

Public Works and Buildings Committee
City Hall Council Chambers
Meeting Minutes
February 22, 2024 6PM

MEMBERS PRESENT

Councilor Donald Hamann, Chairman
Councilor Alexander de Geofroy
Councilor Daniel Fitzpatrick (late)
Councilor Kevin Sullivan
Councilor David Walker (late)

OTHERS PRESENT

Peter C. Nourse PE, Director of City Service
Dan Camara, Coordinator GIS & Asset Mgmt.
Michael Dugas, PE Greenman Pedersen, Inc

MINUTES

Councilor Hamann called the Public Works and Building Committee to order at 6 PM

1. Roll Call

Ms. McDormand took the roll call attendance. Chair Hamann, Councilor de Geofroy, Councilor Sullivan were all present. Councilor Fitzpatrick and Councilor Walker were not present for roll call but joined the meeting shortly after role call.

2. Approval of the January 23, 2024, PWC Minutes

Councilor de Geofroy made a motion to accept the minutes of January 23, 2024, meeting as presented. Councilor Sullivan seconded the motion. The motion passed unanimously.

3. Public Input

There was no public present for public input.

4. Tebbetts Road/ Old Dover Road Intersection Improvements Project Update

Mr. Nourse provided background information on the Tebbetts Road and Old Dover Road Intersection. Mr. Nourse stated that this intersection processes about 15,000 vehicles per day. He noted that the the northern approach of Old Dover Road and each Tebbetts Road approach to the intersection are City roads and the southern approach is maintained by the State of NH Department of Motor Vehicles (NHDOT). He explained that the intersection has a history of approximately 60 crashes in the last decade. Mr. Nourse states that over the years, some safety enhancements have been implemented by the City but not significant geometrical improvements. Mr. Nourse stated in 2020 the transportation master plan noted that based on public response, this intersection was considered number 4 of the top 10 that participants noted by survey as quote “dangerous”. In 2019 a Road Safety Audit was conducted which reviewed traffic and crash data, defined safety concerns and provided

potential conceptual solutions. Mr. Nourse further stated that in 2021 the project was entered into the State of NH Highway Safety Improvement Program (HSIP) and improvements would be determined and funded with 90% of costs funded by the NHDOT. Mr. Nourse explained that as part of the State's HSIP funding process, in September, the City held a Local Concerns Meeting which was well attended by the public. Mr. Nourse noted that the attendees conveyed strong interest and provided input on improvements. He noted that their input will help to inform design alternatives to be considered. Mr. Nourse stated that there will be a informational meeting on design alternatives, possibly in late March or early April. Mr. Nourse introduced Mr. Dugas of Greenman Pederson, Inc (GPI) of Portsmouth. He noted that GPI are the engineers of record for this HSIP Project. Mr. Dugas introduced himself and he stated that prior to working for GPI he was the Safety Engineer for NHDOT. He noted that in his position with the NHDOT he had worked on this project as well. Mr. Dugas presented the (attached) PowerPoint presentation and discussed the purpose and history of the project, the existing conditions & deficiencies, conceptual improvement concepts and schedule and funding. Mr. Dugas explained the existing conditions as a two-way stop control on Tebbetts approaches, beacons above and on stop signs, and he noted that additional signage has been added for the stop signs and for caution on Old Dover Road. The existing deficiencies are intersection visibility, traffic for delays entering or crossing Old Dover Road during peak traffic flows, speed, and difficult truck turns. There have been 63 crashes in the last 11 ½ years, including one fatality, and three serious injuries. Mr. Dugas stated that the City has implemented all recommended short-term improvements which included roadside clearing to enhance visibility, added intersection warning signs, relocation of street name signs for visibility and adjustments to existing signs and beacons for visibility. He also noted other improvements that were added, some as a result of the input at the Local Concerns Meeting. He state those improvements included refreshing the stop bar paint, pavement markings for stop ahead, and intersection warning signs were enhanced with flashing beacons. Mr. Dugas stated the range of alternatives being considered include an all-way/four way stop intersection, a roundabout and implementation of traffic signals. He noted the traffic signals are not justified based on traffic volumes. He also noted that pedestrian facilities, truck traffic, and improvements to the culvert crossing in the area will be considered in the design process. The committee discussed the alternatives at length. Councilor Hamann asked which alternative was the most likely to be recommended. Mr. Dugas stated that based on safety he believed the roundabout to be the superior alternative. Councilor Walker stated that he had concerns that with an all-way stop vehicles would go right through stop signs and traffic would stack up and block abutter driveways. He stated he would support a roundabout. Councilor Sullivan noted concern for impacts to on property and suggested that the mini roundabout might be the way to go. The Committee was in

support of both the roundabout alternatives, and stated some stated a preference for the mini roundabout.

5. Portland Street New Sidewalks-NHDOT Transportation Alternatives Program (TAP) Grant Project Update

Mr. Nourse stated that 2020 transportation master plan noted that as many as one thousand households could be connected to the downtown areas if sidewalks were constructed in key areas of the City. Mr. Nourse noted that this is one of those areas and this project would connect a sixty-four-hundred-foot gap in sidewalks and would provide contiguous sidewalk from downtown to East Rochester. Mr. Nourse further noted that the City applied to the NHDOT Transportation Alternatives Program (TAP) for funding assistance three times and after the third application was approved for joint funding, which consists of NHDOT carrying up to 80% of the cost share. Micheal Dugas of GPI displayed a PowerPoint Presentation (attached). The presentation was an overview of the project's purpose and history, the project's existing conditions, the project's design vision, and the schedule and funding of the project. The vision is five-foot-wide concrete sidewalk on north side of Portland Street from Chamberlain Street to Salmon Fall Road. The sidewalk will be kept within existing right of way, it will be uncurbed to avoid cost of curbing and minimize impact to drainage and other roadway features.

6. Drinking Water Watershed Conservation Update

Mr. Nourse stated that the City of Rochester receives most of its drinking water from the Berry's River watershed. This is 8,000 acres of pristine land in portions of Farmington, Strafford, Barrington, and Rochester. Mr. Nourse stated that much of this land has been protected from development pressures for many years through conservation easements. The City is fee owner of many of the parcels and holds conservation easements on others. He displayed a map depicting parcels and ownership. Mr. Nourse noted that the City has actively pursued partnerships with land conservation organizations such as Southeast Land Trust (SELT). Mr. Nourse stated that in 2019 the City partnered with SELT to preserve 350 acres. The effort leveraged State funds and resulted in modest cost share by the City. In 2021 another partnership protected 10 acres. Mr. Nourse stated that currently in process is a partnership with Moose Mountains Regional Greenways (MMRG) to preserve 200 acres of the Shillaber property. This consists of 175 acres in Farmington and 25 in Strafford. It is privately owned, and the owner wishes to have a conservation easement over it. Mr. Nourse said 2,300 feet of the Berry's River traverses it. Mr. Nourse said this is the City's source of drinking water and the land possesses a high natural resource value. Mr. Nourse stated the cost estimate to provide a conservation easement to be held by MMRG and the City holding executory interest is \$330,000. MMRG has leveraged the Land and Community Heritage Program (LCHIP) to provide \$125,000 and because of our drinking water source passes through, a DWGTF source water protection grant has been secured for \$155,000. Mr. Nourse stated that the Town of Strafford has obligated \$10,000

from a private donation. MMRGs request of the City is \$20,000, this investment equates to \$100. per acre conserved. Mr. Nourse noted that each year he requests in the capital budget water funds so that they are available for such investments. He stated we do have the funds to commit to this. Mr. Nourse stated that the current status is that the grants have been approved and will go to Governor and Council in April and will be official. A conservation easement deed is being drafted and anticipate a Fall 2024 closing. Mr. Nourse also stated that the City is also working with Southeast Land Trust on a 27 acre opportunity in Barrington.

7. Other

March 21, 2024, Public Works and Buildings Committee

Mr. Nourse stated his hopes the committee can all attend the next Public Works and Buildings Committee meeting as the meeting will be focused on the Water System. He stated there will be two City consultants providing information for the Committee.

Councilor Hamann adjourned the meeting at 6:57 PM

Minutes respectfully submitted by Laura McDormand, DPW Administration & Utility Billing Supervisor



Rochester 43491
Old Dover Road / Tebbetts Road
Intersection Improvements

PUBLIC WORKS & BUILDINGS COMMITTEE MEETING

Presented to: Rochester PW&B Committee

Date: February 22, 2024



Agenda

- **Project Purpose and History**
- **Existing Conditions and Deficiencies**
- **Conceptual Improvement Concepts**
- **Schedule and Funding**
- **Q & A**

Project Purpose and History

- **Project Purpose: improve safety and traffic operations**
- **History**
 - Problematic intersection - history of crashes and injuries
 - City requested NHDOT road safety audit in 2018
 - RSA performed in 2019
 - Project approved for safety funding in 2021

Existing Conditions

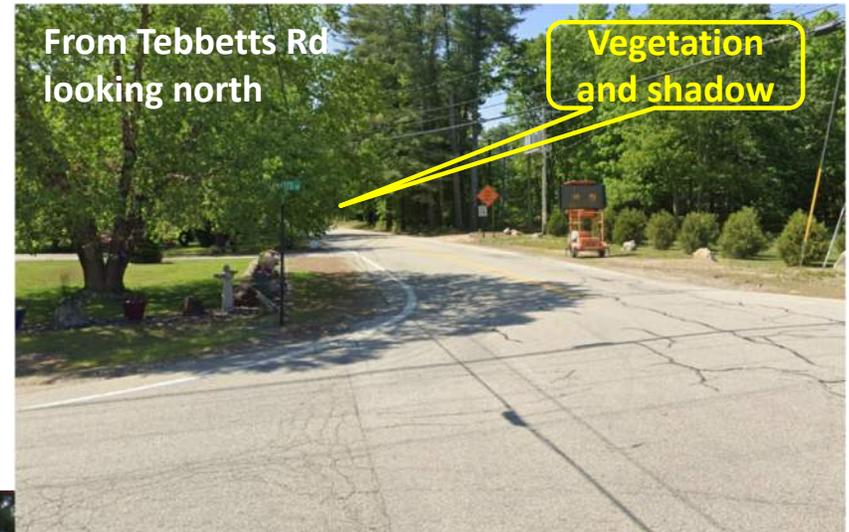
- **Two-way stop control**
- **Turning traffic: NB lefts and EB rights**
- **Beacons and signs added**
- **Traffic is less to north and east**
- **Speeds are a concern**



Existing Deficiencies

Findings from Road Safety Audit:

1. Intersection visibility
2. Delays entering or crossing Old Dover Road
3. Difficult truck turns



Existing Deficiencies

Findings from Road Safety Audit:

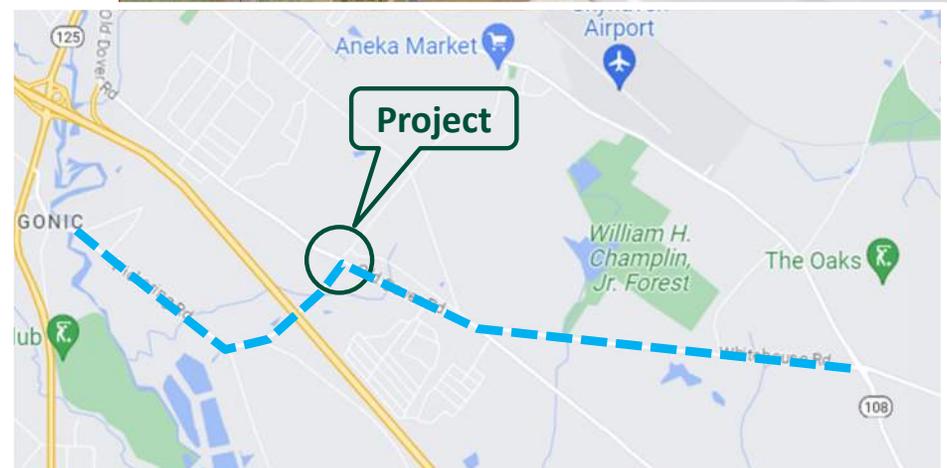
1. Intersection visibility
2. Delays entering or crossing Old Dover Road
3. Difficult truck turns



Existing Deficiencies

Findings from Road Safety Audit:

1. Intersection visibility
2. Delays entering or crossing Old Dover Road
3. **Difficult truck turns**
 - Right turns to Old Dover Rd
 - Left turns to Tebbetts Rd

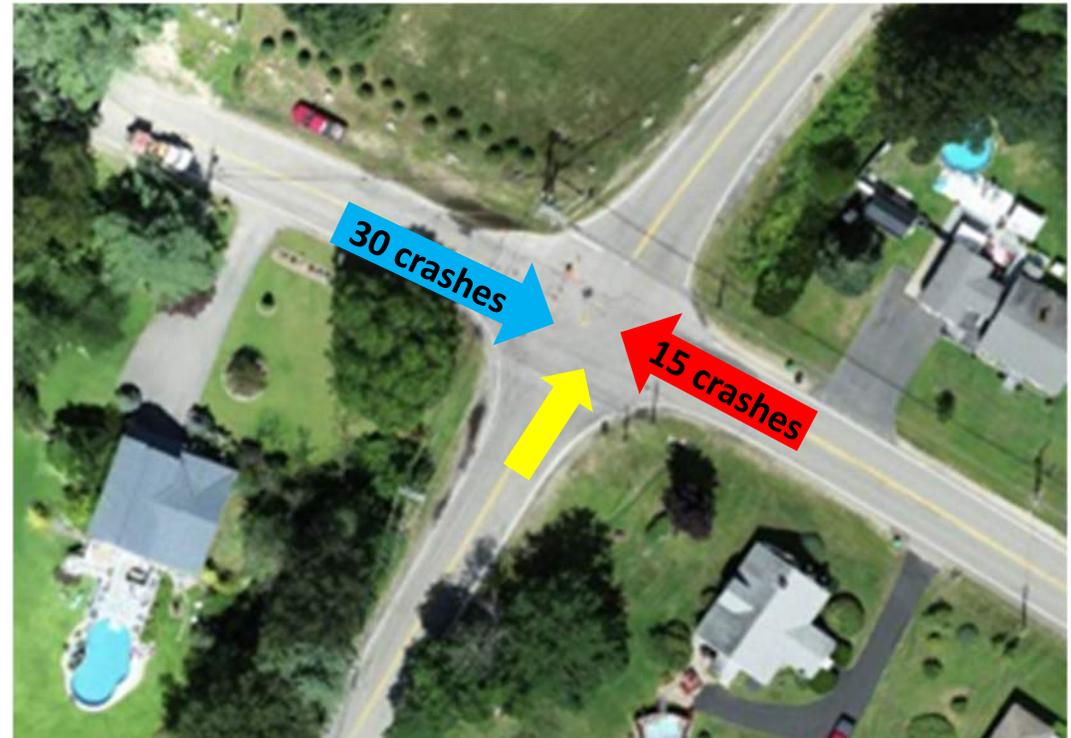


Existing Deficiencies

Crash history:

63 crashes in 11 ½ years

- 45 right angle collisions
- 1 fatality, 3 serious injuries



Existing Deficiencies - RSA Recommendations

City has implemented all recommended short-term improvements:

- Roadside clearing
- Add intersection warning sign
- Relocate street name signs for visibility
- Adjust signs and beacons for visibility



Interim Measures

- **Stop bars have been refreshed**
- **Stop Ahead signs enhanced**
 - Stencils and plaques added
- **Flashing beacon added to SB intersection warning sign**



Range of Alternatives

- 1. All-way stop signs**
- 2. Roundabout**
- 3. Traffic signals – not justified based on traffic volumes**

Other considerations:

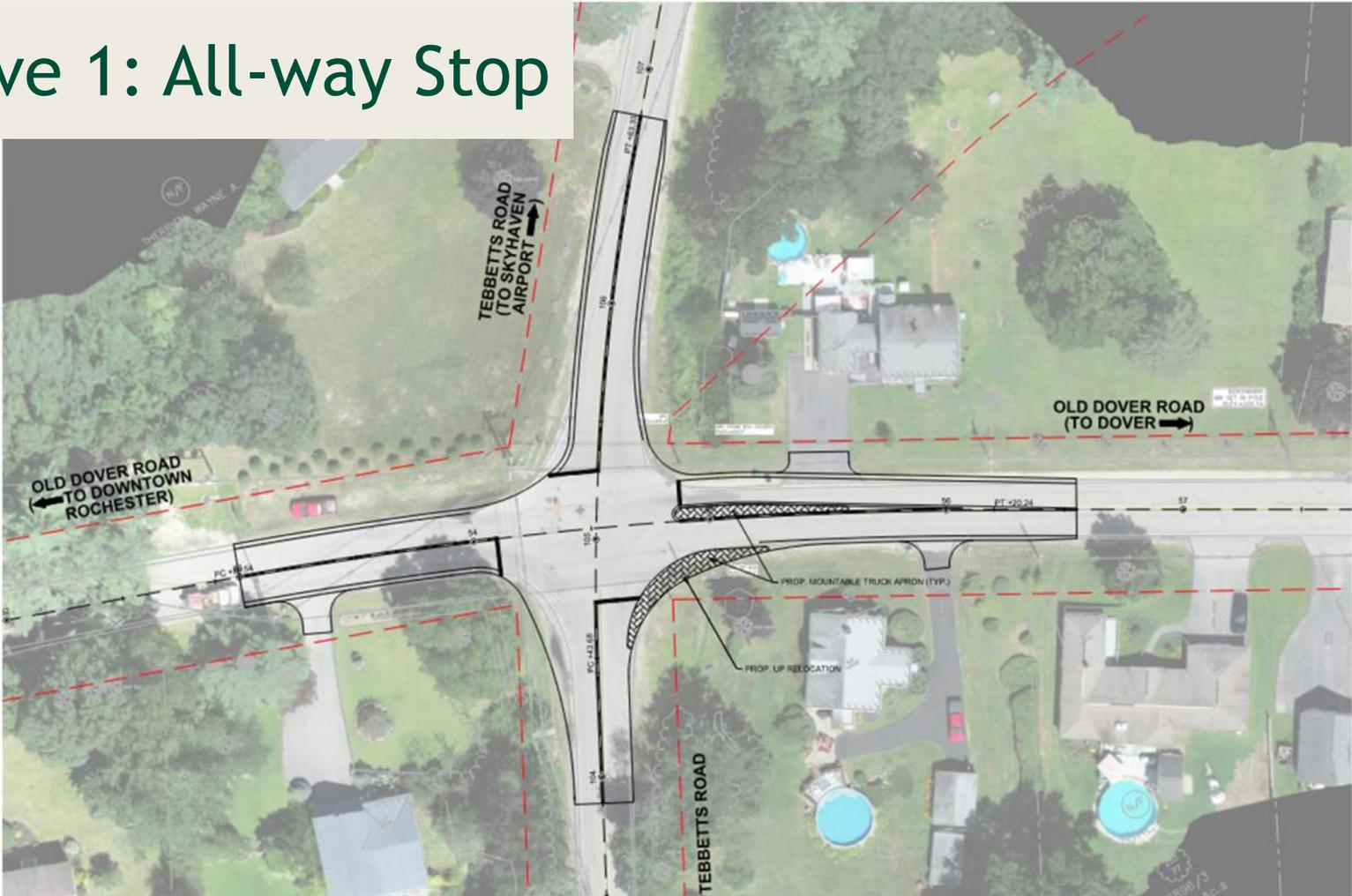
- Accommodate future pedestrian facilities**
- Accommodate current truck traffic**
- Improve culvert crossing**

Range of Alternatives

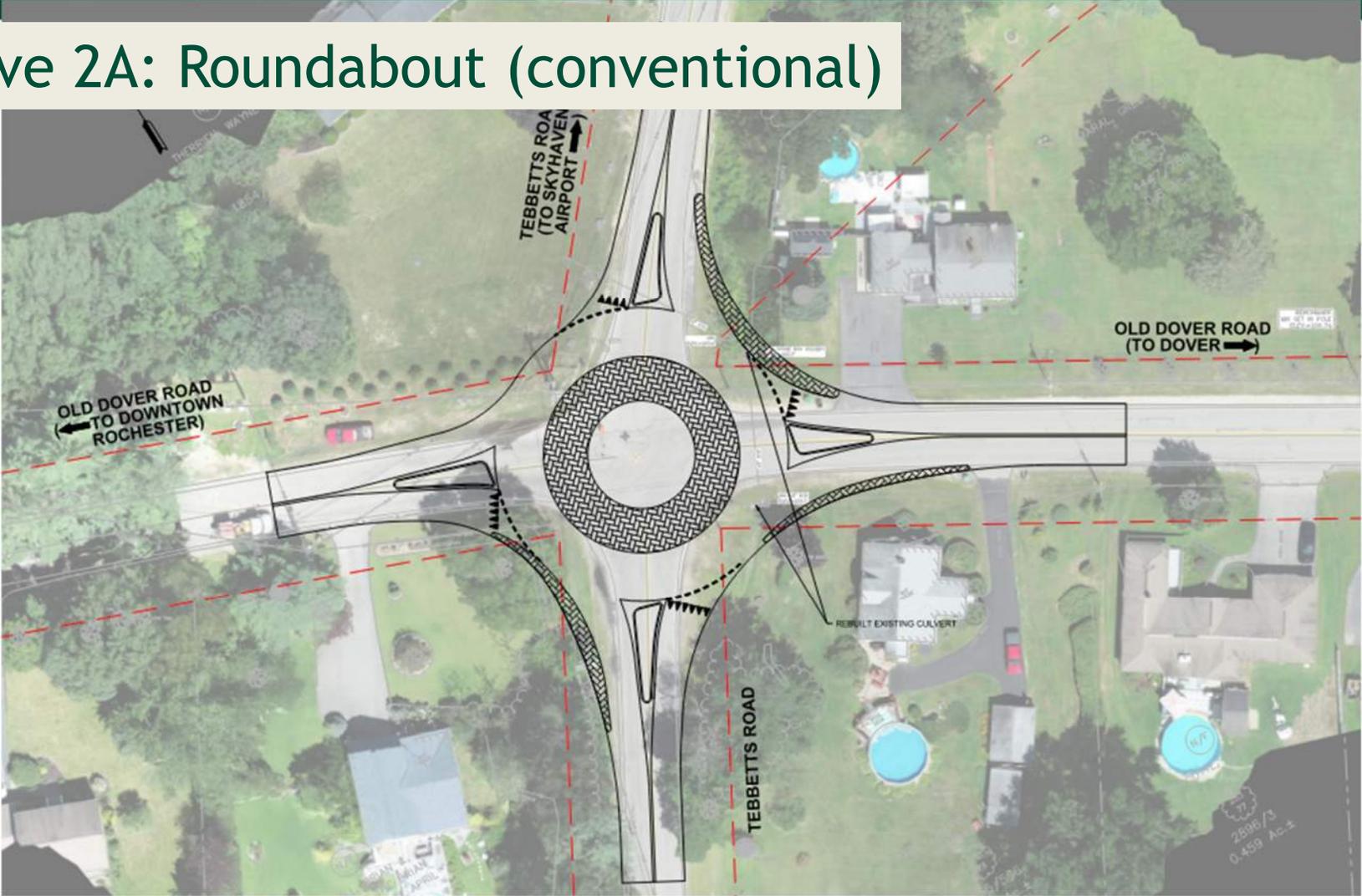
All alternatives will present tradeoffs that need to be evaluated and weighed

- *Costs – construction and maintenance*
- *Benefits – traffic flow and safety*
- *Effects – private property, resources*

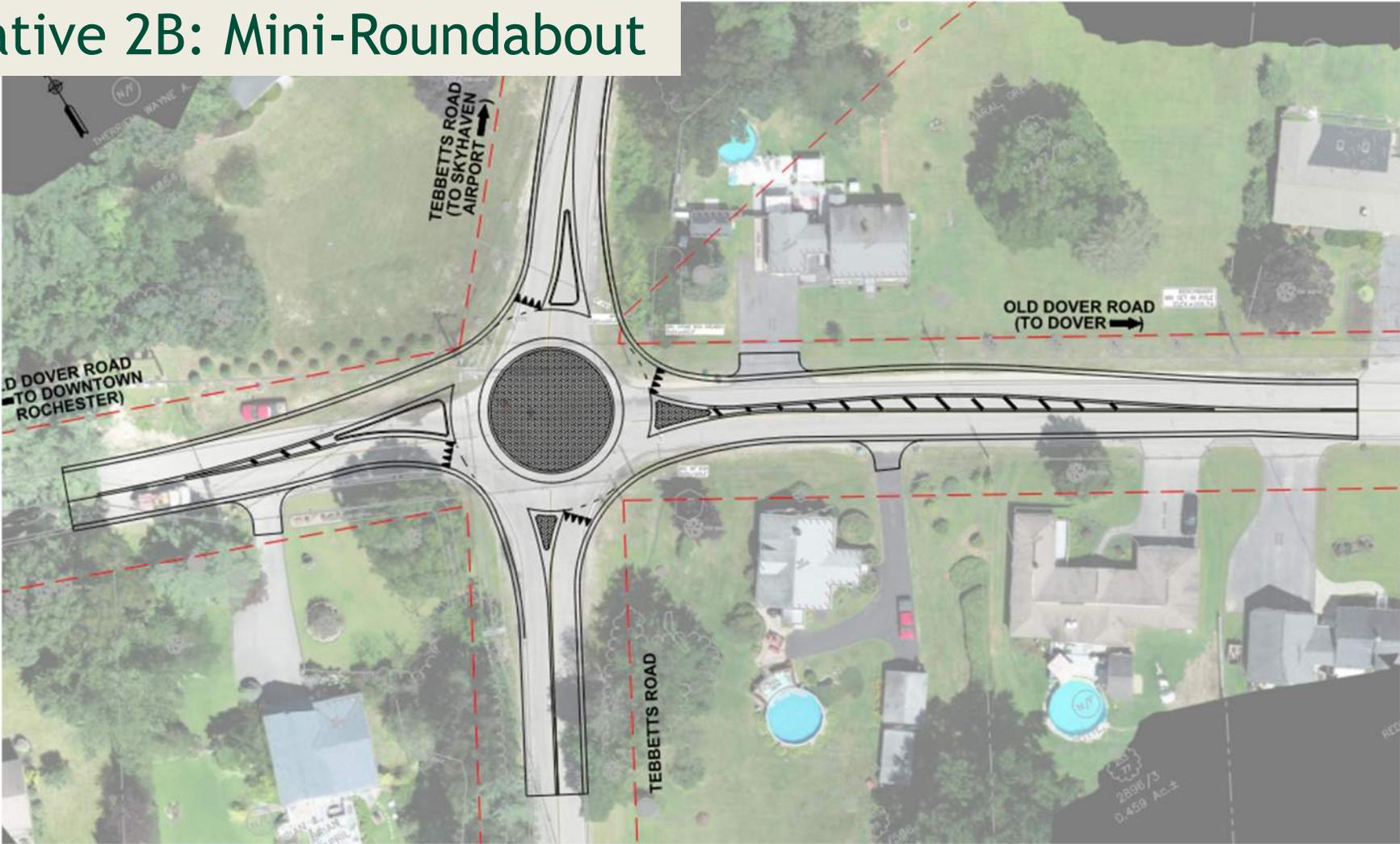
Alternative 1: All-way Stop



Alternative 2A: Roundabout (conventional)



Alternative 2B: Mini-Roundabout



GPI

Alternative 2B: Mini-Roundabout - example



GPI

Schedule and Funding

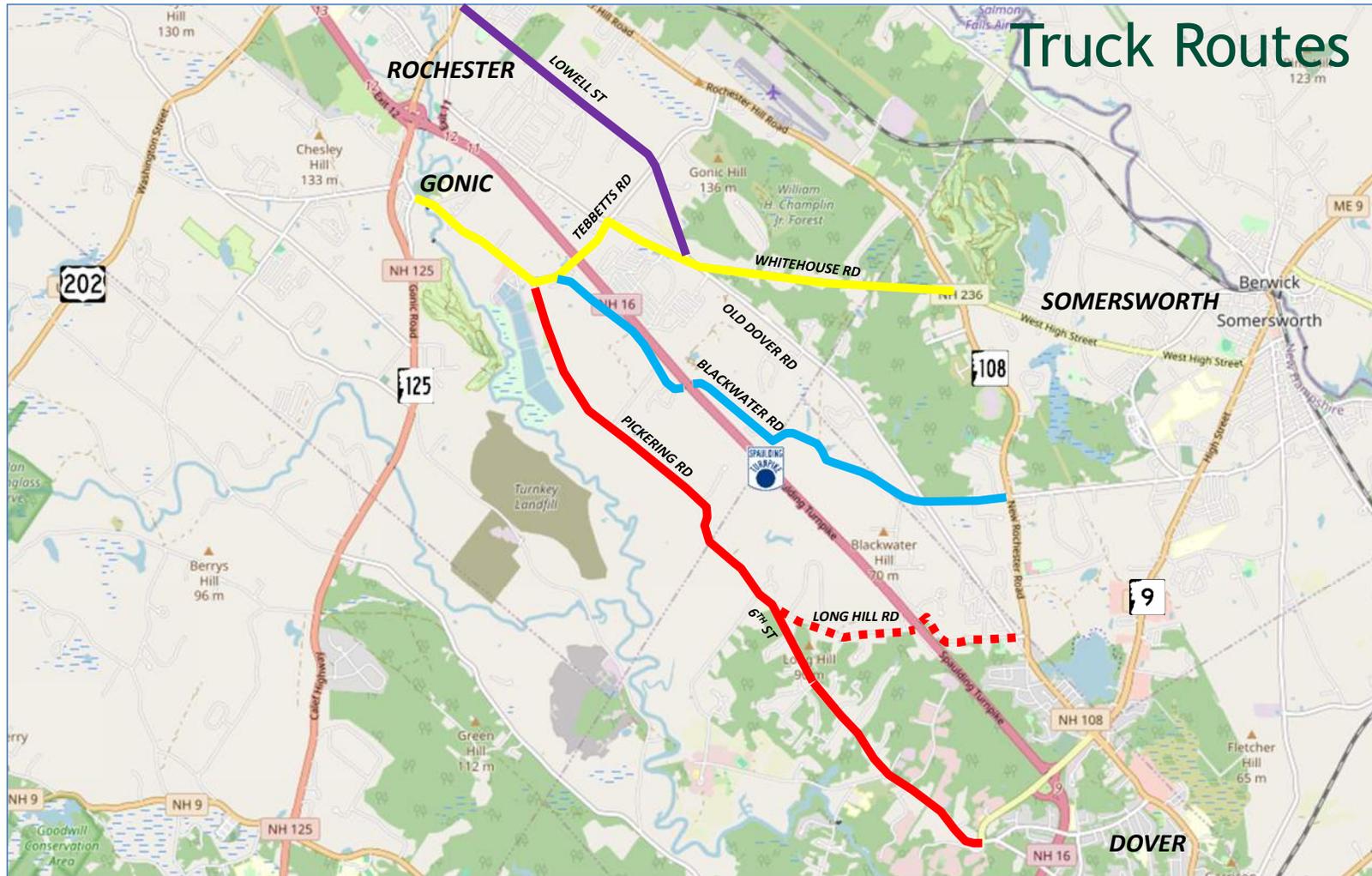
- **Engineering Study phase (6/2023 – 5/2024)**
 - *Public informational meeting (3/2024)*
 - **Preliminary Design phase (6/2024 – 4/2025)**
 - *Public hearing (2/2025)*
 - **Final Design phase (5/2025 – 5/2026)**
 - *Detailed plans for construction*
- **Funding: 90% Federal, 10% City**

Questions and Answers

Peter Nourse (City) Peter.Nourse@RochesterNH.gov

Mike Dugas (GPI) MDugas@gpinet.com

Truck Routes





Rochester 43728
Portland Street Sidewalk

PUBLIC WORKS & BUILDINGS COMMITTEE MEETING

Presented to: Rochester PW&B Committee

Date: February 22, 2024

GPI

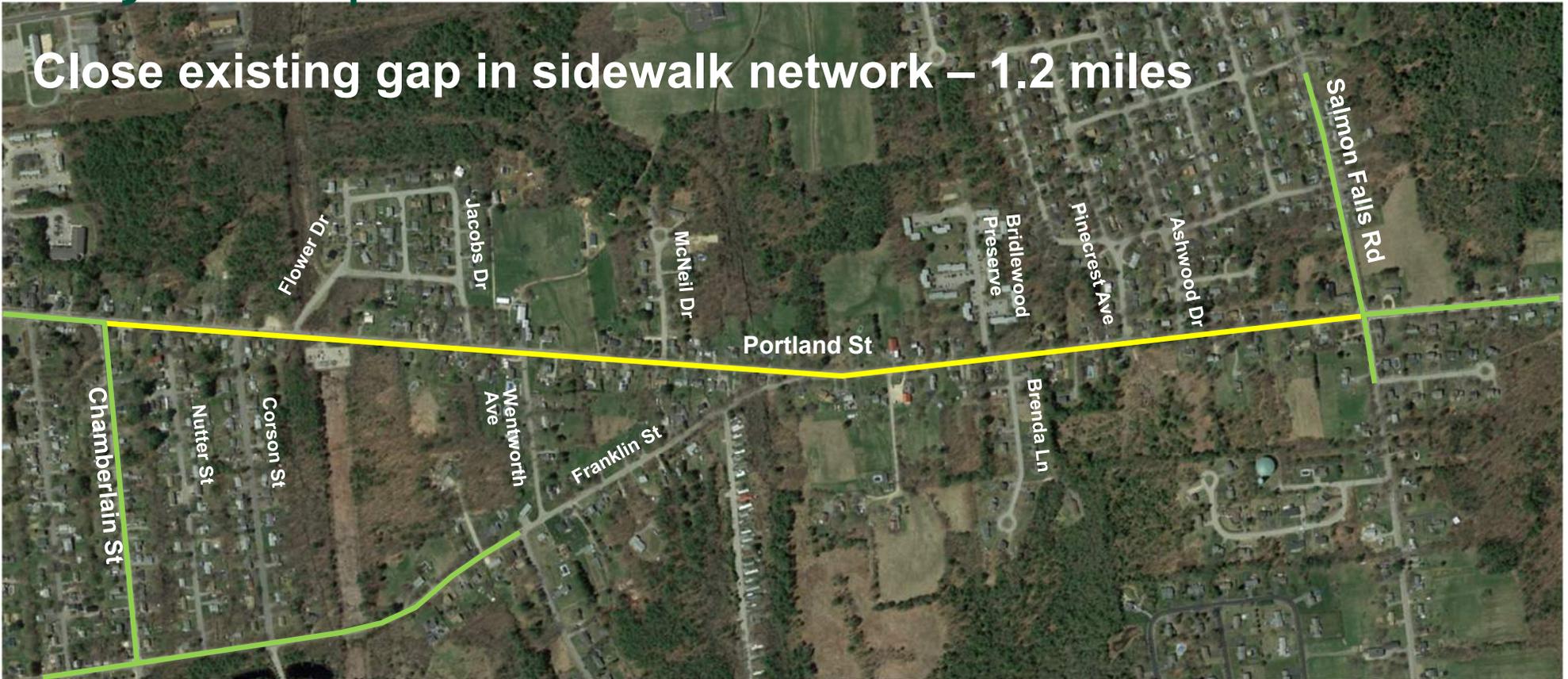


Agenda

- **Project Purpose and History**
- **Existing Conditions**
- **Design Vision**
- **Schedule and Funding**
- **Q & A**

Project Purpose

Close existing gap in sidewalk network – 1.2 miles



Project History

- **Transportation Master Plan**
 - Portland Street: close the gap to provide critical connection...
 - Top priority pedestrian improvement
 - Connect East Rochester to Downtown
- **City applied to NHDOT for Transportation Alternatives Program (federal) grant 3 times**
- **Project approved in 2023**

Existing Conditions



Chamberlain St intersection

- Sidewalk ends at crosswalk
- Willow Brook structure to be replaced in 2024

Culvert crossings

- Flower Drive structure already replaced
- Other culverts will be evaluated



Existing Conditions



Franklin St

- Skewed intersection

Pinecrest Drive vicinity

- Design constraints



Design Vision

- 1. 5' wide concrete sidewalk on north side of Portland St**
- 2. Keep within right of way**
- 3. Uncurbed to avoid cost of curbing and drainage**
- 4. Adjust position to minimize impacts to features**

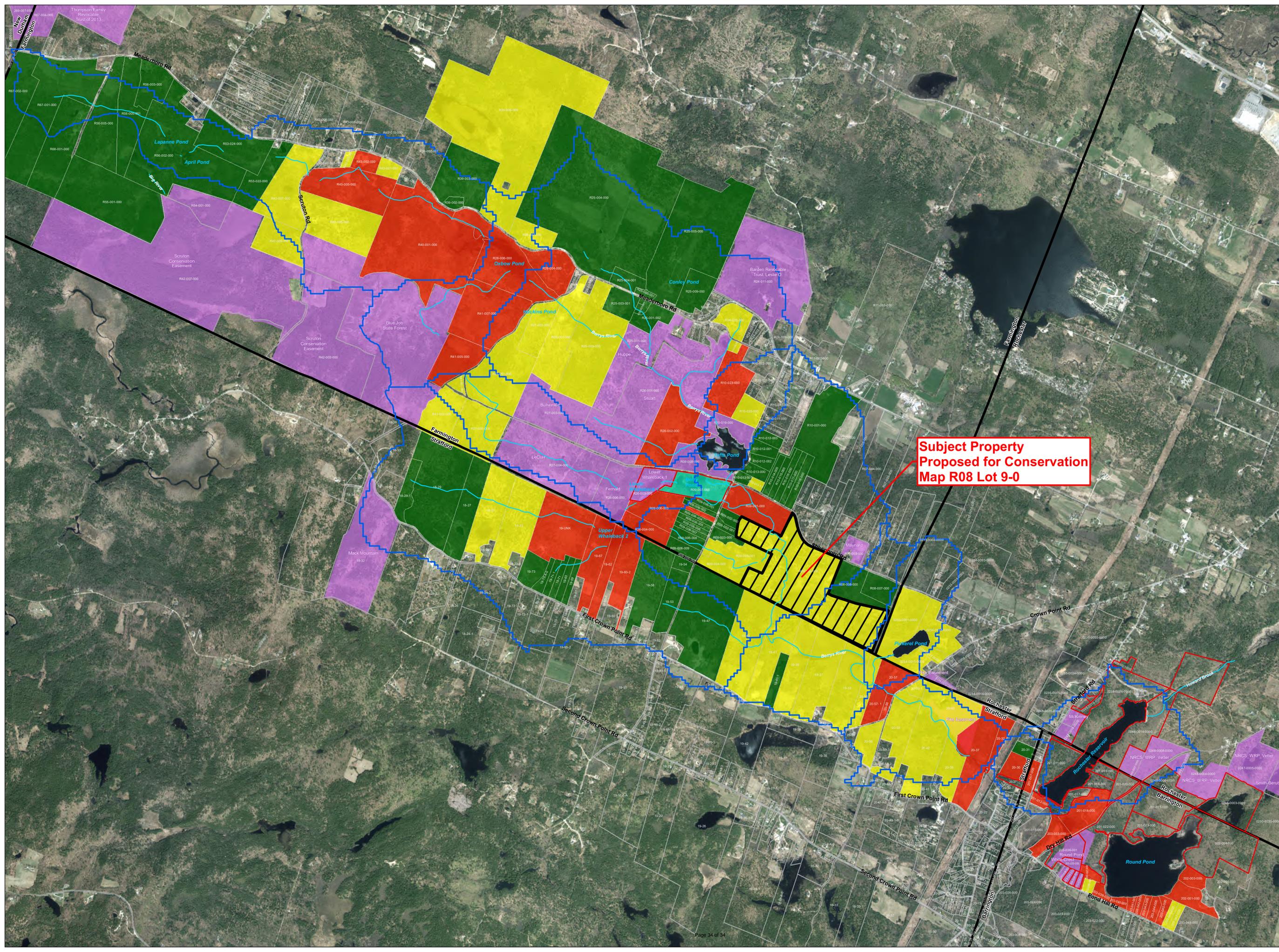
Schedule and Funding

- **Engineering Study phase (2/2024 – 10/2024)**
 - *Public informational meeting (Spring 2024)*
 - **Preliminary Design phase (11/2024 – 7/2025)**
 - **Final Design phase (8/2025 – 4/2026)**
 - *Detailed plans for construction*
- **Funding: 80% Federal, 20% City**

Questions and Answers

Peter Nourse (City) Peter.Nourse@RochesterNH.gov

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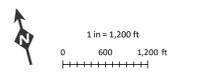
Conservation Priorities

Berrys River Watershed

Legend

- Stream, River
- Municipal Boundary
- Parcel Boundary
- Rochester-Owned Parcel
- Conservation Easement
- Deed Restriction
- Water Resource Focus Areas**
- Public Water Supply - Tier 2
- Conservation Priorities**
- High
- Medium
- Low

Subject Property
Proposed for Conservation
Map R08 Lot 9-0



Data Sources
 City of Rochester - Parcels (2016), Conservation Priorities (2019)
 NHDAS - Water Resource Focus Areas (2016)
 NHCGRANT - Surface Water Features (2016), Conserved Land (2017)
 NHDOT - Roads (2016), Imagery (2015)
 ArcGIS Online - Inset Base (2019)



This map is intended for planning purposes only.
 All features shown should be considered approximate.
 Map created by: D.C. City of Rochester, NY
 Date: 3/27/2023