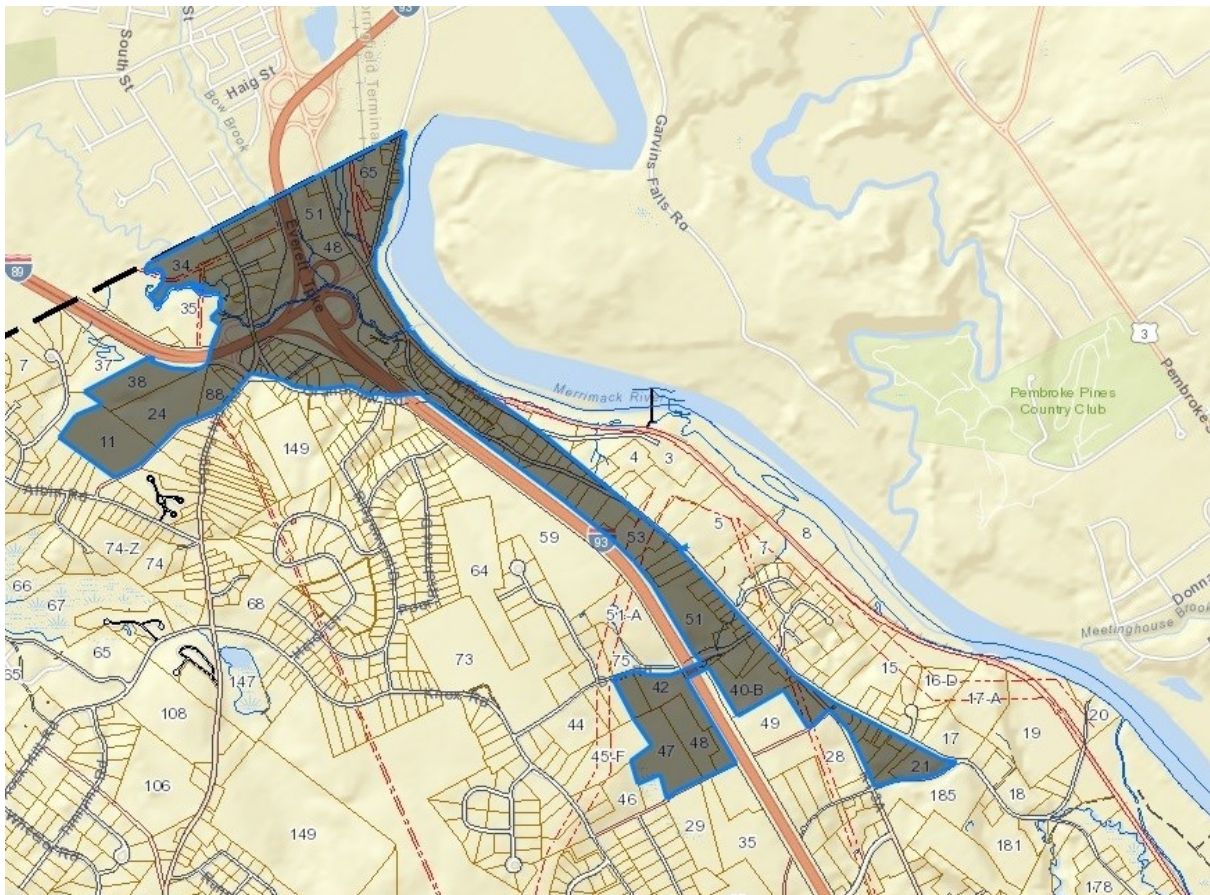


Tax Increment Finance District

Town of Bow, New Hampshire

December 2017



Introduction

On March 12, 2002, the Town of Bow voted to adopt the provisions of NH RSA 162-K and established the authority to create one or more tax increment finance (TIF) districts in town. Such a district would allow the Town to use future tax revenue from increased assessments in a designated area to fund improvements in that area that are needed for economic development. In essence, it is a way to fund infrastructure improvements needed to attract development without placing the burden on the existing tax base and current taxpayers. For many years the Town has relied on the Merrimack Station power plant for much of its nonresidential tax revenue. The value of the plant has declined over the past several years and the need to diversify the tax base has become more urgent. The next step following the action taken at the 2002 Annual Town Meeting is for the Town to establish a district and adopt a program of improvements needed for development; the following pages set forth such a proposal for consideration by the Board of Selectmen and voters at the upcoming Annual Town Meeting.

District Boundaries

A map of the district boundaries is attached as Appendix A. The district extends along Route 3A from Vaughn Road to the Concord line and down Dow Road to include property just west of Interstate 93. The district also extends up Hall Street to the Concord line, as well as running along Grandview Road and up South Street to the Concord line.

Development Program

Two main improvements are proposed within the district—the highest priority project is to extend a water main north as shown in Appendix B; the second priority is to relocate the southbound ramps for Exit 1 off Interstate 89 and build a new town road to accommodate development just south of the interstate. A conceptual plan for the improvements to Exit 1 is shown in Appendix C. The Town has zoned almost all of the land in the district for commercial/industrial or mixed uses to take advantage of its prime location and highway access, but the lack of public water and the constraints of Exit 1 impede future development. The objectives of this development program and finance plan are to:

- Bring public water to Bow Junction to support existing businesses and spur redevelopment and infill development;
- Meet the need for public water in Bow Mills and allow for new businesses and encourage expansion of existing ones;
- Improve safety and access to the federal highway system and accommodate economic development near Exit 1;
- Encourage accelerated economic development along the Route 3A corridor;
- Improve sewer infrastructure within the district as needed; and to

- Improve the operation of the municipal water system by adding to the customer base and putting it on a path to self-sufficiency.

The program would extend the water system approximately 15,500 linear feet (lf) to the northern part of town; a cost estimate for the work can be found in Appendix D. The estimated cost for construction of a new town road with a length about 1,300 lf, as well as the construction of new highway ramps at Exit 1 (approximately 1,600 lf) is included in Appendix E. The total estimated cost for improvements in the development program is approximately \$6,400,000.

It is anticipated that all work to extend water lines would be conducted within State and Town right-of-ways and the Town would not use the power of eminent domain to acquire real property without amending this plan at a future town meeting. The District Administrator is authorized to negotiate terms for the acquisition of any necessary easements for construction subject to town meeting approval for financing the development program.

The improvements at Exit 1 require the consent of the affected landowner(s) and the State of New Hampshire. The District Administrator is authorized to negotiate terms for right-of-way acquisition subject to town meeting approval for financing the improvements. Reuse of any private property shall be subject to site plan approval by the Bow Planning Board.

The Town and any private parties involved in the construction of the proposed improvements shall comply with all applicable environmental controls. These controls may include, but are not limited to:

- Local, state, and federal regulations for the protection of wetlands and floodplains;
- State standards for the design of public water systems;
- State permits for grading and erosion control;
- Local, state and federal standards for road and highway design;
- Local, state and federal regulations related to air, water, and noise pollution; and
- All relevant zoning, subdivision, and site plan regulations.

The proposed work will not require the relocation or displacement of any residents or businesses. If the development program is amended in the future and relocation or displacement is necessary, a relocation plan in accordance with RSA 162-K shall be established.

Due to the nature of the work, no public parks or open space are currently proposed. The Bow Planning Board may require land dedication for open space as part of any future subdivision or site plan application within the district.

The costs for operation and maintenance of the water system improvements shall be incorporated into the town budget with user fees helping to offset any added costs. The maintenance of the quarter mile section of town road would be incorporated into the town road maintenance budget and the new highway ramps would be turned over to the State for maintenance.

Finance Plan

State law [RSA 162-K:2(XI)] defines the tax increment as “the amount of taxes raised in a development district due to increases in assessed value over the assessed value of the district at the time of its establishment.” The tax increment will be the primary source of funding for the development program, but the Town will seek funding from other available sources. Such funding might include federal or state grants or direct contributions from private parties.

The Town shall retain the full tax increment for a period of twenty years or until the cost for improvements in the development program have been fully paid, whichever time period is shorter. Computation of the tax increment shall be in accordance with RSA 162-K:10; baseline values as of April 1, 2017 shall be used to determine the tax increment (see Appendix F for values). The revenue shall be set aside in a separate fund and may only be used for the improvements specified in the development program. If there is a sufficient balance, improvements may be funded directly, or with town meeting approval, general obligation bonds may be issued to fund improvements.

The increment shall include municipal, school, and county property taxes. The estimated impact on all tax jurisdictions will be negligible as the increment includes on a temporary basis only the increase in revenue from the district; this increase in revenue will be made possible by funding infrastructure improvements that are specified in the development program and otherwise would not be collected. The TIF District is designed to accelerate the expansion of the commercial tax base, which will benefit all jurisdictions in the long term.

There are three specific projects in the planning stages which help to demonstrate how the finance plan could work. All three require public water or road improvements. These prospective development projects include a regional corporate headquarters for an insurance company on South Street, a distribution center on Dow Road, and a mixed use development near Exit 1. A very conservative estimate of the tax increment for these three projects alone is \$1,200,000. Appendix G and H provide estimates of the annual payments if the infrastructure improvements are bonded. If the Town does decide at a future town meeting to bond the improvements needed for these projects, it could result in a significant net gain in tax revenue and would allow the Town to pay the debt off early. Once the debt is retired, all tax revenue

would be apportioned to each jurisdiction according to its tax rate and the municipal taxes collected would go directly into the general fund.

Approval of a general obligation bond at town meeting is a high hurdle requiring a two thirds majority vote. Prior to such a vote, the Town will require a development agreement and performance guarantee to ensure that bond payments would be fully covered by the tax increment or with private funds or grants. Any such development agreement will be contingent on town meeting approval and shall be recorded at the Merrimack County Registry of Deeds.

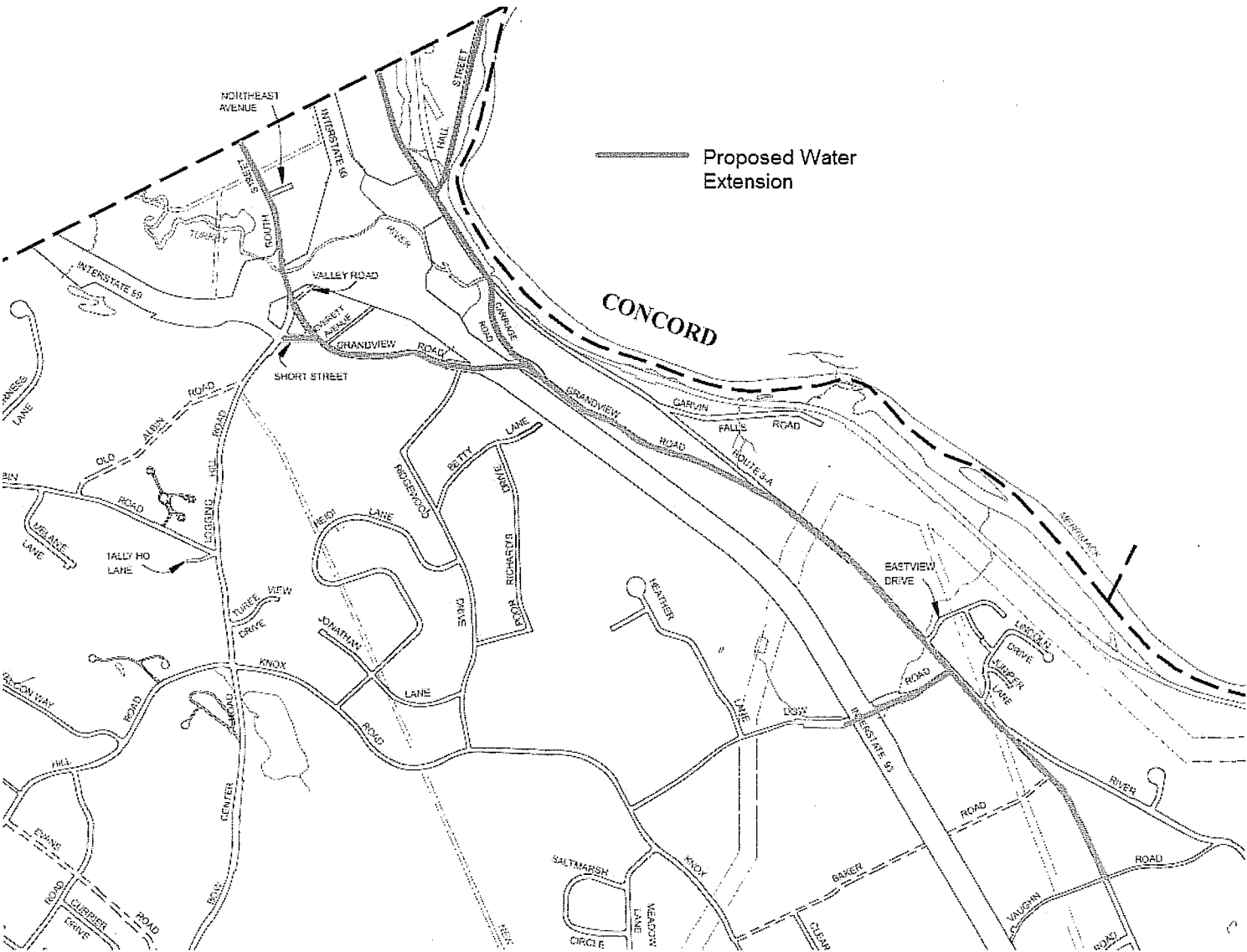
Administration

The Administrator of the TIF District shall be the Board of Selectmen or its designee. A five-member advisory board for the development district shall be established to advise the Board of Selectmen; a majority of members shall be owners or occupants of real property within or adjacent to the development district and shall be appointed by the Board of Selectmen. The Board of Selectmen shall delineate the duties of the advisory board and establish rules of procedure in accordance with RSA 162-K:14(III). A financial report for the district conforming to RSA 162-K:11 shall be included in the Annual Town Report.

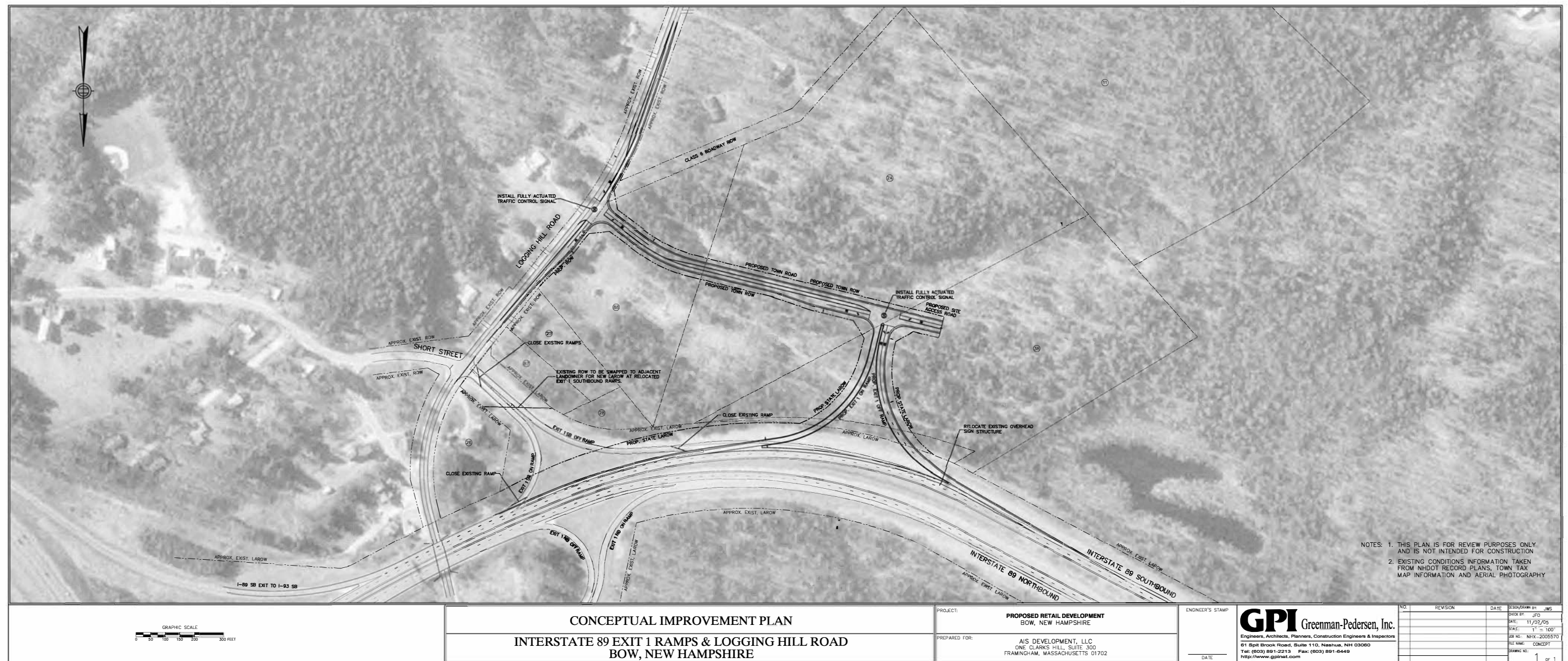
Amendments

Any amendment to this document, including amendments to the district boundaries, development program, or tax increment finance plan shall require town meeting approval and notices for such proposed changes shall comply with RSA 162-K:4.

APPENDIX B



APPENDIX C



APPENDIX D

Town of Bow, New Hampshire
Conceptual-Level Opinion of Probable Cost
Water System Extensions
September 22, 2017

ITEM DESCRIPTION	EST QUAN	UNIT	UNIT COST	TOTAL COST	COMMENTS
South Street/Grandview Road/Route 3A					
Mobilization	1	LS	\$300,000	\$300,000	assume 10 percent of construction cost
Clearing & Grubbing	1.8	AC	\$5,000	\$8,896	assume 50 percent of pipe length x 10-ft wide
12" DI Water Main	15500	LF	\$150	\$2,325,000	from Bow/Concord Line to Vaughn Road
12" Gate Valves	40	EA	\$3,000	\$120,000	generally spaced at 500-ft intervals, with three valves as side street intersections
Storage Tank	1	EA	\$500,000	\$500,000	half million gallon tank capacity
Hydrant, Branch and Valve	16	EA	\$6,000	\$93,000	generally spaced at 1000-ft intervals and obvious high points for air release
Water Service - Residential					approximately 69 existing Residential services have been identified
3/4" to 1" CU Water Service Piping	1900	LF	\$70	\$133,000	assume number of services x 25-ft (to road ROW limit) + 10 percent
3/4" to 1" Corporation Stop	69	EA	\$500	\$34,500	
3/4" to 1" Curb Stop	69	EA	\$500	\$34,500	
Water Service - Small Commercial					approximately 10 existing Small Commercial services have been identified
4" DI Water Service Piping	275	LF	\$75	\$20,625	assume number of services x 25-ft (to road ROW limit)
4" Gate Valve	10	EA	\$1,250	\$12,500	
Water Service - Large Commercial					approximately 1 existing Large Commercial services have been identified
6" DI Water Service Piping	28	LF	\$100	\$2,800	assume number of services x 25-ft (to road ROW limit)
6" Gate Valve	1	EA	\$1,500	\$1,500	
Water Crossings					
Large Water Crossing	1	LS	\$25,000	\$25,000	additional costs for handling water, concrete encasement, rip rap, etc
Small Water Crossing	1	LS	\$10,000	\$10,000	additional costs for handling water, etc.
Underpass	1	LS	\$5,000	\$5,000	additional costs for tight space and increased traffic control
Bridge Crossing	400	LF	\$300	\$120,000	additional costs for special construction to hang pipe from bridge over interstate, insulation, heat trace
Connection to Existing Water System	1	EA	\$10,000	\$10,000	
Ledge Removal	172	CY	\$175	\$30,139	assume very limited ledge, say 5 percent of pipe length x 2-ft wide x 3-ft deep
Saw Cut Pavement	7750	LF	\$2	\$15,500	assume 50 percent of pipe length
Pavement Replacement	1162	TON	\$85	\$98,803	assume pipe length x 3-ft wide x 4-in thick (i.e. road shoulder replacement) @ 150 #/CF
Road Subbase Replacement					
Granular Subbase, Fine Graded	861	CY	\$30	\$25,833	assume pipe length x 3-ft wide x 6-in thick (i.e. road shoulder replacement)
Granular subbase, Course Graded	2583	CY	\$35	\$90,417	assume pipe length x 3-ft wide x 18-in thick (i.e. road shoulder replacement)
Traffic Control	1	LS	\$300,000	\$300,000	assume 10 percent of construction cost
SEGMENT SUBTOTAL				\$4,317,012	

APPENDIX E



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

Project: Bow access road and highway ramps off RT 89

Calculated By: JAA

Date: 12/4/2017

Checked By: _____

Date: _____

NOTE: In providing opinions of probable construction costs, the Client understands that DuBois & King, Inc. has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's methods of pricing, and that our Opinion of Probable Construction Costs are made on the basis of our professional judgment and experience. DuBois & King, Inc. makes no warranty, expressed or implied, that the bids or the negotiated costs of the Work will not vary from the Opinion of Probable Construction Cost provided herein.

OPINION OF PROBABLE CONSTRUCTION COST

UNIT NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	CLEARING & GRUBBING	AC	6.00	\$ 7,000.00	\$ 42,000.00
2	CONSTRUCTION ENTRANCE	EA	1	\$ 1,500.00	\$ 1,500.00
3	UNCLASSIFIED EXCAVATION	CY	9,200	\$ 6.00	\$ 55,200.00
4	EMBANKMENT FILL	CY	9,200	\$ 7.00	\$ 64,400.00
5	6" UNDERDRAIN (with perimeter stone and fabric)	LF	5,200	\$ 30.00	\$ 156,000.00
6	CATCH BASIN	EA	14	\$ 4,000.00	\$ 56,000.00
7	24" RCP Pipe	LF	2,600	\$ 50.00	\$ 130,000.00
8	VERTICAL GRANITE CURB	LF	2,600	\$ 35.00	\$ 91,000.00
9	24" HEADWALLS	EA	2	\$ 1,500.00	\$ 3,000.00
10	TRAFFIC SIGNALIZATION	EA	2	\$ 150,000.00	\$ 300,000.00
11	GUARD RAIL	LF	2,000	\$ 50.00	\$ 100,000.00
12	12" SUBBASE SAND	CY	4,800	\$ 20.00	\$ 96,000.00
13	18" BANKRUN GRAVEL	CY	7,000	\$ 25.00	\$ 175,000.00
14	8" CRUSHED GRAVEL	CY	2,400	\$ 35.00	\$ 84,000.00
15	4" COURSE PAVEMENT	TON	3,000	\$ 100.00	\$ 300,000.00
16	SHOULDER LEVELING GRAVEL	CY	400	\$ 35.00	\$ 14,000.00
17	TOPSOIL	SY	9,300	\$ 3.00	\$ 27,900.00
18	SEEDING	1000SF	84	\$ 125.00	\$ 10,500.00

Sub-Total \$ 1,706,500.00
 20% Contingency \$ 341,300.00
Sub-Total \$ 2,047,800.00

ESTIMATE

\$2,050,000

APPENDIX F

Map	Block	Lot	Unit	Location	Owner	ACRES	2017 TTL AV
15	1	11		OFF ALBIN ROAD	VAN DYKE MICHAEL + SANDRA	23.00	\$552
25	5	47		BAKER ROAD	SANTY SARAH ESTATE ET AL	20.00	\$432
25	5	48		BAKER ROAD	HOLDEN SHIRLEY ET AL	12.60	\$378
25	5	49-A		BAKER ROAD	STATE OF NEW HAMPSHIRE	3.40	\$48,700
16	1	109		13 CARRIAGE ROAD	HUSTON DANIEL C + DANIELLE N	0.35	\$174,400
16	1	101-A1		18 CARRIAGE ROAD	LABRIE IRIS	0.30	\$212,000
16	1	110		21 CARRIAGE ROAD	CORNEY DANA R	0.32	\$94,000
16	1	110-A		27 CARRIAGE ROAD	CORNEY DANA R	0.37	\$162,300
16	1	137		3 CARRIAGE ROAD	DELO LLC	0.63	\$230,300
16	1	107		30 CARRIAGE ROAD	AVERILL PETER M + FLAMAND PAMELA	2.30	\$43,800
16	1	111		31 CARRIAGE ROAD	KETCHAM SHAWN + THOW STEPHANIE	0.79	\$175,900
16	1	108		4 CARRIAGE ROAD	JJDB ASSOCIATES	0.92	\$30,900
16	1	108-A		8 CARRIAGE ROAD	AVERILL PETER M +	1.00	\$148,400
16	1	101-A		CARRIAGE ROAD	STATE OF NEW HAMPSHIRE	0.29	\$700
26	5	41		15 DOW ROAD	NYLEN PATRICK	4.10	\$129,500
26	5	51-B		16 DOW ROAD	LINDQUIST MICHAEL D	2.37	\$238,500
26	5	40-A		3 DOW ROAD	JOHNSTON JENNIFER E	1.10	\$196,700
26	5	51		34 DOW ROAD	ALLEN W LINDQUIST REV TRUST 50%	18.87	\$453
26	5	50		4 DOW ROAD	LACROIX TTS RONALD P + NANCY G	0.94	\$173,900
25	5	42		75 DOW ROAD	AMBER BOW ASSOCIATES LLC	11.40	\$1,918,800
25	5	42-B		97 DOW ROAD	LANDFORMS II LLC	4.92	\$386,300
15	1	94-A		1 EVERETT AVENUE	CROWELL JR MICHAEL E + KRISTA	1.00	\$190,200
15	1	94-E		2 EVERETT AVENUE	RICHARDS CASEY S + MELISSA M	0.85	\$197,700
15	1	94-B		3 EVERETT AVENUE	CHALK BRUCE W + DEBRA L	1.00	\$237,600
16	1	94-D		4 EVERETT AVENUE	BLAIR STEPHEN + MONICA	1.10	\$203,400
16	1	94-C		5 EVERETT AVENUE	GALLAGHER TTS ROBERT D + JANICE E	1.00	\$212,000
16	1	50		GRANDVIEW ROAD	ROBERTS TAMAR + RANDALL	1.50	\$7,500
16	1	101		GRANDVIEW ROAD	STATE OF NEW HAMPSHIRE	0.32	\$7,500
16	1	112		GRANDVIEW ROAD	STATE OF NEW HAMPSHIRE	1.30	\$43,500
16	1	113-A		GRANDVIEW ROAD	STATE OF NEW HAMPSHIRE	1.30	\$44,900
15	1	92		1 GRANDVIEW ROAD	SWENSON TT SARA H	2.00	\$328,200
15	1	97		11 GRANDVIEW ROAD	SANDZ CHUCK S + DANYEL N	1.39	\$212,800
15	1	98		15 GRANDVIEW ROAD	MOWRY BROOKE + CATHERINE	3.18	\$335,800
16	1	99		19 GRANDVIEW ROAD	ROBERTS TAMAR + RANDALL	1.50	\$190,900
15	1	148		2 GRANDVIEW ROAD	MOODY HARVEY + SWENSON SARA	0.46	\$130,700
16	1	100		21 GRANDVIEW ROAD	LACOURCIERE STACY L + DEREK	1.30	\$177,600
21	1	117		25 GRANDVIEW ROAD	KING TTS DOUGLAS E + JUDITH A	0.98	\$202,500
21	1	118		27 GRANDVIEW ROAD	SPAULDING JUSTIN E + AMBER A	0.58	\$160,800
21	1	119		29 GRANDVIEW ROAD	LAFLEUR MICHELLE L + COLBY WILLIAM N IV	0.53	\$172,800
15	1	93		3 GRANDVIEW ROAD	BELANGER JR P + SARAH L	0.94	\$214,600
21	1	120		31 GRANDVIEW ROAD	MURRAY GEORGE E	0.53	\$133,800
21	1	121		33 GRANDVIEW ROAD	NAULT DAVID R +	0.53	\$169,500
21	1	122		35 GRANDVIEW ROAD	LACROIX CATHERINE	0.51	\$101,500
21	5	62-J		35-A GRANDVIEW ROAD	SONG KWAN S + YOUNG H	1.20	\$224,800
21	5	62-B		37 GRANDVIEW ROAD	FORMAN, CLARK & ASSOCIATES, PA TT	1.00	\$289,900
21	5	60-A		38 GRANDVIEW ROAD	GOODWIN MARK E + BRENDA	0.82	\$189,200
21	5	62-F		39 GRANDVIEW ROAD	BLANCHETTE ROBERT R + LISA M	1.00	\$187,400
21	5	60		40 GRANDVIEW ROAD	LANK AARON D + LINDA B	0.97	\$193,000
21	5	62-G		41 GRANDVIEW ROAD	PARKERSON BRIAN C + KRIS M	1.00	\$316,300
21	5	58		42 GRANDVIEW ROAD	BRISSETTE LOUIS W + PATRICIA	0.55	\$237,400
21	5	62-H		43 GRANDVIEW ROAD	HITTLE JENNIFER J +	1.20	\$268,600
21	5	57		44 GRANDVIEW ROAD	AUDET CAMERON	2.80	\$181,800
21	5	62-I		45 GRANDVIEW ROAD	CUNNINGHAM JAMES E + JUDY L	1.00	\$294,800
21	5	57-A		46 GRANDVIEW ROAD	LOZEAU ROLAND U + MARIE A	3.40	\$214,100
21	5	62-C		47 GRANDVIEW ROAD	ROBERGE STEPHANIE + JEFFREY	1.25	\$354,900
21	5	56-A		48 GRANDVIEW ROAD	ASSOC GENERAL CONTRACTORS OF NH INC	2.00	\$517,300

APPENDIX F

Map	Block	Lot	Unit	Location	Owner	ACRES	2017 TTL AV
21	5	62-A		49 GRANDVIEW ROAD	THOMPSON ANDREW J + ELIZABETH R	1.00	\$174,200
15	1	94		5 GRANDVIEW ROAD	SAVELL KENNETH G + EUNAE L	0.95	\$291,400
21	5	56		50 GRANDVIEW ROAD	BURTON IV JOHN R	4.10	\$450,200
21	5	61		51 GRANDVIEW ROAD	KNIGHT ANDREW + CHRISTOPHER	0.52	\$129,400
15	1	95		7 GRANDVIEW ROAD	CHENEY CHRIS R	0.59	\$184,200
15	1	96		9 GRANDVIEW ROAD	RESLING HENRY G + CHERYL A +	1.00	\$76,700
16	1	79-A		HALL STREET	AMOSKEAG REALTY LLC	0.10	\$15,600
16	1	68		500 HALL STREET	CHASE TTS KENNETH W + ALICE L	0.46	\$224,000
16	1	68-A		500-A HALL STREET	CHASE TTS KENNETH W + ALICE L	0.44	\$120,600
16	1	69		501 HALL STREET	FLEURY TTS ROBERT A + DAPHNE W	0.24	\$138,600
16	1	67		502 HALL STREET	AMOSKEAG REALTY LLC	0.90	\$80,100
16	1	70		503 HALL STREET	BOURRIE KELLY JO	0.14	\$132,000
16	1	71		505 HALL STREET	ALLQUIST TT MARY F	0.14	\$114,300
16	1	65		506 HALL STREET	AMOSKEAG REALTY LLC	9.34	\$4,440,800
16	1	72		507 HALL STREET	RIDER JOSEPH	0.23	\$117,200
16	1	73		509 HALL STREET	DRATNER WALTER	0.12	\$129,400
16	1	74		511 HALL STREET	DENNISON DOUGLAS J + MARILYN	0.33	\$147,900
16	1	75		513 HALL STREET	QUARTOCHI LEANNE J	0.18	\$140,400
16	1	62		514 HALL STREET	STEVENS ROBERT L	1.10	\$168,700
16	1	76		515 HALL STREET	AMOSKEAG BEVERAGES LLC	0.47	\$74,700
16	1	61		516 HALL STREET	STEVENS ROBERT L	0.25	\$113,500
16	1	77		517 HALL STREET	AMOSKEAG REALTY LLC	0.25	\$36,200
16	1	59		520 HALL STREET	BLUE SEAL FEEDS INC	3.70	\$2,183,500
16	1	59	BO	520 HALL STREET	VERIZON WIRELESS	0.00	\$171,000
16	1	79		521 HALL STREET	AMOSKEAG REALTY LLC	0.96	\$80,700
16	1	80		523 HALL STREET	AMOSKEAG REALTY LLC	1.12	\$83,100
16	1	81-B		525 HALL STREET	BLUE SEAL FEEDS INC	0.77	\$285,200
15	1	4		LOGGING HILL ROAD	FOOTE JEFFREY B 50%	0.35	\$7,200
15	1	88		12 LOGGING HILL ROAD	COLBY KURT L +	6.30	\$211,202
15	1	26		2 LOGGING HILL ROAD	COLBY LINDA S	1.60	\$147,500
15	1	87		6 LOGGING HILL ROAD	FOOTE ANTHONY COLBY	1.23	\$226,900
15	1	25		8 LOGGING HILL ROAD	SWENSON TTS JOHN E + MONICA B	1.40	\$223,400
10	1	38		OFF LOGGING HILL ROAD	COLBY KURT L +	15.00	\$925
15	1	24		OFF LOGGING HILL ROAD	COLBY KURT I +	21.00	\$1,431
15	1	28		OFF LOGGING HILL ROAD	SWENSON JOHN E	0.70	\$3,500
11	1	43-A		4 NORTHEAST AVENUE	GINTZLER DAVID L	4.15	\$972,400
31	5	21		108 RIVER ROAD	BOONE TT JENNIE + BOONE TT DANIEL	7.40	\$213,400
31	5	27		24 RIVER ROAD	ANDERSON ERIC E JR + CHERILYN	0.96	\$216,400
31	5	26		36 RIVER ROAD	FIRST CHURCH OF CHRIST SCIENTIST	1.78	\$623
31	5	25-A		50 RIVER ROAD	AUDLEY JUSTIN	1.17	\$387,100
31	5	25		58 RIVER ROAD	BARIL CHAD	1.79	\$179,500
31	5	25-B		62 RIVER ROAD	CHACON WALTER + MERCEDES	1.16	\$344,100
31	5	25-D		66 RIVER ROAD	LOOMIS ROBERT J + GAIL F	2.03	\$247,100
31	5	25-C		72 RIVER ROAD	LASHON JOSLIN TRUDY ANN + MICHAEL K	1.11	\$312,500
31	5	24		74 RIVER ROAD	MORASH AMY + AUBE JAMES M	3.50	\$244,000
31	5	24-A		84 RIVER ROAD	WANTUCK STEVEN A + KATHRYN M	1.30	\$220,800
31	5	37		1000 ROUTE 3-A	ANDERSON JR EDITH F + ERIC	5.70	\$228
11	1	52		506 ROUTE 3-A	IRVING OIL LIMITED	1.70	\$1,805,500
16	1	51		514 ROUTE 3-A	HLF ATS LLC	10.40	\$6,612,000
16	1	57		519 ROUTE 3-A	HLF CORPORATION	9.25	\$4,226,700
16	1	48		552 ROUTE 3-A	CLOVERLEAF PROPERTIES INC	5.21	\$2,248,000
16	1	58		553 ROUTE 3-A	CLOVERLEAF PROPERTIES INC	1.40	\$1,472,000
16	1	83		594 ROUTE 3-A	BOW JUNCTION ASSOCIATES INC	6.60	\$6,829,600
16	1	101-B		618 ROUTE 3-A	JJDB ASSOCIATES	3.20	\$753,800
16	1	85		622 ROUTE 3-A	TOWN OF BOW	2.38	\$168,900
16	1	136		638 ROUTE 3-A	MCDONALD AMBER J	0.45	\$131,200

APPENDIX F

Map	Block	Lot	Unit	Location	Owner	ACRES	2017 TTL AV
16	1	135		642 ROUTE 3-A	RAMOS JULIE A + ISAAC L	0.50	\$145,200
16	1	135-1		650 ROUTE 3-A	BLEVENS KENNETH + HORTENSIA	0.50	\$38,800
16	1	134		656 ROUTE 3-A	HAMMOND TTS LESLIE G + JOYCE A B	0.92	\$75,300
16	1	133		664 ROUTE 3-A	MDR REHAB & DEVELOPMENT	0.88	\$136,900
16	1	132		668 ROUTE 3-A	ST GERMAIN TTS MAURICE R + KAREN R	0.56	\$184,200
16	1	131		672 ROUTE 3-A	COLBY GREGORY A + ELEANA M	0.42	\$164,100
21	1	130		682 ROUTE 3-A	SOMERS KEITH D	0.94	\$132,200
21	1	128		686 ROUTE 3-A	TOWN OF BOW	0.25	\$56,300
21	1	127		694 ROUTE 3-A	MURPHY STEPHEN A	1.28	\$165,300
21	1	125		702 ROUTE 3-A	NESBITT KENNETH + MARJORIE	1.10	\$69,400
21	1	123		706 ROUTE 3-A	CITIFINANCIAL SERVICING LLC	0.73	\$18,100
21	5	62-K		720 ROUTE 3-A	THREE AMIGOS AUTO SALES LLC	2.30	\$359,300
21	5	62-E		730 ROUTE 3-A	BEN VASCO LLC	1.01	\$314,000
21	5	62		746 ROUTE 3-A	BGE, LLC	1.10	\$147,100
21	5	55		814 ROUTE 3-A	NHDP LLC C/O AIR DISTRIBUTION CORP	4.23	\$1,001,400
21	5	54		824 ROUTE 3-A	WRIGHT DIANNE O	0.64	\$111,100
26	5	53		840 ROUTE 3-A	FRIDAY NIGHT LIGHTS INVESTMENTS LLC	9.02	\$440,500
26	5	53-C		852 ROUTE 3-A	JJP REALTY LLC	3.47	\$215,500
26	5	52		860 ROUTE 3-A	ADDARIO ROBERT O + BONNIE I	2.99	\$283,700
26	5	52-A		870 ROUTE 3-A	KETCHAM EILEEN C + JOHN A	3.10	\$229,000
26	5	50-F		890 ROUTE 3-A	ALLEN W LINDQUIST REV TRUST 50%	2.28	\$580,200
26	5	50-E		898 ROUTE 3-A	OLDENBURG WILLIAM + TAMMY	1.10	\$279,300
26	5	50-D		904 ROUTE 3-A	CAIN JR TTS NORMAN/MARGARET/KRISTIN	1.10	\$196,300
26	5	50-C		912 ROUTE 3-A	SALERNO JR VINCENT J	1.01	\$169,400
26	5	50-B		914 ROUTE 3-A	LAPLANTE JOHN	0.90	\$203,600
26	5	50-A		926 ROUTE 3-A	CANNIZZARO WALTER	0.69	\$193,500
26	5	40		948 ROUTE 3-A	KHAN SEAN M + FOURNIER SIMONE M	2.29	\$192,300
26	5	40-B		960 ROUTE 3-A	CHAMBERLAIN BRADLEY S +	14.85	\$355
26	5	38		974 ROUTE 3-A	STOWELL MERWIN H	1.36	\$111,500
11	1	34-B		500 SOUTH STREET	GAZAWAY REALTY LLC	1.00	\$391,700
11	1	39		501 SOUTH STREET	ROSENFELD GRANDLIDEN LTD	3.50	\$1,805,800
11	1	41		503 SOUTH STREET	MERRIMACK COUNTY SAVINGS BANK	1.10	\$1,278,200
11	1	34		504 SOUTH STREET	CONCORD GENERAL MUTUAL INS CO	18.00	\$934,900
11	1	42		505 SOUTH STREET	BOW MILLS METHODIST CHURCH	6.73	\$946,900
11	1	43		507 SOUTH STREET	NH AUTOMOBILE DEALERS ASSOC	4.00	\$1,440,700
11	1	34-A		508 SOUTH STREET	CONCORD GENERAL MUTUAL INS CO	2.00	\$669,500
11	1	44		509 SOUTH STREET	TOWN OF BOW	0.91	\$2,025,500
11	1	33		510 SOUTH STREET	CONCORD GENERAL MUTUAL INS CO	2.57	\$666,800
11	1	46		511 SOUTH STREET	GORDON TTS VERNON + URSULA	3.36	\$245,000
11	1	33-A		514 SOUTH STREET	LANFEN REALTY LLC	1.40	\$685,800
16	1	45		515 SOUTH STREET	CONCORD HOTEL INVESTORS LLC	3.95	\$6,315,300
11	1	31		518 SOUTH STREET	RICHARDS TT LYMAN T	0.50	\$73,600
11	1	32		518 SOUTH STREET	RICHARDS TT LYMAN	1.12	\$157,500
16	1	47		519 SOUTH STREET	GLOBAL COMPANIES LLC	0.50	\$770,400
16	1	30		520 SOUTH STREET	JCW REAL ESTATE LLC	3.53	\$957,200
15	1	49		521 SOUTH STREET	W900	0.31	\$224,800
15	1	91		2 VALLEY ROAD	BLEVENS KENNETH + HORTENSIA	0.45	\$212,600
15	1	90		4 VALLEY ROAD	W900	0.56	\$26,300
31	5	23		14 VAUGHN ROAD	WHEELER STEPHEN W + DEBORAH A	3.60	\$227,800

TOTAL 422.19 \$76,493,879

Town Acreage & Town Valuation 18030 \$1,166,052,306

Percentage of Town Land 2.34%

Percentage of Total Town Valuation 6.56%

APPENDIX G

ESTIMATED BOND PAYMENT SCHEDULE, Waterline Extension

Principal: \$4,317,012
Term: 20
Interest Rate: 4.0%

Year	Principal	Interest		Total	Balance
		July	January		
1	-	-	86,340	86,340	4,317,012
2	216,000	86,340	82,020	384,360	4,101,012
3	216,000	82,020	77,700	375,720	3,885,012
4	216,000	77,700	73,380	367,080	3,669,012
5	216,000	73,380	69,060	358,440	3,453,012
6	216,000	69,060	64,740	349,800	3,237,012
7	216,000	64,740	60,420	341,160	3,021,012
8	216,000	60,420	56,100	332,520	2,805,012
9	216,000	56,100	51,780	323,880	2,589,012
10	216,000	51,780	47,460	315,240	2,373,012
11	216,000	47,460	43,140	306,600	2,157,012
12	216,000	43,140	38,820	297,960	1,941,012
13	216,000	38,820	34,500	289,320	1,725,012
14	216,000	34,500	30,180	280,680	1,509,012
15	216,000	30,180	25,860	272,040	1,293,012
16	216,000	25,860	21,540	263,400	1,077,012
17	216,000	21,540	17,220	254,760	861,012
18	216,000	17,220	12,900	246,120	645,012
19	216,000	12,900	8,580	237,480	429,012
20	216,000	8,580	4,260	228,840	213,012
21	213,012	4,260	-	217,272	-
Totals	4,317,012	906,000	906,000	6,129,012	

APPENDIX H

ESTIMATED BOND PAYMENT SCHEDULE, Exit 1 Improvements

Principal: \$2,050,000
Term: 20
Interest Rate: 4.0%

<u>Year</u>	<u>Principal</u>	<u>Interest</u>		<u>Total</u>	<u>Balance</u>
		<u>July</u>	<u>January</u>		
1	-	-	41,000	41,000	2,050,000
2	103,000	41,000	38,940	182,940	1,947,000
3	103,000	38,940	36,880	178,820	1,844,000
4	103,000	36,880	34,820	174,700	1,741,000
5	103,000	34,820	32,760	170,580	1,638,000
6	103,000	32,760	30,700	166,460	1,535,000
7	103,000	30,700	28,640	162,340	1,432,000
8	103,000	28,640	26,580	158,220	1,329,000
9	103,000	26,580	24,520	154,100	1,226,000
10	103,000	24,520	22,460	149,980	1,123,000
11	103,000	22,460	20,400	145,860	1,020,000
12	103,000	20,400	18,340	141,740	917,000
13	103,000	18,340	16,280	137,620	814,000
14	103,000	16,280	14,220	133,500	711,000
15	103,000	14,220	12,160	129,380	608,000
16	103,000	12,160	10,100	125,260	505,000
17	103,000	10,100	8,040	121,140	402,000
18	103,000	8,040	5,980	117,020	299,000
19	103,000	5,980	3,920	112,900	196,000
20	103,000	3,920	1,860	108,780	93,000
21	93,000	1,860	-	94,860	-
Totals	2,050,000	428,600	428,600	2,907,200	