



City of Rochester  
Dept of Public Works

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# Memo

To: Public Works and Buildings Committee  
From: John B. Storer, PE  
Director of City Services  
Date: June 9, 2017  
Subject: Public Works and Buildings Committee  
Meeting Thursday June 15, 2017

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There will be a Public Works and Buildings Committee Meeting on **Thursday June 15, 2017 at 7:00 PM. *This meeting will be held in Council Chambers, at City Hall.***

## AGENDA

1. Approve Minutes of Regular Meeting of May 18, 2017.
2. Public Input
3. GSBP – lighting bids
4. Pavement Rehabilitation Program – Recommendations
5. Annex Update
6. Water line easement Release – Summer, Leonard & Olde Farm Lane
7. Rehabilitation of former Planning Dept space
8. Follow-up on Project De-authorizations or Delays
9. Riverwalk Committee – Hillsdale Drive request
10. Colonial Pines Update
11. Hanson Pines, MOU w/ Trustees of the Trust Fund
12. Strafford Square Financial Summary-Councilor Inquiry
13. Permit status – MS4 & NPDES
14. Other

# Memorandum of Understanding Dewey Street Pedestrian Bridge Project 2017

## Memorandum of Understanding

Between

City of Rochester

and

City of Rochester Trustees of the Trust Fund

This Memorandum of Understanding (MOU) sets forth the terms and understanding between the City of Rochester and the City of Rochester Trustees of the Trust to allow construction activity to occur within Dominicus Hanson Park at the Cocheco River riverbank where the existing Dewey Street pedestrian bridge lands and the immediate vicinity as detailed by City of Rochester Public Works and Hoyle, Tanner & Associates, Inc. (engineering evaluation and design of the replacement bridge) as of May 16, 2017, named “Dewey Street Pedestrian Bridge over the Cocheco River,” and as agreed with R.M. Piper, Inc. (bridge construction contractor) on May 01, 2017, and as proposed for Urban Tree Service after consultation with Moreno Forestry Associates (forester for Hanson Pines), R.M. Piper, and City of Rochester Public Works on May 01, 2017.

### Background

Dominicus Hanson Park, locally referred to as Hanson Pines, is a 30± acre community-owned forest that was donated to the City of Rochester by Charles A.C. Hanson in 1915, in accordance with the wishes of his late father, Dominicus. This pine forest was given to the city under the Dominicus Hanson Park Trust which specifies that:

- The City of Rochester “shall forever hold [the] property in trust for the benefit of the public as a wooded and timbered park, and a place for recreation for the people not only of Rochester and surrounding towns and cities, but for the world at large.”
- “The growth of pine should be encouraged ...”
- “No evergreen or nut bearing tree shall be cut ... until they have died and it is apparent from their age and decay that they are no longer advantageaces (*sic*) for the purposes for the park.”
- Beyond the preservation of the natural features of the woodland, Charles Hanson recommended pathways and recreational activities such as boating and canoeing.
- The intention is to encourage the community to walk and explore the park. Motorized vehicles are not permitted in the park except for maintenance work or in response to emergency situations.

The existing bridge which carries pedestrian and bicycle traffic across the Cocheco River between Dewey Street and Hanson Pines Park has structural deficiencies. To construct a replacement bridge within an affordable budget, a large crane would be driven through the park, generally straight in from the high school parking lot along the existing paved pathway and would be positioned near the riverbank. This same route through the park would be allowed for other essential construction equipment. In addition, large steel beams would be trucked in and staged until positioned across the river.

# Memorandum of Understanding Dewey Street Pedestrian Bridge Project 2017

## Purpose

This MOU will allow essential motorized construction equipment into the park for the purpose of constructing a replacement pedestrian bridge from Dewey Street to Hanson Pines adjacent to, on the northerly side of, the existing bridge.

The above goal will be accomplished by undertaking the following activities:

- The only motorized vehicles allowed into Hanson Pines Park will be essential to either the preparation of the construction site or to the construction of the bridge.
- All such vehicles will follow the existing paved pathway, with the known exception of the crane and the possible exception of the truck transporting the long bridge segments. Deviation from the paved pathway is allowed at one point as identified on May 1, 2017, to swing wide in order to minimize the impact on trees.
- The steel beams shall be staged within the pines as briefly as possible, and the distribution of the weight of the steel beams will be such as to minimize soil compaction over tree roots.
- Only one tree will be removed along the pathway, that having been marked by the forester with an orange paint mark low on the backside of the tree trunk. This is a white pine tree which bears the burn of a lightning strike high in its crown.
- Several other trees near the construction site have been marked by the forester with an orange paint mark low on the backside of the tree trunk. These and only these trees may be taken down.
- Only the low limbs on the ancient white pine, just north of the bridge landing, may be cut and only to the extent necessary for the operation of the crane.
- No other motorized vehicles other than essential construction pieces will be permitted into Hanson Pines Park. Construction workers, administrators, overseers, and others will abide by the no-motorized-vehicles requirement of the Dominicus Hanson Park Trust.
- At the conclusion of the project, Hanson Pines Park will be left clean of any construction debris, allowing the natural litter of the forest floor and leaving fallen tree logs clear of trails.
- The trustees intend to engage the community, specifically, the high school, in milling and using the lumber from the trees taken down for enhancements within the park and for the community at large. Logs that are suitable for lumber will be staged in the park at a location where a milling machine may be employed.
- The tree service will follow the recommendations of the forester for the disposition of felled trees:
  - Tree tops and branches are to be chipped or removed from the property; otherwise a large accumulation of biomass may result.
  - If the branches are chipped, some of the chips can perhaps be *thinly* spread along the footpaths in the vicinity of the bridge. Woody stems and branches suitable for chipping and/or removal include all stems under 10" in diameter.
  - It would be good to leave larger logs (generally 12" or greater in diameter) that are sound and usable for milling *piled at the entrance to the park*, so that the high school can easily retrieve them for educational purposes.
  - Unusable larger logs (decayed, crooked, split, or otherwise damaged) can be left in the forest, individually, off trail. If there are too many larger logs, it is recommended that some be removed from the park. This may have to be determined at the time of cutting.
- If the bridge design is wide enough for motorized vehicles, access by motorized vehicles will be restricted by a gate with opening of the gate strictly restricted to sidewalk plows for snow removal for non-motorized traffic.

# Memorandum of Understanding Dewey Street Pedestrian Bridge Project 2017

## Reporting

City of Rochester Trustees of the Trust Fund will have access to the construction site of the Dewey Street Pedestrian Bridge throughout the period of the construction. Any observations of deviation from the activities specified above or any concerns will be communicated within the day.

## Funding

This MOU is not a commitment of funds.

## Duration

This MOU is at-will and may be modified by mutual consent of authorized officials from City of Rochester and City of Rochester Trustees of the Trust Fund. This MOU shall become effective upon signature by the authorized officials from the City of Rochester and City of Rochester Trustees of the Trust Fund and will remain in effect until modified or terminated by any one of the partners by mutual consent. In the absence of mutual agreement by the authorized officials from City of Rochester and City of Rochester Trustees of the Trust Fund this MOU shall end on the date that the City Council de-authorizes the funding of the project or the date on which the project is completed and accepted by the City of Rochester.

## Contact Information

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City of Rochester Trustees of the Trust Fund  
Robert Pallas  
Chairperson  
114 Charles Street, 335-1974  
Rochester, NH 03867  
(603) 335-1974  
[rjpallas@metrocast.net](mailto:rjpallas@metrocast.net)

..... Date: .....  
Daniel Fitzpatrick, City Manager,  
City of Rochester

..... Date: .....  
Robert Pallas, Chairperson,  
City of Rochester Trustees of the Trust Fund

	NHDOT Approved	Available 80%Share	Participating Cost to date	NHDOT 80% Rec'd to date	Remaining eligible for 80/20	Available State 80%
Prelim	\$191,000.00	\$152,800.00	\$185,729.24	\$148,583.39	\$5,270.76	<b>\$4,216.61</b>
ROW	\$525,000.00	\$420,000.00	\$464,000.00	\$371,200.00	\$61,000.00	<b>\$48,800.00</b>
Construction	\$700,000.00	\$560,000.00	\$0.00	\$0.00	\$700,000.00	<b>\$560,000.00</b>
Eligible costs	\$1,416,000.00	\$1,132,800.00	\$649,729.24	\$519,783.39	\$766,270.76	<b>\$613,016.61</b>

	Appropriation	Spent	Encumbered	DeAuth	Balance	Comment
15013010-771000-05518	1,045,000.00	349,969.00	\$0.00	695,031.00	0.00	
15013010-771000-11538	300,000.00	299,903.50	\$0.00	96.50	0.00	
15013010-771000-14523	150,000.00	0.00	\$0.00	150,000.00	0.00	
15013010-771000-15528	500,000.00	311,713.93	\$188,286.07	0.00	0.00	Encumberence to Stantec Engineers
15013010-771000-16531	5,000,000.00	252,662.19	\$63,056.95	0.00	4,684,280.86	Encumberence to Stantec Engineers
		1,214,248.62	251,343.02		4,684,280.86	Balance Avail for construction

Spent	1,214,248.62
Plus Encumberences	251,343.02
To Date Expenditures	1,465,591.64