



TOWN OF STRATHAM

INCORPORATED 1716

10 BUNKER HILL AVENUE • STRATHAM NH 03885

VOICE (603) 772-7391 • FAX (603) 775-0517

MEMORANDUM

TO: Michael Houghton, Select Board Chair
Allison Knab, Select Board Vice Chair
Joe Anderson, Select Board

FROM: David Moore, Town Administrator

DATE: December 15, 2023

RE: Select Board Agenda and Materials for the December 18th Regular Meeting

Please allow this memorandum to serve as a guide to the Select Board Meeting agenda for Monday, December 18, 2023.

- III. Consideration of Minutes –December 4, 2023
- IV. Finance and Budget Reports (second meeting of the month)
- V. Department Reports & Presentations
 - A. Underwood Engineers second phase PFAS alternatives study
- VI. Correspondence
 - A. NFPA article on Lithium-Ion Batteries
- VII. Public Comment
- VIII. Public Hearings, Ordinances and/or Resolutions
 - Public Hearing to accept the donation of \$30,586 from the Stratham Volunteer Fire Department Association to the Stratham Police Department
- IX. Discussion of Monthly Reports – (second meeting of the Month)
- X. New Business and Action Items
 - A. 2023 Encumbrances to be voted
 - B. CIP Releases

- C. Report Back on 2024 Recreation Van Purchase – Vehicle Recommendation and Municipal Transportation Improvements Funding Authorization
- D. Budget Workshop

XI. Town Administrator Report

I will present developments associated with open items and other business of the Town. If any Board member has a specific request of an item I cover at the meeting, I welcome hearing from you at any time.

XII. Informational Items

- A. Planning Board Public Hearing on 2024 Warrant Articles
- B. Senator Altschiller Message re: bill to create a study committee to put a desalination plant on the seacoast
- C. Xfinity letter – price increase

XIII. Reservations, Event Requests & Permits

- A. Request to use Room A on 1/25 for a Pickleball Pot Luck Dinner and to have the alcohol prohibition waived.
- B. Fireworks permit application from Lights 4 Lives

XIV. Review of Recent or Upcoming Board & Commissions Agendas

XV. Boards and Commissions Nominations & Appointments

- A. Appointments *for consideration*:
- B. Appointments *to be voted on*:

XVI. Miscellaneous & Old Business

XVII. Adjournment



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SELECT BOARD AGENDA

December 18, 2023

7:00 P.M.

Hutton Room, Stratham Municipal Center
10 Bunker Hill Avenue, Stratham, NH 03885

This meeting of the Select Board will be held in the Hutton Room of the Stratham Municipal Center

The public may access this meeting at the date and time above using this conference call information. Please dial the conference number **(877) 205-7349** and input **2254** when prompted for a user pin/code. If at any time during the meeting you have difficulty hearing the proceedings, please e-mail dmoore@strathamnh.gov.

To access materials related to this meeting, please see this link:

<https://www.strathamnh.gov/select-board>

- I. Call to order
- II. Roll Call
- III. Consideration of Minutes – December 4, 2023
- IV. Finance and Budget Reports (second meeting of the month)
- V. Department Reports & Presentations
 - C. Underwood Engineers second phase PFAS alternatives study
- VI. Correspondence
 - A. NFPA Article on Lithium Ion Batteries
- VII. Public Comment
- VIII. Public Hearings, Ordinances and/or Resolutions
 - A. Public Hearing to accept the donation of \$30,586 from the Stratham Volunteer Fire Department Association to the Stratham Police Department
- IX. Discussion of Monthly Reports – (second meeting of the Month)

The Select Board reserves the right to take up business in any order deemed appropriate by the Chair. A motion to enter Non-Public Session in accordance with RSA 91-A:3 may occur at any time during the meeting. Submission of items to be placed on the Agenda must be to the Town Administrator by 4 pm the Wednesday before the scheduled meeting.



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MINUTES OF THE DECEMBER 4, 2023 SELECT BOARD MEETING

MEMBERS PRESENT: Board Members Chair Mike Houghton, Vice Chair Allison Knab; Joe Anderson

ALSO PRESENT: Town Administrator David Moore; Parks and Recreation Director Seth Hickey

At 7:00 pm Mr. Houghton opened the meeting and asked for a motion on the minutes. Mr. Anderson motioned approval of the minutes of Nov. 20 and Nov. 26 as written. Ms. Knab seconded the motion. All voted in favor.

Mr. Houghton welcomed members of the Stratham Fall Golf Classic Committee: John Cushing, Chair, Les Barker, Treasurer of SVFD, Fire Lt. Chris Heal and Police Lt. David Pierce. Mr. Cushing announced that 50% of the proceeds (\$30,586) of the golf tournament will be donated to the Police Dept. That same amount will be retained in the Fire Association.

Mr. Cushing also wanted to memorialize a check for \$50,000 given to the Fire Dept. to be used for new turnout gear that Chief Denton is seeking to purchase, these funds had been previously accepted by the Select Board following a public hearing this year. These funds are a result of donations and Auxiliary fundraisers. The Board thanked them for the presentation for coming to the meeting and for all of the hard work and dedication evident in such substantial and meaningful donations to the Town.

Mr. Houghton asked for comments on the Correspondence items. Hearing none, Mr. Houghton motioned to open the Public Hearing on the acceptance of Highway Grant Funds. Ms. Knab seconded the motion. All voted in favor. Mr. Moore explained that this is one-time additional revenue provided by the State to all NH municipalities to be used for roadway infrastructure. We will put the money towards our roadway reconstruction program. Because the amount is over \$10,000 a public hearing is required. Mr. Houghton asked for discussion from the Board and the public. Hearing none, Mr. Houghton motioned to close the public hearing. Ms. Knab seconded the motion. All voted in favor. Mr. Anderson motioned to accept the one-time highway payment of \$50,494.54. Ms. Knab seconded the motion. All voted in favor.

Mr. Moore informed the board that he will post a notice for another public hearing for Dec. 18th to accept the donation from the golf tournament. He called attention to a letter of donation for forcible entry trainer. Mr. Anderson motioned to accept the donation in the amount of \$9,295 from Stratham Volunteer Fire Association for the purpose of purchasing a forcible entry door devise for the Stratham Volunteer Fire Department. Ms. Knab seconded the motion. As this donation was under \$10,000 no public hearing was required. All voted in favor.

Mr. Houghton recognized Parks & Recreation Director Seth Hickey who came before the Board to discuss improvements at Stevens Park and the purchase of a van. He began his report by acknowledging Diane Smith, the new Programming Assistant, who is off to a great start in her new role. He said she is doing a great job, focusing on senior activities and working well with the Program Coordinator. She's been working with other communities to learn about their senior programs and looking for ways to partner with them. He continued, informing them of upcoming programs. Ms. Knab asked to whom the programs were directed. Mr. Hickey

responded that a subset of the Parks & Rec email subscribers are, generally, adults without school age children.

Mr. Hickey continued, reporting on a successful start to Basketball. It is the longest season and most administratively intense requiring coordination at the league level (not just the town) and also with referees and the two locations of SMS and CMS.

Mr. Hickey reported that the Recreation Commission is working on their budget for the Recreation Revolving Fund. Friends of Stratham Baseball Committee are in a good position going into upcoming season. TMAC met with the Animal Control Officer. The Park Association is taking a comprehensive look at SHP. Mr. Hickey reported that it has been increasingly difficult to set up the Nice rink because of the weather and lack of DPW staff. He is suggesting taking a year off. It needs a new liner. With the water delivery, it will cost approximately \$2,000 and was only open 10 – 12 days last winter. Ms. Knab agreed with taking a year off with the Nice rink. Mr. Hickey said the trails will continue to be groomed. Sledding is also an available option.

Mr. Hickey continued, noting work on baseball fields is being done now; spring is too late. Pump track maintenance will be done in the spring.

Mr. Hickey moved the discussion to projects at Stevens Park. He reviewed past Select Board discussions about the concept for improvements that settled around addressing parking supply and circulation; meeting evolving court sport demands (basketball, tennis and pickle ball); and introducing a long envisioned pavilion to support additional and improve current programming. In an effort to learn more about project feasibility the board previously authorized test pits to be completed to introduce a bathroom facility as part of the pavilion like the front pavilion at SHP. The test pits confirmed the site would support the bathroom and pavilion facility. The Board expressed continued support for the project but noted the need for involvement in design development.

Mr. Moore suggested the Board authorize him to enter into a contract for a design for the Stevens park improvements, with a related recommendation to release CIP monies in combination with ARPA funds. The design and pricing is based on a site concept plan that includes pavilions, parking and courts. He noted that there would be public outreach with an opportunity to comment. The design process will be in phases. T

They discussed the design and parking issues. Brent Scott, resident and member of the Recreation Commission, spoke in support of the engineering study and members of the public were recognized to speak. Jay and Kathy Flagg, residents and members of the SVFDA, spoke in support of the improvements at Stevens Park, especially the addition of pickle ball courts. Mr. Flagg kept records on pickle ball attendance for a few months and attendees are exceeding the capacity on a regular basis. They supported the inclusion of a pavilion, as they feel it would encourage social interaction. Mr. Houghton reminded everyone that anything beyond the engineering study would need to be approved at a Town Meeting. When presenting this project to the community, he favored an open minded approach with no fixed end point. Ms. Knab supports moving forward with the engineering plan and feels this is a good use of the ARPA money. She observed that the engineering survey will need to be completed no matter what is done with the space. They discussed funding for the project. Mr. Anderson motioned to authorize the Town Administrator to enter into a professional services contract with Emanuel

Engineering for up to \$34,000 for Stevens Park improvement design services for a multi-functional facility using ARPA funds and \$9,000 CIP as the funding source. Ms. Knab seconded the motion. All voted in favor.

Mr. Hickey continued his department report informing the Board about Parks & Rec programs including a new wilderness program and the popular ski program. Programming Coordinator Zach Cherry is at the 6 month mark and is doing a great job.

Mr. Hickey went to a financial sustainability workshop for communities with recreation programming and is looking forward to incorporating some of the information from the presentation into his programming. One aspect of the workshop included the Rec Revolving fund. He's been working with Ms. McAllister on better understanding the finances regarding programming.

Finally, Mr. Hickey presented his request for the purchase of a vehicle for his department. His presentation outlined the financial picture for the Rec Dept. This vehicle would be used for small group trips, primarily for seniors and middle schoolers. Feedback from the community is to do more trips. Funding for the vehicle would be from the Municipal Transportation Improvement Fund (RSA 261) and the Great Bay Food Truck festival. Ongoing expenses would be funded through fees collected for the trip. He's discussed potential liability issues with legal counsel. In response to a question from Ms. Knab, Mr. Hickey said he budgeted for a new vehicle as opposed to a used one. They discussed the selection of the vehicle. Mr. Houghton expressed an interest in understanding related annual maintenance expenses by model. Regarding funding for the vehicle, Mr. Moore reminded the group that the Town Meeting gave the Select Board agency to expend the Municipal Transportation Improvement Funds. The Board gave their support and approved moving forward knowing that Mr. Hickey and Mr. Moore would bring back a recommendation on a specific model purchase and when the final price is known seek a formal release of the funds from the Municipal Transportation Improvement fund. Mr. Houghton recognized resident Dick Swett who spoke in support of the purchase of the van.

ADMINISTRATION

Mr. Moore said Michael Lamb, Office Coordinator, began today. The new Building Inspector starts Dec. 11th. They discussed an employee coffee event. Dept. head meeting is scheduled for tomorrow. Mr. Moore reviewed the Select Board meeting schedule for 2024.

Mr. Houghton recognized Brent Scott, resident and member of the Recreation Commission. Mr. Scott requested investigating the possibility of putting solar panels at Stevens Park. They discussed past efforts at solar panel installations at various locations. The Board was generally supportive of solar panels and suggested he work with the Energy Commission after they finish with their Community Power project.

Mr. Moore was hoping to make the Dec. 18 Select Board meeting one in which they provide final direction to staff for content going to Budget Advisory Committee. He gave an update on budget development and draft CIP materials. Mr. Houghton wanted to be more informed on the CIP before discussing the budget. Mr. Moore handed out the draft CIP. He noted there is approximately \$420,000 in ARPA funds to expend in the coming year. We can use ARPA funds to manage the CIP impact. Ms. Knab requested last year's numbers in future handouts for comparison. Mr. Moore reviewed each item in the CIP handout. Technology hardware, ballot machines, library bathroom upgrades, PFAS response and remediation, SHP plan, road

reconstruction, Fire Station parking lot reconstruction. Discussion ensued around the cost of vehicles. Mr. Houghton observed that the amount set aside for the Fire and Public Works Departments Capital Reserve will need to be adjusted up because of inflation. Mr. Moore said that ARPA funds in the amount of \$420,000 need to be committed by Dec. 2024.

They discussed the use of the ARPA funds; using it towards items already in the CIP or using it for Stevens Park. Mr. Houghton firmly believes the improvements at Stevens Park need to be a Warrant Article and is opposed to committing funds to big projects without fully understanding the impact to taxes. He referred to the attempt in years past to build a skate park. Ms. Knab felt the Stevens Park improvements would be a good use of the ARPA funds, noting the community has been wanting a pavilion there for at least 15 years. They continued to review the CIP handout. HVAC upgrades will be needed soon; Mr. Moore feels this would be a good use of ARPA funds.

Mr. Moore said if they want to go to Town Meeting with the Stevens Park project, they will need a better estimate of cost and have confidence in being able to complete the project on time using the ARPA funds. Ms. Knab and Mr. Houghton debated using ARPA Funds or CIP monies for the Stevens Park project. Mr. Houghton compared it to the Skate Park Committee's project. They cited an insufficient amount of funds and issues with the site plan as part of the failure. Mr. Houghton emphasized that we are pursuing an engineering study to further develop Stevens Park into a multi-functional recreational facility. We are pursuing the under-utilized space that the town owns and we want to put X amount of dollars in the CIP. They talked about using ARPA funds for other projects that are ready to move forward, like paving projects.

At 9:15 pm Mr. Houghton motioned to go into a non-public session to discuss personnel matters. Ms. Knab seconded the motion. Roll call: Houghton-yes; Knab-yes; Anderson-yes

At 9:55 pm Mr. Houghton motioned to come out of the non-public session and seal the minutes noting failure to do so may render a proposed action invalid. Mr. Anderson seconded the motion. All voted in favor.

Mr. Houghton moved to the final item on the agenda, nomination of a school board member. They discussed the good work Mr. Thompson had done on the school board and Ms. Knab motioned to nominate Travis Thompson to the Cooperative School Board with a term to expire March 2024. Mr. Anderson seconded the motion. All voted in favor.

At 9:57 pm Mr. Houghton motioned to adjourn. Mr. Anderson seconded the motion.

Respectfully submitted,

Karen Richard, Recording Secretary

ENERGY STORAGE

SUPER CHARGED HOME

The presence of **LITHIUM-ION BATTERIES** in home settings—powering everything from e-scooters to electric vehicles to energy storage systems—is expected to skyrocket in coming years and is forcing the fire service to rethink its response to residential fires. Research is underway to better understand how the batteries react in fire situations, and to help the fire service prepare for a rapidly emerging new hazard.

BY JESSE ROMAN





DURING A PRESENTATION

in June at the NFPA Conference & Expo® in Las Vegas, UL research engineer Adam Barowy had plenty of material to keep his standing-room-only audience in rapt attention. For the past few years, Barowy, along with a team of engineers from the UL Fire Safety Research Institute (FSRI) and UL Solutions R&D, have been heating up lithium-ion batteries—the type used in large-scale energy storage systems (ESS)—to the point of failure to see what kinds of reactions occur. The tests are videotaped for the team to analyze.

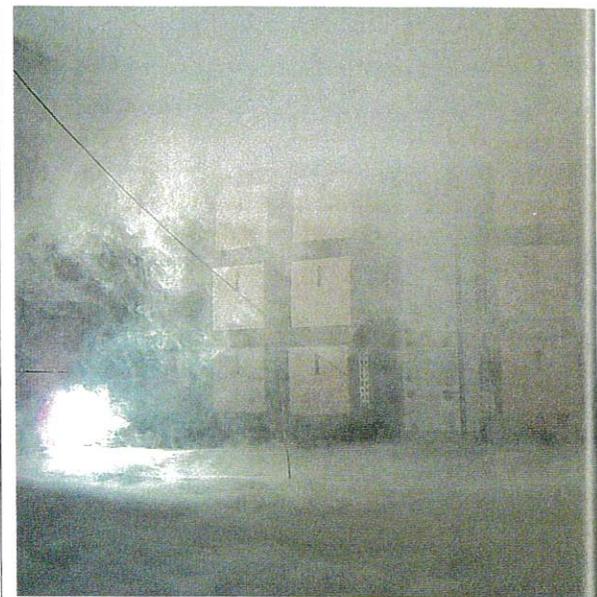
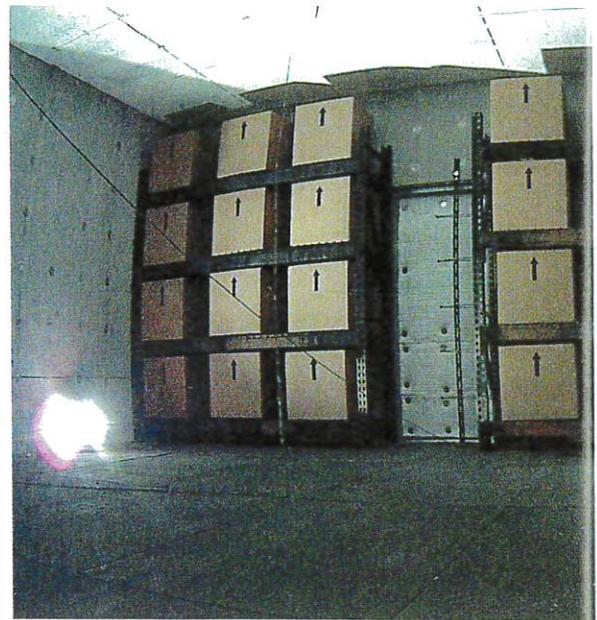
Spoiler: incident data demonstrates that, while failure events are unlikely, the consequences of those events can be severe without adequate protections. And those consequences are getting the attention of fire service leaders concerned about the coming wave of large lithium-ion batteries used for powering homes, vehicles, e-bikes, e-scooters, and more.

A typical video goes something like this: A single cell, bundled with a dozen or more identical cells around it, is purposefully sent into what's known as thermal runaway, a chemical failure that causes heat to quickly build until the cell is almost incandescent, like a lump of iron just out of a blast furnace. The intense heat rapidly spreads to adjacent cells, which also go into thermal runaway and, in turn, trigger more cells to fail. Often, there is a loud pop when the cell casing fails, accompanied by a sizable puff of flammable, milky white smoke. As the pressure within each cell grows, more pops follow, each contributing more gas.

The gas, a mix of carbon dioxide, carbon monoxide, hydrogen, and hydrocarbon gases, can appear like smoke from a vent-limited fire. However, Barowy describes it to the fire service as “uber-smoke” for its comparatively high burning velocity and low minimum ignition energy. The gases coming directly from the battery are reactive enough that “it’s useful to think about an unignited thermal runaway like a propane gas leak,” he said.

An explosion hazard develops if this gas continues to accumulate without ignition. In one UL test, the enclosed test space filled with a thick, dangerous fog before igniting. When ignition occurs, the effect can be a sudden deflagration, generating pressures that sometimes send the heavy garage doors of the test space flying off their hinges, landing dozens of feet away. In other tests, the gases catch fire almost immediately and the flames grow with each successive pop, until there is a roiling inferno.

The point of showing these dramatic videos is not to imply that accidents involving large lithium-ion batteries happen all the time, Barowy said, or to suggest that product manufacturers aren’t interested in making their products safer. Failure events are in fact being mitigated by manufacturers, he said, and many



prioritize proper engineering to reduce the frequency and severity of hazards—practices that so far have contributed to a demonstrated low failure rate in large lithium-ion batteries. The point of the videos is to illustrate the uniqueness of the hazard scenarios that can arise when incidents do happen. “And as the deployment of these systems increases, so will the number of incidents, as is the case with most consumer products,” he added. “We can certainly envision the fire service having to deal with this type of situation.”

Research is being conducted to better understand how large lithium-ion battery systems react during failure, and comes at a critical time for the fire service as it prepares for what could be a sea change in how we store and use electricity. Like the large batteries used for electric vehicles (EVs), energy storage systems for home applications are becoming cheaper and increasingly common around the world. These battery systems—flat, surfboard-shaped appliances

PREVIOUS SPREAD, GETTY IMAGES; THIS SPREAD, UL



“As the deployment of these energy storage systems increases, so will the number of incidents, as is the case with most consumer products. We can certainly envision the fire service having to deal with these types of situations.”

ADAM BAROWY, UL RESEARCH ENGINEER

typically installed in garages—are used as a means to store the power generated by photovoltaic panels, as sources of backup power, and as a way to charge other lithium-ion powered devices, including EVs.

According to the renewable energy research firm Wood Mackenzie, there was a total of 600 megawatts of new residential energy storage capacity installed in homes in the U.S. in 2022, a 50 percent increase over the year before. The firm predicts that the annual

residential installation of home batteries will exceed 2.7 gigawatts by 2027, about 4.5 times higher than the current rate of installation. That equates to roughly 135,000 new residential ESS systems being installed annually for the next three years. That aggressive growth rate—not to mention the millions of additional lithium-ion-powered consumer products showing up in residential garages each year—is not lost on the fire service. Aside from the FSRI tests, there have already been real-world incidents to grab their attention.

Last April, a thermal runaway in the battery of an electric SUV in Erie, Colorado, resulted in a deflagration that blew the garage doors of a home 30 feet into the driveway, striking (but not injuring) a battalion chief standing outside. A similar event in Montreal in 2019 rocketed the garage doors at least 60 feet from a home, and in Germany a blast involving a residential ESS lifted the roof from the home and shattered the windows. No one was hurt in these incidents,

In this sequence, a lithium-ion battery mounted to the wall in a UL test facility begins to burn, and combustible gases fill the room as more of the battery's cells ignite and explode. In some cases, as in the image at lower right, the gases ignite, resulting in a deflagration that destroys the test space.

but that's not always the case. The most notorious battery incident to date occurred in 2019 in Surprise, Arizona, when a utility-owned energy storage system went into thermal runaway, resulting in an explosion that hospitalized four firefighters. One of them, a fire captain, was blown beneath a chain-link fence before coming to rest 75 feet from the ESS installation.

Although nothing as dramatic has happened during a residential ESS incident, fire service leaders fear that it could only be a matter of time unless solid tactical guidance is developed alongside training and updated prescriptive code requirements.

"The lithium-ion battery issue is coming at us like a steamroller coming down the road, because the financial and environmental pressures to adopt this technology are tremendous," said Sean DeCrane, the director of health and safety operational services at the International Association of Fire Fighters (IAFF). "The fire service is not saying, 'Stop, this can't come to market!' Instead, we need to be involved in the process to help steer that steamroller. Because at the end of the day the manufacturer gets to walk away when there is a failure—it's the fire service that is going to be there to see it to its conclusion."

The problem right now, said DeCrane, are all of the unknowns surrounding this hazard. "At the moment there are no hard-and-fast rules on how to respond to a residential lithium-ion incident," he said in an interview. "What we have now are considerations based on the research, and those can be revised at a moment's notice."

NO EASY ANSWERS

Before concrete guidance on tactical response to residential ESS incidents can be developed, however, many important questions still need to be answered. One important detail that has vexed researchers so far is understanding the basics of when a lithium-ion battery in thermal runaway will catch fire, versus when it will experience a violent deflagration—or do nothing at all.

"The timing and severity of a battery gas explosion is so unpredictable, and this lack of consistency with ignition makes it difficult to talk in absolutes," said DeCrane, who has worked closely with UL engineers on developing and interpreting the results of its live fire battery testing. "Adam and I have spent a lot of time talking about this. When we were doing the outdoor testing, we got back to the hotel one night and sat there eating a pizza, and Adam looked at me and said, 'What's wrong?' And I said, 'What the heck do we tell our members?' Because for me personally, every time before we started a test I'd think 'We've got a handle on this.' But then we'd do another test, and we'd end up going, 'Huh, okay—something different.'"

Barowy sums it up like this: "Even when we've tested the same product multiple times, sometimes it'll ignite as soon as the runaway starts. And sometimes it never ignites."

Right now, the only certainty that DeCrane can offer the fire service is that "complacency can get you in a lot of trouble very quickly," he said.

Nearly every part of the fire service response, from

NFPA.ORG/ SUPERCHARGED

Listen to a podcast interview with UL and IAFF researchers on lithium-ion batteries in homes and how the fire service is reconsidering its response to residential fires.

Read a Fire Safety Research Institute report on explosion hazards from lithium-ion battery thermal runaways in residential garages, as well as related papers and trainings on battery incident response.

View fire service safety trainings from NFPA on energy storage and photovoltaic systems.

size-up to overhaul, proves challenging when it comes to events involving lithium-ion ESS. There are no requirements for placards on houses to inform fire crews that a lithium-ion ESS or EV is located inside, making it difficult to know whether the hazard is present or not. When a fire crew does verify the presence of a residential ESS, its response options are limited. As far as DeCrane knows, there are still no effective tools for firefighters to use to diagnose when a battery is in thermal runaway, whether it is involved in the fire, or what danger it poses. UL has presented research showing that standard thermal imaging devices cannot distinguish if the battery is involved in a room and contents fire, and gas meters have proven ineffective

at differentiating smoke, battery gas, or a mixture of the two.

If firefighters do suspect a battery is in thermal runaway without active fire, their options are again limited. Water is the most effective known means for removing the heat that perpetuates thermal runaway propagation, but product enclosures almost universally prevent water ingress. In some cases, water may contribute to short-circuiting and reignition at a later time. And the challenge is clear: FSRI testing and the Colorado incident both demonstrate that a significant explosion hazard may develop before any exterior indicators are evident. The best course of action at that point may be for firefighters to simply back off.

"Through testing we know that battery gases burn with a similar capacity to propane," DeCrane told the audience at the crowded NFPA conference session. "Do I commit firefighters to a room if I think that room is filled with propane? Hell, no!"

That's why the safest approach for fire departments during incidents involving large lithium-ion batteries may be to step back and remain cautious. But watching a structure burn, or remaining idle while waiting for conditions to change, aren't great options either, DeCrane admitted. Much is now happening behind the scenes at FSRI and elsewhere to provide more intelligence to fire officers on operational tactics that can be effective without putting firefighters at risk. That includes research on how firefighters can safely vent flammable gases to make a deflagration less likely. But this, too, is tricky.

Because the battery off-gases "uber-smoke," as Barowy calls it, cutting into a garage door is ill-advised because sparks can potentially ignite the gases and trigger a fire or even a deflagration. The

Is There A Battery In There?

For the fire service, the best way to fight a battery fire starts with knowing there's a battery involved



One of the hardest but most important parts of dealing with a fire involving a large lithium-ion battery—or multiple batteries—is knowing that you're dealing with some kind of energy storage system, said Sean DeCrane, the director of health and safety operational services at the International Association of Fire Fighters.

It sounds simple, but during a residential fire there is often no indication that there's a large battery in the garage that is in a state of thermal runaway, spewing flammable gas. "These

do off-gas a great deal, but there are scenarios where the wind's blowing just right or the light's shining just right or it's night, where maybe you don't even see that you've got a lot of flammable gas coming out of that garage," DeCrane said.

The foolproof way of determining if a battery is involved is asking the homeowner, he said. Beyond that, it's making educated guesses based on clues like the presence of an electric vehicle in the driveway, or a photovoltaic installation on the roof. Fire crews can also look at the utility connection to the house to see if

The foolproof way of determining if a battery is involved in a residential fire is to ask the homeowner. Beyond that, it's making educated guesses based on clues, like the presence of an electric vehicle in the driveway.

that signals anything unusual. Context and knowing your district is also important, DeCrane said.

"We talk to our firefighters all the time, independent of batteries, about knowing your running district. Know the type of construction, the type of occupancies, the types of hazards. This is no different," he said. "When you're going to work, your eyes should be open looking around

at what's being built. What's the affluency of your neighborhood? Are there photovoltaic systems installed? Are there energy storage systems installed? Are electric vehicles popular in your community? Do you have a lot of electric scooters? All of these things should raise your sense of that probability of a residential fire involving a large lithium-ion battery."

—J.R.

UL testing includes heating lithium-ion battery packs to the point where individual cells ignite and explode. Heat from burning cells ignites additional cells, creating a volatile reaction known as thermal runaway.

common tactic of creating ventilation holes in the roof is also problematic. "I also wouldn't want to put my firefighters on an engineered lightweight roof system above an explosive atmosphere," DeCrane said. "So what's the approach? Good question."

Getting close enough to a structure to open windows or doors may also put firefighters at risk if a blast were to occur, but FSRI and the IAFF are looking at this as possibly the best of a series of poor potential options. "Maybe we have a charged hand line ready, and if there's an exterior access door, we approach it to vent gases that way. But we don't necessarily want our members to interact with that garage door because we know from testing that that's the weak point" during a blast, DeCrane said. The researchers plan on more tests and to take that information back to an advisory panel in the hopes that the group can come out with solid advice. But that could take time.

"From an IAFF perspective, we have 335,000 members out there. And when they look to us, they have to know, 'OK, the IAFF has vetted this. We can take these recommendations and we can safely incorporate them,'" DeCrane said. "So we take this extremely seriously. We don't want to start rolling out recommendations unless we're very confident."

In the meantime, education and outreach are also needed so that more fire departments understand the risks of products powered by large lithium-ion batteries and the potential they have to seriously injure firefighters. NFPA has developed an array of resources that address these needs, including an online energy storage and photovoltaic systems training course designed for the fire service. (For more on NFPA training resources for ESS hazards, visit nfpa.org/ESS.) The Fire Protection Research Foundation has also begun preliminary work to find funding for a project addressing residential ESS.

DeCrane, Barowy, and other experts say that the more organizations that are involved in trying to answer these thorny questions, the better. There's no shortage of work to do, they say, even beyond firefighter response. For instance, overhaul after a lithium-ion incident ends also presents its own galaxy of questions and unique challenges because of the battery cells' well-established propensity for re-ignition hours, days, or even weeks after an incident. This makes it imperative to find and gather every cell in any damaged lithium-ion battery to prevent a return trip to the same address for a reignition. Digging through rubble for damaged, electrically charged battery parts requires special equipment and care, and disposal of the damaged material requires specialized waste-management procedures. Important questions also remain about how harmful lithium-ion off-gassing is to firefighters' health and to the environment, and how to effectively clean exposed gear.

With all there is left to know, it's unlikely that the research will catch up to the rate of ESS adoption anytime soon, but the ball is moving down the field. As more and more ESS systems are installed across



With all there is yet to learn about the technology, it's unlikely that research will catch up to the rate of energy storage system adoption anytime soon, but the ball is moving down the field. In the meantime, experts urge the fire service to remain vigilant and engaged.

the world, DeCrane urges the fire service to remain vigilant and engaged.

"You have to be eager and open to educating yourselves, because the education isn't going to be just dropped in your lap," he said. "We're providing a lot of information on the FSRI website (fsri.org). NFPA has been developing educational materials. The IAFF has a Department of Energy-funded project that's mostly dedicated to developing educational material and getting it out to the membership. So look for that education, and ask questions. Make sure you're getting information that is reliable and is truly tested, so that we can all understand what we're starting to deal with." ❖

JESSE ROMAN is senior editor at NFPA Journal and host of *The NFPA Podcast*.



TOWN OF STRATHAM

INCORPORATED 1716

10 BUNKER HILL AVENUE • STRATHAM NH 03885

VOICE (603) 772-7391 • FAX (603) 775-0517

STRATHAM SELECT BOARD

PUBLIC HEARING NOTICE

Stratham Municipal Center
10 Bunker Hill Avenue
Stratham, NH 03885
Meeting to be held in the Hutton Room
Monday, December 18, 2023
7:00 pm

The Stratham Select Board will hold a public hearing in the Stratham Municipal Center to invite public comments on the following items:

- In accordance with RSA 31:95-b on the question of acceptance of a donation in the amount of \$30,586 from Stratham Volunteer Fire Department Association to the Stratham Police Department.

Account Number:	683636
Customer Name:	Town Of Stratham
Customer Address:	Town Of Stratham 10 BUNKER HILL AVE. STRATHAM NH 03885
Contact Name:	David Moore
Contact Phone:	
Contact Email:	dmoore@StrathamNH.gov
PO Number:	

Date:	12/08/2023
Order Number:	9619313
Prepayment Amount:	\$ 0.00

Column Count:	1.0000
Line Count:	28.0000
Height in Inches:	0.0000

Print

Product	#Insertions	Start - End	Category
NEO PRT Seacoast Daily	1	12/13/2023 - 12/13/2023	Govt Public Notices
NEO PRT seacoastonline.com	1	12/13/2023 - 12/13/2023	Govt Public Notices

Order Confirmation Amount	\$122.64
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TOWN OF STRATHAM

Incorporated 1716

10 Bunker Hill Avenue · Stratham, NH 03885

Parks and Recreation, (603) 772-4741 ext. 250

TO: Stratham Select Board
CC: Recreation Commission
FROM: Seth Hickey, Parks and Recreation Director
DATE: 12/15/2023
RE: Department Purchase of Passenger Vehicle

At December 4th, Stratham Select Board meeting, the Board conceptually approved the purchase and operation of a passenger van for the Parks and Recreation Department knowing the Department would return with a specific van purchase recommendation and release of funds based on that final cost. The Parks and Recreation Department has requested the release of funds from the Motor Vehicle Registration Fee to fund a portion (22%) of the purchase price. There is no State of New Hampshire bidding process for these vehicles.

Selection of Vehicle-

2023 Ford Transit 350 High Roof XLT AWD (image and description attached)

Grappone Ford Concord, NH

MSRP: \$70,680.00

Discounted Price: \$67,553.00

Funding the Purchase

The Department would like to propose this purchase be funded through revenues generated by the 2023 Great Bay Food Truck Festival, the fees collected through the recently created Motor Vehicle Registration Fee and existing funds in the Recreation Revolving Fund.

Great Bay Food Truck Funds 2023	MVRF (Generating \$8,500 per Quarter)	Rec Revolving Fund (necessary remaining funds)
\$25,000	\$15,000	\$27,553

Authority to Expend

The Recreation Commission is in full support of this purchase to enhance recreation programming offered to our community. During their June 2023 meeting, the Recreation Commission reaffirmed their commitment to funding a passenger vehicle and set this purchase as a goal for the Department. The passenger vehicle would assist the Department in better meeting two underserved populations, teens and seniors.

During the 2023 Town Meeting, the voters approved adopting RSA 261:153 VI, the Municipal Transportation Improvement Fund. These funds have been accruing since May of 2023 in the Motor Vehicle Registration Capital Reserve Fund. On average these funds total \$10,000 per fiscal quarter. The current fund balance is \$21,105 (last report was end of October, 2023). During Town Meeting 2023, these funds were explicitly identified to support senior transportation. The expenditure of these funds towards a passenger vehicle would be in keeping with the intention of the establishment of this fund.

The Parks and Recreation Department is requesting that \$15,000.00 be released for expenditure from the Motor Vehicle Registration Capital Reserve Fund for the purchase of a passenger vehicle to be utilized by the Department.

Van Comparison

<https://faroutride.com/van-selection/>

Ford Transit

\$866 USD ANNUAL REPAIR COST (SOURCE: REPAIRPAL.COM)

“Ford, Mercedes, or Ram: regardless of makes and brands, repair and maintenance is inevitable in the long run. Sure, you might get a free espresso at the Mercedes dealer, but Ford dealers are all over the map (dealer locator), are way cheaper, and parts availability is VERY good. Knowing we live full time in our van and travel a lot to remote places, that’s a MASSIVE reason to go for the Ford Transit instead of the Mercedes Sprinter!”

Mercedes Sprinter

\$1,778 USD ANNUAL REPAIR COST (SOURCE: REPAIRPAL.COM)

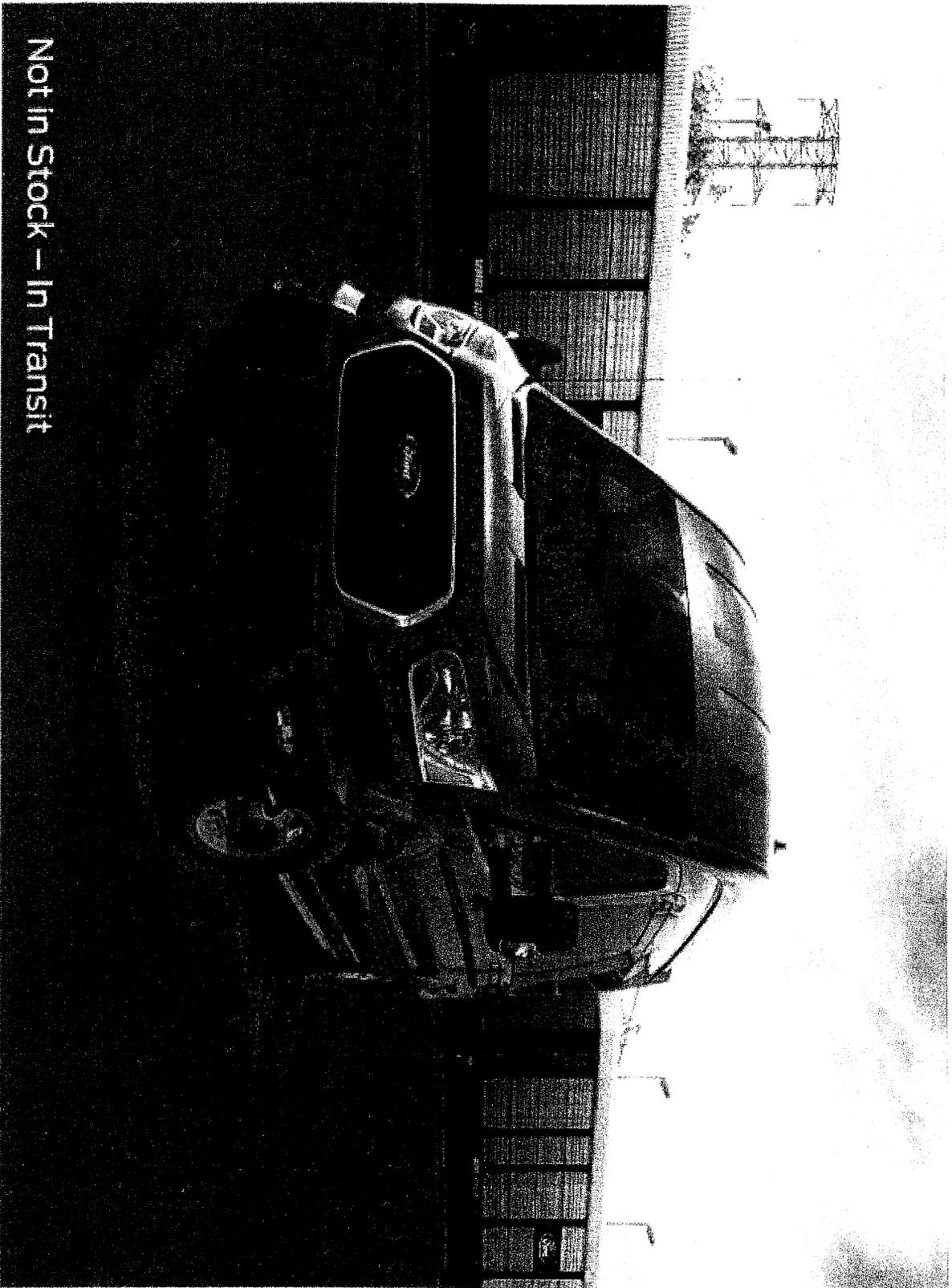
Ford Transit Warranty

3 year 36,000 Bumper/Bumper

5 year 60,000 Power Train

5 year 60,000 Roadside Assistance

The selected vehicle meets all of the requirements for the Department. We are anticipating delivery in early January. Thank you for your support with this enhancement to the Department.



Not in Stock – In Transit

KAN-001417 NH 9-NORMAL, NB, 001417, PL212 17126 120231129 7104 120231129 7104 CERT CERT CERT TRD RAMP BUMP CAMP BOOK EXCEL FORA 018367 1FA9X9X81 PKC02168 NB



ford.com

VEHICLE DESCRIPTION
TRANSIT

2023 350 HR PASS XLT AWD
XLT TRIM V6 (GAS)
10-SP-EBD TRANSMISSION

EXTERIOR BLACK METALLIC
INTERIOR EBONY CLOTH

PK C02168

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

- EXTERIOR**
- AUXILIARY FUEL PORT
 - BODY SIDE MOLTINGS - BLACK
 - BUMPERS - BODY COLOR
 - FOG LAMPS
 - FULL SIZE SPARE TIRE/WHEEL
 - HEADLAMP COURTESY DELAY
 - HEADLAMPS - AUTOMATIC
 - WIPEERS - RAIN-SENSING
- INTERIOR**
- AIR CONDITIONING
 - ASSIST HANDLES - A-PILLAR
 - ASSIST HANDLE - B-PILLAR
 - CENTER CONSOLE W/STORAGE
 - CRUISE CONTROL
 - ILLUMINATED SUN VISORS
 - LOOKING GLAIVE BOX
 - POWERPOINT - 12V (FRONT)
 - STEERING - TILT/TELESCOPIC WHEEL WITH AUDIO
- FUNCTIONAL**
- BLIND SPOT ASSIST
 - ELECTRONIC PWR ASSIST STEER
 - FORD CO-PILOT360™
 - FORDPASS™ CONNECT 4G/LTE
 - HOTSPOT TELEMETRICS MODEM
 - LANE-KEEPING SYSTEM
 - POST-COLLISION ASSIST W/AB
 - PRE-COLLISION ASSIST
 - REAR CROSS TRAFFIC ASSIST
 - SUSPENSION - HEAVY DUTY FRONT AXLE
 - SYNC®4 W/VR & 12" SCREEN
 - USB PORTS - 5 AMP
- SAFETY/SECURITY**
- 3 POINT SAFETY BELTS
 - ADVANCEDTRAC™ WITH RSC®
 - AIRBAGS 8 FRONT, SIDE AND SAFETY CANOPY® SYSTEM
 - BRAKES - AWHEEL DISC W/ABS
 - SECURITYLOCK® ANT-THEFT SYS™
 - SOCS POST-CRASH ALERT SYS™
 - TIRE PRESSURE MOUNT SYS
- VARRANTY**
- 5 YEAR/100,000 MILE POWERTRAIN
 - 5 YEAR/60,000 MILE Bumper to Bumper
 - 5 YEAR/60,000 MILE ROADSIDE ASSIST

INCLUDED ON THIS VEHICLE

OPTIONAL EQUIPMENT/OTHER	(MSRP)	(MSRP)	PRICE INFORMATION	(MSRP)
2023 MODEL YEAR	200.00	1,495.00	NO CHARGE	8,980.00
AGATE BLACK METALLIC				
PRE-HEATED EQUIPMENT PKG.302A				
WINDUP SEAT BELT PULLER	NO CHARGE			
FRONT FLOOR PROTECTANT	NO CHARGE			
WINDUP FLOOR COILING	635.00			
EGRESS WINDOW 2ND RW DRIVER	75.00			
253 DEGREE OPENING				
AUTO START STOP REMOVAL	50.00			
10WAY PWR D/P EBONY CLOTH	875.00			
PASSIVE ENTRY/START	370.00			
50 STATE EMISSIONS	NO CHARGE			
KEYLESS ENTRY PAD	95.00			
HD TRAILER TOW PACKAGE	485.00			
LONG-ARM PWR HEAT MIRRORS	NO CHARGE			
ELEC AIR TRIM CONTROL	1,120.00			
SYNC4 HDN/VRACC	NO CHARGE			
PERICLE MAINTENANCE MONITOR	45.00			
BLUETOOTH™ HEADLAMPS	45.00			
DUAL BATTERIES (FRONT-4H)	1,995.00			
SPARKLE SILVER WHEEL	1,995.00			
FRONT OVERHEAD SHELF	75.00			
TRAILER BRAKE CONTROLLER	406.00			
REMOTE START	496.00			
RUNNING BOARD	310.00			
2 ADDITIONAL KEYS	75.00			
VIRTUAL REARVIEW MIRROR	595.00			
PRIVACY GLASS	500.00			

Total price including Grapple and Government Discounts as of 12/5/2023: \$67,553

RAINF ONE	RAINF TWO	CONVOY	<p>Whether you decide to lease or finance your vehicle, you'll find the choices that are right for you. See your dealer for details or visit www.ford.com/finance.</p>
CV04	ITEM #:	11-Z660 OCT 2	
TOTAL MSRP		\$70,680.00	PL212 N RB 2X 365 001417 11 21 23

California Air Resources Board

Environmental Performance

These ratings are not directly comparable to the U.S. EPA/DOT light-duty vehicle label ratings. For information on how to compare, please see www.arb.ca.gov/ep_label.

Protect the environment. Choose vehicles with higher ratings:

Greenhouse Gas Rating (tailpipe only)



Smog Rating (tailpipe only)



Using alternative fuels may change scores.

Vehicle emissions are a primary contributor to climate change and smog. Ratings are determined by the California Air Resources Board based on this vehicle's measured emissions.

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score ★★ ★★

Frontal Crash Driver ★★ ★★ Passenger ★★ ★★

Side Crash Front seat ★★ ★★ Rear seat ★★ ★★

Rollover ★★ ★★

Star ratings range from 1 to 5 stars (★★★★★) with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236



WARNING: Operating, servicing and maintaining a passenger vehicle, pickup truck, van, or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.



FordPass Connect™

- Download the FordPass™ apps and you can:
- Access Vehicle Control Features
 - Remotely start, lock and unlock your vehicle
 - Locate your vehicle and check approximate fuel range
 - Receive vehicle health alerts

Activate 4G LTE Wi-Fi Hotspot. New vehicles include a 3-month or 3GB data (whichever comes first) Wi-Fi trial. Connect up to ten Wi-Fi-equipped devices.

The FordPass Connect™ modem is active and sending vehicle data (e.g. diagnostics) to Ford. See in-vehicle Settings for connectivity options.

FORD PROTECT™
Insists on Ford Protect. The only extended service plan fully backed by Ford and honored at every Ford dealership in the U.S., Canada and Mexico. See your Ford dealer or visit www.FordProtect.com.



12/05/2023

1202311297104

VEHICLE PURCHASE ORDER

Experience The Difference.

Established in 1924



530 Route 3A, Bow, NH 03304

(603) 226-8085 internet: http://www.grapponeford.com/index.htm

DATE 1/3/2024	SSN	You, the Buyer(s), hereby order and agree to purchase from Seller the following motor vehicle, subject to approval by seller.													
BUYER(S) Town Of Stratham	DOB	<input checked="" type="checkbox"/> NEW	<input type="checkbox"/> USED <input type="checkbox"/> DEMO												
BUYER(S)	DOB	YEAR 2023	MAKE Ford												
ADDRESS 10 Bunker Hill Ave Stratham NH	ZIP 03885	MODEL Transit													
ADDRESS	ZIP	TYPE Commercial	COLOR Black												
TELEPHONE: HOME	WORK (603) 772-4741	MILEAGE	DATE OF MFR.												
CREDIT/LIEN HOLDER		STOCK NO. FM0714	VIN 1FBAX9X81PKC02168												
EMAIL ADDRESS SHickey@strathamnh.gov		Delivery Date	SELLING PRICE \$67,553.00												
<p align="center">TITLE TO TRADE DUE ON DELIVERY</p> <p align="center">DESCRIPTION OF TRADE-IN</p> <table border="1"> <tr> <td>YEAR</td> <td>MAKE</td> <td>MODEL</td> </tr> <tr> <td>TYPE</td> <td>COLOR</td> <td>MILEAGE</td> </tr> <tr> <td>VIN</td> <td colspan="2">TRANSMISSION</td> </tr> <tr> <td>SALES CONSULTANT Sarah Reilly</td> <td>EMP. # 5558</td> <td></td> </tr> </table>	YEAR	MAKE	MODEL	TYPE	COLOR	MILEAGE	VIN	TRANSMISSION		SALES CONSULTANT Sarah Reilly	EMP. # 5558			Commercial Fleet - Municipal Cash	
	YEAR	MAKE	MODEL												
	TYPE	COLOR	MILEAGE												
	VIN	TRANSMISSION													
	SALES CONSULTANT Sarah Reilly	EMP. # 5558													
			Equipment to be Added:												
			Total out the door price includes Grappone												
			and Government Discounts												
			Estimated ETA of Vehicle January 3, 2024												
			-REBATE ()												
		=CASH PRICE	\$67,553.00												
		+ADMINISTRATION FEE													
		=TOTAL CASH PRICE DELIVERED	\$67,553.00												
		-CASH DEPOSIT SUBMITTED WITH ORDER	()												
		-TRADE ALLOWANCE	()												
		=CASH DUE ON DELIVERY	\$67,553.00												

By signing this contract you agree to buy the vehicle described above upon approval of this order by the Seller, on the terms and conditions listed above and on the back. You also agree that if you breach this contract, the Seller may keep the cash deposit as liquidated damages. Some of the ways in which you may breach this contract are cancelling this contract after 1) the Seller may no longer cancel his order from the manufacturer, 2) the Seller has performed services on the vehicle, or 3) the Seller has taken other actions in reliance on your signing this contract.

You are not required to finance the purchase of your vehicle with the creditor listed above or any other credit terms. You acknowledge that the credit terms listed above are estimates based on credit rates available at the time you choose to finance your purchase with creditor named above, the actual terms and conditions may be different. If the credit terms are different than they will be disclosed to you before or at the time of purchase.

NOTICE TO BUYER

1. READ THIS CONTRACT BEFORE SIGNING.
2. YOU ARE ENTITLED TO AN EXACT COPY OF THE CONTRACT YOU SIGN.

YOU, THE BUYER, ACKNOWLEDGE THAT YOU HAVE READ THIS CONTRACT AND HAVE RECEIVED A COMPLETED COPY OF THIS CONTRACT. YOU ALSO CERTIFY THAT YOU ARE OF LEGAL AGE TO EXECUTE BINDING CONTRACTS IN THIS STATE.

Buyer's Signature _____ Date 1/3/2024

Co-Buyer's Signature _____ Date 1/3/2024

Approval of Order by Seller _____ Date 1/3/2024

Dealer's Authorized Agent

grappone
Chrysler Ford

New 2023 Ford Transit-350 Passenger Van XLT AWD Transit Long 250

VIN: 1FBAX9X81PKC02168
Stock: FM0714

Exterior: Agate Black
Interior: Ebony
Engine: V6

Drivetrain: AWD
Transmission: Automatic



grappone
Chrysler Ford

Grappone Ford

530 Route 3A
Bow, NH 03304
(855) 902-0274

fordsales@grappone.com

Vehicle Details:

- Tires: 235/65R16C 121/119 RAS BSW
- Clearcoat Paint
- Black Bodyside Cladding and Black Wheel Well Trim
- Black Door Handles
- Light Tinted Glass
- Fully Galvanized Steel Panels
- 4-Way Driver Seat
- Manual Tilt/Telescoping Steering Column
- Removable Split-Bench Front Facing 4th Row Seat Number, Control and Type Head Restraint
- HVAC -inc: Underseat Ducts
- Driver Foot Rest
- Full Cloth Headliner
- Day-Night Rearview Mirror
- Fade-To-Off Interior Lighting
- Instrument Panel Bin, Driver / Passenger And Rear Door Bins
- Analog Appearance
- Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
- Streaming Audio
- 1 LCD Monitor In The Front
- GVWR: 9,250 lbs
- Engine Auto Stop-Start Feature
- 70-Amp/Hr Maintenance-Free Battery w/Run Down Protection
- Gas-Pressurized Front Shock Absorbers and HD Rear Shock Absorbers
- 25.1 Gal. Fuel Tank
- Permanent Locking Hubs
- Solid Axle Rear Suspension w/Leaf Springs
- Side Impact Beams
- Dual Stage Driver And Passenger Front Airbags
- Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
- Drivetrain: All Wheel Drive
- Base Curb Weight: 6505
- Gross Axle Wt Rating - Rear: 5780
- Steel Spare Wheel
- Black Rear Bumper w/1 Tow Hook
- Black Side Windows Trim and Black Front Windshield Trim
- Fixed Rear Window w/Defroster
- Rain Detecting Variable Intermittent Wipers
- Split Swing-Out Rear Cargo Access
- 4-Way Passenger Seat
- Fixed Rear Windows and Fixed 3rd Row Windows
- Front Cupholder
- Rear Cupholder
- Locking Glove Box
- Interior Trim -inc: Metal-Look Instrument Panel Insert
- Urethane Gear Shifter Material
- Driver And Passenger Visor Vanity Mirrors w/Driver And Passenger Illumination
- Cargo Space Lights
- Power 1st Row Windows w/Driver 1-Touch Down
- Driver Information Center
- Seats w/Cloth Back Material
- Securilock Anti-Theft Ignition (pats) Immobilizer
- 2 12V DC Power Outlets
- Fixed Antenna
- Engine: 3.5L PFDi V6 Flex-Fuel -inc: port injection and auto start-stop technology
- 50-State Emissions System
- Automatic Full-Time All-Wheel
- HD 250 Amp Alternator
- 2744# Maximum Payload
- Front Anti-Roll Bar
- Electric Power-Assist Steering
- Single Stainless Steel Exhaust
- Strut Front Suspension w/Coil Springs
- 4-Wheel Disc Brakes w/4-Wheel ABS, Front Vented Discs, Brake Assist, Hill Hold Control and Electric Parking Brake
- Dual Stage Driver And Passenger Seat-Mounted Side Airbags
- Airbag Occupancy Sensor
- Vehicle Name: Ford Transit Passenger Wagon
- Body Style: High Roof Van
- Body Code: V
- Passenger Capacity: 12
- Gross Axle Wt Rating - Front: 4630
- Curb Weight - Front: 3454

Print Vehicle

- Curb Weight - Rear: 3052
- Fuel Economy Est-Combined: - TBD -
- EPA Fuel Economy Est - Hwy: - TBD -
- Dead Weight Hitch - Max Trailer Wt.: 4000
- Wt Distributing Hitch - Max Trailer Wt.: 4000
- Maximum Trailering Capacity: 4000
- Engine Type: Regular Unleaded V-6
- Fuel System: Port/Direct Injection
- SAE Net Torque @ RPM: 260 @ 4000
- Trans Type: 10
- Trans Description Cont. Again:
- Second Gear Ratio (:1): 2.98
- Fourth Gear Ratio (:1): 1.77
- Sixth Gear Ratio (:1): 1.27
- Trans PTO Access: No
- Transfer Case Power Take Off: No
- Maximum Alternator Capacity (amps): 250
- Suspension Type - Front: Strut
- Axle Type - Front: Independent
- Axle Ratio (:1) - Front: 4.10
- Front Tire Order Code:
- Spare Tire Order Code:
- Rear Tire Size: LT235/65SR16
- Revolutions/Mile @ 45 mph - Front: 720
- Front Wheel Size: 16 X 6.5
- Spare Wheel Size: Full-Size
- Rear Wheel Material: Steel
- Steering Type: Rack-Pinion
- Brake Type: 4-Wheel Disc
- Brake ABS System (Second Line): 4-Wheel
- Disc - Rear (Yes or): Yes
- Rear Brake Rotor Diam x Thickness: 12.1
- Rear Drum Diam x Width:
- Front Head Room: 56.6
- Front Shoulder Room: 67.9
- Second Head Room: 65.2
- Second Shoulder Room: 71.4
- Third Head Room: 65.2
- Third Shoulder Room: 67
- Wheelbase: 148
- Width, Max w/o mirrors: 81.3
- Overhang, Front: 40.3
- Ground Clearance, Front: 6
- Rear Door Type: Split Swing-Out
- Cargo Area Length @ Floor to Seat 1: 141.7
- Cargo Area Length @ Floor to Seat 3: 76.2
- Cargo Box Width @ Wheelhousings: 53.7
- Cargo Volume to Seat 1: 382.6
- Cargo Volume to Seat 4: 107
- Eighth Gear Ratio (:1): 0.85
- Vehicle Segment: Large Van
- Body Cab Style: Wagon
- Engine Camshaft: DOHC
- Engine Cylinder Count: 6
- Country of Origin: United States Ford
- 4.10 Limited-Slip Axle Ratio
- Wheels: 16" Sparkle Silver Alloy
- Ebony Cloth Heated Bucket Seats
- 15-Passenger Seats
- 50/50 Hinged Rear Door w/253-Degree Opening
- Gross Vehicle Weight Rating Cap: 9250
- EPA Fuel Economy Est - City: - TBD -
- Gross Combined Wt Rating: 11200
- Dead Weight Hitch - Max Tongue Wt.: 400
- Wt Distributing Hitch - Max Tongue Wt.: 400
- Engine Order Code: 998
- Displacement: 3.5 L/213
- SAE Net Horsepower @ RPM: 275 @ 6250
- Trans Order Code: 44U
- Trans Description Cont.: Automatic w/OD
- First Gear Ratio (:1): 4.69
- Third Gear Ratio (:1): 2.15
- Fifth Gear Ratio (:1): 1.52
- Reverse Ratio (:1): 4.87
- Transfer Case Model: None
- Tons/yr of CO2 Emissions @ 15K mi/year: - TBD -
- Engine Oil Cooler: None
- Suspension Type - Rear: Leaf
- Axle Type - Rear: Rigid Axle
- Axle Ratio (:1) - Rear: 4.10
- Rear Tire Order Code:
- Front Tire Size: LT235/65SR16
- Spare Tire Size: Full-Size
- Revolutions/Mile @ 45 mph - Rear: 720
- Rear Wheel Size: 16 X 6.5
- Front Wheel Material: Steel
- Spare Wheel Material: Steel
- Turning Diameter - Curb to Curb: 47.8
- Brake ABS System: 4-Wheel
- Disc - Front (Yes or): Yes
- Front Brake Rotor Diam x Thickness: 12.1
- Drum - Rear (Yes or):
- Fuel Tank Capacity, Approx: 25.1
- Front Leg Room: 41.3
- Front Hip Room: 60.7
- Second Leg Room: 33.7
- Second Hip Room: 69.6
- Third Leg Room: 35.6
- Third Hip Room: 67.3
- Length, Overall: 235.5
- Height, Overall: 108.6
- Ground to Top of Load Floor: 28.8
- Ground Clearance, Rear: 6
- Side Door Type: Sliding
- Cargo Area Length @ Floor to Seat 2: 107.1
- Cargo Area Width @ Beltline: 69.8
- Cargo Box (Area) Height: 77
- Cargo Volume to Seat 3: 107
- Seventh Gear Ratio (:1): 1.00
- Model Group: Transit
- Vehicle Type: Wagon
- Engine Displacement Units: 3.5
- Engine Block Type: aluminum
- Engine Valve Count: 4
- Order Code 302A
- Wheels: 16" Silver Steel w/Exposed Lug Nuts
- Dark Palazzo Gray Cloth Bucket Seats
- Cloth Front Bucket Seats
- Auto Start-Stop Delete
- Chrome High-Intensity Discharge (HID) Headlamps

Print Vehicle

- Front Fog Lamps
- Long-Arm Manual-Folding Heated Pwr Adjusting Mirrors
- Heavy-Duty Trailer Tow Package
- Privacy Glass
- Front Overhead Shelf
- Front & Rear Vinyl Floor Covering
- Intelligent Access w/Push-Button Start
- Radio: AM/FM Stereo w/SYNC 4/SiriusXM w/360L/Nav/iACC
- 2 Additional Keys (4 Total)
- Side Sensing System
- Front Sensing System
- Intelligent Adaptive Cruise Control
- Intelligent Speed Assist (ISA)
- Tow/Haul Mode w/Trailer Wiring Prov
- 4-Wheel Disc Brakes
- Electronic Stability Control
- Tachometer
- ABS brakes
- Automatic temperature control
- Bumpers: body-color
- Driver door bin
- Dual front impact airbags
- Front anti-roll bar
- Front reading lights
- Fully automatic headlights
- Illuminated entry
- Occupant sensing airbag
- Panic alarm
- Passenger seat mounted armrest
- Power door mirrors
- Power windows
- Rear air conditioning
- Rear window defroster
- Speed control
- Telescoping steering wheel
- Traction control
- Turn signal indicator mirrors
- Front beverage holders
- 4th-Row Bench Seat
- Driver's Seat Mounted Armrest
- Emergency communication system: 911 Assist
- Driver Air Bag
- Front Side Air Bag
- Rear Head Air Bag
- ABS
- Locking/Limited Slip Differential
- All Wheel Drive
- Keyless Entry
- Power Mirror(s)
- Power Steering
- Tires - Front All-Season
- Traction Control
- Intermittent Wipers
- Variable Speed Intermittent Wipers
- Immobilizer
- Driver Vanity Mirror
- Driver Illuminated Vanity Mirror
- Transmission w/Dual Shift Mode
- Midship Extended Range Fuel Tank (31 Gallons)
- Running Boards
- Trailer Brake Controller (TBC)
- Egress Window
- Digital Rearview Mirror
- Large Center Console
- Keyless Entry Keypad
- Radio: AM/FM Stereo w/SYNC 4 & Nav
- Dual AGM Batteries (70 Amp-hr Each)
- Vehicle Maintenance Monitor
- Reverse Sensing System
- Remote Start
- Frame Mounted Hitch Receiver
- Intersection Assist
- Electronic Air Temperature Control
- Traffic Sign Recognition (TSR)
- Air Conditioning
- Front Bucket Seats
- 3rd row seats: split-bench
- AM/FM radio
- Brake assist
- Delay-off headlights
- Driver vanity mirror
- Dual front side impact airbags
- Front fog lights
- Front wheel independent suspension
- Heated door mirrors
- Low tire pressure warning
- Overhead airbag
- Passenger door bin
- Passenger vanity mirror
- Power steering
- Rain sensing wipers
- Rear reading lights
- Remote keyless entry
- Steering wheel mounted audio controls
- Tilt steering wheel
- Trip computer
- Variably intermittent wipers
- 8 Speakers
- High-Intensity Discharge Headlights
- Auto High-beam Headlights
- Navigation system: Connected Navigation
- Passenger Air Bag
- Front Head Air Bag
- A/C
- Rear Defrost
- Third Passenger Door
- V6 Cylinder Engine
- Power Door Locks
- Bucket Seats
- Adjustable Steering Wheel
- Tires - Rear All-Season
- Power Windows
- A/T
- Rain Sensing Wipers
- Automatic Headlights
- Passenger Vanity Mirror
- Passenger Illuminated Visor Mirror
- Tow Hooks

From: [David Moore](#)
To: [Karen Richard](#)
Subject: FW: Stratham's Input Needed
Date: Wednesday, December 13, 2023 1:51:13 PM

Please add this e-mail as an informational item for December 18th.

David M.

From: Kevin Condict <Kevin.Condict@leg.state.nh.us>
Sent: Wednesday, December 13, 2023 1:09 PM
To: Mark Connors <mconnors@StrathamNH.gov>; David Moore <dmoore@StrathamNH.gov>
Cc: Debra Altschiller <Debra.Altshiller@leg.state.nh.us>
Subject: Stratham's Input Needed

Hello,

I want to bring to your attention a proposal that has been made by NH State Senator Kevin Avard of Nashua, State Representatives Gregory Hill of Northfield, David Rochefort of Concord, and Nicholas Germana of Keene.

Senate bill 301 (https://gencourt.state.nh.us/lsr_search/billText.aspx?id=1975&type=3)

seeks to put together a legislative study committee to "study putting a desalination plant on the seacoast." This study committee would be comprised of three Senators appointed by the current Senate President (Jeb Bradley, Wolfeboro) and three Representatives appointed by the current Speaker of the House (Sherm Packard, Londonderry). The purpose of the committee would be to study the possibility of putting a desalination plant on the seacoast. The study shall include an assessment of the costs and benefits of such a plant for the region as well as recommendations for future legislation.

It is very important to have input from seacoast communities regarding this proposal. At the present time, hearing dates for specific bills have not been scheduled although we have been informed hearings will begin January 3rd and 4th.

I look forward to hearing your thoughts about this proposal.

Kindest regards,

Debra Altschiller (she/her)

State Senator, District 24

Exeter, Greenland, Hampton, Hampton Falls, North Hampton, Rye & Stratham



Kevin Condict
Legislative Aide

Senator Debra Altschiller (District 24)
Executive Departments and Administration Committee
603-271-7875



November 17, 2023

Board of Selectmen
Town of Stratham
10 Bunker Hill Avenue
Stratham, NH 03885

Re: Important Information—Price Changes

Dear Members of the Board:

At Comcast, we are always committed to delivering the entertainment and services that matter most to our customers in your community, as well as exciting experiences they won't find anywhere else. We are also focused on making our network stronger in order to meet our customers' current needs and future demands. As we continue to invest in our network, products, and services, the cost of doing business rises. Rising programming costs, most notably for broadcast TV and sports, continue to be the biggest factors driving price increases. While we absorb some of these costs, these fee increases affect service pricing. As a result, starting December 20, 2023, prices for certain services and fees will be increasing, including the Broadcast TV Fee and the Regional Sports Network Fee. Please see the enclosed Customer Notices for more information.

Should you have any questions, please do not hesitate to contact me at Bryan_Christiansen@comcast.com.

Very truly yours,

Bryan Christiansen

Bryan Christiansen, Director
Government Affairs

Important information regarding your Xfinity services and pricing

Effective December 20, 2023

Xfinity TV Services	Current	New
Broadcast TV Fee	\$27.25	\$31.10
Franchise Costs		
Concord	\$0.42	\$0.50
Hampstead	\$1.08	\$0.86
Nashua	\$0.19	\$0.15
Pembroke	\$0.15	\$0.17
Plaistow	\$0.87	\$0.85
Seabrook	\$0.27	\$0.31
Regional Sports Fee	\$12.00	\$12.45
Choice TV Select	\$37.50	\$43.50
Choice TV Select - with TV Box (Flex upgrade)	\$47.50	\$53.50
HBO, MGM+, and DVR	\$30.98	\$31.98
Netflix, HBO, Showtime, and DVR	\$58.47	\$59.47

Xfinity Internet	Current	New
Connect	\$65.00	\$68.00
Connect More	\$87.00	\$90.00
Fast	\$102.00	\$105.00
Superfast	\$107.00	\$110.00
Gigabit	\$112.00	\$115.00
Gigabit Extra	\$117.00	\$120.00
Gigabit x2	\$130.00	\$120.00

Xfinity Home	Current	New
Pro Protection	\$50.00	\$55.00
Pro Protection Plus	\$60.00	\$65.00

Allentown, NH

87732000 (0810,1260,1290,1370,1380,1500,1550,1580,1610,1620,1630,1800,1820,3210)

P457AJ24

Important Information – Price Changes
December 20, 2023
Additional Information Continued

SERVICES NO LONGER AVAILABLE FOR NEW SUBSCRIPTIONS		
	Current	New
Basic Latino TV	\$ 28.27	\$ 32.95
Extreme 150	\$ 38.00	\$ 35.00
Digital Preferred Tier w/HBO	\$ 34.99	\$ 35.99
Economy Latino TV	\$ 39.27	\$ 42.27
Choice TV Select	\$ 32.50	\$ 43.50
Economy Plus Latino TV	\$ 47.27	\$ 50.27
Pro Protection	\$ 50.00	\$ 55.00
Digital Preferred Tier w/Sports and 4 Premiums	\$ 62.00	\$ 65.00
Performance Starter	\$ 65.00	\$ 68.00
Digital Preferred Tier w/Sports and 5 Premiums	\$ 66.00	\$ 69.00
Performance Internet Additional Outlet with TV or Voice service	\$ 67.00	\$ 70.00
Digital Preferred Tier w/ 5 Premiums	\$ 67.00	\$ 70.00
Starter Latino TV	\$ 67.27	\$ 70.27
Nuevo Completo	\$ 83.17	\$ 87.85
HSD AO	\$ 87.00	\$ 90.00
Performance Internet Additional Outlet	\$ 87.00	\$ 90.00
Internet Plus Latino Double Play	\$ 90.99	\$ 96.99
Internet Plus Double Play with HBO	\$ 90.99	\$ 96.99
Choice TV Double Play	\$ 90.99	\$ 96.99
Limited Basic + Performance Internet Double Play	\$ 96.74	\$ 99.74
Preferred Double Play	\$ 94.89	\$ 100.89
Internet Pro Plus w/Showtime Double Play	\$ 94.99	\$ 100.99
Blast! Extra Double Play	\$ 95.99	\$ 101.99
Internet Pro Plus Double Play with HBO	\$ 97.99	\$ 103.99
Choice TV Triple Play	\$ 100.99	\$ 106.99
Economy Double Play	\$ 102.99	\$ 108.99
Blast! Plus Double Play	\$ 105.99	\$ 111.99
Performance Internet and Unlimited Voice Double Play	\$ 111.95	\$ 114.95
Blast Plus Double Play with HBO	\$ 112.99	\$ 118.99
Standard+ Double Play	\$ 114.99	\$ 120.99
Basic Pro Triple Play	\$ 115.99	\$ 121.99

SERVICES NO LONGER AVAILABLE FOR NEW SUBSCRIPTIONS		
	Current	New
Preferred Triple Play	\$ 120.99	\$ 126.99
Select Double Play	\$ 122.99	\$ 128.99
Economy Pro Triple Play	\$ 123.99	\$ 129.99
Digital Premier with Sports and 4 Premiums	\$ 129.27	\$ 132.27
Blast Internet and Unlimited Voice Double Play	\$ 131.95	\$ 134.95
Digital Premier with Sports and 5 Premiums	\$ 133.27	\$ 136.27
HD Preferred Triple Play	\$ 130.99	\$ 136.99
Extra Double Play w/ Performance Internet	\$ 134.27	\$ 137.27
Digital Premier With 5 Premiums	\$ 134.27	\$ 137.27
Standard+ More Triple Play	\$ 131.99	\$ 137.99
Preferred Extra Triple Play	\$ 132.99	\$ 138.99
Starter Latino Double Play	\$ 134.27	\$ 140.27
Select+ Double Play	\$ 141.99	\$ 147.99
HD Preferred Plus Triple Play	\$ 142.99	\$ 148.99
Signature Double Play	\$ 142.99	\$ 148.99
Value Plus Triple Play	\$ 145.99	\$ 151.99
Economy Plus Latino Triple Play	\$ 145.99	\$ 151.99
Extra Double Play with Blast! Internet	\$ 154.27	\$ 157.27
Select Triple Play	\$ 151.99	\$ 157.99
Digital Preferred Double Play w/Performance Pro Internet	\$ 154.99	\$ 160.99
Starter Triple Play	\$ 157.99	\$ 163.99
Select+ More Triple Play	\$ 160.99	\$ 166.99
HD Starter Triple Play	\$ 165.99	\$ 171.99
Preferred Triple Play	\$ 170.99	\$ 176.99
Digital Premier Double Play with Sports and Voice	\$ 174.22	\$ 177.22
Signature Triple Play	\$ 171.99	\$ 177.99
Signature+ Double Play	\$ 171.99	\$ 177.99
Super Double Play	\$ 172.99	\$ 178.99
Digital Preferred Double Play w/ Blast! Internet	\$ 174.27	\$ 180.27
HD Preferred Triple Play with Hitz	\$ 180.99	\$ 186.99

SERVICES NO LONGER AVAILABLE FOR NEW SUBSCRIPTIONS		
	Current	New
Preferred Extra Latino Triple Play	\$ 180.99	\$ 186.99
HD Preferred Plus Triple Play	\$ 190.99	\$ 196.99
Signature+ More Triple Play	\$ 190.99	\$ 196.99
Supert+ Double Play	\$ 191.99	\$ 197.99
Premier Double Play w/Performance Pro Internet	\$ 192.99	\$ 198.99
HD Preferred Extra Triple Play	\$ 197.99	\$ 203.99
HD Preferred Plus Triple Play with Hitz	\$ 200.99	\$ 206.99

SERVICES NO LONGER AVAILABLE FOR NEW SUBSCRIPTIONS		
	Current	New
Super Triple Play	\$ 201.99	\$ 207.99
Multilatino HD Total Triple Play	\$ 220.99	\$ 226.99
HD Premier Triple Play w/ Blast! Internet	\$ 225.99	\$ 231.99
HD Premier XF Bundle Triple Play	\$ 225.99	\$ 231.99
HD Complete XF Triple Play	\$ 244.99	\$ 250.99

FIREWORKS APPLICATION

Town of Stratham
Incorporated 1716
10 Bunker Hill Ave. • Stratham, NH 03885

APPLICANT INFORMATION			
Person/Organization Applying for Permit:		American Thunder Fireworks, Inc.	
Address: 196 Park Street		City: North Reading	State: MA Zip: 01864
Contact Person: Warren R. Pearce Jr.	Phone: 978-664-0057	Email: americanthunder@verizon.net	
FIREWORKS PERMIT INFORMATION			
Date(s) Fireworks Will Be Used: 1/6/2024 Rain date 1/20/2024			
Location of Fireworks Display: Stratham Hill Park 270 Portsmouth Ave. Stratham, NH 03885			
At what type of event are the fireworks being used? Stratham Lights 4 Lives			
Do you own the property where the fireworks will be used? No			
If you are <i>NOT</i> the owner of the property where the fireworks will be used, do you have the owner's permission to use fireworks on his/her property? If so, please attach signed consent. Town owned			
Please attach a certificate of insurance with liability coverage. See attached			
Are you using fireworks that require Federal or State licensure? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If so, please attach a copy of that license.			
Other (any other pertinent information): Please see attached show program and site plan.			
<p><i>I have read the provisions of Town Ordinance Chapters 6-01 and 1-15 (Noise) by signing below, state that I will comply with those provisions at all times. I will check the day's fire danger at: https://www.nh.gov/nhdfl/community/daily-fire-danger.htm or call the Division of Forests and Lands wildfire information line (toll free): 1-866-NH-FIRES and proceed only if the day is designated as Blue or Green. I will contact the Fire Department @ (603)-772-9756 on the day of my event for final approval.</i></p>			
Signature: <i>Warren R. Pearce Jr.</i>			Date: 12/8/2023
<input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED Reason for denial:			
Select Board Signature:			Date:
Select Board Signature:			Date:
Select Board Signature:			Date:

American Thunder Fireworks
 196 Park Street
 North Reading, MA 01864
 (978) 664-0057
 2024
 Show Program

Sold To: Stratham NH Date: 1/06/2024

Mark Program Here

Opening:

20--3"/10-3"SALUTES

Flights:

6-5--3" 4-5-4"

Mid Barrage:

Finale:

60-3"/30-3"/10-4"/30-3" salutes

Mortars (Finale)	Heavy Guns	Pulling Shells	Total Shells:
2.5" _____		2.5" _____	2.5" _____
3" _____	3" _____	3" _____ 120 _____	3" _____ 300 _____
4" _____	4" _____	4" _____ 36 _____	4" _____ 66 _____
5" _____	5" _____	5" _____ 20 _____	5" _____ 20 _____
6" _____	6" _____	6" _____	6" _____
	8" _____	8" _____	8" _____
	10" _____	10" _____	10" _____
	12" _____	12" _____	12" _____
		Cakes: _____	Cakes: _____

The Finest In Display Fireworks!!

Stratham Fair grounds

Stratham hill Stratham NH

Stratham Fair

Portsmouth Ave

350 Radius 5" Max Shell Size

Shoot site

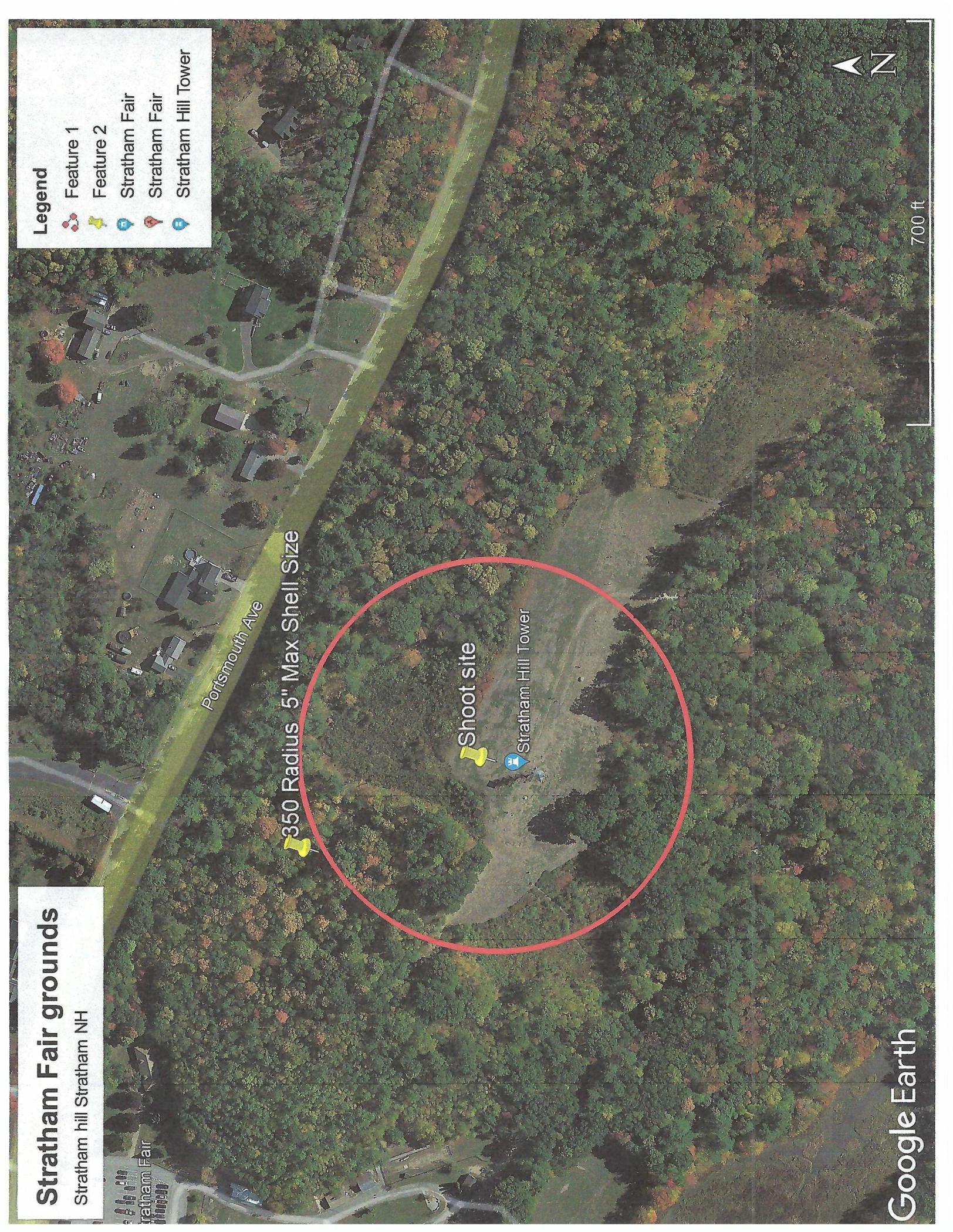
Stratham Hill Tower

Legend

- Feature 1
- Feature 2
- Stratham Fair
- Stratham Fair
- Stratham Hill Tower



700 ft





**NEW HAMPSHIRE DEPARTMENT OF SAFETY
OFFICE OF THE STATE FIRE MARSHAL**
Fireworks Enforcement & Safety Unit
Mailing Address: 33 Hazen Drive, Concord, NH 03305
Office: 110 Smokey Bear Blvd., Concord, NH
(603) 223-4289 / FAX (603) 223-4294 / Email: fmo.fireworks@dos.nh.gov



APPLICATION FOR PERMIT FOR THE DISPLAY OF DISPLAY FIREWORKS

TYPE OR PRINT ALL INFORMATION

12/08/2023

Date of Application

PLEASE NOTE THE FOLLOWING:

- All approved applications shall be submitted to the State Fire Marshal's Office at **least 3 business days PRIOR** to the intended date of display.
- Applications shall be submitted to local authorities **not less than 15 days PRIOR** to the date of display.

- 1.) Stratham Volunteer Fire Dept. Association
Name of sponsoring organization or individual Date of Birth
- 2.) 10 Bunker Hill Avenue, Stratham, NH 03885
Complete address of sponsor
- 3.) Gerri Denton 10 Bunker Hill Ave., Stratham, NH 03885
Name and address of sponsor owner or person in charge, if other than individual
- 4.) 1/6/2024 between 7:30-8:30 pm Rain date 1/20/2024 between 7:30-8:30pm
Intended date and time of display/rain date and time
- 5.) American Thunder Fireworks, Inc. 196 Park Street, North Reading, MA 01864
Name and address of person or company furnishing the display material
- 6.) N/A
Name of company issuing surety bond and amount of coverage, if required
- 7.) Derek Lavalley 10 Westchester Street, Salem, NH 03079 / Richard Fowler 17 Old Road, Plaistow, NH 03865
Name and address of operator(s) who will fire off the display
- 8.) Lic#488 Exp. 06/20/2026 and Lic#600 Exp. 03/06/2027
The operator(s) certificate of competency number(s) and date of expiration
- 9.) Location where the display is to be held. **PROVIDE PHYSICAL ADDRESS OF SITE.** (Give location at which fireworks are to be discharged, location of all area buildings, highways and the lines behind which the audience will be retained and location of all nearby trees, telephone, or electrical power lines or other overhead obstructions.) ATTACH SITE PLAN

Stratham Hill Park 270 Portsmouth Ave. Stratham, NH 03885

ALL ACCIDENTS / FIRES OR INJURIES SHALL BE IMMEDIATELY REPORTED TO: (603) 223-4381 EXT. 0

10.) The amount and description of the fireworks to be discharged, the number and diameter of the shells, and whether manually or electrically fired. (Actual shell count required for final approval).

300-3", 66-4", and 20-5" shells manually and/or electrically fired



Signature of Applicant

In accordance with the requirements of RSA 160-B: 7III, I have reviewed the above application and intended area for display and will forward it with the following recommendation:

Issuance of the display permit



Chief of Fire Department

Denial of the display permit, for the following reason(s)

Saf-C 5024.10(a) and (b) Fire Equipment

- a) *The sponsor of the display shall arrange for the presence of fire department personnel and extinguishing equipment. The local fire chief shall provide at least one member of the department or more that he deems necessary to operate such extinguishing equipment as outlined below. They may be on duty from the time the fireworks are delivered at the site, but shall be on duty from the time unloading of the fireworks begin until the termination of the display and removal of all fireworks and debris from the site. For the purpose of this rule, debris shall include any un-ignited fireworks or remnants containing explosive material.*
- b) *The Fire Chief shall designate such fire extinguishing equipment as might be required at the display site from the time the fireworks are delivered at the site until the termination of the display and removal of all fireworks and debris from the site. The head of the fire department shall designate the location and type of fire extinguishing equipment.*

PERMIT FOR DISPLAY OF DISPLAY FIREWORKS

In accordance with the requirements of RSA 160-B: 7III, I have reviewed the attached application for display and have made the following determination:

- Permit for display as outlined in the application granted.
- Permit for display is denied.

Head of Licensing Board, Chief of Police or Governing Body

Date

Approved and completed applications may be mailed to: NH State Fire Marshal's Office, 33 Hazen Drive, Concord, NH 03305, **faxed** to (603) 223-4294 or **emailed** to: fmo.fireworks@dos.nh.gov

ALL ACCIDENTS / FIRES OR INJURIES SHALL BE IMMEDIATELY REPORTED TO: (603) 223-4381 EXT. 0



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
12/7/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Acrisure, LLC dba Britton Gallagher & Associates One Cleveland Center, Floor 30 1375 East 9th Street Cleveland OH 44114	CONTACT NAME: PHONE (A/C, No, Ext): 216-658-7100 FAX (A/C, No): 216-658-7101 E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE NAIC #	
INSURED American Thunder Fireworks Inc 196 Park Street North Reading MA 01864	INSURER A: Everest Indemnity Insurance Co. 10851	
	INSURER B: Axis Surplus Ins Company 26620	
	INSURER C:	
	INSURER D:	
	INSURER E:	
INSURER F:		

COVERAGES **CERTIFICATE NUMBER:** 1581749265 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC	Y	SIBGL00294-231	2/15/2023	2/15/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$	Y	P-001-000247389-04	2/15/2023	2/15/2024	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000 \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A			<input type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Additional Insured extension of coverage is provided by above referenced General Liability and Excess policy where required by written agreement.
1)Town of Stratham 10 Bunker Hill Avenue Stratham, NH 03885
2)Stratham Volunteer Fire Department 4 Winnicutt Road Stratham, NH 03885
3)Stratham Hill Park, 270 Portsmouth Ave. Stratham, NH 03885
Date of display: 1/6/2024 Rain Date: 1/20/2024
Location of Display: 270 Portsmouth Ave, Stratham, NH 03885

CERTIFICATE HOLDER

CANCELLATION

State of New Hampshire Office of the State Fire Marshal 33 Hazen Drive Concord NH 03305 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
--	---

Stratham Fair grounds

Stratham hill Stratham NH

Legend

- Feature 1
- Feature 2
- Stratham Fair
- Stratham Fair
- Stratham Hill Tower

Portsmouth Ave

350 Radius 5" Max Shell Size

Shoot site

Stratham Hill Tower



700 ft

American Thunder Fireworks
 196 Park Street
 North Reading, MA 01864
 (978) 664-0057
 2024
 Show Program

Sold To: Stratham NH Date: 1/06/2024

Mark Program Here

Opening:

20--3"/10-3"SALUTES

Flights:

6-5--3" 4-5-4"

Mid Barrage:

Finale:

60-3"/30-3"/10-4"/30-3" salutes

<u>Mortars (Finale)</u>	<u>Heavy Guns</u>	<u>Pulling Shells</u>	<u>Total Shells:</u>
2.5" _____		2.5" _____	2.5" _____
3" _____	3" _____	3" ___ 120 ___	3" ___ 300 ___
4" _____	4" _____	4" ___ 36 ___	4" ___ 66 ___
5" _____	5" _____	5" ___ 20 ___	5" ___ 20 ___
6" _____	6" _____	6" _____	6" _____
	8" _____	8" _____	8" _____
	10" _____	10" _____	10" _____
	12" _____	12" _____	12" _____
		Cakes: _____	Cakes: _____

The Finest In Display Fireworks!!



U.S. Department
of Transportation

Eastern Service Center
Operations Support Group
AJV-E2

1701 Columbia Ave.
College Park, GA 30337

FIREWORKS DISPLAY NOTIFICATION

Company Name: American Thunder Fireworks, Inc.

Email Address of Person Submitting Request: americanthunder@verizon.net

Cell Phone Number for On-Site Technician: 603-944-3730

Event Name: Stratham Lights 4 Lives

Display Date: 1/6/2024 Rain Date: 1/20/24

Display Start Time: 7:30 to 8:30 PM

Duration of Fireworks Display: approx. 15 Mins

Max Height of Fireworks: 500 ft

Address, City and State: Stratham Hill Park 270 Portsmouth Ave. Stratham, NH 03885

Latitude: 43°02'22.68" N (North) Longitude: 70°53'24.57" W (West)

List the Closest Public Use Airport Within 5 Nautical Miles of the Display if the Fireworks Will Reach or Exceed 500 Ft. Portsmouth

Special Notes _____

Please email your request to:

9-ATO-ESA-OSG-Fireworks@faa.gov

American Thunder Fireworks
196 Park Street
North Reading, MA 01864
Tel: (978) 664-0057
Fax: (978) 664-9886

Proposal

12/7/2023

Mrs. Geri Denton
10 Bunker Hill Avenue
Stratham, NH 03885

Dear Mrs. Denton,

American Thunder Fireworks Inc. proposes to provide a Fireworks Display designed for your specific site and event. The scheduled date of this event is 1/6/2024 with a proposed budget of \$5,000.00. The rain date will be 1/20/2024.

American Thunder Fireworks will provide an evaluation of the site for safety and suitability. We will provide all paperwork necessary to obtain the licenses and permits required by the Fire Department and State or local authorities. We will provide insurance for the display in the amounts of 1 million/2 million, as required by law, as well as 4 million in excess liability. We will provide a trained and licensed display operator.

This display shall include, but is not limited to, 300-3", 66-4", 20-5" shells to be manually and/or electrically fired, and may include additional effects specific to your event ie: set pieces, cakes, mines etc. A list of specific shells and effects will be provided, upon request, prior to the display.

Payment terms are outlined in the contract, enclosed for your convenience.

All My Best,

Warren R. Pearce Jr.

Warren R. Pearce, Jr.
President

The Finest In Display Fireworks!

AMERICAN THUNDER FIREWORKS
196 Park Street, North Reading, MA 01864
PHONE: (978) 664-0057 FAX: (978) 664-9886

This CONTRACT AND AGREEMENT is entered into on 12/7/2023 by and between AMERICAN THUNDER FIREWORKS, party of the first part, and Stratham Volunteer Fire Dept. Association, party of the second part.

The FIRST PARTY agrees to furnish to the SECOND PARTY a fireworks display of good quality and fired by licensed operators, in accordance with the program submitted to the SECOND PARTY, which program the SECOND PARTY had accepted and approved, for the amount of \$5,000.00.

Date of Display: 1/6/2024 Rain Date: 1/20/2024 Time: 7:30-8:30pm
 Location: Stratham Hill Park 270 Portsmouth Ave, Stratham, NH 03885

The PARTY OF THE FIRST PART agrees to furnish an experienced licensed pyrotechnician necessary for said exhibition and that, in the event of rain or inclement weather, a postponement may be made to the rain date above. It is agreed and understood by the parties hereto that in the event the fireworks have been taken out and set up before the rain and with good weather prevailing the said exhibition of fireworks must be carried out in the best possible manner without any deductions whatever from the hereinafter named compensation. The FIRST PARTY shall carry adequate comprehensive personal injury and property damage liability insurance, and to secure all Police, Fire, Local and State permits, and to arrange for any security bonds as required by law in their community when necessary. All individuals/entities listed on the certificate of insurance will be deemed an additional insured per this contract.

The said party of the second part agrees to procure and furnish a suitable place to display the said fireworks, and agrees to procure and furnish necessary police detail, fire detail, and sponsors protection, snow fencing for proper crowd control, auto parking, and proper supervision in clearing of debris after the display.

In the event of fire, accident, strikes, delay, flood, act of God, or other causes not under the control of the party of the first part which prevent the delivery of said materials, the parties hereto release each other from any and all performances of the covenants herein contained and from the breach thereof.

The PARTY OF THE SECOND PART agrees to pay the PARTY OF THE FIRST a 50% deposit of the total amount of the display with the signed contract. The remaining balance must be paid within a week of the display. The PARTY OF THE SECOND PART agrees to pay the PARTY OF THE FIRST within 10 days of the display (5 % interest will be charged per month after 10 days).

Note: Any fireworks display schedule, will acquire a rain date other than the week of July 4, 2023. This must be approved by the FIRST and SECOND PARTIES.

TOTAL DISPLAY AMOUNT.....	\$5,000.00
\$2,000,000 CSL.....	INCLUDED
TRANSPORTATION.....	INCLUDED
OTHER.....	(20% Rain Date Fee)
<small>Rain Date Fee does not apply if show is cancelled 24hrs prior to show or before the truck leaves home base.</small>	
LESS: DEPOSIT.....	\$0.00
BALANCE DUE.....	\$5,000.00

AMERICAN THUNDER FIREWORKS

By: Warren R. Pearce Jr.

AUTHORIZED AGENT
 PARTY OF THE SECOND PART

By: Geri J. Mentzer

American Thunder Fireworks
 196 Park Street
 North Reading, MA 01864
 (978) 664-0057
 2024
 Show Program

Sold To: Stratham NH Date: 1/06/2024

Mark Program Here

Opening:

20--3"/10-3" SALUTES

Flights:

6-5--3" 4-5-4"

Mid Barrage:

Finale:

60-3"/30-3"/10-4"/30-3" salutes

<u>Mortars (Finale)</u>	<u>Heavy Guns</u>	<u>Pulling Shells</u>	<u>Total Shells:</u>
2.5" _____		2.5" _____	2.5" _____
3" _____	3" _____	3" _____ 120 _____	3" _____ 300 _____
4" _____	4" _____	4" _____ 36 _____	4" _____ 66 _____
5" _____	5" _____	5" _____ 20 _____	5" _____ 20 _____
6" _____	6" _____	6" _____	6" _____
	8" _____	8" _____	8" _____
	10" _____	10" _____	10" _____
	12" _____	12" _____	12" _____
		Cakes: _____	Cakes: _____

The Finest In Display Fireworks!!