

Rochester Riverwalk Master Plan



April 2007

Revised April 2018 **DRAFT ONLY*****

KNOWLES
DESIGN

landscape architecture
graphics, renderings & design solutions

CLD | Fuss & O'Neill

 CASTAGNA
CONSULTING GROUP, LLC

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Introduction

The Original 2007 Directive

In 2007 a Master Plan was published that was intended to satisfy the ideas developed during previous efforts:

- “The Plan for Downtown Rochester” dated June 2003
- PLAN NH, September 10 & 11, 2004 Rochester, NH Design Charrette.
- Both of the above documents, recognize the river as an important natural, cultural, and historic community resource.
- In August 2006, the City of Rochester published a detailed Invitation to Bid/Statement of Qualifications/Request for Proposals for consulting work related to development of a Master Plan for a Riverwalk trail on the north side of the North Main Street Bridge.

January 30, 2007 Public Hearing

- Nearly 20 interested parties offered ideas, opinions, and goals for the project.
 - Safety concerns were expressed
 - many in the room offered hope that a successful project could be designed and implemented, resulting in an improved area.
 - The Police Chief spoke and affirmed that the City is already working hard on an ongoing effort to “clean-up” Hanson Pines; more recreational use would help to limit inappropriate use.
 - Concern for the wildlife was discussed.
 - Expansion of the Riverwalk into the Downtown was also discussed.

The Revised (2018) Directive

The Rochester Riverwalk Committee has been working toward developing a refined Master Plan for its Riverwalk Project. This document is a revision of the 2007 document. Revisions requested include:

- Acknowledgement of the construction of Duval Park, referred to as the River Street Waterside Park in the 2007 Master Plan.
- Acknowledgement of the Construction of a new Dewey Street Foot Bridge, connecting Hanson Pines to the North Main Street Neighborhoods.
 - The 2007 Master Pan called for the repair of the previously existing bridge.
- Refining the Alignment of the trail and walk sections both in Phase I - Hanson Pines and Phase II – Downtown.
- Refining the Possibilities for Phase III and acknowledging the ideas of the Charrette of 2004.
- Updating of the Construction Budgets to reflect the above changes and the passage of time.

Summary

- This Master Plan document provides a base for future work related to development of construction plans for a Riverwalk Project.
- Research uncovered as part of this process determined that review by an archaeologist is required prior to any improvements including excavation. The New Hampshire Division of Historical Resources has indicated that the area of the Cocheco River adjacent to the proposed Master Plan area is highly sensitive. Due to the fact that the river has meandered throughout time, exact locations of historic artifacts can not be predicted. Prior to any excavation, a field walk and report by an appropriate archaeologist is required. Independent Archaeological, LLC has been consulted, but due to the timing of the extended winter season, funding, and finalizing the Master Plan document, this investigation is unable to be completed as part of the Master Plan document.
- The Natural Resource Agencies were open to phasing the Hanson Pines portion of the project independently. The advantage of this determination is such that formal Alteration of the Terrain Permitting is not required at the time of the Hanson Pines improvement (providing that less than 100,000 square feet of land area is disturbed). Any “new” path construction disturbing greater than 100,000 square feet (or 50,000 square feet within the protected shoreland which may be revised or updated at a later date) will require complete Alteration of the Terrain Permitting through the New Hampshire Department of Environmental Services. For future reference purposes, back-up documents are provided in the Supporting Documents section of this Plan.
- An Environmental Protection Agency (EPA) Stormwater Pollution Prevention Plan (SWPPP) and filing of a Notice of Intent will be required for any phase of the project, due to the fact that the project is “part of a larger plan of development” with disturbances totaling greater than one acre as defined by the EPA. We do note that whether the project disturbs greater than one acre or not, we would recommend that an Erosion Control Concept be developed and provided to any volunteers, contractors, or organizations working on any phase of the Riverwalk Project.
- Riverwalk Committee members also stressed at meetings the desire to incorporate any aspects of streetscape or plantings into each City project as they occur. This method will allow the City to stay on top of the passion to meet the Riverwalk Committee, CORE, and Main Street groups goals for the Downtown areas. The projects specifically identified the potential to incorporate streetscape features into the Memorial Bridge Project and any future work identified for the River Street area.
- Coordination of any or all future projects or phases of the projects should be coordinated with the Riverwalk Committee, the Recreation Department, the Public Works Department, and the Police Department. Positive publicity is critical to the success of any aspect of the Riverwalk. Regular updates to a web site would be one aspect of a positive publicity campaign.

Rochester Riverwalk Committee

Rochester Riverwalk Master Plan Acknowledgements

Riverwalk Committee

Stacey Marchionni, Chairperson

- ◆ Donna Bogan
- ◆ David Walker
- ◆ Sandra Keans
- ◆ Molly Meulenbroek
- ◆ Ray Felts
- ◆ Andrea Lemire
- ◆ Peter Bruckner
- ◆ Esther Turner
- ◆ Jennifer Marsh

City Staff

- ◆ Rochester Police Department and Chief Paul Toussaint
- ◆ Public Works Director, Peter Nourse
- ◆ Community Development Director, Jim Campbell

The Riverwalk Committee also wishes to acknowledge the anticipated future cooperation with CORE and the Main Street Program.

Rochester Riverwalk Committee

Purpose and Mission

The creation of a Riverwalk along the Cocheco River in central Rochester, New Hampshire will serve three principal purposes.

1. Enhancement of Pedestrian Mobility and Circulation

A Riverwalk will enhance mobility and circulation of people within Rochester by encouraging pedestrian travel within the city, providing an alternative to motor vehicle travel. Pedestrians will:

- More easily reach their destinations
- Travel safely and conveniently from place to place connecting destinations

The designs will be for inclusive use, serving diverse segments of the population:

- Adults
- Children
- People with disabilities
- Teenagers
- Athletes
- Elderly
- Students
- Babies in Strollers
- Non-drivers

2. Connection of the Urban Center to the River Corridor

Access from the urban center of the City to urban and natural segments of the Cocheco River corridor will be enhanced. The design should have an appreciation for natural resources associated with the river:

- Air
- River Flow
- Water and Wetlands
- Aquatic life
- Soils and plant life
- Wildlife Habitat

The Riverwalk will provide open vistas, fresh air, and natural scenery. Amenities should be incorporated into the design for safety, comfort, and convenience that is sensitive to the urban- natural interface.

3. Provide Opportunities for Recreation, Education, and Healthful Outings

The Riverwalk will provide users with the opportunities for:

- Education
- Nature Study
- Good Health
- Recreation

Respect for and consideration of private property rights as well as public user rights will be central to the design. The trailway will be well marked, easy to access, and well interpreted in a variety of media and topics. Committed citizens will work with City staff on safety, maintenance and recreational activity based on the Riverwalk



Looking Northeast along the Cocheco River from the Dewey Street Bridge

Examples of Resources: Hanson Pines Riverwalk Section



**Existing Path
Hanson Pines**



**Opportunities to
Create Lookout Points
Along River**



Existing Out Building Along Possible Riverwalk Route

Examples of Resources: Riverwalk Along Wakefield Street Corridor



**Looking at Wet area
adjacent to Gaffney Home**



**View along existing path between
rear of Union Street properties and
Hanson Pines**



**Looking Northwest towards
Dewey Street Bridge**

Examples of Resources: Riverwalk Along Union Street Corridor



View of existing cross-walk delineation on Union Street



View of river from rear of Union Street properties

Planning Considerations

The Master Plan that follows is a frame made of recommended phases for projects to be built upon. It is important for the projects to be developed with the available funds, funding source and the requirements of the funding source in mind. Requirements of entities such as:

- American with Disabilities Act (ADA)
- NHDOT Local Projects Administration (LPA)
- Federal Highway Administration (FHWA)
- Community Block Development Grant (CBGD)
- City of Rochester Regulation regarding sidewalks, signage and other items employed by the riverwalk
- Requirements placed on projects by any other funding sources that will be used
- The Department of Public Works and the Riverwalk Committee envision that the Rochester Cocheco Riverwalk Project would be developed in phases.
 - The phases of the riverwalk and independent components or projects within each phase can be constructed out of order.
 - Phasing should be followed when at all possible to minimize “stranded” sections of trail.
 - Easements will be required for work on Private Properties. No project should be considered for design and construction without first assessing landowner interest.

NO MONEY CAN BE DISCUSSED WITH LANDOWNERS WHEN DISCUSSING EASEMENTS UNTIL THE ALLOWED TIME, DEPENDENT ON FUNDING SOURCE.

- Phase 1 is the Hanson Pines trail work
- Phase 2 is Downtown Riverwalk improvements
- Phase 3 is the work North of the Main Street Bridge
- Phase 4 is comprised of projects that are still being developed

It is the intent of the Riverwalk Committee to design and construct the Riverwalk and trail improvements through the use of Grants and Donations. Attention to the requirements of these funding sources should be a primary consideration when selecting projects to take to design.

The Master Plan

The following sections discuss the 4 phases currently proposed for the Riverwalk and act as a Master Plan for moving into design and construction of phases or pieces of individual phases. Construction Budgets have been prepared for Phase 1 and Phase 2 and Phase 3. Phase 4 consists of items and ideas that are still in their infancy and need to be investigated further:

- Phase 1: Hanson Pines
- Phase 2: Downtown
- Phase 3: Riverwalk North Main Street
- Phase 4: The Intervale and Future Projects

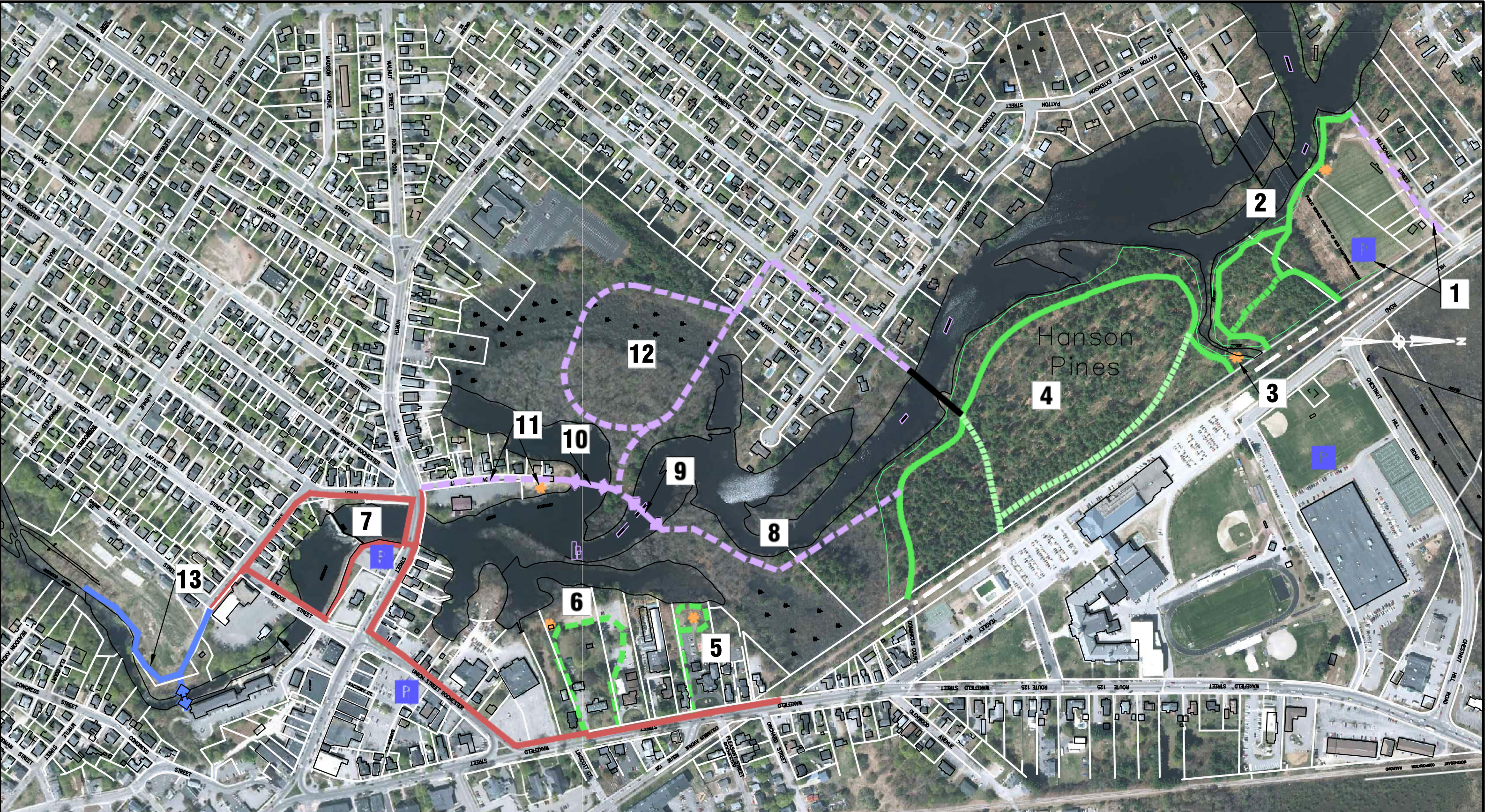
The “ideal” Riverwalk would follow directly along the edge of the river, utilizing boardwalks and bridges.








The Riverwalk alignment focuses on areas with moving water, quality wildlife habitat, serenity, scenic views, and pleasing vibrant vegetation.

The Committee noted the desire to avoid areas adjacent to shallow standing water. In addition, specific items were uncovered during the investigative process which required sensible, realistic consideration of limitations. At this time, some specific examples of the limitations which were identified for avoidance include:

- Areas of difficult topography
- Sensitive wetlands
- Abutter concerns about liability for public access on private property
- Limitation of available land area (buildings too close to squeak a path past)





- | | | | |
|-------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|-------------------------------|
|  | Parking |  | Existing Trail to be upgraded |
|  | Parks/Boat Ramp |  | Existing Sidewalk/Trail |
|  | Trails By Others |  | Future Trail/Stamped Asphalt |
|  | Existing Trail Not Part of Improvement | | |



Rochester Riverwalk Master Plan

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Phase 1 – Hanson Pines

- Following is an overview diagram of the Phase 1 – Hanson Pines portion of the project. The Hanson Pines portion of the project was given slightly more attention than other areas. The purpose of the additional attention was such that a volunteer group of individuals could begin construction of the path upgrades.
- Phase 1 consists of 4 main components that can each be performed as individual projects should the City so choose:
 1. Hillsdale Street Canoe/Kayak Launch And Gravel Parking Area. **Red** Line work and Parking “**P**” Symbol.
 - The Parking is new at the base of Hillsdale Street and is meant to alleviate pressure on the neighborhood.
 2. Trails East of Heath Brook **Light Green**
 - These Trails are existing dirt paths, lightly used and in need of upgrade to make them fully accessible.
 3. Footbridge over Heath Brook **Orange** Asterisk “*****”
 4. Trails West of Heath Brook **Dark Green**
 - These Trails are existing and heavily used dirt paths. Resurfacing and limited regrading will be necessary to maintain full accessibility.
- Generally, the intent is to upgrade or improve the existing paths such that roots, stones, and uneven surfaces will not pose a hazard to those using the trail system.
- An existing State of New Hampshire rail-trail network runs along the southern edge of Hanson Pines. No additional work on this area is proposed at this time. The City should solidify any usage agreements that may be required.
- Previously, the Master Plan included the repair of the Dewey Street Footbridge connecting Dewey Street to the Trails West of Heath Brook. This work has been accomplished with the replacement of the Dewey Street Footbridge.
- The boat launch that was proposed at Dewey Street was not completed as part of the bridge replacement project. It has been replaced with a Canoe/kayak launch at the ball fields off of Hillsdale Street.
- Previously, the Master Plan depicted a boat launch at the end of St. James Terrace. This has been eliminated in this iteration of the Master Plan and replaced by the Hillsdale Street Canoe/Kayak Launch.



Photo Looking towards Community Center/High School from Hanson Pines Path



Existing Trail



Existing Trail Not Part
of Improvement



Hanson Pines Conceptual Design

Phase I

As previously noted, one goal of the Committee is to prepare enough information such that a volunteer group of individuals can immediately begin the upgrade of the Hanson Pines portion of the path. Information to be considered as the team presses forward follows:

- Acquisition of formalized legal rights to use the rail-trail area.
- State of New Hampshire Alteration of the Terrain Permitting if over 100,000 square feet will be disturbed.
- State of New Hampshire Natural and Cultural Resource Coordination if any excavation is proposed. A Phase IA Level Archaeological Review is required. The Phase IA Level Archaeological Review must include shovel testing. Completion of this advance investigation hopes to reduce the likelihood of an archaeologist needing to revisit the site during construction.
- State of New Hampshire Wetlands Permitting if any wetland areas are disturbed.
- City of Rochester Coordination for work within wetland buffer areas.

Riverwalk Signage:

Should provide directional, educational and amenity information to users.

Should be constructed from natural or vandal resistant materials.

All signs should be user friendly and comply with the ADA regulations.

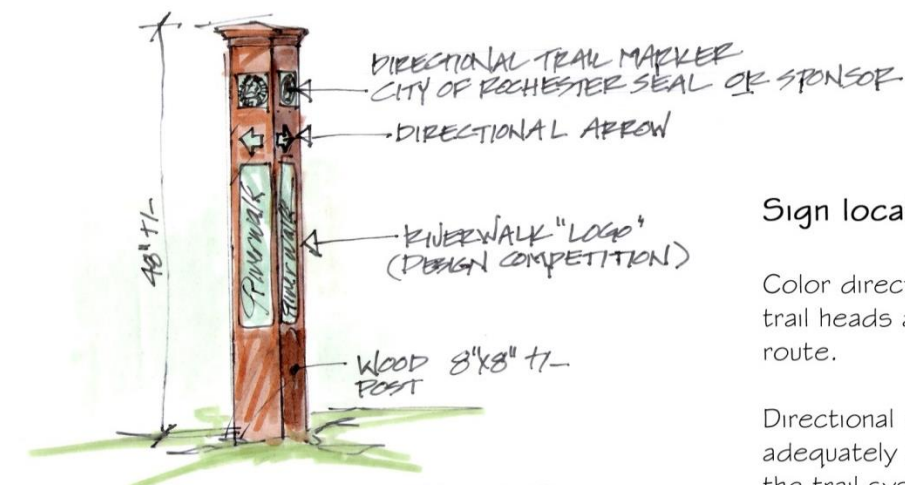
A qualified sign designer should be consulted to insure that all materials and specifications meet those of the industry and that signs meet existing state and local codes.

A design competition could provide a unique look to the Riverwalk signs and help set them apart from existing city signage.

Areas for sponsor's logos on the trail signs could help defray the cost of sign installation.



Directory Sign



Post Sign

Sign locations:

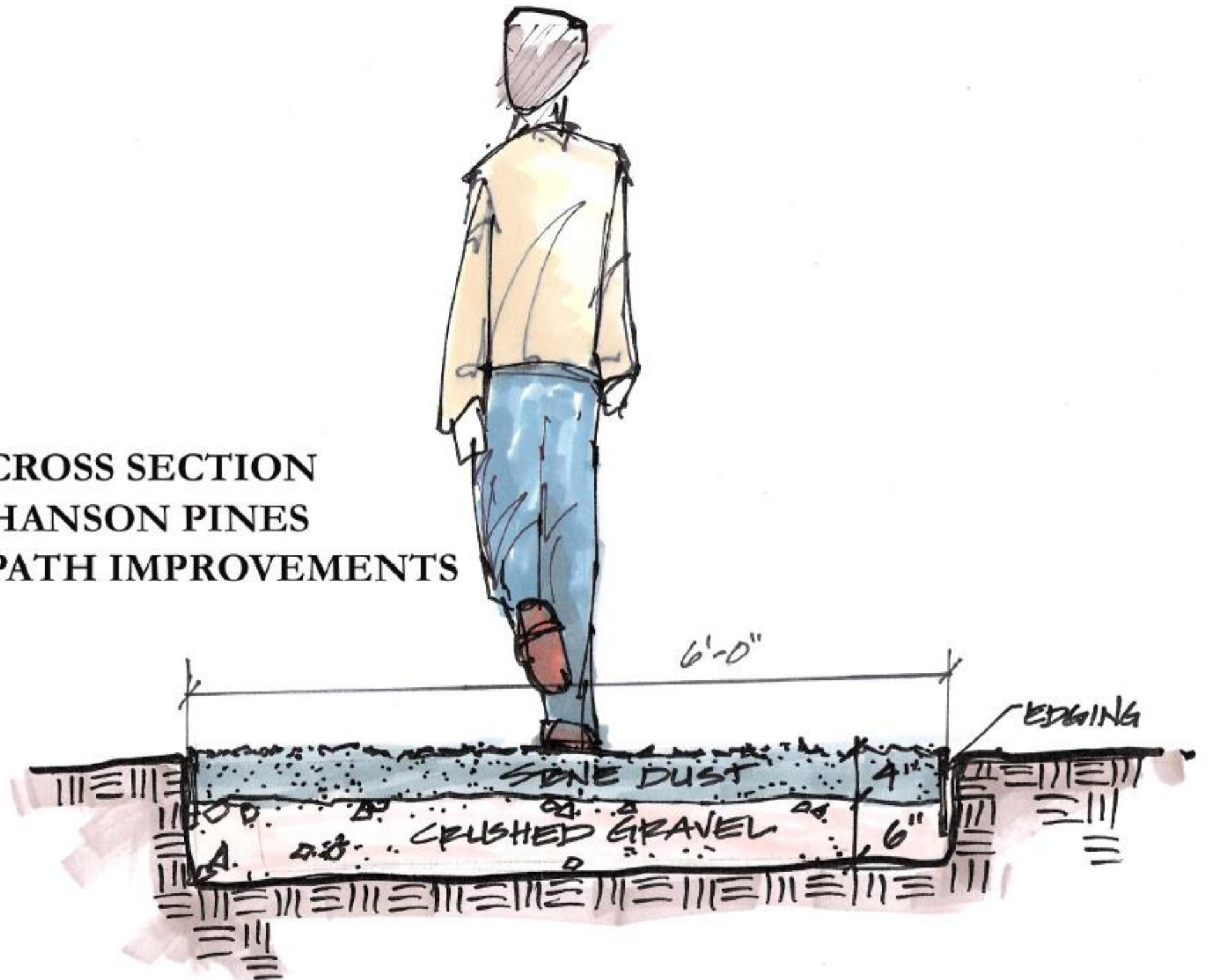
Color directory signs should be provided at all trail heads and major junctions along the route.

Directional post signs should be installed to adequately direct users of the Riverwalk and the trail system at Hanson Pines.

Hanson Pines

- Hanson Pines currently houses a well-established trail network utilized by a variety of individuals, including students. Some areas of the path are paved and others are dirt. Some of the existing seating areas have become overgrown. An initial phase of the project would include trimming brush from around the seating areas, repair and painting of those areas, and providing some directional signage.
- We recommend that once the dynamics of the path are modified by any improvements, that the Riverwalk Committee members review seating locations and evaluate the need for additional seating areas.

CROSS SECTION
HANSON PINES
PATH IMPROVEMENTS



Hanson Pines Lighting

Suggested Guidelines for Trail Lighting:

Lighting needs should be determined by a qualified lighting designer/lighting engineer prior to the creation of a design plan set. The fixtures chosen by that designer and the committee should provide adequate light along the riverwalk in order to promote the safety, security, and well being of persons engaged in lawful outdoor nighttime activities but protect and preserve dark skies needed by the astronomical community and minimize wasted energy. The design intent should focus on preventing excessive and careless outdoor nighttime lighting usage while preserving, protecting, and enhancing the lawful nighttime use and enjoyment of any and all aspects of the Riverwalk. All outdoor illuminating devices should be installed in conformance with the provisions of the building code, the electrical code, and the sign code of the City of Rochester. A polycarbonate lens should be used to reduce maintenance to fixtures in remote areas caused by vandalism. Existing street lighting along the Riverwalk should be analyzed by the lighting designer to insure that existing fixtures provide the proper illumination for safety of individuals using the trail.



Characteristics:

Keep poles and fixtures to pedestrian scale

Be respectful of the environment by using full cut-off optics

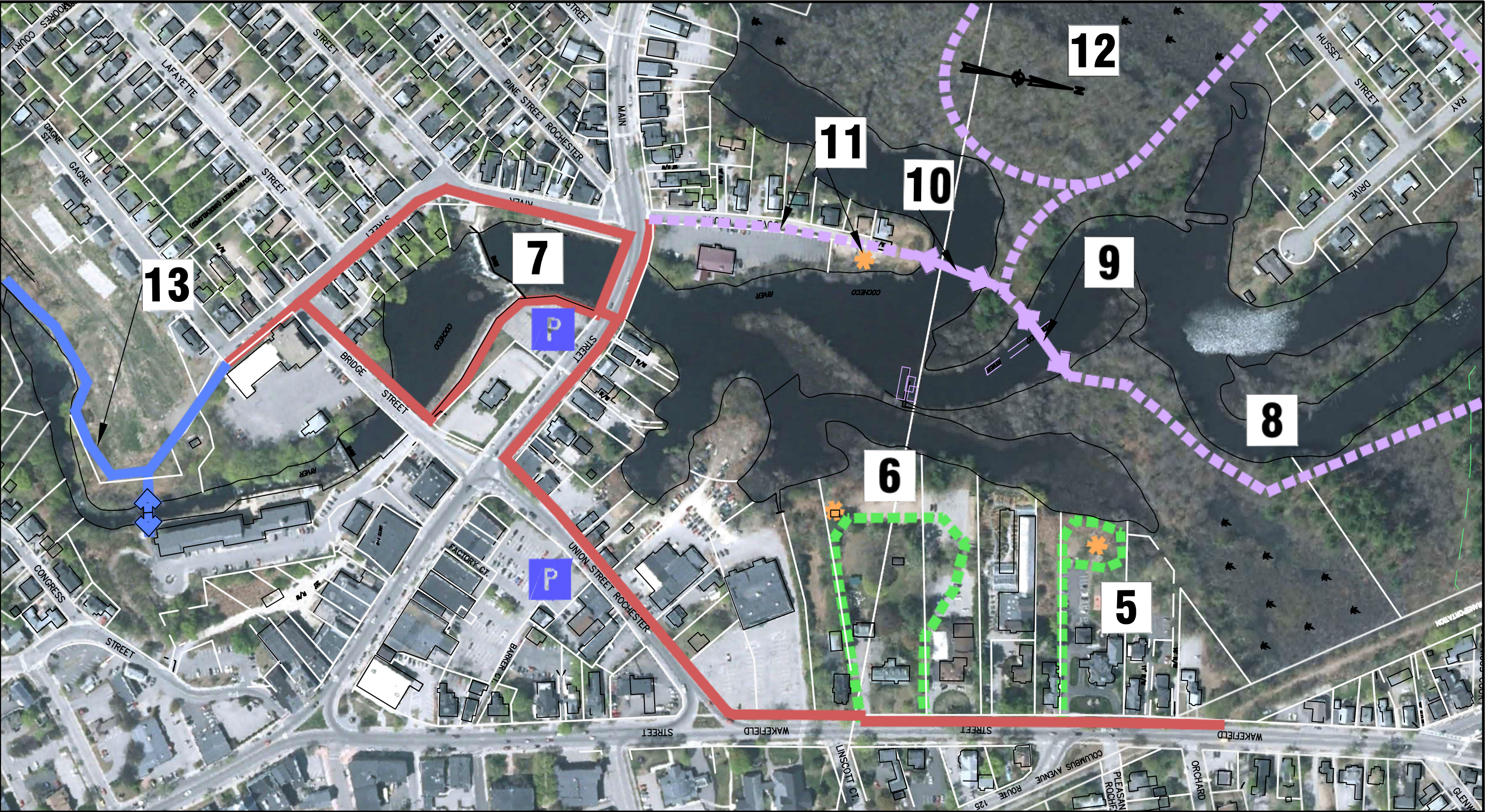
Choose fixture with tool-free access for ease of maintenance









Use polycarbonate lens to reduce maintenance from vandalism

- The Public Hearing comments made it clear that excessive lighting was not desired. Some of the nearby residents were concerned that the lighting would be disruptive to the wildlife in the area.
- The hope of the group was that by increasing the “appropriate” activities within the Pines area, the less desirable activities would be forced out, reducing the need for “safety” lighting and, instead letting the focus be on aesthetic and “practical” lighting.
- The group made it clear that any proposed lighting needed to be realistically indestructible. Noting that aesthetically pleasing and indestructible typically do not meld, our Team has proposed to use a basic lighting fixture similar to that noted on this page.

Phase 2 – Downtown

- Following is an overview diagram of the Phase 2 – Downtown portion of the project. The downtown area was a major focus area of the Public Hearing group.
- Phase 2 provides for:
 - Connection to Duval Park on River Street part of the 2007 Master Plan that has been constructed.
 - Gafney Home Park.
 - Outpost at Governor's Inn
 - The Riverwalk Committee did realize that if any future shoreland improvements are desired which either encompass areas below the high water mark, or impact wetlands, State of New Hampshire Wetlands permitting (and possibly Federal Army Corps permitting, depending on the area involved) will be required.
- The blue Parking Symbol “P” designates areas where parking is currently available. No changes are proposed to these areas at this time.
- An existing State of New Hampshire rail-trail network runs along the southern edge of Hanson Pines and intersects Wakefield Street. No additional work on this area is proposed at this time. The City should solidify any usage agreements that may be required.
- The **red** lines depict areas where sidewalks or pavement exist that would be “Riverwalk” defined by addition signage and or “texture” to the existing surfaces. Limited plantings are also proposed along these areas.
- The **green** dashed lines indicate areas of new trails which would utilize existing driveways and abutting properties. Expansion of the trail system into these areas will require property rights and/or easement acquisitions. The “star” notations shown off of each of these trails are areas which have been identified which may provide benefits to both, the property owners and the future Riverwalk. The first “star” notation is located on the Governor's Inn property. This notation is provided in the vicinity of the existing outbuilding depicted in a future sheet. The second “star” notation is provided on the Gafney Home property. A conceptual layout for a distinctly separate but adjoining gathering area is also provided on a future sheet.
- The **blue** lines depict areas within the Fownes Mill Development project where the developer had been planning to develop the trail as part of the housing improvement project.



- | | | | |
|-------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------|----------------------------------------|
|  | Parking |  | Proposed Trail |
|  | Parks/Boat Ramp |  | Existing Sidewalk/Trail |
|  | Trails By Others |  | Future Trail |
|  | Existing Trail |  | Existing Trail Not Part of Improvement |



Rochester Riverwalk Phase II



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Gafney Home Park

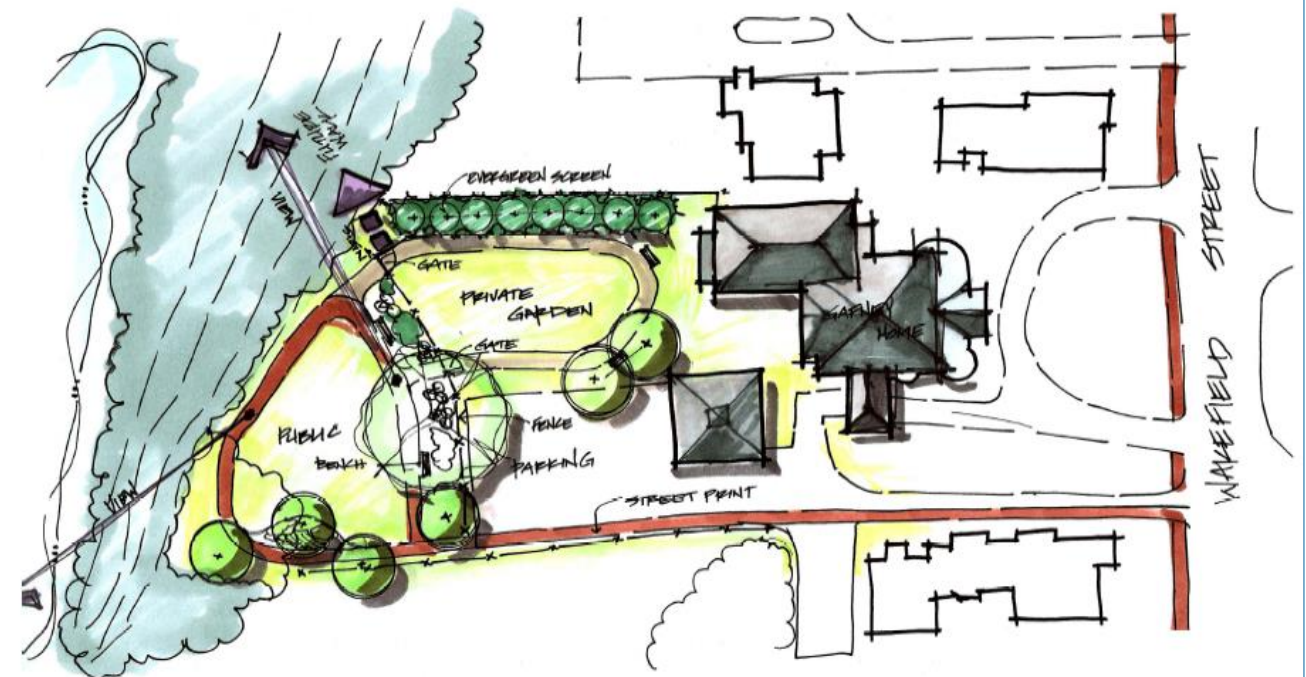


PERSPECTIVE SKETCH
GAFNEY HOME

The “ultimate” proposed Riverwalk alignment passes behind the Gafney Home. The phased Riverwalk could make good use of the space in the interim. We understand that developing a connection in this area may be viable. One concept below shows how the transition between the Riverwalk and the Gafney Home may be achieved while maintaining the privacy for the residents of the Home.



Photo
(Left) -
Looking
East
toward
rear of
Gafney
Home

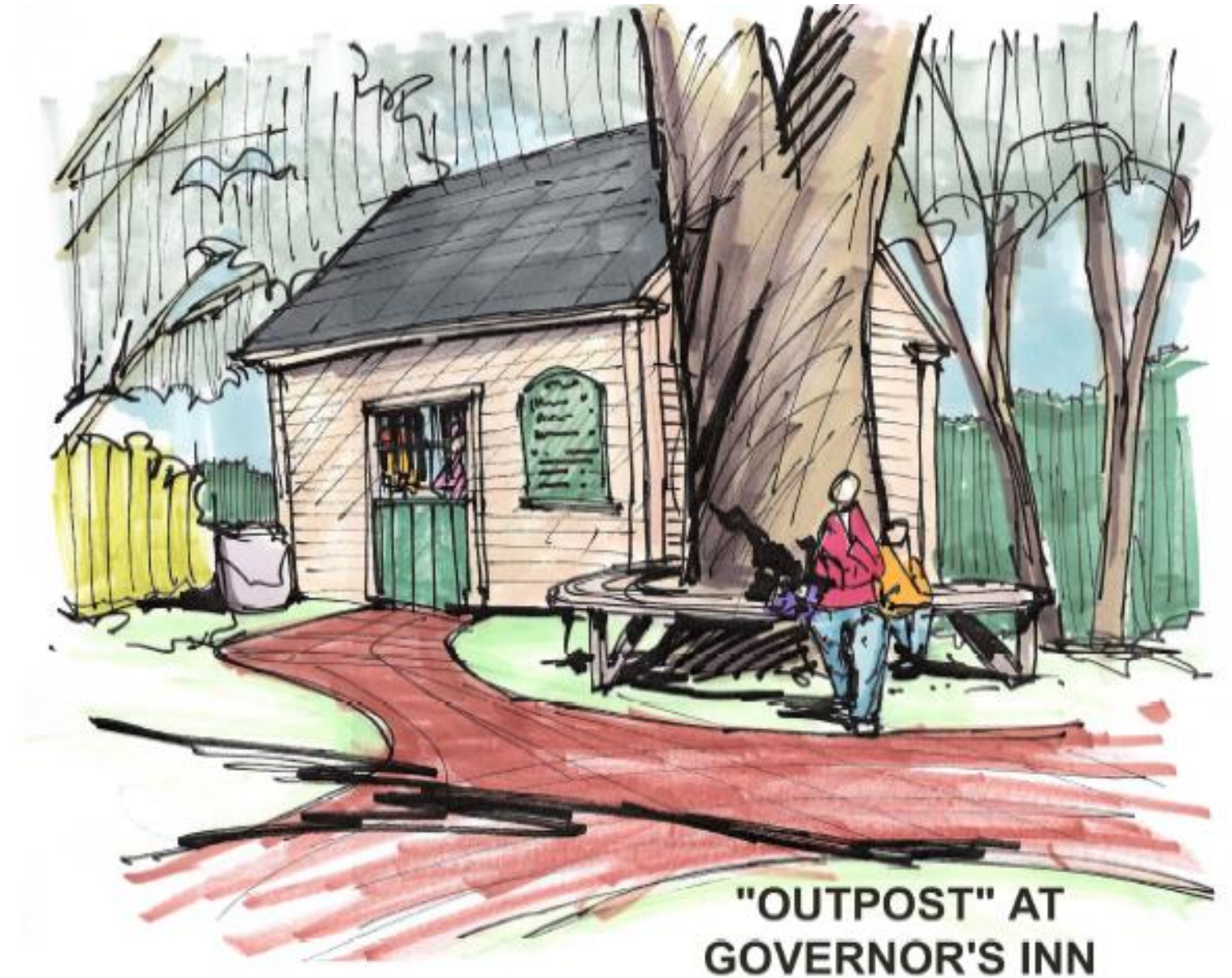


POTENTIAL PRIVATE/PUBLIC
PARK AT GAFNEY HOME

Outpost at Governor's Inn



Photo (Above) - Looking East from River towards outbuilding on Governor's Inn property



Above shows one existing riverside structure along the proposed alignment. The Team envisions that this structure could be renovated to house a “Snack Shack” and seating area.

Buffering Layout Ideas



The vision of “buffering” is designed to alleviate abutter’s concerns related to pedestrian traffic and the potential for Riverwalk users to venture off the formal trail network. Buffering proposals are not designed to block any potential visibility of the property owner to the river. We do note that in most cases, the Phase II abutters do not currently have a clear view to the river. The hope is that each abutter’s screening would be designed to fit the existing landscape, limit the potential “wandering” of the users and be customized to each owner’s personal preferences.

Photo (Inset above) - View behind the former Brooks site.

Buffering to Existing Residences

Additional Possibilities for Defining the Riverwalk Limits on Existing Driveways or Sidewalks



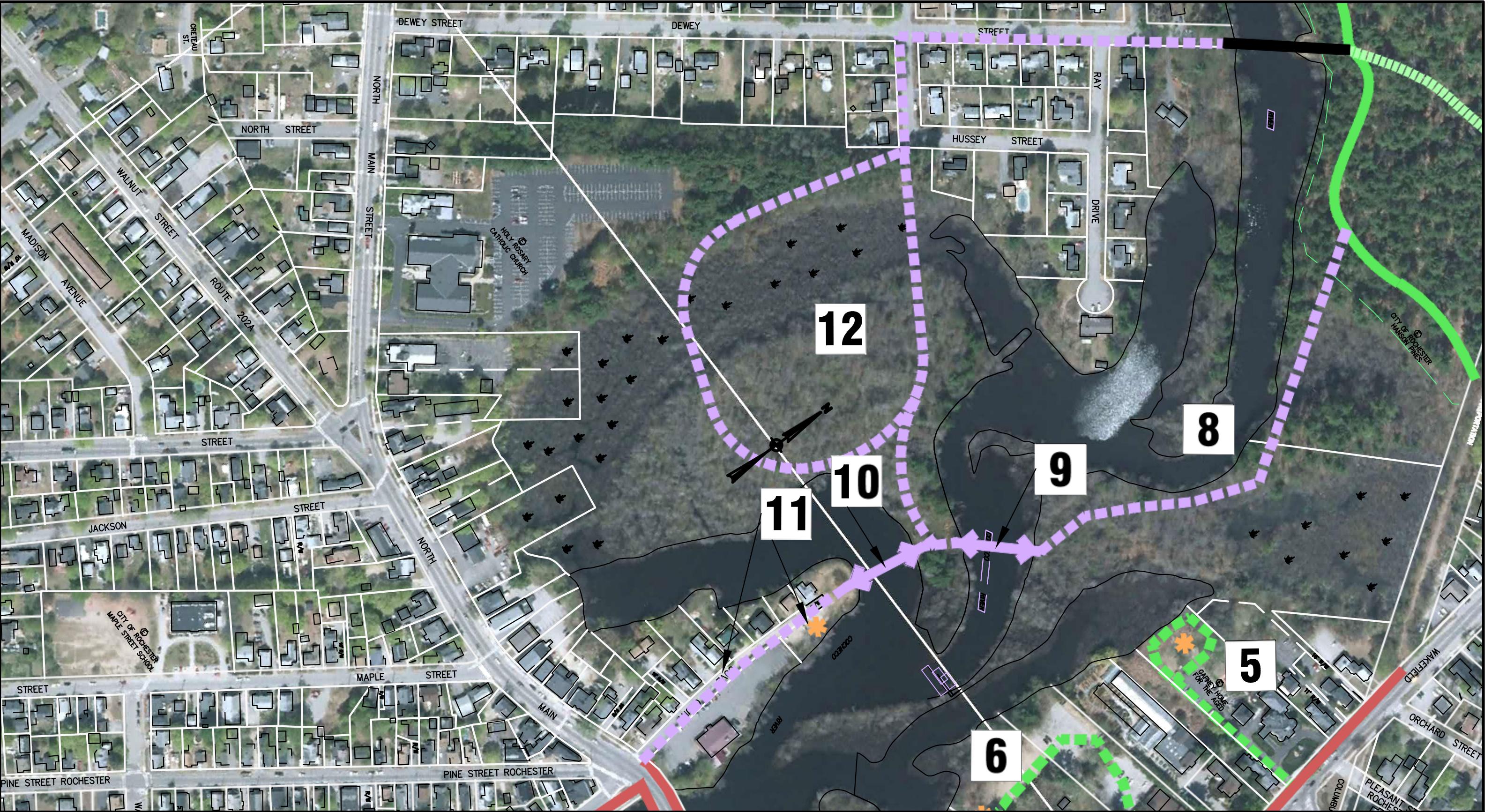
Photos above depict existing Governor's Inn driveway and driveway with added texture delineating possible Riverwalk path on private drive.








Phase 3, North Main Street

- The Phase 3 portion of the project will require the addition of pedestrian-style bridges. This portion of the project will require substantial property owner and Cultural and Natural Resource Agency coordination, ultimately resulting in substantial property acquisition and permitting efforts, all requiring significant financial resources. The hope of the Team is that the smaller portions of the project identified in the earlier phases of the report will allow the project to gain momentum, resulting in financial backing by Rochester businesses, organizations, residents, and funding agencies.
- The repair of the Dewey Street bridge has been done and is no longer necessary as part of the Master Plan.
- Incorporation of “look-outs” and perhaps a decked terraced area is envisioned as part of the proposed bridge projects. Odor concerns were raised as part of the proposed work in the vicinity of the river crossings. The nature of the water levels is critical to the successful incorporation of any riverfront element in the area behind the properties in the vicinity of the Main Street and Union Street Intersection.
- The dashed **violet** line type represents areas of the trail network that is planned to be constructed as part of a future phase. This area includes a variety of surface treatments. The vision is that areas of the Phase 3 trail network will utilize ADA accessible paths, bridges, boardwalks, deck areas, pavement stamping, and textured sidewalk.



Photo (Above) - Looking South from Hervey's



- | | | | |
|-------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|-------------------------------|
|  | Parking |  | Existing Trail to be upgraded |
|  | Parks/Boat Ramp |  | Existing Sidewalk/Trail |
|  | Trails By Others |  | Future Trail/Stamped Asphalt |
|  | Existing Trail Not Part of Improvement | | |



Rochester Riverwalk Phase III

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**CASTAGNA
CONSULTING GROUP, LLC**

Phase 3 and Future Layout “Pocket Park” Ideas



Possible Trail Ideas
Through Existing
Downtown/ Developed Areas



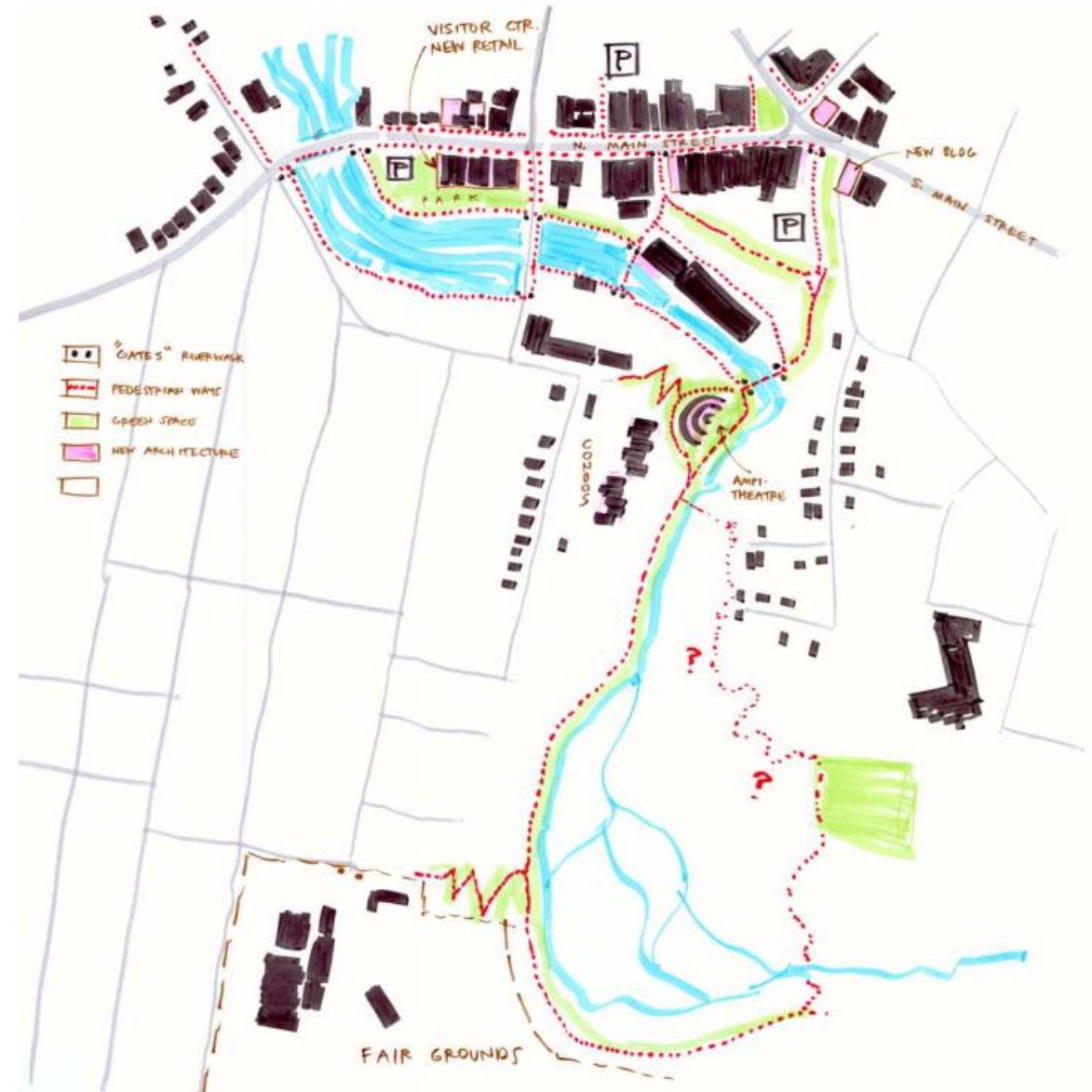
Trail Head
Pocket Parks

Phase 4, The Intervale and Future Projects

- A number of possible projects have been discussed over the years as things that the Riverwalk Committee would like to see undertaken. These projects and ideas however need to be further studied and fleshed out before even the most crude budgets can be developed for them.

These Projects include:

- Intervale Trails; An area running along the Cocheco River on Tax Map 124 Lot 27 and Lot 14, William Allen School. The hope would be to provide access to Fownes Mill/Gagne Street via footbridge.
- Improvement of Water Street; Recently, an effort has been made to look at Water Street and how to make use of it. It is recommended that further study be performed on a project for that area. See the images that follow for examples of concepts already developed.
- Items from the 2004 PlanNH Charrette found as an Appendix. This Charrette encouraged connection of the Riverwalk to the Fairgrounds and creation of trails and amenities on that property if possible. See image to the right for an example of that Charrette's suggestions.



PlanNH Charrette Excerpt: Possible Trail Configuration

Water Street West of Main Street



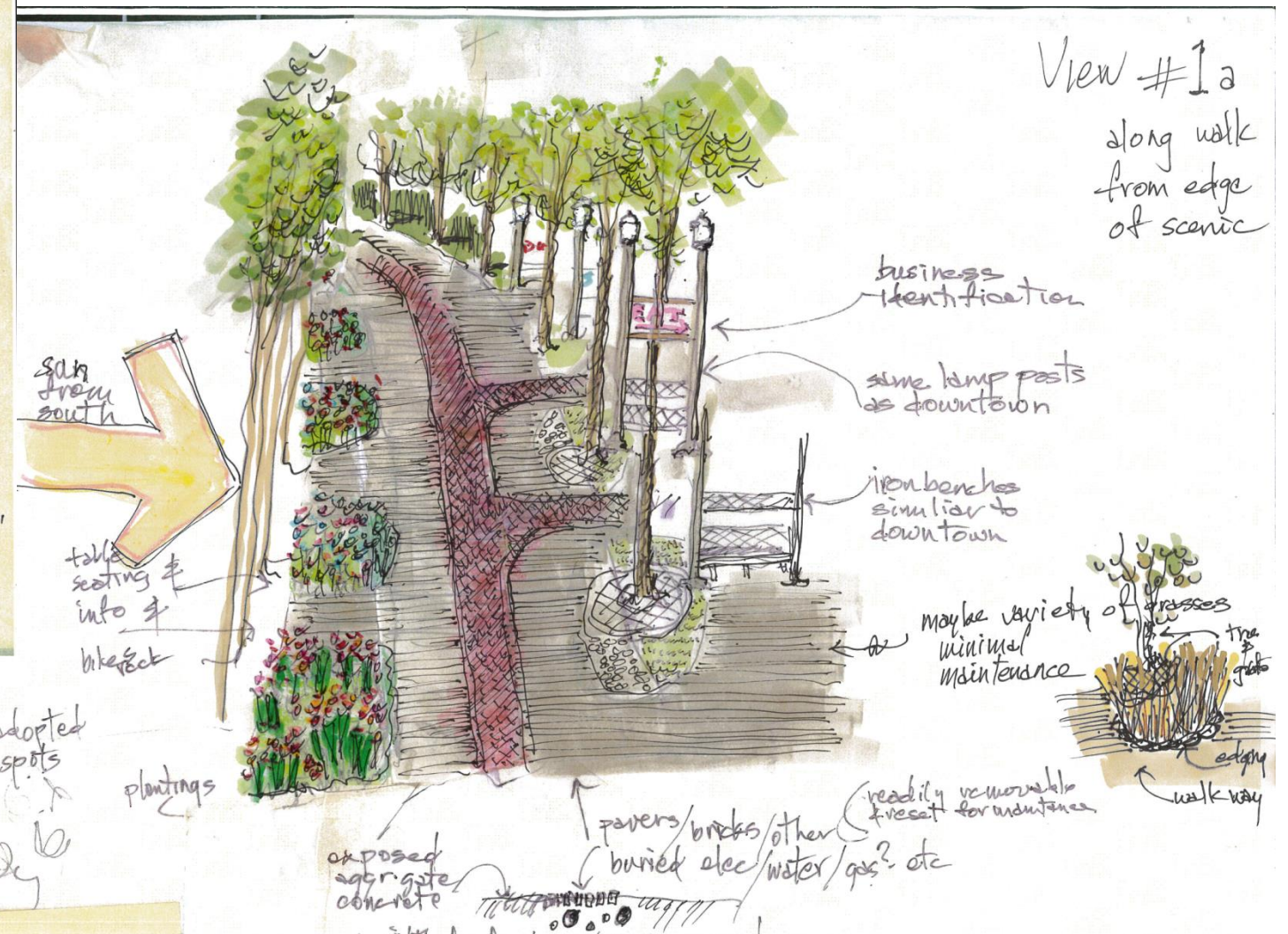
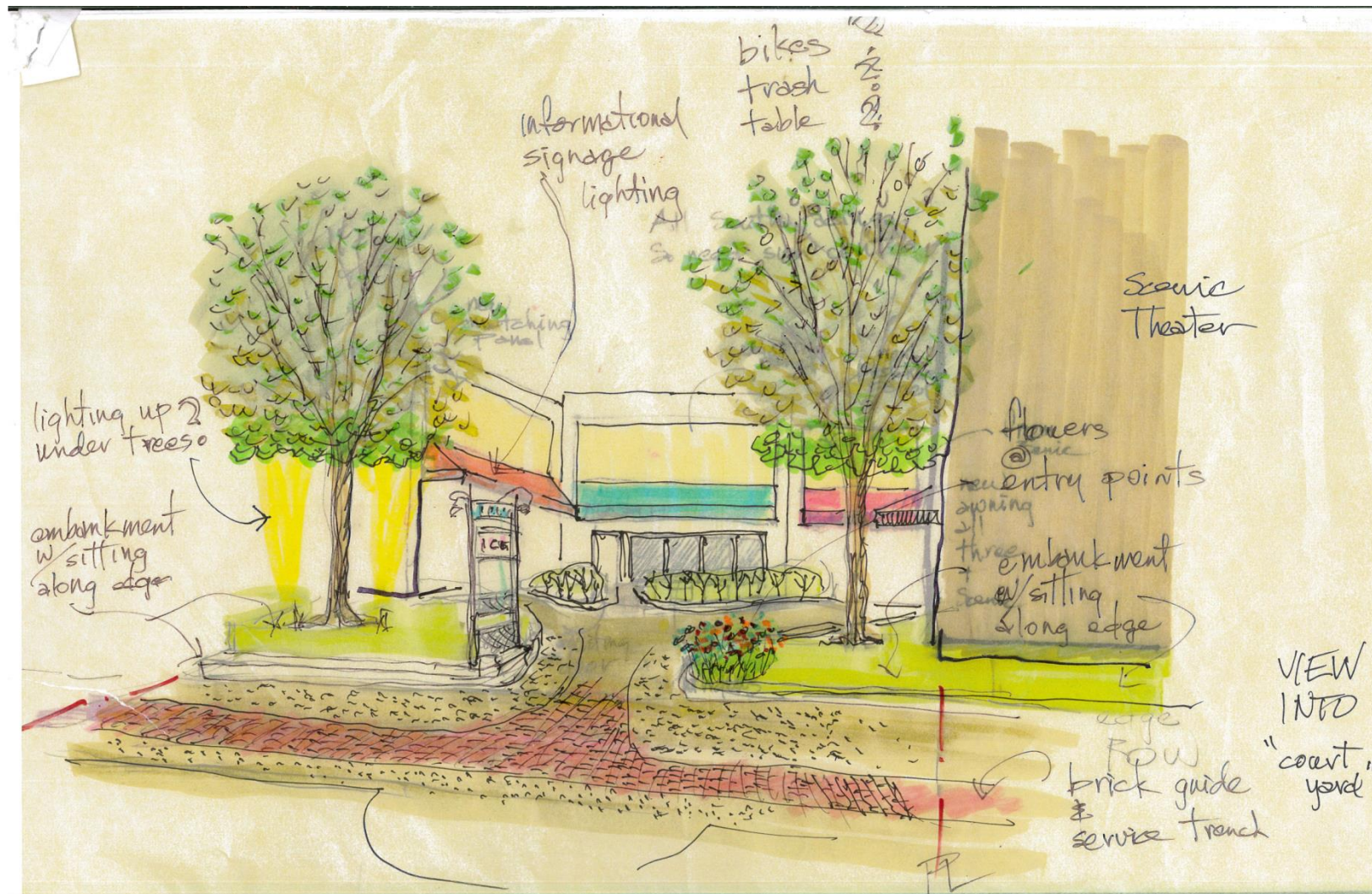
Water Street West of Main Street



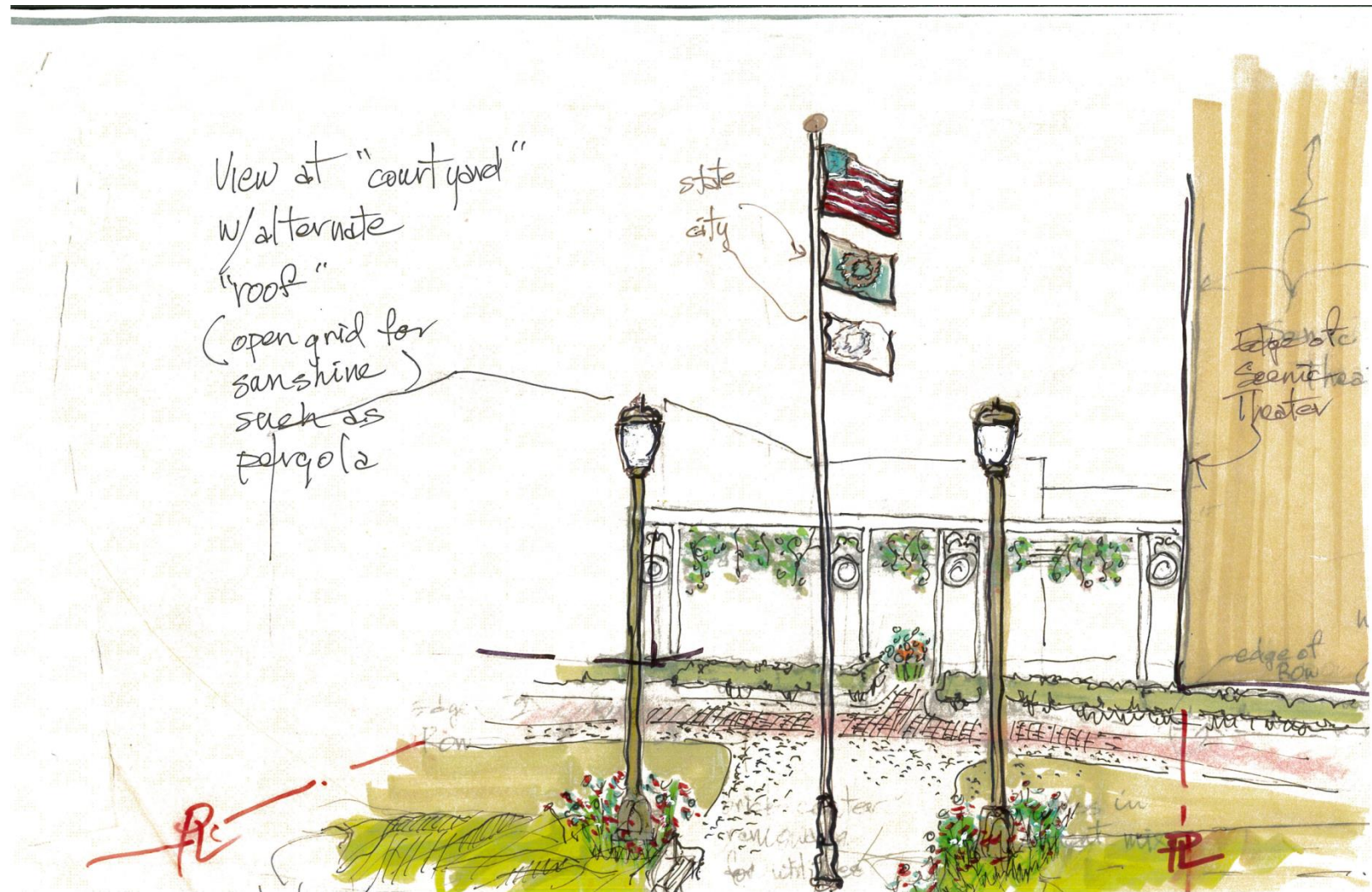
Water Street West of Main Street



Water Street West of Main Street



Water Street West of Main Street



Budgets

Phase 1: Hanson Pines

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
1	Hillsdale Street					
	Parking Area (20 Spaces assumed, crushed gravel surface)					
	860-FT' WIDE DOUBLE LOADED PARKING 90-FT' (10 SPACES LONG) LONG + 100FT' X 24-FT'					
	DRIVEWAY					
	Site Preparation	1	LS	\$10,000.00	\$10,000	\$11,000
	6" Crushed Gravel	867	SY	\$13.00	\$600	\$11,945
	12" Bank Run Gravel	867	SY	\$39.00	<u>\$33,640</u>	<u>\$37,004</u>
					\$54,499	\$59,949
	<u>Stamped Asphalt along Hillsdale Street to End of Trail</u>					
	Street Print on Hillside	2500	SF	\$18.00	\$45,000	\$49,500
	<u>Canoe/Kayak Launch</u>					
	Small Dock, Kayak Launch	1	Unit	\$40,000	<u>\$40,000</u>	<u>\$44,000</u>
					\$139,499	\$153,449
					10% Contingency	\$13,950
						\$15,345
					*Engineering Design Sub-Total	\$15,344.87
						\$16,879.35
					** Construction Administration Sub-Total	\$23,017.30
						\$25,319.03
					Hillsdale Street Sub-Total	\$191,810.82
						\$210,991.90
2	East Section – Hanson Pines Trail					
	10-FT WIDE TRAIL, UNDERGROUND ELECTRIC, SECURITY CALL BOXES EVERY 300-FT,					
	PATH LIGHT EVERY 100-FT RE-EDGED PATH					
	6"Crushed gravel (2260lf)	420	CY	\$60.00	\$25,200	\$27,720
	4"Stone Dust	280	CY	\$64.00	\$17,920	\$19,712
	Path Preparation	1	LS	\$2,100.00	\$2,100	\$2,310
	Path Edging	4520	LF	\$12.00	\$54,240	\$59,664
	Underground Electrical	2260	LF	\$42.00	\$94,920	\$104,412
	Street Lights	23	Each	\$1,800.00	\$41,400	\$45,540
	Security Call boxes	8	Each	\$200.00	\$1,600	\$1,760
	Signage	1	LS	\$5,000.00	\$5,000	\$5,500
	Benches	5	Each	\$600.00	\$3,000	\$3,300
	Landscaping	1	LS	\$15,000.00	\$15,000	\$16,500
	Fence	550	LF	\$90.00	<u>\$49,500</u>	<u>\$54,450</u>
					\$309,880	\$340,868
					10% Contingency	\$30,988
						\$34,087
					*Engineering Design Sub-Total	\$34,086.80
						\$37,495.48
					**Construction Administration Sub-Total	\$51,130.20
						\$56,243.22
					East Section – Hanson Pines Trail Sub-Total	\$426,085.00
						\$468,693.50

Budgets

Phase 1: Hanson Pines

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
3	Bridge over Heath Brook					
	Bridge	1	LS	\$120,000.00	<u>\$120,000</u>	<u>\$132,000</u>
	Construction Sub-Total				\$120,000	\$132,000
	10% Contingency				\$12,000	\$13,200
	*Engineering Design Sub-Total				\$13,200.00	\$14,520.00
	** Construction Administration Sub-Total				\$19,800.00	\$21,780.00
	Hillsdale Street Sub-Total				\$165,000.00	\$181,500.00
4	West Section – Hanson Pines Trail					
	10-FT WIDE TRAIL, UNDERGROUND ELECTRIC, SECURITY CALL BOXES EVERY 300-FT, PATH LIGHT EVERY 100-FT RE-EDGED PATH					
	6”Crushed gravel (2260lf)	465	CY	\$60.00	\$27,900	\$30,690
	4”Stone Dust	310	CY	\$64.00	\$19,840	\$21,824
	Path Preparation	1	LS	\$2,100.00	\$2,100	\$2,310
	Path Edging	5000	LF	\$12.00	\$60,000	\$66,000
	Underground Electrical	2500	LF	\$42.00	\$105,000	\$115,500
	Street Lights	25	Each	\$1,800.00	\$45,000	\$49,500
	Security Call boxes	8	Each	\$200.00	\$1,600	\$1,760
	Signage	1	LS	\$5,000.00	\$5,000	\$5,500
	Benches	10	Each	\$600.00	\$6,000	\$6,600
	Landscaping	1	LS	\$15,000.00	\$15,000	\$16,500
	Fence	550	LF	\$90.00	<u>\$49,500</u>	<u>\$54,450</u>
	Construction Sub-Total				\$336,940	\$370,634
	10% Contingency				\$33,694	\$37,063
	*Engineering Design Sub-Total				\$37,063.40	\$40,769.74
	**Construction Administration Sub-Total				\$55,595.10	\$61,154.61
	West Section – Hanson Pines Trail Sub-Total				\$463,292.50	\$509,621.75
				Phase 1 Total	\$1,246,188	\$1,370,807

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Budgets

Phase 2: Downtown

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
5	Gafney Home Park					
	Site prep/Path construction allowance	1	LS	\$150,000.00	\$150,000	\$165,000
	Plantings	1	LS	\$50,000.00	\$50,000	\$55,000
	Streetprint	1200	SF	\$18.00	\$21,600	\$23,760
	Benches	1	LS	\$600.00	\$600	\$660
	Signage	1	LS	\$2,500.00	<u>\$2,500</u>	<u>\$2,750</u>
	Construction Sub-Total				\$224,700	\$247,170
	10% Contingency				\$22,470	\$24,717
	*Engineering Design Sub-Total				\$24,717.00	\$27,188.70
	** Construction Administration Sub-Total				\$37,075.50	\$40,783.05
	Gafney Home Park Sub-Total				\$308,962.50	\$339,858.75
6	Outpost @ Governor's Inn					
	Building	1	LS	\$4,200.00	\$4,200	\$4,620
	Benches	1	LS	\$600.00	\$600	\$660
	Site prep/Path construction allowance	1	LS	\$12,000.00	\$12,000	\$13,200
	Streetprint	10000	SF	\$18.00	\$180,000	\$198,000
	Plantings	1	LS	\$36,000.00	\$36,000	\$39,600
	Signage	1	LS	\$2,500.00	<u>\$2,500</u>	<u>\$2,750</u>
	Construction Sub-Total				\$232,800	\$256,080
	10% Contingency				\$23,280	\$25,608
	*Engineering Design Sub-Total				\$25,608.00	\$28,168.80
	** Construction Administration Sub-Total				\$38,412.00	\$42,253.20
	Outpost @ Governor's Inn Sub-Total				\$320,100.00	\$352,110.00

Budgets

Phase 2: Downtown

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
7	Downtown Additional Sidewalk Side Improvements					
	Convert to U/G Utilities	1000	LF	\$42.00	\$42,000	\$46,200
	Ornamental Fences	70	LF	\$120.00	\$8,400	\$9,240
	Overlook Deck (20 x 30)	600	SF	\$30.00	\$18,000	\$19,800
	Street Lights	10	Each	\$1,800.00	\$18,000	\$19,800
	River Street Streetscape	1000	LF	\$240.00	\$240,000	\$264,000
	Crosswalks	2	Each	\$2,400.00	<u>\$4,800</u>	<u>\$5,280</u>
	Construction Sub-Total				\$331,200	\$364,320
	10% Contingency				\$33,120	\$36,432
	*Engineering Design Sub-Total				\$36,432.00	\$40,075.20
	**Construction Administration Sub-Total				\$54,648.00	\$60,112.80
	Downtown Additional Sidewalk Side Improvements Sub-Total				\$455,400.00	\$500,940.00
8	Trail from West End of Hanson Pines to Bridges to Holy Rosary Property					
	6" Crushed Gravel (1120LF)	210	CY	\$60.00	\$12,600	\$13,860
	4" Stone dust	140	CY	\$64.00	\$8,960	\$9,856
	Path preparation	1	LS	\$1,000.00	\$1,000	\$1,100
	Signage	1	LS	\$2,500.00	<u>\$2,500</u>	<u>\$2,750</u>
	Construction Sub-Total				\$25,060	\$27,566
	10% Contingency				\$2,506	\$2,757
	*Engineering Design Sub-Total				\$2,756.60	\$3,032.26
	**Construction Administration Sub-Total				\$4,134.90	\$4,548.39
	Trail; Hanson Pines to Bridges to Holy Rosary Property Sub-Total				\$34,457.50	\$37,903.25
9	Bridges over Main Thread of Cochecho River					
	Pedestrian Bridge	190	LF	\$4,600.00	<u>\$874,000</u>	<u>\$961,400</u>
	Construction Sub-Total				\$874,000	\$961,400
	10% Contingency				\$87,400	\$96,140
	*Engineering Design Sub-Total				\$96,140.00	\$105,754.00
	**Construction Administration Sub-Total				\$144,120.00	\$158,631.00
	Bridge over Main Thread of Cochecho River Sub-Total				\$1,201,750.00	\$1,321,925.00

Budgets

Phase 2: Downtown

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
10	Bridge From Peninsula to Holy rosary Property					
	Pedestrian Bridge	190	LF	\$4,600.00	<u>\$874,000</u>	<u>\$961,400</u>
	Construction Sub-Total				\$874,000	\$961,400
	10% Contingency				\$87,400	\$96,140
	*Engineering Design Sub-Total				\$96,140.00	\$105,754.00
	**Construction Administration Sub-Total				\$144,210.00	\$158,631.00
	Bridge From Peninsula to Holy rosary Property Sub-Total				\$1,201,750.00	\$1,321,925.00
11	Cove Court					
	Street Print	3000	SF	\$15.00	\$45,000	\$49,500
	<u>Canoe/Kayak Launch</u>					
	Small Dock, Kayak Launch	1	Unit	\$40,000.00	\$40,000	\$44,000
	Signage	1	LS	\$2,500.00	<u>\$2,500</u>	<u>\$2,750</u>
	Construction Sub-Total				\$87,500	\$96,250
	10% Contingency				\$9,625.00	\$10,587.50
	*Engineering Design Sub-Total				\$9,625.00	\$10,587.50
	**Construction Administration Sub-Total				\$14,437.50	\$15,881.25
	Cove Court Sub-Total				\$120,312.50	\$132,343.75
				Phase 2 Total	\$3,642,733	\$4,007,006

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Budgets

Phase 3: Dewey Street to Trails at Holy Rosary

Number	Item	Quantity	Unit	2018 Unit Cost	2018 Cost	Add'l 10% Range
12	10-ft Wide Trail on Holy Rosary Property					
	6" Crushed Gravel (1600LF)	300	CY	\$60.00	\$18,000	\$19,800
	4" Stone dust	200	CY	\$64.00	\$12,800	\$14,080
	Path Preparation	1	LS	\$12,000.00	\$12,000	\$13,200
	Street Print	3750	SF	\$18.00	\$67,500	\$74,250
	Boardwalk	1000	LF	\$1,200.00	\$1,200,000	\$1,320,000
	Signage	1	LS	\$5,000.00	\$5,000	\$5,500
	Construction Sub-Total				\$1,315,300	\$1,446,830
	10% Contingency				\$131,530	\$144,683
	*Engineering Design Sub-Total				\$144,683.00	\$159,151.30
	** Construction Administration Sub-Total				\$217,024.50	\$238,726.95
	Right of Way Acquisition / Easements	1	LS	\$24,000.00	\$24,000	\$26,400
Phase 3 Sub-Total					\$1,832,537.50	\$2,015,791.25

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Supporting Documents



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New Hampshire • Vermont • Maine



TO: File

FROM: Jameson R. Paine, Environmental Planner

DATE: January 24, 2007

RE: City of Rochester
Riverwalk Project
NHDOT Monthly Natural Resource Agency Meeting
CLD Reference No. 06-0307

On this date, the following people met at NH Department of Transportation’s (NHDOT) Offices in Concord, NH to discuss concerns related to a proposed multi-phased river walk in Rochester.

Bill Neidermyer	US Fish and Wildlife Service
Mike Hicks	US Army Corps of Engineers
Bill O’Donnell	Federal Highway Administration
Gino Infacelli	NH Wetlands Bureau
Kim Tuttle	NH Fish and Game Department
Charlie Hood	NHDOT
Kevin Nyhan	NHDOT
Jamie Paine	CLD

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cocheco River. The project is currently in a master planning stage for long term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

1. ROCHESTER RIVERWALK

The City of Rochester is currently proposing to construct a recreational walkway along the Cocheco River within the area from Hillsdale Street (north of downtown, west of the Rochester Community Center and Spaulding High School) to the Rochester Fairgrounds site (within the downtown area). A Plan NH Charette Report previously reviewed the placement of a recreational walkway from the Rochester Fairgrounds to a point further south. This ‘master plan’ for the northern section of the walkway combined with the Charette Report will be a guide for the City to detailed design work in subsequent phases.

Greenway Initiative

The City of Rochester seeks to restore a vital Downtown mixed use center in an attractive and pedestrian, oriented environment. Through a comprehensive planning initiative, the City generated “The Plan for Downtown Rochester” in 2003, as a community-based blueprint for revitalization. One key strategy identified in the plan is the development of a greenway system that includes a Cocheco Riverwalk, comprised of a series of linked destinations and open spaces.

Memorandum to Files
CLD Reference No. 06-0307
January 24, 2007
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In 2004, Rochester hosted a Riverwalk design Charette through Plan NH, which helped shape a community vision for Downtown Revitalization based on reestablishing a relationship with the Cocheco River. The river is recognized as an important natural, cultural, and historic community resource, with an ever-changing character as it winds to and through the heart of the Downtown. In tandem with Downtown enhancement, Rochester continues to expand recreation facilities associated with the Community Center on Wakefield Street. Because the Cocheco River passes the Community Center site, the City recognizes an excellent opportunity to establish a link between the City’s primary recreation destination and the Downtown along a riverside trail.

First Phase

The first phase of the Riverwalk Project will begin on City owned property in the vicinity of the Rochester Community Center and Spaulding High School, follow an existing informal path on the east side of the river, and terminate at the end of the City owned property, ending at or near a branch of the existing informal path network. This project will begin to establish the standard for pedestrian and bicycle facility improvements as part of the City’s plan to provide safe access between community facilities and the Downtown. The Rochester Cocheco Riverwalk project will actively promote the sensitive development of pedestrian pathways to give people better access to river resources, while making important pedestrian connections throughout the community. The design would respond and relate to the river, taking advantage of the views and recreational opportunities, contribute to the redevelopment of the Central Business District, and maximize visual and physical connectivity to the river, adjacent neighborhoods, and Downtown destinations.

Relevant Elements/Facilities

The location of plan elements, which may include but not be limited to lighting, emergency telephones, landscaping, fences, ADA compliant trail access alternatives, solutions addressing cross street conflicts, seating, public art, informational kiosks, signs, overlooks, neighborhood connections, end-of-trip bicycle storage, and proposed bridge structures will be developed as part of the Concept Plan. The Concept Plan would also address emergency and maintenance access, parking, facilities to meet the needs of persons with disabilities and trail barriers. It is expected that all cross-country links of the project would initially consist of a stone dust (or similar natural material) walking surface.

Along with the input from public meetings, staff meetings and community organizations, this plan will become the basis for all further conceptual design. It will take into account potential Riverwalk alignments, the best possible connections and links between the river and the downtown from neighborhoods, schools, recreational facilities and trail systems. It will look at seasonal opportunities for the trail; the trails compatibility with existing land uses and highlight those areas where buffers and or screening should occur to lessen impact of the trail to the existing land uses and these uses to the proposed trail.

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January 24, 2007
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Schedule

The City would like to construct as much of the first phase as they can this year (dependent on the required permitting process and the amount of funding available). They hope to utilize AmeriCorps labor to place the stone dust path, and possible conduit and/or lighting along the path, with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

2. AGENCY COMMENTS

ACOE

Mike Hicks stated that a staff member from the National Marine Fisheries Service (NMFS) should be contacted once the riverwalk’s master plan has been prepared. The NMFS reviews the Cocheco River for fish habitat. He thought that they would want to walk over the length of the whole project to better familiarize themselves with what is being proposed.

NH Fish and Game

Kim Tuttle stated that landings turtles have been identified in the area. The turtles may use stone dust paths to make nests or place their eggs.

Ms. Tuttle also asked if a vernal pool survey had been conducted and mentioned that there will be concerns with any vernal pools located within close proximity to the trails, as these serve as breeding grounds for various amphibians and other animals. NHF&G would like to review a vernal pool survey for this area.

NH Wetlands Bureau

Gino Infasceli assumed that all project areas will be reviewed by a certified wetland scientist for wetlands prior to commencement of construction. If the project impacts wetlands, the proper permit for the scope of impact and type of work must be obtained prior to construction.

JRP:shk

Supporting Documents (continued)



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TO: File

FROM: Jameson R. Paine, Environmental Planner

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RE: City of Rochester
Riverwalk Project
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CLD Reference No. 06-0307

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Linda Wilson	NH Division of Historical Resources (NHDHR)
James Garvin	NHDHR
Edna Feighner	NHDHR
Joyce McKay	NHDOT
Jamie Paine	CLD

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cocheco River. The project is currently in a master planning stage for long term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

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January 4, 2007
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Memorandum to Files
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January 4, 2007
Page - 3

path, with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

2. NHDHR DETERMINATION/REQUIREMENTS

It was determined that the entire length of the walkway and any future segments brought forward for consideration would need to be reviewed by a professional archaeologist to determine archaeological sensitivity. This work is required to be conducted prior to any construction.

This review would be at a Phase IA level review, which would require review of any historical documentation and a walk-over of the project area. NHDHR requested that during the walk-over, the archaeologist should also review the soils along the pathway by conducting periodic shovel testing. This testing will help to minimize future efforts and reduce the need for an archaeologist to revisit the site.

JRP:shk

Previously Completed Projects

- Duval Park – previously referred to River Street Waterside Park.
- Dewey Street Footbridge.

River Street Waterside Park

- As noted above, the Public Hearing strongly recommended that a “Downtown Aspect” of the Riverwalk be incorporated. The Team’s response to the passion was to incorporate the River Street Waterside Park into the Riverwalk Master Plan. Although the plan included is only a conceptual level Master Plan, our hope is that momentum can be realized such that work can begin to put together documents for future permitting and construction.

River Street Waterside Park



The Public Hearing uncovered the need to consider a “Downtown” improvement as part of the proposed Riverwalk Project. The most popular area chosen for development of a “pocket park” is the area at the intersection of River Street and Chestnut Street. This parcel is currently City-owned and has been under consideration for many years for development of a “sitting park”. Final design of this park would be closely coordinated with any proposed City roadway improvement projects. The Riverwalk Team understands the importance of maintenance of the existing on-street parking in this vicinity.

Members of the Committee reminisced about the vintage when River Street had a fountain in the island. The Committee certainly would welcome consideration of a return of the fountain.

Photos (Left) - Existing City owned land where the Committee proposed that a Downtown park be created.

Photo (Right) - Existing traffic island where the committee proposed to consider replacement of the fountain that was once located on the island.



River Street Waterside Park



This report offers one conceptual sketch of one possibility for the park area. We would recommend a specific neighborhood meeting prior to finalizing any park design.

This concept does not reintroduce the fountain concept at this time. We note that this route is planned as a detour for a major roadway improvement project and may not mesh well with simultaneous island improvement work.



Conceptual Sketch
River Street Park on the Riverwalk
Rochester, NH
March 2007

Hanson Pines – Dewey Street Bridge

- The Dewey Street Bridge is centrally located within the Hanson Pines parcel. This bridge is heavily used by pedestrians to cross the Cocheco River. Based upon input received at the Public Hearing, areas of the bridge are in disrepair. The Team realizes the importance of this significant community connection and has included an estimate for some minor improvements to the bridge if, upon closer inspection by an appropriate individual, deemed necessary.
- The Team believes that further defining designated parking areas at the end of Dewey Street will allow for convenient access to this future car-top boat launch site, while not becoming a safety hazard or nuisance for the City safety services and the residents.



Appendix

- For reference purposes, we have attached a copy of the September 2004 Charrette booklet.
- This booklet continues the Riverwalk Master Plan from the downtown area to the Rochester Fairgrounds.