



City of Rochester Dept of Public Works

45 Old Dover Road
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Memo

To: Public Works and Buildings Committee
From: John B. Storer, PE
Director of City Services
Date: February 9, 2017
Subject: Public Works and Buildings Committee
Meeting Thursday February 16, 2017

There will be Public Works and Buildings Committee Meeting on Thursday February 16, 2017 at 7PM. This meeting will be held in City Council chambers at City Hall.

AGENDA

1. Approve Minutes from January 19, 2017 meeting
2. Public Input
3. Request to Waive Pavement Disturbance Moratorium on Brock Street.
4. PFC Update
5. LED Street Lights
6. Wakefield Street Project
7. Woodman /Myrtle – timing of project? Acceptance of SRF Funds
8. Crosswalk Safety Improvements
9. Laura Drive – No record of acceptance as City Street
10. Unaccepted Streets – follow up discussion from January
11. Pavement Condition Assessment
12. New DPW Facility
13. Colonial Pines
14. Permit Status – MS4 & NPDES
15. Other
16. Adjourn



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February 6, 2017

Mr. Ralph Torr, Chairman
City of Rochester
Public Works and Buildings Committee
31 Wakefield Street
Rochester, NH 03867

**RE: Brock Street Road Moratorium Request
New Hampshire Army National Guard-Field Maintenance Shop, Map 129, Lot 15**

Dear Mr. Torr,

Colby Company Engineering (CCE) on behalf of the New Hampshire Army National Guard (NHANG) requests permission to enter Brock Street, breaking the five year moratorium, to construct utility connections and a driveway entrance to a proposed 23,000 SF Field Maintenance Shop for the NHANG. The construction of the field maintenance shop is critical to the State of New Hampshire due to the fact that the current shop is not capable of servicing and maintaining the size and type of equipment of supported units in a safe and secure environment. The existing facility size and condition causes safety concerns and adversely affects the mission and equipment readiness. Training opportunities will be lost and preventative maintenance delayed. If this project is not provided routine maintenance on NHANG equipment cannot be supported. The existing facility's space deficiencies will continue to adversely affect or prevent Level 2 maintenance forcing units to train without their assigned equipment. Lack of Unit Readiness is severely detrimental to their ability to operate and be prepared to deploy at the required level of training. Additionally the project has been funded under the 2017 Military Construction Budget, which if not used will be lost.

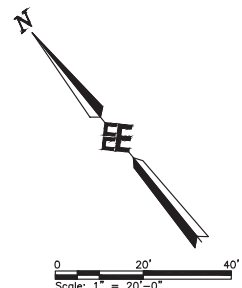
Attached please find a Pavement Restoration Plan that depicts the proposed pavement cut and repair strategy to connect to the existing utilities. CCE proposes to remove all pavement, from curb to curb, along a 75 foot corridor where all utility connections will be made. All sub-base gravels disturbed while making the utility connections will be replaced, compacted and tested to ensure that material is fully compacted. 25 feet on either side of the 75 foot utility corridor the 1.5" wearing course of pavement will be milled. The 2.5" base course pavement is to be placed along the 75 foot length and followed by 1.5" 125 foot overlay all from curb to curb. The proposed driveway connection will be made without any disturbance to the road travel way. A 4 foot section of the shoulder and curb, including all 4 inches of pavement, will be removed to allow the driveway to connect into the shoulder. A 1 foot section around the 4 foot cut will be milled down 1.5" to allow for an overlay after the 2.5" paved based course is replaced. All wearing course joints are to be treated by infrared. Infrared treatments have been successful in eliminating butt joints and result in seamless pavement repair.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jason Beaulieu'.

Jason Beaulieu, PE
Colby Co. Engineering

Cc Calen Colby, PE – Colby Co.



PAVEMENT RESTORATION PLAN			PROJECT No. 280.001.002
			CONTRACT: B
DRAWN BY: 7RJ	SCALE: 1" = 20'-0"	DATE: 2/1/2017	C-106



City of Rochester, New Hampshire
OFFICE OF THE CITY ATTORNEY
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Memorandum

To: Daniel Fitzpatrick, City Manager
From: Terence O'Rourke, City Attorney *TO*
Date: January 24, 2017
Cc: John Storer, Director of Public Services
Michael Bezanson, City Engineer
Owen Friend-Gray, Assistant City Engineer
Re: Laura Drive

In the course of processing a subdivision application, the Planning Board inquired as to whether or not Laura Drive is a city street. Currently, Laura Drive is being treated as a city street in terms of regrading, repairs, snow removal and trash pick-up. Research has not indicated when these services began on Laura Drive. In researching the issue for the Planning Board, there is no record of the City ever accepting Laura Drive as a city street. City staff has searched records in the possession of the City Clerk, the Department of Public Works, and the county Registry of Deeds. Further, deeds to properties on Laura Drive contain language that property owners receive a "right of way and easement in common with others for normal vehicle use over Laura Drive." This language would not exist in deeds to property abutting a city street. Thus, in my opinion, Laura Drive is a private road, not a city street. It is axiomatic in New Hampshire that public funds may not be expended for a private benefit. Without acceptance of Laura Drive by the City, the provision of services to Laura Drive violates that principle of law.

Unaccepted Street List

[illegible]