

Select Board Meeting
Tuesday, May 31st, 2022, 6:50 p.m.
Nowak Room, Town Offices
10 Front Street, Exeter NH 03833

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> .

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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 or 603-418-6425 with any technical issues.

AGENDA

1. Call Meeting to Order
2. Board Interviews
3. Public Comment
4. Proclamations/Recognitions
 - a. Proclamations/Recognitions
5. Approval of Minutes
 - a. Regular Meeting: May 9th, 2022
6. Appointments
7. Discussion/Action Items
 - a. COVID 19 Update
 - b. Community Power Update
 - c. Intersection Evaluation Report
 - d. Westside Drive Project Update
 - e. FY22 Paving Contract
 - f. Public Safety Complex Discussion: Fire Substation
 - g. Bike/Pedestrian Plan
8. Regular Business
 - a. Tax Abatements, Veterans Credits & Exemptions
 - b. Permits & Approvals
 - c. Town Manager’s Report
 - d. Select Board Committee Reports
 - e. Correspondence
9. Review Board Calendar

10. Non-Public Session

11. Adjournment

Niko Papakonstantis, Chair

Select Board

Posted: 5/27/22 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

*Interview 5/31/22
 6:50 pm
 Wheelwright Room*

**Statement of Interest
 Boards and Committee Membership**

Committee Selection: RECREATION ADVISORY BOARD

New Re-Appointment Regular Alternate

Name: Bob Dudra Email: bdudra@comcast.net

Address: 12 PINE MEADOWS DRIVE Phone: 603-491-9031

Registered Voter: Yes No

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

I WOULD WELCOME AN OPPORTUNITY TO SERVE ON THIS ADVISORY BOARD DUE TO MY LOVE OF ACTIVITIES SUCH AS HIKING, BIRDING, PICKLEBALL AND USING THE LOCAL YMCA. I BELIEVE IN CONTINUING TO IMPROVE THESE RECREATION AREAS FOR ALL ADDS TO THE QUALITY OF LIFE IN EXETER.

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: Bob Dudra Date: May 17, 2022

To be completed by Select Board upon appointment:

Date Appointed: _____ Term Ending: _____ Full: _____ Alternate: _____

Proclamations/Recognitions

Minutes

Select Board Meeting
Monday May 9, 2022
7 PM
Nowak Room, Town Offices
Draft Minutes

1. Call Meeting to Order

Members present: Julie Gilman, Lovey Roundtree Oliff, Niko Papakonstantis, and Nancy Belanger. Molly Cowan was present via Zoom; her absence was unavoidable due to Covid quarantine, and she stated that she was alone in the room. Town Manager Russ Dean was also present at this meeting. The meeting was called to order by Mr. Papakonstantis at 7:05 PM.

2. Board Interviews

- a. There were no interviews at this meeting.

3. Public Comment

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

4. Proclamations/Recognitions

Chief Poulin spoke about new Police Officer Arthur Joseph and Tad Sierad who was being promoted to Sergeant. Town Clerk Andie Kohler swore in Arthur Joseph as a Police Officer and also swore in Theodore Sierad as a Police Sergeant.

5. Approval of Minutes

- a. Regular Meeting: April 25, 2022

MOTION: Ms. Belanger moved to approve the regular meeting minutes of April 25, 2022 as submitted. Ms. Oliff seconded. In a roll call vote, the motion passed 5-0.

- b. Special Meeting: April 28, 2022

MOTION: Ms. Belanger moved to approve the special meeting minutes of April 28, 2022 as submitted. Ms. Oliff seconded. In a roll call vote, the motion passed 5-0.

6. Appointments and Resignations

MOTION: Ms. Belanger moved to accept the resignation of Kristin Osterwood from the Conservation Commission. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Belanger moved to accept the resignation of Kathy Corson from the Housing Advisory Committee. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

7. Discussion/Action Items

- a. Pickleball Discussion

Mr. Papakonstantis said in late March, Rec Director Greg Bisson asked the Select Board to accept funding for permanently altering three tennis courts into pickleball courts at Hampton Road. We paused that process for further discussion. We have received many pieces of correspondence, all of which are available in the meeting packet. There's also a presentation by the fundraiser for this project included in the packet. The Board will discuss the issue and open for

public comment. Both pickleball and tennis are great sports. How can we allow both to be played in our community? We should be able to find room for everybody.

Ms. Oliff said she understands the importance of creating community for pickleball players, but we also need to have space for tennis. She would like people to listen to each other and work together to find a solution.

Ms. Gilman said she would like to find a solution for everyone in Exeter. Both sports deserve a place of their own, but finding space is difficult.

Ms. Belanger said she met with both groups and she thinks we can find a solution. Hearing about it for the first time at the March Select Board meeting was very concerning.

Ms. Cowan said we should approach this discussion without blame, treating this as an opportunity to add to our town and thank the volunteers and participants and Rec Advisory Board members who have done good work on this.

Mr. Papakonstantis said outside organizations like Riverwoods have contributed money previously to projects at the Rec Park, but that was to improve existing facilities, rather than change something. This is a new situation and there was a communication breakdown before it got to the Board, which we would like to not happen again.

Greg Bisson, Parks and Rec Director, said the pandemic brought out the demand for pickleball. Kyle Littlefield started pickleball in Exeter and it has grown over the years. Last year, Kyle retired and Parks and Rec took it over. The Rec Advisory Board was brought a proposal in October about possibly converting tennis courts into pickleball courts. This is the growing scene for Parks and Rec departments all over the country. The Rec Advisory Board debated for an hour and voted to approve the concept of the pickleball courts and allow the fundraising. That was not the proper process and that is on the Rec Dept. The pickleballers are enthusiastic about improving the park. Our numbers are not where they were for tennis, although there are a number of tennis players here tonight. The youth tennis programs haven't recovered from Kyle's departure and the pandemic eliminated tennis lessons, so people haven't come back. We want to have equal opportunities and accessibility, not just ADA compliance but also with the set-up process which is physically difficult. With this conversion, anyone could walk up with a paddle and play.

Mr. Papakonstantis asked what data we have to support the relative number of pickleball and tennis players. For something that changes the physical layout of one of our Parks and Rec areas, we should have sent out a survey and done due diligence. He's amazed by how quickly the money was raised, but maybe the fundraisers shouldn't have made commitments to the people they raised money from. Mr. Bisson said in the summer, he's there working on the pool until 7 or 8 PM at night and he observes the courts. He spends 50-60 hours a week in the park. Ms. Oliff said the numbers will fluctuate based on weather conditions. We're now at a place where we should discuss how we should

resolve this. We should talk about permanent restructuring and where the money can be used to create permanent pickleball courts. There's a newer property that we've acquired adjacent to Parks and Rec. Let's discuss what will be beneficial for both sides.

Mr. Bisson said there was no survey, we just looked at the data regionally of what other communities were doing. We looked at this as an opportunity to rehab the area and improve upon it.

Ms. Belanger asked where the town is in finding a replacement tennis instructor. Mr. Bisson said we brought in BEAM tennis, but that instructor has scaled back from what he offered last year because the numbers weren't there. We also host USTA tennis in the parks, with two instructors, which is a very successful program.

Ms. Cowan said this process started before the warrant article passed to purchase the building. What does the availability of that space mean? Mr. Bisson said we are still in the planning phase of rehabbing the building, and then we plan to do a public forum on what people want to see there.

David Kovar of 38 Cross Road said there are at least three parties to this conversation: pickleball players, tennis players, and taxpayers. He is interested in how town funds are being spent and in process and procedure. He wants to make sure we're not setting a precedent that enables this problem to happen again. Why is there a sense of urgency to solve this problem? The new space may open up other options. We should slow down this conversation to allow everyone to have a say.

Don Cloutier of Prentiss Way in Exeter said he was part of the group to raise the funds to change the courts. The Exeter Pickleball Club has been involved with Northeast Passage in Durham and parapickleball, which we've been doing at the YMCA. We'd like to bring that program outside. Jim Tufts of Special Olympics would like to get involved. A positive vote would allow these children and adults to participate in this program

Michelle Clark of 68 Park Street Unit 1 said she's a parapickleball player. There are not a lot of local opportunities for her and her daughter to play. There are no accessible tennis programs here. Outside of the Northeast Passage program, we can't set up the nets. It's inclusive if we have the nets. This is a fast growing, well-established sport. We're not taking away from the community, we're adding to it.

Nancy Riccio of 25 Little Pine Lane said she's pro both sports. If the pickleball community wants to raise funds for a separate dedicated space she supports that, but not taking away from others. This proposal conflicts with the mission of the Rec. It's not inclusive. They want to host tournaments for out of towners. There would be no tennis courts available that are ADA compliant. The reduction in parking will limit other uses of the facilities. The economic impact argument is speculative. No restaurants or shops are located near the Rec Park. The plan was presented to her by Mr. Cloutier as if it were a done deal, but nowhere but in the minutes of the Rec Advisory Board meeting was there a

mention of this plan. The group didn't want to wait to put this in a warrant article, but what is the hurry? She wants the Board to vote no on this proposal.

Karen Dudra of 12 Pine Meadows Drive described the difficult process of setting up the pickleball nets. The pickleball demographic is primarily 60+ and it's a hardship. One must have the combination to the lockbox. We've organically fundraised and grown as we've gone along. For someone to play, they can't just walk in, they have to know the combination to the lockbox and set up the net. There are six tennis courts at the HS, 16 at PEA, and 8 at the Rec Park; 30 tennis courts in Exeter, but none for pickleball. They should share.

Barbara Fitzjardin of 50 Brookside Drive said it's important to have a permanent pickleball court because the nets are difficult and time-consuming to set up. Pickleball is important because any age can play, the material is not expensive, and the court is half the size of a tennis court, so it's easier to cover the field for the elderly and for kids. Pickleball etiquette means that when it's posted, anyone can come and be rotated in, you don't need a partner. The games will be shortened if people are waiting. With tennis, if your partners cancel, you can't play. She hopes that the Board will consider making the pickleball courts permanent.

Richard Gabrieli of 2 Sterling Hill Drive said he plays tennis every day, weather permitting, with guys in their 70s and 80s, who have just as much fun and camaraderie as described with pickleball. Pickleball should be separate. He's ok with sharing the courts, but he doesn't want to see them permanently converted.

Mary Hargue, who is not a resident of Exeter, requested to speak. Ms. Oliff said the Board will consider it after all Exeter residents have spoken.

Phillip MacDonald of 96 Main Street said he likes tennis better than pickleball, but he can't play tennis due to health issues. There's a great turnout for pickleball. We could have 8 pickleball courts where you have 4 tennis courts and accommodate 32 players. There's more of a need for pickleball.

Christine Reed of 6 Sleepy Hollow Lane said this was taking place without the Select Board knowing about it. What the Board need is facts to vote, and we don't have that right now. Everyone in Exeter should be able to play a sport. Pickleball should have their own courts, not take away our courts.

Pavel Pazourek of 50 Brookside Drive read his letter in opposition of changing the courts, which was included in the Board packet.

Kevin Keaveney of 14 Exeter Farms Road said he enjoys both sports but he's opposed to repurposing the public courts into pickleball courts. We should look at every option available before taking away the tennis courts.

Jay Childs of 7 Hunter Place said we don't want to establish a precedent with the process that has taken place here. Converting shared courts into pickleball-only courts is a bad idea, and the process followed was deeply flawed. The community knew nothing about this plan. Rec should have solicited feedback and input from the public. We want to give access to play to a growing sport, but without taking access from another growing sport. There was outreach

to the public around the acquisition of the new building, Planet Playground, and other projects, but there was no outreach about this proposal, which would be a significant change. The Rec Advisory Board was in favor of raising funds and converting the top courts, but that was not an official approval. The Select Board must decide, but they didn't even know about this plan until March 2022, when money had been raised and a contract signed to begin construction. If a private group can raise enough money, can they make other changes to public spaces? This would set a bad precedent. The proposal should be denied and go back to the drawing board.

Glen Potvin of 20 Chestnut Street said he took up pickleball this year and it brings people together. The courts are full and there's a sign-up. You can't fight the tide. Pickleball is immensely popular. The numbers will be five to one in favor of pickleball, it's a growing sport. We should proportion the existing space to the number of users. People are always going to be upset, but we should just decide. Pickleball has people waiting.

Andrew Shakely of 20 Epping Road said he's had to wait for the courts for tennis. We don't have good data on what the usage is. We should create more permanent pickleball facilities without taking away tennis facilities. The town should take steps to accommodate them, but given the process we went through, this is not the right decision

Arlene Childs of 7 Hunter Place said the situation is not broken, so why is the urgency to fix it? She loves to play tennis on the upper courts. She would like to see a pickleball court elsewhere, but she's willing to share the courts. On the lower level, there's noise from the highway, it's buggy, and there are acorns on the court. There are steps to get down there, so you can't get down there in a wheelchair. It would be great to see tennis come back for wheelchair players as well.

Dick Matthews of 13 Runawit Court, a member of the Parks and Rec Advisory Board and President of the Exeter Pickleball Club, said we never would have moved forward with raising money if we didn't believe we had permission to change the courts. We assumed we had permission with Rec Advisory Board approval. Pickleball has been here for 5 years, it's not new. This isn't about sneaking around this system. We followed what we believed was the right course. The people who donated money were told the courts would be built. The \$38,000 gift to the town was to repurpose three tennis courts. There is a growing number of people playing pickleball and an aging population. Pickleball is easier to learn and more fun for those who have never played a sport, and more interactive. The average game takes 11-12 minutes and the rest of the time is spent talking and having fun. There's never not a line to play pickleball, sometimes with as many as 20 people. This is about taking a facility and making it accessible without spending the \$250,000-\$500,000 it will cost if we look for a new place to put permanent courts. There are still 5 tennis courts plus others in town. There are zero pickleball courts. This demographic has few opportunities to be active in this town and enjoy camaraderie. If this is not approved, we will write

the checks back to the donors tomorrow. No tennis player's life is going to change if the pickleball courts are changed permanently, but it will serve more members of the community.

Michael McGill of 25 Little Pine Lane said not knowing the process is not an excuse for bypassing it. We should start from square 1 and find a solution everyone can agree on.

Mr. Papakonstantis asked the Board to consider the nonresident to speak, and they agreed.

Mary Hardt of 48 Mountainview Terrace in Rye said regarding the Portsmouth NH public courts, they have lots of players of both sports. They used to have pickleball players play with nets that were already there, but last year they installed permanent pickleball courts, and she has observed that once there were permanent courts, players didn't rotate. The lines of people waiting to play tennis got longer in the evening and the pickleball courts were empty at that time. Portable nets could be used to keep courts open and available to everyone.

Mr. Papakonstantis closed the public comment session.

Mr. Papakonstantis said If the Board needs additional time to deliberate, we will take it, but we will vote when ready. If we voted just because everyone's here, we'd be doing a disservice to tennis players, pickleball players, and the voters. Programming for seniors is important to him, and he'd like to see permanent pickleball courts in Exeter. In terms of the naming rights, in 2015, the Select Board adopted a sponsorship policy for certain limits of money raised where any signage has to come before the Select Board. If pickleball promised things that may not be delivered, he's sorry, but we need to follow a process. The taxpayers paid to improve the upper courts just a few years ago. We should get input from the taxpayers on how they feel about changing these courts that we just spent money to improve.

Ms. Oliff said she doesn't think we'll be ready to vote tonight. If donors are passionate about this, we can figure out the process and start over. We should figure out the storage system to address this in the short-term. Whatever numbers one group gets vs the other group, no one's going to be happy. These are two popular sports that are great for all ages. The bottom line is figuring out where this is going to happen. The process was flawed, but we'll go back to the drawing board and do it right.

Ms. Gilman said if we're talking about developing new tennis courts or pickleball courts somewhere, there will be a cost to the town, and we should know what that is. She understands the difficulty of playing a sport on a space that's striped for another sport, so it probably should have a dedicated space, but where do we put that and what will it cost?

Ms. Belanger said she appreciates the difficulty of set-up, but hopefully there is a temporary solution. We have to do our due diligence. The survey and data are important. We need to know what our needs are. She's not convinced we need to take away from our tennis courts. The town needs to weigh in on this, not just people who play pickleball and tennis.

Ms. Cowan said she has questions that would make it hard for her to make a decision. When we're expanding pickleball, what are the costs to the town? The presentation says there are no costs, but there are water, bathroom, and parking costs, timing issues, etc. She is sympathetic to the setup difficulty, but she suggested putting this as a Parks and Rec duty once the staff is in the building next door. Why are we converting the top courts which we just spent money on, could the bottom courts be dedicated pickleball space?

Mr. Papakonstantis asked about other spaces in town. Greg Bisson said residents can use the six EHS courts with permission when school is not in session. Residents can't use the PEA Courts. The town only has the eight tennis courts at 8 Hampton Road.

Mr. Papakonstantis asked if we resurfaced only the upper courts, but Mr. Bisson said no, we resurfaced all of the courts. Mr. Papakonstantis asked if it would be possible to make two or three of the lower courts into pickleball courts. Mr. Bisson said there would have to be some kind of fencing to separate that from the tennis, which is not included in the current proposal.

Mr. Papakonstantis said regarding pickleball tournaments, would they happen during summer camp? Mr. Bisson said there would be some Friday activities. We would keep half of the parking lot reserved for camp and school. Anyone using the pool would have a pool parking pass. Mr. Papakonstantis said he's concerned about the traffic coming and going.

Mr. Papakonstantis asked if Parks and Rec staff can facilitate the setup of nets. Mr. Bisson said there are volunteers who set up the nets during the scheduled times, MWF mornings and W evenings. The issue with set-up is in the off-hours, not in the scheduled open play hours. Mr. Matthews said that at that time there are 40 or 50 people there, some of whom can set it up. Mr. Papakonstantis asked if there's any other place between 4 and 10 Hampton Road that could host the Pickleball courts. Mr. Bisson said a lot of site work would need to be done at 10 Hampton Road before any excavation could be done. Ms. Oliff asked if we can find out what it would cost for the area with the trailer and parking next to the pool to be paved and fenced for pickleball, since we're gaining parking spots at 10 Hampton Road. Mr. Bisson said he would have to talk to Public Works about traffic flow.

A resident pointed out that the condos on the side of the Rec Park would not be happy with pickleball courts being there.

A resident said if people want to play on Tuesday, Thursday, Saturday and Sunday, they need to know the combination. Mr. Papakonstantis asked if we can increase the time that folks have access to it. Mr. Bisson said right now we have volunteers who go out and do it. It would be burdensome for staff. The temporary nets will be destroyed from use by the end of the season.

Jason Doris from Pine Street said when we send out a survey, we should word it not assuming people are playing pickleball already. Maybe they're just interested in it. Mr. Papakonstantis said Mr. Bisson had done multiple surveys in the past and will represent both sports fairly.

Ms. Gilman asked what is the acreage of the 8 tennis courts. Mr. Bisson said 121'x160'. Another property would also have to have facilities such as parking and restrooms.

Barbara Keaveney of 14 Exeter Farms Road asked whether we can put the courts in other parks. Mr. Bisson said Gilman Park is under a work plan with SELT so it's off the table. Mr. Papakonstantis said parking will be a problem at the other Parks and Rec properties.

Mr. Bisson will come back in June with alternate proposals.

b. Parks Improvement Fund request

Greg Bisson said regarding ADA access to the lower courts, we looked at a concrete ramp or wooden ramp, which were too expensive; an aluminum ramp will meet the accommodations. We only have to widen the gate. This would allow us to offer adaptive programming on the lower courts. Ms. Belanger asked if this will change anything with pickleball. Mr. Bisson said no, but it would offer an opportunity to offer adaptive tennis. This will be a beneficial offering for both pickleball and tennis.

MOTION: Ms. Belanger moved to approve the purchase of an ADA aluminum ramp from National Seating and Mobility to come out of the Park Improvement fund in the amount of \$26,776. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

Mr. Bisson said that TEAM has donated \$1,200 for a picnic gazebo in Townhouse Common. We applied for an AARP grant that would offset the addition of decorative and safety lighting. We looked at building a wood pavilion, but concrete is cheaper. This would be stamped concrete similar to the one in Gilman Park. The gazebo will be 12'x13' and will accommodate an 8' picnic table. This will be a permanent structure but the picnic table can be removed. It will be located where the picnic table was at the corner of Court and Front Street. It will be used for performances on "Tune and Fork" Tuesdays with music and food trucks. It will last for 15 years.

Ms. Belanger asked why we wouldn't do something similar to the pavilion at Swasey, and Mr. Bisson said that cost \$150,000. He added that there's been an uptick in people picnicking at this park.

Ms. Gilman said this is in the Historic District, so a permanent structure should be reviewed, although we could go forward without HDC approval since it's town property. The next HDC meeting is in June. Mr. Dean said the Board could approve it conditioned on HDC approval. Ms. Gilman said she could arrange for a special meeting of the HDC.

MOTION: Ms. Belanger moved to accept the donation from TEAM to accept the prefab gazebo of a value of \$1,200 to be built on the site of the cement pad, contingent on the approval of the Historic District Commission. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved that contingent on the HDC approval, we approve the Parks and Rec Dept to expend \$4,300 from the Park Improvement Fund for the concrete pad to be

provided by Contrast Concrete. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

Mr. Bisson said we would like to tear down the yellow shed in the Rec Park parking lot. We can put the equipment at 10 Hampton Road. This would remove an eyesore and a danger, and will improve parking flow.

MOTION: Ms. Belanger moved to approve the relocation of equipment and the demolition of the yellow storage shed to be performed by Defraso Demolition at a cost of \$2,400 to be expended from the Park Improvement Fund. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

Mr. Bisson said the current balance of the Park Improvement Fund is \$21,686.97. The Park Street Common playground equipment is on site, and should be installed in early June.

Ms. Belanger asked about bench painting. Mr. Bisson said Parks Foreman Andy Clauson has rehabbed quite a few, but over 200 are left.

c. FY22 Bond Issues

Ms. Gilman read the Certificate of Vote Regarding Authorization of Bonds and Approval of Loan Agreement with the New Hampshire Municipal Bond Bank:

I, the undersigned Clerk of the Issuer, hereby certify that a meeting of the Governing Board of Issuer (the "Board") was held on May 9, 2022. A quorum of the Board was in attendance and voting throughout.

I further certify that there are no vacancies on the Board, that all of the members of the Board were duly notified of the time, place and purposes of said meeting, including as one of the purposes the authorization of bonds and the approval of a Loan Agreement between the New Hampshire Municipal Bond Bank (the "Bond Bank") and the issuer.

I further certify that the following is a true copy of resolutions unanimously adopted at said meeting:

RESOLVED: That under and pursuant to the Municipal Finance Act, Chapter 33, N.H.R.S.A., as amended, the New Hampshire Municipal Bond Bank Law, Chapter 35-A, N.H.R.S.A., as amended, and other laws in addition thereto, and to votes of the Issuer duly adopted on March 9, 2021 and March 8 2022 under Articles 6 and 4 of the Warrant for such annual meeting of the Issuer there be and hereby is authorized the issuance of a \$2,250,000 Bond of the Issuer (the "Bond") which is being issued by the Issuer for the purposes of financing (i) the development of groundwater sources (\$1,000,000) and (ii) the purchase of land and building at 10 Hampton Road (a/k/a the Qessential Building), including minor renovations, to be used by the Parks and Recreation Department (\$1,250,000).

The Bond shall be dated as of its date of issuance, shall be in such numbers and denominations as the purchaser shall request, shall mature in accordance with the schedule set forth in Exhibit A to a certain Loan Agreement hereinafter described (the "Loan Agreement"), shall bear a net interest cost rate (as defined in the Loan Agreement) of four percent (4.00%) per annum or such lesser amount as may be determined by a majority of the Board. The Bond shall be substantially in the form set forth as Exhibit B to the Loan Agreement and otherwise shall be issued in such manner and form as the signatories shall approve by their execution thereof.

RESOLVED: That the Bond shall be sold to the Bond Bank at the par value thereof plus any applicable premium.

RESOLVED: That in order to evidence the sale of the Bond, the Treasurer of Issuer and a member of the Board are authorized and directed to execute, attest and deliver, in the name and on behalf of the Issuer, a Loan Agreement in substantially the form submitted to this meeting, which is hereby approved, with such changes therein not inconsistent with this vote and approved by the officers executing the same on behalf of the Issuer. The approval of such changes by said officers shall be conclusively evidenced by the execution of the Loan Agreement by such officers.

RESOLVED: That all things heretofore done and all action heretofore taken by the Issuer and its officers and agents in its authorization of the project to be financed by the Bond are hereby ratified, approved and confirmed.

RESOLVED: That the Clerk and the signers of the Bond are each hereby authorized to take any and all action necessary and convenient to carry out the provisions of this vote, including delivering the Bond against payment therefor.

RESOLVED: That the useful life of the project being financed is in excess of ten (10) years.

I further certify that said meeting was open to the public; the aforesaid vote was not taken by secret ballot nor in executive session; that notice of the time and place of said meeting was posted in at least two (2) appropriate public places within the territorial limits of the Issuer, or published in a newspaper of general circulation in said area, at least twenty-four (24) hours, excluding Sundays and legal holidays, before said meeting; that no deliberations or actions with respect to the vote were taken in executive session; and that the minutes of said meeting have been promptly recorded and have been or will be made open to inspection within one hundred forty-four (144) hours of said meeting, all in accordance with Chapter 91-A, N.H.R.S.A., as amended.

I further certify that the above vote has not been amended or rescinded and remains in full force and effect as of this date.

MOTION: Ms. Belanger moved to adopt the Authorization of Bonds and Approval of Loan Agreement with the New Hampshire Municipal Bond Bank. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

8. Regular Business

a. Tax Abatements, Veterans Credits and Exemptions

MOTION: Ms. Gilman moved to approve a tax abatement for 110/2/83 in the amount of \$95.09 for the tax year 2019. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved to approve an abatement for 110/2/22 in the following amounts and years: \$423.26 for the tax year 2019; \$375.79 for the tax year 2020; and \$309.65 for the tax year 2021. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved to approve an abatement for 110/2/115 in the following amounts and years: \$239.19 for the tax year 2020 and \$191.27 for the tax year 2021. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved to approve an abatement for 110/2/5 in the following amounts and years: \$242.34 for the tax year 2020 and \$357.50 for the tax year 2021. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved to approve an abatement for 110/2/71 in the following amounts and years: \$237.85 for the tax year 2020 and \$349.95 for the tax year 2021. Ms. Belanger seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Gilman moved to approve a tax abatement for 110/2/94 in the amount of \$193.79 for the tax year 2021. Ms. Belanger seconded. The motion passed 5-0.

b. Permits & Approvals

MOTION: Ms. Belanger moved to renumber 28 Cullen Way to 37 Cullen Way. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

MOTION: Ms. Belanger moved to renumber 26 Cullen Way to 41 Cullen Way. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0.

c. Town Manager's Report

- i. The tax warrant has been completed by the Tax and Assessing offices and requires board signature. Tax bills will go out in a few weeks and are due July 1.

- ii. He attended a Health Trust meeting, the housing seminar and the Public Safety public input session.
 - iii. He's looking to meet with representatives from the Stoney Brook development in Stratham regarding town sewer and water.
 - iv. We're working on lease purchase for Fire SCBA equipment.
 - v. The Congressional Direct Spending for 10 Hampton Road was turned down by Rep Pappas but is still alive with Senator Shaheen.
- d. **Select Board Committee Reports**
- i. Ms. Gilman attended a Housing Advisory Committee meeting. They discussed towns that don't have water and sewer and how ratepayers are supporting them with our facilities that have the same underlying water source. She suggested looking at the General Court webpage for State updates. The Governor signed the redistricting maps and Exeter moved from District 23 to 24, we're now in a district with Stratham, North Hampton, Hampton, and Rye.
 - ii. Ms. Belanger attended the Housing Advisory Committee work session and forum, which had a good turnout. We discussed "Attainable" vs "Affordable" Housing. The May 20th meeting will look at next steps. She also attended the Public Safety forum and two webinars for Planning and Zoning. This week she has Conservation Commission and Planning Board meetings. The Alewife Festival is this Saturday, May 14 9-1.
 - iii. Ms. Cowan had no meetings, but said she received a complaint from a resident about car exhaust and motorcycle noise. She would like to look at what other towns do on this and hear an update from Police on enforcement. Ms. Gilman said she's heard it's unenforceable because someone has to go with a decibel meter and prove that it was the person creating it. We don't have the staff to enforce it. Mr. Papakonstantis asked Mr. Dean if a member of the Police can come to a future meeting and address it on the record.
 - iv. Mr. Papakonstantis attended the Public Safety forum, but he would like to see more outreach because there were only about 10 members of the public present. The Sustainability Advisory Committee is ready to finalize the draft of the ordinance for single use plastics; the next step is a public hearing. The Sustainability Advisory Committee will be setting up a booth at the alewife festival and showing films at Town Hall later that day.
- e. **Correspondence**
- i. A letter from PEA requesting a street closure for graduation. Ms. Belanger was concerned that the date is a Sunday and there are two churches on that road that can't have their services. Mr. Dean said he will look into that.
 - ii. An award certificate from the Arbor Day Foundation for Exeter as a Tree City USA.

iii. A letter of thanks from Southern New Hampshire Services for an appropriation.

9. Review Board Calendar

a. Due to schedule conflicts, the next meeting will be May 31.

10. Non-Public Session

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

11. Adjournment

MOTION: Ms. Belanger moved to adjourn. Ms. Gilman seconded. In a roll call vote, the motion passed 5-0, and the meeting was adjourned at 9:50 PM.

Respectfully Submitted,
Joanna Bartell
Recording Secretary

Appointments

Board and Committee Appointments
May 31st, 2022

Recreation Advisory Board - Resignation

Dick Matthews

Discussion /Action Items

COVID 19 Update



EXETER HEALTH DEPARTMENT

20 COURT STREET, EXETER, NH 03833-2716

Phone: (603)773-6132

FAX: (603)773-6128

www.exeternh.gov

- COVID-19 numbers across the state are on the rise. The reported numbers may be lower than actual numbers due to at-home tests not being reported.
- NH is currently at a “high” level of community spread according to CDC measures.
- As of Friday, 5/27, Exeter Hospital reported increased pressure on inpatient capacity due to COVID-19 cases. At its peak last week, Exeter Hospital had 14 COVID patients.
- As of Thursday evening, 5/26, WMUR had reported that Exeter had 84 active cases.
- Guidance to prevent the spread of COVID-19 remains the same. Indoor mask usage is still recommended by the CDC/NH DHHS when and where appropriate. Talk to your doctor or pharmacist about vaccination.
- At home tests are available at many pharmacies and retailers. Free testing is also available through the State at Covid19.nh.gov. Last I had seen on Friday, these are not rapid tests and must be sent to a lab but they can be ordered and delivered to NH households for free through the website.
- Since our last update, we have another tool we can use to reduce hospital admissions in some cases. Paxlovid, while not appropriate for everyone, has been effective in reducing the risk of hospitalization if taken within 5 days of symptom onset. There are some contraindications for Paxlovid, meaning that it is not recommended for individuals taking certain medications or individuals with certain medical conditions. For people who may be high-risk for COVID-19, I would recommend talking to your doctor about potential treatment options.

Weekly FD Report
Friday, May 27, 2022
Russ,

- Numerous EMS and Fire calls during the week, and assisted East Kingston Fire with a structure fire on Rowell Rd. last night.
- Starting last week, the State of NH DHHS began to report COVID statistics weekly. Daily positivity data, and COVID deaths by county are no longer reported separately.
- Mainstream media including WMUR is still reporting COVID positivity by community, but state health officials warn that COVID positivity data may not be reliable, as at home tests are not required to be reported, and many citizens with mild symptoms, or are asymptomatic and do not seek medical care are not reported as COVID positive.
- Exeter had 59 residents test positive for the virus over the past week. The new positive tests have increased our total since the beginning of the pandemic to 3,258 with 84 cases considered active.
- This past week ending Thursday, May 26, NH DHHS reported 3,452 positive tests for a daily average of 493, and there have been 7 COVID related deaths statewide.
- Statewide, NH hospitals reported on Wednesday, May 25 that they were caring for 122 inpatients with COVID, another 12 suspected and 41 patients in recovery. The good news was, that the numbers are down from a peak of 135 patients just a week previous. Statewide ICU beds are at 87% capacity.
- The Exeter Hospital has reported on their dashboard Friday, May 27, that they currently have 4 COVID patients (3 confirmed positive) and have 24 of 100 beds available. Vice President Mark Whitney, reported they have seen an increase in emergency department visits, and at their peak had 14 inpatients with COVID which resulted in some patients being held longer in the ED forcing reopening some of their surge capacity.
- We have been informed that the Phillips Exeter Academy infirmary is full and they are using the temporary housing on Water St. to help support those requiring isolation/quarantine.

Community Power Update

Critical Path Timeline: Actions for Members



Overview: JPA Amendment

- The current JPA may only be amended by Members at the April “Annual Meeting”.
 - Restriction on amendments (Article XVI) has no obvious merit or justification:
 - In contrast, the By-Laws may be amended “*at the Annual Membership Meeting, any Regular Meeting, or any Special Meeting*”.
 - In many instances, both the JPA and the By-Laws would have to be amended for a change to take effect (for example, to modify the processes that CPCNH’s Board and committees must follow).
 - Restriction on amendments may also create risk for members:
 - April is possibly the least-best month to consider amendments to JPA
 - Additional amendments to the JPA may be prudent, or even prove necessary, prior to the launch of CPA programs — which Article XVI would prevent.
-

Required Clarifications to EAPs

- PUC disapproved EAPs for Hanover, Lebanon, Harrisville & Rye, citing the following primary areas in need of clarification:
 - **Relationship with utilities and customers:** to be addressed by CPA Admin Rules
 - **Method of ensuring the provision of Load Serving Entity (LSE) services:** additional technical and contractual details regarding LSE service implementation
 - **Security for Individual Customer Data:** additional technical details regarding the scope of confidential customer data to be held & protective measures utilized to prevent unauthorized access, use, destruction, modification, or disclosure.
- CPCNH will provide a technical appendix for incorporation into EAPs to satisfy the PUC's request for additional documentation.

Q3-Q4 Outlook:

- By August-September, CPCNH will have:
 - Gained EAP approval & received confidential customer datasets for all Members intending to launch in Q2 2023
 - Contracted with vendors for operational services & credit support
- From September through December, CPCNH's service providers will enable:
 - An accelerated learning process for member representatives and communities re: energy market structures / stakeholders, enterprise / energy risk management practices, sources of fundamental risk / challenge / mitigating strategies, metrics / controls / compliance requirements, ratesetting and budgeting, etc.
 - Drafting and approval of CPCNH's Cost Sharing Agreement, Energy Risk Management, Rates & Reserves policies
 - Load and price forecasting, portfolio strategy, credit assessments and budgeting
 - Establishment of internal controls, reporting and account structures
 - Integrations / testing with utilities, ISO-NE & banking institutions
 - Websites, logos, branding, community outreach & marketing plans for each CPA

Member Action Items

- **Members intending to launch CPA service in Q2 2023:** begin planning to schedule October/December governing body approval — after CPCNH Board approval — of Cost-Sharing Agreement & Energy Risk Management, Rates and Reserves policies. (Applies to Enfield, Exeter, Hanover, Harrisville, Lebanon, Plainfield, Rye, Walpole, Durham, Nashua, and potentially Dover, Newmarket, & Portsmouth).
- **All Directors and Alternative Directors:** plan to accomplish a lot between September and December 2022.

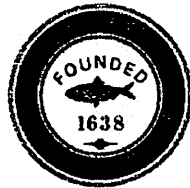
Intersection Evaluation Report

TECHNICAL MEMORANDUM

Exeter Intersection Evaluations

Town wide evaluations and recommendations

PREPARED FOR



Town of Exeter
Public Works Department
13 Newfields Road
Exeter, NH, 03833

PREPARED BY



2 Bedford Farms Drive
Suite 200
Bedford, NH 03110-6532
603.391.3900

August 16, 2021

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1

Introduction

This study was conducted in response to the Town of Exeter's desire to conduct a safety and operations-based town-wide evaluation of intersections on Town roadways that would inform decisions on the expenditure of funds from the Town's Capital Improvement Plan (CIP). This study includes conceptual design plans and associated cost estimates for the four focus intersections.

1.1 Traffic and Safety Evaluations

The first phase of this study included an evaluation of crash data provided by the Exeter Police Department. Eighty-eight intersections were ranked in descending order according to the number of recorded crashes and a top ten list with the highest crash history was generated.

VHB then examined traffic congestion at the intersections based on historic peak hour traffic conditions as shown on the Google Maps platform. (A historic lookback was performed since the evaluations were conducted during the pandemic when traffic volumes were suppressed.)

VHB cross referenced the ten highest crash rate intersections, the six 2018 Master Plan priority intersections and the four 2019 Warrant Article intersections with the crash data.

VHB also conducted field reviews of these twenty intersections to help understand the factors that may be contributing to the congestion and the crash rates.

Subsequent to providing the Town with a memorandum that summarized the traffic and safety observations VHB was instructed to focus on the four 2019 Warrant Article intersections for the conceptual design evaluations. A copy of the traffic and safety evaluation memo is attached for informational purposes. Below is a table showing the crash rankings and data and operational characteristics of the four intersections. The times listed under the “Weekday Time Periods of Traffic Delays” column represent those periods that typically experience delays during the critical time periods (i.e., 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM).

2019 Warrant Article 23 Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
2. Water Street (NH 111A) and Front Street (NH 108/111)	36/5.8	Unsignalized	Town of Exeter	7:55 AM 8:45 AM 12:15 PM 4 PM 5 PM
27. Front Street (NH 111A), Pine Street, and Linden Street	6/1.0	Unsignalized	Town of Exeter	7:35 AM 8:30 AM 1:45 PM 4:30 PM 5:10 PM
28. Water Street (NH 27), High Street (NH 27), Clifford Street, and Franklin Street	6/1.0	Unsignalized	Town of Exeter	7:55 AM 8:45 AM 12:15 PM 4 PM 5 PM
53. Winter Street, Railroad Avenue, and Columbus Avenue	3/0.5	Unsignalized	Town of Exeter	7 AM 8 AM 11:40 AM 4 PM

A complete listing of crash data from 2014 to 2020 is shown on the following two pages. Intersections are ranked by number of reported crashes in descending order.

Rank	Main Roadway	Intersecting Road	Crashes
1	Epping	Rt. 101	41
2	Front	Water	36
3	Portsmouth	Holland	27
4	Newfields	RR Bridge	27
5	Epping	Brentwood	25
6	North Hampton	Rt. 101	20
7	Hampton	Holland	19
8	Portsmouth	Alumni	19
9	Epping	Industrial (Front Row)	17
10	Epping	Beech Hill	15
11	Epping	Cronin (AllTown)	14
12	High	Portsmouth	13
13	Newfields	Rt. 101	13
14	Epping	Park	9
15	Epping	Winter St.	9
16	High	Gilman	9
17	High	Pleasant	9
18	Epping	Blue Hawk	8
19	Hampton	Ashbrook	8
20	Front	Court	8
21	Epping	Watson	7
22	High	Buzzel	7
23	Portsmouth	Auburn	7
24	Front	Arches	7
25	Hampton Falls	Ashbrook	6
26	Front	Lincoln	6
27	Front	Linden / Pine	6
28	Water	Clifford	6
29	Kingston	Powder Mill	6
30	Main	Winter / Epping	6
31	Portsmouth	Greenhill	5
32	Main	Tan	5
33	Main	Lincoln	5
34	Epping	Kings Way	4
35	Epping	Continental	4
36	Epping	Pine	4
37	High	Drinkwater	4
38	Brentwood	Washington	4
39	Front	Washington	4
40	Court	Gary	4
41	Newfields	Walter's Way	4
42	Hampton	Guinea	3
43	Hampton	North Hampton	3
44	Front	Elm / Spring	3

Rank	Main Roadway	Intersecting Road	Crashes
45	Front	Elliot	3
46	Front	Center	3
47	Water	Summer	3
48	Water	Center	3
49	Water	Main	3
50	Kingston	John West	3
51	Court	Maple	3
52	Linden	Gary	3
53	Winter	Columbus / Railroad	3
54	Newfields	Swasey	3
55	Epping	Old Town Farm	2
56	Epping	Colcord Pond	2
57	North Hampton	Nathaniel	2
58	High	Hall Ct	2
59	High	Hampton Falls	2
60	Portsmouth	Highland	2
61	Brentwood	Crestview	2
62	Front	Winter St.	2
63	Front	Tan	2
64	Front	Gukk	2
65	Kingston	Ernest	2
66	Kingston	Tamirind	2
67	Kingston	Cross	2
68	Court	Gilman	2
69	Linden	Gill	2
70	Epping	Comings Ct.	1
71	Epping	Anna Louise	1
72	Epping	McKay	1
73	Epping	Brookside	1
74	Hampton	Exeter Farms	1
75	Hampton	Acadia	1
76	Hampton	Fuller	1
77	High	Windmere	1
78	High	Appledore	1
79	High	Marlboro	1
80	High	Wheelwright	1
81	High	Folsum	1
82	Brentwood	Little River	1
83	Brentwood	Dollof Farm	1
84	Brentwood	Greenleaf	1
85	Brentwood	Dogtown	1
86	Front	Hobart	1
87	Front	School	1
88	Linden	Kimball	1

2

Focus Intersections

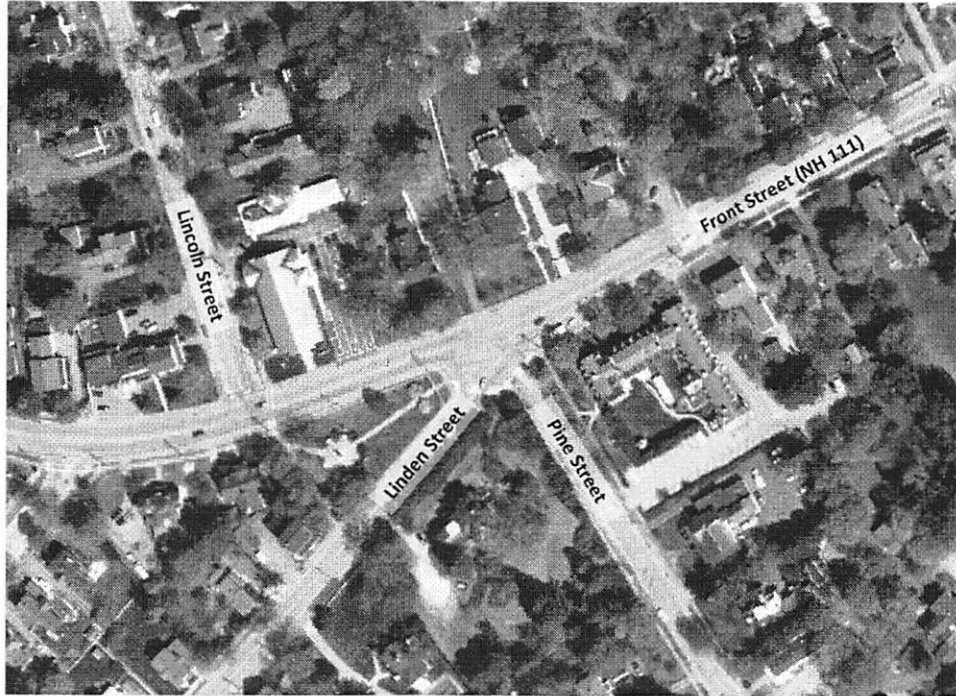
The following four intersections were identified by the Town for potential improvements based on previously established Town priorities and supported by the results of the traffic and safety findings.

- Front Street, Pine Street and Linden Street
- Water Street - High Street (NH Route 27), Clifford Street, and Franklin Street
- Winter Street, Columbus Avenue, and Railroad Avenue
- Water Street (NH Route 111) and Front Street (NH Route 111A)

The sections that follow provide a summary of findings and recommendations for each of these intersections.

2.1 Front Street / Pine Street / Linden Street

Crash Ranking: 27



2.1.1 Observed Deficiencies:

2.1.1.1 Operations

Front Street operates under free flow conditions and Linden Street and Pine Street each operate under stop control. Congestion is generally not a concern other than during periods when the two side streets may experience delay waiting for gaps in the Front Street traffic flow. It is very unlikely that this intersection would meet traffic signal warrants.

2.1.1.2 Safety

The unique geometry of this intersection contributes to safety concerns for vehicles turning on and off Front Street from the side streets. This is largely due to the skewed Linden Street approach merging with the Pine Street approach as they both enter Front Street. This creates a large expanse of pavement with undefined travel paths. Motorists on the approaches may become unsure of who has the right of way, and it forces them to advance well past their respective stop lines and crosswalks to be able to merge onto Front Street.

There are sidewalks on all three roadways but there is no marked crosswalk across Front Street from Linden or pine Streets. There are crosswalks within approximately 200 feet of the intersection in either direction along Front Street.

2.1.2 Improvements Considered

2.1.2.1 Minor Improvements

No minor geometric improvements were identified that would address the safety and operational concerns at this intersection in a meaningful way. There was discussion about potentially making Linden Street one-way away from Front Street between Front Street and Gill Street however there were concerns with adding traffic to Gill Street because it is a one-way narrow residential street. Such a change would only partially solve the concerns at the intersection.

2.1.2.2 Major Improvements

A roundabout concept was developed as a full build solution as shown on the attached concept plan. This concept improves access for the side streets without the need for traffic signals, and it slows traffic speeds on Front Street through the intersection. It also provides good pedestrian access with shorter crossings. It is expected that the roundabout would improve safety because it controls traffic better than the current configuration and because it would reduce conflicts and travel speeds.

These improvements are estimated to cost approximately \$ 550,000.

Advantages

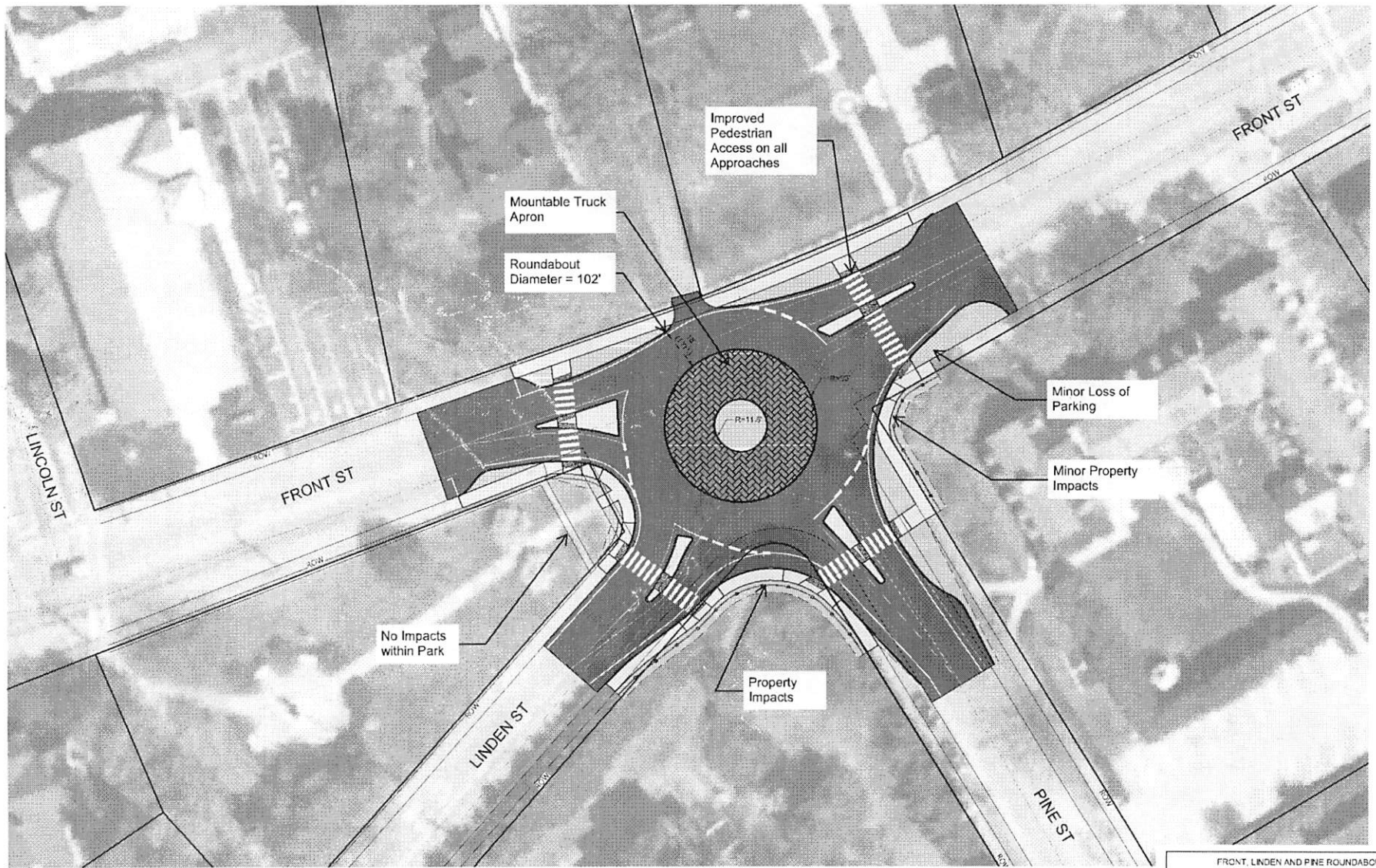
- Addresses the noted operational and safety concerns well

Disadvantages

- Cost.
- Minor property impacts
- Minor loss of parking

2.1.3 Recommendations

The roundabout solution is recommended, as funding allows, since there do not appear to be minor short term improvement options that would effectively address the concerns.



CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 8/20/2021

- Legend**
- EXISTING WATER LINE
 - EXISTING SEWER LINE
 - PROPOSED FENCE
 - PROPOSED RIGHT-OF-WAY

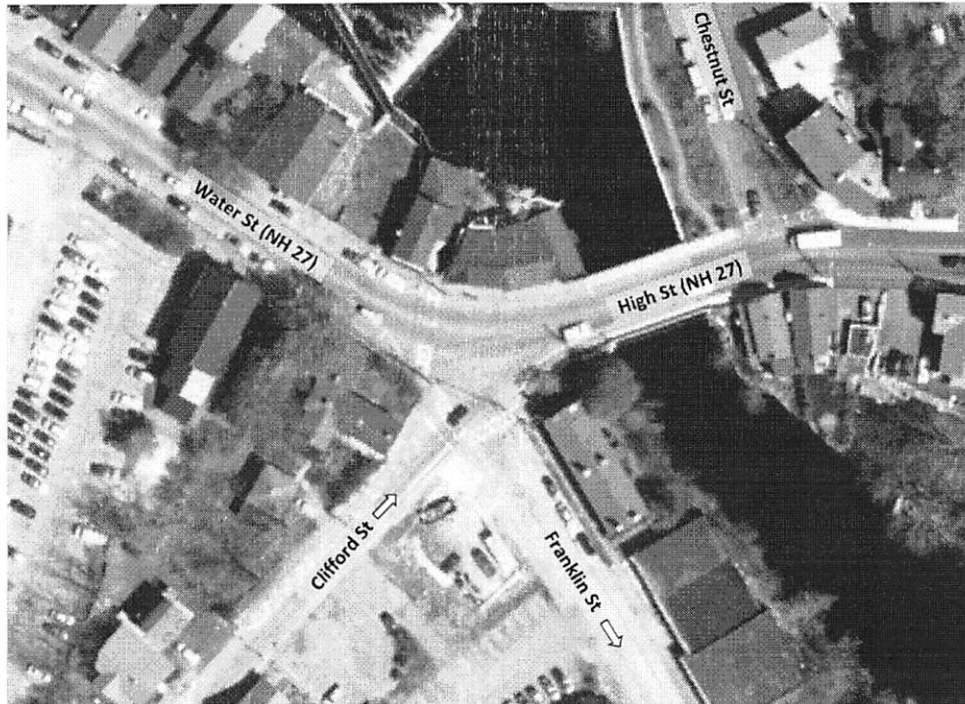



DATE PLOTTED: 20-Aug-21
 TIME PLOTTED: 5:26:58

FRONT, LINDEN AND PINE ROUNDABOUT				
CITY OF EXETER, NEW HAMPSHIRE				
CONCEPTUAL PLAN				
DRAWN BY:	DATE REVISION:	DESIGN NO.:	SHEET NO.:	TOTAL SHEETS:
52665-S1_Roll	-	52665-S1	1	1

2.2 Water Street / High Street (NH Route 27) / Clifford Street / Franklin Street

Crash Ranking: 28



2.2.1 Observed Deficiencies

2.2.1.1 Operations

Water Street and High Street operate under free flow conditions and Clifford Street is a stop controlled one-way approach to the intersection. Franklin Street is one-way away from the intersection. The intersection does experience congestion, but this is largely due to heavy peak hour traffic on Water Street and High Street and not attributable to this intersection alone. Congestion on Water Street and High Street causes delays on the Clifford Street approach during peak hours. Left turns out of Clifford Street would be particularly problematic during peak traffic periods however they are currently prohibited through no left turn signage.

2.2.1.2 Safety

The safety concerns within this intersection are partially the result of the skewed approaches and the combining of the Clifford Street and Franklin Street approaches at Water / High

Street. The Clifford Street stop line is set well back from Water Street / High Street and as a result motorists must move up several car lengths to be able to see vehicles coming from their left on Water Street. This places them in conflict with the vehicles accessing Franklin Street from Water and High Streets.

2.2.2 Improvements Considered

2.2.2.1 Operational

The unconventional crossing of incoming vehicles to Franklin street with outgoing vehicles from Clifford Street could be eliminated by making Franklin Street one-way out toward Water / High Streets and Clifford Street one-way in instead of one-way out. With this change the northbound stop line from Franklin Street would be moved up close to High Street instead of the existing stop line that is set back on Clifford Street. More importantly, this would eliminate the need for incoming and outgoing vehicles to cross. At first glance this appears to be a relatively easy change in traffic pattern to implement. What is unknown is whether there would be any unintended consequences at outlying roadways or intersections. It does not appear there would be any geometric constraints to making this change. If the Town has historical information on why these streets are in their current configuration or whether their directions were ever reversed it could be useful in determining whether there are any reasons not to reverse them now.

2.2.2.2 Safety

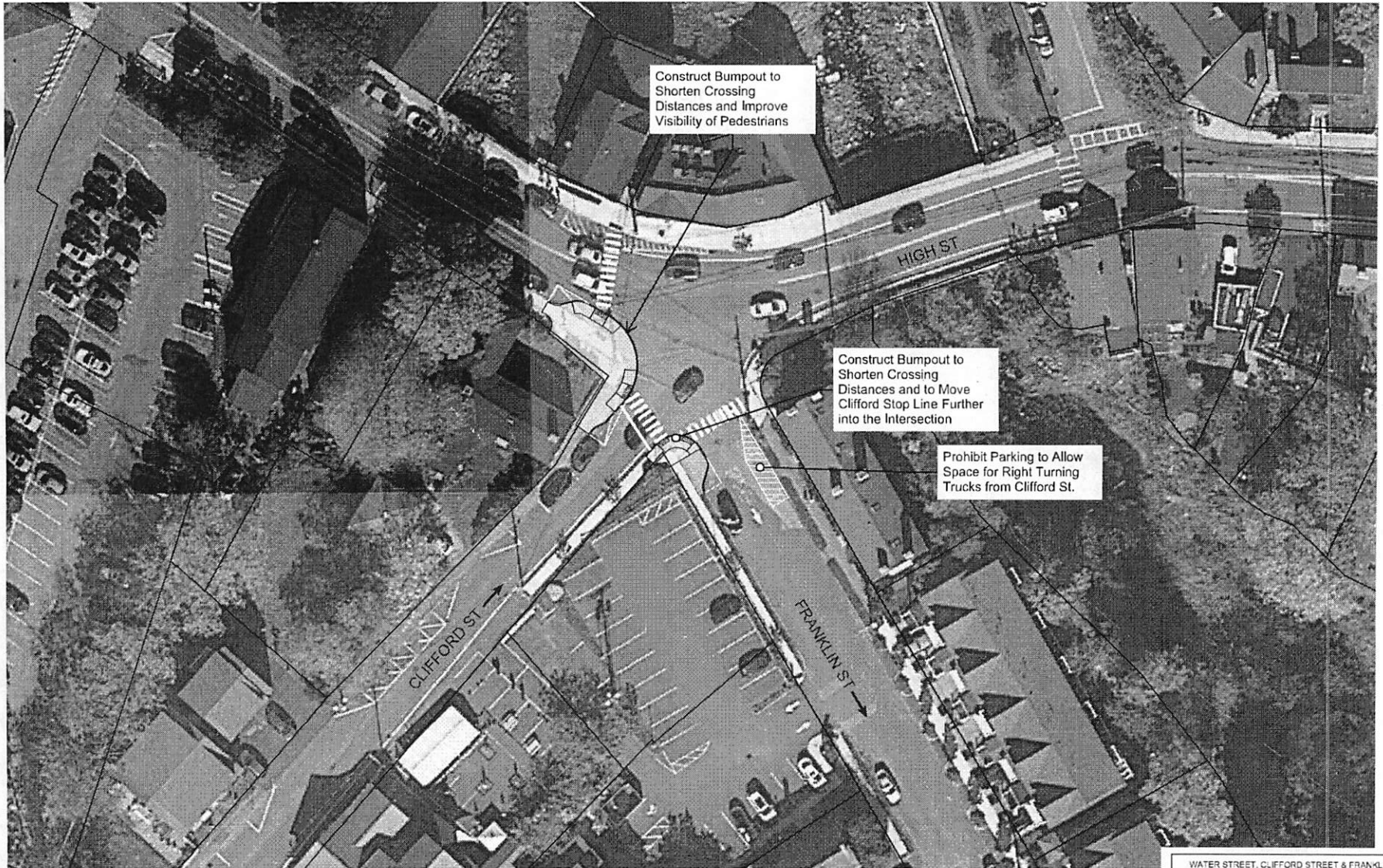
If the current one-way pattern is maintained there are some minor geometric changes that could be implemented to address safety concerns. These include expanding the sidewalk spaces at the corners of Clifford Street and Water Street and Clifford Street at Franklin Street. The first would help deflect and slow vehicles turning right onto Franklin Street from Water Street. It would also shorten the pedestrian crossing across Water Street. The expansion of the sidewalk landing at the nose between Clifford and Franklin Street would allow the Clifford Street stop line to be moved up slightly closer to Water / High Street and it would improve the pedestrian crossings. These modifications would likely result in a minor loss of on street parking (approx. 2 spaces). The anticipated project cost would be approximately \$20,000.

2.2.3 Recommendations

The directional reversals on Franklin and Clifford Streets should be considered by the Town since it appears these would provide the greatest benefit at this intersection. This evaluation should be done with an eye toward potential repercussions on outlying streets and intersection. The costs associated with the reversals should be relatively minor and mostly associated with signing and striping modifications.

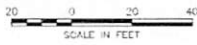
If the one-way reversals are not selected the minor geometric modifications depicted on the attached concept plan should be considered, recognizing that the improvements will only be incremental.

The issue of frequent and severe congestion on Water and High Street is a much larger topic that should be examined on a corridor wide basis. There may be opportunities to divert traffic or change local patterns, or to improve signal coordination, but these are beyond the scope of this intersection study.



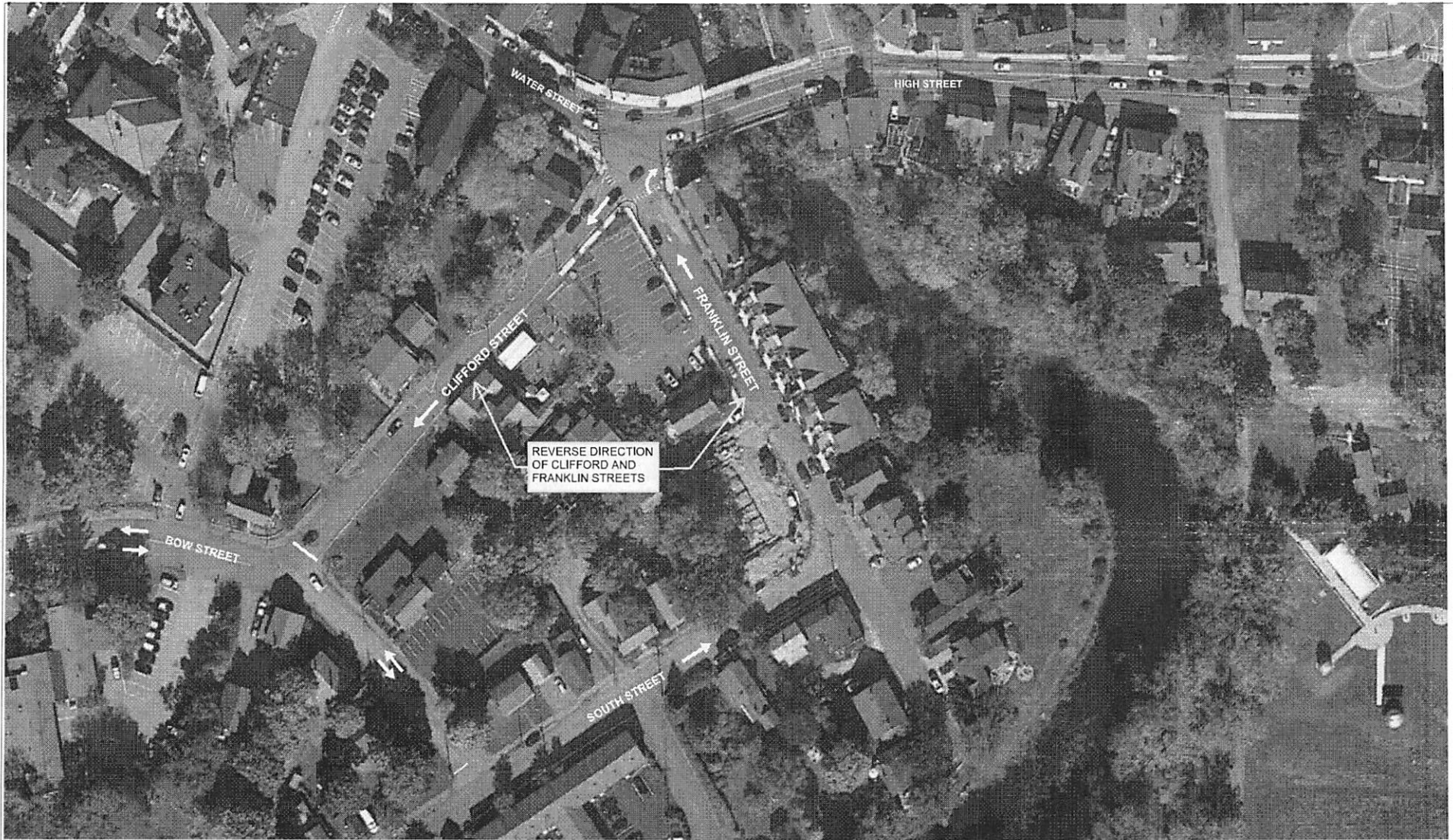
CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 6/17/2021

Legend
 —●— EXISTING WATER LINE
 —S— EXISTING SEWER LINE



DATE PLOTTED 17-Jun-21	PLAN SHEET NO. 62658

WATER STREET, CLIFFORD STREET & FRANKLIN STREET			
CITY OF EXETER, NEW HAMPSHIRE			
CONCEPTUAL PLAN			
DRAWING 62658-53_Roll	STATE PROJECT NO.	SHEET NO. 1	TOTAL SHEETS 1



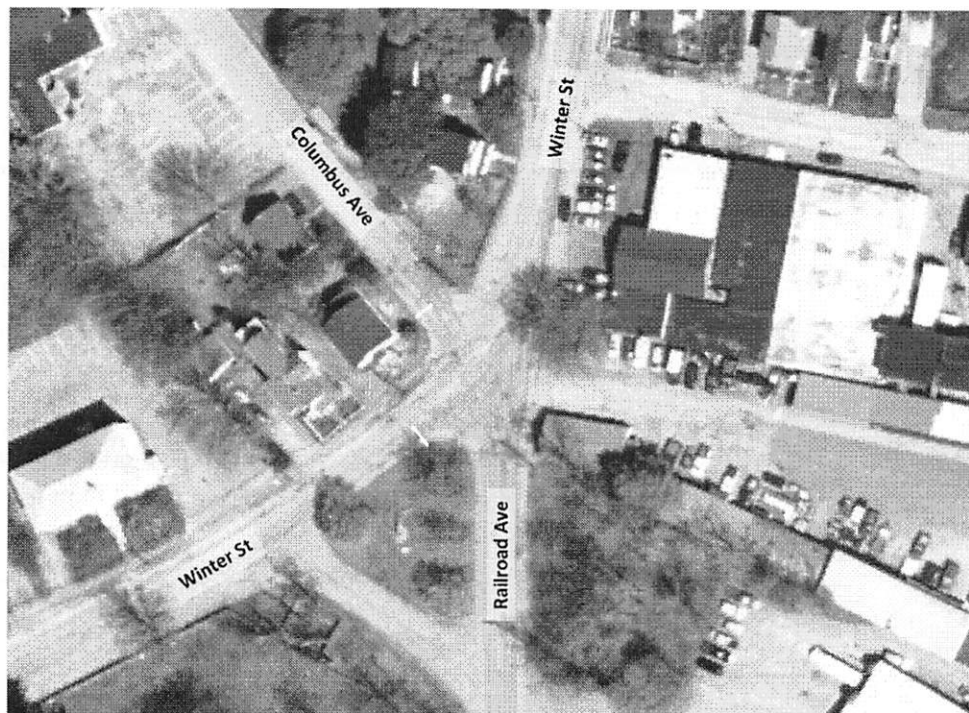
CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 6/17/2021

WATER STREET, CLIFFORD STREET & FRANKLIN STREET					
CITY OF EXETER, NEW HAMPSHIRE					
CONCEPTUAL PLAN					
DATE PLOTTED: 17-JUN-21	LHA PROJECT NO: 52688	DRAWING: 52668-03_Roll	STATE PROJECT NO: -	SHEET NO: 1	TOTAL SHEETS: 1



2.3 Winter Street / Columbus Avenue / Railroad Avenue

Crash Ranking: 53



2.3.1 Observed Deficiencies

2.3.1.1 Operations

Winter Street operates under free flow conditions in the southbound direction and is stop controlled in the northbound direction at its intersection with Railroad Avenue. Railroad Avenue to Winter Street is free flow in both directions. Congestion is generally not a concern other than periods when the Columbus Avenue side street experiences delay waiting for gaps in the Winter Street traffic, or when northbound vehicles on Winter Street must wait to enter the Winter/Railroad free flow condition. It should be noted that the recent TAP project at the Brentwood Rd / Epping Rd / Columbus Ave intersection will likely result in fewer cars using Columbus Avenue as a connector between Epping Road and Winter Street.

2.3.1.2 Safety

The intersection geometry contributes to safety concerns. The northbound Winter Street stop line is set too far back for motorists to gain a clear view of free-flowing traffic on Winter Street / Railroad Avenue. Similarly, the Columbus Avenue stop line is set back such that motorists have difficulty seeing southbound Winter Street traffic without moving up beyond

the stop line to see around the fence to their left. The commercial driveway opposite Columbus Avenue effectively makes this a five-legged intersection and adds to the potential conflict points. Note that the only sidewalk in the area is on the west side of Winter Street so there is currently low demand for adding crosswalks in the intersection.

2.3.2 Improvements Considered

2.3.2.1 Minor Improvements

Option 1:

Minor geometric improvements can be made to enhance safety as follows and as shown on the attached concept plan as "Option 1".

- Extend the island nose on the north end of the triangular island at Winter Street and Railroad Ave. This will allow the northbound Winter Street stop line to be moved further into the intersection, affording motorists improved sight lines, especially to the south on Railroad Ave.
- Shift the western Winter Street curb line slightly east into the roadway in the vicinity of Columbus Avenue to make southbound traffic more visible to the vehicles entering the intersection from Columbus Avenue and to potentially slow southbound traffic.
- Add stop signs and stop bars on the short connector road between Railroad Avenue and Winter Street.

These improvements are estimated to cost well under \$ 50,000.

2.3.2.2 Major Improvements

Option 2:

A roundabout concept was developed as a full build solution as shown on the attached "Option 2" concept plan. This concept balances access for the three main streets without the need for traffic signals, and it slows traffic speeds along Winter Street and Railroad Avenue through the intersection. It is expected that the roundabout would improve safety because it reduces conflicts and travel speeds. It should also reduce delays on the minor streets.

These improvements are estimated to cost approximately \$ 630,000.

Advantages

- Addresses the noted operational and safety concerns very well

Disadvantages

- Cost
- Minor property impacts

Option 3:

Another full build solution is shown on the attached "Option 3" concept plan. This concept realigns the northbound Winter Street approach to form more of a 90-degree Tee intersection with Winter Street and Railroad Ave. The northbound approach would remain under Stop control. This concept also improves the Columbus Ave approach by moving its stop line further east, improving sight lines in both directions.

These improvements are estimated to cost approximately \$350,000.

Advantages

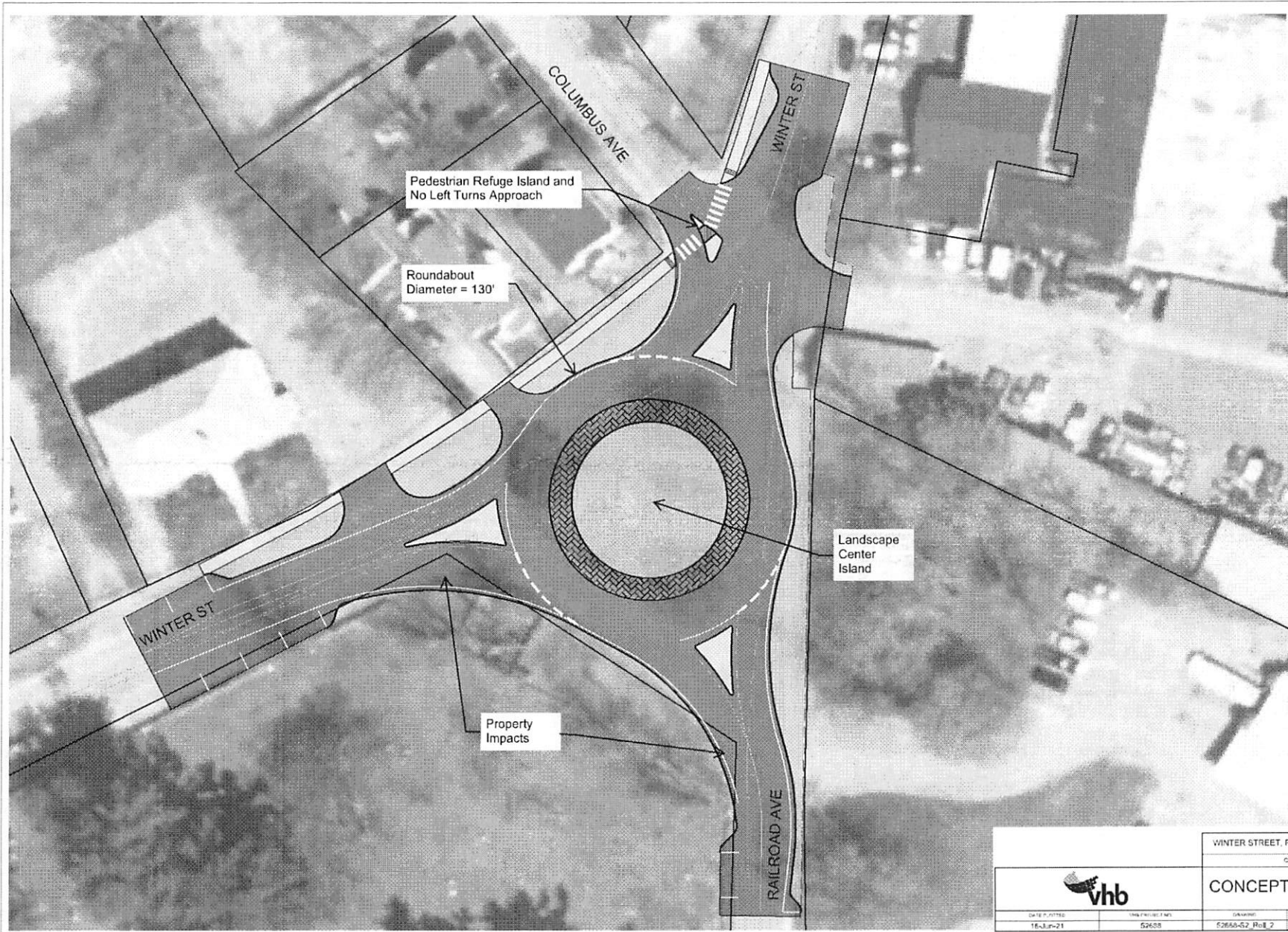
- Addresses the noted operational and safety concerns
- Less costly than Option 2 and with no property impacts

Disadvantages

- Does not slow traffic on the Winter/Railroad main movement compared to Option 2

2.3.3 Recommendations

This intersection has a low crash history ranking and traffic on Columbus Avenue is likely lower now that the TAP project at Brentwood Road was completed, so it is questionable whether the full build roundabout option is worth the considerable cost. The minor improvements should be considered in the near term to at least help address the noted sight line deficiencies. Option 3 appears to be a good mid cost option for the Town to consider. If the crash rate increases or traffic patterns change the roundabout option should be revisited.

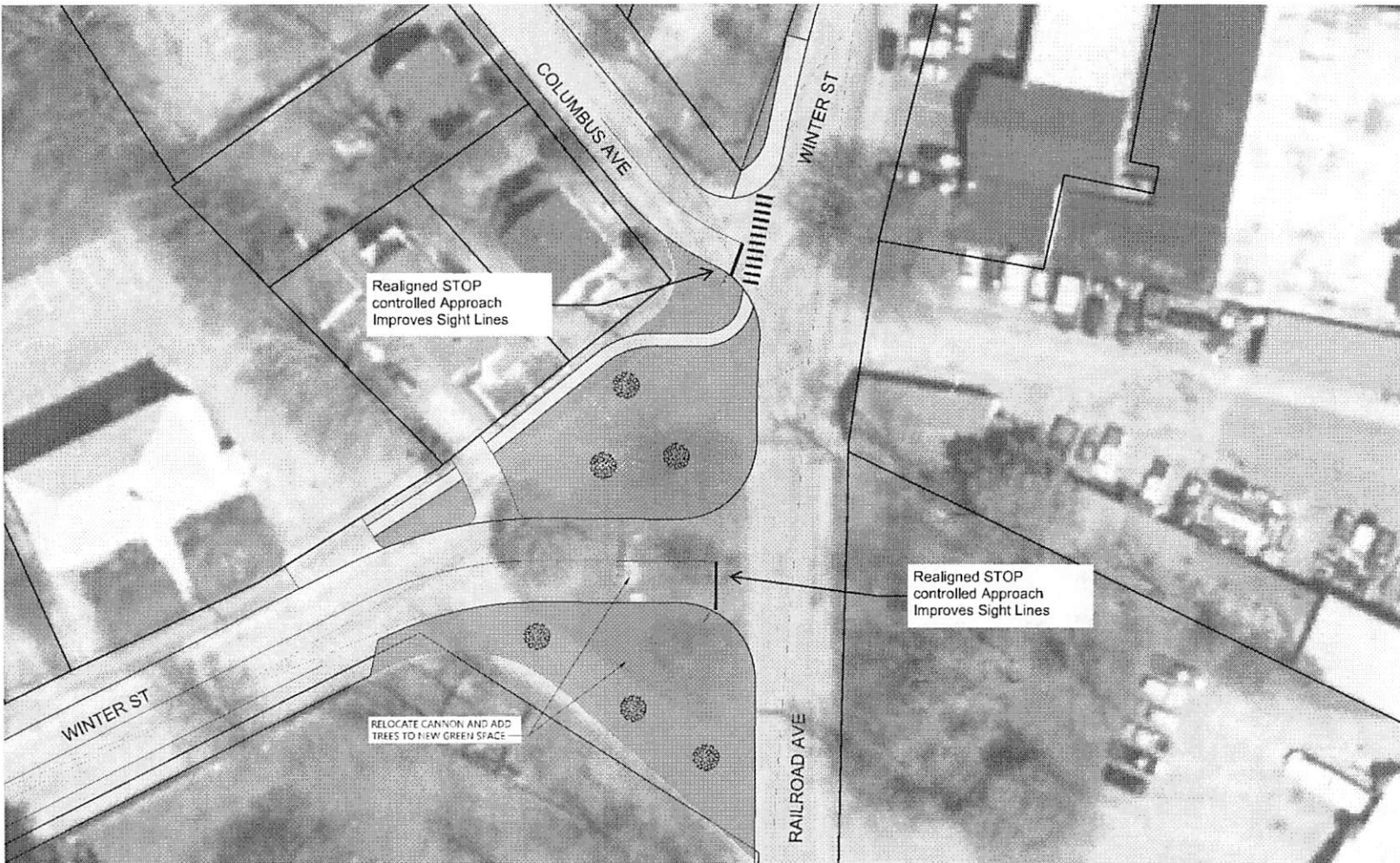


CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 6/16/2021

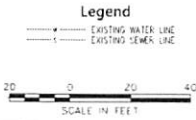
Legend
 --- EXISTING WATER LINE
 - - - EXISTING SEWER LINE



		WINTER STREET, RAILROAD AVENUE & COLUMBUS AVENUE					
		CITY OF EXETER, NEW HAMPSHIRE					
CONCEPTUAL PLAN - OPTION 2		DATE PLOTTED	USER PROJECT NAME	DRAWING	DATE/REV/DESCRIPTION	DESIGNER	TOTAL SHEETS
		16-JUL-21	52658	52658-02_R01.2	-	1	1



CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 8/20/2021



WINTER STREET, RAILROAD AVENUE & COLUMBUS AVENUE
 CITY OF EXETER, NEW HAMPSHIRE

CONCEPTUAL PLAN - OPTION 3

		DATE PLOTTED	DATE PROJECT WAS	DRAWING	SCALE PROJECT WAS	SHEET NO.	TOTAL SHEETS
		20-Aug-21	5/26/20	62666-52_P03_1	-	1	1

2.4 Water Street (NH Route 27) / Front Street (NH Route 111)

Crash Ranking: 2



2.4.1 Observed Deficiencies

2.4.1.1 Operations

Operations within this intersection have evolved from past years when traffic reportedly circulated around the bandstand. There have been recent improvements where sidewalks, crosswalks and pavement markings were enhanced to the current condition which provided better definition of pedestrian spaces, travel lanes and parking. Notwithstanding these recent improvements, weekday peak hour and Saturday traffic congestion is the norm at this intersection.

2.4.1.2 Safety

This intersection has the second highest crash history in Town. It is believed that there are several contributing factors including:

- Multiple conflict points within a small space

- Diagonal on-street parking within the intersection with narrow adjacent travel lanes
- Sight distance constraints associated with the bandstand
- High traffic volumes and congestion that can lead to more aggressive motorist behavior

Speed does not appear to be a factor due to the constrained setting and stop controls.

2.4.2 Improvements Considered

This intersection has been studied in the past. In 2003 Civil Design Engineering Consultants developed two design alternatives. The first maintained the basic intersection layout but added streetscape enhancements such as brick sidewalks and crosswalks and landscaping. Their second alternative reestablished traffic circulation around the bandstand. This would require loss of parking on Water and Front streets, and it would make the bandstand essentially inaccessible to pedestrians. Our understanding is that this alternative was not endorsed for these reasons. It is not known whether traffic operations were ever analyzed for this circulating pattern around the bandstand using current traffic conditions, but our expectation is that there would still be peak hour congestion and that certain approaches would suffer because the opposing traffic volumes would be high.

In 2007 CLD Consulting Engineers provided a historic downtown restoration plan that was very similar to the 2003 restoration plan. It appears that some aspects of that plan, such as improved pedestrian spaces and crosswalks, were implemented by the Town as part of a recent downtown sidewalk project. The Town also formalized the current lane configurations which include the short westbound left turn lane on Water Street that serves left turns onto Front Street.

The current intersection configuration appears to make the most of the limited space. We considered whether meaningful operational or safety improvements could be realized if the bandstand were shifted or removed but its removal does not solve the circulation issues unless a traffic signal is installed, and that option would also result in a loss of parking and it would not solve the peak hour congestion on Water Street. The bandstand construction does not lend itself to relocation and we understand the bandstand is an iconic symbol of the heart of the downtown and we are not suggesting its removal.

The concept plan that is included with this report suggests minor enhancements in the vicinity of the bandstand consisting of adding either brick or cobblestone pavers in an apron surrounding the bandstand where the crosshatched pavement markings exist today. The intent would be to more strongly encourage motorists to shy away from the bandstand, thus improving sight, especially for those vehicles turning left onto Water Street from Front Street. The apron would be mountable for trucks but would discourage automobiles. An apron is also suggested on Front Street where the north and southbound lanes merge/diverge. The intent of this is to visually reinforce that the road splits and northbound vehicles are to keep right. This apron would be flush with the pavement so vehicles could still freely enter and exit the Citizen's Bank. The cost of the improvements shown on the concept plan could be as much as \$100,000 depending on material choices.

Another potential safety enhancement would be to realign the 9 diagonal parking spaces that currently exist within the intersection on the north side of Water Street. These spaces appear to be set at approximately 60 degrees to the curb line. This alignment requires approximately 35' of width including the parking spaces and travel lane, whereas only 29' exists today. Changing the parking angle to 45 degrees would reduce the width that is required and potentially reduce parking related crashes. It would likely also reduce the number of parking spaces by at least one.

2.4.3 Recommendations

If the bandstand is to remain in its current location, we believe very limited minor modifications are possible over what the Town has already installed, and the benefits are questionable. If the Town finds that the diagonal parking on the north side of Water Street is contributing to the high crash rate, we recommend re-stripping it to 45-degrees to provide some relief to the constrained conditions. As with the Water/High/Clifford/Franklin intersection, the traffic congestion is a NH 27 corridor-wide condition that is accentuated in the downtown where there is on street parking and pedestrian activity.



CONCEPTUAL PLAN
 SUBJECT TO CHANGE
 DATE 10/6/2021

Legend
 ——— EXISTING WATER LINE
 - - - EXISTING SEWER LINE

20 0 20 40
 SCALE IN FEET

DATE PLOTTED	DATE PROJECT PLAN
5-03-21	5/26/20

WATER STREET & FRONT STREET INTERSECTION				
CITY OF EXETER, NEW HAMPSHIRE				
CONCEPTUAL PLAN				
DRAWING	STATE PROJECT PLAN	SHEET NO.	TOTAL SHEETS	
52660-S4 Roll	-	1	1	

Appendix

Traffic and Safety Evaluations



Memorandum

To: Mr. Paul Vlasich, P.E.
Exeter Town Engineer
13 Newfields Road
Exeter, NH 03833

Date: December 31, 2020

Project #: 52688.00

From: Gregory L. Bakos, P.E., NCICS
Jason Plourde, P.E., PTP

Re: Town-Wide Intersection Evaluations
Preliminary Traffic and Safety Findings
Exeter, New Hampshire

The Town of Exeter has engaged the services of Vanasse Hangen Brustlin, Inc. (VHB) to evaluate existing intersections for potential transportation improvements. The intent of this initial phase is to identify traffic congestion and safety concerns at intersections throughout the Town. This process is aimed at helping to develop a short list of 4 to 6 intersections to be prioritized for improvements. To help prioritize the safety and operational deficient locations within the community, crash data were provided from the Exeter Police Department and typical traffic conditions were researched through Google Maps. Based on this information, VHB conducted field reconnaissance at the top 10 problematic intersections to help identify potential contributing factors, such as geometry, traffic controls, and context-related issues.

Crash History

Crash data were obtained from the Exeter Police Department for roadway collisions throughout the Town of Exeter. This information identifies the total number of reported incidents that occurred within the community between January 1, 2014 and March 9, 2020. A summary of the 10 highest number of vehicular crash intersections is provided in Table 1. In addition, Tables 2 and 3 list the number of reported for the six intersections identified within the 2018 Exeter Master Plan where congestion or alignment are considered problematic outside of the downtown area, and for the four intersections listed in the 2019 Warrant Article 23 (Intersection Improvements Plan Funding). These intersections consist of the following:

- 2018 Exeter Master Plan Intersections:
 - Hampton Road (NH Route 27) and Guinea Road
 - Epping Road (NH Route 27), Brentwood Road (NH Route 111A), and Columbus Avenue
 - Hampton Road (NH Routes 27/111), High Street (NH Routes 27/111), and Holland Way (NH Route 88)
 - Front Street (NH Route 111A), Pine Street, and Linden Street
 - Epping Road (NH Route 27), Park Street, and Winter Street
 - Brentwood Road (NH Route 111A) and Dogtown Road
- 2019 Warrant Article 23 Intersections:
 - Front Street (NH Route 111A), Pine Street, and Linden Street – also listed in the 2018 Exeter Master Plan
 - Water Street (NH Route 111) and Front Street (NH Route 111A)

2 Bedford Farms Drive
Suite 200
Bedford, NH 03110-6532
P 603.391.3900

- Water Street (NH Route 27), High Street (NH Route 27), Clifford Street, and Franklin Street
- Winter Street, Columbus Avenue, and Railroad Avenue

Traffic Congestion

Due to the current coronavirus disease 2019 (COVID-19) pandemic that the world is currently experiencing, traffic volumes are uncharacteristically lower than normal travel conditions. Therefore, typical traffic conditions were researched through reported data found on Google Maps. This mapping system was used to locate those intersections where congestion typically occurs. VHB conducted this exercise at the 10 highest number of vehicular crash intersections, the 6 intersections identified within the 2018 Exeter Master Plan, and the 4 intersections listed in the 2019 Warrant Article 23. In addition to listing the number of reported incidents, Tables 1 through 3 identify the typical time periods when congested conditions occur at the study intersections.

Field Conditions

After reviewing the Exeter Police Department crash data and the Google Maps for typical traffic conditions, VHB conducted field visits to help identify possible contributing factors to the safety deficiencies and the traffic congestion at the 10 highest number of vehicular crash intersections, the 6 intersections identified within the 2018 Exeter Master Plan, and the 4 intersections listed in the 2019 Warrant Article 23.

Top 10 Crash Locations

1 Epping Road (NH Route 27) and NH Route 101 Interchange (Exit 9)

The heavy traffic volumes entering and exiting from the NH Route 101 ramps and traveling along Epping Road (NH Route 27) during the weekday morning and evening commuter peak periods (i.e., 7-9 AM and 4-6 PM) and the weekday midday peak (12-1 PM) could result in motorists attempting turning maneuvers with less than desirable gaps in the traffic stream. Field visits identified a potential concern with the Epping Road (NH Route 27) median south of the NH Route 101 westbound off-ramp as motorists turning left from the off-ramp may turn sharply and collide with the center island. Should the Town opt to investigate potential measures to improve safety and operations at this interchange, further study is recommended to include collecting traffic counts, conducting a vehicle speed study, performing a traffic signal warrant analysis, and evaluating more detailed crash data. Since this interchange is under state jurisdiction, any improvements would require the review and approval of NHDOT.

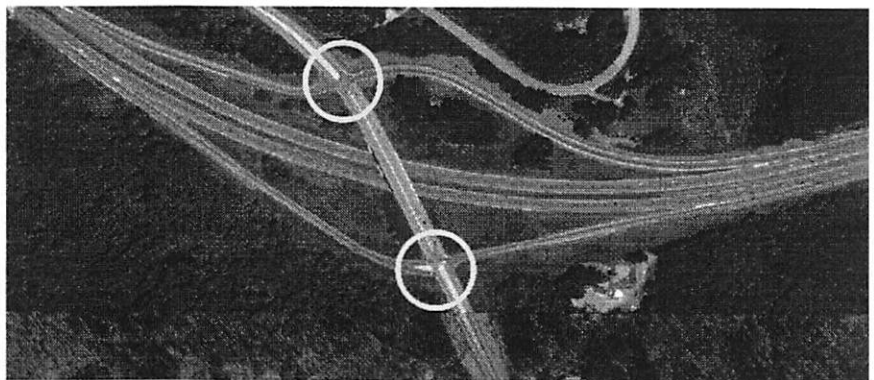


Table 1 – Top 10 Crash Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
1. Epping Road (NH 27) and NH 101 Interchange	41/6.6	2 Unsignalized Intersections	NHDOT	7 AM 8 AM 12 PM 4:45 PM 5 PM
2. Water Street (NH 111A) and Front Street (NH 108/111)	36/5.8	Unsignalized	Town of Exeter	7:55 AM 8:45 AM 12:15 PM 4 PM 5 PM
3. Portsmouth Avenue (NH 108) and Holland Way (NH 88)	27/4.4	Signalized	Town of Exeter	7:55 AM 8:30 AM 1:30 PM 4 PM 5 PM
4. Newfield Road (NH 85) and Railroad Bridge	27/4.4	Unsignalized	NHDOT	None

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.

^b Source: NHDOT GIS Planning: NH Roads.

^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

Table 1 (continued) – Top 10 Crash Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
5. Epping Road (NH 27), Brentwood Road (NH 111A), and Columbus Avenue	25/4.0	Unsignalized Intersection	Town of Exeter	7 AM 4:40 PM
6. North Hampton Road (NH 111) and NH Route 101 Interchange	20/3.2	2 Unsignalized Intersections	NHDOT	7:45 AM 8:20 AM 4:45 PM 5:45 PM
7. Hampton Road (NH 27/111), High Street (NH 27/111), and Holland Way (NH 88)	19/3.1	Unsignalized Intersection	Town of Exeter	7 AM 8:30 AM 12:10 PM 4 PM 5 PM
8. Portsmouth Avenue (NH 108) and Alumni Drive	19/3.1	Signalized Intersection	Town of Exeter	7:45 AM 8:55 AM 12 PM 4:45 PM 5 PM

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.

^b Source: NHDOT GIS Planning: NH Roads.

^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

Table 1 (continued) – Top 10 Crash Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
9. Epping Road (NH 27) and Industrial Drive north	17/2.7	Unsignalized Intersection	Town of Exeter	11:30 AM 4 PM
10. Epping Road (NH 27) and Beech Hill Road	15/2.4	Unsignalized Intersection	NHDOT	None

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.

^b Source: NHDOT GIS Planning: NH Roads.

^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

Table 2 – 2018 Exeter Master Plan Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
5. Epping Road (NH 27), Brentwood Road (NH 111A), and Columbus Avenue	25/4.0	Unsignalized Intersection	Town of Exeter	7 AM 4:40 PM
7. Hampton Road (NH 27/111), High Street (NH 27/111), and Holland Way (NH 88)	19/3.1	Unsignalized Intersection	Town of Exeter	7 AM 8:30 AM 12:10 PM 4 PM 5 PM
14. Epping Road (NH 27), Park Street, and Winter Street	9/1.4	Unsignalized	Town of Exeter	7:45 AM 8:30 AM 4:30 PM 5 PM
27. Front Street (NH 111), Pine Street, and Linden Street	6/1.0	Unsignalized	Town of Exeter	7:35 AM 8:30 AM 1:45 PM 4:30 PM 5:10 PM

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.
^b Source: NHDOT GIS Planning: NH Roads.
^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

Table 2 (continued) – 2018 Exeter Master Plan Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
42. Hampton Road (NH 27) and Guinea Road	3/0.5	Unsignalized Intersection	Town of Exeter	7:10 AM 8 AM 1:55 PM 4 PM 5 PM
85. Brentwood Road (NH 111A) and Dogtown Road	1//0.2	Unsignalized Intersection	NHDOT	None

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.

^b Source: NHDOT GIS Planning: NH Roads.

^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

Table 3 – 2019 Warrant Article 23 Intersections

Overall Town-Wide Crash Ranking and Intersection	Reported Collisions (Total/Annual Average) ^a	Traffic Control Type	Jurisdiction ^b	Weekday Time Periods of Traffic Delays ^c
2. Water Street (NH 111A) and Front Street (NH 108/111)	36/5.8	Unsignalized	Town of Exeter	7:55 AM 8:45 AM 12:15 PM 4 PM 5 PM
27. Front Street (NH 111A), Pine Street, and Linden Street	6/1.0	Unsignalized	Town of Exeter	7:35 AM 8:30 AM 1:45 PM 4:30 PM 5:10 PM
28. Water Street (NH 27), High Street (NH 27), Clifford Street, and Franklin Street	6/1.0	Unsignalized	Town of Exeter	7:55 AM 8:45 AM 12:15 PM 4 PM 5 PM
53. Winter Street, Railroad Avenue, and Columbus Avenue	3/0.5	Unsignalized	Town of Exeter	7 AM 8 AM 11:40 AM 4 PM

^a Crash data from Exeter Police Department between 1/1/2014 and 3/9/2020; annual average based on approximately 6.2 years.
^b Source: NHDOT GIS Planning: NH Roads.
^c Typical weekday peak traffic delays identified through Google Maps between 7-8 AM, 8-9 AM, 11 AM-2 PM, 4-5 PM, and 5-6 PM.

2 Water Street (NH Route 111A) and Front Street (NH Routes 108/111)

Front Street (NH Routes 108/111) intersects Water Street (NH Route 111A) from the south to form an unsignalized intersection. The Front Street (NH Routes 108/111) northbound approach consists of an exclusive left-turn lane under stop sign control and an exclusive right-turn lane under stop sign control. A gazebo is in the center of the intersection with on-street parking extending southerly along the center of Front Street (NH Route 108/111). The gazebo and the in-street parking separate directional flow (northbound approaching and southbound departing) on Front Street (NH Routes 108/111) for approximately 180 feet. This intersection design layout may result in driver confusion and contribute to collisions (e.g., Water Street [NH Route 111A] eastbound vehicles turning left on the wrong side of the gazebo).



String Bridge is located approximately 50 feet to the east of Front Street (NH Routes 108/ 111) that adds more vehicular conflicts within a small area. On-street parking is provided along the north side of Water Street (NH Route 111A) and crosswalks are striped across Water Street (NH Route 111A) between Front Street (NH Routes 108/111) and String Bridge, across Water Street (NH Routes 111A) west of Front Street (NH Routes 108/111), and across Front Street (NH Routes 108/111) south of the middle in-street parking area. These factors are expected to have contributed to the high number of reported collisions at this intersection (36 incidents over a 3.6 year period). Should the Town pursue potential solutions for this area, further study should be conducted to alleviate congestion and improve safety by collecting traffic counts, evaluating more detailed crash data, and identifying capacity improvements on other roadways for motorists to bypass this area.

3 Portsmouth Avenue (NH Route 108) and Holland Way (NH Route 88)

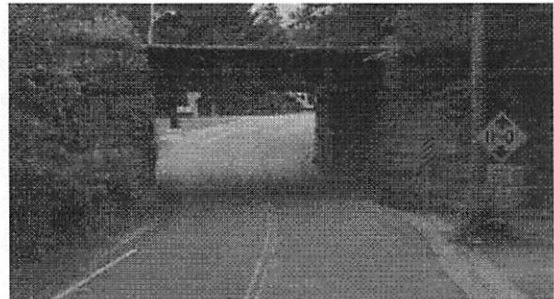
Holland Way (NH Route 88) and Stoneybrook Connector intersect Portsmouth Avenue (NH Route 108) from the south and north, respectively, to form a four-way signalized intersection. The Holland Way (NH Route 88) and Stoneybrook Connector approaches are under permissive traffic signal phasing with a 155 foot distance for through vehicles to traverse. Should the Town choose to evaluate improvements at this intersection, further research should be conducted of the Exeter Police Department records to determine



crash patterns and to then be able to develop safety improvements. In addition, traffic counts should be collected to determine improvements to alleviate operational deficiencies during the critical time periods (7-9 AM, 1:20-2:20 PM, and 4-6 PM).

4 Newfield Road (NH Route 85) and Railroad Bridge

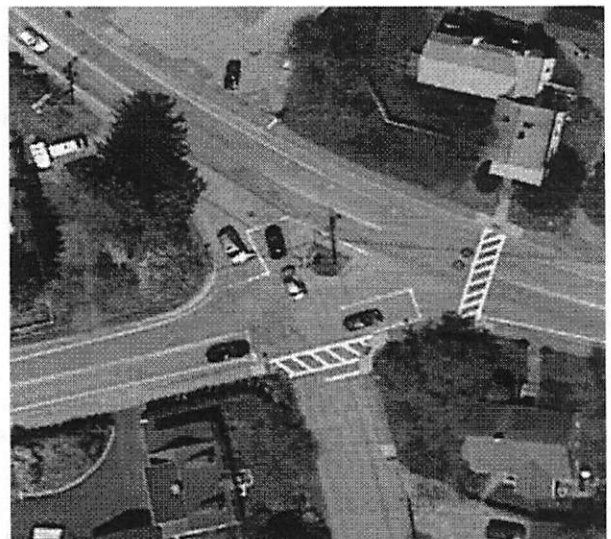
Railroad Bridge crosses over Newfield Road (NH Route 85) approximately 155 feet north of the Exeter Public Works Department driveway. There is a shift in the horizontal alignment along Newfield Road (NH Route 85) approaching and under Railroad Bridge. Any changes to the alignment of Newfield Road (NH Route 85) or to the bridge and abutments would require the review and approval of NHDOT. The alignment is the likely cause of the high number of reported collisions in this area as there are no conflicting movements or vehicle delays that would be found at intersections. Should the Town choose to consider improvements at this intersection, the design of existing bridge structure should be researched, discussions should be held with NHDOT officials, and a vehicle speed study should be conducted.



5 Epping Road (NH Route 27), Brentwood Road (NH Route 111A), and Columbus Avenue

Brentwood Road (NH Route 111A) and Columbus Avenue intersect Epping Road (NH Route 27) from the southwest and southeast, respectively, to form this unsignalized intersection. The overall intersection consists of three minor intersections:

- To the northwest, vehicles from Brentwood Road (NH Route 111A) and Columbus Avenue destined for Epping Road (NH Route 27) to the west intersect Epping Road (NH Route 27) and operate under stop sign control, with Epping Road (NH Route 27) eastbound right turns channelized.
- To the northeast, vehicles from Brentwood Road (NH Route 111A) and Columbus Avenue destined for Epping Road (NH Route 27) to the east intersect Epping Road (NH Route 27) and operate under stop sign control, with Epping Road (NH Route 27) westbound left turns permitted for continued access to Brentwood Road (NH Route 111A) and Columbus Avenue.
- To the south, right turns from Epping Road (NH Route 27) eastbound and the Columbus Avenue north-westbound approaches are under stop sign



control, with the left turns from Epping Road (NH Route 27) westbound and the Brentwood Road (NH Route 111A) north-eastbound approaches operating under free flow conditions.

The several conflict points within a short distance can contribute to the number of reported incidents. As part of the Transportation Alternatives Program (TAP) grant, New Hampshire municipalities can use federal funds through NHDOT to improve non-motorized transportation infrastructure (sidewalk, bicycle routes, rail trails) to be safe, accessible, and capable of reducing traffic congestion. The Town of Exeter is using the TAP grant to address pedestrian safety at the Epping Road (NH Route 27), Brentwood Road (NH Route 111A), and Columbus Avenue intersection. These improvements are envisioned to eliminate the northwest intersection, restrict Columbus Avenue to allow right-turns in/right-turns out only (with restricted movements diverted to Winter Street or Washington Street), stripe a crosswalk across the Epping Road (NH Route 27) and Brentwood Road (NH Route 111A) intersection (northeast), and construct a median island Brentwood Road (NH Route 111A) to restrict left turns at Columbus Avenue and serve as a pedestrian refuge area for the crosswalk. These improvements are intended to improve safety and not increase vehicular capacity. Should the Town pursue measures to reduce vehicular delays and queuing, traffic counts should be collected, a vehicle speed study should be conducted, and a traffic signal warrant analysis should be performed.

6 North Hampton Road (NH Route 111) and NH Route 101 Interchange (Exit 12)

Similar to the Epping Road (NH Route 27) and NH Route 101 interchange, the heavy traffic volumes entering and exiting from the NH Route 101 eastbound and westbound ramps and traveling along North Hampton Road (NH Route 111) during the weekday morning and evening commuter peak periods (i.e., 7-9 AM and 4-6 PM) could result in motorists attempting turning maneuvers with less than desirable gaps in the traffic stream. Should the Town desire to investigate potential measures to improve safety and operations at this interchange, further study is recommended to include collecting traffic counts, conducting a vehicle speed study, performing a traffic signal warrant analysis, and evaluating more detailed crash data. Since this interchange is under state jurisdiction, any improvements would require the review and approval of NHDOT.



7 Hampton Road (NH Route 27/111), High Street (NH Route 27/111), and Holland Way (NH Route 88)

Holland Way (NH Route 88) intersects Hampton Road (NH Routes 27/111) and High Street (NH Routes 27/111) from the north to form a three-legged unsignalized intersection. The High Street (NH Routes 27/111) eastbound approach and the Hampton Road (NH Routes 27/111) westbound approach are under free-flow traffic control

with a yellow flashing light on a post to warn motorists of the Holland Way (NH Route 88) intersection. Hampton Road (NH Routes 27/111) westbound right turns are channelized from the intersection by way of a raised island. The Holland Way (NH Route 88) southbound approach is under stop sign control and consists of an exclusive left-turn lane and an exclusive right-turn lane. Holland Way (NH Route 88) is located along the outside of the mainline's horizontal curve.



Should the Town of Exeter choose to pursue potential safety improvements at the intersection, further research needs to be conducted with the Exeter Police Department records to determine crash patterns. In addition, traffic counts should be collected to determine improvements to alleviate operational deficiencies during the critical time periods (7-9 AM, 12:10-1:10 PM, and 4-6 PM). It is the understanding that this intersection may be within the Urban Compact area; therefore, research should be conducted to determine deed restrictions.

8 Portsmouth Avenue (NH Route 108) and Alumni Drive

Alumni Drive and a driveway for a gas station intersect Portsmouth Avenue (NH Route 108) from the east and west, respectively, to form a four-way signalized intersection. Sidewalks are provided along both sides of Portsmouth Avenue (NH Route 108) and along the north side of Alumni Drive. Crosswalks are striped across the Portsmouth Avenue (NH Route 108) north leg and across Alumni Drive. The pedestrian facilities do not appear to be compliant with Americans with Disabilities Act (ADA) standards (e.g., curb ramps, slopes, landings, etc.).

The Portsmouth Avenue (NH Route 108) northbound and southbound approaches each consist of an exclusive left-turn lane and a shared through/right-turn lane. There is a shared center turn lane (aka, two-way left-turn lane) striped along Portsmouth Avenue (NH Route 108) north of the intersection and a double center turn lane south of the intersection. The Portsmouth Avenue (NH Route 108) northbound

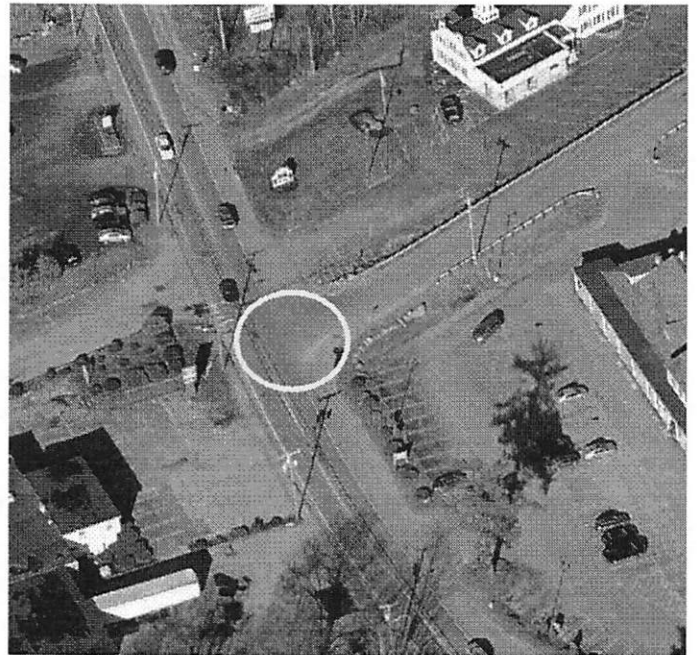


center turn lane transitions to an exclusive left-turn lane at the Alumni Drive and gas station driveway intersection.

Should the Town decide to investigate safety improvements at this intersection, further research needs to be conducted with the Exeter Police Department records to determine crash patterns (e.g., turning movement incidents from within the double center-turn lane south of the intersection, sideswipe collisions between northbound vehicles within the center turn lane and the exclusive left-turn lane, etc.). In addition, traffic counts should be collected to determine improvements to alleviate operational deficiencies (traffic signal timing adjustments, signal phasing modifications) during the critical time periods (7-9 AM, 12-1 PM, and 4-6 PM).

9 Epping Road (NH Route 27) and Industrial Drive (north)

The northern junction of Epping Road (NH Route 27) and Industrial Drive meet at an unsignalized intersection, with the Industrial Drive westbound approach under stop sign control. A 70 +/- foot wide driveway providing access for 140 Epping Road (Dearbon Park and Walsh Management Company, Inc.) is slightly offset less than 20 feet to the south on the west side of Epping Road (NH Route 27). A secondary access for 140 Epping Road is provided less than 20 feet to the north of the Industrial Drive intersection. An entrance only driveway for Daniel B. Stockbridge Funeral Home is located on the east side of Epping Road (NH Route 27) less than 20 feet north of Industrial Drive. A commercial plaza for 137 Epping Road (Front Row Italian Pizzeria & Sports Bar, Karate International, Charlotte's Web Fine Yarns, Just Doo It Hair Salon, and Rockingham Visiting Nurse Association & Hospice) is located on the southeast quadrant of the intersection with a full access driveway provided approximately 110 feet to the south along Epping Road (NH Route 27).

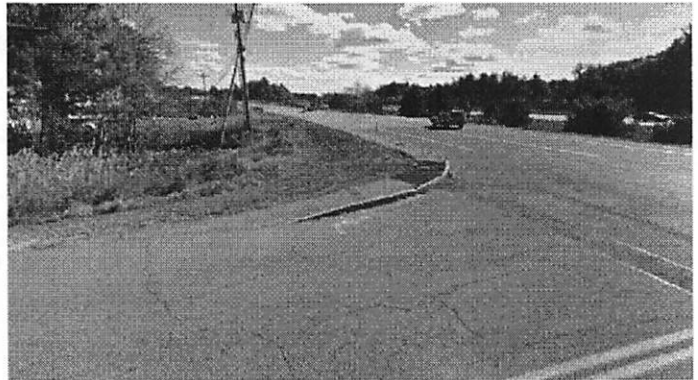


The numerous conflict points along Epping Road (NH Route 27) may contribute to the high number of reported collisions at the Epping Road (NH Route 27) and Industrial Drive intersection. Should the Town pursue safety improvements at this intersection, further research needs to be conducted with the Exeter Police Department records to determine crash patterns (e.g., location of the incidents) and vehicle speed data should be collected along Epping Road (NH Route 27). In addition, traffic counts should be collected to determine improvements to alleviate operational deficiencies during the critical time periods (11:30 AM-12:30 PM, and 4-5 PM).

10 Epping Road (NH Route 27) and Beech Hill Road

Beech Hill Road intersects Epping Road (NH Route 27) from the northeast to form a three-legged unsignalized intersection. The Beech Hill Road approach is under stop sign control. The Barking Dog is located on the southeast quadrant and NH Route 101 is located to the west of the intersection.

Should the Town pursue safety improvements at this intersection, a vehicle speed study should be conducted to determine how fast motorists are traveling along Epping Road (NH Route 27) approaching Beech Hill Road. Then, a sight distance evaluation should be conducted due Beech Hill Road being located on the inside of a horizontal curve along the Epping Road (NH Route 27) and sight lines may be limited looking at northbound approaching vehicles. Since this intersection is under state jurisdiction, any improvements would require the review and approval of NHDOT.



2018 Exeter Master Plan Intersections

The following provides a summary of the findings for those intersections identified in the 2018 Exeter Master Plan that were not listed within the 10 highest crash locations throughout the Town. The overall Town-wide crash ranking is listed with each intersection.

14. Epping Road (NH Route 27), Park Street, and Winter Street

Park Street and Winter Street intersect Epping Road (NH Route 27) from the east and west, respectively, to form a four-legged unsignalized intersection. The Park Street westbound approach and the Winter Street eastbound approach are under stop sign control. An overhead flashing beacon is present at the intersection to supplemental the traffic control (i.e., free flow along the Epping Road [NH Route 27] approaches and stop control along the Park Street and Winter Street approaches).

In the vicinity of the intersection, Epping Road (NH Route 27) has a slight horizontal curve to the north with Winter Street located on the inside of that curve. Should the Town desire to implement safety measures at this intersection, a vehicle speed study and a sight distance evaluation should be conducted to determine if available sight lines are limited to see Epping Road (NH Route 27) southbound approaching vehicles. In addition,

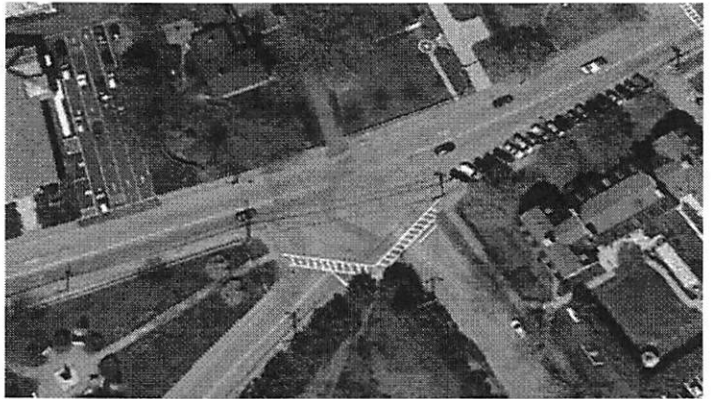


traffic counts should be collected to determine intersection operations and potential geometric improvements for better vehicle progression during the weekday commuter peak periods (7-9 AM and 4-6 PM).

27. Front Street (NH Route 111), Pine Street, and Linden Street

Pine Street and Linden Street intersect Front Street (NH Route 111) from the southeast and southwest, respectively, to form a four-legged unsignalized intersection. The Linden Street north-eastbound approach and the Pine Street north-westbound approach are under stop sign control. Crosswalks are striped across Pine Street and Linden Street, with sidewalks provided along both sides of Front Street (NH Route 111), along both sides of Linden Street, and along the east side of Pine Street.

There is a large open space (85 +/- foot diameter) within the center of the unsignalized intersection. The layout of the intersection is unique with two minor street approaches intersecting Front Street (NH Route 111) from the south. There are angled parking spaces adjacent to The Exeter Inn along Front Street (NH Route 111) beginning approximately 20 feet to the east of Pine Street. There is a Cooperative Alliance for Seacoast Transportation (COAST) stop for Bus 7 in front of the entrance for The Exeter Inn along Front Street (NH Route 111). An entrance for St. Michael Church is located approximately 60 feet to the west of Linden Street and allows for four lanes of stacking on the church property. These conditions can cause safety concerns for motorists with numerous conflicts within a short area, confusion on which vehicle has the right of way, and limited sight lines to Front Street (NH Route 111) due to the angled alignment of the minor streets.



Should the Town pursue improvements at this intersection, a vehicle speed study should be conducted to determine how fast motorists are traveling along Front Street (NH Route 111) approaching Pine Street and Linden Street. Then, a sight distance evaluation should be conducted from both Pine Street and Linden Street due the layout of the intersection (i.e., motorists may need to look over their shoulders to see Front Street [NH Route 111] approaching vehicles). Traffic counts should be collected to determine intersection operations and potential geometric improvements for better vehicle progression during the weekday commuter peak periods (7-9 AM and 4-6 PM). In addition, a vehicle tracking study could be conducted to determine the volume of vehicles that turn left from Linden Street (one-way northbound) onto Gill Street (one-way northbound) to access Front Street (NH Route 111) as a way to avoid the Front Street (NH Route 111), Pine Street, and Linden Street intersection.

42. Hampton Road (NH Route 27) and Guinea Road

Guinea Road intersects Hampton Road (NH Route 27) from the north to form a three-legged unsignalized intersection. The Guinea Road approach is under stop sign control. Vegetation along the north side Hampton Road (NH Route 27) appears to hinder sight lines from Guinea Road.

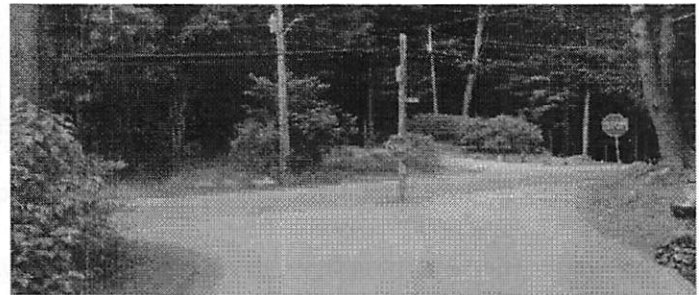
Should the Town decide to investigate improvements at this intersection, a vehicle speed study should be conducted to determine how fast motorists are traveling along Hampton Road (NH Route 27) approaching Guinea Road. Then, a sight distance evaluation should be conducted at the intersection to identify areas that may limit sight lines. Traffic counts should be collected to assess intersection operations and then develop improvement alternatives.



85. Brentwood Road (NH Route 111A) and Dogtown Road

Dogtown Road intersects Brentwood Road (NH Route 111A) from the south to form a three-legged unsignalized intersection, with the Dogtown Road northbound approach under stop sign control. A utility pole is in the center of the Dogwood Road leg without raised barrier for protection (e.g., curbing). The utility pole separates Dogwood Road approaching and departing vehicles. Vegetation along the south side Brentwood Road (NH Route 111A) appears to hinder sight lines from Guinea Road. Dogwood Road is located on the outside of a horizontal curve along Brentwood Road (NH Route 111A). Since this intersection is under state jurisdiction, any improvements would require the review and approval of NHDOT.

Should the Town decide to consider potential safety improvements at this intersection, a vehicle speed study should be conducted along Brentwood Road (NH Route 111A) and sight lines should be evaluated to and from Dogwood Road.



2018 Exeter Master Plan Intersections

The following provides a summary of the findings for those intersections identified in the 2019 Warrant Article 23 that were not listed within the 10 highest crash locations throughout the Town or within the 2018 Exeter Master Plan. The overall Town-wide crash ranking is listed with each intersection.

28. Water Street (NH Route 27), High Street (NH Route 27), Clifford Street, and Franklin Street

Clifford Street and Franklin Street intersect Water Street (NH Route 27) and High Street (NH Route 27) from the southwest and southeast, respectively, to form a four-legged unsignalized intersection. Clifford Street is a one-way roadway approaching the intersection that is under stop sign control and restricts left turns onto Water Street (NH Route 27) westbound. Franklin Street is a one-way roadway departing the intersection. Crosswalks are striped across the Water Street (NH Route 27) west leg, as well as across Clifford Street and Franklin Street. Sidewalks are provided along both sides of the Water Street (NH Route 27) west leg, the High Street (NH Route 27) east leg, Clifford Street, and Franklin Street.

Vehicle traffic congestion occurs along the Water Street (NH Route 27) westbound approach and along the High Street (NH Route 27) eastbound approach typically during the weekday commuter time periods (7-9 AM and 4-6 PM) as well as during the weekday midday peak (12:15-1:15 PM). Based on the unique geometric layout of the intersection and a slight horizontal curvature of Water Street (NH Route 27) to the west, motorists on the Clifford Street approach may need to encroach beyond the stop line to see approaching Water Street (NH Route 27) eastbound vehicles that could create a conflict with Water Street (NH Route 27) right turns and High Street (NH Route 27) left turns onto Franklin Street. Should the Town wish to implement safety improvements at this intersection, traffic counts and sight distance measurements should be collected.



53. Winter Street, Railroad Avenue, and Columbus Avenue

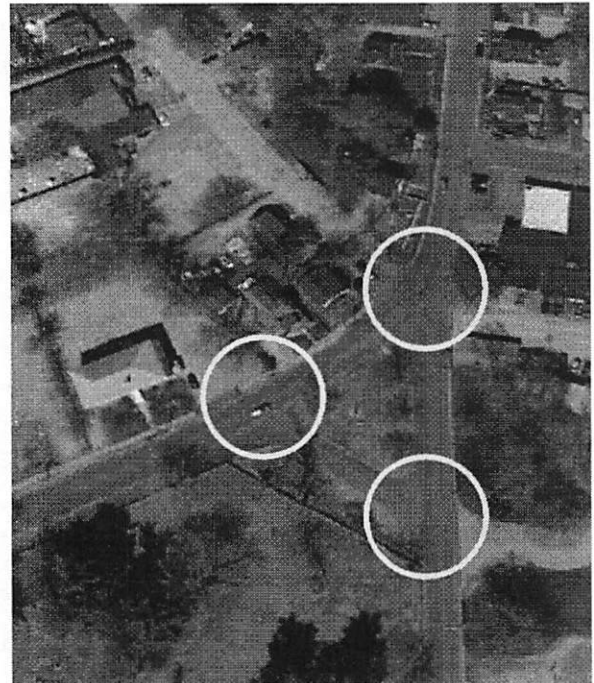
Winter Street, Railroad Avenue, and Columbus Avenue intersect to form three unsignalized intersections. The intersections consist of:

- To the southwest, a connector road between Winter Street and Railroad Avenue intersects Winter Street from the east. There are no pavement markings along these roadways, nor a stop sign on the Railroad Avenue connector westbound approach.
- To the southeast, the connector road intersects Railroad Avenue from the west and a driveway for 10 Railroad Avenue (R.E. Prescott Company) intersects Railroad Avenue from the east. There are no pavement markings along these roadways, nor a stop sign on the Railroad Avenue connector eastbound approach.
- To the north, Winter Street, Railroad Avenue, Columbus Avenue, and a driveway for Cote's Auto Body intersect to form a five-legged unsignalized intersection. The mainline consists of the Railroad Avenue southeast leg and the Winter Street north leg, with stop signs posted on the Winter Street north-eastbound approach and on the Columbus Avenue eastbound approach. Other than stop bars striped on the Winter Street north-eastbound and Columbus Avenue eastbound approaches, no other pavement markings are present.

Sidewalks are provided along the west side of the Winter Street southwest and north legs, as well as along the east side of the Winter Street north leg north of Rockingham Street. There are no crosswalks striped at the intersection. The pedestrian facilities do not appear to be compliant with ADA standards (e.g., curb ramps, slopes,

landings, etc.). Due to the lack of pavement marking and signage in the area, confusion over right of way and direction could result for motorists. In addition, the industrial uses along Railroad Avenue could generate trucks in the area that may conflict with pedestrians along Winter Street and Columbus Avenue.

Should the Town want to pursue improvements at these intersections, a vehicle speed study should be conducted to determine how fast motorists are traveling along the Railroad Avenue northbound approach and along the Winter Street southbound approach. Then, a sight distance evaluation should be conducted at the intersection to identify areas that may limit sight lines to and from the minor street approaches (i.e., Winter Street northbound and Columbus Avenue). Traffic counts should be collected to determine intersection operations and potential geometric improvements for better vehicle progression during the weekday commuter peak periods (7-9 AM and 4-6 PM) and during the weekday midday peak (11:40 AM-12:40 PM). To alleviate deficiencies, potential safety and operational measures could consist of reconstructing sidewalks, installing pavement markings, and constructing a roundabout.



Next Steps

After coordination with Exeter's Town Engineer and Town Planner on the documentation presented in this Preliminary Traffic and Safety Findings memorandum, the 16 intersections presented may be prioritized for further evaluation. Although the COVID-19 pandemic has impacted traffic patterns and volumes, typical traffic conditions were researched through reported data found on Google Maps and the total number of reported incidents within the community were obtained from the Exeter Police Department crash records. These efforts combined with the local knowledge of Town officials will help determine the top intersections for potential transportation improvements.

Subsequent to collaborating with Exeter officials, the next phase in the process is to collect traffic counts and review more detailed Exeter Police Department crash records to better identify intersection operations and crash patterns at approximately 5 intersections that are of the highest priority to the Town. This information would then be used to develop appropriate conceptual improvement plans and associated order of magnitude costs for the Town to consider implementing with potential project funding.

Westside Drive Project Update

Westside Drive Area Improvements Planning

Select Board Update



May 31, 2022



Introductions

Participants and Project Team

- **Town of Exeter**
 - Paul Vlasich, PE – Town Engineer
 - Jennifer Perry, PE – DPW Director
- **Underwood Engineers**
 - Cole Melendy, PE – Project Manager
- **NH Department of Environmental Services**
 - Deborah Loiselle – Stormwater Coordinator
 - Dennis Greene, PE – Design Engineer



Agenda

1. Background
2. Project Goals and Evaluations Performed
3. Public Participation
4. Conceptual Plan and Budget
5. Next Steps and Schedule
6. Questions



Background

- Phase III Infiltration and Inflow Evaluation (2013)
- CSO Long Term Control Plan Update (2017)
- Westside Drive identified as an area with significant private I/I

TOWN OF EXETER,
NEW HAMPSHIRE

DRAFT

PHASE III
INFILTRATION AND INFLOW
EVALUATION

**Combined Sewer Overflow (CSO)
Long Term Control Plan (LTCP) Update**
Town Of Exeter, New Hampshire
January 30, 2017

UNDERWOOD
engineers

1E 4 1530/2016

**SUMP PUMP
REMOVAL
PROGRAM***

*Work done under New Jersey, Interstate Agreements and other state contracts

Background

- Private I/I Sources
 - Stormwater systems (sumps/drains) connected to the sewer system
 - Takes up sewer capacity (CSO)
 - Increases WWTF treatment and user costs

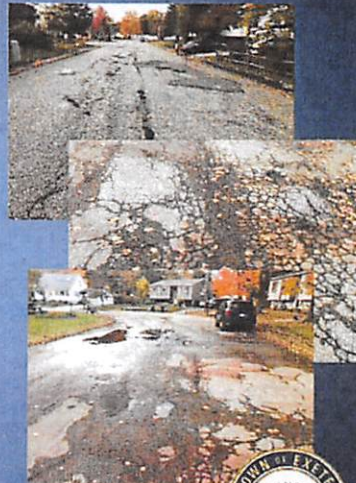
Background

- **Project Funding**
 - \$100k budget to develop planning documents for the Westside Drive Area
 - \$75K from NHDES CWSRF Loan (with principal forgiveness)
 - \$25K from Town's sewer maintenance fund



Project Goals

- Gather data and evaluate the condition of existing Town infrastructure in the neighborhood (sewer, water, drainage, roads, etc.).
- Solicit input/feedback from residents and public throughout the process.
- Develop a plan to improve Town utilities in the neighborhood to meet the identified infrastructure needs.



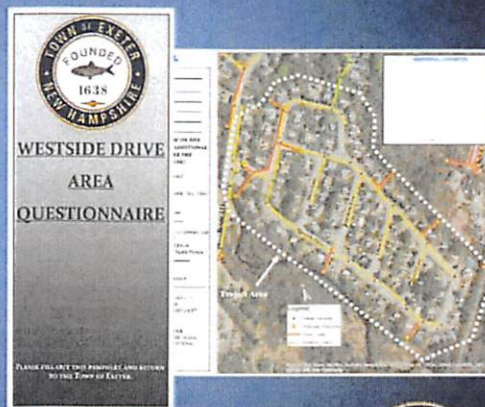
Engineering Evaluations

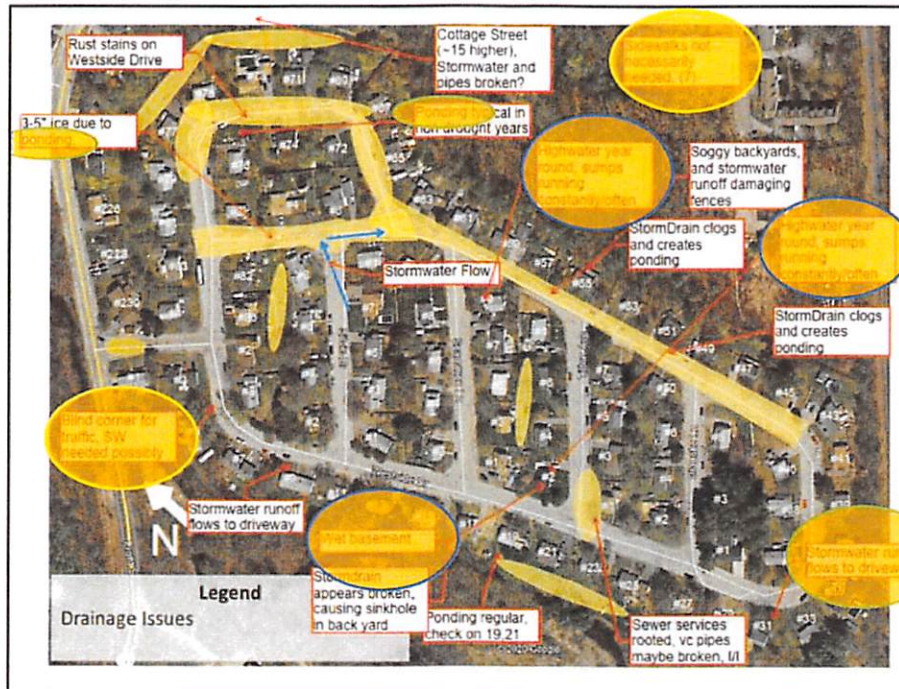
- Topographical survey of road centerline
- Geotechnical borings and evaluation
- Condition assessment of municipal sewer, water, drainage, and roadway infrastructure
- Building inspections for illicit sewer connections
- Public participation and involvement



Public Participation

- **Public Involvement:**
 - Questionnaire and online survey
 - Public Meeting #1 (October 28, 2020)
 - Public Meeting #2 (September 20, 2021)
 - Summary Meeting (happening tonight)



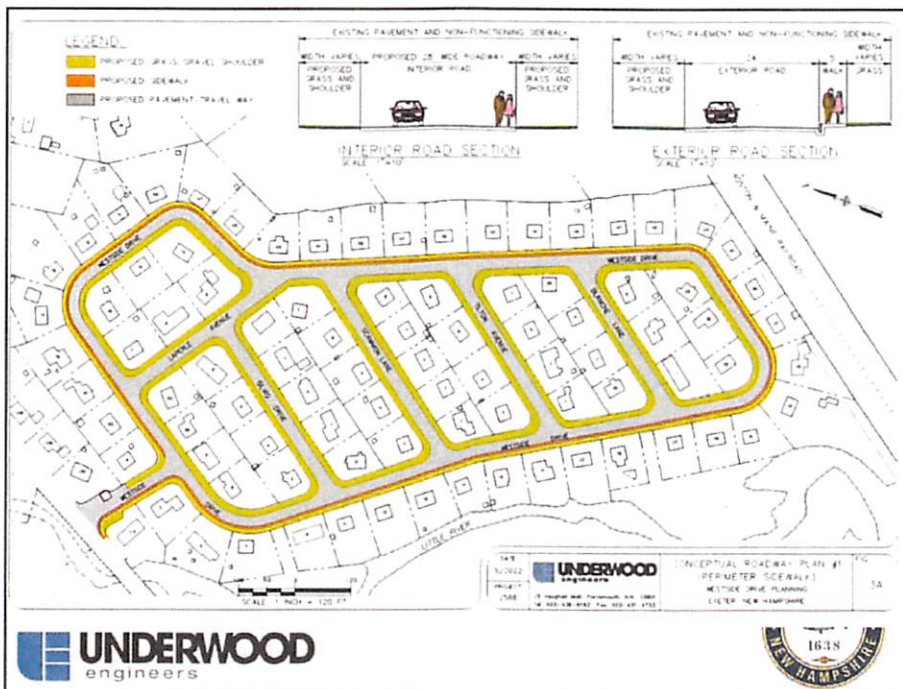
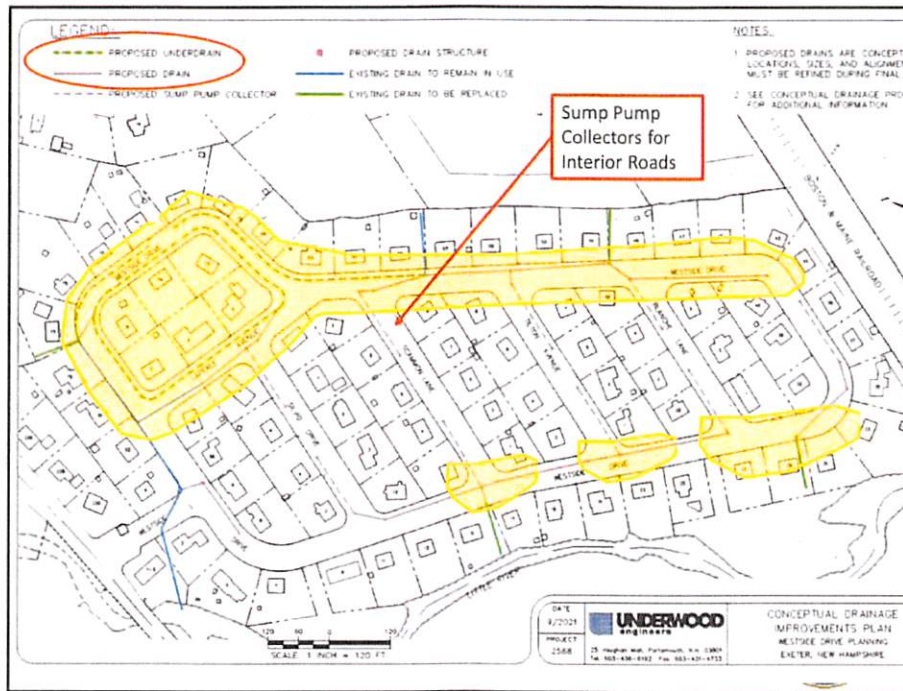


Recommended Project Components

- Drainage Improvements (~4,500')
- Sump Pump Collectors (~1,400')
- Water Main Replacement (~5,500')
- Roadway Improvements with Pedestrian Safety Considerations (~5,500')

**Lengths are approximate for planning purposes pending final design*





Project Planning Budget

– Roadway and Sidewalk Improvements*	\$2,200,000
– I/I and Stormwater Improvements	\$1,500,000
– Municipal Water Improvements	<u>\$2,600,000</u>
TOTAL PROJECT COST	\$6,300,000

*Roadway improvements also required for stormwater management improvements



Next Steps and Schedule

- Final Design and Funding Applications FY 2022
 - 2022 Town Warrant Authorization (\$330,715)
 - ARPA Grant and CWSRF Principal Forgiveness (\$122,365)
 - CWSRF and DWSRF Pre-Applications for Construction
- Town Meeting and Warrant for Construction March 2023
- Possible Construction FY 2023/2024



Ongoing Public Info

- Please go to the Town's website:

<https://www.exeternh.gov/publicworks/westside-drive-area-utility-improvement-project>



Questions



FY22 Paving Contract



EXETER PUBLIC WORKS DEPARTMENT

13 NEWFIELDS ROAD • EXETER, NH • 03833-4540 • (603) 773-6157 • FAX (603) 772-1355

www.exeternh.gov

MEMO

DATE: May 26, 2022
TO: Russell Dean, Town Manager
FROM: Jennifer R. Perry, P.E., Public Works Director
RE: 2022 Paving

Please find attached the proposal from John Bell of Bell & Flynn LLC for road paving for 2022. The 2022 dollar per ton unit pricing remains the same from 2021, 2020, 2019 and 2018.

\$71.90/ton for binder course
\$72.90/ton for surface course
\$73.90/ton for "urban compact" surface course
\$74.90/ton for smaller neighborhoods with dead ends

Pricing is subject to the NHDOT adjustment clauses for asphalt cement and diesel fuel indexed to May 2018.

The 2022 road surface management budget is \$800,000. The following streets are scheduled for paving and preventive maintenance based on the available budget:

- Linden St (Little R. bridge to Exeter R. bridge) reclaim
- Colonial Way/Heritage Way mill & overlay
- Drinkwater Rd (High St to town line) shim & overlay
- Epping Rd (Main St to Industrial Dr north) shim & overlay
- Columbus Ave (Brentwood Rd to #6 Columbus) shim & overlay

This proposal is competitive with installed tonnage prices for other southeastern New Hampshire communities. The Public Works Department recommends extending the road paving contract with Bell & Flynn for 2022.

Additionally, we are reviewing cost estimates and funding available in order to complete needed sidewalk improvements adjacent to the proposed roadway paving, particularly these sections of Linden Street (granite curb & asphalt sidewalk), Colonial Way and Heritage Way (asphalt curb & asphalt sidewalk).

Sidewalk Capital Reserve (balance as of 4/29/2022)	\$145,370
Special Highway Block Grant (2017 SB 38, balance)	\$49,066
ARPA SLFRF (balance)	TBD

Additional recommendations will be made when final cost proposals and funding sources are verified.

BELL & FLYNN LLC

**Pavement Reclamation
Engineers & Contractors**

Planning · Testing · Design · Engineered/Reconstruction · Construction

Telephone: (603) 778-8511

Fax: (603) 772-4396

69 Bunker Hill Avenue

Stratham, NH 03885

May 26, 2022

Town of Exeter
Mr. Russell Dean, Town Manager
10 Front Street
Exeter, NH 03833

Dear Mr. Dean,

Despite continuing cost increases associated with wages/benefits, equipment/maintenance, transportation/energy and regulatory requirements which are customarily reflected in increased unit prices at the commencement of each construction season, Bell & Flynn LLC is pleased to be able at this time to offer to extend the current contract for road reconstruction services under the same terms, conditions and prices upon mutual agreement by the Town of Exeter.

The Unit Price of Pay Item #1, "Bituminous Concrete Paving", per ton, in place, per Project Manual and Specifications, shall remain: \$71.90 per ton for Binder Course (e.g., Linden St)

(the same unit price paid for all pavements installed during the 2012-2014 construction seasons!)

\$72.90 per ton for Surface Course (e.g., Drinkwater Rd, Colonial Way/Heritage Way, Columbus Ave)

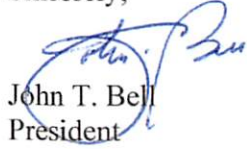
\$73.90 per ton for "Urban Compact" Surface Course (e.g., Epping Rd)

The unit price for Dead End Streets and the installation of Leveling Course shall remain \$74.90 per ton. The unit price of Bituminous Concrete Pavement shall continue to be subject to adjustment per NHDOT asphalt adjustment clause (Item 1010.2) and also NHDOT fuel adjustment clause (Item 1010.15) indexed to the respective May 2018 NHDOT prices of asphalt cement and fuel. All other terms, conditions and prices including pavement reclamation, fine grading and compaction, and installation of additional asphalt stabilized base material shall remain unchanged. The Town of Exeter Hourly Truck and Equipment Rental Rates as most recently amended shall be incorporated into the contract as applicable.

In closing, I am sure that you will realize the benefits of this contract extension when you observe that it includes no adjustment to reflect the significant increase in the cost of overhead expenses, employee compensation/benefits, et al. since 2018. The relative stability of petroleum markets since June 2018 has been supplanted by the current inflationary spiral of supply side disruption and increased global demand and normal seasonal demand exacerbated by macroeconomic/geopolitical dynamics in crude oil markets is anticipated to continue to increase the *future* price of asphalt pavements through the summer months of 2022. Considering these anticipated cost increases, in an attempt to provide price stability (at the lowest possible price!) it should again prove beneficial to the Town of Exeter to extend the current contract for road reconstruction services including paving and to complete as much work as possible early in the paving season.

Thanking you in advance for your thoughtful consideration of the letter, I remain,

Sincerely,

A handwritten signature in blue ink, appearing to read "John T. Bell", is written over the typed name and title.

John T. Bell
President

Public Safety Complex Discussion: Fire Substation



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: May 27, 2022
To: Russell Dean, Town Manager
From: Dave Sharples, Town Planner
Re: Fire Substation

I am writing this memorandum to request to be placed on the May 31st Select Board agenda to discuss the desirability of a fire substation as part of the Public Safety project. I presented to the Select Board in April seeking direction on the use of 30-32 Court St. for a Police Department and the potential of a fire substation on Continental Dr. It was clear to me that the Select Board did not favor further study on 30-32 Court St as a viable option for a new Police station so that input was greatly appreciated. Regarding the fire substation, the Select Board stated that they wished to wait until after the public forum to discuss a fire substation.

The first public forum was held on May 4th with about a dozen folks attending. Town staff provided an update on the project and asked for input. A couple of folks spoke at the meeting. However, we did not receive any input on a fire substation. I am seeking this direction to help determine the next steps of the project. Planning for a fire substation (or not) will dictate what options we explore at the existing facility at 20 Court St. For example, if the substation is built on Continental Dr. then this square footage will not be needed at 20 Court St. On the flip side, if there is no substation on Continental Dr. then this will require additional work at 20 Court St. to meet the programming needs of the Fire Department.

I have spoken with the Fire Chief and he will attend the upcoming Select Board meeting. The Fire Chief will provide a presentation on the need for a fire substation that will go into more detail than I provide here. Ideally, we would like to get feedback from the Select Board if a fire substation should be pursued as this will dictate how we move forward on the project.

Thank You.

Bike/Pedestrian Plan



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: May 25, 2022
To: Russell Dean, Town Manager
From: Dave Sharples, Town Planner
Re: Bike and Pedestrian Master Plan

As you are aware, the Town voted in a warrant article this past March that provided \$25,000 to fund a Bike and Pedestrian Master Plan. I am requesting that the Select Board consider the motion below that will authorize you to expend up to \$25,000 and contract with the Rockingham Planning Commission (RPC) to complete the project.

I have attached the proposal and scope of work for the project. The scope is consistent with the 2022 Warrant Article that authorized the funding and with Exeter's 2018 Master Plan. The total project cost is \$27,000 but the RPC is willing to provide \$4,500 for the project. The Town will be responsible for the remaining \$22,500. I do ask that the Select Board authorize the expenditure of up to the \$25,000 should something come up where additional funds are needed. I will attend the Select Board meeting in the event there are any questions.

Bid Award Motion: I move to authorize the Town Manager to execute a contract with the Rockingham Planning Commission and take any and all other action necessary to complete the Bike and Pedestrian Master Plan for an amount not to exceed \$25,000.

Thank You.

Enclosures (1)

**Exeter NH Bike and Pedestrian Master Plan
Rockingham Planning Commission Proposed Scope of Work**

Project Summary: Rockingham Planning Commission proposes to produce for the Town of Exeter a Bicycle and Pedestrian Master Plan that will identify a range of infrastructure and non-infrastructure strategies to improve pedestrian and bicycle safety in the community. RPC will gather input from Town staff and residents to identify existing and desired walking and bicycling routes, high-stress or hazard areas and projects to address these. The project specific element of the plan will include a prioritized list of targeted improvements. The Plan will also include recommended modifications to town ordinances, regulations and policies to strengthen the Town's ability to work with developers to stipulate such improvements as part of new developments, and systematize town investment in expanding Exeter's pedestrian, bicycle and trail network.

Plan Elements and Project Deliverables:

1. Existing Conditions

RPC will update the Town's current inventory of existing sidewalks, trails and shoulder bicycle routes and develop a series of maps portraying existing conditions. Proposed maps include:

- Existing sidewalk network
- Current travel lane and shoulder widths
- Bicycle Level of Traffic Stress (LTS) analysis for town and state roads
- STRAVA bicycle trip volume
- Crash locations (motorized and ped/bike)
- Radii map showing distances (0.25mi, 0.5mi, 1mi, 2mi) from Exeter schools

Work on this element will also include a scan of existing provisions in the Master Plan and Zoning Ordinance that support or impede bicycle and pedestrian safety; and inventory of local events and initiatives supporting bicycling and walking. Mapping and other findings will be presented to the Master Plan Oversight Committee (MPOC).

Estimated cost of work for this task: \$3,800

2. Community Outreach

RPC proposes a community engagement effort including a town-wide survey, a series of community-wide planning workshops with neighborhood focus, and several focus group meetings with key stakeholder groups to identify hazard or high-stress areas and desired connection improvements in the Town's sidewalk, shoulder bicycle route and trail network.

Town-Wide Survey - The proposed community survey will use RPC's PublicInput.com engagement tool which allows interactive mapping where respondents can place pins with associated comments to mark areas of concern, desired destinations or other location specific

comments. RPC will secure a number of gift cards from local businesses (restaurants, coffee shops, bike shop, grocery stores) for a drawing which will be promoted as incentive to encourage high survey participation.

Focus Groups & Stakeholder Interviews - Several potential focus group meetings or stakeholder interviews include: Town staff (Planning, Public Works, Parks and Recreation, Economic Development, Police, Human Services); School staff (Lincoln Street, Main Street, CMS, EHS); older adult residents from 277 Water Street and elsewhere tying in to the Town's current Age Friendly Communities initiative; and members of the local cycling community. An additional possibility is a session with students from CMS and EHS.

Community Planning Workshops – We propose to hold two community-wide planning workshops to gather input from residents on pedestrian and bicycle needs and desires in town. To capture the neighborhood specific element desired by the Town, an initial thought is to have separate breakout areas organized by corridor and the neighborhoods along each corridor. Corridors would include Portsmouth Avenue, High Street/Hampton Road, Epping Road, Court Street, Kingston Road and Brentwood Road. Alternately breakouts could be organized by North/South/East/West sides of town with a fifth for the downtown core. We would follow the lead of the MPOC in this.

Community Events - In recent years RPC has had success gathering public input at community events where residents already gather. RPC proposes outreach presence at three such events to be chosen by the MPOC. Potential venues include the Farmer's Market, summer concerts in Swazey Park, the Independence Festival, or the Get Fit in May 5K run Lincoln Street School if the project were up and running by that time.

Findings from all public engagement elements will be aggregated, analyzed and presented to the MPOC.

Estimated cost of work for this task: \$7,000

3. Ordinance & Policy Development

RPC will review existing town policies and regulations (as part of the Existing Conditions phase) and develop recommendations for modifications to Exeter's Zoning Ordinance and Site Plan Review and Subdivision Regulations to better equip the town in working with developers to stipulate construction of sidewalks, trails and bicycle ways in new development or redevelopment projects. Policy recommendations may also include language for adoption by the Select Board for the development of sidewalks, trails and bicycle ways during Town roadway reconstruction projects and state highway resurfacing projects. RPC will supply sample policy language drawing on tested models from other communities in New Hampshire and New England. Recommendations will be presented to the MPOC prior to inclusion in the Draft Plan.

Estimated cost of work for this task: \$900

4. Plan Development

Consistent with The Exeter Master Plan implementation strategy, *Connect Action item 2a*, the RPC will prepare a town-wide Bike and Pedestrian Master Plan that looks at both walking and biking as modes of transportation beyond recreation. Identify improvements to existing amenities and areas where new amenities could be feasibly installed to promote walking and biking.

RPC proposes to develop Exeter's Bicycle and Pedestrian Plan around a framework common to pedestrian and bicycle planning known as the "4Es" – Engineering, Encouragement, Education and Enforcement. The Engineering (Infrastructure) element will be central to the plan but non-infrastructure strategies are also important to the Town's effort to improve bicycle and pedestrian safety.

RPC staff will draw on input from the public and the MPOC to develop a set of Plan Goals and a range of infrastructure and non-infrastructure strategies to address those goals. RPC will similarly work with the MPOC to refine a set of project prioritization criteria and will use these to develop a prioritized list of future sidewalk, bicycle route and trail investments for consideration by Town staff, the Select Board and voters.

Included in the budget is \$5000 to contract with a design firm to produce a limited number of renderings of potential design improvements.

The Draft Plan will be presented first to the MPOC, with edits requested by the MPOC to be incorporated prior to presentation at a public workshop and release for public comment. A final draft will be presented to the Select Board for review and adoption.

Estimated cost of work for this task: \$12,300

5. Final Publication

RPC will produce final report and map documents suitable for print reproduction and web posting. Cost for this task is primarily printing plus limited graphic work.

Estimated cost of work for this task: \$500

6. Project Administration

This task includes time for internal RPC staff meetings on the project, meetings with the MPOC, and project tracking and billing.

Estimated cost of work for this task: \$2,500

7. Proposed Cost

The individual task budgets shown above add up to a total cost of \$27,000. RPC proposes to complete the above work at a cost to the Town of Exeter of \$22,500. RPC can provide approximately \$4,500 in supplemental resources through associated projects to add value to the proposed Bicycle and Pedestrian Master Plan.

Tax Abatements, Veterans Credits & Exemptions

List for Select Board meeting May 31, 2022

Solar Exemption			
Map/Lot/Unit	Location	Amount	Year
85/71	15 Pleasantview Dr	\$ 19,500.00	2023

Permits & Approvals



EXETER PARKS & RECREATION



32 COURT STREET • EXETER, NH • 03833 • (603) 773-6151 • www.exeternh.gov

TOWN OF EXETER SUPPLEMENTAL MEMORANDUM

TO: Russ Dean, Town Manager

CC: David Tovey, Assistant Director of Parks & Recreation

FROM: Greg Bisson, Director of Parks and Recreation

RE: Parks Improvement Fund Request
Donation Request Acceptance
Water Fountain Installation
ADA Gate Expansion

DATE: 05/31/2022

Exeter Parks and Recreation requests approval for the following projects from the Park Improvement Fund.

Town House Common Concrete Pad and Gazebo: The Parks and Recreation Department was granted permission to install a concrete slab to support a gazebo by the Select Board at their meeting on May 9, 2022 with approval vote of 5-0. Due to the location of the concrete slab in relation to the parking lot, Contract Concrete needed to rent a concrete pumper truck. Parks and Recreation is requesting an additional \$1,500.00 from the Parks Improvement Capital Reserve Fund to cover the additional expense.

A prefabricated gazebo has been donated to the Parks and Recreation Department by TEAM, as we look to increase the esthetics of Town House Common and provide an alternative location for music and entertainment. If approved, we still have time for Phillips Exeter Academy to install the new gazebo before June 3rd. At the May 9, 2022, Select Board meeting, the Select Board approved acceptance of the donation of the gazebo from TEAM conditioned on Historic District Commission approval. The Historic District Commission did not have a quorum to hold a meeting. Parks and Recreation is requesting the Select Board approve acceptance of the gazebo from TEAM without conditional approval from the Historic District Commission.

Motion:

To make a motion to allow the Parks and Recreation Department to expend an additional \$1,500.00, in addition to the previously approved \$5,825.00 from the Parks Improvement Capital Reserve Fund for the Townhouse Common Gazebo Cement pad by Contract Concrete.

Motion:

To make a motion to accept the donation of a prefabricated gazebo from TEAM without conditional approval from the Historic District Commission.

Water Fountain Install: Water fountains have arrived, and the Department is looking to have them installed. Unfortunately, due to reduced staffing in other departments, we must contract this job out. We contacted numerous landscape and excavation companies, but none had time or experience installing drinking fountains. We recommend using our current irrigation contractor, Day's Landscaping, to install the water fountains. They have vast experience

installing water fountains at various athletic complexes and maintaining Exeter Parks and Recreation irrigation systems. They will be responsible for winterizing the water fountains simultaneously with the irrigation systems.

Sole Source:

Day's Landscaping

Cost: \$12,000

Motion:

To make a motion to allow the Parks and Recreation Department to expend \$12,000.00 from the Parks Improvement Capital Reserve Fund to complete the water fountains installation by Day's Landscaping.

ADA Gate Expansion: The next step to create ADA access to the lower tennis courts is to expand the gate entering the lower court. Numerous fence companies were contacted, with Bretwood Fence and AAA Fencing coming in to look at the project. At this time, AAA Fencing is the only vendor that submitted a quote of \$1,700.00

Sole Source:

AAA Fencing

Costs: \$1,700.00

Motion:

To make a motion to allow the Parks and Recreation Department to expend \$1,700.00 from the Parks Improvement Capital Reserve Fund to complete the ADA gate expansion on the lower tennis courts by AAA Fencing.

The balance of the Park Improvement Fund after approvals is \$6,596.97

Respectfully yours,

Greg Bisson

Director of Parks and Recreation



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: May 27, 2022
To: Russell Dean, Town Manager
From: Dave Sharples, Town Planner
Re: Friends of Coastal Waters

The Town received the enclosed correspondence from F.X. Bruton, III, dated May 11, 2022, putting the Town on notice that in accordance with NH RSA 674:54. Friends of Coastal Waters, a New Hampshire 501(c)(3) non-profit organization, d/b/a Coastal Waters Chartered Public School intends to occupy the existing building at 2 Holland Way for use as a publicly funded elementary, middle and public high school. The subject property is located in the CT-Corporate Technology Park zoning district and is identified as Tax Map Parcel #69-2.

This use is considered a “governmental land use” in accordance with NHRSA 674:54 that is enclosed. Governmental land uses are exempt from local land use regulations and are therefore not subject to Exeter’s Zoning Ordinance or Site Plan and Subdivision Regulations. However, any governmental land use that is a “substantial new use or substantial change in use” triggers a requirement for the applicant to submit plans and specifications on the proposal to the Planning Board and the Select Board. Within 30 days of receipt of the materials, the Planning Board and/or the Select Board has the right but not the obligation to hold a public hearing on the proposal and issue non-binding comments on the proposal. The Planning Board received the letter and decided to hold a public hearing that was held on May 26, 2022.

As you will note from Mr. Bruton’s letter, the school intends to utilize the existing site as is and the only modifications will be to the interior of the existing building as shown on the enclosed sketches. While they are exempt from our local land use regulations, they are still subject to all life safety and building codes. I will be present at the upcoming Select Board and provide additional detail. The Select Board should decide if they would like to hold a public hearing or not and, if so, schedule it within the next 30 days.

Thank You.

Enclosures

FRANCIS X. BRUTON, III
CATHERINE A. BERUBE
JOSHUA P. LANZETTA

OF COUNSEL
JAMES H. SCHULTE

Bruton & Berube, PLLC

ATTORNEYS AT LAW

601 Central Avenue
Dover, NH 03820

TEL (603) 749-4529
(603) 743-6300
FAX (603) 343-2986

www.brutonlaw.com

May 11, 2022

VIA ELECTRONIC MAIL dsharples@exeternh.gov

Mr. David Sharples, Town Planner
Town of Exeter
10 Front Street
Exeter, NH 03833

Re: Friends of Coastal Waters
Owner: CPEX Park LLC
Property: 2 Holland Way, Exeter, NH
Map/Lot: Tax Map 69, Lot 2
Zone: Corporate/Technology Park Zone ("C/T Zone")

Dear Mr. Sharples:

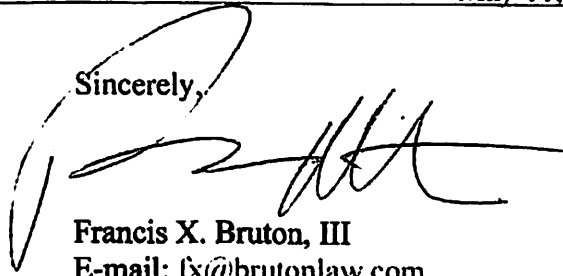
As you may be aware, this office represents the Friends of Coastal Waters, a New Hampshire 501(c)(3) non-profit organization, d/b/a Coastal Waters Chartered Public School ("Coastal Waters"), which is a publicly funded elementary, middle and public high school. Coastal Waters' charter was approved by the New Hampshire Board of Education on January 13, 2022, pursuant to NH RSA 194-B, *et seq.* This approval provides the school with "public school" status and is considered a "governmental use," pursuant to the provisions of NH RSA 674:54, *et seq.*

Coastal Waters anticipates opening in the Fall of 2022 with 230 students, drawn from Exeter and the Seacoast region, with a growth of student population up to 320 students as permitted by its charter. The grade levels at Coastal Waters will be grade K through grade 12. Coastal Waters does not currently operate, as it has been recently chartered, however, it has found the ideal location for its facility at 2 Holland Way in Exeter. Coastal Waters will not be making any exterior renovations to the existing building, but will reconfigure some walls within the existing building.

Pursuant to NH RSA 674:54, II, we are providing notice of the above. In addition, we have enclosed plans and specifications related to the anticipated operations of the school and internal reconfiguration of some of the walls of the building.

We anticipate that this notice is sufficient in order for Coastal Waters to move forward as described herein and as set forth on the enclosed plans. We ask that you confirm that such is the case. Should additional review be necessary, please contact me at your earliest convenience.

Sincerely,

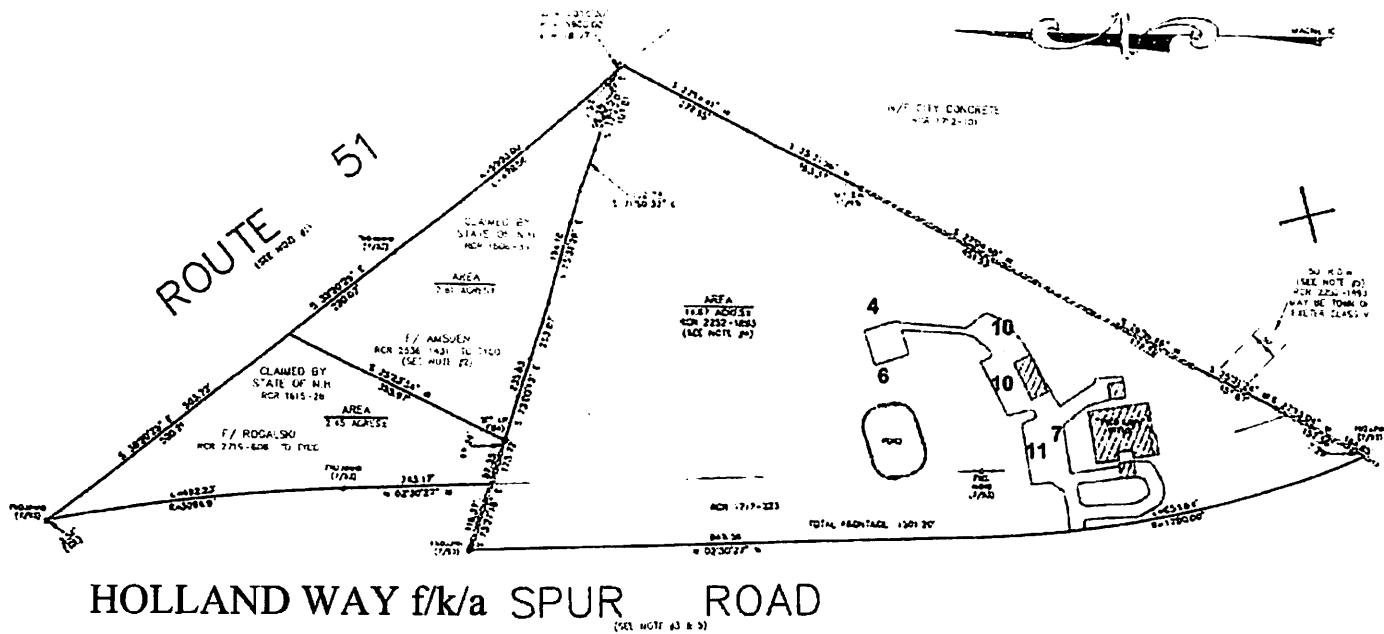
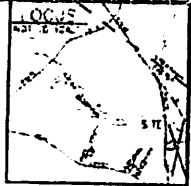
A handwritten signature in black ink, appearing to read 'Francis X. Bruton, III', written over the word 'Sincerely,'.

Francis X. Bruton, III

E-mail: fx@brutonlaw.com

FXB/mas
Enclosures

cc: Friends of Coastal Waters
CPEX Park LLC
Civilworks of New England
Mr. Douglas Eastman, Building Inspector / Code Enforcement Officer



HOLLAND WAY f/k/a SPUR ROAD
(SEE NOTE #3 & 5)

NOTES

1. SEE NEW HAMPSHIRE HIGHWAY LAYOUT PROJECT NO. 807 020-100 SHEETS 33 & 34 OF 102 SHEETS.
2. SEE TREATY OF LAND FOR TYCO LABORATORIES, INC. IN EXETER, N.H. - SCALE 1"=400' - JULY 1984 - PARKER SURVEY ASSOC., INC. JOB #4312
3. SEE TRANSFER OF LAND FOR 2 RADAR PLATS BY A. EXETER, N.H. SCALED 1"=100' - MAY 1954 - PARKER SURVEY ASSOC., INC. JOB #3938
4. SEE TREATY OF LAND TYCO LABORATORIES, INC. IN ROUTE 101 WIPASS COUNTY OF ROCKINGHAM, EXETER, N.H. THE ASSOC. 3-20-78
5. SEE NEW HAMPSHIRE HIGHWAY LAYOUT PROJECT NO. 072111 SHEET 8 & 9 OF 23 JOB 00922 1 & 2
6. SEE JOB 2284-002 EASEMENT TO EXETER HAMPTON LLC CO.

LEGEND

- | | |
|---------|-----------------------|
| FINO | FINISH |
| 1" = 1" | IRON PIPE |
| 1" = 1" | ALUM. PIPE |
| 1" = 1" | CONCRETE |
| 1" = 1" | REMAINS OF STONE WALL |
| 1" = 1" | N.H. HIGHWAY BOUND |
| 1" = 1" | GRASS HOLE |
| 1" = 1" | TYCO BLDG |

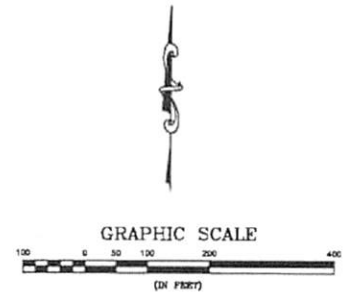
Richard S. Parker

PLAT OF LAND
FOR
TYCO LABORATORIES, INC.
IN
EXETER, N.H.
SCALE 1"=100' FEB 1992

0 100 200 300 400 FT.
PARKER SURVEY ASSOC., INC.
13 HAMPTON RD. EXETER, N.H.



NOTES:
 1. AERIAL PICTURE FROM MAPSONLINE - EXETER, NH - SIMPLICITY
 MAPPING BY PEOPLES MAPSONLINE.NET.



NOT FOR CONSTRUCTION FOR PERMIT USE ONLY

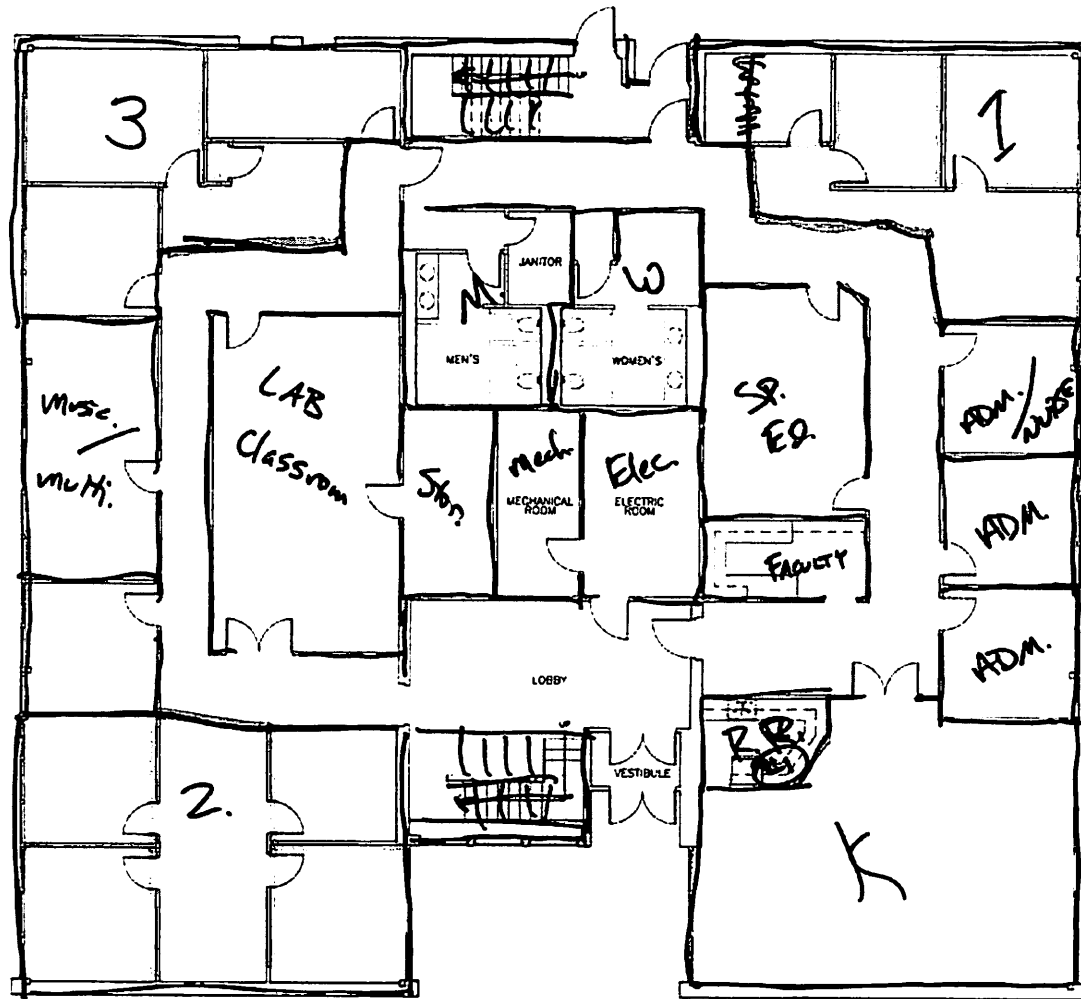
CIVILWORKS NEW ENGLAND
 181 Wood Street, Suite 102
 Dover, New Hampshire 03827

DATE: 06/20/2004
SCALE: 1"=100'
DRAWN BY: SMD
DESIGN BY: SMD
APPROVED BY: SMD
PROJECT: 06-2004

OVERALL SITE AERIAL

FRIENDS OF COASTAL WATERS
 CHARTER SCHOOL
 MAP 69, LOT 2
 2 HOLLARD WAY
 EXETER, NH

1 OF 1

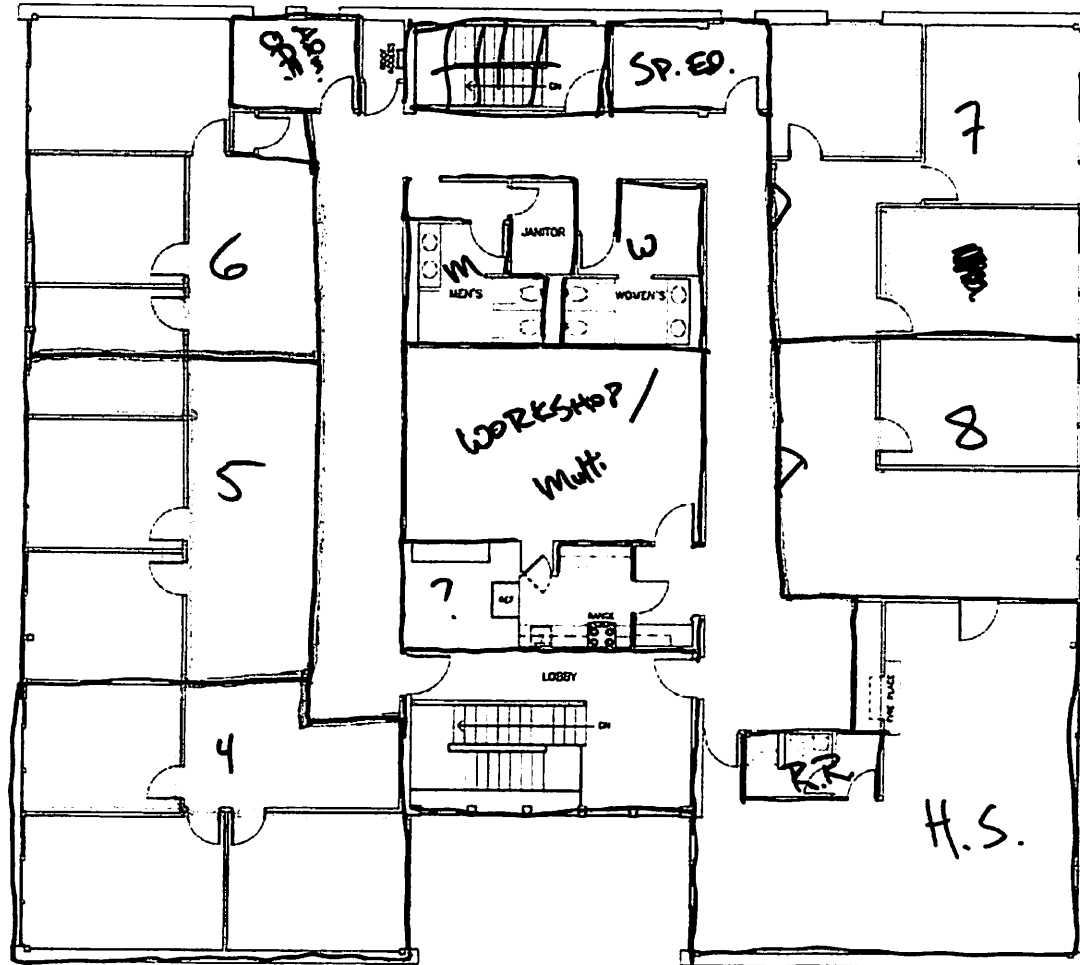


Black - Walls
 High light
 Construction - remove C
 — Walls to be built

#1 - Rest room
 - make single
 stall restroom

2 HOLLAND WAY
 EXETER, NEW HAMPSHIRE
 FIRST FLOOR PLAN





- Walls
- == Walls to be built
- - - Walls to be removed (yellow highlight)

2 HOLLAND WAY

EXETER, NEW HAMPSHIRE
SECOND FLOOR PLAN



TITLE LXIV

PLANNING AND ZONING

CHAPTER 674

LOCAL LAND USE PLANNING AND REGULATORY POWERS

Governmental Use of Property

Section 674:54

674:54 Governmental Land Uses. –

I. In this section, "governmental use" means a use, construction, or development of land owned or occupied, or proposed to be owned or occupied, by the state, university system, the community college system of New Hampshire, or by a county, town, city, school district, or village district, or any of their agents, for any public purpose which is statutorily or traditionally governmental in nature.

II. The state, university system, community college system of New Hampshire, county, town, city, school district, or village district shall give written notification to the governing body and planning board, if such exists, of a municipality of any proposed governmental use of property within its jurisdiction, which constitutes a substantial change in use or a substantial new use. Written notification shall contain plans, specifications, explanations of proposed changes available at the time, a statement of the governmental nature of the use as set forth in paragraph I, and a proposed construction schedule. Such notification shall be provided at least 60 days prior to the beginning of construction. Either the governing body or planning board of the municipality may conduct a public hearing relative to the proposed governmental use. Any such hearing shall be held within 30 days after receipt of notice by the governing body or planning board. A representative of the governmental entity which provided notice shall be available to present the plans, specifications, and construction schedule, and to provide explanations. The governing body or planning board may issue nonbinding written comments relative to conformity or nonconformity of the proposal with normally applicable land use regulations to the sponsor of the governmental use within 30 days after the hearing.

II-a. Any use, construction, or development of land occurring on governmentally owned or occupied land, but which is not a governmental use as defined in paragraph I, shall be fully subject to local land use regulations.

II-b. The construction and operation of any solid waste disposal facility on land owned or occupied by any city or town within another city or town shall be subject to local land use regulations to the same extent as if the land were owned and occupied by a private entity. Nothing in this paragraph shall affect the construction and operation of a solid waste facility on land owned by a solid waste management district formed under RSA 53-A or RSA 53-B or any combination of municipalities authorized by an act of the general court, if the land is located within a city or town that is part of the district.

III. This section shall not apply to:

(a) The layout or construction of public highways of any class, or to the distribution lines or transmission apparatus of governmental utilities, provided that the erection of a highway or utility easement across a parcel of land, shall not, in and of itself, be deemed to subdivide the remaining land into 2 or more lots or sites for conveyance for development purposes in the absence of subdivision approval under this title. For purposes of this subparagraph, "transmission apparatus" shall not include wireless communication facilities.

(b) The erection, installation, or maintenance of poles, structures, conduits and cables, or wires in, under, or across any public highways under RSA 231, or licenses or leases for telecommunication facilities in, under, or across railroad rights of way. For purposes of this subparagraph, "structures" shall not include wireless communications facilities.

IV. In the event of exigent circumstances where the delay entailed by compliance with this section would endanger public health or safety, the governor may declare a governmental use exempt from the requirements of this section.

Correspondence



Exeter Sportsman's Club

111 Portsmouth Avenue

PO Box 1936

Exeter, NH 03833

Town of Exeter
10 Front Street
Exeter, NH 03833

Attention: Exeter Town Manager Russ Dean via Hand Delivery

May 6th 2022

Dear Mr. Dean:

I hope this communication finds you well.

As per the lease agreement between the Town of Exeter and the Exeter Sportsman's Club (ESC), dated April 1st 2009, Section 2, which reads in part "The parties to this agreement shall meet at least once every five (5) years to discuss any issues pertaining to the Club's tenancy on the property and to exchange general information of a mutually beneficial nature.", I am reaching out to discuss a possible meeting with the Town of Exeter if you want me to appear.

I will state, as you can see from my annual report to the town each year that the ESC is doing well and continues to exceed the percentage of Exeter residents and board members that are required as per the lease.

Should you want me to appear, please give me at least two months notice and furnish me with what topics of a mutually beneficial nature, per the lease, will be discussed so that I may properly prepare and have answers to the topics if they are not proprietary or already have been answered in past appearances.

Respectfully submitted,



Timothy D. Copeland
President/Exeter Sportsman's Club



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region 1
5 Post Office Square, Suite 100
Boston, MA 02109-3912

May 18, 2022

Tom Irwin, Director, NH Advocacy Center
Melissa Paly, Great Bay-Piscataqua Waterkeeper
Conservation Law Foundation
27 North Main St.
Concord, NH 03301

Re: Municipal Adaptive Management Plans, NPDES Permit No. NHG58A000 (Great Bay Total Nitrogen General Permit)

Dear Ms. Paly and Mr. Irwin:

Thank you for your letter dated March 25, 2022, with CLF's assessment of progress being made by the 12 municipal permittees to reduce nitrogen pollution in Great Bay from stormwater and nonpoint sources through an adaptive management framework. Based on information received from the New Hampshire Department of Environmental Services (NH DES) and our participation in recent meetings with Great Bay municipalities, EPA agrees with your overall assessment that the majority of the 12 municipal permittees are making reasonable further progress to establish an adaptive management framework, while the remainder lag behind or have done nothing.

EPA shares your serious concerns about the health of Great Bay and is using its statutory and regulatory authority to reduce nitrogen pollution and restore water quality through the innovative Total Nitrogen General Permit (TNGP). EPA reaffirms that, while the TNGP does not explicitly require reductions in stormwater and nonpoint source nitrogen loads, failure by a municipality to reduce such loads may result in EPA removing them from coverage by the TNGP and adding a more stringent numeric nitrogen limit to their individual NPDES permit. Under federal regulations governing the administration of general permits, CLF may also petition EPA to remove under- or non-performing communities from coverage under the TNGP. Because EPA must ensure that nitrogen loads are reduced in order to meet water quality standards, the resulting individual draft permit would include a water quality-based total nitrogen effluent limitation based on the limits of technology, which currently is 3 mg/l.

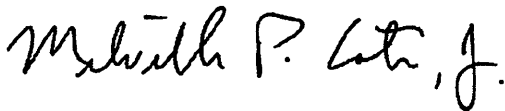
EPA's ability to determine whether municipalities are actively engaged in adaptive management planning and implementation depends heavily on assessments by NH DES and CLF, as well as our participation in meetings of the Municipal Alliance for Adaptive Management (MAAM), Pollutant Tracking and Accounting Program (PTAP), and Piscataqua Region Monitoring Collaborative (PRMC). EPA also appreciates that some of the municipalities participating in the

MAAM will be issuing annual reports on their stormwater and nonpoint source management efforts which, combined with annual nitrogen control plans prepared by many of the municipalities pursuant to the Municipal Separate Stormwater Sewer System (MS4) permit, also will help inform our determinations.

EPA is committed to tracking progress and providing feedback to the 12 municipal permittees to ensure there are no surprises when the TNGP is reissued. We also will encourage the permittees to develop more detailed, comprehensive nitrogen control plans and – if they're not already doing so – to participate in the MAAM, PTAP, and PRMC. EPA will continue to offer technical and financial assistance directly and through the Piscataqua Region Estuaries Partnership (PREP), which already has played a major role as a convener and coordinator of many watershed management activities, including the PRMC. Recently, EPA and NH DES contacted the five municipalities that have not fully engaged, or engaged at all, in adaptive management planning and implementation in an effort to better understand the administrative, technical, or other obstacles they may be encountering and to provide assistance in overcoming them, to the extent that we are able.

EPA reiterates its appreciation for C.I.F.'s assessment of progress under the TNGP and looks forward to our continued collaboration on efforts to restore and protect water and habitat quality in the Great Bay estuary. Please feel free to contact me if you wish to discuss this important matter.

Sincerely,



Melville P. Coté, Jr., Chief
Surface Water Protection Branch

cc: Ted Diers, NH DES



May 13, 2022

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

Dear Chairman and Members of the Board:

We are committed to keeping you and our customers informed about changes to Xfinity TV services. Therefore as a follow-up to our previous communication, please be advised the of the following **revised** information regarding the Xfinity channel line-up in your community.

- *On July 8, 2022¹, due to changes in business costs, AMC+ On Demand will increase from \$6.99 to \$8.99 per month.*

Please do not hesitate to contact me at Thomas_Somers@comcast.com should you have any questions.

Very truly yours,

Jay Somers

Jay Somers, Sr. Manager
Government Affairs

Town Manager's Office

MAY 25 2022

Received

¹ May 6, 2022 letter referenced change date of August 8, 2022.