbarry978@gmail.com>, Daryl Browne <dbrowne@exeternh.gov>

Thank you for your email, Martha. I'll be sure to forward your message of support for Mr. Wold.

Have a good day.

[Quoted text hidden]

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*Pam McElroy*

**Town of Exeter**

Executive Assistant, Town Manager's Office

603-773-6102

Human Services Administrator

603-773-6116

**Bid Opening**

SECTION 00020ADVERTISEMENT FOR BIDS

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Town of Exeter, NH

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Exeter, New Hampshire

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Contract No. 5: WWTF Lagoon Sludge Removal

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Sealed Bids for the Contract No. 5: WWTF Lagoon Sludge Removal project will be received by the Town of Exeter at the office of the Town Office Building (10 Front Street, Exeter, NH, 03833), **until 4:00 PM local time on June 21, 2021. The bids will remain sealed until the Select Board meeting on June 21, 2021, at which time they will be publicly opened and read.** The Project consists of pumping, geotextile tube dewatering, loading, hauling, and disposal of biosolids from the Exeter WWTF Lagoons. Refer to Article 15 of Section 00100 for information regarding submittal of bids.

Bids shall include lump sum and unit price items, as indicated on the Bid Form. The Basis of Award is Total Bid.

The Issuing Office for the Bidding Documents is Wright-Pierce (230 Commerce Way, Suite 302, Portsmouth, NH 03801). Prospective Bidders may examine the Bidding Documents at the following locations:

1. Exeter Public Works Department, 13 Newfields Road, Exeter, NH 03833
2. Wright-Pierce Online Plan Room ([www.wright-pierce.com/projects/](http://www.wright-pierce.com/projects/))

Bidding Documents may be obtained in PDF format on-line at <http://www.wright-pierce.com/projects/>. Interested parties will be furnished one PDF download set of Bidding Documents at a cost of \$50.00 per download.

To be considered a responsive Bidder, the Contractor shall have obtained at least one set of Bidding Documents from the Issuing Office. The Bid will not be awarded to a Bidder unless a record for obtaining at least one set of Bidding Documents exists in the Issuing Office. To meet this requirement and to establish the record of receipt, a prospective Bidder must obtain Bidding Documents using the name that is to appear on the Bid Form.

No pre-bid conference will be held. Individual site visits can be arranged upon request.

A bid must be accompanied by Bid security made payable to Owner in an amount of 5% of Bidder's maximum bid price and in the form of a certified check or Bid bond issued by surety meeting the requirements of the General Conditions. No bid may be withdrawn for at least 60 days after receipt of bids unless released by the Owner.

The Town of Exeter reserves the right to reject any or all Bids, to waive any technical or legal deficiencies, and to accept any Bid that it may deem to be in the best interests of the Town.

By Order of the Select Board  
Town of Exeter, New Hampshire

++ END OF ADVERTISEMENT FOR BIDS ++

## Proclamations/Recognitions



Russ Dean &lt;rdean@exeternh.gov&gt;

**DARE**

3 messages

**Stephan Poulin** <spoulin@exeternh.gov>

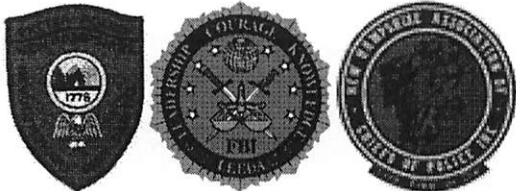
Mon, May 24, 2021 at 2:02 PM

To: Russ Dean &lt;rdean@exeternh.gov&gt;, Niko Papakonstantis &lt;npapakonstantis@exeternh.gov&gt;

Hi Russ and Niko,

Officer Stephen Petroski has been named DARE Officer of the Year for the entire USA!! I **think** its the first time an Officer in NH has won this. We will be letting him know this Friday 5/28 at 230p at the Morgan Center located in the Tuck Learning Center. It will be a brief ceremony with NHSP DARE director there and DARE America zooming in. He does not know this yet so he should be surprised as well.

Some press will be there as well.

**Chief Stephan R. Poulin***Exeter Police Department***20 Court St****Exeter, NH 03833***Dispatch: 603-772-1212***Chair Government Relations Committee, NH Assoc. of Chiefs of Police****Russ Dean** <rdean@exeternh.gov>

Mon, May 24, 2021 at 2:06 PM

To: Stephan Poulin &lt;spoulin@exeternh.gov&gt;

Cc: Niko Papakonstantis &lt;npapakonstantis@exeternh.gov&gt;

Amazing!!!!!!

Hats off to Officer Petroski, very deserving.

Russ

[Quoted text hidden]

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Mon, May 24, 2021 at 4:17 PM

To: Stephan Poulin &lt;spoulin@exeternh.gov&gt;

Cc: Russ Dean &lt;rdean@exeternh.gov&gt;

That is outstanding news, Chief!!

On Mon, May 24, 2021 at 2:02 PM Stephan Poulin &lt;spoulin@exeternh.gov&gt; wrote:

[Quoted text hidden]

## Minutes

**Select Board Meeting  
Monday June 14, 2021  
7 PM  
Nowak Room, Town Offices  
Draft Minutes**

**1. Call Meeting to Order**

Members present: Julie Gilman, Molly Cowan, Lovey Roundtree Oliff, Daryl Browne, Niko Papakonstantis, and Town Manager Russ Dean were present in person at this meeting. The meeting was called to order by Mr. Papakonstantis at 7 PM. He thanked the town staff and IT Department for their support during the virtual meetings.

**2. Public Comment**

- a. There was no public comment at this meeting.

**3. Proclamations/Recognitions**

- a. There was no Proclamations/Recognitions at this meeting.

**4. Approval of Minutes**

- a. Regular Meeting: June 7, 2021

**MOTION:** Mr. Browne moved to approve the minutes of June 7, 2021 as presented. Ms. Gilman seconded. All were in favor.

**5. Appointments and Resignations**

**MOTION:** Ms. Gilman moved to regrettfully approve Carlos Guindon's resignation from the Conservation Commission. Ms. Cowan seconded. All were in favor.

**6. Discussion/Action Items**

**a. Swasey Parkway Road Closure**

Mr. Papakonstantis said that Swasey Parkway is currently closed to vehicles through June 30, 2021. He had spoken with the Chair of the Swasey Parkway Trustees; the Trustees are due to meet later this month, and will come before the Select Board in July. The Board should extend the road closure to July 31 to allow the Trustees time to discuss it. Ms. Gilman said she's had people contact her about opening it partially so that older people can drive down and park, then walk. Mr. Dean said there's a legal question, as the Trust specifies it must be open to vehicular traffic. Mr. Papakonstantis said he would like Mr. Dean to talk to Attorney Mitchell and bring it back next week.

**b. Fire Alarm Box Update**

Fire Chief Eric Wilking, Deputy Chief and Fire Inspector Jason Fritz, and Asst Chief Pizon were present to discuss the retirement of the Fire Alarm Box system. Mr. Fritz said in December, customers received a letter regarding the decommissioning of the fire monitoring system. In January, he started working with customers on the phase-out. They expect to wrap up the phase-out by July 1st. Going forward, businesses will be required to send the alarm signal to a



third-party monitoring service, which will coordinate with the Fire Department. Asst. Chief Pizon said the budgetary reduction in overtime and supplies over two years will be \$41,972, including \$20,000 of overtime reduction, although they will lose around \$30,000 in revenue from the monitoring. In 2021, they didn't charge businesses the monitoring fees. He's doing follow-up phone calls and acceptance tests with everyone. 50 phase-outs have been completed, but there are a few still transitioning. They're not going to cut anyone off.

**c. Board & Committee Meetings Discussion**

Mr. Papakonstantis said that the Governor's Emergency Order #12 has expired, so all Boards and Committees must meet in person. He and Mr. Dean looked at how they could continue to include people who can't appear in person, such as a hybrid meeting. The Select Board will test the hybrid process, and they will reach out to Land Use Board Chairs about it as well.

Bob Glowacky gave a demonstration of the hybrid meetings, which will work similarly to the virtual meetings. They only have this capability in the Nowak Room. The Chair would have Zoom in front of him to see who's raising their hand, and the staff will unmute those who wish to speak. Ms. Gilman asked if running the hybrid meetings will add more work for the IT Department. Mr. Glowacky said the staff will be there in the IT office anyway, this just adds a couple of extra steps. Ms. Cowan asked how many committees were televised before the virtual meetings. Mr. Glowacky said 11-15 meetings a month, which with the virtual meetings nearly doubled to 18 - 24 per month. Mr. Papakonstantis asked how many meetings they could do, and Mr. Glowacky said there could be some increase over the 11-15 meetings, but they're having some short-term staffing issues. However, it could only happen in the Nowak Room, so they must choose one meeting per time slot.

Mr. Papakonstantis said they will plan to start next week. Under 91A, the expectation is that the Board and Committee members will be present unless there's an emergency. Mr. Dean said the law says there needs to be a physical quorum, people can participate electronically only if they can't be in the physical location. Mr. Browne said the hybrid process will make meetings more accessible for the public.

**d. Classification Plan Amendment - Assistant Town Manager/HR Director**

Mr. Dean said they propose to amend the Classification Plan to delete the HR Director from Grade 11 and add an HR Director/Assistant Town Manager position at Grade 13. This would create a second-in-command for when the Town Manager is absent. 8-10 other communities in NH have this position, including Rye, Atkinson, Claremont, and Lebanon.

Mr. Papakonstantis said that during the goal-setting session, the Board looked at the organization as a whole. This would be a neutral role in the Town Manager's position if the Town Manager is absent. They're not adding money to the budget, so it doesn't need to go before the Budget Recommendations

Committee. This reorganization has been done by Police, Fire, Parks and Rec, and DPW.

Mr. Papakonstantis opened the discussion to the public.

Bill Campbell of 111 High Street said he's not opposed to the position itself, but how can they increase the HR Director's workload? Does the part time person become full time? This is a position at Step 13, not Step 11; should there be positions that high up without formal review? The creation of the Economic Development Director position took much discussion. He wonders how many members of the public read the Select Board agenda. The BRC is the Board's oversight.

Anne Surman of 14 Cullen Way said she's hearing that 15 other towns have this position, but what are the duties in Exeter that are not being done? She's looking for discussion in the Budget Recommendation Committee. Only the Select Board packet even said what the reclassification was about, not the agenda. The Department heads are highly skilled, so the town ran well while the Town Manager was out. HR needs to stand on its own, despite what legal counsel has stated.

Mr. Papakonstantis said that in 2018, the request was for a full time HR Assistant, creating a new position. The BRC decided to start with a part time position. The majority of the BRC recommended eventually having a full-time position, but to start with part time. It's difficult to keep a person in that part time role. When Mr. Dean went out on leave, the Board looked at the succession plan, but there was none. They could have gone externally for an interim person, but they're expensive or there's a reason that they're out of work. Internally, any Department head could have served, but they're still in the middle of a pandemic and the Department heads have been strained. A Department Head serving as the Town Manager would leave that Department void. They looked for a neutral figure. Luckily, they had someone they could tap to step in. The Department heads and their staff stepped up and were fully supportive of the Select Board and interim Town Manager.

Mr. Papakonstantis said the Town Manager's responsibilities since Mr. Dean was hired have grown; not the town's population, but the needs and complexity of the structure. Mr. Dean is doing his job well, but he could be serving better if he had someone to delegate certain responsibilities and projects, while also serving as the HR Director while the Assistant did the day to day. It's currently funded in the budget. The BRC may get a request to make the Assistant position full-time. They recently added personnel when the IT Director said they needed a new position. Mr. Papakonstantis said he doesn't find this to be an added position, and there's no extra money. He sat on the BRC, and any time they looked at a new position, it was an added position for increased money. The precedent was set in the Police Department, DPW, Water & Sewer Dept, and Fire Dept. They're not adding a position. Mr. Dean added that the slotting of this position at Grade 13 is done by Human Resources. The current HR Director

was on board for a reclassification, since it was one of the lowest paid Department heads.

Ms. Oliff said regarding transparency, they could have done a better job about letting people know about the conversation to take place. That said, this is the right decision and necessary. The work the Department Heads did this year was astronomical. The extra work exposed their needs at the Town Offices. Ms. Gilman said this job is heavy on the Human Resources; the work of the Assistant Town Manager is like a Town Manager in Training. It works together well because it's all dealing with personnel. Mr. Dean said he had previously served as an Assistant Town Manager/HR Director, so he has direct experience with these hybrid positions.

Bill Campbell said he's not worried about the cost, but the responsibilities and demands of the job. They need two people, including a full-time helper.

Ms. Cowan said the pandemic has shown the resilience in town, but also the cracks. They should allow some flexibility in restructuring when they see talent, where there are gaps, and when the Departments request help. The DPW and Police and Fire reorgs didn't go before the BRC. This would take advantage of the retirement of a valued town staff member, and make that position meet our needs. If they were adding a new department, such as Economic Development, it would go before the BRC. Regarding the HR Assistant, it was the Select Board that said it should be part-time. This position will increase capacity, will help Mr. Dean be a better communicator, and make things more transparent. They have to have talented people with enough time to do that work.

**MOTION:** Ms. Cowan moved to approve the classification amendment, adding an HR Director/Assistant Town Manager at Grade 13, eliminating the HR Director at Grade 11. Ms. Gilman seconded. All were in favor.

e. **Second Reading of the Animal Control Ordinance Amendment**

This change would update the Dog Ordinance to include Kids Park and Townhouse Common. Mr. Dean said Parks and Rec found that dogs were getting into Kids Park, and raised their concerns. The Townhouse Common exclusion was an oversight. Mr. Papakonstantis said the third reading would be June 21st.

7. **Regular Business**

a. **Tax Abatements, Veterans Credits and Exemptions**

i. There were no abatements considered at this meeting.

b. **Permits & Approvals**

i. There were no permits & approvals considered at this meeting.

c. **Town Manager's Report**

i. Mr. Dean said during the sewer project at Town Hall, Jeff Beck said they were able to televise all the lines, and the sewer lines are in worse condition than they thought. The estimated cost out of Maintenance Projects was \$5,000, but that has grown to \$26,000. They're seeing

savings in a \$20,000 project for roof repairs at the DPW Admin building, so they'll get \$16,000 back from that.

- ii. He received notice of ARPA funds being sent to the State of NH.
- iii. The Committees of Conference are meeting this week at the State House, and they're waiting on final budget action
- iv. He signed the LCHIP grant application.
- v. The Sustainability Needs Assessment which was created with Julie LaBranche is out to the Departments to fill out. Ms. Gilman said there's also a public survey on the Sustainability page.

d. Select Board Committee Reports

- i. Ms. Gilman said she had a Conservation Commission meeting, but has no update for the Board. At the State House, the Committee of Conference is starting; this is when the Senate amends a House bill or vice versa, and the original branch doesn't agree with amendments, so they must negotiate the difference. There are 46 bills, which are included in the packet. They will vote on June 24.
- ii. Mr. Browne had no report.
- iii. Ms. Oliff had no report
- iv. Ms. Cowan said she had a long Planning Board meeting on Thursday. They continued the public hearing on the Griset application and heard about the Carlyle property on Watson Road, a low-density zoning district, and they did approve a yield plan for 12 units.
- v. Mr. Papakonstantis had no report.

e. Correspondence

- i. A list of House Bills and amendments. Ms. Gilman said HB315 would have allowed an aggregation of power for renewable energy up to 5 MW; this amendment returns that to 1 MW. When they voted for the solar array at the Transfer Station, they were looking at 1.5 MW, so they may need to rethink that project. Regarding bills about affordable housing or density, only 1 passed out of 7, to create a 79E to give tax incentives downtown for residential; but this is only rehabilitation, not new building.
- ii. An Xfinity notice on regional sport network fees
- iii. Correspondence from TEAM requesting that fees be waived, which they will take up at the 6/21 meeting.

8. Review Board Calendar

- a. The next meetings are June 21, July 12, July 19, Aug 2, Aug 16, and Aug 30.

9. Non-Public Session

- a. There was no non-public session at this meeting.

10. Adjournment

**MOTION:** Ms. Gilman moved to adjourn. Ms. Oliff seconded. All were in favor and the meeting adjourned at 8:26 PM.

Respectfully Submitted,

**Joanna Bartell**  
**Recording Secretary**

## **Brentwood Road – Epping Road TAP Grant Discussion**



# TOWN OF EXETER

## *Planning and Building Department*

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

[www.exeternh.gov](http://www.exeternh.gov)

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**Date:** June 15, 2021

**To:** Russell Dean, Town Manager

**From:** Dave Sharples, Town Planner

**Re:** Brentwood Rd/Epping Rd Intersection

I am writing this memorandum to provide the history behind the intersection improvements being constructed at the intersection of Epping Rd and Brentwood Rd. I will provide a brief overview of the grant before focusing on this intersection and explaining what we did and how we decided to move forward with what is currently being constructed.

I applied for a TAP grant in 2016 and received the award to construct sidewalks in three areas of town. The town approved the warrant article to provide the match for the project. We held two public forums and solicited input from those that attended and through Slido.com and Facebook. I will focus on only the Epping Rd portion of the project as that is what has generated the concern.

Since we were constructing a sidewalk along Epping Rd from the existing sidewalk that ended at Brentwood Rd up to a sidewalk by McKay Drive that the PB required the developer to install, we had to design the intersection with two primary goals. One, get pedestrians safely across the intersection and two, do not make the intersection less safe for vehicles. To this end, HTA, our engineer consultant, came up with two options. Option #1 was to leave the vehicular traffic pattern exactly the way it was and direct pedestrians across Columbus then Brentwood Rd then Epping Rd. Option #2 was what is being constructed. See the attached Engineering Study that includes a description and plans of the different options that were presented to the public.

Between both public forums and comments received online (a total of 20 people), there was not one person who wanted Option #1. As quoted in the attached Engineering Study "Stakeholders present at the second Local Concerns Meetings were strongly in favor of a reconfigured intersection at Brentwood Road as depicted on the plan for this alternative." The four comments we received online all stated they preferred Option #2. HTA and I also felt that this option restricted travel from Epping Rd onto Columbus and from Columbus onto Epping Rd. Restricting these movements reduced the number of vehicular conflicts and we felt it was a safe way to get pedestrians across the intersection. If the vehicular pattern remained the same, there would be two-way traffic on both sides of the traffic island. With the chosen option, each side of the island only has one-way traffic. The public, HTA, and I found this design to be the best option to get pedestrians across the intersection and improve safety for vehicles. For example, vehicles traveling north up Epping Rd only needed to veer left onto Brentwood Rd without slowing down. Now, traffic will have to almost come to a complete stop to take a 90-degree left turn onto Brentwood Rd which will reduce speeds through this intersection.

As I stated at the public forums in March 2018, I was very concerned about solving one problem in one area only to create a problem somewhere else. We knew that restricting certain vehicular movements would move these cars onto nearby roadways and wanted to make sure that any nearby streets could handle the additional capacity. To this end, I requested the attached traffic study to be completed that concluded that the nearby roadway network was adequate to handle the diverted traffic. This is not to say some nearby streets such as Washington or Winter will not experience an increase in traffic, they certainly will, but we wanted to make sure we weren't creating any capacity issues somewhere else. The study concluded the following:

**“The goal of the reconfiguration of the Epping Rd/Brentwood Rd/Columbus Ave intersection is to improve the safety for pedestrians and eliminate conflict points in this location; not to make capacity improvements for motor vehicles. The intent of this traffic analysis effort is to confirm that this reconfiguration would not impact traffic operations significantly or divert traffic such that it creates capacity issues in other locations. Our analysis indicates that the reconfigured intersection will function reasonably close to the existing condition. Queue lengths are expected to increase by a few cars and will shift a bit further down Columbus Avenue due to the removal of the storage between Brentwood Road and Epping Road. Vehicles utilizing the reconfigured intersection will need to be courteous and not block the intersection, as they do today, to maximize operations. Winter Street will see an increase of approximately 45% in southbound traffic during the peak hour. While a potential concern for residents, this increase in volume is not anticipated to significantly impact intersection operations along Winter Street.”**

In summary, this project went through a public process with a budget and general public notification, flyers, public forums, the ability to provide comments online and a traffic impact study was done to make sure we were not solving a problem only to create one somewhere else. I have heard some concern that the public forums were three years ago in March of 2018. While I completely understand this concern, I am unsure on anyway to solve it at the local level. This was a grant through NHDOT funded by the Federal Highway Administration. The process to bring these grants from conceptual design to construction is a lengthy and time-consuming process as opposed to a project that is funded solely by the town. Each step requires review and approval by NHDOT. Each review generally results in comments that have to be addressed and then has to go back for further review. In March 2018 we held the public forums as that is where we were in the process. Once public input was completed, we went through the preliminary design and final design phases which take considerable time. After that we had well over a dozen easements to secure from multiple property owners before we could get approval to go out to bid. In summary, the plans were finalized in the sense of what will be constructed shortly after the public forums but then it takes quite a bit of time to get to construction.

I will be present for the discussion at the Select Board meeting on June 21<sup>st</sup> to provide an overview of this memorandum. Stephen Haas, the design engineer from Hoyle Tanner, will also attend the meeting to answer any technical questions about the design that may arise.

Thank You.

enc (2)





**Engineering Study**  
**Epping Road, Winter Street, Spring Street**  
**TAP Sidewalk**  
**Exeter, New Hampshire**

Prepared for:  
Town of Exeter, New Hampshire  
NHDOT Project No. 41372  
Federal Project No. X-A004(611)

**Hoyle, Tanner**  
& Associates, Inc.  
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Hoyle, Tanner Project No. 005224

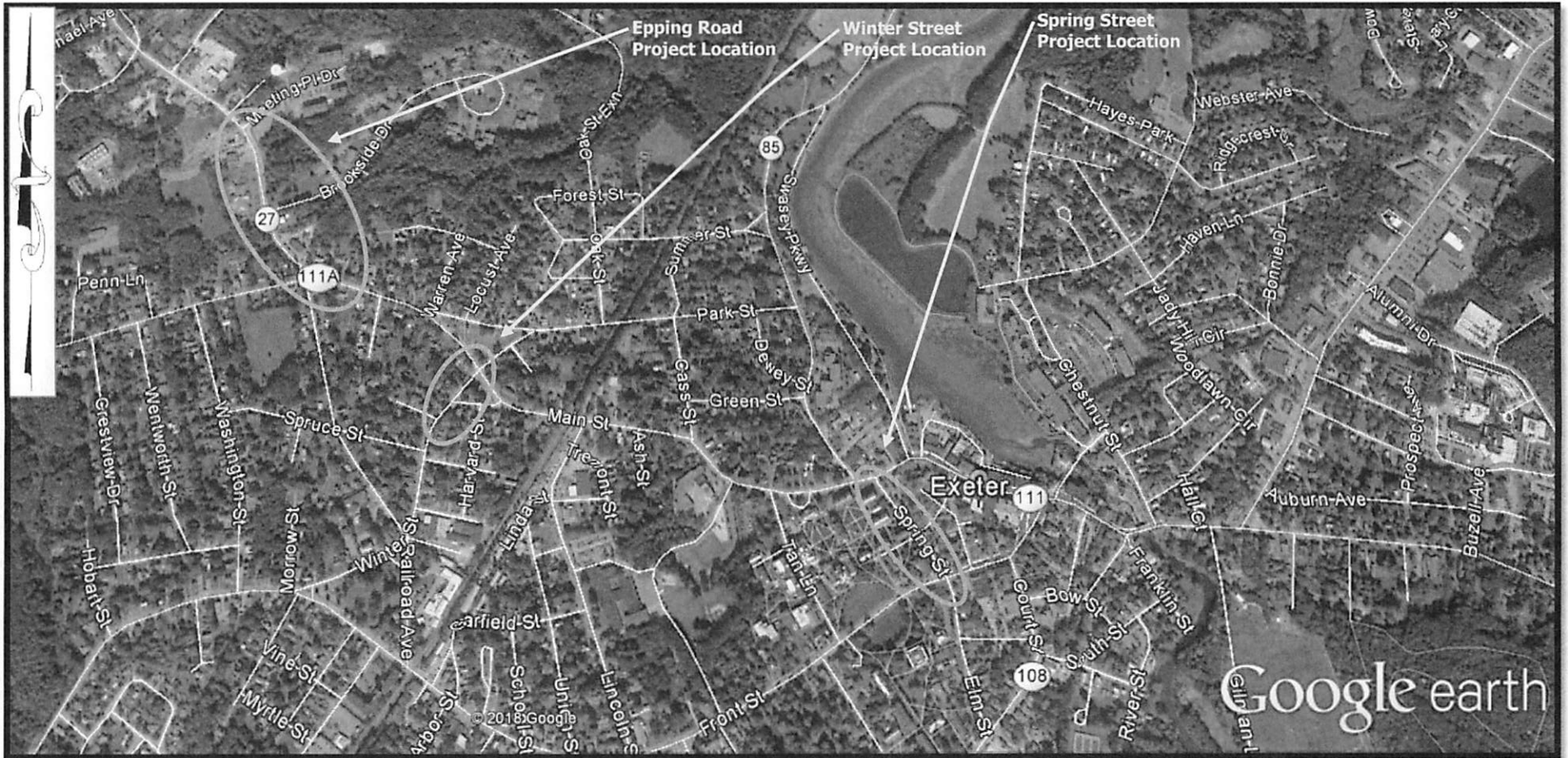
# TABLE OF CONTENTS

Location Map.....	1
<b>1 PROJECT DESCRIPTION AND PURPOSE AND NEED .....</b>	<b>2</b>
<b>2 EXISTING CONDITIONS .....</b>	<b>3</b>
2.1 Roadway Typical Section & Geometry .....	3
2.1.1 Epping Road .....	3
2.1.2 Winter Street .....	3
2.1.3 Spring Street.....	4
2.2 Traffic.....	4
2.3 Drainage .....	5
2.4 Sight Distance and Vehicle Turning Movements .....	5
<b>3 DESIGN CRITERIA .....</b>	<b>6</b>
<b>4 ENVIRONMENTAL REVIEW AND DOCUMENTATION.....</b>	<b>7</b>
4.1 Cultural Resource Coordination .....	7
4.2 Natural Resource Coordination .....	7
<b>5 UTILITIES .....</b>	<b>8</b>
<b>6 LOCAL CONCERNS MEETINGS.....</b>	<b>9</b>
<b>7 ALTERNATIVES ANALYSIS.....</b>	<b>10</b>
7.1 Alternatives Analysis.....	10
7.2 Epping Road Alternatives .....	10
7.2.1 Alternative 1 – Curbed Sidewalk with Existing Intersection Configuration .....	10
7.2.2 Alternative 2 – Curbed Sidewalk with Realigned Intersection.....	10
7.3 Winter Street Alternatives .....	11
7.3.1 Alternative 1 – Curbed Sidewalk .....	11
7.3.2 Alternative 2 – Sidewalk with Grass Panel.....	12
7.4 Spring Street Alternative .....	12
7.5 “No-Build” Alternative.....	12
7.6 Traffic Control Considerations.....	12
<b>8 CONCLUSIONS AND RECOMMENDATIONS .....</b>	<b>13</b>

## **APPENDICES**

- A. Conceptual Plans of Proposed Improvements
- B. Engineer's Estimates of Probable Construction Costs
- C. Local Concerns Meeting Minutes
- D. Public Presentation of Preferred Alternative Meeting Minutes

### Location Map



Epping Road, Winter Street, Spring Street  
TAP Sidewalk Project  
Exeter, NH



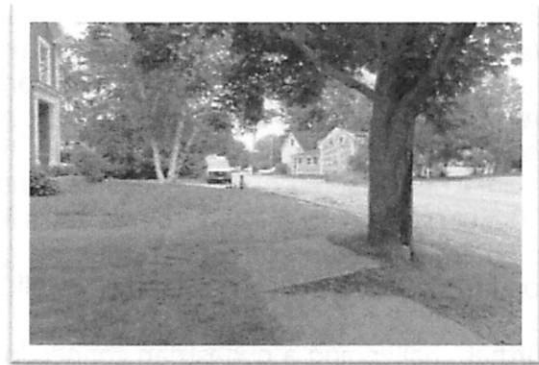
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## 1 PROJECT DESCRIPTION AND PURPOSE AND NEED

The Town of Exeter has identified key pedestrian corridors that are targeted for improvements, determined potential funding sources, and proactively established a capital reserve fund to set aside money for the design and construction of improvements along these facilities. The Epping Road corridor was chosen as one of these critical locations, with additional concerns for Winter & Spring Street. In accordance with the agreement between the Town of Exeter and Hoyle, Tanner & Associates, Inc., (Hoyle, Tanner) this Engineering Study (Study) is prepared to investigate potential sidewalk, crosswalk, and intersection improvements to improve pedestrian safety at these three locations in the Town of Exeter.

The purpose of the Epping Road, Winter Street, and Spring Street Transportation Alternative Program (TAP) Sidewalk Project is to enhance pedestrian safety and promote use of the existing sidewalk network by eliminating gaps & providing new crossing opportunities; which is needed to improve connectivity to Downtown, Phillips Exeter Academy, Park Street Common, and the Train Station. The goal of this study is to identify sidewalk, crosswalk, and intersection improvement alternatives that best meet the projects purpose and need.

Alternatives are focused on separate segments of three roads: Epping Road, Winter Street and Spring Street. The Epping Road study area is defined as the west side of Epping Road (NH 27) beginning at the intersection of the Meeting Place/80 Epping Road (tying into the newly constructed sidewalk in this location) and extending southerly to the intersection with Brentwood Road (NH 111A)/Columbus Avenue. On Winter Street, the study area begins at the intersection of Epping Road (NH 27)/Park Street and extends southerly along the west side of the road to Whitley Road. On Spring Street, the study area consists of two non-contiguous sections along the east side of the roadway beginning at the intersection with Front Street (NH 111) and ending at the southern driveway to the Folsom Tavern. The portion of sidewalk previously constructed in front of the Phillips Exeter Academy (PEA) bookstore is not included within the scope of this study.



*Gaps in Exeter's sidewalk network, along with limited crossing opportunities, reduce connectivity & decrease pedestrian safety.*

The project recommends construction of approximately 1,500 linear feet of new sidewalk (up to 920 feet on Epping Road, 320 feet on Winter Street, and 260 feet on Spring Street) as well as reconstruction of approximately 75 linear feet of ADA non-compliant sidewalk (+/- 3.5 feet wide) on Winter Street. New pedestrian crosswalks are recommended at the intersection of Epping Road with Brentwood Road/Columbus Avenue, and across Epping Road at Winter Street. Minor reconfiguration of the intersection approach leg of Brentwood Road was also evaluated for the ability to provide safe pedestrian accommodation across Brentwood Road. The project also reviewed the need for revisions to the closed drainage system to accommodate the new raised sidewalks and reconfigured intersections. Additionally, overhead lighting in compliance with the FHWA "Information Report on Lighting Design for Midblock Crosswalks" is recommended for the new crosswalk across Epping Road at the intersection with Winter Street.

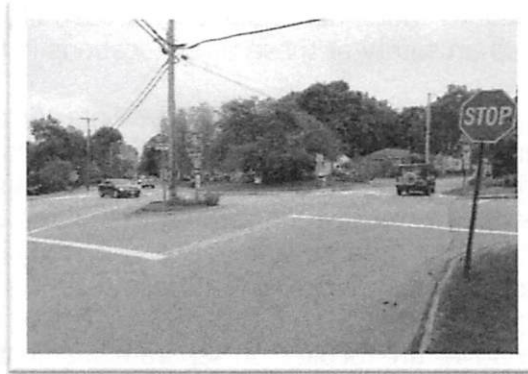
As the project is funded by a TAP grant from FHWA and administered by NHDOT, the design process is following the NHDOT's Local Public Agency (LPA) guidelines. This investigation was conducted in a manner consistent with the American Association of State Highway and Transportation Officials (AASHTO) Specifications for Roadway and Pedestrian Facilities Design.

## 2 EXISTING CONDITIONS

### 2.1 Roadway Typical Section & Geometry

#### 2.1.1 Epping Road

Epping Road (NH 27) is a minor arterial roadway, maintained by the Town within the boundary of an NHDOT urban compact. The roadway connects downtown Exeter with the Town of Epping and the Route 101 corridor. The west side of the existing roadway generally consists of a paved travel lane, typically 12.5 feet in width with a 4.5 foot paved shoulder. With the exception of some curbed driveway entrances and the radius at the intersection with Brentwood Road, the study area is not curbed. The edge of the existing paved shoulder ties in to adjacent vegetated areas and also the +/- 150 foot paved curb cut at Herb and Rob's Auto Clinic (78 Epping Road). There are no sidewalks or other delineated paths constituting a gap to connect pedestrians traveling along Epping Road from the newly constructed sidewalk at 80 Epping Road to Brentwood Road.



*The unconventional intersection geometry at Epping Rd/Brentwood Rd/Columbus Ave acts as a deterrent for safe pedestrian travel & increases potential conflict points.*

Further challenging a pedestrian connection to the urban core of Exeter is the intersection of Epping Road, Brentwood Road (NH 111A), and Columbus Avenue. The unconventional geometry and conflicting movements within this 4-leg intersection at the southern end of the project location is confusing to both pedestrians and motorists and does not provide pedestrian crossing accommodations along the west side of Epping Road. This location has recorded over 15 accidents, including several with pedestrians and bicyclists, during the most recent available 5-yr period of crash data.

#### 2.1.2 Winter Street

Winter Street is a local town roadway identified as a "neighborhood cut-through" for motorists traveling between NH 111 and NH 27. It is attractive to pedestrian and bicyclist users for this same reason, as it provides a convenient connection between neighborhoods along these roads. Overall, sidewalks (with a grass panel) are provided along the majority of the roadway; however, at the intersection with Main Street they end abruptly; severing the pedestrian connection to Epping Road and the sidewalk network. The one segment of existing concrete sidewalk in the study area is too narrow (3.5 feet wide) to meet ADA guidelines and the surface is in poor condition. The travel way in the study area, on the west side of Winter Street, is approximately 12.25 feet wide and without a shoulder forces pedestrians to walk in the travel way. Travel speeds have been identified as a concern, along with on-street parking present further challenges to pedestrian users navigating the roadside in the current configuration.

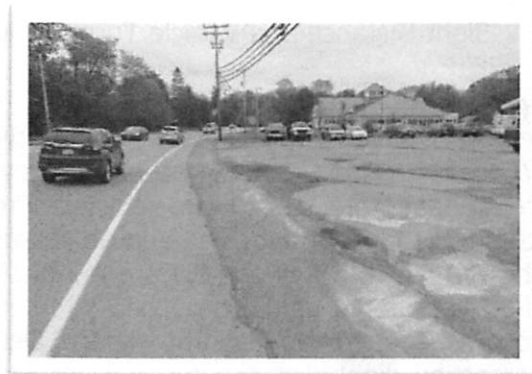
At the intersection of Winter Street and Epping Road, there is currently no delineated crossing of NH 27 deterring walking access to the Park Street Common and playground. The lack of crossing facilities requires an over one-third of a mile diversion to a suitable crossing location. There is an existing overhead 4-way flasher warning of the intersection.

### 2.1.3 Spring Street

Spring Street is a one-way single lane northbound street situated between the heart of the PEA campus and Downtown Exeter. This roadway is frequented by the over 1,000 students who walk to access the PEA bookstore, numerous academic buildings, and retail stores downtown. While portions of curbed concrete sidewalk (varying from 4.5' to 13' wide) exist along the eastern side of the roadway at the bookstore, several large gaps force students to either walk in the street, along the steep and brushy side slopes, or cross the road. The roadway width in the study area varies from approximately 23 feet to 29 feet, providing room for vehicles to park along the east side in non-delineated spaces, further restricting pedestrian access and visibility.

## 2.2 Traffic

Epping Road with a posted speed of 30 mph carries an annual average of 12,000 vehicles per day, providing primary points of access/egress for the entire northwest quadrant of Exeter. Land development consists of numerous commercial and industrial properties as well as several large residential developments including the Meeting Place, the Oaklands, and a new 91-unit residential complex at 80 Epping Road. Numerous driveways with wide openings increase conflict points between pedestrians, bicyclists, and motorists. As identified in the 2008 Rockingham Planning Commission (RPC) Access Management Study, a growth of traffic volumes along this corridor of 3.8% annually is anticipated for the future.



*Heavy traffic volumes, travel speeds, and numerous access points increase conflict points and reduce safety for pedestrians and bicyclists on Epping Road.*

Speed limits signs are not posted on Winter Street & Spring Street. Town Ordinances set the max speed at 30 mph within the Urban Compact unless otherwise noted. Traffic data was also not available at the time of this Study for Winter Street and Spring Street. As both streets serve as a cut through between State routes, the existing volume of traffic is anticipated to be higher than typically anticipated for a neighborhood street.

### 2.3 Drainage

Epping Road has a generally uniform normal crown which directs water from the centerline to each edge of the roadway where it either runs along a gutter line into a closed drainage system or onto adjacent vegetated areas. There is a low point located in front of 62 Epping Road which approximately coincides with the location of a 30-inch reinforced concrete cross culvert that conveys an unnamed stream under Epping Road from west to east towards Norris Brook. A recently constructed drainage swale in front of Great Bay Kids' Company at 78 Epping Road collects and conveys runoff from both Epping Road and the adjacent parking lot to a driveway culvert which then discharges into the unnamed stream.

The Winter Street study area also has a generally uniform normal crown and sheds roadway runoff to the edge of pavement where it is collected by one of two closed drainage systems or flows onto adjacent vegetated areas. One closed drainage system captures and conveys runoff from the intersection with Main Street toward the south; while the other system located in the intersection of Epping Road with Winter Street conveys runoff to the north along Park Street.

The Spring Street profile slopes down gradient from south to north with a uniform normal crown typical section. Stormwater sheet flows on the road to the existing curb line where it is collected by catch basins and piped in a closed drainage system outside of the project area.

### 2.4 Sight Distance and Vehicle Turning Movements

#### **Epping Road**

The large paved footprint of the Brentwood Rd/Epping Road intersection provides accommodation for most large vehicles. Proper accommodation of the design vehicle (assumed to be WB-62 as Brentwood Rd is also NH 111A) will be considered as the proposed intersection layout is refined during Preliminary Design. Intersection sight distance for vehicles exiting Brentwood Road onto Epping Road was not identified as a concern, but will be further evaluated during Preliminary Design.



*Adequate sight distance looking to the east along Epping Road is an important element to designing a safe pedestrian crossing from Winter Street to Park*

#### **Winter Street**

Stopping sight distance (SSD) for vehicles traveling north on Epping Road was determined to be adequate for a 35 mph design speed. This distance is sufficient to allow for the addition of a crosswalk from Winter Street across Epping Road in the proposed alternatives. Truck turning movements were also evaluated for trucks heading south on Epping road and making a right-hand turn onto Winter Street. It was concluded that there is sufficient room for an SU-40 vehicle (School Bus) to negotiate this turn within lane, while a WB-62 vehicle will need to utilize the pavement area of both lanes of Winter Street. While a WB-62 is assumed to be infrequent on this local road, accommodation for both vehicle types will be evaluated during design of intersection modifications and is anticipated to be perpatuated.



### 3 DESIGN CRITERIA

#### ROADWAY

FUNCTIONAL CLASS: Minor Arterial (Epping Road)  
Minor Collector/Urban Street (Winter Street, Spring Street)

DESIGN SPEED: 35 MPH (Epping Road, 5 MPH above posted speed)  
35 MPH (Winter Street & Spring Street, 5 MPH above Town Ordinance  
for the urban compact area)

DESIGN MANUALS: 1) AASHTO "A Policy on Geometric Design of Highways and Streets",  
2011, 6<sup>th</sup> Edition.  
2) AASHTO "Roadside Design Guide", 2011, 4<sup>th</sup> Edition.  
3) NHDOT Highway Design Manual, 1999.  
4) AASHTO "Guide for the Planning, Design, and Operation of  
Pedestrian Facilities", 2004

CONSTRUCTION SPECIFICATIONS: 1) NHDOT Standard Specifications for Road and Bridge Construction,  
2016.

DESIGN GUIDELINES: 1) NCHRP Report 480; "A Guide to Best Practices for Achieving Context  
Sensitive Solutions", 2002.  
2) AASHTO "A Guide for Achieving Flexibility in Highway Design", May  
2004.  
3) ASCE "Local Low Volume Roads and Streets", November 1992.  
4) FHWA "Small Town and Rural Multimodal Networks", December  
2016.

## 4 ENVIRONMENTAL REVIEW AND DOCUMENTATION

### 4.1 Cultural Resource Coordination

There are several historical properties located adjacent to the proposed sidewalk locations that were identified during preliminary project review. These resources have been previously identified through the establishment of the Front Street Historic District and other historic documentation efforts. Coordination with the New Hampshire Division of Historical Resources (NHDHR) will be required to satisfy Section 106 of the National Historic Preservation Act regarding protection of historic and cultural resources, and will be initiated during the Design Phase by submittal of a Request for Project Review (RPR) form to NHDHR; preparation of this form includes a review of the existing NHDHR files to identify any historic structures or districts listed or eligible for listing on the National Park Service's National Register of Historic Places (National Register). Impacts to these parcels or the historic district are not anticipated given the nature of the project. NHDHR may, at their discretion, request additional information or minor design changes regarding sidewalk placement or avoidance of impacts to the visual esthetics of the District or abutting/adjoining parcel, but such comments are anticipated to be incorporated into the overall project design such that a Cultural Resource Effect Memo stating "no effect" is anticipated.



*Impacts to adjacent historical resources, like the Folsom Tavern, are not anticipated. However, coordination with NHDHR will be required to determine the potential affect.*

Coordination is also required with the Exeter Historic District Commission (HDC) and will occur concurrent with coordination with NHDHR. Comments from HDC, if any, are anticipated to be addressed with minimal design alterations.

### 4.2 Natural Resource Coordination

Similarly, the project was also reviewed for potential natural resource impacts. As this work will be largely performed within the existing disturbed footprint of the roadway and sidewalks and previously developed areas, no impacts to wetlands or sensitive resources are anticipated. Wetlands were identified where Epping Road crosses the unnamed stream to Norris Brook, but impacts are not anticipated and a wetland permit is not intended to be filed. Minor drainage revisions/additions are proposed to capture water due to the new and revised curb line. However, relocations or modifications to drainage outfalls are not anticipated. Our anticipated area of disturbance is expected to be about 19,000 SF which is well below the 100,000 SF threshold which requires a site specific Alternation of Terrain permit from the New Hampshire Department of Environmental Services (NHDES).

Early environmental agency coordination was also conducted for each project area to try to determine the potential resources that may be impacted by the alternatives. The Natural Heritage Bureau Datacheck tool did not identify any potentially impacted rare or endangered species along Epping Road or Winter Street. Potential impacts were indicated on Spring Street and will be coordinated during the Preliminary Design Phase. A review of the US Fish and Wildlife IPac Tool identified the Northern Long Eared Bat may occur along Epping Rd, Winter St, & Spring St; but no critical habitats had been designated. Coordination will be required during the Environmental Documentation phase to limit impacts to this species. The NHDES OneStop Review indicated that there are hazardous waste remediation and generator sites within the project areas for Epping Rd, Winter St, and Spring St; however, these sites are not anticipated to be impacted by the project alternatives.

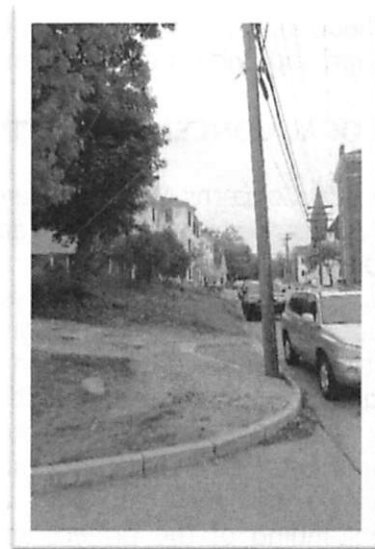
Review at the monthly NHDOT Natural Resource Agency Meeting was deemed to not be beneficial at this time. However, further coordination will be performed during the Environmental Documentation Phase to minimize or eliminate impacts and comply with resource agency requirements.

## 5 UTILITIES

There are many utilities, both overhead and underground, within each location of the study area. Alternative plans depict known utilities and approximate locations.

Overhead utilities include power, telephone, and cable.

- The carrying lines and poles for these utilities are on the southbound side of Epping Road.
- On Winter Street, overhead utilities have several crossings at the intersection of Winter Street and Epping Road, and serve Winter Street along the east side to the intersection with Main Street before crossing to the west side of Winter Street.
- Utility poles on Spring Street run along the west side from Front Street and provide services to Williams Court before crossing to the east side at the end of the project area near the southern driveway to the Folsom Tavern.



*Pole Relocations may be desired to provide a consistent 5.5' sidewalk width.*

There are 5 utility poles on Epping Road, 2 poles on Winter Street, & 1 pole on Spring Street that are identified as potentially needing relocation to accommodate proposed sidewalk improvements.

Underground utilities include gas, water, sewer, telecommunication, and drainage.

- Epping Road is a busy corridor for underground utilities, including drainage, sewer, water, and gas with many crossings, particularly at the Brentwood Road intersection.

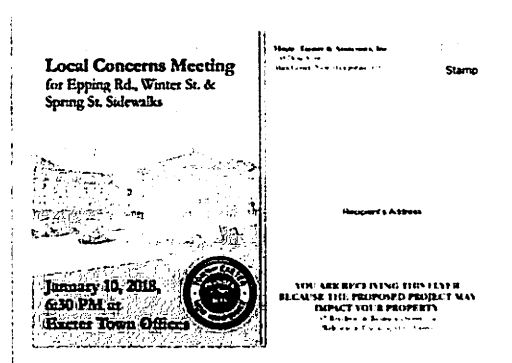
The location of hydrants and gate valves indicate the water main is typically beneath the northbound travel way in the study area while gas is located under the southbound travel way along with a sewer line. A second sewer line runs near the center of the road. Drainage also runs under the center of Epping Road from Brentwood Road to the area of unnamed stream where it then crosses to the northbound lane.

- Winter Street underground utilities include drainage, sewer, water, gas and telecommunication. Most utilities run along the east side of the road, but telecommunication lines are present on the west side from Whitley Road to 29 Winter Street.
- Spring Street also has underground drainage, sewer, water and gas running along its length. The east side is primarily occupied by gas lines and water lines. Catch basins can be found in the study area at all locations.

Impact to underground utilities is expected to be limited to water and gas valve cover height adjustments as well as relocation or adjustment of existing drainage structures. Additional coordination during preliminary design will be needed to avoid conflicts between the proposed drainage and underground utilities.

## 6 LOCAL CONCERNS MEETINGS

Two Local Concerns Meetings were conducted by the Town of Exeter and Hoyle, Tanner to educate the public about the project and solicit public input. The project stakeholders were invited through a social media campaign, a mailer, and direct communication to attend the meetings. The goal of the first meeting held on January 10, 2018, was to provide the program funding requirements, schedule information, and an overview of the sponsor & consultants understanding of the project area so that the public could provide comments on the proposed project. Comments received at this meeting were then used to develop the project's Purpose and Need Statement. Utilizing the stakeholder input, which was generally positive, an alternatives analysis was performed and alternatives were presented at the second Local Concerns Meeting held on March 21, 2018. Attendees of this meeting expressed strong support for 1) the reconfiguration of the Epping Road/Brentwood Road/Columbus Avenue intersection to provide improved pedestrian accommodation and 2) the construction of a sidewalk with a grass panel on Winter Street. Residents and representatives from PEA also requested that a Rectangular Rapid Flash Beacon (RRFB) be considered for installation at the proposed Epping Road/Winter Street crosswalk. Official minutes for these meetings were recorded by Hoyle, Tanner and are provided in Appendices C & D.



*A Social media campaign and mailers were used to inform residents of the project and invite them to the Local Concerns Meetings.*

## **7 ALTERNATIVES ANALYSIS**

### **7.1 Alternatives Analysis**

Per LPA requirements, the Study must develop and evaluate several conceptual alternatives for review with project stakeholders and resource groups to determine which alternative best addresses the project's Purpose and Need Statement while representing the Least Environmentally Damaging Practicable Alternative (LEDPA). As defined previously, the purpose of the project is to enhance pedestrian safety and promote use of the existing sidewalk network, which is needed to improve connectivity to Downtown, Phillips Exeter Academy, Park Street Common, and the Train Station. For this project, two proposed alternatives were considered for both Epping Road and Winter Street and one proposed alternative was considered for Spring Street. Also considered is a "No-Build" alternative described further in this section. Below are the alternatives with supporting conceptual plans for reference.

### **7.2 Epping Road Alternatives**

The purpose of the TAP sidewalk project in this location is to connect the new sidewalk at 80 Epping Road to the Town's existing sidewalk network. Construction of up to 920' of new raised sidewalk along the west side of the roadway is anticipated.

#### **7.2.1 Alternative 1 – Curbed Sidewalk with Existing Intersection Configuration**

Epping Road Alternative 1 consists of construction of a new 5.5-foot-wide bituminous asphalt sidewalk with vertical granite curbing along the west side of Epping Road beginning at the intersection of the Meeting Place/80 Epping Road (tying into the newly constructed sidewalk in this location) and extending southerly to the intersection with Brentwood Road (NH 111A)/Columbus Avenue. The 150-foot curb cut at 78 Epping Road will be reduced to 40-foot-wide centered on the property frontage. Sidewalk installed in front of 78 Epping Road will have a 5-foot-wide grass panel between the sidewalk and the existing adjacent parking lot. At the intersection of Epping Road with Brentwood Road, a new crosswalk is proposed with ADA compliant curb ramps to accommodate pedestrians crossing Brentwood Road. Proposed drainage improvements for this alternative are expected to include grading behind the new sidewalk, relocation or adjustment of existing drainage structures and the addition of new catch basins to collect stormwater flow along the new curb line. There are some minor Right-of-Way (ROW) impacts expected at 1 Brentwood Road for construction of the new sidewalk and associated grading which may require a permanent sidewalk easement. Tree removal and shrub removal, within the ROW, is also anticipated in front of this property to accommodate the proposed sidewalk.

#### **7.2.2 Alternative 2 – Curbed Sidewalk with Realigned Intersection**

Epping Road Alternative 2 consists of the same sidewalk improvements proposed in Alt. 1 but with a reconfigured intersection at Brentwood Road to improve pedestrian safety and visibility. The Brentwood Road approach would be realigned (within the existing pavement limits) to form a conventional "T-Intersection". Pedestrians would be directed to crosswalks at Brentwood Road and Columbus Avenue with addition of a curbed refuge island in the intersection. The island will reduce the crossing distance and reduce pedestrian exposure. To

further limit conflict points and improve operations, southbound access to and westbound access from Columbus Ave. would be restricted by installation of the raised island. Stakeholders present at the second Local Concerns Meetings were strongly in favor of a reconfigured intersection at Brentwood Road as depicted on the plan for this alternative. As discussed with the Town, the potential impacts to traffic as a result of this alternative would need to be studied during the Preliminary Design Phase.

Proposed drainage improvements for this alternative are consistent with those proposed for Epping Road Alternative 1 with additional catch basin adjustments and new catch basins proposed at the Epping Road/Brentwood Road/Columbus Avenue intersection. Some minor temporary ROW impacts are anticipated for grading at the corner of Epping Road and Brentwood Road.

### 7.3 Winter Street Alternatives

The purpose of the TAP sidewalk project in this location is to connect the existing sidewalk ending at Whitley Road on Winter Street to the intersection with Epping Road. Construction of approximately 320' of new raised sidewalk along the west side of the roadway and removal of 75 feet of non-compliant existing sidewalk.

#### 7.3.1 Alternative 1 – Curbed Sidewalk

Winter Street Alternative 1 proposes to construct a 5.5-foot-wide bituminous asphalt sidewalk with vertical granite curbing along the west side of the roadway from the Winter Street/Epping Road intersection southerly on Winter Street to Whitley Road. Two new residential curb cuts requested by residents will be considered by the Town for incorporation into this project. A new crosswalk with ADA curb ramps and overhead lighting is proposed across Epping Road to accommodate pedestrian traffic from Winter Street to the Park Street Common. Stakeholder feedback from both residents and representatives from PEA attending the second Local Concerns Meeting requested that a Rectangular Rapid Flash Beacon (RRFB) be installed at this crosswalk location. In addition to these improvements, a new ADA curb ramp is also proposed at the southern end of the study area at Whitley Road. These improvements will provide connectivity to the existing sidewalk network.



*Rectangular Rapid Flashing Beacons (RRFB) were requested by residents to improve yielding compliance at the proposed Winter St crossing at Epping Rd (example shown)*

Anticipated drainage improvements include grading behind the proposed sidewalk, construction of a catch basin behind the new sidewalk at 29 Winter Street to capture any stormwater that may be trapped by the sidewalk and relocation of an existing catch basin at the intersection of Winter Street and Epping Road. Temporary slope easements are anticipated for grading behind the new sidewalk along the project area and permeant drainage easements may be required to facilitate drainage at 29 Winter Street.

### 7.3.2 Alternative 2 – Sidewalk with Grass Panel

Winter Street Alternative 2 consists of a 4 foot sloped grass panel installed between the edge of the roadway and a new 5-foot bituminous asphalt sidewalk. Vertical granite curbing would be added at the corner of Winter Street and Epping Road as the grass panel tapers off and the new sidewalk transitions back to the curb line. The same pedestrian crossing improvements as Alternative 1. are proposed at both the Winter Street/ Epping Road intersection and the crossing at Whitley Road. Proposed drainage improvements are expected to be as described in Winter Street Alternative 1 as well. Similar slope and drainage easements may be required for this alternative, as well as potential permanent sidewalk easements for the proposed sidewalk at 29 & 31 Winter Street.

### 7.4 Spring Street Alternative

The goal of the TAP sidewalk project in this location is to complete the downtown loop with a connection to the new sidewalks on Front Street that were recently constructed as part of the downtown sidewalk initiative. This alternative proposes approximately 260 feet of new 5.5-foot-wide concrete sidewalks with vertical granite curbing along the east side of Spring Street. Minor widening is proposed in front of Fairpoint Operations Center (301+75 RT) to provide a consistent 14' offset from the roadway centerline. Backcurbing or small retaining wall may be desired at 304+00 RT to limit property and historic resource impacts located within the Front Street Historic District. Drainage improvements are expected to be limited to grading behind the proposed sidewalk. ROW impacts are expected to include temporary slope easements at the Fairpoint Operations Center & permanent easements for sidewalk and retaining wall construction at 304+00 RT.

### 7.5 "No-Build" Alternative

This alternative consists of not performing any improvements to sidewalks or pedestrian crossings at any of the three project locations and therefore does not address the purpose and need. The stakeholders wish it to address safety concerns and ADA accessibility that exist within the incomplete and inadequate sidewalk and crosswalk network. The growing traffic volumes on Epping Road and increased pedestrian traffic on Winter Street and Spring Street will continue to create conflict points and further discourage pedestrian travel unless improvements are made. Therefore, the "No-Build" alternative was eliminated from consideration since it does not meet the project purpose and need.

### 7.6 Traffic Control Considerations

With the scope of construction activities considered, traffic control concerns for the proposed project are expected to be minimal in nature. Sidewalk work is anticipated to be completed utilizing shoulder closures and/or travel lane shifts on the existing pavement width to maintain two-way traffic. The installation of proposed drainage or intersection improvements would likely result in temporary reductions to one-way-alternating traffic to provide a safe space between the workers and traffic. Pedestrian traffic would be maintained throughout the duration of the project utilizing temporary facilities, as required.

## 8 CONCLUSIONS AND RECOMMENDATIONS

The table below shows the major advantages and disadvantages of the alternatives studied in detail in this Engineering Study.

Table 8.1 – Comparison of TAP Improvement Alternatives

Alternative Number	Advantages	Disadvantages	Cost*
<b>Epping Road Alternative 1</b> Curbed Sidewalk with Existing Intersection	<ul style="list-style-type: none"> <li>Traffic flow allowed in all directions through the Epping Road/Brentwood Road/Columbus Avenue intersection</li> <li>Lower cost</li> </ul>	<ul style="list-style-type: none"> <li>Minimal pedestrian safety improvements for crossing Brentwood Road</li> <li>Unconventional Crosswalk location</li> <li>ROW impacts</li> </ul>	\$208,000
<b>Epping Road Alternative 2</b> Curbed Sidewalk with Realigned Intersection	<ul style="list-style-type: none"> <li>Improved pedestrian crossing location</li> <li>Pedestrian Refuge</li> <li>Reduced Conflict Points</li> <li>Reduced ROW impacts</li> </ul>	<ul style="list-style-type: none"> <li>Turn Restrictions to/from Columbus Avenue</li> <li>Higher cost</li> </ul>	\$248,000
<b>Winter Street Alternative 1</b> Curbed Sidewalk	<ul style="list-style-type: none"> <li>Curbing provides defined edge for drainage and plowing</li> </ul>	<ul style="list-style-type: none"> <li>More temporary ROW grading impacts</li> <li>Drainage concerns</li> <li>Eliminates on-street parking</li> <li>Higher cost</li> </ul>	\$139,000
<b>Winter Street Alternative 2</b> Sidewalk with Grass Panel	<ul style="list-style-type: none"> <li>Grass panel separates pedestrians from the roadway</li> <li>Lower cost</li> </ul>	<ul style="list-style-type: none"> <li>Less defined channel for stormwater</li> <li>Parked cars could block sidewalk</li> <li>Sidewalk easements</li> </ul>	\$112,000
<b>Spring Street Alternative</b>	<ul style="list-style-type: none"> <li>New sidewalks provide connectivity to the downtown sidewalk network</li> </ul>	<ul style="list-style-type: none"> <li>Temp/Perm. Easements required</li> </ul>	\$90,000
<b>"No-Build" Alternative</b>		<ul style="list-style-type: none"> <li>Does not meet project purpose and need to address inadequate pedestrian facilities and traffic speeds</li> </ul>	\$0

\* Does not include ROW or utility costs.



Table 8.2 – Total Project Cost Comparison Matrix\*

Epping Rd Alternative	Winter St Alternative	Alternative 1 – Curbed Sidewalk	Alternative 2 – Sidewalk with Grass Panel
Alternative 1 – Curbed Sidewalk W/ Existing Intersection		\$437,000	\$410,000
Alternative 2 – Curbed Sidewalk W/ Reconfigured Intersection		\$477,000	\$450,000

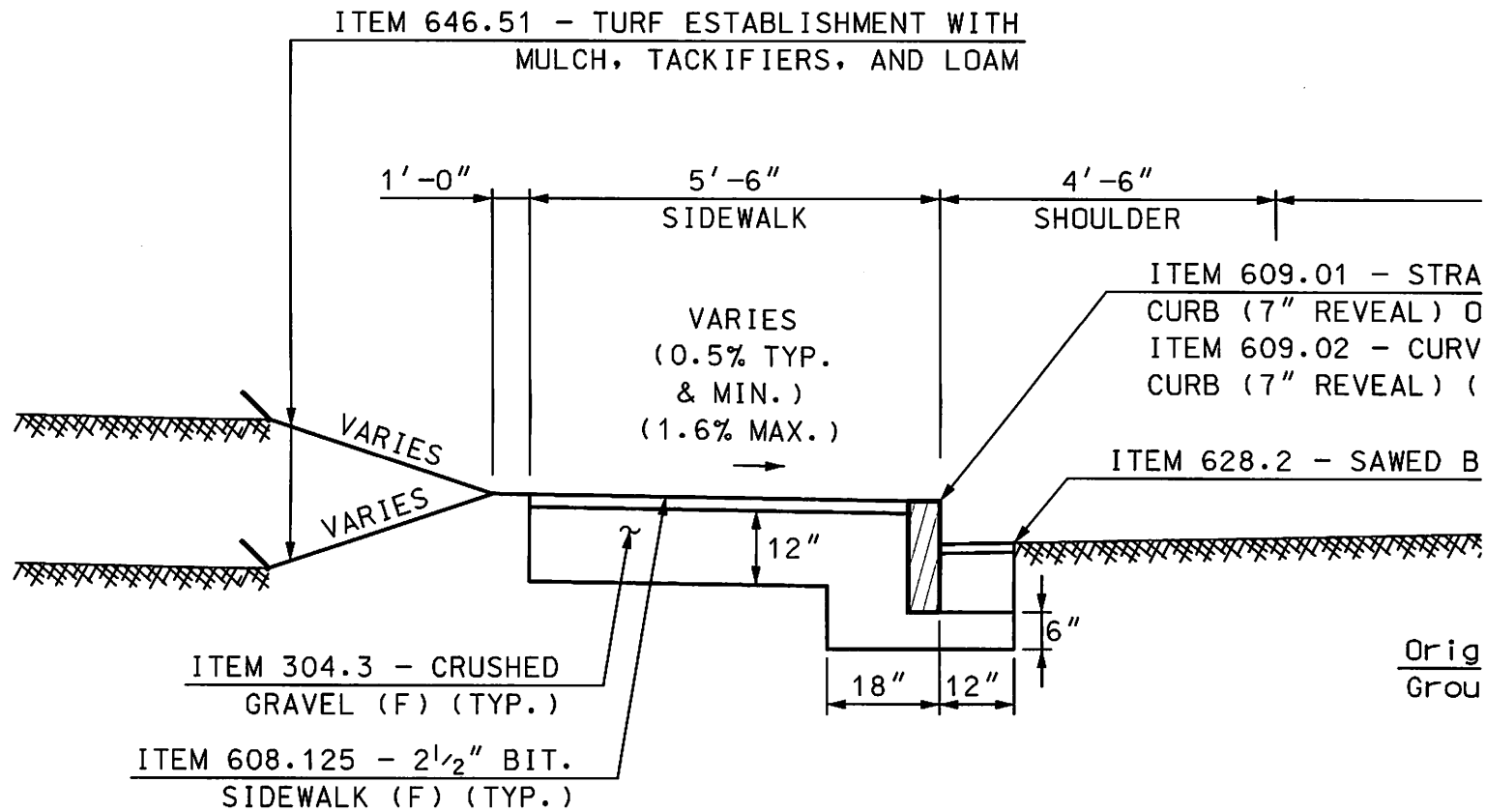
\*Each total cost includes estimate for Spring Street, as only one alternative prepared

Based on the information contained in this Engineering Study, Hoyle, Tanner recommends proceeding with the following alternatives: Epping Road Alternative 2, Winter Street Alternative 2 and Spring Street Alternative. These alternatives will provide the desired improvements to enhance pedestrian safety along Epping Road, Winter Street and Spring Street to satisfy the project’s Purpose and Need Statement. These improvements incorporate stakeholder feedback while minimizing ROW impacts. The estimate of probable construction cost for these alternatives is \$450,000, as shown in Table 8.2. Further analysis of traffic and large vehicle turning movements at the Epping Rd/Brentwood Rd will be required during the next phase of design to ensure proper operations.

Funding for this project is 80% Federal and 20% Sponsor (Town). The Town’s share of estimated construction costs for the recommended alternative is approximately \$90,000 while the NHDOT’s share is \$360,000 in 2018 dollars. With approval of this Engineering Study and Notice to Proceed from NHDOT, Hoyle, Tanner will begin Preliminary Design of the preferred alternatives.

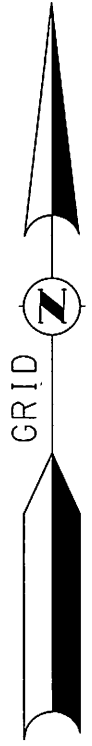
# **APPENDIX A**

## **Conceptual Plans of Proposed Improvements**



# EPPING ROAD ALTERNATIVE

NOT TO SCALE



IAX MAP 63,  
DANIEL S. KN  
MARISSA A. E  
62 EPPING R  
EXETER, NH C  
R.C.R.D. BK. 7

PEDESTRIAN I

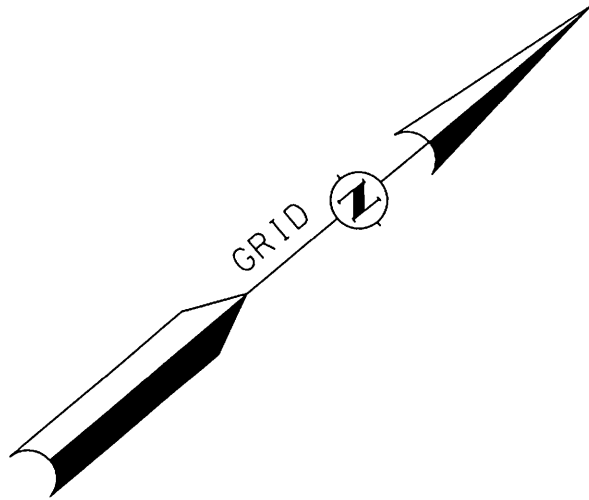
DEIUVIC



JAX MAP 63.  
DANIEL S. KN  
MARISSA A. F  
62 EPPING RI  
EALTER, NH C  
R.O.R.D. BK. 1

PEDESTRIAN 1

REMOVE



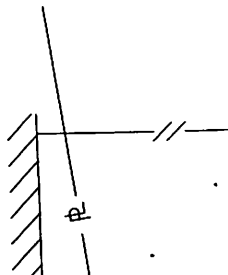
TAX MAP 63, LOT 33  
EMILY A. & WESTON L. BARTLETT  
33 WINTER ST  
EXETER, NH 03833  
R.C.R.D. BK. 5725, PG. 1703

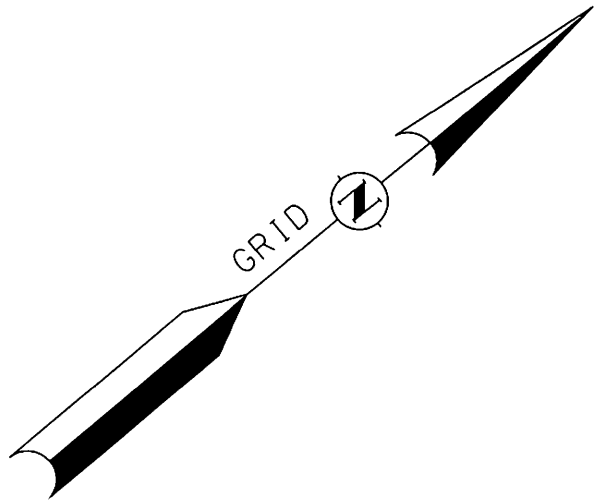
TAX MAP 63, LOT 22  
ELIZABETH C. &  
IAN A. LOCH  
41 WINTER ST  
EXETER, NH 03833-1513  
R.C.R.D. BK. 5058, PG. 336

Approx. Exist. ROW

Whitme

Approx. Exist. ROW





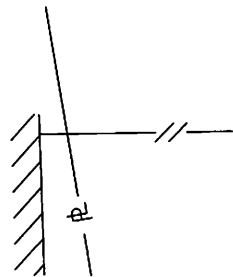
TAX MAP 63, LOT 33  
EMILY A. & WESTON L. BARTLETT  
33 WINTER ST  
EXETER, NH 03833  
R.C.R.D. BK. 5725, PG. 1703

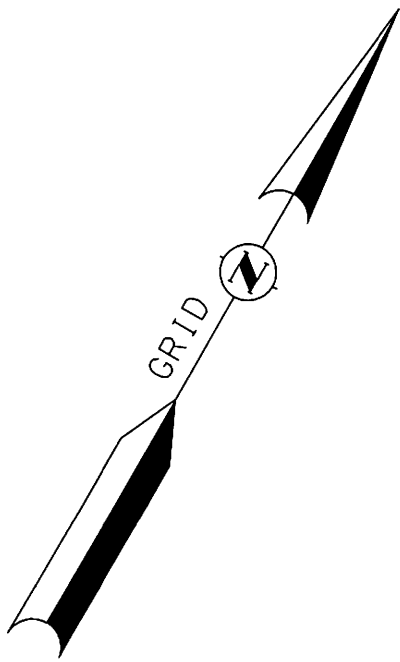
TAX MAP 63, LOT 22  
ELIZABETH C. &  
IAN A. LOCH  
41 WINTER ST  
EXETER, NH 03833-1513  
R.C.R.D. BK. 5058, PG. 336

Approx. Exist. ROW

Whitene

Approx. Exist. ROW





Front Street  
1H Route 111)

=



# **APPENDIX B**

## **Engineer's Estimates of Probable Construction Costs**

## CONCEPTUAL ESTIMATE

### EPPING ROAD - ALTERNATIVE #1

#### SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	355	\$ 15.00	\$ 5,325.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	100	\$ 10.00	\$ 1,000.00
304.3	CRUSHED GRAVEL (F)	CY	270	\$ 35.00	\$ 9,450.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	110	\$ 125.00	\$ 13,750.00
608.12	2.5" BITUMINOUS SIDEWALK (F)	SY	495	\$ 25.00	\$ 12,375.00
608.24	4" CONCRETE SIDEWALK (F)	SY	24	\$ 50.00	\$ 1,200.00
609.01	STRAIGHT GRANITE CURB	LF	920	\$ 35.00	\$ 32,200.00
609.02	CURVED GRANITE CURB	LF	140	\$ 40.00	\$ 5,600.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	1100	\$ 1.50	\$ 1,650.00
	MISCELLANEOUS ROADWAY				
			10% OF ABOVE TOTAL	\$	8,090.00
			<b>SUBTOTAL A</b>	\$	<b>90,640.00</b>

#### SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$	9,064.00
	OF SUBTOTAL A		
	<b>SUBTOTAL B</b>	\$	<b>99,704.00</b>

#### SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	22%	\$	21,934.88
	OF SUBTOTAL B		
	<b>SUBTOTAL C</b>	\$	<b>121,638.88</b>

#### SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS		120	\$ 25.00	\$ 3,000.00
619.1	MAINTENANCE OF TRAFFIC		1	\$ 5,000.00	\$ 5,000.00
	MISCELLANEOUS TRAFFIC CONTROL				
			10% OF ABOVE TOTAL	\$	800.00
			<b>SUBTOTAL D</b>	\$	<b>130,438.88</b>

#### SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30%	\$	6,580.46
	OF DRAINAGE ITEMS		
	<b>SUBTOTAL E</b>	\$	<b>137,019.34</b>

#### SECTION F - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	13,701.93
ROADWAY CONTINGENCIES	15%	\$	20,552.90
	OF SUBTOTAL E		
	<b>SUBTOTAL F</b>	\$	<b>171,274.18</b>

#### SECTION G - ADDITIONAL ITEMS

Pedestrian Rail at Norris Brook (30 LF)		\$	1,500.00
	<b>SUBTOTAL G</b>	\$	<b>172,774.18</b>
CONSTRUCTION ENGINEERING	20%	\$	34,554.84
	OF SUBTOTAL G		

**ROUNDED PROJECT TOTAL: \$ 208,000**

## CONCEPTUAL ESTIMATE

### EPPING ROAD - ALTERNATIVE #2

#### SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	355	\$ 15.00	\$ 5,325.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	100	\$ 10.00	\$ 1,000.00
304.3	CRUSHED GRAVEL (F)	CY	270	\$ 35.00	\$ 9,450.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	110	\$ 125.00	\$ 13,750.00
608.12	2.5" BITUMINOUS SIDEWALK (F)	SY	495	\$ 25.00	\$ 12,375.00
608.24	4" CONCRETE SIDEWALK (F)	SY	24	\$ 50.00	\$ 1,200.00
609.01	STRAIGHT GRANITE CURB	LF	920	\$ 35.00	\$ 32,200.00
609.02	CURVED GRANITE CURB	LF	140	\$ 40.00	\$ 5,600.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	1100	\$ 1.50	\$ 1,650.00
	MISCELLANEOUS ROADWAY				
			10% OF ABOVE TOTAL	\$	\$ 8,090.00
<b>SUBTOTAL A</b>					<b>\$ 90,640.00</b>

#### SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.			10%	\$	\$ 9,064.00
			OF SUBTOTAL A		
<b>SUBTOTAL B</b>					<b>\$ 99,704.00</b>

#### SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.			27%	\$	\$ 26,920.08
			OF SUBTOTAL B		
<b>SUBTOTAL C</b>					<b>\$ 126,624.08</b>

#### SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS		120	\$ 25.00	\$ 3,000.00
619.1	MAINTENANCE OF TRAFFIC		1	\$ 5,000.00	\$ 5,000.00
	MISCELLANEOUS TRAFFIC CONTROL				
			10% OF ABOVE TOTAL	\$	\$ 800.00
<b>SUBTOTAL D</b>					<b>\$ 135,424.08</b>

#### SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)			30%	\$	\$ 8,076.02
			OF DRAINAGE ITEMS		
<b>SUBTOTAL E</b>					<b>\$ 143,500.10</b>

#### SECTION F - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION			10%	\$	\$ 14,350.01
ROADWAY CONTINGENCIES			15%	\$	\$ 21,525.02
			OF SUBTOTAL E		
<b>SUBTOTAL F</b>					<b>\$ 179,375.13</b>

#### SECTION G - ADDITIONAL ITEMS

Epping Road / Brentwood Road Intersection Improvements				\$	\$ 25,000.00
Pedestrian Rail at Norris Brook (30 LF)				\$	\$ 1,500.00
<b>SUBTOTAL G</b>					<b>\$ 205,875.13</b>
CONSTRUCTION ENGINEERING			20%	\$	\$ 41,175.03
			OF SUBTOTAL G		

**ROUNDED PROJECT TOTAL: \$ 248,000**

## CONCEPTUAL ESTIMATE

### WINTER STREET - ALTERNATIVE #1

#### SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	155	\$ 15.00	\$ 2,325.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	100	\$ 10.00	\$ 1,000.00
304.3	CRUSHED GRAVEL (F)	CY	120	\$ 35.00	\$ 4,200.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	45	\$ 125.00	\$ 5,625.00
608.12	2.5" BITUMINOUS SIDEWALK (F)	SY	200	\$ 25.00	\$ 5,000.00
608.24	4" CONCRETE SIDEWALK (F)	SY	40	\$ 50.00	\$ 2,000.00
609.01	STRAIGHT GRANITE CURB	LF	360	\$ 35.00	\$ 12,600.00
609.02	CURVED GRANITE CURB	LF	60	\$ 40.00	\$ 2,400.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	490	\$ 1.50	\$ 735.00
	MISCELLANEOUS ROADWAY				
			10% OF ABOVE TOTAL		\$ 3,515.00
			<b>SUBTOTAL A</b>		<b>\$ 39,400.00</b>

#### SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.			10%		\$ 3,940.00
			OF SUBTOTAL A		
			<b>SUBTOTAL B</b>		<b>\$ 43,340.00</b>

#### SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.			14%		\$ 6,067.60
			OF SUBTOTAL B		
			<b>SUBTOTAL C</b>		<b>\$ 49,407.60</b>

#### SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS		120	\$ 25.00	\$ 3,000.00
619.1	MAINTENANCE OF TRAFFIC		1	\$ 5,000.00	\$ 5,000.00
	MISCELLANEOUS TRAFFIC CONTROL				
			10% OF ABOVE TOTAL		\$ 800.00
			<b>SUBTOTAL D</b>		<b>\$ 58,207.60</b>

#### SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)			30%		\$ 1,820.28
			OF DRAINAGE ITEMS		
			<b>SUBTOTAL E</b>		<b>\$ 60,027.88</b>

#### SECTION F - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION			10%		\$ 6,002.79
ROADWAY CONTINGENCIES			15%		\$ 9,004.18
			OF SUBTOTAL E		
			<b>SUBTOTAL F</b>		<b>\$ 75,034.85</b>

#### SECTION G - ADDITIONAL ITEMS

Rectangular Rapid Flash Beacon (RRFB)			1	\$ 20,000.00	\$ 20,000.00
Crosswalk Lighting			2	\$ 10,000.00	\$ 20,000.00
			<b>SUBTOTAL G</b>		<b>\$ 115,034.85</b>

CONSTRUCTION ENGINEERING			20%		\$ 23,006.97
			OF SUBTOTAL G		

**ROUNDED PROJECT TOTAL: \$ 139,000**

## CONCEPTUAL ESTIMATE

### WINTER STREET - ALTERNATIVE #2

#### SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	120	\$ 15.00	\$ 1,800.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	100	\$ 10.00	\$ 1,000.00
304.3	CRUSHED GRAVEL (F)	CY	95	\$ 35.00	\$ 3,325.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	22	\$ 125.00	\$ 2,750.00
608.12	2.5" BITUMINOUS SIDEWALK (F)	SY	200	\$ 25.00	\$ 5,000.00
608.24	4" CONCRETE SIDEWALK (F)	SY	35	\$ 50.00	\$ 1,750.00
609.01	STRAIGHT GRANITE CURB	LF	140	\$ 35.00	\$ 4,900.00
609.02	CURVED GRANITE CURB	LF	8	\$ 40.00	\$ 320.00
628.2	SAWED BITUMINOUS PAVEMENT MISCELLANEOUS ROADWAY	LF	165	\$ 1.50	\$ 247.50
10% OF ABOVE TOTAL					\$ 2,084.50
<b>SUBTOTAL A</b>					<b>\$ 23,177.00</b>

#### SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 2,317.70
OF SUBTOTAL A		
<b>SUBTOTAL B</b>		<b>\$ 25,494.70</b>

#### SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	24%	\$ 6,118.73
OF SUBTOTAL B		
<b>SUBTOTAL C</b>		<b>\$ 31,613.43</b>

#### SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS		120	\$ 25.00	\$ 3,000.00
619.1	MAINTENANCE OF TRAFFIC		1	\$ 5,000.00	\$ 5,000.00
	MISCELLANEOUS TRAFFIC CONTROL				
10% OF ABOVE TOTAL					\$ 800.00
<b>SUBTOTAL D</b>					<b>\$ 40,413.43</b>

#### SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30%	\$ 1,835.62
OF DRAINAGE ITEMS		
<b>SUBTOTAL E</b>		<b>\$ 42,249.05</b>

#### SECTION F - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$ 4,224.90
ROADWAY CONTINGENCIES	15%	\$ 6,337.36
OF SUBTOTAL E		
<b>SUBTOTAL F</b>		<b>\$ 52,811.31</b>

#### SECTION G - ADDITIONAL ITEMS

Rectangular Rapid Flash Beacon (RRFB)	1	\$ 20,000.00	\$ 20,000.00	
Crosswalk Lighting	2	\$ 10,000.00	\$ 20,000.00	
<b>SUBTOTAL G</b>				<b>\$ 92,811.31</b>
CONSTRUCTION ENGINEERING	20%	\$ 18,562.26		
OF SUBTOTAL G				

**ROUNDED PROJECT TOTAL: \$ 112,000**

## CONCEPTUAL ESTIMATE

### SPRING STREET - ALTERNATIVE #1

#### SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	100	\$ 15.00	\$ 1,500.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	100	\$ 10.00	\$ 1,000.00
304.3	CRUSHED GRAVEL (F)	CY	75	\$ 35.00	\$ 2,625.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	35	\$ 125.00	\$ 4,375.00
608.12	2.5" BITUMINOUS SIDEWALK (F)	SY	0	\$ 25.00	\$ -
608.34	4" REIN. CONCRETE SIDEWALK WITH WELDED STEEL WIRE FABRIC (F)	SY	150	\$ 65.00	\$ 9,750.00
609.01	STRAIGHT GRANITE CURB	LF	230	\$ 35.00	\$ 8,050.00
609.02	CURVED GRANITE CURB	LF	50	\$ 40.00	\$ 2,000.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	285	\$ 1.50	\$ 427.50
	MISCELLANEOUS ROADWAY				
				10% OF ABOVE TOTAL	\$ 2,930.00
				<b>SUBTOTAL A</b>	<b>\$ 32,657.50</b>

#### SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.			10%	\$	3,265.75
			OF SUBTOTAL A		
			<b>SUBTOTAL B</b>	<b>\$</b>	<b>35,923.25</b>

#### SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.			15%	\$	5,388.49
			OF SUBTOTAL B		
			<b>SUBTOTAL C</b>	<b>\$</b>	<b>41,311.74</b>

#### SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS		120	\$ 25.00	\$ 3,000.00
619.1	MAINTENANCE OF TRAFFIC		1	\$ 5,000.00	\$ 5,000.00
	MISCELLANEOUS TRAFFIC CONTROL				
				10% OF ABOVE TOTAL	\$ 800.00
				<b>SUBTOTAL D</b>	<b>\$ 50,111.74</b>

#### SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)			30%	\$	1,616.55
			OF DRAINAGE ITEMS		
			<b>SUBTOTAL E</b>	<b>\$</b>	<b>51,728.28</b>

#### SECTION F - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION			10%	\$	5,172.83
ROADWAY CONTINGENCIES			15%	\$	7,759.24
			OF SUBTOTAL E		
			<b>SUBTOTAL F</b>	<b>\$</b>	<b>64,660.35</b>

#### SECTION G - ADDITIONAL ITEMS

Retaining Wall (Sta. 303+65± to 304+35±, RT)				\$	10,000.00
				<b>SUBTOTAL G</b>	<b>\$ 74,660.35</b>
CONSTRUCTION ENGINEERING			20%	\$	14,932.07
			OF SUBTOTAL G		

**ROUNDED PROJECT TOTAL: \$ 90,000**

# **APPENDIX C**

## **Local Concerns Meeting Minutes**

## MEETING NOTES

**PROJECT:** Epping Rd, Winter St, & Spring St  
TAP Sidewalk Project  
NHDOT Project No. 41372  
Hoyle, Tanner No. 095224

**DATE OF MEETING:** January 10, 2018 - 6:30 pm

**LOCATION:** Nowak Room  
Exeter Town Offices

**ATTENDEES:** See Attached Sign-In Sheet

**SUBJECT:** Local Concerns Meeting

**PREPARED BY:** S. Haas - Hoyle, Tanner



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The purpose of this Local Concerns Meeting is to present the Epping Rd, Winter St, & Spring St Sidewalk project to the residents of Exeter, provide information on the projects funding program and schedule, and solicit input from the audience on concerns and potential improvements within the project area prior to development of design alternatives. The project anticipates constructing/reconstructing approximately 1,640 linear feet of sidewalk, installing pedestrian crosswalks, and constructing ADA compliant curb ramps along the streets noted above. This project is funded through the Transportation Alternatives Program (TAP) from the Federal Highway Administration (FHWA) and is administered by the New Hampshire Department of Transportation (NHDOT).

S. Haas gave a brief presentation explaining the meeting goals, project background, funding program overview, an overview of each project location and potential improvements, and the project schedule. At the end Mr. Haas opened the presentation up for public comment and discussion. Specific questions and comments that were discussed are noted below:

1. Residents noted that there are several bus stops located within close proximity to the north end of Winter Street. These include one in front of the Dentist office on Epping Rd, on the Common opposite Winter St, on Park St, at the intersection of Winter St & Whitley Rd, and the intersection of Winter St & Rockingham Rd. Children accessing these bus stops sometimes need to walk in the road (especially in the winter) along the north end of Winter St and it is felt that additional sidewalks and crosswalks would help improve access.
2. A resident asked if a new sidewalk could be constructed along Park St? D. Sharples noted that the purpose of the grant is to connect sidewalks to sidewalks and fill in gaps. S. Haas noted the importance of showing the project will provide connectivity between pedestrian networks or specific infrastructure when applying for the competitive TAP grants.
3. S. Haas noted that the new crossing of Epping Rd at Winter St may want to be on the west side of the intersection to improve sight distance and visibility of pedestrians due to the sharp curvature just to the east. This will be evaluated during the design process. Lighting and signing improvements will also be evaluated and likely required. S. Haas also noted that Rectangular Rapid Flashing Beacons (RRFB's) at crosswalks have recently lost their interim approval from FHWA. Should supplemental warning of pedestrians be required/desired, other devices will need to be evaluated.



4. A resident questioned if the required funds for the project had been obligated? D. Sharples explained that since it is a reimbursement program the Town approved a Warrant Article to raise and appropriate the funds for the project. S. Haas noted that NHDOT had obligated funds to reimburse the Town for the design of the project, but likely not for construction. **(Correction: NHDOT has obligated funding through Preliminary Design only)**. He indicated that the faster the project moves through design, the more likely the additional funds can be obligated for construction when desired.
5. Residents asked if stop signs & stop lines at the Winter St/Main St intersection could be installed, if speed bumps could be installed on Winter St, and if the speed limit on Winter St could be reduced? D. Sharples noted that these requests are outside of the scope of the project but requests for these items should be made through the DPW. He noted that the current speed limit on Winter St is 25 mph, which is the lowest posting allowed by state law.
6. It was noted that vehicles sometimes drive over the lawn making an eastbound turn from NH 27 onto Winter St southbound. Vehicle turning movements and pavement radii will be evaluated as part of the project to improve pedestrian safety on the proposed sidewalks.
7. L. Copp of 29 Winter Street noted that he would like a second driveway curb cut if a curbed sidewalk is installed. G. Grossman of 31 Winter Street also requested a second curb cut. D. Sharples indicated that the approval for additional curb cuts would need to go through the DPW but that it is important that the project is made aware of the request so that it can potentially be included in the design.
8. L. Copp noted that he has Norway spruce tree on his property that overhangs the location where the sidewalk may need to go. He noted that if the tree needs trimming, he would want to perform it himself separate from the project.

# **APPENDIX D**

## **Public Presentation of Preferred Alternative Meeting Minutes**

## **MEETING NOTES**

**PROJECT:** Epping Rd, Winter St, & Spring St  
TAP Sidewalk Project  
NHDOT Project No. 41372  
Hoyle, Tanner No. 095224

**DATE OF MEETING:** March 21, 2018 - 6:30 pm

**LOCATION:** Nowak Room  
Exeter Town Offices

**ATTENDEES:** See Attached Sign-In Sheet

**SUBJECT:** 2<sup>nd</sup> Local Concerns Meeting

**PREPARED BY:** S. Haas - Hoyle, Tanner



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The purpose of the 2nd Local Concerns Meeting is to present proposed design alternatives for the Epping Rd, Winter St, & Spring St Sidewalk project to the residents of Exeter, provide information on the pros and cons of each alternative, and solicit input on what the preferred alternatives may be. A reminder on the projects funding program and schedule was also provided. The project alternatives consist of 2 alternatives for Epping Road (existing or reconfigured Brentwood Rd intersection), 2 alternatives for Winter Street (Curbed Sidewalk or Sidewalk with Grass Panel), and 1 alternative for Spring Street. This project is funded through the Transportation Alternatives Program (TAP) from the Federal Highway Administration (FHWA) and is administered by the New Hampshire Department of Transportation (NHDOT).

S. Haas gave a brief presentation explaining the meeting goals, project background, purpose & need, an overview of each project alternative, funding program overview, and the project schedule. He also noted that a survey had been setup for the project using [slido.com](https://www.slido.com) where attendees could provide feedback on the project. At the end Mr. Haas opened the presentation up for public comment and discussion. Specific questions and comments that were discussed are noted below:

1. A resident asked if the cost noted on the Funding Requirements slide included Alternative 2 at Epping Road? S. Haas noted that the cost information provided was a range depending on which alternatives were selected. He further explained that the cost associated with intersection reconfiguration for Alternative 2 would push the cost towards the higher end of the range
2. A resident asked if Epping Road Alternative 1 would change any traffic patterns and wondered how pedestrians would cross Columbus Ave. under this concept? S. Haas noted that Alternative 1 will not change vehicular traffic patterns and that the existing crosswalk at Columbus Ave. would remain.
3. Residents noted that they were concerned with speeding on Columbus Ave. and suggested that improvements like Epping Rd Alternative 2 and other measures that could help reduce speeds on this road, Winter St., Main St, etc. should be considered.
4. A resident noted that the current developments on Epping Road that incorporated sidewalks were encouraging pedestrians to walk along Epping Road in the vicinity of Great Bay Kids and agreed that the proposed sidewalk project is necessary. However, he questioned if the project should be

postponed in case adding additional lanes to Epping Road is necessary in the future to accommodate development? D. Sharples noted that this had been discussed by the Town and that widening of Epping Road is not anticipated anytime in the near future. The resident also noted that Epping Road Alternative 2 will divert traffic to Winter Street.

5. A resident questioned if the project will propose sidewalks all the way up to NH 101? D. Sharples noted that this project will construct sidewalk up to Aroma Joes.
6. M. Leighton from Philips Exeter Academy (PEA) asked if any pedestrian detection or warning systems were being proposed as part of the new crosswalk at Winter Street? S. Haas noted that overhead lighting was included but that other pedestrian warning systems were not currently proposed. He further noted that Rectangular Rapid Flashing Beacons (RRFB), like those on Front St in front of PEA, were recently reinstated by FHWA. The residents agreed that an RRFB would be beneficial in this location due to travel speeds and the proximity to the Park Street Common & school bus stops.
7. Residents expressed a preference for Winter Street Alternative 2 as the grass strip will allow for future parking options for residents, the lack of raised curb will help drain front lawns, and its lower cost will save funds for other improvements.
8. A resident noted that Washington Street serves as a cut-thru to Front Street and questioned if any consideration had been given to making Washington St. one-way in one direction and Columbus Ave. one-way the other? S. Haas noted that this was not being considered at this time.

9. Slido.com & Facebook Group Comments:

- Big concern for us is speeding traffic on Columbus, Winter, and Washington Streets. We like Epping Road option #2 and Winter Street option #2. Please consider flashing lights at proposed Epping Road/Winter Street crosswalk. Please also consider a sidewalk on at least one side of Columbus. We have heavy foot traffic on Columbus, with nowhere for people to safely walk.
- Epping Rd Alternative #2 looks far and away better than Alternative #1 and the existing conditions.
- Alternative #2 (Epping Rd) is by far the better choice. We are one of the affected houses, 2 Brentwood Rd (the corner of Brentwood and Columbus).
- Would Columbus Ave from Spruce Street to Brentwood intersection be one way north?
- I live on Hobart St and use Epping Road to get to Route 101 to commute to work, so I am using the Columbus Ave/Epping Rd intersection several times a week. It looks as though these potential improvements are designed to improve pedestrian safety, but this intersection is dangerous whether pedestrians are around or not. What commonly occurs during the morning commute is that two cars that are coming from Brentwood and Columbus want to take a left on to Epping stack up at once next to the island with the electric pole. This clogs the whole intersection and reduces visibility for cars coming from downtown that want to take the left and head West on Brentwood Road. This car coming from downtown does not have a stop sign and may swerve around the stacked cars since they do not feel required to stop. In alternative #1 a pedestrian crossing behind the staked cars would be unseen by the car coming from downtown and could be at risk of being hit by the car avoiding the two stacked cars. For this reason, I don't believe alternative #1 is a sufficient re-design of the intersection. I am in favor of alternative #2 or something similar as it addresses the desire for cars to stack in the middle of the intersection.

**Hoyle, Tanner**  
& Associates, Inc.

**CORPORATE HEADQUARTERS**

150 Dow Street  
Manchester, NH 03101

**BRANCH OFFICES**

Pease International Tradeport  
100 International Drive, Suite 360  
Portsmouth, NH 03801

50 High Street, 4th Floor, Suite 49  
North Andover, MA 01845

2 Pegasus Street, Suite 1, Unit 200  
Brunswick, ME 04011

125 College Street, 4th Floor  
Burlington, VT 05401

95 E. Mitchell Hammock Road, Suite 200  
Oviedo, FL 32765



50 High Street, 4th Floor, Suite 49  
North Andover, Massachusetts 01845  
978-296-4433

## MEMORANDUM

To: **Dave Sharples – Town Planner – Town of Exeter**

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From: **Sasha Wood, PE – (Reviewed by Stephen Haas, PE) - Hoyle, Tanner & Associates**

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Date: **9/19/18**

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Re: **Epping Rd/Brentwood Rd/ Columbus Ave. Reconfiguration Traffic Analysis  
41372 - Exeter TAP Sidewalk Project**

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A brief study of existing and proposed traffic operation conditions was completed for the design work at the intersection of Epping Road, Columbus Avenue, and Brentwood Road in Exeter, NH. Following is a summary of the findings.

### Project Description

The project involves the reconstruction of the intersections of Epping Road/Brentwood Road/Columbus Avenue to better accommodate pedestrians through the intersection. The existing three intersections will be reconfigured to operate as a single intersection along Epping Road, while maintaining a connection (limited to right-in, right-out) at Columbus Avenue.

### Existing Conditions

The intersection currently consists of three closely spaced, unsignalized intersections. At the northwest corner, Epping Road intersects Columbus Avenue to form a Y-shaped intersection. Vehicles traveling southeastbound and northwestbound along Epping Road have the right-of-way, while vehicles heading northbound on Columbus Avenue are under STOP control. At the southeast corner, Epping Road intersects Brentwood Road to form another Y-shaped intersection. Again, vehicles traveling southeastbound and northwestbound along Epping Road have the right-of-way, while vehicles traveling eastbound along Brentwood Road are under STOP control. At the southwest corner of the set of intersections, Columbus Avenue and Brentwood Road intersect to form a four-legged intersection. The Columbus Avenue northbound and southbound approaches are under STOP control, as well as the Brentwood Road eastbound approach. The Brentwood Road westbound approach has the right-of-way.

Turning movement counts were conducted during the morning and afternoon commuter peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM) at the intersections on Tuesday, August 21, 2018. The group of intersections carries approximately 975 vehicles during the morning peak hour and approximately 1,327 vehicles during the afternoon peak hour. The traffic volumes are shown on Figure 1.

In addition, 24-hour automatic traffic recorder (ATR) counts were obtained for three nearby locations on the same day. Washington Street and Columbus Avenue south of Brentwood Road each carry approximately 2,180 and nearly 1,850 vehicles per day, respectively. Winter Street south of Dartmouth Street carries nearly 4,090 vehicles per day.

A capacity analysis of the intersections was completed for existing conditions using a SimTraffic simulation. Because of the 3-way STOP control at a 4-way intersection, the Highway Capacity Manual analysis is not able to compute a level of service or delay. Based on the traffic simulations, the intersections of Brentwood Road, Columbus Avenue, and Epping Road all operate with delays of less than 20 seconds for all lanes during both peak hours. A summary of existing operating conditions is shown below in Table 1.

**Table 1: Existing Operating Conditions**

			AM Peak Hour		PM Peak Hour	
Intersection	Direction	Lane	Delay	Queue	Delay	Queue
NW: Epping Road at Columbus Avenue	NB	L	8	52	9	54
	SEB	TR	2	107	15	297
	NWB	T	0	0	1	0
SE: Epping Road at Brentwood Road	EB	R	5	50	6	51
	NWB	LT	1	24	3	97
	SEB	T	1	0	2	10
SW: Columbus Avenue at Brentwood Road	EB	LTR	16	147	17	122
	WB	LT	0	0	0	0
	NB	LTR	13	59	15	60
	SB	TR	2	57	3	37

Reconfigured Conditions

With the proposed pedestrian improvements comes some geometric and operational changes to the intersections. The northwest intersection is proposed to be eliminated and only the two southern intersections will remain. At the intersection of Brentwood Road and Columbus Avenue, only right turns in and out of Columbus Avenue are proposed to be allowed. Left turns at this location will be physically blocked by the tail end of a small island separating the eastbound and westbound traffic at the intersection of Brentwood Road and Epping Road. As a result of this reconfiguration, some traffic volumes will be diverted. Vehicles that currently drive northbound on Columbus Avenue and eastbound on Brentwood Road destined for the north on Epping Road will be diverted to the Epping Road/Brentwood Road intersection by way of a left turn instead of the connection via Columbus Avenue. The reverse route is also impacted, as the connection to Columbus Avenue will require southeast bound traffic along Epping Road to divert along Epping Road to Brentwood Road and Winter Street. The left turns from Columbus Avenue northbound will be diverted to Washington Street. Additionally, the small amount of traffic that is destined for Columbus Avenue from the south on Epping Road will end up diverting to Columbus Avenue by way of Winter Street. The traffic diversions are shown on Figure 2. The traffic volumes for the reconfigured intersection are shown in Figure 3. Traffic diversions on the roadway segments studied are shown in Table 2.

**Table 2: Traffic Diversions**

Roadway Segment	Direction	2018 ADT	Redistribution from Intersection Reconfiguration
Washington St south of Brentwood Rd	NB	1,071	+1%
	SB	1,109	0%
Columbus Ave south of Brentwood Rd	NB	904	+3%
	SB	942	-90%
Winter St south of Dartmouth St	NB	2,154	+3%
	SB	1,935	+45%

As shown in Table 2, diversions along Columbus Avenue are expected to cause a decrease of about 90% of southbound traffic and an increase of about three percent in the northbound direction. Diversions of Columbus Avenue traffic to Washington Street are expected to cause an increase of about one percent in the northbound direction, while no notable diversions are expected in the southbound direction. Along Winter Street, diversions of about three percent are expected in the northbound direction, while the southbound direction could see increases in volumes up to 45 percent. All of these projected diversions are based on the peak hour traffic diversions at the Epping Road/Columbus Avenue/Brentwood Road intersection. Peak hour traffic operations analyses for the reconfigured intersection of Epping Rd/Brentwood Rd/Columbus Ave were also performed with a SimTraffic simulation. The reconfigured traffic operations results are shown below in Table 3.

**Table 3: Reconfigured Intersection Operating Conditions**

Intersection	Direction	Lane	AM Peak Hour		PM Peak Hour	
			Delay	Queue	Delay	Queue
SE: Epping Road at Brentwood Road	EB	L	9	49	18	43
		R	3	23	4	23
	NWB	LT	1	36	7	175
	SEB	TR	1	26	1	36
SW: Columbus Avenue at Brentwood Road	EB	TR	5	81	15	136
	WB	T	0	0	0	0
	NB	R	13	59	36	117

As shown in Table 3, the intersections are expected to operate with delays in all lanes of 36 seconds or less during both peak hours. The longest queues are expected during the afternoon peak hour, with queues on the Columbus Avenue northbound approach of about 117 feet and the Epping Road northwest approach of approximately 175 feet. Delays along the Epping Road southeast approach are expected to decrease as compared to existing conditions since the right turns onto Brentwood Road will no longer have to stop.

Similarly, the Winter St/ Epping Road intersection was also analyzed in SimTraffic to review the effects of the traffic diversion from Columbus Ave. As can be seen in Table 4 below, the traffic operations will not be greatly impacted by the diverted traffic and will still function similar to as it does today. The average delay for cars on Park and Winter Street will increase by about 7-11 seconds with an increase in the peak queue (95%) of about 15-26 feet (about 1 car).

**Table 4: Epping Road/Winter Street PM Operating Conditions Comparison with Diverted Traffic**

Roadway	Direction	Lane	PM Peak Hour- Existing Conditions		PM Peak Hour- Redistributed Traffic from Columbus	
			Delay	Queue	Delay	Queue
Epping Road	NWB	LTR	0	24	1	10
Epping Road	SEB	LTR	0	5	2	11
Winter Street	NEB	LTR	8	72	15	98
Park Street	SWB	LT	14	89	25	104



## Summary

The goal of the reconfiguration of the Epping Rd/Brentwood Rd/Columbus Ave. intersection is to improve the safety of pedestrians and eliminate conflict points in this location; not to make capacity improvements for motor vehicles. The intent of this traffic analysis effort is to confirm that this reconfiguration would not impact traffic operations significantly or divert traffic such that it creates capacity issues in other locations. Our analysis indicates that the reconfigured intersection will function reasonably close to the existing condition. Queue lengths are expected to increase by few cars and will shift a bit further down Columbus Avenue due to the removal of the storage between Brentwood Road and Epping Road. Vehicles utilizing the reconfigured intersection will need to be courteous and not block the intersection, as they do today, to maximize operations. Winter Street will see an increase of approximately 45% in southbound traffic during the peak hour. While a potential concern for residents, this increase in volume is not anticipated to significantly impact intersection operations along Winter Street.



June 15, 2021

Town of Exeter Select Board  
10 Front St  
Exeter, NH 03833

Dear Members of the Exeter Select Board,

As you know, the Chamber is a vital part of the community supporting businesses in Exeter and the surrounding communities of Brentwood, East Kingston, Epping, Kensington, Kingston, Newfields, Newmarket, Raymond, and Stratham.

There is a sense of optimism in our community as our local economy rebuilds. The past 15 months have reinforced the important role our local businesses play in our community- and they need customers to survive and thrive. We encourage the Town to continue to work with our local businesses- including Rob Ficara at Exeter Bowling Lanes/Shooters Pub- to explore and implement ways to increase traffic to them while keeping our community safe.

Thank you for supporting local businesses in our community, ensuring the Exeter Area remains a vibrant place to live, work and play.

Sincerely,,

A handwritten signature in black ink, appearing to read "Jennifer Wheeler".

Jennifer Wheeler, President



Russ Dean &lt;rdean@exeternh.gov&gt;

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**Fwd: Frustrated**

1 message

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Fri, Jun 18, 2021 at 7:36 AM

To: Russ Dean &lt;rdean@exeternh.gov&gt;

For the packet

----- Forwarded message -----

From: **Keith Kondrat** <kekondrat@yahoo.com>

Date: Wed, Jun 9, 2021 at 12:15 PM

Subject: Frustrated

To: NPapakonstantis@exeternh.gov &lt;NPapakonstantis@exeternh.gov&gt;

Hi Niko,

Rob Ficara passed your contact info along. I just wanted to let you know how upset and frustrated I am with the new traffic design.

I have lived at 49 Winter street with my spouse, Kelli, since we bought the property in 1996. We have raised 3 now grown children in this home.

Winter Street, as you probably know has always been a bit busy. I live next to McCoy's towing already have my share of traffic issues to begin with. Several years ago my daughter had her car totaled backing out of our driveway, her fault. My point, she couldn't see the car coming down the street as the street was lined with cars.

Since the new and 'not so improved' traffic design, I have never seen Winter street so busy. Several days ago, trying to get out of my driveway, it literary took 10 minutes. All the cars where coming down winter street from 27, due to the new traffic design.

I just don't know how a change was done like that to not include input or concerns from the tax paying residents that would be mostly effected.

Let me know if there is anything that can be done.

Thank you for your time.

Keith Kondrat  
(603) 427-3230



Russ Dean &lt;rdean@exeternh.gov&gt;

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**Fwd: Columbus Street**

1 message

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Fri, Jun 18, 2021 at 7:36 AM

To: Russ Dean &lt;rdean@exeternh.gov&gt;

For the packet

----- Forwarded message -----

From: &lt;j.leweck@comcast.net&gt;

Date: Wed, Jun 9, 2021 at 12:18 PM

Subject: Columbus Street

To: &lt;NPapakonstantis@exeternh.gov&gt;

Hello Nico,

I am a 22 year resident of Exeter residing at 12 Exeter Highlands Dr. and also have my business location in town at 1 Rockingham St. Further, my son happens to work at Shooters Bowling Lanes. I attend town meeting with regularity as I am involved in things around town quite often, including development of the former Ioka property and being President of Exeter Highlands homeowners Assoc for the past 15 years.

We have seen the new changes to the Exeter Rd at Columbus Street project and have to comment. I don't recall ever seeing anything sent out by the town or comments in meetings regarding this proposed change of use for the intersection. Now it is impossible to have direct access of thoroughfare down Columbus to access the businesses and the direct route to 111. It requires 4 turns to get back to Columbus Street, when it was a straight shot prior.

I have also noted a very increased traffic activity on Winter St to detour traffic from where it once was. The sleepy streets serviced by Winter St. are now busier than I have ever seen. The flow of traffic now augmented by the new Columbus St change has also driven up traffic count considerably to the neighborhoods of Washington and Spruce streets.

I feel the old adage of 'the closet distance between two points is a straight line' should be wisdom heeded here as well. This so called improvement is anything but a straight line, and negatively impacts quality of life to neighbors deserving the same level of traffic expectation as when they purchased their homes.

This project needs to be halted, re-thought and re-planned for the the community to weigh in on. A matter like this is not just a local government decision but one that the community at large should be involved in. Please recognize that we the people were never given the opportunity to be involved in such a drastic change to our local and long term use of this vital intersection.

I anxiously await responsibility for this move to be vetted and made public to the end that we can return things back to normal where it worked, not perfectly but quite well as it was.

Sincerely,  
Joe Leweck  
603-767-8529



Russ Dean &lt;rdean@exeternh.gov&gt;

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**Fwd: Columbus Ave**

1 message

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Fri, Jun 18, 2021 at 7:34 AM

To: Russ Dean &lt;rdean@exeternh.gov&gt;

For the packet

----- Forwarded message -----

From: **Leslie Haslam** <lhaslam68@gmail.com>

Date: Thu, Jun 17, 2021 at 6:46 PM

Subject: Columbus Ave

To: &lt;npapakonstantis@exeternh.gov&gt;

Hello Niko,

First, thank you for your service to the town on the select board.

I live at 15 Columbus Ave. and have since 1982 when my husband and I purchased this family home. We raised our children here and it was a great neighborhood, including Spruce Street.

We were fortunate this spring to be able to go on an extended trip to visit our grandchildren, and when we returned we encountered the new traffic situation at the intersection of Columbus Avenue and Brentwood Road. What a shock! The traffic challenge has always been worse at the Winter St end of Columbus.

I'm trying to get comfortable with the new configuration, but I'm finding it very unnerving and dangerous as I drive down my street trying to get on to Epping Road. Those coming down Brentwood Rd don't have to stop at all now, and frankly I have to think how to get in and out of my neighborhood safely now.

That leads to my other concern about the new/almost finished intersection. Now traffic coming from Epping Rd has to go up Brentwood, turn on Washington and then turn on Spruce St to get to Columbus. Spruce St is one of the few quiet streets in this area and lots of young kids play outside and ride their bikes on Spruce. I've noticed increased traffic on the one way part of Spruce St too (I-live on the corner), where there are more young children. So this new intersection set up seems to have made traffic and safety worse, not better (and I'm sure that was not the intent).

I know my tax dollars and yours have been poured into this project, but I believe it should be changed.

On another note, I am thrilled to finally have a sidewalk all the way down Winter St to Epping Rd. I hope a crosswalk can be painted for safer travel to Park Street Common as that project is completed.

Thank you .  
Leslie Haslam



Russ Dean &lt;rdean@exeternh.gov&gt;

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## Washington Street

1 message

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**Sandra Angelone** <sandiangelone@gmail.com>

Thu, Jun 17, 2021 at 9:37 AM

To: rdean@exeternh.gov

Dear Mr Dean,

I'm curious with the reconstruction of Columbus Ave and Brentwood Rd with the intent to fix a dangerous intersection. Are you aware of the impact it's created on our street by basically cutting of access to Columbus our road has an increase along with excessive speed which I've addressed to the police chief. Nothing gets done and there are no deterrents in place. In addition they still block the intersection

There are no sidewalks at my end of the street and we get families, seniors walking in addition to bicycle riders. Cars pull up on our lawns and beer cans are tossed out. Columbus Ave has a stop sign halfway up their road in addition to a commercial business. No speed bumps and there is never someone pulled over for speeding.

Do you have any plans or insight for the safety of our families because this is common discussion from all of my neighbors. The trunks pay no attention to the limits and business vehicles along with out of state rush continuously because there is nothing is enforced

Please come sit in my driveway and you would see it for yourself. Hopefully you can give us some hope

Sincerely,  
Sandra Angelone  
84 Washington St  
Exeter, NH. 03833  
603-303-3850 cell

**Third Reading – Animal Control Ordinance Amendment**

**AMEND CHAPTER 9 – EXETER TOWN ORDINANCES**

Delete from Section 910 (section c.):

**910 Prohibition in Parks and Commons**

No person, firm or corporation shall allow to have in their physical control any dog while in the geographical confines of the following parks and commons:

- a. Founders' Park
- b. Library grounds
- c. Hampton Road Recreation Park
- d. Town House Common**
- e. Kids Park**
- f. Park Street Common
- g. Swasey Parkway
- h. Brickyard Pond fields

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Niko Papakonstantis, Chair

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Molly Cowan, Vice Chair

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Julie Gilman, Clerk

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Lovey Roundtree Oliff

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Daryl Browne

First Reading: June 7<sup>th</sup>, 2021

Second Reading: June 14<sup>th</sup>, 2021

Third Reading: June 21<sup>st</sup>, 2021

Adopted:

Effective:

Copy: Town Clerk





# EXETER PARKS & RECREATION

32 COURT STREET • EXETER, NH • 03833 • (603) 773-6151 • [www.exeternh.gov](http://www.exeternh.gov)



## TOWN OF EXETER-MEMORANDUM

TO: Russ Dean, Town Manager  
FROM: Greg Bisson, Director of Parks and Recreation  
CC: Melissa Roy, Assistant Director  
RE: Dog Ordinance update  
DATE: 06/07/2021

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The Exeter Parks and Recreation Department is requesting an amendment to the current dog ordinance for Kid's Park and Townhouse Common.

### **Kid's Park:**

The Kid's Park renovation rejuvenated the old park, which increased the park's usage. Unfortunately, it has been brought to our attention that people take their dogs into the park to use it as a small dog park. This unsanitary practice needs to stop, but unfortunately, Kid's Park was not one of the parks listed in the ordinance. We were unaware of this problem until the department completed the renovation, and the park use increased. We have received several complaints asking to post no dogs allowed. Children ranging in age from 2-12 now use that park.

### **Townhouse Common:**

Townhouse Common is not listed in the ordinance as well. We have increased programming at this park with Yoga, Karate, and special events. Townhouse Common currently has signs posted and has been for years.

Respectfully Yours,  
Greg Bisson  
Director Exeter Parks and Recreation

**44 River Street – Restoration of Involuntarily Merged Lot**



# BUILDING DEPARTMENT

*Douglas Eastman, Building Inspector/Code Enforcement Officer*

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**DATE:** June 9, 2021

**MEMO TO:** Russ Dean, Town Manager  
Select Board

**CC:** Edward P. and Diane Ganley – property owner  
Janet Whitten, Deputy Assessor

**FROM:** Douglas Eastman, Building Inspector/Code Enforcement Officer

**RE:** Application for “Restoration of Involuntarily Merged Lot”

As you are aware, our office had received a “Restoration of Involuntarily Merged Lot” application for the property located at 44 River Street (Tax Map Parcel #72-98) currently owned by Edward P. and Diane Ganley.

After review of the application by the Building and Assessing Department, this matter was placed on the June 7<sup>th</sup>, 2021 Select Board agenda for discussion. Certified notification to abutters and public notice in the newspaper were provided in a timely manner as set forth in the application.

Prior to the Select Board meeting on June 7<sup>th</sup>, I had been informed that the direct abutter to the subject property, Joseph and Kathryn Fisher, had contacted the former owner of the property, Roger Wakeman, inquiring about the status of the property. Subsequently, Mr. Wakeman provided a letter via e-mail, dated June 6, 2021 to Select Board Chairman Niko Papakonstantis which provided relevant information regarding the properties formerly known as 40 & 44 River Street (Tax Map Parcel #92-97 and #72-98) being voluntarily merged in 2004. Mr. Wakeman’s letter and a letter from Town Assessor John DeVittori, dated March 29, 2004, are attached for your review.

It is my understanding that the Select Board voted to table the public hearing on this matter until their June 21, 2021 meeting.

In light of the new information provided, I am rescinding my support for the request to unmerge the lots given the lots were voluntarily merged at the request of Mr. Wakeman. Therefore, I am recommending that the Select Board deny the application to restore the lots to their pre-merger status.

I have provided suggested wording for a motion to deny the Involuntary Restoration of Lot Merger for property at 44 River Street:

*“I move to deny the application for the Restoration of Involuntarily Merged Lot for the property at 44 River Street (Tax Map Parcel #72-98) in accordance with the new information provided from the former property owner verifying the two parcels were voluntarily merged in 2004 and the letter from the Town Assessor, dated March 29, 2004, confirming the lot merger and recent changes in the property assessment value.”*

If you should have any questions, please feel free to contact my office.

A handwritten signature in cursive script, appearing to read "Douglas Eastman".

ROGER F. WAKEMAN  
3316 Post Street  
Clinton, NY  
(603)-502-9631 rfwcxc@gmail.com

RECEIVED

June 6, 2021

JUN 7 2021

Town of Exeter, NH  
Select Board  
10 Front Street  
Exeter, NH 03833  
Att: Mr. Niko Papakonstantis – Chairperson  
SUBMITTED BY EMAIL to Chair and Vice Chair

EXETER PLANNING OFFICE

**Re: Letter of Information for Select Board Meeting Agenda Topic for June 7, 2021**

Dear Mr. Papakonstantis:

This letter is being submitted in relation to the public legal notice of May 27, 2021, regarding an agenda topic for the Select Board on June 7. The legal notice identifies the following topic and is copied here for reference.

LEGAL NOTICE for "RESTORATION OF INVOLUNTARILY MERGED LOTS" (pursuant to RSA 674:39-aa)

*The Exeter Select Board will be considering an application for the "Restoration of Involuntarily Merged Lots" for the property listed below at their next meeting on Monday, June 7th, 2021 at 7:00 P.M. virtually via ZOOM (see connection information below\*). Property of Edward P. and Diane Ganley 44 River Street Exeter, N.H. Tax Map Parcel #72-98*

As the former property owner at 44 River Street (2003-2017), I feel compelled to provide relevant information on this topic. As further background I had many professional dealings with the Town of Exeter employees and boards in my fifteen years of service to Phillips Exeter Academy as Chief of Planning and Facilities. I have the highest respect for the colleagues with whom I interacted and for the significant progress we made through collaboration and good will. In 2017 I accepted an opportunity to become Associate Vice President for Facilities and Planning at Hamilton College, and as part of that transition sold the property to Edward and Diane Ganley.

After becoming aware of the proposed action I reviewed the applicable RSA, and the process that occurred in relation to the merger of parcels after I purchased the property in November 2003.

According to selected extractions from the referenced RSA:

- I. (a) "Involuntary merger" and "involuntarily merged" mean lots merged by municipal action for zoning, assessing, or taxation purposes without the consent of the owner.*
- II. (b) No owner in the chain of title voluntarily merged his or her lots. If any owner in the chain of title voluntarily merged his or her lots, then all subsequent owners shall be estopped from requesting restoration.*

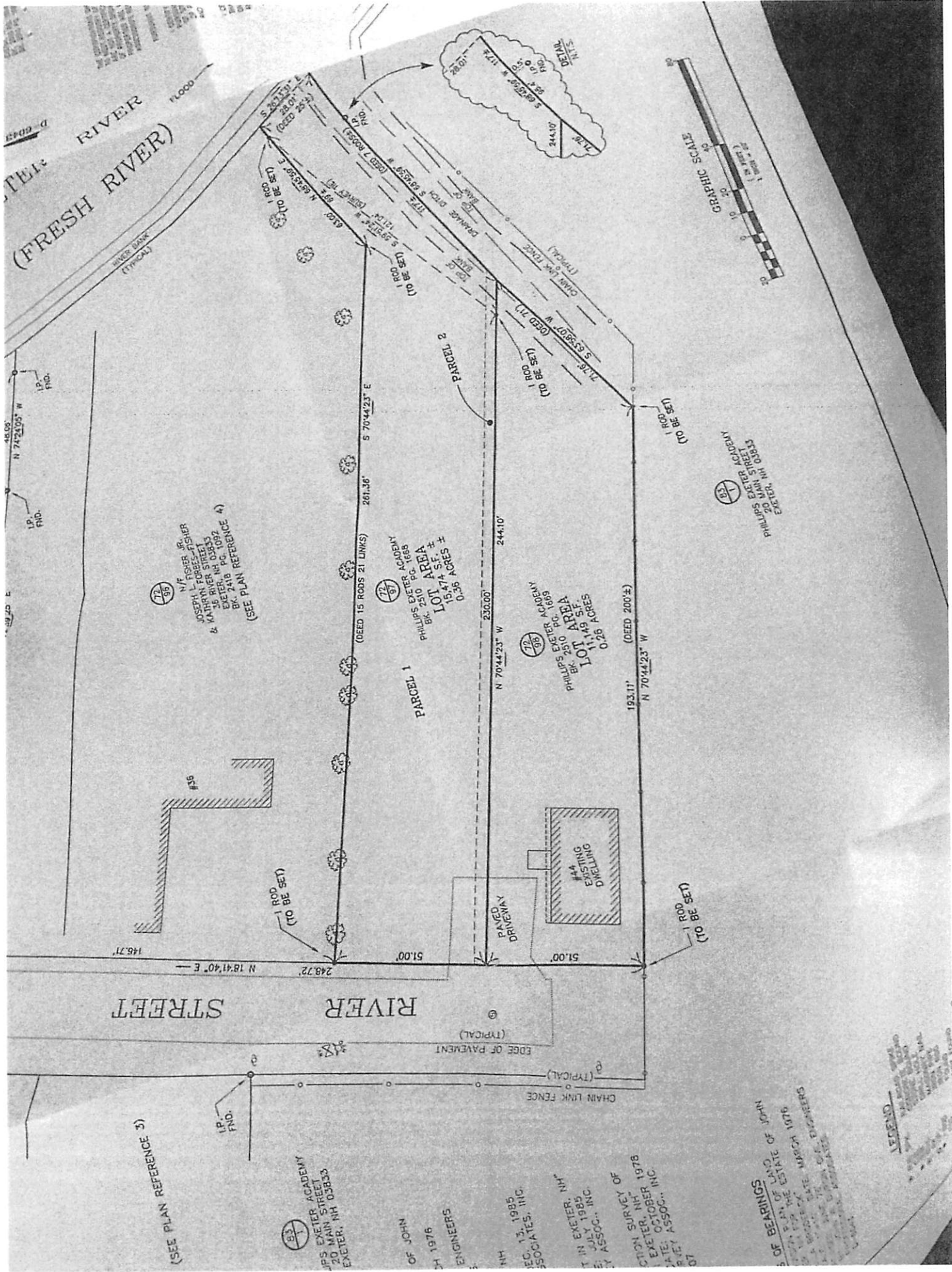
As a summary statement, I will say that the merger of Tax Parcels 72/97 and 72/98 was accomplished at both my request and consent. As further information I am sharing the following sequence of actions.

- In October 2003 a property survey was for the subject land was completed by Parker Survey & Engineering for Parcels 72/97 and 72/98. The area of the existing dwelling on Parcel 72/98 was identified as 0.26 acres, and the area of Parcel 72/97 was identified as 0.36 acres. An excerpt of this plan is provided as an attachment.
- In the same month I pursued the purchase of the property and used the above referenced survey for property details. As part of my due diligence, I contacted the Town's Code Enforcement Officer to ensure I understood the implications of purchasing both parcels, which was being proposed by the seller.
- In particular, I wanted to know in advance if I could use Parcel 72/97 as a second building lot, either through my own development or resale. I was told that the lot did not conform to minimum standards for lot size as a separate building lot, and that such a request would not be approved under town zoning ordinances.
- In that same time period, in conversation with the Code Enforcement Officer I was told that it would be a simple and suggested action to voluntarily merge the lots after purchase of the property. The rationale was that it would simplify the tax assessment, and also likely increase the value of the property for resale as a larger lot with river frontage (from Parcel 98 with frontage, being added to Parcel 97, where the existing house was located but did not have river frontage). It was also suggested as a way to clear up any confusion with the neighbors at 36 River Street regarding the property boundaries and parcel ownership.
- My recollection is that after purchase of the property in November 2003, I followed the Town's process by completing a form to request the merger of the two parcels, and understood that it would be reviewed by Zoning officials, and approved through the Select Board. I have attempted to obtain the minutes of Select Board and ZBA meetings from December 2003 to March 2004, but have not found them available in an on-line repository, and since I live five hours away have not been able to ask to view files in person.
- The merger was completed in early 2004, and documented in the attached letter from the Town Assessor, dated March 29, 2004. The letter noted that the merger resulted in a slight increase in the assessed value of the property. This notification was not a surprise either in the action or the value, as the merger had been accomplished with my initiation and full consent.

My intent in taking the time to write this letter is to ensure a complete understanding of the previous parcel merger process. I trust you will use the information shared in this document to support the appropriate evaluation and resolution of the requested application. If I can be of any further assistance I am glad to engage in further communication.

Sincerely,

Roger F. Wakeman  
Encl/2 pages





# TOWN OF EXETER

10 FRONT STREET EXETER, NH 03833-2792 (803) 778-0591 FAX 772-4709  
[www.exeternh.org](http://www.exeternh.org)

March 29, 2004

*Roger and Robin Wakeman  
68 Washington Street  
Exeter, NH 03833*

Dear Mr. and Ms. Wakeman,

This letter is to inform you of recent changes in the assessment value of your property at 44 River Street Exeter, Map 72 Lot 98 as of April 1, 2004.

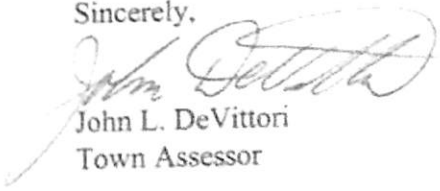
The change will be from \$212,500 to \$217,100 for the 2004 tax year.

The reason for the change is the merger of 40 River Street and 44 River Street into a single lot.

This proposed assessment may change again for the November tax bill if a reassessment market update occurs, for the entire town.

If you have any questions or concerns on the above, please feel free to contact me within ten (10) days of this letter.

Sincerely,

  
John L. DeVittori  
Town Assessor

JLD/jw

OFFICE OF THE ASSESSOR

## **Tax Abatements, Veterans Credits & Exemptions**



# List for Select Board meeting June 21, 2021

## Intent to Excavate

<b>Map/Lot/Unit</b>	<b>Location</b>
113/5	Powder Mill

## Abatements

<b>Map/Lot/Unit</b>	<b>Location</b>	<b>Amount</b>	<b>Tax Year</b>
111/5/3	3 Green Gate CG	45.16	2020
111/5/6	6 Green Gate CG	69.63	2019
111/5/6	6 Green Gate CG	132.25	2020

## Permits And Approvals

**WARRANT FOR UNLICENSED DOGS  
EXETER**

**Exeter Town Clerk  
10 Front Street  
EXETER, NH 03833  
778-0591 ext 403**

**Office Hours: Mon, Wed, Thurs 8:00am-4pm  
Tues 8:00am-7pm  
Fri 8:00am-12:30pm**

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**TO: SELECT BOARD**

**FROM: TOWN CLERK**

**WARRANT DATE: JUNE 21, 2021**

**SUBJECT: DOG WARRANT**

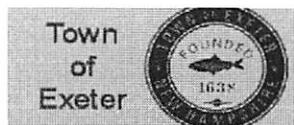
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Pursuant to New Hampshire RSA 466:14 entitled "Warrants; Proceedings" you are hereby directed to proceed with the issuance of a civil forfeiture for each unlicensed dog included in this warrant. Any unlicensed dogs may be seized by local law enforcement for holding in a EXETER, NH holding facility for a period of 7 days, after which time full title to the dog shall pass to the facility, unless the owner of the dog has, before the expiration of the period, caused the dog to be licensed.

Pursuant to New Hampshire RSA 466:16 entitled "Returns," this warrant must be returned on or before August 31 and state the number of owners who received and paid the civil forfeiture, the number of dogs in EXETER that have been seized and held under the provisions of RSA 466:14, and the number of owners who have received summons to a district or municipal court for failure to pay the civil forfeiture pursuant to RSA 466:13 or to license the dog pursuant to RSA 466:1.

**EXETER, NH Selectboard:**

_____	_____	_____
Selectboard Member	Print Name of Signor	Date
_____	_____	_____
Selectboard Member	Print Name of Signor	Date
_____	_____	_____
Selectboard Member	Print Name of Signor	Date
_____	_____	_____
Selectboard Member	Print Name of Signor	Date
_____	_____	_____
Selectboard Member	Print Name of Signor	Date



Russ Dean &lt;rdean@exeternh.gov&gt;

---

**Re: Swasey Parkway May Reservation Invoice**

1 message

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**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Wed, Jun 9, 2021 at 10:35 AM

To: Scott Ruffner &lt;scottruffner@mac.com&gt;

Cc: Russ Dean &lt;rdean@exeternh.gov&gt;

Good morning Scott,

Your email was not included in the packet for our 6/7 meeting due to the fact that the packets/agendas are posted the Friday afternoon before meetings.

Your email will be included in the packet for the next SB meeting.

As presumably this is a formal request of a waiver, the Board will discuss and deliberate the request during Permits and Approvals, most likely at the 6/21 meeting.

I will keep you posted.

Respectfully,

Niko

On Mon, Jun 7, 2021 at 1:47 PM Scott Ruffner <scottruffner@mac.com> wrote:

Good Afternoon,

I wanted to follow up on my original correspondence from a few months back, that went to Parks & Rec, The Selectboard, and Darren Winham, when we submitted our applications for the 5 Fest events in Swasey Parkway. In that email I explained the Rise Up Exeter initiative, and that these events were being taken on as a means of supplying increased opportunity and revenue for our local artists, musicians, and small businesses who have been suffering do to the pandemic. These festivals were not part of a planned budget, as it has become harder for businesses to sponsor events, but our non-profit chose to take a leap of faith for the good of the community. This is why we made the request that the customary \$100 fee be waived just for this 2021 series of events. Other towns like Portsmouth have contributed upwards of \$25,000 towards similar initiatives to support their local arts community and help with downtown vibrancy during these difficult times, so we're hoping a \$500 credit is something the town can do to help keep our costs down this year.

Thank you for you consideration,  
Scott Ruffner  
www.TeamExeter.org

Begin forwarded message:

**From:** Nancy Bugbee <nbugbee@exeternh.gov>  
**Date:** 5/3/2021  
**To:** Scott Ruffner <scottruffner@mac.com>  
**Subject:** Swasey Parkway May Reservation Invoice

Hi Scott,  
I have attached your May swasey Parkway Reservation Invoice for you.  
Thank You,  
Nancy

--

Nancy Bugbee  
Exeter Parks & Recreation

## Correspondence



**State of New Hampshire  
Department of Revenue Administration**

109 Pleasant Street  
PO Box 487, Concord, NH 03302-0487  
Telephone (603) 230-5000  
www.revenue.nh.gov



Lindsey M. Stepp  
Commissioner

Carolynn J. Lear  
Assistant Commissioner

MUNICIPAL AND PROPERTY  
DIVISION  
James P. Gerry  
Director

Samuel T. Greene  
Assistant Director

June 11, 2021

Town of Exeter  
Select Board  
10 Front Street  
Exeter, NH 03833

*Town Manager's Office*

JUN 14 2021

Re: Exeter 2019 Cyclical Revaluation

*Received*

Dear Municipal Assessing Officials:

The Department of Revenue Administration (DRA), pursuant to RSA 21-J:11, is charged with the responsibility of monitoring revaluations and supporting municipalities with revaluation contract compliance. The Department has checked elements of the 2019 Cyclical Revaluation for the Town of Exeter.

On October 18, 2018, the DRA received a signed contract between the Town of Exeter and Municipal Resources, Inc. (MRI) to complete a Cyclical Revaluation of all taxable and non-taxable property effective April 1, 2019. The DRA received the list of employees working in the Town and the certificate indicating liability insurance. The Town did not require a bond be posted. On October 17, 2018, a monitoring conference was held with the following in attendance: The Town of Exeter's Deputy Assessor Janet Whitten; MRI Assessors Paul McKenney and Ed Tinker; DRA Appraisers Charles Reese, Susan Serino and Steve Griffin.

As part of the revaluation process, a portion of the Town's inventory was measured and listed over a period of 4 years. The DRA monitored a random sample of properties each year utilizing Monitoring Inspection Reports (MIR). The MIR was sent to MRI for review and comment and forwarded to the Municipal Assessing Officials.

During the revaluation, the DRA monitored a random sample of properties that sold between April 1, 2017 and March 31, 2019. These qualified sales were used in the analysis to establish the new 2019 assessed values. There were a total of 655 qualified sales. The MIR was sent to the MRI for review and comment and forwarded to the Municipal Assessing Officials.

MRI reported that they did perform a parcel-by-parcel field review. Notices of preliminary values were mailed to taxpayers and hearings were conducted by Paul McKenney and Ed Tinker of MRI at the Town Office on July 10, 2019. DRA Appraiser Susan Serino attended the hearings on July 10, 2019. Newly established values were turned over to the Municipal Assessing Officials prior to the filing of the MS-1 on October 18, 2019. The contract specified that values would be provided to the municipality on September 1, 2019.

The Uniform Standards of Professional Appraisal Practice (USPAP) Report (Report) was due to

TDD Access: Relay NH 1-800-735-2964

*Individuals who need auxiliary aids for effective communication in programs and services of the Department of Revenue Administration are invited to make their needs and preferences known to the Department.*

the DRA 30-days after the MS-1 was submitted. On November 18, 2019, the Report was delivered to the DRA. The Report includes the rationale for the update, a summary of the analysis performed, copies of sales used, the results of statistical testing of the new values and supporting documentation for the newly established values. A list of the qualified and unqualified sales is contained within the report. On August 24, 2020, a letter of compliance was mailed to the Municipal Assessing Officials and MRI.

Time-trending factors were identified from a study of the market. MRI reported time-trending was not warranted. The time-trending analysis can be found in Section D of the Report.

The Report identified neighborhoods for land pricing, primary and secondary site values, excess acreage values and influence factors within the Town of Exeter. The land values can be found in Appendix E of the Report.

The Report identified base building rates along with tables describing elements such as depreciation, effective area factors and quality adjustments. Market analysis was used to establish building base rates and adjustments. The 2019 newly established building base rate values can be found in Appendix F of the Report.

Prior to this update, the median level of assessment according to the 2018 DRA Equalization Study was 77.5, the coefficient of dispersion (COD) was 14.5 and the price-related differential (PRD) was .98. The 2019 DRA Equalization Study resulted in a median ratio of 94.5, a COD of 8.5 and a PRD of 1.00. These figures fall within the IAAO and ASB recommended ranges and represent an improvement over the prior indicators of assessment level and equity.

The next scheduled revaluation of all properties in the Town of Exeter to comply with RSA 75:8- a five-year valuation is 2024.

I hope this information is helpful and look forward to continuing the support and assistance the Department provides to your community. If I can be of any further assistance, please feel free to contact me at (603) 230-5962 or Ben.G.Lafond@dra.nh.gov.

Sincerely,



Ben Lafond, Real Estate Appraiser  
Municipal and Property Division

cc: File



Victoria F. Sheehan  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.  
Assistant Commissioner

June 7, 2021

Re: Epping-Brentwood-Exeter 43416

Chairman of Selectmen  
Niko Papakonstantis  
10 Front Street  
Exeter, NH 03833

Dear Mr. Papakonstantis:

The proposed project is a sign replacement project located on NH Route 101, from mile marker 115 EB/WB to mile marker 125 EB/WB, in Epping, Brentwood, and Exeter and includes Exits 6, 7, 8, and 9 ramps. The project will replace one bridge mounted sign and the remaining signs will be ground mounted. The installation of some sign posts will require auguring. The signs are being replaced due to poor retro-reflectivity and to meet Manual on Uniform Traffic Control Devices (MUTCD) compliance. All proposed work is within the State right-of-way. Attached is a location map.

Engineering studies have been initiated to refine the scope and limits of work necessary for this project. The Department's Bureau of Environment is in the process of evaluating the potential environmental impacts associated with the project. To assist in this evaluation, I am asking that you notify me of any concerns relative to the project's potential impacts on environmental, social, economic, or cultural resources, such as wetlands, historic properties, and invasive plant species.

Some transportation projects require mitigation for possible wetland/stream impacts. The natural resources in this project area have not yet been identified and investigations are forthcoming. Preliminary engineering studies have begun and the Department will attempt to avoid, and minimize impacts through design before determining if there will be any stream or wetland impacts that may require mitigation. **As a proactive measure the Department would like to request a list of the Town's preferred/priority mitigation efforts that the Department may evaluate and consider undertaking if it is determined that the project does in fact require mitigation. Please let us know if your Town has identified such priorities.** In the absence of any Town priorities to evaluate the Department will pursue permittee responsible mitigation through the Stream Passage Improvement Program (SPIP). If it's determined that no viable options exist through the SPIP, the Department will pursue a payment into the Aquatic Resource Mitigation Fund (ARM Fund), at which time those funds will become competitively available through the ARM fund grant process.



As such, does the Town have a list of priority mitigation efforts (Top 10 Priority List) that the DOT may evaluate and consider undertaking if it is determined that the project does in fact require mitigation? If so, please provide the list. (e.g. problematic culvert/bridge crossings, land protection, habitat restoration, etc.)

The tentative advertising date for this project is August 21, 2021. Please feel free to contact me if you have any questions or require further information regarding the project. This letter has been sent to the Planning Board, Historical Society, Conservation Commission, and Board of Selectmen.

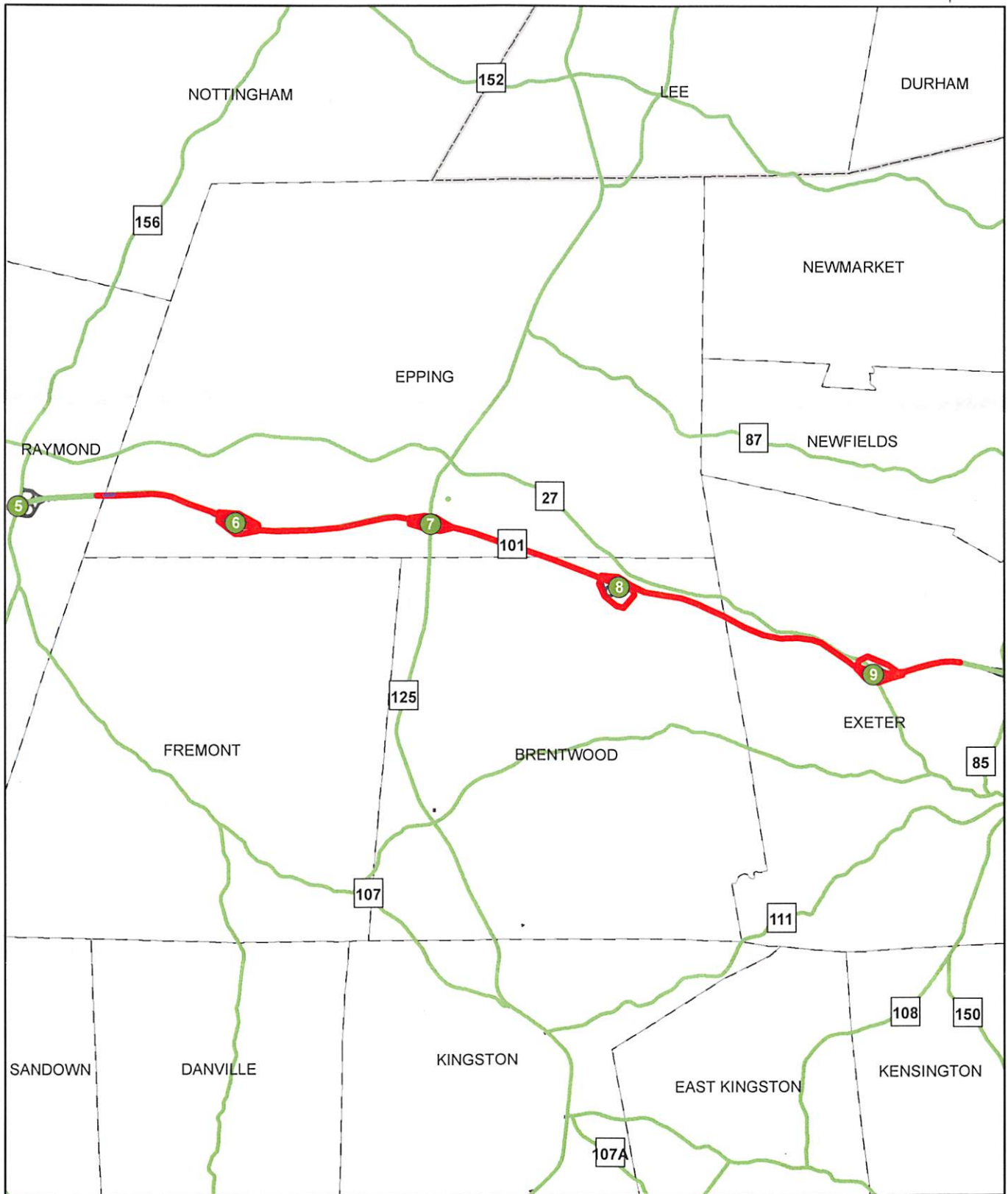
Thank you for your assistance.

Sincerely,



Kerry Ryan  
Environmental Manager  
Kerry.ryan@dot.nh.gov

# Epping-Brentwood-Exeter 43416

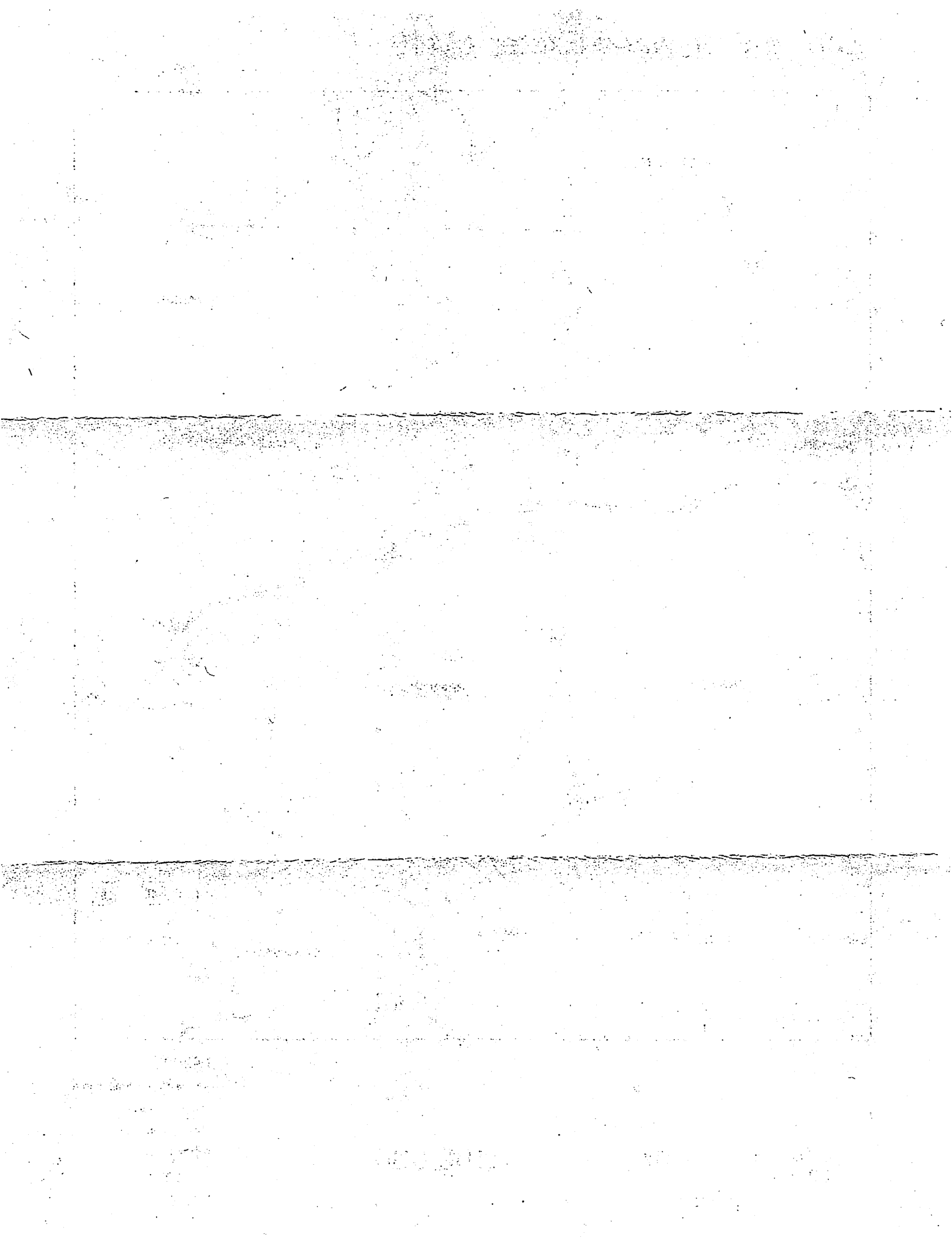


### Legend

- 43416 Project Area
- Turnpikes
- Interstates
- US Routes
- State Routes
- Circles
- Ramps



1:100,000





**The Executive Council of the State of New Hampshire**  
State House, 107 North Main Street, Concord, NH 03301

JANET L. STEVENS  
EXECUTIVE COUNCIL  
DISTRICT THREE

**District 3 Executive Councilor Janet Stevens announces distribution of American Rescue Plans funds for District State Parks and Statewide Childcare Centers**

Today, District 3 Executive Councilor Janet Stevens, released the following statement on the Executive Council's approval of **American Rescue Plan State and Local Fiscal Recovery Funds**, being directed to two key infrastructure investments at **New Hampshire State Park and Recreation sites on the Seacoast**,

"Today, I cast my vote in favor of critical funds that will spent at two, State of New Hampshire Parks on the Seacoast. **Rye Harbor, Ragged Neck will receive \$250,000** for site improvements and **\$615,000 will go to repairing, restoring, and preserve Fort Stark State Historic Site in New Castle**, which overlooks the Atlantic Ocean and Little Harbor.

Both of these allocations are important for long-term priorities - for tourism and regional economic development on the Seacoast, including the creation of more jobs and further opportunities for my constituents. Importantly, with an eye towards the future, I am proud that these infrastructure funds are being spent in a way to make District 3 an even better place to live, work, and visit."

---

**District 3 Executive Councilor Janet Stevens released the following statement on the Executive Council's approval today of \$77 million from the Child Care Development Fund under the American Rescue Plan Act of 2021 for New Hampshire Child Care Centers.**

"In today's Council meeting, I was pleased to have voted for the allocation of **\$77.3 million dollars, from the Child Care Development Fund, part of Congress' American Rescue Plan Act of 2021**, which will be made available to New Hampshire's childcare industry and providers.

The two separate appropriations will be used to stabilize the industry - **they will go towards personnel costs, employee benefits, premium pay and costs for employee recruitment and retention, while also providing for discretionary use.** After the impacts of COVID-19 on our lives, and the impact the pandemic specifically had on keeping childcare centers operational (essential workers) and ensuring that working families had reliable childcare, this allocation is extremely critical to grow and sustain New Hampshire's economic growth.

"**Having access to affordable and reliable childcare is so important for New Hampshire's workforce and for our employers. For New Hampshire to continue its enviable economic growth, we need to do everything to support this fragile industry.** Recent data indicates that **81% of childcare centers have a wait list, which is compounded by more than 760 full-time openings for childcare professionals**, so this funding is essential for New Hampshire residents. Of the 368 centers that participated in the study, more than 215 anticipate a deficit for the year, and 160 of these centers would consider closing if they were to incur a deficit.

New Hampshire's economy is hiring again, and hiring fast, and these funds come at just the right time to deliver the aid needed to build back even better than where we were prior to COVID. I'm happy the Council took this step today."

JANET L. STEVENS    P.O. BOX 687    RYE, NH 03870  
JANET.L.STEVENS@NH.GOV    CONCORD OFFICE: 603.271.3632    CELL: 603.436.1645



Russ Dean &lt;rdean@exeternh.gov&gt;

---

**Fwd: ADA non-compliance of sidewalks on Portsmouth Ave**

1 message

---

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>

Fri, Jun 18, 2021 at 7:35 AM

To: Russ Dean &lt;rdean@exeternh.gov&gt;

----- Forwarded message -----

From: **Kevin Underriner** <kunderriner@gmail.com>

Date: Thu, Jun 10, 2021 at 8:35 PM

Subject: ADA non-compliance of sidewalks on Portsmouth Ave

To: &lt;NPapakonstantis@exeternh.gov&gt;

Hello Mr. Papakonstantis

I'm sending this to you so that Exeter may address the sidewalks on Portsmouth Avenue and avoid potential legal action due to injury.

I have been a resident of Exeter for 22 of the last 25 years. I survived a stroke last year and am currently residing at the Fairfield Marriott on Portsmouth Avenue. I am partially disabled and walk with the aid of a walker or cane.

Over the last week my recovery has progressed such that I can walk (with walker or cane) to/from appointments at Exeter Hospital. This requires me to use the sidewalks on Portsmouth Avenue. The sidewalks are in poor condition, especially for a town like Exeter. I spent some time today learning about ADA requirements by reading the laws/guidelines and speaking to an ADA representative (anonymously) for clarification. Exeter has a problem.

Problems that I've noted on the sidewalks on the west side of Portsmouth Avenue include:

- steep slopes up and down as the sidewalks intersect business entrances/exits since the sidewalks are elevated above the roadway
- cracks/fissures that cause tripping hazards
- uneven surfaces such as swails, humps, and ridges
- unmarked sidewalks intersecting with business parking lots where vehicles owned by the business park blocking the sidewalk

Why should Exeter be concerned? Liability.

My disability is moderate. I am able to navigate the obstacles by carefully adjusting my gait and/or avoiding problem areas by stepping onto the flat surfaces of the active roadway. People with more severe disabilities would have greater problems, and frankly, I don't believe that people in wheelchairs would even be able to use the sidewalks. Should someone who is disabled get injured because they must step onto the roadway to avoid the myriad of obstacles it is very likely that a court would find Exeter liable. A fall due to tripping hazards presented by poorly designed and inadequately maintained sidewalks would likely have a similar outcome.

It's funny how health events can change the things that are relevant to one's life. 13 months ago, I used the same sidewalks and never thought they were hazardous.

I'm bringing this to your attention so that things can be fixed and made better for everyone. I'm not trying to cause problems and would eagerly work with the appropriate agencies (Exeter Public Works?) for remedies that improve Exeter.

Please let me know if I can be of assistance, and please respond so that I know this message has been received.

Thank you and best regards,

Kevin Underriner  
(603) 556-8387



Russ Dean &lt;rdean@exeternh.gov&gt;

## Fwd: Taxpayer opposed to the addition of "Assistant Town Manager".

1 message

**Niko Papakonstantis** <npapakonstantis@exeternh.gov>  
To: Russ Dean <rdean@exeternh.gov>

Thu, Jun 17, 2021 at 5:41 PM

For the packet

----- Forwarded message -----

From: **Christopher Gilroy** <Gilroyc13@live.franklinpierce.edu>

Date: Thu, Jun 17, 2021 at 4:30 PM

Subject: Taxpayer opposed to the addition of "Assistant Town Manager".

To: NPapakonstantis@exeternh.gov &lt;NPapakonstantis@exeternh.gov&gt;, DBrowne@exeternh.gov &lt;DBrowne@exeternh.gov&gt;, mcowan@exeternh.gov &lt;mcowan@exeternh.gov&gt;, jgilman@exeternh.gov &lt;jgilman@exeternh.gov&gt;, loliff@exeternh.gov &lt;loliff@exeternh.gov&gt;

Good afternoon:

I know that this email will not be valued but it is necessary. I have lived in Exeter for 21 years. I now notice that we are national news fodder for educational "Issues"; but I digress.

I purposely stay out of town politics because I know from empirical experience that my voice is neither valued nor heard. With that said, I will make my statement on this topic with the knowledge that "Big government Exeter" will do what it pleases with limited to no public input. Not without hearing me out, though.

Mr. Dean, a public figure, was absent from public service for a period of time. The town did not cease functioning and now we are to believe that he suddenly needs more help? There are comparisons to other communities which are disingenuous as reported by the media. If the media is incorrect, that is on them and the board for not making a correction; they normally take a very positive position on what the Board does irrespective of resident input, so I am basing my assumptions on the local media's normal response.

Is this a fulltime position with benefits? Other communities rely on a part-time position at 32 hours or less, per week. The comparison to the Deputy Police Chief position are tone-deaf. The Exeter Police Department has always been understaffed, but they always "Do more, with less". Is the town manager now a 24/7 operation such as the Police Department? Can I get him to respond to my home if there is an emergency? I dare you to respond "Yes" so that I may verify via a 91-a request how many times he has been called out at 2AM on a holiday such as the Chief and Deputy may be. The comparison is laughable and shameful.

I know that you will appoint this position with zero public input. Let's see if this board is quite-so-committed to growing resources when public safety asks for more resources which can actually affect residents in a positive manner.

Thanks for listening, and best of luck growing your government.

Chris Gilroy  
8 Hampton Falls Road  
Exeter, NH 03833