



## City of Rochester Dept of Public Works

45 Old Dover Road  
Rochester, NH 03867  
Phone: (603) 332-4096  
Fax: (603) 335-4352

# Memo

To: Public Works and Buildings Committee  
From: John B. Storer, PE  
Director of City Services  
Date: February 11, 2016  
Subject: Public Works and Buildings Committee  
Meeting Thursday February 18, 2016

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There will be a Public Works and Buildings Committee Meeting on **Thursday February 18, 2016 at 7:00 PM. *This meeting will be held in Council Chambers, at City Hall.***

### AGENDA

1. Approve Minutes from January 21, 2016 meeting
2. Public Input
3. William Allen No-Parking Plan
4. DPW Winter Operations No Parking Plan
5. City Hall Parking Lot
6. City Hall Underground Storage Tank
7. Downtown Street Lights – Crosswalk illumination
8. Fieldstone Village Water Line / Metering Project
9. Pavement Costs and Paving Priorities
10. Project priorities
11. Paving Priorities
12. Pavement Moratorium
13. Annex Project
14. Salmon Falls / Milton Road Sewer Extension (EDA)
15. Franklin / Western Ave Project
16. Other



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# Memo

To: Public Works & Buildings Committee  
From: John B. Storer, P.E. Director of City Services  
CC: Dan Fitzpatrick, City Manager  
Date: February 11, 2016  
Re: February Meeting – Supporting Information

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The following information is provided to support discussion of items on the Agenda.

### **William Allen School – Woodman Street Parking**

At the City Council Meeting of February 2, 2016, authorization was given for DPW to post “no parking” signs along Woodman Street to allow school buses to have unobstructed access for a new drop-off route. The objective is to alleviate traffic congestion in the neighborhood. The Council authorization mentioned posting signs at DPW’s discretion.

Two engineering sketches are provided that illustrate DPW’s planned approach for posting “no parking” signs. The recommendations are based on turning radius templates for the buses, while also accommodating sufficient roadway width for 2-way access of traffic. This plan should also accommodate access for emergency first responders. Parking would be banned along the north side of Woodman, and for 1 corner lot on Myrtle.

Pending discussion by the Public Works Committee, DPW plans to send out courtesy notices to abutters along both Woodman & Myrtle Streets. The notices will include a sketch of the banned parking areas, and will include a start date for implementation. We will coordinate the effort with School Superintendent, Mike Hopkins.

### **Snow Removal - Parking Ban Alerts**

At last month’s PWC Meeting, there were several suggestions to improve notice to residents and businesses owners about City Parking Bans. During clean-up operations for the snow of February 5, approximately 15 vehicles were towed for non-compliance with an issued ban.

Lisa Clark did some research into alert options, but first commented on the small number of complaints received. She noted that we had only received one complaint this year from one of the smaller downtown business owners. Lisa estimated that there are usually only 1-2 complaints each year at DPW, and administrative staff at the Police Department checked their system and noted there was one complaint in FY15 and one in FY16 about plowing and towing. So there doesn’t appear to be widespread complaints about enforcement or towing.

1. E-Alert system – We already have this system in place and all parking permit applicants, or people who would like to know when a parking ban is in effect, can subscribe for an immediate email notification when a parking ban is posted. When people apply for off street permits they are given this information and when they call in we give out this info as well. We could make a bigger effort to publicize this information. This system is not capable of phone or text messaging and it cannot be upgraded to do so. If text messages are necessary it would require the purchase of a new system.
2. Dedicated Phone Line - this is an easy one if we would like to proceed. No real cost and minimal effort. We would set up a separate phone line with a recorded message for parking bans. Residents, business owners and visitors could easily dial in to see if a ban was in effect. We might want to post signs at the entrances to the City, put it on the webpage and again do as much as possible to get the number out to the public. Maybe we could add a link on tax bills and / or utility bills?
3. Reverse 911 - The City no longer uses the reverse 911 system that the Councilors are thinking of. The System that is in place is called “Code Red Alert System”; the alerts only go out to subscribers. This system will distribute emergency messages via telephone, text messages and emails to targeted geographical areas or the entire city at a rate of several thousand calls per minute. Per the Police Chief this system could be tweaked to accommodate only parking ban notifications to those that subscribe just for this purpose.
4. The School department has a similar system to the PD Code Red System that instead of being street location specific it is school specific. For instance, when school is canceled City-wide due to snow, and the family has supplied the information for text, phone call or email notifications, they will be notified. They can also notify just one school population in the event that the cancelation or lock down is happening at one school.

**It is important to note that all of these systems require the subscriber to register for the service.**

Based on Lisa’s research above, a recommended approach would be to implement a dedicated phone line, while advocating for more subscribers to the City’s existing e-alert system.

### **Parking at City Hall**

With the Annex slated for restoration, there was a concern expressed about the number of staff and whether there was sufficient parking to accommodate both staff and City visitors/customers. Inquiries at Fire, Police, Revenue Building, and City Hall noted a peak daytime count of existing employees at 99. Four more employees are slated for relocation from the Community Center (Economic Development).

|                   |           |
|-------------------|-----------|
| Fire              | 10        |
| City Hall         | 33        |
| Revenue Office    | 16        |
| Police Department | <u>40</u> |
|                   | 99        |

Pending – Econ. Dev.      4

A map is attached that was prepared by Verna Sharpe in Assessing that highlights City-owned parcels near City Hall. We estimated parking space counts at 3 of the lots: Lot G (City Hall, excluding Federal Savings) has 135 spaces; Lot F (Corner of Museum Way & Columbus) has 20 spaces; and Lot E (Historical Society) has no dedicated spaces available. Of the 135 City-maintained spaces, the breakdown is as follows:

| Count      | Description                               |
|------------|-------------------------------------------|
| 18         | Police Vehicles                           |
| 6          | City Vehicles - BZLS, Planning, Assessing |
| 1          | Employee of Month                         |
| 1          | Motorcycles                               |
| 7          | Handicap                                  |
| <b>33</b>  | <b>Reserved/Special Use</b>               |
| 8          | 30 Minute Visitor                         |
| 15         | 2 Hour Visitor                            |
| <b>23</b>  | <b>Visitors</b>                           |
| <b>79</b>  | <b>General/Staff</b>                      |
| <b>135</b> | <b>Total Spaces</b>                       |

There are an additional 8 spaces, street-side along Wakefield Street, either in front of City Hall or the Revenue Building.

#### **Underground Storage Tank at City Hall**

In conjunction with the Annex Restoration, we suggested removal of the 2,000 gallon underground fuel oil tank adjacent to the back corner of City Hall. The City switched to natural gas for a fuel supply for the boiler system. The existing oil tank would need inspections and attention to remain code-compliant. There is no strong need to keep this tank in service. The Annex project will include a new sidewalk over the location where the fuel tank is located. We would like to abandon the tank prior to the Annex renovation.

We suggested the tank could be abandoned in place; however discussion from last month suggested its complete removal. Mike Riley obtained a preliminary quote for the removal of the fuel tank. The cost is only \$4,150 and includes permitting, excavating, removal and soil testing. We support removal of the tank and request guidance for a recommended funding source.

#### **Downtown Street Lighting – Sidewalk Crossings**

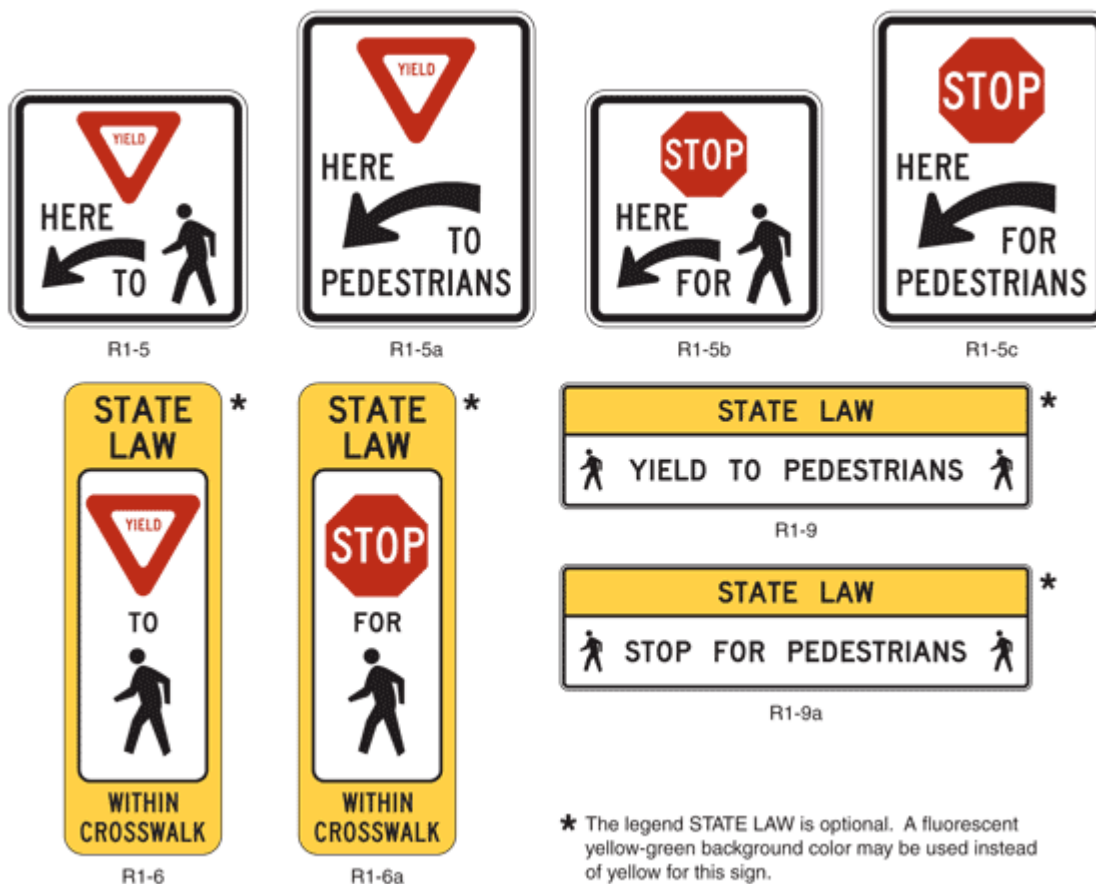
Concerns were expressed about the nighttime safety of pedestrian crosswalks, partly due to low street light illumination. Primary area of focus was along Main Street, with specific concerns near the Lilac City Grill, Congregational Church, and the Library. The City street lights, collectively, do a decent job of illuminating the sidewalks and streetscape, but they aren't sufficiently bright to draw attention to pedestrians stepping onto the crosswalks. A couple of possible remedies would be to add signage to alert motorists of pending crosswalks. Signs would probably need to be installed at every crossing. This could be an aesthetic issue within the downtown, historic district.

Another option would be to change out some of the street lights at the crossing locations. Instead of changing the fixtures and possibly adding a different light source, we could consider adding or relocating some of the lights and utilize mast arms that could extend out over the roadway. This might help with nighttime illumination. High intensity light fixtures could be utilized to shine down onto the crosswalks. We still need to explore how difficult it would be to relocate or adjust street lights



such that they were positioned at the start of each crosswalk. A sample sketch of what a street light with an extended mast arm might look like is attached. Also included below are some sample signs that could be considered.

**Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs**



*Graphic copied from 2009 Edition of Manual of Uniform Traffic Control Devices*

### **Fieldstone Village – Water Metering**

This project should be ready to proceed this coming summer. Money was appropriated in both the FY15 & 16 budgets to install a new, parallel water transmission main that will run across Fieldstone Lane. The new water main will allow the entire Fieldstone Village community to be served by one large master meter.

I've been in touch with Bill Creteau at S.U.R. Construction, and we will be working on an installation plan for the water main over the next few weeks. Also have been in touch with Steven Maxfield, who is coordinating efforts for Fieldstone Village. I am tentatively scheduled to present information on the project at their next park meeting on Tuesday, March 8.

In reviewing the history of the pending project, NH DES issued the City a letter on January 11, 2013, requesting the development of a plan to meter water use at Fieldstone Village. The City subsequently retained Underwood Engineers to explore options for consideration. Based on the City's desire not to individually meter mobile homes, the recommended approach was to install a parallel water transmission main that would allow for the installation of a single master meter to serve

the entire complex. Individual metering would not track any leaks within the private piping system that serves the park.

Construction should be relatively straight-forward. There are 3 lingering issues that need to be addressed: cost share agreement with Fieldstone; easement from Fieldstone for installation of new water main; and can we proceed directly with S.U.R. Construction.

### **Pavement Pricing – Future Projects**

The falling price of oil and petroleum raised a question of whether there is a strategy to take advantage of the pricing market. In the discussion below, pavement costs have remained relatively stable in spite of the oil markets. Falling prices in petroleum have been offset by increases in processed aggregate materials. Our Construction Engineer, Joe Gasbaro, prepared the summary below and attached an index of recent asphalt prices on a per ton basis. There doesn't appear to be a significant need to rush with our paving projects. We currently have good pricing with Pike Industries, which makes an allowance for the raw asphalt pricing. We could consider extending Pike's pricing to tackle a project like Whitehouse Road early this coming season.

*This is a complex issue I will try to make as simple as possible. Firstly, I make sure to include the asphalt cement adjustment within our large City contracts to protect the City and Contractor from massive fluctuations over the life of our contracts. By setting the price of liquid asphalt per Ton within the contract, contractor's can bid competitively the Bituminous Concrete portion of the contract without the need to include market speculation.*

*Only the liquid asphalt portion is eligible for the price adjustment. The adjustment takes place when the monthly price for liquid asphalt cement as furnished by the Bureau and Research differs from the base price contained in the bid proposal. The base price within our proposal was set in August at \$490 / Ton.*

*The formula used to calculate the adjustment is as follows –*

$$(monthly\ price - base\ price)(mix\ design\ \% \ of\ virgin\ asphalt)(tons\ of\ pavement\ used)$$

*In our particular case the numbers for last month worked out as follows:*

$$(\$397.50 - \$490)(.04\%)(4529.15Tons) = \$17,148.81$$

*The larger component under the umbrella of costs that make up Bituminous Concrete is the price of crushed materials. Crushed material unit prices are up almost 250% and have been steadily rising since 2011. Overall, in place per Ton asphalt prices have remained above \$60/Ton since 2007. In that time Liquid asphalt has varied between \$390 to as high as \$750/Ton.*

*The value of the Bituminous Concrete within bid 16-13 (Highway Improvement Contract) is approximately 57% of the contract value of \$849,000. The current bid price of \$65.00 per Ton of put in place Bituminous Concrete is only a portion of the work and should be viewed as a part of the whole contract; comparing other miscellaneous price per ton is not relevant. I would avoid comparing other Cities and towns price per ton without knowing the larger context of the entire bid packages.*

*There is no direct relation between the price at the pump for gasoline (that is highly dependent on taxes and refinery costs) and the price of liquid asphalt at the dock.*

*I've included the price history of liquid asphalt. I will speculate that the price of liquid asphalt can only move in one direction going forward. Although a credit was applied within this particular pay period it should not be considered as something to be counted upon and can quickly reverse.*

### **Project Priorities**

The Finance Committee, at their meeting of February 9, discussed projected CIP Projects & Debt Service. A current challenge is that we face \$17 million in existing authorized debt, which covers projects like Strafford Square, Annex Renovation, Wakefield Street, Woodman Reconstruction, and Franklin Street Reconstruction. An additional \$13 million in new debt is projected for FY17-FY19.

Mark Sullivan made a presentation about impacts of the proposed CIP Projects in regards to the Debt Limit and Tax Cap. The big question is: “what is affordable?”. My basic take-away points from Mr. Sullivan’s presentation were:

- Appears the City can “afford” all projects as proposed, but will be nearing upper limit of debt limit by FY19 & 20,
- There are some larger projects (Annex, Strafford Square, DPW facility) that disrupt what we might consider a normal debt issuance schedule of about \$4 million per year,
- Debt drops significantly in FY2026, and
- Additional revenue or increased assessed value helps overall situation.

As staff, we feel all CIP Projects have strong merit, but if forced to select a single project to possibly delay, we would only suggest Wakefield Street. That is not due to the importance or need for the project, but that the design effort has been placed on hold at the 30% stage pending discussion of priorities.

As we will discuss later, it appears the Milton Road EDA Project may require supplemental appropriations to cover all aspects of the project. With those possibly pending, we would suggest consideration of delaying Wakefield Street 1 year. We could possibly proceed with final design, but hold off on construction pending review of some actual bid numbers for the EDA project. A copy of the spreadsheet that was passed out at the January Public Works Committee is reattached. Please note that this is for General Fund projects only. It does not include enterprise fund water or sewer projects.

### **FY 2017 Paving Priorities**

The list from last month is included with just a slight modification. The top priority remains Whitehouse Road. The City Hall parking lot will be held until after the Annex Renovation is complete, so that got bumped down the list. Woodman and Myrtle are slated for future reconstruction in an upcoming CIP, but a question was posed as to what it might cost for a temporary shim and overlay. If this approach is recommended, Engineering staff suggested milling off the top 1 to 1.5 inches of existing asphalt and replacing with a similar thickness of surface mix asphalt. The estimated costs would be \$45,000 Woodman and \$50,000 Myrtle. A pavement shim overlay might be applicable for Woodman at a cost of approximately \$25,000.

We are also researching what it might cost to have a City-wide Pavement Condition Index report conducted for the City. Mike Bezanson and I have been trying to research what has previously been conducted, and whether we can work off those documents. The intent would be to get an overall condition assessment of our street network, and then develop a long-term plan (with budgetary impacts) to ensure we are not allowing our street conditions to regress.

### **Ordinance Change – Pavement Moratorium**

A portion of Chapter 15 of the City Ordinances deals with construction and restoration of City Streets. We recommend extending our moratorium on excavating within newly paved City streets from the current 3 years to a period of at least 5 years. The first 3 pages of Chapter 15 are attached, which include some handwritten notes in red ink.

Some trench repair work from late last fall put a focus on our excavation requirements and overall construction standards. At a minimum, we feel we should increase the excavation moratorium from 3 years to 5 years. A period of 5 years seems to be pretty standard for other municipalities. I almost think we should consider 7 years where we do an extensive reconstruction project and install a whole new subbase. But increasing to 5 years is a good start. The item is tentatively slated for the next Codes & Ordinances Meeting in March.

Review of Section 15.5.a seems to suggest that DPW has authority to set conditions for pavement restoration. Engineering staff have prepared a revised detail that we plan to enforce this coming construction season, pending review and concurrence by the Public Works Committee. We feel the new trench patching requirements will ensure high quality repairs and maintain the integrity of our City roadways.

### **Annex Renovation**

Oak Point Architects delivered a set of 65% complete plans on February 5. The plans have been distributed to Planning, BZLS, and Economic Development. A meeting to discuss IT/MIS needs is scheduled for February 11. A meeting between City staff and Oak Point to discuss progress-to-date is pending. A full size set of plans will be available at the Public Works Committee Meeting.

What should we plan for presentations to either the Public Works Committee or the full City Council?

No design changes have been proposed. Schedule and budget appear to remain on track. We expect to be out to bid by May, with a contract award by June.

### **Salmon Falls/Milton Road – EDA Project**

We just received formal approval February 9 that the U.S. Department of Commerce authorized the project to be released for bidding. The engineers are making final, minor edits and the project should be advertised within the next 2 weeks. If things progress well, we should have bids back by the end of March, and hopefully will be able to make an award to the low bidder no later than the end of April. That will clear the way for construction to commence early this season.

**An important item to note is the expected project costs.** The engineers anticipate the sewer portion of the project will likely be over budget. Final design proceeded with gravity sewer extending across Kodiak Court and Denali Drive. Crossing through these locations allowed for extension of gravity sewer to Market Basket, along with a gravity extension up Route 125 to Amarosa Drive. These seemed to be critical objectives for extending the gravity sewer. An excerpt from the Minutes of the January 2015 Public Works Committee is attached below.

#### ***EDA Salmon Falls Road Project***

*Mr. Nourse stated the design is on schedule and that the plan is to use the sewer design option that involves cutting across Kodiak Court in order to provide Market Basket with the sewer at a depth that will allow them to run gravity to the city main instead of pumping. Mr. Nourse stated that they have agreed to an additional \$50,000 dollars in contributions. Mr. Nourse stated that this plan could cost the City an additional \$500,000 plus or minus and that he would keep the Council informed as the project moves along. He expects that when the bids are opened supplemental funding may be necessary.*

We should be prepared for bid prices to come in above the current budget, at least for the sewer portion. We should have actual numbers shortly. A few of the sewer extensions are considered “non-participating” as they fall outside the core EDA funded project to get sewer extended to Route 125. These include shorts runs of: 245 feet on end of Kodiak; 230 feet on Denali Drive; and 1,400

feet on Salmon Falls Road (from entrance to apartments at 63 Salmon Falls Road up to point past Sunview Lane).

### **Franklin/Western - Reconstruction**

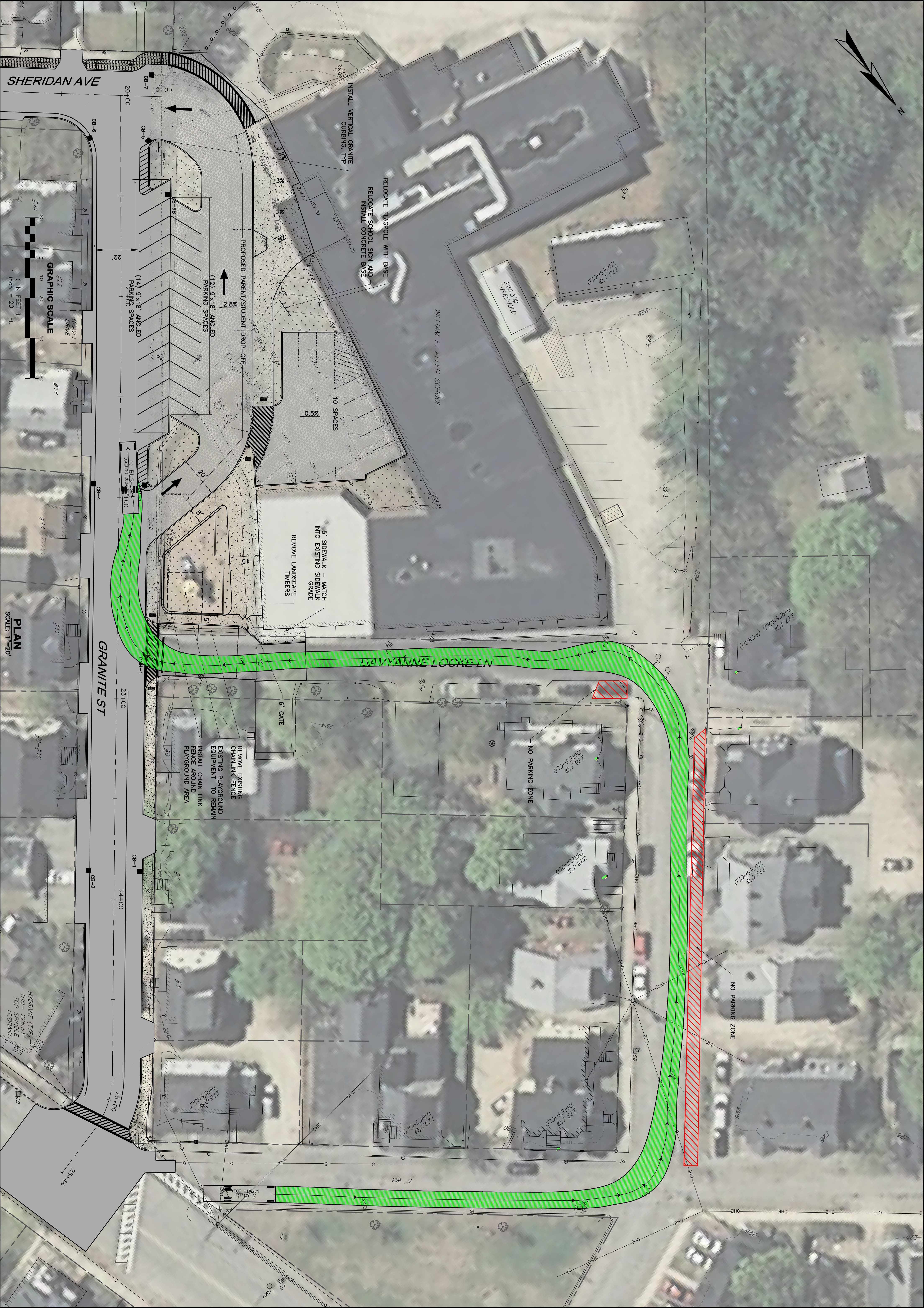
This project is getting closer to being released for bidding. Just trying to wrap up a few remaining permitting issues and a couple of technical concerns on the design. Goal is to have this out to bid by the end of March. Bids would be back by end of April, and hopefully construction would commence late-May or early-June.

Some good news is that the City received a grant award in the amount of \$120,000 to help fund a stormwater retention pond that is included in the project. The grant came from NH DES under a Section 319 provision of the Clean Water Act to help encourage projects to combat non-point sources of stormwater pollution.

### **Miscellaneous Items**

- The new Route 125 Pedestrian Bridge was installed and is open. The temporary jersey barriers within the roadway were removed. The approach sidewalks have been patched, but more formal work will be required this spring/summer. Additionally, the existing wooden railing system is substandard and has a few safety concerns. That will be addressed as well this summer.
- A concern about vehicle speeds on Gear Road was referred to the Public Safety Committee.
- In discussing sidewalks, a concern was relayed about a 2-inch high granite curb lip near the tennis courts by the Community Center. The sidewalk plow crews are aware of the hazard. Since it is out on the curb line it shouldn't cause a problem for pedestrians. The Highway Crew will tackle the issue this spring. The section of curb will need to be re-set.
- Street Lights – in meeting with other area DPW Directors, learned that this is a wide-spread issue everywhere, not just unique to Rochester. Collectively, we plan to request a meeting with Eversource to discuss their Work Order process and how they are maintaining light fixtures. In the meantime, we continue to call in and report any outages.





PLAN  
SCALE: 1"=20'

GRAPHIC SCALE  
(IN FEET)  
1 inch = 20 ft.

FIG 1

CITY OF ROCHESTER, NH  
CATHERINE STREET/SHERIDAN AVENUE/  
KNIGHT STREET AREA IMPROVEMENTS  
  
WILLIAM E ALLEN SCHOOL PARKING RENOVATIONS  
EXISTING CONDITIONS

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DRAWN BY **JJM**  
CHECKED BY **CDB**  
DATE **5/12/14**  
APPROVED BY **SAH**  
DATE **5/12/14**  
BOOK NO.  
PROJECT NO. **11055A**  
SCALE

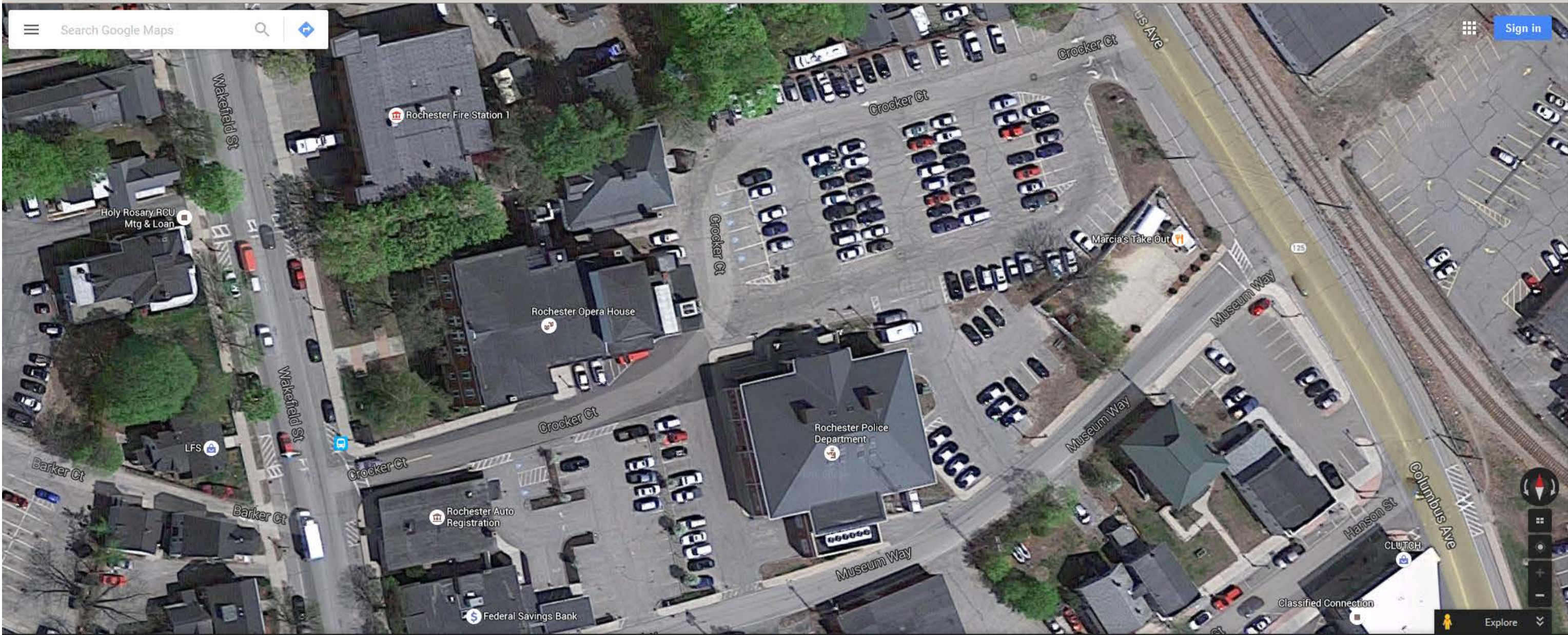
| NO | REVISIONS | APP'D | DATE | PROGRESS PRINTS       |
|----|-----------|-------|------|-----------------------|
| 1  |           |       |      | ISSUED FOR REVIEW: .  |
| 2  |           |       |      | ISSUED FOR BIDDING: . |
| 3  |           |       |      |                       |
| 4  |           |       |      |                       |
| 5  |           |       |      |                       |
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| 8  |           |       |      |                       |
| 9  |           |       |      |                       |
| 10 |           |       |      |                       |





|       |                                                                                                                                                                        |                                                                                                                                        |                                                                                                                                                                        |    |           |       |      |                       |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----------|-------|------|-----------------------|
| FIG 2 | CITY OF ROCHESTER, NH<br>CATHERINE STREET/SHERIDAN AVENUE/<br>KNIGHT STREET AREA IMPROVEMENTS<br><br>WILLIAM E ALLEN SCHOOL PARKING RENOVATIONS<br>EXISTING CONDITIONS | <b>WRIGHT-PIERCE</b><br>Engineering a Better Environment<br><br>Offices Throughout New England<br>888.621.8156   www.wright-pierce.com | DRAWN BY <b>JJM</b><br>CHECKED BY <b>CDB</b><br>DATE <b>5/12/14</b><br>APPROVED BY <b>SAH</b><br>DATE <b>5/12/14</b><br>BOOK NO.<br>PROJECT NO. <b>11055A</b><br>SCALE | NO | REVISIONS | APP'D | DATE | PROGRESS PRINTS       |
|       |                                                                                                                                                                        |                                                                                                                                        |                                                                                                                                                                        | △  |           |       |      | ISSUED FOR REVIEW: .  |
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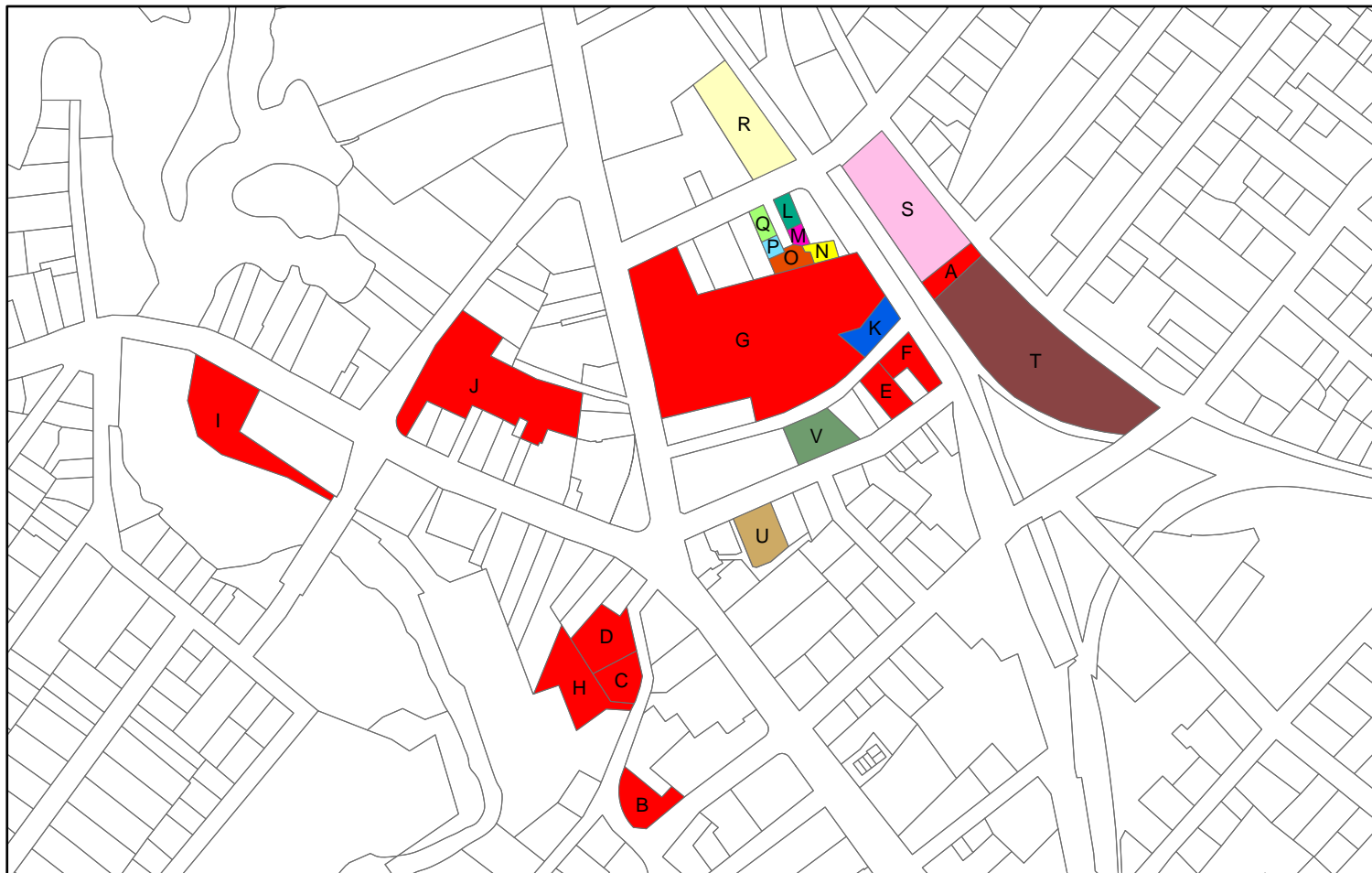






# City Parking Opportunities

City owned parcels in Red



## Legend

City Parcels

## Description

|                                                       |                                                                      |
|-------------------------------------------------------|----------------------------------------------------------------------|
| A. 0120-0316-0000 .14 ac VACANT PAVED AREA            | K. 0120-0401-0000 .16 ac LUNCH TRUCK- RECENTLY ON THE MARKET         |
| B. 0120-0357-0000 .23 ac CITY PARKING LOT             | L. 0120-0410-0000 .06 ac DANIEL COURT - ALTERNATE ACCESS OPPORTUNITY |
| C. 0120-0358-0000 .18 ac CITY PARKING LOT             | M. 0120-0411-0000 .03 ac                                             |
| D. 0120-0359-0000 .31 ac CITY PARKING LOT             | N. 0120-0412-0000 .06 ac                                             |
| E. 0120-0398-0000 .15 ac ROCHESTER HISTORICAL SOCIETY | O. 0120-0413-0000 .09 ac                                             |
| F. 0120-0400-0000 .18 ac CITY PARKING LOT             | P. 0120-0414-0000 .03 ac                                             |
| G. 0120-0408-0000 3.3 ac CITY HALL COMPLEX            | Q. 0120-0415-0000 .06 ac                                             |
| H. 0121-0009-0000 .44 ac R/O/W                        | R. 0120-0423-0000 .57 ac PROFILE PARKING AREA - PARTIALLY UNUSED     |
| I. 0121-0018-0000 .68 ac CITY PARKING LOT             | S. 0120-0317-0000 .91 ac THRIFT STORE PARKING AREA                   |
| J. 0121-0399-0000 1.2 ac CITY PARKING LOT             | T. 0120-0315-0000 1.8 ac PLAZA PARKING AREA                          |
|                                                       | U. 0120-0387-0000 .24 ac VACANT LOT                                  |
|                                                       | V. 0120-0395-0000 .26 ac FORMERLY ROBBINS AUTO PARTS                 |

Etna Construction

1-800-490-8265 ,EtnaTank@gmail.com

6 Juniper Lane

Brentwood, NH 03833-6416

www.oiltankremoval.com

# Estimate

| Date     | Estimate # |
|----------|------------|
| 2/8/2016 | 1502       |

| Name / Address                                                                               |
|----------------------------------------------------------------------------------------------|
| Rochester NH DPW<br>45 Old Dover Road<br>Rochester NH 03867<br>603-923-1742<br>Michael Riley |

| P.O. No. | Project |
|----------|---------|
|          |         |

| Item                         | Description                                                                                                                                             | Qty          | Rate     | Total    |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------|----------|
| 1.                           | Pull Permit and dig safe for 2000 G. UST removal, as per state DES Code                                                                                 |              | 50.00    | 50.00    |
| 2.                           | Lump sum bid for tank removal and backfill                                                                                                              |              | 2,200.00 | 2,200.00 |
| 3.                           | Cut clean and drum up sludge and solids. If tank is filled with water Vac truck is required at 125 / hr and 0.50 cents a gallon for oily water disposal |              | 600.00   | 600.00   |
| 4.                           | After tank is pulled with fire dept inspection take soils samples with PID meter and Lab samples with closure report as per NHDES code                  |              | 950.00   | 950.00   |
| 5.                           | Backfill hole with clean fill.                                                                                                                          |              | 350.00   | 350.00   |
| Thank you for your business. |                                                                                                                                                         | <b>Total</b> |          |          |
|                              |                                                                                                                                                         | \$4,150.00   |          |          |



# Monthly Fuel and Asphalt Prices

ULS starting 11/1/2009

NE Average Starting 1/1/2012

| Month<br>Starting | Diesel Price | Asphalt Price |            |          |
|-------------------|--------------|---------------|------------|----------|
|                   |              | NE Average    | Pre 2012   |          |
| 12/01/2015        | \$1.6293     | \$395.00      | 12/01/2015 | \$395.00 |
| 11/01/2015        | \$1.9260     | \$397.50      | 11/01/2015 | \$397.50 |
| 10/01/2015        | \$1.9664     | \$460.00      | 10/01/2015 | \$460.00 |
| 09/01/2015        | \$1.9841     | \$470.00      | 09/01/2015 | \$470.00 |
| 08/01/2015        | \$2.0810     | \$490.00      | 08/01/2015 | \$490.00 |
| 07/01/2015        | \$2.2232     | \$502.50      | 07/01/2015 | \$502.50 |
| 06/01/2015        | \$2.4094     | \$532.50      | 06/01/2015 | \$532.50 |
| 05/01/2015        | \$2.5363     | \$532.50      | 05/01/2015 | \$532.50 |
| 04/01/2015        | \$2.3416     | \$542.50      | 04/01/2015 | \$542.50 |
| 03/01/2015        | \$2.3845     | \$570.00      | 03/01/2015 | \$570.00 |
| 02/01/2015        | \$2.5007     | \$580.00      | 02/01/2015 | \$580.00 |
| 01/01/2015        | \$2.1991     | \$585.00      | 01/01/2015 | \$585.00 |
| 12/01/2014        | \$2.6308     | \$610.00      | 12/01/2014 | \$610.00 |
| 11/01/2014        | \$2.9499     | \$620.00      | 11/01/2014 | \$620.00 |
| 10/01/2014        | \$2.9803     | \$630.00      | 10/01/2014 | \$630.00 |
| 09/01/2014        | \$3.2329     | \$630.00      | 09/01/2014 | \$630.00 |
| 08/01/2014        | \$3.3325     | \$627.50      | 08/01/2014 | \$627.50 |
| 07/01/2014        | \$3.3730     | \$620.00      | 07/01/2014 | \$620.00 |
| 06/01/2014        | \$3.4684     | \$610.00      | 06/01/2014 | \$610.00 |
| 05/01/2014        | \$3.4359     | \$625.00      | 05/01/2014 | \$625.00 |
| 04/01/2014        | \$3.4829     | \$625.00      | 04/01/2014 | \$625.00 |
| 03/01/2014        | \$3.4954     | \$640.00      | 03/01/2014 | \$640.00 |
| 02/01/2014        | \$3.6915     | \$640.00      | 02/01/2014 | \$640.00 |
| 01/01/2014        | \$3.4838     | \$640.00      | 01/01/2014 | \$640.00 |
| 12/01/2013        | \$3.4515     | \$622.50      | 12/01/2013 | \$622.50 |
| 11/01/2013        | \$3.4079     | \$622.50      | 11/01/2013 | \$622.50 |
| 10/01/2013        | \$3.4957     | \$622.50      | 10/01/2013 | \$622.50 |
| 09/01/2013        | \$3.5662     | \$622.50      | 09/01/2013 | \$622.50 |
| 08/01/2013        | \$3.4903     | \$617.50      | 08/01/2013 | \$617.50 |
| 07/01/2013        | \$3.4835     | \$622.50      | 07/01/2013 | \$622.50 |
| 06/01/2013        | \$3.4051     | \$622.50      | 06/01/2013 | \$622.50 |
| 05/01/2013        | \$3.3530     | \$622.50      | 05/01/2013 | \$622.50 |
| 04/01/2013        | \$3.3760     | \$622.50      | 04/01/2013 | \$613.33 |

| <i>Month<br/>Starting</i> | <i>Diesel Price</i> | <i>NE Average</i> | <i>Asphalt Price<br/>Pre 2012</i> |          |
|---------------------------|---------------------|-------------------|-----------------------------------|----------|
| 03/01/2013                | \$3.5301            | \$622.50          | 03/01/2013                        | \$613.33 |
| 02/01/2013                | \$3.8410            | \$622.50          | 02/01/2013                        | \$613.33 |
| 01/01/2013                | \$3.6091            | \$622.50          | 01/01/2013                        | \$613.33 |
| 12/01/2012                | \$3.5900            | \$607.50          | 12/01/2012                        | \$613.33 |
| 11/01/2012                | \$3.7290            | \$607.50          | 11/01/2012                        | \$613.33 |
| 10/01/2012                | \$3.8702            | \$607.50          | 10/01/2012                        | \$616.67 |
| 09/01/2012                | \$3.8174            | \$607.50          | 09/01/2012                        | \$631.67 |
| 08/01/2012                | \$3.6760            | \$625.00          | 08/01/2012                        | \$631.67 |
| 07/01/2012                | \$3.4139            | \$625.00          | 07/01/2012                        | \$645.00 |
| 06/01/2012                | \$3.2578            | \$637.50          | 06/01/2012                        | \$646.67 |
| 05/01/2012                | \$3.5431            | \$645.00          | 05/01/2012                        | \$656.67 |
| 04/01/2012                | \$3.8043            | \$647.50          | 04/01/2012                        | \$653.33 |
| 03/01/2012                | \$3.8375            | \$620.00          | 03/01/2012                        | \$646.67 |
| 02/01/2012                | \$3.7030            | \$595.00          | 02/01/2012                        | \$612.50 |
| 01/01/2012                | \$3.5815            | \$565.00          | 01/01/2012                        | \$612.50 |
| 12/01/2011                | \$3.3510            |                   | 12/01/2011                        | \$612.50 |
| 11/01/2011                | \$3.6795            |                   | 11/01/2011                        | \$612.50 |
| 10/01/2011                | \$3.5710            |                   | 10/01/2011                        | \$615.25 |
| 09/01/2011                | \$3.4235            |                   | 09/01/2011                        | \$612.75 |
| 08/01/2011                | \$3.4565            |                   | 08/01/2011                        | \$633.75 |
| 07/01/2011                | \$3.6570            |                   | 07/01/2011                        | \$646.25 |
| 06/01/2011                | \$3.6855            |                   | 06/01/2011                        | \$647.25 |
| 05/01/2011                | \$3.5216            |                   | 05/01/2011                        | \$620.00 |
| 04/01/2011                | \$3.7805            |                   | 04/01/2011                        | \$560.00 |
| 03/01/2011                | \$3.6840            |                   | 03/01/2011                        | \$551.67 |
| 02/01/2011                | \$3.3206            |                   | 02/01/2011                        | \$493.75 |
| 01/01/2011                | \$3.1895            |                   | 01/01/2011                        | \$487.50 |
| 12/01/2010                | \$2.8720            |                   | 12/01/2010                        | \$487.50 |
| 11/01/2010                | \$2.8805            |                   | 11/01/2010                        | \$498.50 |
| 10/01/2010                | \$2.7715            |                   | 10/01/2010                        | \$498.50 |
| 09/01/2010                | \$2.6365            |                   | 09/01/2010                        | \$499.50 |
| 08/01/2010                | \$2.5095            |                   | 08/01/2010                        | \$508.00 |
| 07/01/2010                | \$2.5515            |                   | 07/01/2010                        | \$513.06 |
| 06/01/2010                | \$2.5685            |                   | 06/01/2010                        | \$540.00 |
| 05/01/2010                | \$2.6390            |                   | 05/01/2010                        | \$551.25 |
| 04/01/2010                | \$2.7940            |                   | 04/01/2010                        | \$552.50 |
| 03/01/2010                | \$2.6570            |                   | 03/01/2010                        | \$531.25 |

## *Monthly Fuel and Asphalt Prices*

| <i>Month</i> | <i>Diesel Price</i> | <i>Asphalt Price</i> |
|--------------|---------------------|----------------------|
| 07/01/2011   | \$3.6570            | \$646.25             |
| 06/01/2011   | \$3.6855            | \$647.25             |
| 05/01/2011   | \$3.5216            | \$620.00             |
| 04/01/2011   | \$3.7805            | \$560.00             |
| 03/01/2011   | \$3.6840            | \$551.67             |
| 02/01/2011   | \$3.3206            | \$493.75             |
| 01/01/2011   | \$3.1895            | \$487.50             |
| 12/01/2010   | \$2.9720            | \$487.50             |
| 11/01/2010   | \$2.8805            | \$498.50             |
| 10/01/2010   | \$2.7715            | \$498.50             |
| 09/01/2010   | \$2.6365            | \$499.50             |
| 08/01/2010   | \$2.5095            | \$508.00             |
| 07/01/2010   | \$2.5515            | \$513.06             |
| 06/01/2010   | \$2.5685            | \$540.00             |
| 05/01/2010   | \$2.6390            | \$551.25             |
| 04/01/2010   | \$2.7940            | \$552.50             |
| 03/01/2010   | \$2.6570            | \$531.25             |
| 02/01/2010   | \$2.4765            | \$498.75             |
| 01/01/2010   | \$2.5590            | \$492.50             |
| 12/01/2009   | \$2.3905            | \$490.00             |
| 11/01/2009   | \$2.4275            | \$483.75             |
| 10/01/2009   | \$2.5121            | \$483.75             |
| 09/01/2009   | \$2.3151            | \$485.00             |
| 08/01/2009   | \$2.4692            | \$485.00             |
| 07/01/2009   | \$2.0954            | \$480.00             |
| 06/01/2009   | \$2.3959            | \$481.25             |
| 05/01/2009   | \$2.0676            | \$505.00             |
| 04/01/2009   | \$2.0323            | \$526.25             |
| 03/01/2009   | \$1.8000            | \$552.50             |

| <i>Month</i> | <i>Diesel Price</i> | <i>Asphalt Price</i> |
|--------------|---------------------|----------------------|
| 02/01/2009   | \$1.9262            | \$648.75             |
| 01/01/2009   | \$2.0390            | \$657.50             |
| 12/01/2008   | \$2.0841            | \$721.25             |
| 11/01/2008   | \$2.4575            | \$746.25             |
| 10/01/2008   | \$2.9600            | \$812.50             |
| 09/01/2008   | \$3.5050            | \$866.25             |
| 08/01/2008   | \$3.5925            | \$808.75             |
| 07/01/2008   | \$4.5125            | \$647.50             |
| 06/01/2008   | \$4.4345            | \$536.00             |
| 05/01/2008   | \$4.2845            | \$455.00             |
| 04/01/2008   | \$3.9595            | \$427.00             |
| 03/01/2008   | \$3.9620            | \$392.00             |
| 02/01/2008   | \$3.2620            | \$379.00             |
| 01/01/2008   | \$3.0945            | \$379.00             |
| 12/01/2007   | \$3.1250            | \$371.00             |
| 11/01/2007   | \$3.1400            | \$371.00             |
| 10/01/2007   | \$2.8575            | \$373.00             |
| 09/01/2007   | \$2.7335            | \$383.00             |
| 08/01/2007   | \$2.4845            | \$379.00             |
| 07/01/2007   | \$2.6055            | \$370.00             |
| 06/01/2007   | \$2.5855            | \$370.00             |
| 05/01/2007   | \$2.4730            | \$372.00             |
| 04/01/2007   | \$2.5370            | \$376.00             |
| 03/01/2007   | \$2.3420            | \$375.00             |
| 02/01/2007   | \$2.1835            | \$373.00             |
| 01/01/2007   | \$2.0215            | \$387.00             |
| 12/01/2006   | \$2.3515            | \$387.00             |
| 11/01/2006   | \$2.2045            | \$395.00             |
| 10/01/2006   | \$2.2630            | \$416.00             |
| 09/01/2006   | \$2.1580            | \$433.00             |
| 08/01/2006   | \$2.6695            | \$421.00             |
| 07/01/2006   | \$2.7184            | \$397.00             |

| <i>Month</i> | <i>Diesel Price</i> | <i>Asphalt Price</i> |
|--------------|---------------------|----------------------|
| 06/01/2006   | \$2.6099            | \$378.00             |
| 05/01/2006   | \$2.7135            | \$348.00             |
| 04/01/2006   | \$2.5915            | \$317.00             |
| 03/01/2006   | \$2.4080            | \$269.00             |
| 02/01/2006   | \$2.1835            | \$266.00             |
| 01/01/2006   | \$2.1930            | \$266.00             |
| 12/01/2005   | \$2.3015            | \$266.00             |
| 11/01/2005   | \$2.2000            | \$264.00             |
| 10/01/2005   | \$2.6030            | \$263.00             |
| 09/01/2005   | \$2.4000            | \$256.00             |
| 08/01/2005   | \$2.3840            | \$251.00             |
| 07/01/2005   | \$2.1085            | \$245.00             |
| 06/01/2005   | \$2.1780            | \$241.00             |
| 05/01/2005   | \$1.9315            | \$235.00             |
| 04/01/2005   | \$1.9910            | \$237.00             |
| 03/01/2005   | \$2.0190            | \$231.00             |
| 02/01/2005   | \$1.8070            | \$231.00             |
| 01/01/2005   | \$1.8180            | \$231.00             |
| 12/01/2004   | \$1.7655            | \$233.00             |
| 11/01/2004   | \$1.8405            | \$233.00             |
| 10/01/2004   | \$2.0530            | \$237.00             |
| 09/01/2004   | \$1.7440            | \$237.00             |
| 08/01/2004   | \$1.6890            | \$235.00             |
| 07/01/2004   | \$1.5625            | \$231.00             |
| 06/01/2004   | \$1.4525            | \$222.00             |
| 05/01/2004   | \$1.5570            | \$204.00             |
| 04/01/2004   | \$1.4545            | \$199.00             |
| 03/01/2004   | \$1.3770            | \$197.00             |
| 02/01/2004   | \$1.4605            | \$200.00             |
| 01/01/2004   | \$1.4510            | \$200.00             |
| 12/01/2003   | \$1.3760            | \$200.00             |
| 11/01/2003   | \$1.3355            | \$206.00             |



| <i>Month</i> | <i>Diesel Price</i> | <i>Asphalt Price</i> |
|--------------|---------------------|----------------------|
| 10/01/2003   | \$1.3460            | \$155.00             |
| 09/01/2003   | \$1.2080            | \$144.00             |
| 08/01/2003   | \$1.2735            | \$215.00             |
| 07/01/2003   | \$1.2695            | \$215.00             |
| 06/01/2003   | \$1.2060            | \$223.00             |
| 05/01/2003   | \$1.2645            | \$229.00             |
| 04/01/2003   | \$1.3370            | \$228.00             |
| 03/01/2003   | \$1.6015            | \$217.00             |
| 02/01/2003   | \$1.5910            | \$214.00             |
| 01/01/2003   | \$1.3575            | \$199.00             |
| 12/01/2002   | \$1.2785            | \$200.00             |
| 11/01/2002   | \$1.1540            | \$201.00             |
| 10/01/2002   | \$1.2775            | \$202.00             |
| 09/01/2002   | \$1.2440            | \$204.00             |
| 08/01/2002   | \$1.1665            | \$204.00             |
| 07/01/2002   | \$1.1580            | \$202.00             |
| 06/01/2002   | \$1.1165            | \$196.00             |
| 05/01/2002   | \$1.1960            | \$187.00             |
| 04/01/2002   | \$1.0825            | \$160.71             |
| 03/01/2002   | \$1.1170            | \$155.71             |
| 02/01/2002   | \$1.0205            | \$155.71             |
| 01/01/2002   | \$0.9750            | \$155.71             |
| 12/01/2001   | \$0.9550            | \$156.43             |
| 11/01/2001   | \$1.0090            | \$157.86             |
| 10/01/2001   | \$1.0965            | \$158.43             |
| 09/01/2001   | \$1.2710            | \$157.43             |
| 08/01/2001   | \$1.2085            | \$154.29             |
| 07/01/2001   | \$1.1555            | \$154.29             |
| 06/01/2001   | \$1.3175            | \$154.43             |
| 05/01/2001   | \$1.5695            | \$157.57             |
| 04/01/2001   | \$1.4675            | \$161.00             |
| 03/01/2001   | \$1.1865            | \$161.00             |

| <i>Month</i> | <i>Diesel Price</i> | <i>Asphalt Price</i> |
|--------------|---------------------|----------------------|
| 02/01/2001   | \$1.2505            | \$161.70             |
| 01/01/2001   | \$1.3395            | \$163.50             |
| 12/01/2000   | \$1.3615            | \$165.00             |
| 11/01/2000   | \$1.5500            | \$171.00             |
| 10/01/2000   | \$1.5200            | \$171.00             |
| 09/01/2000   | \$1.4750            | \$171.43             |
| 08/01/2000   | \$1.3410            | \$173.50             |
| 07/01/2000   | \$1.2920            | \$173.00             |
| 06/01/2000   | \$1.2590            | \$171.50             |
| 05/01/2000   | \$1.5340            | \$172.00             |
| 04/01/2000   | \$1.5340            | \$172.00             |
| 03/01/2000   | \$1.5340            | \$157.00             |

## Annex Renovation included to project impact

**HIGHWAY - Page 3 (Presented at Public Works Committee Meeting of 1/21/16 - referred to Finance)**

**FY17 Proposed Paving List**

Revision Date: 2/9/2016

| Street Name                                      | Cost Estimate | Cumulative Total | Last Paved  | Comments                            |
|--------------------------------------------------|---------------|------------------|-------------|-------------------------------------|
| Whitehouse Road                                  | \$500,000     | \$500,000        | 1990 (est.) |                                     |
| Union Street Municipal Parking Lot               | \$140,000     | \$640,000        |             | previously proposed (FY16 estimate) |
| Tebbetts Road (portions Lowell St. to Rte. 108)  | \$125,000     | \$765,000        | 2004        | previously proposed (FY15 estimate) |
| Lowell Street (Hillside - Tebbetts)              | \$300,000     | \$1,065,000      | 2005        | previously proposed (FY15 estimate) |
| City Hall Municipal Parking Lot                  | \$100,000     | \$1,165,000      |             | previously proposed (FY16 estimate) |
| Columbus Ave./Old Dover Rd. Intersection         | \$85,000      | \$1,250,000      | '02/'05/'06 | previously proposed (FY16 estimate) |
| Hansonville Rd. (Including portion of Flagg Rd.) | \$400,000     | \$1,650,000      | 2001/2002   | previously proposed (FY16 estimate) |
| Sheepboro Road                                   | \$210,000     | \$1,860,000      | 2006        | previously proposed (FY13 estimate) |
| Weeping Willow Drive                             | \$70,000      | \$1,930,000      | 2004        | previously proposed (FY16 estimate) |
| Eastern Avenue (Allen St. to Fieldstone Ln.)     | \$275,000     | \$2,205,000      | 2003        | previously proposed (FY16 estimate) |
| French Hussey Road                               | \$75,000      | \$2,280,000      | 1990 (est.) | previously proposed (FY16 estimate) |
| Sullivan Farm Drive                              | \$125,000     | \$2,405,000      | 2005        | previously proposed (FY16 estimate) |
| Four Rod Road                                    | \$500,000     | \$2,905,000      | 2012 shim   | previously proposed (FY13 estimate) |
| Jackson Street                                   | \$65,000      | \$2,970,000      | 1990 (est.) | previously proposed (FY15 estimate) |
| Rockledge Road                                   | \$78,000      | \$3,048,000      | 2003        | previously proposed (FY14 estimate) |
| Boulder Avenue                                   | \$64,000      | \$3,112,000      | 2003        | previously proposed (FY14 estimate) |
| Conifer Circle                                   | \$48,000      | \$3,160,000      | 2004        | previously proposed (FY14 estimate) |

Total: \$3,160,000

**Other Options:**

|                |          |  |             |                                           |
|----------------|----------|--|-------------|-------------------------------------------|
| Myrtle Street  | \$50,000 |  | 1990 (est.) | Mill & Overlay only. Future project area. |
| Woodman Street | \$45,000 |  | 1990 (est.) | Mill & Overlay only. Future project area. |
|                | \$25,000 |  |             | Pavement Shim only (no cold-plane/mill).  |

FY16 Projected Carryover: Unknown

Ledgeview still remaining; Gear not complete

Department Requested FY17 Budget: \$ 750,000

Total Projected Available Funds: \$ 750,000

## CHAPTER 15

### HIGHWAYS, BRIDGES, SIDEWALKS AND STREET LIGHTING

#### SECTION ANALYSIS

- 15.1 Definitions
- 15.2 Repair of Highway, Bridge or Sidewalk
- 15.3 Prohibition of Use
- 15.4 Elevation
- 15.5 Permit for Excavation upon Highway or Sidewalk
- 15.6 Fire Chief to be Notified
- 15.7 Moving of Buildings Through Streets
- 15.8 Regulation of Conduct on Public Streets and Highways
- 15.9 Proposal for New Street or Highway
- 15.9-a Naming of Public Streets and Rights-of-Way
- 15.9-b Address Numbers on Streets, Highways and Rights-of-Way
- 15.10 Construction of Sidewalks
- 15.11 Obstruction on Sidewalks
- 15.12 Regulation of Street Lighting
- 15.13 Prohibited Use of Poles
- 15.13-a Prohibited Activities in Adopt-a-Spots
- 15.14 Bonds
- 15.15 Penalties

#### **15.1 Definitions.**

The following definitions shall be applicable for the purpose of this Chapter.

(a) **"Committee."** The Committee of the Council having responsibility for overseeing expenditures, maintenance and control of public buildings, street lights, public parks, sewerage, streets and highways and rubbish disposal. The Committee members shall be designated by the Mayor and shall enjoy membership according to rules and regulations as established by the City Council. The responsibilities of this Committee shall be enumerated by the City Council and shall further be as set forth within this Chapter, and shall be referred to throughout this Chapter as "Committee."

(b) **"Commissioner of Public Works."** The individual appointed by the City Manager to have overall supervision and control of the Department of Public Works and Highways. The duties of the Commissioner of Public Works shall be those normally granted to a department head and shall include but not be limited to those duties as set forth within this Chapter. The Commissioner of Public Works shall be referred to throughout this Chapter 15 as the "Commissioner."

**15.2 Repair of Highway, Bridge or Sidewalk.** Whenever any highway, bridge, or sidewalk shall from want of necessary repair, or because of any repairs or construction being made therein by the Highway Division of the Department of Public Works, become unsafe for travel, the Commissioner, upon instruction of the City Manager, shall erect a suitable fence or railing to exclude all travelers from passing over the same and shall maintain at night such lights as may be necessary to warn the traveler of the hazard. If

said repairs or construction are being made by any other department or person, the head of such other department or person shall erect and maintain the same guard fence, rails and lights. [4]

**15.3 Prohibition of Use.** The Commissioner may make rules and regulations prohibiting the use of any or all highways to such vehicles as they may prescribe in order to prevent the use of said highways when said highways are unsuitable for travel thereon. Such rules and regulations shall be posted on each highway so regulated and at two other public places in the City. Any person violating the provisions of such posted rules and regulations shall be fined not more than \$100.00 and shall be liable for all damage occasioned thereby.

**15.4 Elevation.** The datum from which all elevations for street and other City work shall be calculated shall be that of the U.S. Geodetic Survey, as given on the standard discs of the survey.

**15.5 Permit for Excavation Upon Highway or Sidewalk.**

(a) No person shall break or dig up the ground, stone or concrete in any street, lane or alley, or in any sidewalk or common in the City, or erect any staging for building, or fence off any portion of said street or sidewalk, or place or deposit any stone, brick, timber, or other building material thereon, without first obtaining a written license from the Commissioner and complying in all respects with conditions said Commissioner may impose. Whenever any street, lane, alley, sidewalk, or other public place in the City shall, under any license granted, be dug up, obstructed or encumbered, and thereby rendered unsafe or inconvenient for travelers, the person so digging up, obstructing or encumbering, shall put, and at all times keep up, a suitable railing or fence around the section or parts of any street, lane, alley, or sidewalk or other public place so dug up, obstructed or encumbered, so long as the same shall be, or remain, unsafe or inconvenient as aforesaid, and shall also keep one or more lighted lanterns fixed to such fence, or in some proper place, every night from twilight in the evening and throughout the whole night so long as such railing or fence shall be kept standing. He/She shall also, at his/her expense, to the acceptance of the Commissioner, and within such reasonable time as the Commissioner shall direct, repair such street, lane, alley, sidewalk or public place.

(b) For a period of ~~three~~ (3) years, beginning with the date of the completion of the final paving of a public street or way relating to the construction or reconstruction of said street or way, no person, firm or corporation or any agent servant thereof shall excavate, construct or in any way encumber the paved or traveled portion of the street or way in the City of Rochester at any time, except for emergencies as may be deemed necessary by the Commissioner of Public Works and then only upon the posting by such entity of sufficient security, as determined by the Commissioner of Public Works and the agreement by such entity, to pay the cost of restoring such street or way to its original condition or with the approval by majority vote of the City Council. For one (1) year after being notified of the completion of such restoration by such entity, the Commissioner may reduce the amount of the security posted by such entity, however, the Commissioner shall retain sufficient security to insure that such restoration has been performed in a manner that will insure that said street or way has been restored to its original condition. One (1) year after being notified of the completion of such restoration, the Commissioner

way too low? - unless we hold surety per 15.6.

shall inspect the area restored and shall release such security if, in the judgment of the Commissioner, such restoration is satisfactory. [4] [9]

(c) Any other provision of this Chapter notwithstanding, any person, firm or corporation or any agent or servant thereof that shall violate the provisions of this Section 15.5 shall be subject to a fine of not more than Five Hundred Dollars (\$500.00).

**15.6 Fire Chief to be Notified.** Any person or corporation or department of the City, before digging up, obstructing or encumbering in any way, any street, lane, alley, sidewalk, or other public place in the City shall, before beginning such work, notify the Fire Chief as to where such work is to be done and shall, immediately upon the completion of such work and the restoration of the place to its normal condition, notify the Fire Chief.

**15.7 Moving of Buildings Through Streets.** No person shall move, or assist in moving, any house, shop or other building through any street, lane, or alley without first obtaining a written license therefore from the Licensing Board. Whenever the Licensing Board shall as aforesaid grant permission to any person to encumber any street, sidewalk, or public squares, for the purpose of erecting, altering or moving buildings or to dig up or encumber the same in any other manner, it may, as a condition to granting such permission, require the party obtaining the same to furnish a Bond of Indemnity to the City of Rochester, in such sum and with such securities as the Licensing Board may deem proper.

**15.8 Regulation of Conduct on Public Streets and Highways.** The following conduct with respect to the use of the City streets and highways shall be regulated as more fully set forth below:

(a) No person shall place, establish, or maintain any sign, awning or shade before his or her place of business, dwelling house or tenement, over any part of any street or sidewalk, unless the same be safely fixed and supported so as in no way to endanger persons passing upon such street or sidewalk, and so that the lowest part of such sign, awning or shade, shall be at least seven feet above the sidewalk; nor shall any person hang, affix, fasten, place or allow to remain upon the outer edge of any sidewalk, any sign, or showcase whatever, or there display any goods, merchandise, or samples of any business calling, trade, art or craft, so as to obstruct the free passage and view to and from the street and sidewalk.

(b) No person shall sell at auction or otherwise upon any street or public square in the City, any furniture, goods, wares or merchandise whatever, or place or in any manner encumber such street or square therewith, without first obtaining a permit from the City Manager and obtaining a second-hand dealer's/hawker's license from the Department of Building, Zoning, & Licensing Services. [6] [8]

(c) No person shall draw or cause to be drawn, move or cause to be moved, upon any public highway or street in said Rochester, any harrow, plow, or other instrument or implement, liable to cause injury to the surface of said public highway or street, unless the same is being carried or transported upon a drag, vehicle or other conveyance.



***City of Rochester, New Hampshire***  
**PROCEDURES AND SPECIFICATIONS FOR EXCAVATIONS**  
**ON CITY STREETS OR RIGHTS-OF-WAY**

The following procedures are for all companies or individuals excavating in city streets or rights-of-way. An excavation permit shall be issued by the Rochester Department of Public Works, prior to beginning any excavation within any street or right-of-way owned or controlled by the City of Rochester.

Pursuant to Section 15.5(a) of the General Ordinances of the City of Rochester, anyone wishing to open or excavate in any street or right-of-way must make an application for a permit on a form provided by the Department of Public Works. A **\$100.00 permit fee** must accompany each application for a permit.

Permit holders will be responsible for a permanent patch that meets the specifications of the Department of Public Works for a period of one (1) year from date of initial inspection. Any interim repair will either be done by the permit holder, or the Department of Public Works and costs billed to the permit holder. A bond of indemnity or an escrow deposit may be required for any or all excavations and patches at the discretion of the Director of Public Works. (Ordinance, sec. 15.14)

Applicant must obtain a signed excavation permit before starting any work in the field. City Ordinance (Sec. 15.5(c)) states there is a fine of up to \$500.00 for failure to obtain said permit. This will be strictly enforced.

All holders of an excavation permit shall comply with the following requirements. Any violation of any condition of the permit is subject to a \$100.00 fine (Ordinance Sec. 15.15)

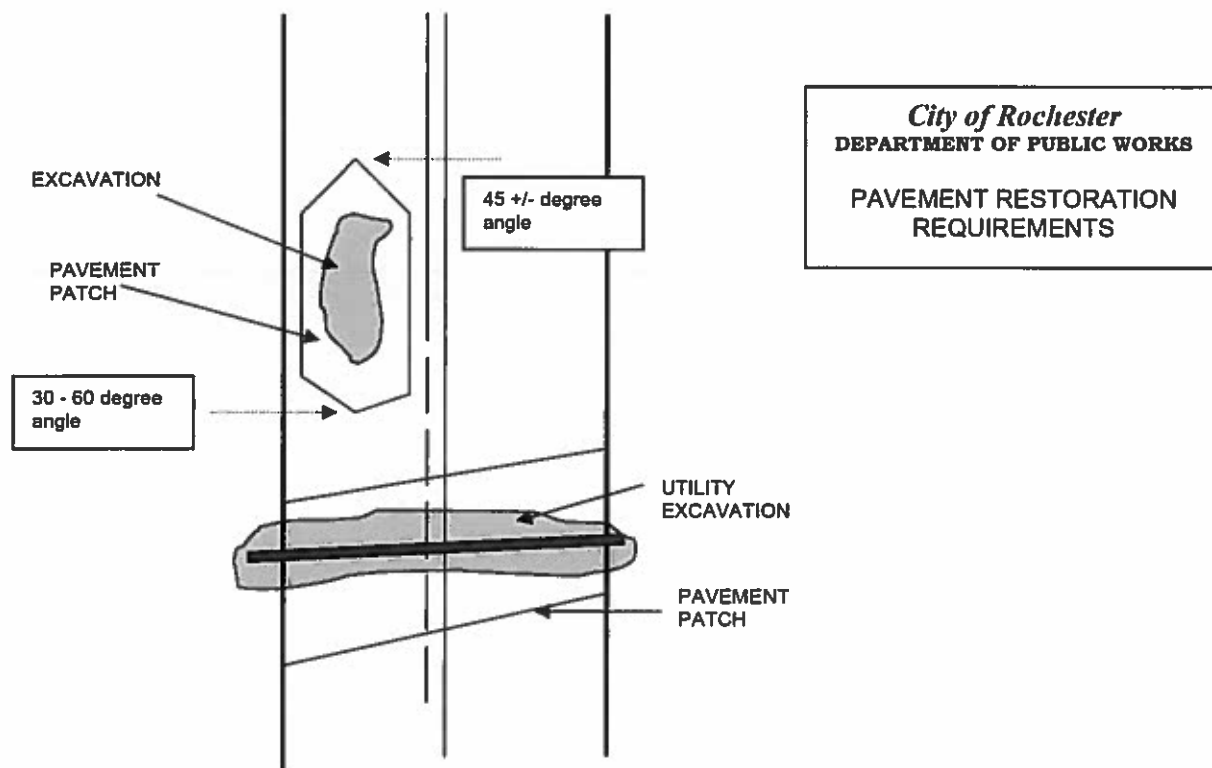
1. Any excavation shall be backfilled, compacted, and temporarily patched at the completion of work, in no case shall an open excavation be left overnight unless waived by the Director of Public Works. All temporary patches shall be of an acceptable cold patch material.
2. Applicant shall complete the permanent patch within 20 calendar days of temporary patch but not sooner than complete settlement (7 days recommended minimum) or for winter work (if authorized) within 30 calendar days of availability of hot bituminous concrete. Permanent patch section of permit must be returned to Public Works within 15 days of completion of permanent patch. Any existing landscaped areas shall be restored with loam, fertilized, and replanted. Any asphalt or concrete sidewalk shall have surfaces of equal depth, kind and quality placed. As work progresses, all streets shall remain free of all rubbish, excess earth, rock and other debris resulting from such work. Public Works will inspect the work. The one-year guaranty period will start at that time. Work will be re-inspected after one year at which time the permit will be retired or the applicant will be notified to repair patch.
3. Prior to installing a pavement patch, all existing edges shall be sawcut with straight, neat, defined edges that intersect with the flow of traffic at angle from between 30 degrees and 60 degrees (e.g. the sawcut edge shall not be perpendicular to the flow of traffic, see diagram). The pavement thickness shall match the pavement thickness of the existing roadway, but shall not be less than the requirements stipulated in the City of Rochester subdivision regulations.
4. No opening or excavation in any street shall extend beyond the centerline of the roadway, before being back filled and the surface of the roadway made passable to traffic.
5. All trenches shall be backfilled with suitable original material with the exception of the required gravel for pavement base at thicknesses required by the City of Rochester subdivision regulations.
6. Every permit holder will be required to place around all openings, excavations, encumbrances or obstructions, sufficient barriers, barricades, lights, warning flags, and danger signs to protect the safety of the general public to the satisfaction of the Director of Public Works. During the hours of darkness, adequate artificial lighting devices are required to call attention to and indicate the actual location of obstructions and hazards.
7. All barricades, warning signs, lights, temporary signals and other protective devices shall conform with the edition of the "Manual on Uniform Traffic Control Devices for Streets & Highways", current on the date of permit application. This manual is approved by the Federal Highway Administrator as the National Standard for all highways open to public travel.
8. A minimum of one lane of traffic shall be provided on all streets at all times. Access shall be provided to all property at night and on weekends, and shall be maintained to all places of business at all times.

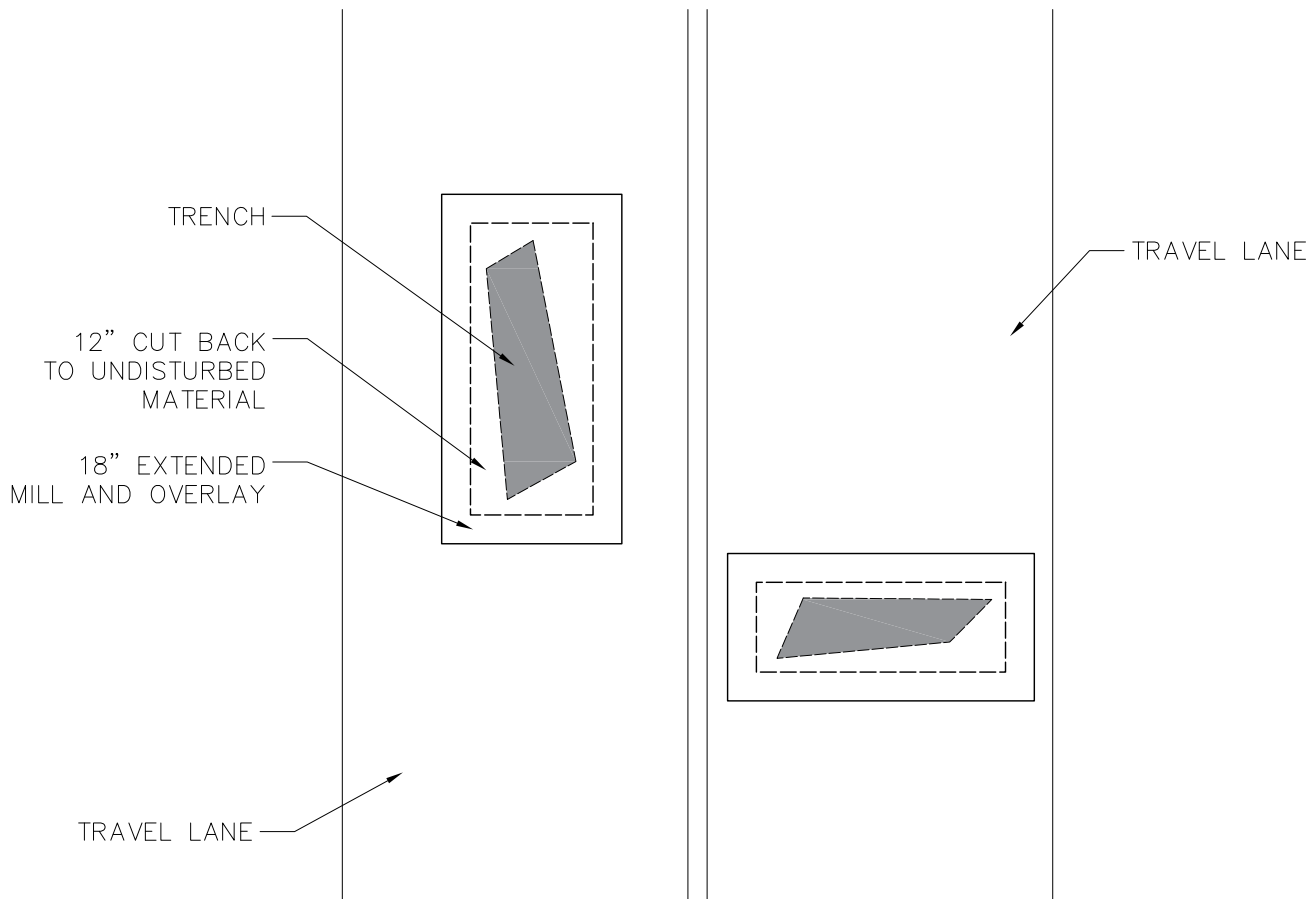


9. If a complete street closure is necessary, at least seven (7) working days advance notice is required with confirmation of the proposed closure three (3) working days in advance of the actual street closure. The Director of Public Works will review and approve any detours required. If a detour approved, the permit holder shall erect sufficient signage so motorists are given appropriate warning of the detour and are able to navigate the detoured route as efficiently as possible.
10. If an emergency necessitates the complete closing of a street, the closing will be governed by the "Emergency Provisions" Section of this regulation.
11. Property or street line monuments survey reference points and permanent survey bench marks shall not be removed or disturbed, unless specifically permitted by the Director of Public Works. If any such monuments are removed or disturbed, the permit holder shall be required to have monuments replaced by a licensed land surveyor.
12. Provisions shall be made to provide for proper drainage during construction, and the permit holder shall be responsible for all claims for damage or injury, whatsoever, that may arise from the obstruction or use of any public sewer or drain in connection with the work contemplated under the permit.
13. The Director of Public Works may revoke any permit issued under this regulation at any time.

### EMERGENCY PROVISIONS

In the event of an emergency, the Director of Public Works reserves the right to waive any of the provisions of this regulation, and to impose such conditions as she/he may require. If such an emergency exists, the (Police Department, Fire Department and Highway Department, at a minimum), shall be notified immediately by telephone. During the next business day, an excavation permit form shall be applied for at the office of the Director of Public Works.





NOTES:

1. PAVEMENT EDGES SHALL BE DEFINED BY A STRAIGHT EDGE FORMED BY A MACHINED SAW CUT.
2. ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN PAVEMENTS SHALL BE TACK COATED.
3. PAVEMENT THICKNESS SHALL MATCH EXISTING BUT IN NOT CASE SHALL BE LESS THAN 3" TOTAL THICKNESS.
4. PAVEMENT SHALL BE PLACED IN TWO PHASES:
  - 4.1. THE FIRST PHASE SHALL CONSIST OF CUTTING BACK THE FULL DEPTH OF PAVEMENT 12" BEYOND THE EDGES OF THE DISTURBED TRENCH AND PAVING A BINDER COURSE THE FULL DEPTH OF THE PAVEMENT AS TO BRING THE PATCH FLUSH WITH THE EXISTING ROAD SURFACE.
  - 4.2. THE SECOND PHASE SHALL BE CONDUCTED THE FOLLOWING YEAR AND SHALL CONSIST OF MILLING OVER THE EDGES OF THE PREVIOUS PATCH BY A MINIMUM OF 18" IN ALL DIRECTIONS TO A DEPTH OF 1.5". WEARING COURSE PAVEMENT SHALL BE USED TO CREATE A SMOOTH SURFACE WITH THE ROADWAY OVER THE EXTENTS OF THE MILLED AREA.
5. ANY TRENCH PATCH REQUIRES PRE-APPROVAL BY DPW AND IS SUBJECT TO INSPECTION TO ENSURE COMPLIANCE WITH CITY STANDARDS.



**CITY OF ROCHESTER NH**  
**PUBLIC WORKS DEPARTMENT**

|           |                   |              |
|-----------|-------------------|--------------|
| REVISIONS | DATE: 2/4/2016    | NOT TO SCALE |
|           | TRENCH PATCH PLAN |              |
|           |                   |              |
|           |                   |              |
|           |                   |              |
|           | DETAIL X-X        |              |

|           |                      |              |
|-----------|----------------------|--------------|
| REVISIONS | DATE: 2/4/2016       | NOT TO SCALE |
|           | TRENCH PATCH PROFILE |              |
|           |                      |              |
|           |                      |              |
|           |                      |              |
|           | DETAIL X-X           |              |
|           |                      |              |

|                       | Project               | Revenue from Grant    | Market Basket        | City Funds             | Total Estimated Project Value |
|-----------------------|-----------------------|-----------------------|----------------------|------------------------|-------------------------------|
|                       |                       |                       |                      |                        |                               |
| <u>SEWER 62%</u>      | \$2,398,500.00        | \$1,199,250.00        | \$310,000.00         | \$ 889,250.00          | \$2,398,500.00                |
| <u>WATER 18%</u>      | \$707,200.00          | \$353,600.00          | \$90,000.00          | \$ 263,600.00          | \$707,200.00                  |
| <u>HWY /DRAIN 20%</u> | \$786,500.00          | \$393,250.00          | \$100,000.00         | \$ 293,250.00          | \$786,500.00                  |
|                       | <b>\$3,892,200.00</b> | <b>\$1,946,100.00</b> | <b>*\$500,000.00</b> | <b>\$ 1,446,100.00</b> | <b>\$3,892,200.00</b>         |

\*Additional \$50,000 is committed from Market Basket

It is likely that a few of the sewer extensions will be considered as “non-participating” for EDA funds as they fall outside the core project to get sewer extended to Route 125. These include shorts runs of:

245 feet on end of Kodiak;

230 feet on Denali Drive; and

1,400 feet on Salmon Falls Road (from entrance to apartments at 63 Salmon Falls Road up to point past Sunview Lane).

DSM MB I LLC  
875 East Street  
Tewksbury, MA 01876

February 11, 2015

City of Rochester  
Mr. Daniel Fitzpatrick, City Manager  
31 Wakefield Street  
Rochester, NH 03867

RE: Development Agreement between the City of Rochester and Demoulas Super Markets, Inc., dated September 6, 2014 (the "Development Agreement")

Dear Mr. Fitzpatrick:

DSM MB I LLC ("DSM"), as successor in interest to Demoulas Super Markets, Inc. for the property located at 96 Milton Road in Rochester, NH, is providing this letter to confirm our understanding and agreement on the location and elevation of the sewer improvements being constructed pursuant to the Development Agreement.

As you are aware, Section One of the Development Agreement states that the "specific depth and location" of the sewer line shall be confirmed by the parties. Following review by DSM's engineering consultants and the City's engineering staff, it has been determined that it would be most advantageous to DSM for the pipe invert at Denali Drive to be located approximately 229 feet above the North American Vertical Datum of 1988 (NAVD88) when measured at the northerly boundary of the DSM property with Milton Road. The exact pipe elevation will need to be verified by DSM's engineer prior to the start of the public sewer design.

It is understood that the final, confirmed pipe elevation would be at a depth sufficient to allow a gravity feed from the DSM property without the need for a separate on-site sewer pumping facility. In order to account for the additional costs involved in excavating and installing pipe at the agreed-upon depth, DSM has agreed to contribute an additional \$50,000.

The Contribution/Donation Payment Schedule attached as Exhibit B to the Development Agreement therefore is modified to include an additional \$50,000 payable upon 50% completion, as follows:

|                                                            |                                      |
|------------------------------------------------------------|--------------------------------------|
| 1. Commencement of Engineering                             | \$25,000 <i>[no change]</i>          |
| 2. Construction Portion Out to Bid                         | \$100,000 <i>[no change]</i>         |
| 3. Construction is 50% Complete                            | \$300,000 <i>[\$50,000 increase]</i> |
| 4. <u>Final Completion or Demoulas Connection to Sewer</u> | <u>\$125,000 <i>[no change]</i></u>  |
| TOTAL                                                      | \$550,000 <i>[\$50,000 increase]</i> |

Except as modified above, all obligations and requirements of the Development Agreement remain in full force and effect.

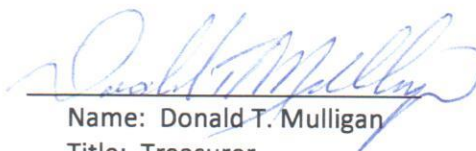
If the foregoing correctly reflects our agreement, please countersign below and return a copy to the undersigned. Thank you.

Sincerely,

DSM MB I LLC

By: Demoulas Super Markets, Inc., its sole member

By:



Name: Donald T. Mulligan

Title: Treasurer

CONFIRMED AND AGREED TO:

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Daniel W. Fitzpatrick, City Manager