

TOWN OF WARNER, NEW HAMPSHIRE
CAPITAL IMPROVEMENTS PROGRAM

FY 2009 to FY 2014

ADOPTED

Prepared by:

Warner Planning Board and its Capital Improvements Program Subcommittee

Certificate of Adoption

In accordance with New Hampshire RSA 674:5-8, Capital Improvement Program, and RSA 675:6, Method of Adoption, the Warner Planning Board, having held a duly noticed Public Hearing on **October 20, 2008** hereby adopts and certifies this Capital Improvement Program for the FY 2009-2014, dated **October 20, 2008**.

This document was received and recorded by the Town Clerk on _____.

Signed: _____, Warner Town Clerk

ACKNOWLEDGEMENTS

The Planning Board would like to express their gratitude to the following people who assisted the Board with this undertaking. Without their help, this plan would not have been possible.

Richard Cook, Chairman, Board of Selectmen

Laura Buono, Town Administrator

Allan Brown, Director of Public Works

Richard Brown, Chief, Fire Department

William Chandler, Chief, Police Department

Gerald Courser, Trustee of Cemeteries

Edward Mical, Emergency Management Director

James McLaughlin, Warner Village Water District

James McLaughlin, Conservation Commission

Peter Chamberlin, Kearsarge Regional School District

CIP Subcommittee:

Ed Mical Chairman, Planning Board Member

Dan Watts, Planning Board Member

Harold French, Planning Board Member

Richard Cook, Selectman

Laura Bouno, Town Administrator

Clyde Carson, Budget Committee

Wayne Eigabroadt, Public participant

INTRODUCTION

The Warner Planning Board, as authorized by the 1988 Town Meeting, has initiated the preparation of a Capital Improvements Program (CIP). The Planning Board prepared a recommended program of municipal capital improvements projected over a period of at least six years, which may include any current and future capital projects. The Planning Board requested ideas for potential capital improvements from various Town departments.

The CIP, an integral part of the Master Plan, is a program budget and schedule which lays out a series of planned municipal expenditures for capital improvements. It is essentially a plan which shows how, when and at what cost, Warner intends to expand or renovate its services and facilities over a six year period to accommodate the population and house growth.

For the purposes of this document, a capital improvement has been defined by two key criteria:

1. The item must have a cost greater than \$10,000, and
2. It must have a useful life of three years or more.

Eligible items include major equipment, vehicles, expansion of water and sewer systems, special studies, land, buildings and roads – to name a few. Recurring costs such as personnel and supplies are not capital improvements. Some items, such as maintenance and repair, may or may not be included depending upon the cost and the useful life of the repair.

PURPOSE OF THE CIP

The sole purpose and effect of the Capital Improvements Program shall be to aid the Selectmen and the Budget Committee in their consideration of the annual budget (RSA 674:5).

BENEFITS AND USE OF THE CIP

The Capital Improvements Program is a valuable part of the community planning process. The CIP links local infrastructure investments with the Master Plan goals, land use ordinances and economic development. A CIP bridges the gap between planning and spending. The primary benefits are summarized below.

1. Anticipating the demands of growth: According to NH RSA 674:22, communities that wish to engage in regulating the timing of development through the establishment of growth controls must have adopted both a Master Plan and the Capital Improvements Program. With the adoption of the CIP, the Town may be able to regulate the rate of growth, should the need for such control be necessary. In the meantime, the CIP, in conjunction with the Master Plan, will enable the Planning Board to use its power to deny subdivisions that are premature due to the lack of sufficient public services and/or infrastructure. The CIP demonstrates that the Town is attempting to accommodate growth and that there is a good faith effort on the part of the Town to provide those services at some later date.
2. Avoiding Undue Tax Increases: The CIP process is a means of avoiding the unpleasant surprise of expensive projects generating large property tax increases. Financing methods such as bonding and capital reserve funds are recommended in order to make annual capital expenditures more stable, predictable and manageable.
3. Management Tool: The current Master Plan outlines projections and analyzes the Town's demographic trends and finances which all local officials should find useful in planning and delivery of public services. Communication among the Planning Board, municipal departments, administrative officials, the budget committee, and citizens can result in cost savings and avoidance of duplication of facilities and expenditures. For example, the Highway Department may postpone paving a road if they know that the Water District is going to replace a water pipe on that particular road.
4. Involving the Community: The CIP process allows for a public discussion of the preferred means of distributing capital costs not only over time, but also among users of the facilities to be financed.

Some communities prefer to pay for some capital costs out of current revenues and absorb a high but single year tax increase. Other communities prefer to establish annual appropriations to capital reserve accounts to save for future projects. Still others feel that construction should take place as needed, and be funded by bonded debt, retired by both existing and future users of a facility. In some cases, user fees may be deemed more appropriate than property taxes. Federal or state funds may also be available to help finance specific project's costs, or the cost of infrastructure improvements in lower income neighborhoods. A CIP process can promote discussion of fairness in fiscal policy.

5. Supporting Economic Development: Communities having sound fiscal health and high quality facilities and services are attractive to business and industry. New corporate investment and re-investment in a community may be influenced by improvements which enhance the quality of life of the chief executives and managers in a company, and for their area labor force. Private decisions which bring jobs to an area and new tax base to a community are based not only on the availability of water and sewer utilities, but also upon the quality of community schools, public safety facilities, recreation opportunities, and other services.

THE CIP PROCESS

1. Authorization from Annual Meeting. The Planning Board previously sought approval from the March 1988 Town Meeting to create a Capital Improvements Program in accordance with NH RSA 674:5.
2. The Planning Board CIP subcommittee is formed, without delay, following the Town Meeting and consists of representatives from the Planning Board, a representative from the Budget Committee, and a Select person. Additional participants will be drawn from the public at large. A Planning Board representative will be Chairperson and coordinate all activities.
3. The CIP Committee, through the Planning Board Secretary, delivers information and application materials to all Town department heads, Board/Commission Chairs and the School Board. Information included is a copy of their portion of the latest Master Plan and current CIP, a work sheet and the ranking criteria. The Department heads submit their Capital requests with the priority rankings, estimated costs, the year for which they are seeking the request and identification of how each project/purchase is to be funded. Additionally, all priority ranking work sheets need to be submitted.
4. The CIP Committee collects the requests, reviews the narratives and priority rankings and compiles them into this document for review by the Planning Board.

PLANNING BOARD REVIEW

1. Planning Board may adjust scheduling and/or estimated cost of items prior to a Public Hearing.
2. Planning Board conducts a properly noticed Public Hearing for adoption of the CIP.
3. Planning Board either votes to adopt as posted, or revises as a result of the Public Hearing.
4. Once adopted, the CIP is filed with the Town Clerk, and copied to all Town Departments, the Budget Committee, and the Kearsarge Regional School District Business Administrator.

ANNUAL UP-DATE

Following the annual Town Meeting, the CIP process is repeated. Projects are re-evaluated and re-ranked according to criteria approved by the Planning Board.

PROJECT/PURCHASE RANKING SYSTEM

One of the most difficult aspects of preparing a CIP is the scheduling and evaluation of proposed projects. The following system of priorities was developed to assist the departments and committees in evaluating the proposals submitted. Each project/purchase was assigned a priority using a set of 9 equally weighted ranking criteria by the department. The criteria are as follows:

- Removes imminent threat to public health or safety
- Alleviates substandard conditions or deficiencies
- Responds to federal or state requirements to implement
- Improves quality/efficiency of existing services
- Provides additional capacity to meet needs of growth
- Reduces long-term operating costs
- Provides incentive for economic development
- Project/purchase consistent with Warner's latest Master Plan
- Project is eligible for matching funds

All of the above have an equal value. If a project satisfies a criterion, it receives a score of "1". Alternately, if a project does not meet a particular criterion, it receives a "0". The maximum score any project could receive was "9".

CIP SUBCOMMITTEE REPORT

The process of reviewing the requests from the various departments is not an easy task. Many hours, individually and collectively, have gone into the process of collecting, analyzing and compiling the information into a document that will aid the Selectmen and the Budget Committee in their efforts. Some of our discussions have included the following:

1. The CIP process went a little longer than anticipated this year due to submittal of funding project requests. The committee urges all Departments, Committees, etc. to obtain the submittals in a timely manor. It is **strongly recommended** that in future years, the Selectmen and the Budget Committee meet with the Planning Board prior to the start of the CIP process to address any proposed recommendations for inclusion in the CIP Plan.
2. The committee used the new form that now includes the year for the project, as well as the Ranking System, a justification section, and an Impact on Operating and Maintenance Costs or Personnel needs. In some cases, projects were re-ranked by the Committee. It is recommended that in future years all Departments, Committees, etc. resubmit this form so that this committee can utilize it in ranking projects. In addition, this form should help the Selectmen and the Budget Committee in their consideration of the Annual Budget.
3. It is recommended that the Town continue to seek grants as available for CIP projects. This is an excellent way of offsetting higher taxes to complete needed projects.
4. Research the feasibility of Long-Term Contracts or Leases for Fleet Vehicles such as highway dump trucks. The committee feels that establishing at set amount of each years budget for Capital Projects would help to stabilize the budget.
5. To review capital reserve and debts of the other towns comparable to Warner. As of September 2008, we have **\$1,319,434.25** in capital reserve funds. By not borrowing money for projects, are we not increasing the cost of each project as prices escalate? Interest rates continue to be low. Now that the Road Committee has prioritized the top ten road projects, the Town will have a better idea on road projects costs. This Committee urges the Road Committee and the Selectmen to develop and implement a long range plan that addresses maintenance and repair to our roads and bridges. This should be the number one priority of the Capital Improvements Program.

PLANNING BOARD REVIEW OF CIP

TO BE COMPLETED BY PLANNING BOARD

PROJECTS OVERVIEW

Using information submitted by the Department Heads, Committee Chairs, etc., the CIP Subcommittee identified 38 projects in the Capital Improvements Program for fiscal years 2009-2014. These did not include all of the various road projects (see Highway Road Report & Road Committee) or the school. There was input from two Town Departments that did not have qualifying CIP requests. However, their narratives, describing a need, are enclosed for information purposes. Of the 36 qualifying projects, 34 are recommended to be funded through various means.

BOARD OF SELECTMEN

<u>REQUESTS:</u>	<u>Ranking</u>	<u>Estimated Cost</u>
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ASSESSING

2014-2015 Revaluation Capital Reserve Fund Requested Years: 2009-2015 Total cost estimate: \$200,000	3	\$50,000 per year
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Revaluation for 2014 starts in 2014 and finishes in 2015. Revaluation starts in 2009 and finishes 2010.

<u>2010 Full Evaluation – to start in 2009</u>	3	\$200,000 total [\$50,000 per year 2008 – 2012]
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<u>Town Hall Front Steps</u>	4	\$15,000 Year: 2009
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The granite steps at the front entrance to the Town Hall need to be reset. The repairs are not scheduled because of the lack of response to the request for bid.

Justification: Currently there are a few of the granite steps that have shifted due to wear and tear. These pose a tripping hazard to those using them. On various occasions, staff members have reported people using the steps have tripped.

<u>Town Hall Roof</u>	2	\$52,000
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The Town Hall roof is in need of repair and/or replacement. At a previous Town Meeting, the voters made it known that they wished to continue with the slate roof. In 2002, the front section of the slate was replaced along with the caps. The back section was completed in 2004. Area 3 (closest to Kearsarge Insurance) will be completed in 2005. The last section over the Selectmen’s office is estimated at \$52,000. (Scheduled for 2010)

<u>Addition to Town Hall</u>	3	\$
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Addition to Town Hall, which would be the size of the addition completed in 1988 (Selectmen’s Office). Addition would house additional office space, indoor wheelchair ramp and vault. Central Air Conditioning may be worked in to this project as well.

Justification: Town records continue to be preserved and stored according to NH RSA. Currently the storage space in the Town Hall is inadequate and records are not safe from disaster. Office space is limited and cramped in a couple of areas and additional office space would allow some shifting of offices to allow easier access for the public. The wheelchair ramp would allow access to the main floor since there are times when the elevator isn't operational and/or if there is someone who is leery of using the elevator.

WARNER POLICE DEPARTMENT

REQUESTS:

Fleet Management

6/5

It is imperative that the Town continue to follow the previously established Cruiser Fleet Management Program. This ensures that Officers on the street possess safe, reliable and necessary equipment while performing their duties. The previously established schedule in replacing cruisers also prevents costly repairs that are associated with high mileage and many hours of engine idle time.

It is requested that consideration be given to establishing a Capital Reserve Fund for Police Fleet Maintenance in 2009. This would assist in future planning and costs associated with purchasing police cruisers, which will always be a known future necessity for the department.

The following estimated costs reflect cruiser purchase, equipment, installation and decals.

Replacement for 2010: \$38,160.00

Replacement for 2012: \$43,690.00

Replacement for 2014: \$50,000.00

CIP Committee re-ranked this request from a 6 to a 5.

WARNER POLICE DEPARTMENT

Activity Analysis

	2003	2004	2005	2006	2007
<u>Motor Vehicle</u>					
Accidents	47	47	51	50	43
Citations	122	102	220	62	37
Assist Motorist	80	83	31	22	41
Warnings	169	304	136	293	269
Total Motor Vehicle	418	540	426	427	390
<u>Criminal</u>					
Investigation	423	417	380	326	350
Juvenile	22	20	18	13	49
Untimely Deaths	6	4	3	5	5
Bench Warrants	11	18	11	15	15
Arrests	49	57	44	55	57
Total Criminal	511	516	454	452	476
<u>Animal Complaints</u>	115	65	50	65	
<u>Total Alarms</u>	37	30	45	31	
<u>Dispatch Usage/Calls</u>	7,463	6,909	6,330	5,762	4,858

WARNER FIRE DEPARTMENT

The Warner Fire Department continues to see an increase in calls and an increase in trauma cases due to the increased growth of the town and the increased traffic and tourism growth of the area. Emergency calls have approximately doubled in the last ten years.

To help in meeting the challenges of emergency response as we continue to grow, we offer the following capital improvement plan for your consideration.

REQUESTS

<u>Purchase Property</u>	8	\$250,000 - \$400,000 Year: 2009 - 2010
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Purchase property for the expansion/relocation of a central fire station/substation expected around the year 2010. The fire department continues to collect data and analyze possible locations for a new central fire station. This process includes past call history, population growth history, population growth forecast, and requirements set forth by the National Fire Protection Association (NFPA) and the Insurance Service Organization (ISO). Preliminary information gathered suggests that a central fire station located in the downtown area is still the best location. We are currently reviewing seven (7) possible locations as well as other possible options. We strongly encourage placing adequate funds into a capital reserve account for this purpose. The need for an expanded fire station with adequate parking will become increasingly important with the transformation of Perkins Hardware into a restaurant.

New Central Station	\$2,000,000
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The CIP Committee decided to combine relocation and construction into one single project.

<u>Replace Engine #2</u>	8	\$350,000 Year: 2014
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At this time, the vehicle will be **25** years old. We will need to conduct a cost analysis to determine the feasibility and the life expectancy of refurbishing this vehicle or whether it should be replaced. An additional factor to be considered will be the amount of building and driveway grades that are being used to reach new homes being built around town. It might be beneficial at this time to consider replacement of this engine with an all-wheel drive vehicle, considering the distance and steepness of grade that many people are now building. Request \$50,000.00 be added to Capital Reserve Fund for Replacing Fire Equipment (Years 2008 thru 2013)

<u>Installation of Dry Hydrants</u>	5	\$22,000 - \$27,500 Years: 2009-2012
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Project involves having a contractor design dry hydrants in accordance with NFPA 1142 and the Natural Resources Conservation Service Conservation Practice Standard “Dry Hydrant (code 432) at four draft sites as determined by Warner’s Rural Water Supply Plan. The Town will submit all paperwork for the required permits. Upon receipt of the required permits, Town personnel will order the piping, strainers, elbows and other material to install the four dry hydrants. Dig –Safe will be called to mark utilities before any work is started. Warner’s Highway personnel, with assistance from the Fire Department, will install the four dry hydrants at the above mentioned locations. Funding for this project can be off-set with federal grants as in 2008.

<u>New/Replacement Equipment Capital Reserve Fund</u>	\$7,500 Years: Annually
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Establish a Capital Reserve Fund for firefighting gear and equipment to include such things as coats, helmets, boots, nozzles, hoses, etc.

LONG RANGE PLANNING NEEDS

2012: Assuming current growth rates continue, some time around 2010 there will likely be a need for two full-time EMS/Fire personnel. At this time, consideration should also be given to providing full-time ambulance service. In doing so, a new central fire station or large substation will be needed. Estimated costs associated with this should be in the range of:

EMS/Fire personnel (2)	\$ 100,000 - \$120,000 per year
Ambulance purchase (one time)	\$150,000 - \$170,000

2015 to 2020: Replacement of Forestry truck. Currently, this vehicle only adds about 500 miles per year, so its need to be replaced can be extended. \$20,000

2020: Replacement or Refurbishment of Engine #1 and Rescue #1 \$400,000.

Note: We have at this time removed the All-Terrain Vehicle slated for 2006. We feel that at this time, the need for a new fire station takes far more priority. After the new station is built, an All-Terrain Vehicle will be requested. \$20,000

SUMMARY OF CALLS AND ALARMS

TYPE	2003	2004	2005	2006	2007
Alarm activations	27	18	24	21	38
Chimney fires	12	5	6	8	8
Medical emergency	175	182	195	177	172
MVA	67	45	78	54	53
Service Call	11	5	16	14	11
Structure fires	6	27	-	27	26
Wires down	10	9	12	9	8
Brush/forest fires	13	13	15	16	9
Investigation	-	-	-	-	-
Mutual aid	23	29	40	31	38
Other	10	3	-	3	4
Smoke investigation	-	4	-	5	14
Vehicle fire	11	11	5	12	9
Haz Mat	10	11	5	7	3
CO detection activities	-	2	-	1	1
False alarms	-	1	-	2	4
Illegal burns	-	3	4	2	2
Totals	371	368	400	389	400

WARNER HIGHWAY DEPARTMENT

REQUESTS

Construction Fund 8 \$200,000 Min

This money is not the same as a capital reserve fund for a particular project. This money is for long range projects. I continue to encourage the establishment of this fund and have money added to it on an annual basis.

For safety reasons, we need several alternative routes through the town. One of these roads would be from Kearsarge Mountain Road to North Road. There is no escape for the residents of Kearsarge Mountain above Kirtland Street in the event of a disaster. Per the 2003 traffic count, traffic on this road between Kirtland Street and the Indian Museum was an average of 1,131 cars per day.

The intersections of Route 103 and Old Main Road (both ends) are very dangerous and the intersection of Denny Hill Road with Old Main Road is also dangerous. A connector road should be constructed from Denny Hill Road to Route 103. [Phase 2 of Denny Hill project]

The third connector road should be from Kearsarge Mountain Road to Pumpkin Hill, but that would be very costly with all of the wetlands between the two existing roads.

Projects that should be considered sometime in the future are:

- Old Pumpkin Hill Road connecting to Duck Pond Road
- Brown Road connecting to Schoodac Road
- Burnt Hill (top of) through Burnt Hill Court as a road to be accessible year round

Presently, the Highway Department is doing more construction work than maintenance. Although construction is an important aspect of highway work, highway maintenance is even more important as it reduces and prolongs the need to reconstruct some roads.

I support the present policy of the Board of Selectmen that was adopted by the Warner Planning Board: that if an individual wishes to build on a Class VI road, the individual must bear the expense of the construction of upgrading that portion of the road necessary and use the guidelines as have been established by the Director of Public Works.

Bridges 9 \$50,000/year

A fund should be started to repair some of our bridges. The Master Plan does not show the dates that these bridges were built, but we have some in town that are over 20 years old and they are going to need major repairs within the next few years. This amount should be appropriated annually. There are 20 bridges on the State list. The estimated cost to replace the bridge on Connors Mill Road is over \$600,000.

Equipment

Description	Replacement Year	Priority	Cost
1986 R Mack Truck	2011	7	163,000.00
1997 R Mack Truck	2012	7	168,000.00
1998 R Mack Truck	2013	7	170,000.00
1999 Club Cadet 4x4 7205 Snow Blower	2009	7	22,000.00
2002 Cat Excavator M-312	2014	7	215,000.00
Brush Bandit 129XP Drum Brush Chipper	2010	7	40,000.00
		Total Cost	\$778,000.00

Highway Department Road Report

The following is a list of roads in the Town of Warner that are major reconstruction projects as of July 5, 2007. The Warner Road Committee has assumed the responsibility of prioritizing road projects. The roads listed below will likely change as a result of the Committee's continuing study.

NOTE: Without the benefit of funded engineering studies of the various road projects the \$\$ amounts shown are about as close as the Public Works Director can get to the cost. The variations in the makeup of the terrain surrounding any one project as well as the man-made contributions that might be needed, e.g. culverts, retaining walls, new road widths, etc. will ultimately drive the final costs.

1. Horne Street drainage FEMA grant approved for 2007 to do another section.
2. Bartlett Loop Road culvert at the Fish and Game needs replacement \$100,000
The culvert and road repair at the Pumpkin Hill end of Bartlett Loop has been completed.
3. Waldron Hill Road needs new culverts, catch basins, major grade alterations, re-gravel and paving.
Slated for, *No Date* .7 miles = \$750,000
4. Pumpkin Hill road needs new drainage, re-grading and paving.
Slated for, *No Date* 2.2 miles = \$1,161,000
5. Burnt Hill (the presently tarred area) and part of Mason Hill. This is a major project to repair the intersection of Burnt Hill and Mason Hill. A contractor has reviewed the repairs necessary and estimated the cost to be around \$200,000. There have been numerous accidents at this intersection.
Slated for, *No Date* 1.4 miles = \$739,200
Intersection = \$200,000
6. Red Chimney Road (including part of East Joppa) needs new drainage, gravel base and paving.
Red Chimney Road: 1 mile = \$528,000
East Joppa Road: .5 mile = \$264,000
7. Melvin Road needs new drainage, gravel base and paving.
.4 miles = \$422,400
8. Route 103 – sidewalk repair from School Street to Old Main Street and sidewalks from CAP building to Exit 9 area. Cost: Not Available
9. Denny Hill Road – reconstruction. *No Date* \$250,000

The East Roby Road and Retreat Road SHOULD NOT be forgotten. The repairs on East Roby Road are for approximately 1,200 feet. The town, as of 7/1/2007, has a little over \$266,000 in the Capital Reserve Fund to have an outside contractor do this construction. As the covered bridge in Waterloo cannot be moved (on the National Historical Bridge list), these roads are a primary way of getting into the Newmarket area.

The following is a list of roads that could be done with the present highway crew over a period of time.

1. Red Chimney Road
2. Pleasant Lake Road
3. Clement Hill Road
4. North Road (2,000 feet completed in 2004) – needs 1,500 feet more
5. Bean Road
6. Mason Hill Road

WARNER ROAD COMMITTEE REPORT

The Warner Road Committee was established by the Board of Selectmen to develop a list of priorities for repair and reconstruction of existing roads. These are projects that are too large for our own road crew to undertake

and would be done by road construction contractors. The Board of Selectmen believes that there are roads in our town that need serious attention and that we must begin to address the backlog of road work. The hope is that the work of this Committee will provide enough information to bring to Town Meeting 2008 a list of priorities and some cost estimates and enable us to develop a plan to get this work done.

The Committee is comprised of members of the Board of Selectmen, Planning Board, Budget Committee, Conservation Commission, the Public Works Director, and persons knowledgeable of road construction.

The first task of the Committee was to develop an objective method to assess the current condition of roads and to determine what factors would help to develop priorities based not only on physical condition but also on the role each road plays in our community.

Over the past several months we have developed the Warner Road Sufficiency Rating System based on a model developed by the State of Vermont and recognized by the United States Department of Transportation. However, this system was more complex than was required for our work, so the committee revised and refined it to better meet the needs of our particular task.

The system looks at road foundation, number and condition of culverts, drainage, slope, and alignment. It also takes into consideration the amount of traffic, number of accidents and importance for emergency vehicles for each road segment.

We presently have rated 22 of Warner's roads. These 22 include all roads that have appeared on any list of priorities for major reconstruction work and those requested by Committee members because of their current condition. This information will be forwarded onto the Capital Improvements Subcommittee of the Planning Board for inclusion in the 2008 Capital Improvements Program. The Board of Selectmen and the Budget Committee will work to develop an approach to funding major road reconstruction projects. Once there is an agreed-upon approach cost estimates will be obtained.

The list below includes the ten priorities (actually eleven as there was a tie for tenth place) road segments for reconstruction based upon results of the Warner Road Sufficiency Rating System.

Road Name	Score	Ranking
Pumpkin Hill Rd. – Mason Hill to Lindley's Drive	10	1
Pumpkin Hill Rd. – Lindley's Drive to Town Line	13	2
Newmarket Rd. – Horne St. to Collins Rd.	18	3
Denny Hill Rd. Old Main St. to Pumpkin Hill Rd.	19	4
North Village Rd. – Silver Brood to Flanders Rd.	22	5
Newmarket Rd. – Bean Rd. to Retreat Rd.	22	5
Waldron Hill Rd. – Flanders Rd. to Gould Rd.	25	7
Kearsarge Mt. Rd. – Pattee Lane to Tory Rock	30	8
Retreat Rd.	32	9
Burnt Hill Mason Hill to end of pavement	38	10
Red Chimney/Farrell Loop	38	10

Richard Cook, Chair

David Hartman, Ed Mical, David Karrick, Jim McLaughlin, Peter Bates, Allan Brown

Chairman Cook stated to the Committee that the rest of the roads are in the process of being finalized in the ranking so it will be up-to-date.

EMERGENCY MANAGEMENT

A safety issue that needs to be addressed as part of this program is an alternate route off Kearsarge Mountain Road above Kirtland Street. This item has been identified in the 1999 Master Plan, but *no action* has been taken to date. Additionally, Warner's Hazard Mitigation Plan identifies this situation. If there were an incident requiring the evacuation of Warner citizens, approximately 600+ residents on Kearsarge Mountain Road would have no way of evacuating.

REQUESTS:

A Capital Reserve Fund be established for an alternate route and a minimum **of \$50,000** be included in the budget for this purpose.

Capital Reserve Fund

Project year: 2009	6	\$50,000
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Update Hazard Mitigation Plan

Hire project contractor to work with Warner’s Hazard Mitigation Committee to update Hazard Mitigation Plan. FEMA requires that communities update their plans every five years. This will be a total review of all 12 chapters and the maps included in the plan. This project is to be scheduled for 2013.

Project year: 2013		\$11,500-\$13,000
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TRANSFER STATION

REQUESTS:

Transfer Station Acquisition and Improvements CRF	6	\$50,000
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This CRF was established in 2008 for the purpose of purchasing the land that the Warner Transfer Station is currently located and to have funds available as the Transfer Station Facility Committee continues their research on future expansion/organization plans. The State of NH-DOT has agreed on a selling price of \$85,000 for the property plus additional administrative costs of \$1,100 and final approval on this will be voted on by the Long Range Planning Committee on September 16, 2008. The Town currently has a little over \$50,000 in this fund.

WARNER PARKS AND RECREATION

REQUESTS:

Purchase & Construct Garage for Parks and Recreation Equipment

6	\$14-18,000
	Project year: Not specified

Construct a garage at Riverside Park that will be used for the storage of Parks and Recreation equipment. Equipment such as the trailer, lawn mower, weed trimmer, trash cans, recycle boxes, tennis nets etc. would be stored in this building. Currently, these items are stored at the Highway Facility, taking away storage for the Highway Department.

The CIP Committee wondered whether a garage would be the best alternative or whether a storage unit would better serve the purpose.

PILLSBURY FREE LIBRARY

REQUESTS:

Increase the space available for library collections, services, and public use spaces (for programs, computers, tutoring, etc.). May also combine this with improvements in energy efficiency of existing buildings.

Cost estimate:	Unknown at this time
Sources of funds: Donations/private; capital reserve if available; general obligation bond, perhaps	
Project years: within 10 years of 2008	

Justification: The 1993 addition (in use since 1994) addressed the already over-crowded conditions and created space for computers and programs, and a public-use meeting room (storage space was not adequately addressed). The population of Warner and the surrounding area has grown over 20% since then and continues to grow. Circulation has grown by 40% from 1993 to 2007. By 2013 the new space will be 20 years old and completely filled with the growing collection, and new technologies in use by the public and staff. New shelving is added regularly but floor space is limited for this.

CEMETERIES

We will continue stone restorations at \$3,000-\$5,000. There are no capital requests for Cemeteries at this time. There will not be a request for funding for this project in the budget for 2009.

WARNER CONSERVATION COMMISSION

REQUESTS:

<u>Land Conservation</u>	3	\$ 50,000/year
Project years: 2009-2014		

Funds available to offset cost:	0
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Project description: The Conservation Commission requests an appropriation of \$50,000 per year in each of the years 2008 – 2013, to be added to the Warner Conservation Fund for use in protecting valuable open space in Warner. These appropriations will be in addition to monies received annually by the Town from change in Current Use Tax penalties. The Commission utilizes the Conservation Fund to acquire conservation easements in undeveloped parcels of open land possessing significant natural resource values. A conservation easement is a legally binding agreement between a willing land owner and a government entity such as the Commission or a non-profit conservation organization. It provides protection – in perpetuity – from activities specified in the easement: usually subdivision, development or other actions that might decrease or destroy the natural resource values of the parcel and surrounding area. Land under an easement remains in private ownership and on the municipal tax roles. Conservation easements are one of the most effective tools available for guiding growth in our community

Justification: The Town of Warner has been experiencing strengthening growth in recent years. Residential development, while currently in a slow period, has been taking place along many of the town’s rural roads. This development will certainly continue and will likely increase as pressure from the south extend upwards along Interstate 89. While the Town needs to meet the challenges presented by this growth in a number of ways, the preservation of important open space is a key element in that strategy. Procuring easements on properties helps to improve the quality of the town by maintaining a unique sense of place and by helping to protect our natural resources.

Warner is blessed with significant natural resources. The New Hampshire Fish and Game Department’s recently released Wildlife Action Plan identifies a considerable amount of Warner’s undeveloped land as being extremely valuable wildlife habitat, especially the Mink Hills and the Mount Kearsarge area. The Mink Hills Conservation Plan, completed by the Commission in 2004, identifies land parcels in terms of their relative natural resource value and serves as the basis for pursuing easements here. In 2008, the Commission completed a Natural Resource Inventory (NRI), using GIS with the assistance of the Society for the Protection of NH Forests (SPNHF). The NRI will serve as the basis to prepare a conservation plan for the entire town as part of the next Warner Master Plan update. Conserving open land is an incentive to economic development, particularly in view of the fact that New Hampshire sees mostly young retirees moving into the state. To remain attractive to this market, and to be economically successful into the future, Warner must offer a delicate balance of natural beauty and applicable community resources - not to mention preservation of natural resources.

In 2000, the Town Meeting voted to provide 100% of the current-use change tax to the Conservation Fund. This money comes from the penalty paid for the withdrawal of land from the current-use program. This provided an annual source of income, but it is a relatively small amount compared to the cost of land easements and one that varies considerably from year to year, making it difficult to plan.

It is critical for the town to continue financially supporting the work of the Commission. As growth pressure increases so will property values, making it more costly to acquire conservation easements in the future if action is now postponed. Advantages to the town of the conservation easement approach are: it is less costly to purchase an easement than the fee title to a property. The town does not have the responsibility of managing the property (although some of the easements must be monitored by the Town) and the town still receives taxes on the parcel, usually at current-use levels. These lands usually are managed for timber production, thus providing the town additional revenue from the timber tax. These monies can be leveraged for matching funds for certain high value projects.

A number of Warner landowners have donated easements on their properties to the Town, the SPNHF, or the Ausbon-Sargent Land Preservation Trust; however, not all landowners are in a position to donate. Many conservation minded landowners are willing to work with us or other conservation groups to try and protect the natural resources on their land while receiving some value back that allows them to maintain ownership into the future. The Conservation Commission is presently working on several potential projects. The State Legislature in 2007 voted to fully fund LCHIP, thus creating a State source of money that will require a 50% match for land protection projects. The \$50,000 appropriation is thus even more critical as it will allow the Town to take advantage of this new source of funding.

PLANNING BOARD

The following items are the result of the planning and on-going growth and development of the Exit 9/Intervale Overlay Commercial District.

REQUESTS:

1. Planning/feasibility analysis

Study to determine which approach to a traffic safety concern (intersection Route 103 and Market Basket Plaza) would be more appropriate for the area and also estimate of cost of several different approaches.

Cost Estimate:

Planning and Feasibility Analysis and Architecture and Engineering Fees:	\$ 15,000
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CIP Committee Comments:

As this project is being funded through the existing Capital Reserve Fund, it is recommended that no additional funds be allocated until the study is completed and presented.

2. <u>Begin Capital Reserve Fund for Construction</u>	\$ 50,000
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For years 2009-2011
Total estimated cost of construction \$150,000

To begin capital fund in order to apply to State for matching funds.

Sources of Funding:

Grant from State/Federal	\$ 3,000+
Capital Reserve withdraw	138,000
Special Assessment: Exaction Fees	24,000

Total Estimated Cost:	\$ 165,000
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WARNER VILLAGE WATER DISTRICT

REQUESTS:

1. <u>Replacement of Meters</u>	5	\$30,000
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Source of Funding: Current Revenue

The District is in the final year in its replacement of all 25-30 year old meters in the precinct with modern meters. In 2006-2008, the District replaced 150 meters and in the final year, 2009, approximately 50 more will be replaced. This project also includes the purchase of automated meter reading devices, and installation of back-flow preventers and expansion tanks at each site. Total cost for the final year 2009 is estimated at \$30,000.

Justification:

The District installed water meters in all residences, businesses and public buildings within the precinct at the time of the sewer treatment plant construction in 1975. Meters typically have a limited useful life, based on the quality of water metered. The original meters are estimated to be reading from 20 to 40 percent below the quantity actually being consumed. Over time, meters that have failed have been replaced with new meters. These measure correct amounts, with corresponding increases in water and sewer rents for those customers. Also, as new customers come on line, they have new meters installed. Inasmuch as the majority of customers continue to have their water measured by old meters that register lesser amounts than they are using, an inequitable situation has come to exist. From the standpoint of revenue to the District, less water and sewer rents are being received as a result of under-reporting meters.

2. Replace West Main Street water and sewer lines, Mill Street to Roslyn Avenue. \$300,000-\$500,000

Sources of Funding: Grant from CDBG/State
Loan from USDA/RD
Year requested: 2013-2014

This project involves replacing the water and sewer lines, circa 1890, along West Main Street from Mill Street to Roslyn Avenue. This would correct substandard conditions and deficiencies, improve the quality of services, provide added capacity to serve existing customers and future growth and reduce long term operating costs. Timing for this project is possibly 2013-2014.

Justification:

The water and sewer pipes serving this section of Main Street are original. The water line is substandard and the sewer could be a source of groundwater infiltration as well as being susceptible of potential collapse, due to its advanced age. Replacement of the water main could increase water flows in the system by replacing the old pipe which in all likelihood has been reduced in its effective internal size over the years.

3. Construction of a second clarifier at the Treatment Plant \$300,000

Sources of Funding:

Year requested: 2012-2014

This project involves constructing a second clarifier at the sewage treatment plant to augment the capacity of the existing system.

Justification:

As originally constructed, the treatment plant has only one clarifier, whereas most plants of its type and size have two. The plant process is adversely affected at times by its inability to waste sufficient solids. The District has invested funds to improve the operational characteristics of the clarifier, but it remains a weak link in the system, since all solids must pass through it in the removal process.

4. Replacement of water line on Kearsarge Mountain Road \$25,000

Sources of Funding:

Year requested: 2012-2014

This project involves replacing 800 feet of substandard water line on Kearsarge Mountain Road.

Justification:

This project would replace 800 feet of substandard water line on Kearsarge Mountain Road that serves a number of single family homes and two apartment complexes. The project will also install cub stops in several strategic locations to allow shut off of service to individual properties when maintenance work is required, rather than having to shut off the entire road. Leaks in this line are occurring more frequently as the piping ages.

- 5. Investigation of Alternative Water Supplies \$20,000

Sources of Funding:

Year Requested: 2013

This project involves engaging the services of a hydrogeological firm to investigate alternative sources of water supply for the District. This effort would take into account the investigations of an earlier study by Dubois and King. Timing for this project is possibly 2012 or 2013.

Justification:

The justification for this project is that the current well field is concentrated in a bend of the Warner River. While this area continues to produce good quality and quantity of water, there is some risk in relying solely on a single physical location as the source of drinking water. The potential of contamination of the existing wells caused by an event, such as a spill of a tanker truck in to the River above the well field is one scenario that has prompted the Commissioners to advance this proposal.

- 6. Replace Sewer Main along Main Street east from Mill Street to Old Main Street \$400,000-\$500,000

Sources of Funding:

Year Requested: 2013-2014

This pipe is original to the system and would be the remaining portion to be replaced. The project involves replacing 2,600 feet with 8-inch plastic pipe and installing nine new manholes.

Justification:

This section of sewer pipe serves the Main Street businesses and residences. It is original and could be a source of a groundwater infiltration as well as being susceptible of potential collapse, due to its advanced age.

KEARSARGE REGIONAL SCHOOL DISTRICT

There were no projects submitted to the Committee by the School District.

By School Enrollment:

Bradford	205 in 2004	213 in 2005	203 in 2006	244 in 2007	212 in 2008
NLES	396 in 2004	383 in 2005	382 in 2006	374 in 2007	388 in 2008
Simonds	179 in 2004	194 in 2005	175 in 2006	154 in 2007	166 in 2008
Sutton	109 in 2004	109 in 2005	107 in 2006	101 in 2007	86 in 2008
Springfield					
Kindergarten	17 in 2004	18 in 2005	16 in 2006	16 in 2007	13 in 2008
KRMS	537 in 2004	550 in 2005	533 in 2006	507 in 2007	436 in 2008
KRHS	671 in 2004	671 in 2005	682 in 2006	686 in 2007	692 in 2008
TOTALS:	2114	2138	2098	2082	1993

MERRIMACK COUNTY COMMISSIONERS

There were no projects submitted to the Committee by Merrimack County.

Capital Reserve Funds

Available	Available 12/31/2007	Approved 2008 Town Meeting	Actual 9/30/2008
Highway Department			
Highway Equipment	\$ 38,530.59	\$ 110,000.00	\$ 81,022.16
East Roby Road Repairs	\$ 273,281.66	\$	\$ 280,744.19
Road Construction	\$ 110,399.51	\$ 200,000.00	\$ 186,839.33
Bridge Replacement and Maintenance	\$	\$ 25,000.00	\$ 25,000.00
Fire Department			
Vehicles	\$ 132,368.46	\$	\$ 63,517.87
Fire Station	\$ 111,981.92	\$	\$ 202,248.69
Expendable Forest Fire Trust	\$ 46,030.69	\$	\$ 46,454.95
Cemeteries			
New Waterloo Capt. Equip.	\$ 10,918.11	\$	\$ 11,115.53
Headstone Restoration Fund	\$ 552.34	\$ 5,000.00	\$ 5,589.19
Town Hall			
Roof Repairs	\$ 6,597.74	\$	\$ 6,620.01
Building Improvements	\$	\$ 25,000.00	\$ 25,000.00
Transfer Station			
Acquisition and Improvements	\$	\$ 50,000.00	\$ 50,000.00
Property Revaluation	\$ 103,847.63	\$ 50,000.00	\$ 154,551.00
Conservation Fund	\$ 143,832.17	\$ 50,000.00	\$ 195,286.95
Traffic Control (Exit 9)	\$ 10,130.42	\$	\$ 10,444.38
Totals	\$ 988,471.24		\$ 1,319,434.25

Indebtedness

As of 12/31/2008: \$320,356.27

The town did borrow money during 2005 for the purchase of the gravel pit and road work. The Bond Principal is \$45,656.34 and the Interest is \$14,464.34=\$60,120.68.