


**CITY OF SOMERSWORTH**  
*Office of the City Manager*

**TO:** Mayor Dana S. Hilliard and City Council Members

**FROM:** Robert M. Belmore, City Manager 

**DATE:** Friday, September 29, 2017

**SUBJECT:** City Manager's Report for Monday, October 2, 2017  
City Council Agenda

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*New Business (under section 14 of Agenda)*

**Resolutions**

- A. Resolution No. 10-18 To Authorize the City Manager to Continue the City of Somersworth's Support in Furthering the Plan for an Intermunicipal Agreement with the City of Dover for the Development of a Water System Interconnection between Dover and Somersworth.** The Public Works & Environment Committee met on September 12<sup>th</sup> and reviewed preliminary plans for this potential interconnection and voted to support a continued dialogue with Dover's staff and consultant engineer. Attached is a technical memorandum that Dover shared with us regarding alternative designs as well as recommending a new temporary hydrant location for emergency hook-ups. Staff is moving forward with this new hydrant installation off Rte.16B. Finally, I would point out that design alternative 3A is the preferred construction design for a permanent interconnection facility.
- B. Resolution No. 11-18 To Authorize the City Manager to Contract with Envirovantage of Epping, NH for Abatement and Demolition Services associated with the Remediation of Property Located at 1 Winter Street, formerly known as Bretons Cleaners.** Attached is a memorandum from Judd Newcomb, out project consultant from Credere Associates, that provides a listing of the three (3) bids received. The recommendation is to move forward with Envirovantage of Epping, NH at their low bid of \$48,000. As Judd has pointed out, this favorable bid allows us to negotiate additional work at the site and stay within the Grant funds allocated and overall project goals for clean-up. If authorized, I would negotiate additional work under the previously approved Credere contract and under this Envirovantage contract.

## Other

- A. Vote to Authorize a City Council Letter of Support for the City's CMAQ Grant submittal.** Project cost estimated to be \$699,000 (80/20 match; \$559,200 State / \$139,800 City). I have attached a "Draft" letter for your consideration. It is important to note that the letter indicates Council's commitment to providing funding for the required local funding match.

## *City Manager's Items (under section 10 of Agenda)*

### **A. Informational Items.**

- 1. Moose Plate Grant Award – Forest Glade Cemetery.** The City was notified that our Moose Plate Grant Application was approved and the City will be receiving \$10,000 to restore the main entrance gates and granite pillars at the entrance to Forest Glade Cemetery. Please note, there is no local match and the full amount that we applied for was granted. See attached memorandum from Public Works Director Mike Bobinsky. My congratulations are extended to our City's Cemetery Trustees and Director Mike Bobinsky.
- 2. City Sponsored Events.**
  - a. Coffee with a Cop.** Join Chief David Kretschmar and the officers from Somersworth PD for Coffee with a Cop, Wednesday, October 4<sup>th</sup> between the hours of 7:00 a.m. - 9:00 a.m. at the Dunkin Donuts on the corner of NH Route 108 and Whitehouse Road.
  - b. Somersworth Annual Senior Picnic.** Thursday, October 5<sup>th</sup> at the Flanagan Center Gym on Bartlett Avenue from 11:00 a.m. – 1:00 p.m.
  - c. Fire Department Open House.** The Annual Fire Department Open House will be held on Saturday October 7<sup>th</sup> from 10:00 a.m. – 2:00 p.m.

### **B. Attachments.**

1. City Attorney Certifications (2) Two
2. Plan NH PowerPoint Presentation
3. Staff Letter to GACIT Members & NH DOT Regarding NH Ten Year Plan

RESOLUTION NO. 10-18 TO AUTHORIZE THE CITY MANAGER TO CONTINUE THE CITY OF SOMERSWORTH'S SUPPORT IN FURTHERING THE PLAN FOR AN INTERMUNICIPAL AGREEMENT WITH THE CITY OF DOVER FOR THE DEVELOPMENT OF A WATER SYSTEM INTERCONNECTION BETWEEN DOVER AND SOMERSWORTH.

Somersworth, NH  
October 2, 2017

WHEREAS, as part of a water facilities improvements project at their Willand Pond Well, the City of Dover is developing a design plan for a water system interconnection between Dover and Somersworth with its project engineer Underwood Engineers, and

WHEREAS, both the City of Dover and the City of Somersworth have expressed interest in a water system interconnection to allow for water sharing in case of an emergency, and

WHEREAS, the City Council's Public Works and Environment Committee has reviewed this potential intermunicipal project with City staff and with Dover's staff and consultant, and the Committee has voted to support the project's concept,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOMERSWORTH THAT the City Manager is authorized to continue the City's support in furthering the possibility of an intermunicipal agreement with the City of Dover for the development of a water system interconnection and said agreement would include such elements as the final design, operational responsibilities, and cost sharing of the proposed water system interconnection, as well as other necessary components deemed to be in the best interests of the City.

Sponsored by Councilors:

Dale R. Sprague  
David A. Witham  
Denis Messier

Approved:

City Attorney

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Portsmouth, NH 03801-4012  
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## Technical Memorandum

To: Bill Boulanger, Dave White, P.E.  
From: Michael C. Unger P.E., Lucas J. Sundean E.I.T.  
Date: May 25, 2017  
Subject: Dover-Somersworth Water System Interconnection

### 1.0 Purpose

As part of the Water Facilities Improvements Phase 2 Design contract with the City of Dover dated September 26, 2016, Underwood Engineers is tasked with developing a conceptual design of a water system interconnection between Dover and Somersworth consisting of the following:

- Booster pumping station (Dover to Somersworth)
- Pressure reducing valve (PRV) station (Somersworth to Dover)
- Transmission main (size and location)
- Plans for a near term temporary emergency connection

Both the City of Dover and the City of Somersworth have expressed interest in a water system interconnection to allow for water sharing in case of emergency. In light of 2016 drought conditions and Dover's desire to diversify supply sources to increase reliability, the need for an interconnection is a high priority.

The purpose of this memo is to summarize the options for both a temporary (near-term) and permanent (long-term) connection.

### 2.0 Background

The Somersworth water system operates at a maximum hydraulic grade line (HGL) of 398' while the Dover North End Pressure Zone operates at an HGL of 368.5' (see attached hydraulic profile). These conditions require a pressure reducing valve to feed from Somersworth to Dover, and a booster pump to feed from Dover to Somersworth, if the existing HGL's are to be maintained. However, UE evaluated the hydraulics at varying tank levels and determined that without a pump (Somersworth to Dover) flows will vary, but could provide appropriate flow rates.

Two previous evaluations regarding a Dover-Somersworth water system interconnection have been completed under the following titles:

- *"Water Distribution System Evaluation for the City of Somersworth"* by Wright-Pierce dated July 2013.



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- “Seacoast NH Emergency Interconnection Study” by Woodard and Curran dated January 2006.

The Wright-Pierce report evaluated three potential permanent interconnections between Dover and Somersworth along Route 108, Old Rochester Road, and High Street, although they did not report available flows through each connection. No temporary connections were evaluated.

Woodard and Curran evaluated a potential permanent connection along Route 108. Two scenarios were modeled; Dover feeding Somersworth, and Somersworth feeding Dover. In the first scenario Woodard and Curran estimated that Dover could supply Somersworth with 1.35 mgd. In the latter scenario, they estimated that Somersworth could supply Dover with 0.8 mgd (667 gpd). Since these scenarios were modeled Dover has installed the North End Booster Pumping Station and Tank creating the North End Pressure Zone. This infrastructure was not in place when Woodard and Curran did their modeling, therefore their estimated flows will no longer be applicable under new system conditions. Their report did not evaluate temporary connections.

### 3.0 Basis of Design – Supply Availability

#### 3.1 Dover to Somersworth

The City of Dover is divided into two distribution zones; the North End Pressure Zone (NEPZ) and the main pressure zone. The interconnection would be located in the NEPZ. Underwood Engineers prepared a Preliminary Design Report titled “North End Pressure Zone”, dated November 9, 2010 establishing a basis of design for the NEPZ. That report estimates a total average day demand of 489,000 gpd (340 gpm) and a total max day demand of 978,000 gpd (680 gpm). The NEPZ tank can hold 767,000 gallons and operates with a normal 21 foot drawdown (368’ to 347’). The NEPZ booster pumping station has two pumps each sized to meet the NEPZ max day demand of 680 gpm at 104’ TDH. If Dover were to supply Somersworth during Dover max day demand then theoretically ***Dover could supply 680 gpm to Somersworth*** as long as both pumps are operating.

#### 3.2 Somersworth to Dover

UE evaluated the hydraulics for Somersworth feeding Dover. Headlosses at varying flows from the Somersworth Rocky Hill Tank to the interconnection point were estimated through approximately 15,000 feet of 16” water main. UE then ran the Dover Water Model at the same flows to estimate the headlosses on the Dover side of the interconnection. From this information system curves at varying tank elevations were created (see attached system curves). Three tank level scenarios were evaluated:

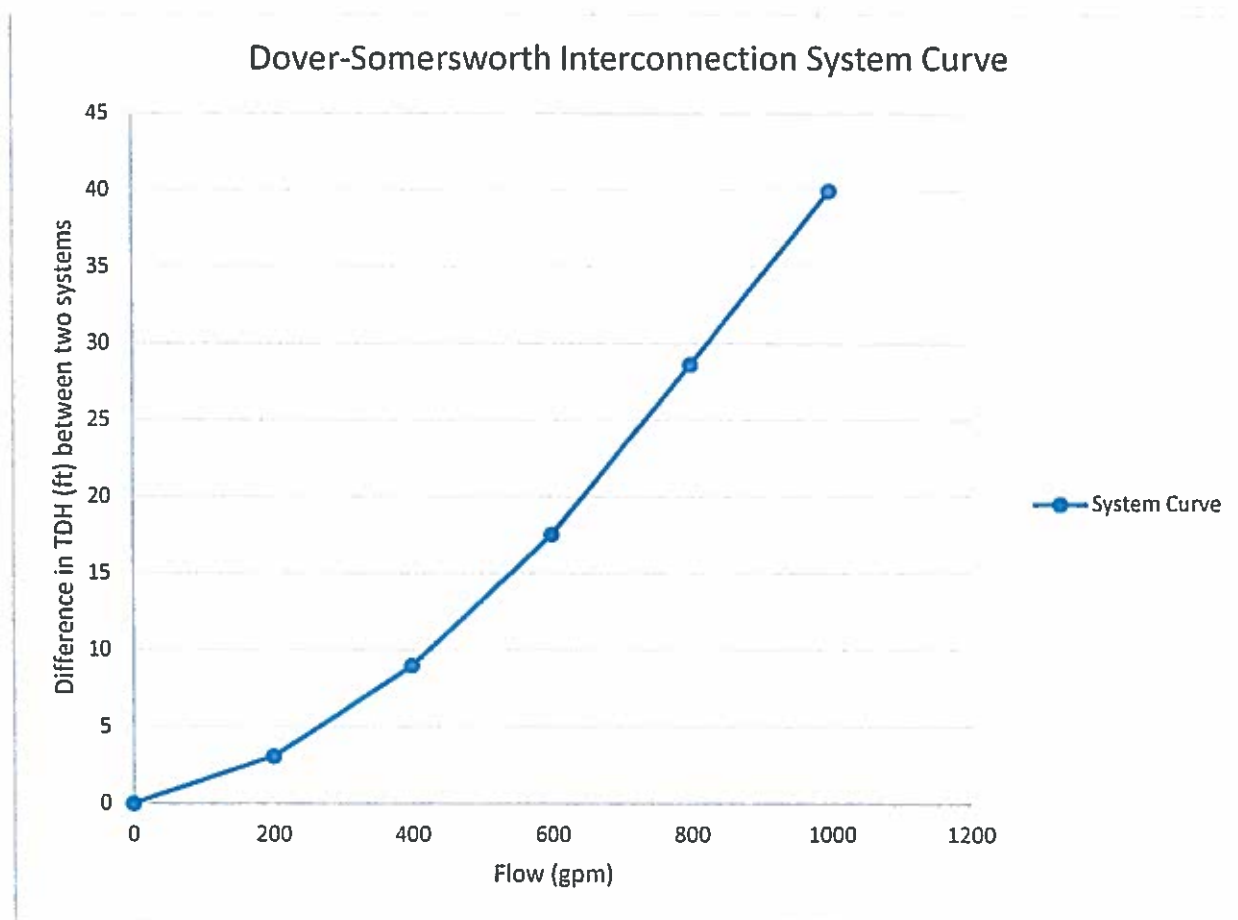
- Scenario 1: Somersworth at 398’ (high), Dover at 367.98’ (high)  $\Delta$  30’
- Scenario 2: Somersworth at 368’ (low), Dover at 367.98’ (high)  $\Delta$  0’

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- Scenario 3: Somersworth at 398' (high), dover at 347' (low)  $\Delta$  51'

*Note that the low tank level for Somersworth of 368' assumes a worst-case scenario of 30' of drawdown.*

Based on the system curve shown below, Dover can receive 600 gpm from Somersworth as long as the  $\Delta$ TDH at the interconnection is 17 feet or greater. With an assumed low Somersworth HGL of 368' Dover has the ability to maintain a minimum of 17 feet  $\Delta$ TDH between the two systems by managing their NEPZ tank level at 351 feet or lower, which is still above the low level setting of 347 feet and low level alarm of 345 feet.



#### 4.0 Temporary Connection

A temporary connection will provide Dover and Somersworth with a plan and the means to connect the two systems on short notice if the need arises as soon as Summer of 2017, and prior to a permanent connection. The basis of design for a temporary connection

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consists of connecting two hydrants (Dover-Somersworth), above ground with firehose. Two potential locations for a temporary connection and lengths of the connections have been identified as shown on **Figure 1**. The first temporary connection location would consist of approximately 300' of hose along Indian Brook Drive and Weeks Lane. The second temporary connection location would consist of approximately 360' of hose along Old Rochester Road near Hickory Lane (Somersworth) and Shawnee Lane (Dover). If Somersworth is feeding water to Dover, a pressure reducing valve would be required as part of the temporary connection, and if Dover is feeding Somersworth, a portable pump would be required.

The connection point at location 1 along Indian Brook Drive and Weeks Lane has been utilized before between the two communities, although the flow is unknown. Neither temporary connection location has been modeled to determine available flows. Potential temporary interconnection locations were selected where the two City's water systems are closest to each other. Additional modeling is recommended.

*It was agreed between Dover and Somersworth that the ideal temporary connection location would be along Old Rochester Road between Hickory Lane and Shawnee Lane. To avoid digging a trench across Hickory Lane, Somersworth should consider installing a hydrant on the Dover side of Hickory Lane to be within 50' of Dover hydrant #56. This will facilitate the most logical interconnection location.*

All components used for a temporary connection shall be disinfected and cleaned prior to placing into service.

## **5.0 Permanent Connection - Alternatives**

Three main alternatives have been identified for a permanent water system interconnection between Dover and Somersworth as shown on **Figure 2**. Each alternative represents a separate route, and sub alternates (A and B) represent different building configurations. **Figure 3** shows various facility layout schematics for each alternative.

*Alternative 1A* consists of the following:

- Combined booster pumping station (Dover to Somersworth) with pressure reducing valve (Somersworth to Dover) and flow metering as an addition to proposed Willand Pond Well Facility.
- Approximately 2,800 LF of 12" water main.
- Easements:
  - Lot 64-1 (Somersworth)

### *Advantages*

- Facility is an addition to the proposed Willand Pond Well Facility





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- Electrical service and generator for the Willand Pond Facility can be used to power the interconnection facility.
- All interconnection infrastructure is in one common facility.

***Disadvantages***

- Tree clearing required on Lot 64-1
- Requires more coordination for cost sharing between communities

***Alternative 1B*** consists of the following:

- Separate booster pumping station (Dover to Somersworth) with flow meter, located behind the proposed Willand Pond Well Facility in a separate building.
- Pressure reducing valve (Somersworth to Dover) and flow metering facility attached to proposed Willand Pond Well Facility.
- Approximately 2,800 LF of 12" water main.
- Easements:
  - Lot 64-1 (Somersworth)

***Advantages***

- Electrical service and generator for the Willand Pond Facility can be used to power the interconnection facility.
- Easier for communities to phase work.

***Disadvantages***

- Tree clearing required on Lot 64-1
- Interconnection infrastructure is split between two buildings

***Alternative 2*** consists of the following:

- Combined booster pumping station (Dover to Somersworth) with pressure reducing valve (Somersworth to Dover) along Route 108 in Somersworth on Lot 64-1.
- Approximately 1650 LF of 12" water main.
- Easements:
  - Lot 64-1 (pending available space for building in ROW)

***Advantages***

- Shortest length of water main
- Minimal tree clearing (only at BPS site)
- Minimal easements required (only at BPS site)
- Lowest construction impact to undisturbed land
- Watermain in common utility corridor
- Option to provide City water for additional Somersworth customers





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***Disadvantages***

- BPS will be separate facility from proposed Willand Pond Well Facility and cannot benefit from shared use of electrical service, generator, access, etc.
- Requires more coordination for cost sharing between communities

***Alternative 3A*** consists of the following:

- Combined booster pumping station (Dover to Somersworth) with pressure reducing valve (Somersworth to Dover) and flow metering as an addition to proposed Willand Pond Well Facility.
- Approximately 2500 LF of 12" water main.
- Easements:
  - Lot 43-1

***Advantages***

- Facility is an addition to the proposed Willand Pond Well Facility
- Willand Pond Well Facility generator can be used to power the interconnection facility.

***Disadvantages***

- Easements required
- Significant tree clearing required
- Impact to Dover and Somersworth recreational area
- Requires more coordination for cost sharing between communities

***Alternative 3B*** consists of the following:

- Separate booster pumping station (Dover to Somersworth) with flow meter, located behind the proposed Willand Pond Well Facility in a separate building.
- Pressure reducing valve (Somersworth to Dover) and flow metering facility attached to proposed Willand Pond Well Facility.
- Approximately 2500 LF of 12" water main.
- Easements:
  - Lot 43-1

***Advantages***

- Willand Pond Well Facility generator can be used to power the interconnection facility.
- Easier for communities to phase work.

***Disadvantages***

- Easements required
- Significant tree clearing required



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- o Impact to Dover and Somersworth recreational area
- o Water system interconnection infrastructure split between two buildings

#### ***Additional Considerations***

Isolation valves and meters will be provided for each community.

It is not anticipated that pumping will be required from Somersworth to Dover, but should Dover desire the ability to pump, then the booster pumping station piping and valves could potentially be configured to pump both ways using one pump on a VFD. This should be determined through future studies. Further, if Somersworth wishes to establish a maximum flow rate to Dover it could be provided using a flow control valve.

Both communities and especially Dover will need to develop plans for managing tank levels to accept the additional flows from the interconnection. For example, the anticipated flow rate from Somersworth to Dover (600 gpm to 1,000 gpm) exceeds the current average day and even maximum day demand of the North End Pressure Zone (340 gpm and 680 gpm respectively). Water will likely need to be bled from the North End Zone to the Main Pressure Zone through the pressure reducing valve on County Farm Road, or a flow control valve could be used.

#### **6.0 Costs – Permanent Facility**

Budgetary costs for the permanent connection alternatives are shown in **Table 1**. These costs are to be used for planning purposes only; further engineering is required to develop a more detailed estimated construction cost. Cost breakdowns for each alternative can be found in **Attachment A**.

**Table 1: Budgetary Project Costs – Permanent Connection**

	<b>Alternative 1A</b>	<b>Alternative 1B</b>	<b>Alternative 2</b>	<b>Alternative 3A</b>	<b>Alternative 3B</b>
<b>Total Project Cost</b>	<b>\$1,600,000</b>	<b>\$1,850,000</b>	<b>\$1,850,000</b>	<b>\$1,300,000</b>	<b>\$1,550,000</b>

#### ***Cost Saving Considerations***

Pending further discussions, the addition to the Willand Pond Well Facility for the booster pumping/pressure reducing station could be designed and built as part of the Dover Water Facilities Phase 2 project. The Final Design is anticipated December 2017 and Substantial Completion anticipated Summer 2019. Alternatively, this work could be phased according to funding available from each City. For example, the PRV and booster pump to feed Dover could be installed with the Water Facilities Phase 2 construction, and then the booster pump to feed Somersworth could be installed as Somersworth funding became available.



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It should also be noted that NHDOT has future plans to reconstruct portions of Route 108 near the Dover-Somersworth border. DOT anticipates to advertise for bids in 2022, but the schedule is subject to change. If the interconnection alternative selected includes water main work within the limits of the DOT Route 108 project, it may be beneficial to coordinate construction phasing with the DOT project.

## **7.0 Recommendations**

### **7.1 Recommended Project**

#### ***Temporary Connection***

UE recommends that Somersworth installs a hydrant adjacent to Dover hydrant #56 to provide for the temporary interconnection. See Attachment B.

#### ***Permanent Connection***

UE recommends pursuing Alternative 3 (A or B) for the following reasons:

- Lowest cost alternative (both A and B)
- Single easement required
- All interconnection infrastructure is in the same facility
- Avoids installing water main in congested roadways

### **7.2 Administrative and Management**

- Submit this memo to the City of Somersworth for review.
- Prepare Standard Operating Procedure and assemble required equipment for temporary connection.
- Establish agreement between Dover and Somersworth regarding project responsibilities.
- Request Somersworth evaluate and identify a design flow rate from Somersworth to Dover.
- Enter negotiations for an Intermunicipal Agreement with the City of Somersworth
- Consider incorporating the design and construction as part of the City's Phase 2 Water Improvements Project.

RESOLUTION NO. 11-18 TO AUTHORIZE THE CITY MANAGER TO CONTRACT WITH ENVIROVANTAGE OF EPPING, NH FOR ABATEMENT AND DEMOLITION SERVICES ASSOCIATED WITH THE REMEDIATION OF PROPERTY LOCATED AT 1 WINTER STREET, FORMERLY KNOWN AS BRETONS CLEANERS.

Somersworth, NH  
October 2, 2017

WHEREAS, the Somersworth City Council adopted Resolution No. 37-17 authorizing the City Manager to enter into a grant agreement with the New Hampshire Department of Environmental Services for the purpose of funding the remediation of the former Breton's Cleaners property located at 1 Winter Street, and

WHEREAS, the City's consultant engineer for the project solicited proposals from qualified contractors for the abatement and demolition of the building located on this property, and

WHEREAS, the City's consultant engineer for the project reviewed the proposals received and recommends awarding the contract to Envirovantage of Epping, NH for an amount of \$48,000 (Forty Eight Thousand dollars), and

WHEREAS, based on the cost for abatement and demolition there is an opportunity to utilize available grant funding for additional remediation to include but not limited to concrete slab removal and soil abatement,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOMERSWORTH THAT the City Manager is authorized to contract with Envirovantage of Epping, NH for abatement and demolition services associated with the remediation of property located at 1 Winter Street for an amount of \$48,000 (Forty Eight Thousand dollars), and

BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOMERSWORTH THAT the City Manager is authorized to amend the contract with Envirovantage to include actions such as concrete slab removal and soil abatement to the extent these costs do not exceed the amount of grant funding available and to take any other actions relative to this project determined to be in the best interest of the City.

Sponsored by Request:

Mayor Dana S. Hilliard

Approved:

City Attorney

**CREDERE ASSOCIATES LLC**

**MEMORANDUM**  
**Review of Submitted Bids**  
**Breton Cleaners Building Abatement & Demolition**

**DATE:** September 28, 2017

**TO:** Robert Belmore, City of Somersworth  
Shanna Saunders, City of Somersworth

**FROM:** Judd Newcomb, Credere

**CC:** Amy Doherty, NHDES

**PROJECT NO.** 17001412 Breton Cleaners

**SUBJECT:** Review of Submitted Bids  
Breton Cleaners Building Abatement & Demolition  
1 Winter Street, Somersworth, New Hampshire  
NHDES Site No. 200411112

The City of Somersworth and Credere Associates, LLC (Credere) hosted a pre-bid conference at the Breton Cleaners site on September 13, 2017. A total of six (6) contractors were present at the conference. A copy of the pre-bid conference sign-in sheet is attached to this memorandum. Bids were due on September 26, 2017. Credere received bids from three contractors including Envirovantage, Peniel Environmental, and NRC. Copies of these bid packages are attached to this memorandum. Credere reviewed each of these Bids and checked each contractor's assumptions, if any, against the project's Technical Specifications and bid requirements. All three bids contained minor errors, that in Credere's opinion, were inconsequential to the bidding process and were asked to be corrected. A summary of Bids received is included below:

Contractor	Lump Sum Bid	Errors and Corrective Actions
Envirovantage	\$48,000	Assumptions provided contained conflicting information regarding the use of Davis-Bacon wages; Envirovantage was contacted for clarification and provided a revised list of assumptions on 9/27/2017.
Peniel Environmental	\$95,000	Submitted bid package was incomplete; Peniel was notified and complete bid package was re-submitted on 9/26/2017.
NRC	\$101,169	Bid form indicated no addenda were received; however, Credere had received prior electronic and verbal confirmation of the receipt of Addendum #1. NRC provided a revised bid package with Addendum #1 acknowledgement on 9/27/2017.

**Recommendation**

Based on Credere's review of the submitted Bids, it appears that Envirovantage would be considered the Lowest Responsive Bidder for the Breton Cleaners Building Abatement and Demolition project. Credere has worked with Envirovantage on several similar projects including the Prime Tanning demolition project located across the Salmon Falls River in Berwick, Maine, and considers Envirovantage to be appropriately qualified and equipped to complete the project in accordance with the Technical Specifications. Therefore, Credere recommends that contract negotiations proceed with Envirovantage.

Please contact me at (207) 828-1272 X 16 or at [jnewcomb@crederellc.com](mailto:jnewcomb@crederellc.com) if you have any comments or questions.



## Brenda Breda

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**From:** Bob Belmore  
**Sent:** Wednesday, September 27, 2017 7:42 PM  
**To:** Scott A. Smith; Brenda Breda  
**Subject:** Fwd: Breton Cleaners Demolition Bid Results  
**Attachments:** Breton Cleaners Credere Review of Submitted Bids 9-27-17.pdf; ATT00001.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Judd Newcomb" <jnewcomb@crederellc.com>  
**To:** "Bob Belmore" <bbelmore@somersworth.com>, "Shanna Saunders" <:ssaunders@somersworth.com>  
**Cc:** "Doherty, Amy (Amy.Doherty@des.nh.gov)" <Amy.Doherty@des.nh.gov>, "McCluskey, Mike (Michael.McCluskey@des.nh.gov)" <Michael.McCluskey@des.nh.gov>, "Samantha Foote" <SFoote@crederellc.com>  
**Subject:** Breton Cleaners Demolition Bid Results

Hi Bob and Shanna,

Credere has reviewed the three bids that were received and has included a brief summary of the bidding process, the results of our bid review, as well as the bid amounts and complete bid packages in the attached memorandum. As you will see, Envirovantage was substantially lower than the other two bidders, which is likely because they should not need to utilize any subcontractors; therefore, could provide substantial cost savings for the project. Assuming you agree with our recommendation and begin contract negotiations with them, it would be good to sit down once we receive their proposed schedule to discuss the execution of the project, any budgetary changes (e.g. the previously mentioned waste characterization costs, etc.), and how we may use any remaining grant funds to further the project along the cleanup path. I hadn't planned on attending the Council meeting next week but believe I can make it if you would like me there. Please let me know either way.

Also, I will be at the NHDES for the Brownfields grant application workshop tomorrow morning until lunch time, but please feel free to call me with any questions and I will get back to you as soon as possible.

Amy/Mike, per your request I have uploaded the bid package and addendum (including the RTC), to OneStop. Once I receive signatures from EPA we will also upload the SSQAPP.

Sincerely,

Judd R. Newcomb, CG, PG  
Geologist/Project Manager

**Credere Associates, LLC**  
776 Main Street  
Westbrook, ME 04092



# SOMERSWORTH, NEW HAMPSHIRE

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City of Somersworth  
One Government Way  
Somersworth, NH 03878



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[www.somersworth.com](http://www.somersworth.com)

October 2, 2017

Other A

## DRAFT

Mr. Thomas Jameson, CMAQ Program Manager  
NHDOT Bureau of Planning & Community Assistance  
Hazen Drive, Concord NH 03302-0483

Dear Mr. Jameson:

On behalf of the Somersworth City Council please accept this letter of support for the City's application to the NH Department of Transportation for CMAQ funding.

The City prides itself with being "on the move". This includes efforts to become more sustainable. The City has identified that the major traffic corridor, Route 9/High Street from the Spaulding Turnpike to Somersworth's Downtown is a significant contributor to congestion and air pollution. This corridor includes six (6) intersections that operate on outdated traffic signalization equipment, and in addition they have low quality pedestrian infrastructure. This results in long traffic queues during rush hour, high idling times, and little pedestrian use. We would also point out that this traffic corridor is major commuter route from the State of Maine into New Hampshire that services out of state individuals either going to and from work as well as hundreds and thousands of individuals visiting to enjoy the NH advantage of shopping and vacationing.

The proposal to update the equipment at those intersections including replacing the controller, ADA countdown heads, new pedestrian buttons, new concrete ADA ramps, new fire preemption equipment, plus video detection and new signal heads will increase the safety and congestion of the intersections for all modes of transport, including public safety response times. The estimated cost of the overall project is estimated at \$699,000 and the City is prepared to provide the 20% match of approximately \$139,800.

The Somersworth City Council supports this project and I prepared to fund the estimated match of \$139,800; and urge that you support and approve this CMAQ Grant funding request.

Sincerely,

Dana S. Hilliard  
Mayor

Proud past, bright future

## Bob Belmore

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**From:** Shanna Saunders  
**Sent:** Tuesday, September 26, 2017 9:43 AM  
**To:** Bob Belmore; Scott A. Smith  
**Cc:** Brenda Breda  
**Subject:** CMAQ advise and info needed

Bob and Scott –

The CMAQ applications are available on line and due October 20<sup>th</sup>.

<https://www.nh.gov/dot/org/projectdevelopment/planning/cmaq/documents/2017ApplicationV2.pdf>

There are three questions that the City is responsible for. Question 4 regarding Air Quality Mitigation will be filled out by DES.

One of the questions involves Financial readiness and asks:

*5-2) Financial Readiness: (20 points maximum) (CMAQ is a reimbursement program.*

*Sponsor will have to gross appropriate funds for entire project before federal funds are authorized and eligible work can get started. Projects are reimbursed a maximum of 80% of each reimbursement request.) Does the applicant have funding available to complete the project at time of application, or is there commitment to request funding at next annual town meeting (or equivalent)? Please provide information and documentation that addresses the following:*

*\*Are funds already gross appropriated? (15 points)*

*\*Will sponsor receive approval to fully fund project within 6 months of project award?  
How? (10 points)*

*\*Does the Sponsor's most recent financial audits and/or statements show any negative comments, material weaknesses, etc.? (0 to 5 points)*

So should we have some sort of action at the upcoming Council Meeting to set aside funds? Please advise.

And can I please have a copy of the most recent financial audit/statement so that I can attach to the grant to show that there are no negative comments or material weaknesses.

Thank you!  
Shanna

Shanna B. Saunders  
Director of Development Services  
City of Somersworth  
One Government Way, Somersworth, NH 03878  
Office: (603) 692-9519  
Web: <http://www.somersworth.com>

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has." Margaret Mead



## MEMORANDUM from Director Public Works & Utilities

Date: September 19, 2017

To: Bob Belmore, City Manager

From: Michael J. Bobinsky, Director of Public Works and Utilities

Cc: Scott Smith, Director of Finance

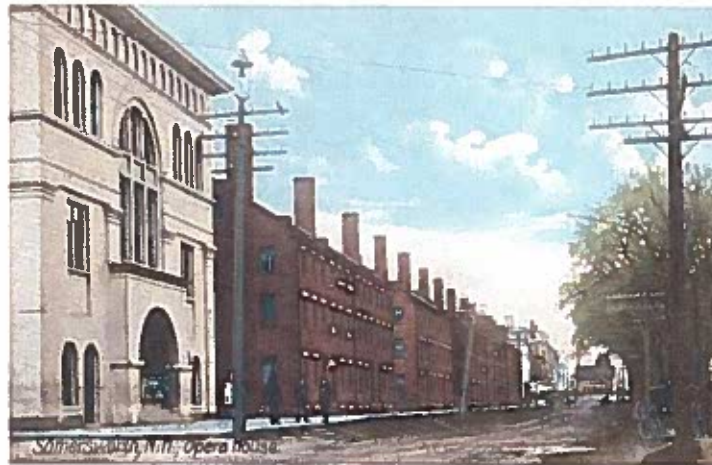
Re: Moose Plate Grant Award

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Amy Dixon, Program Manager with the New Hampshire Department of Historic Resources, called to advise that the City's Conservation Plate (Moose Plate) grant application request for \$10,000 to restore the main entrance gates and granite pillars (that form the entrance to the Forest Glade Cemetery) was approved. I have requested and will be receiving a formal notice of award and other grant award requirements from Ms. Dixon. The funds will be used to repoint, and restore the four (4) sections of the front gates and repairs to the granite posts that frame the former entrance to the Cemetery; some segments of wrought iron fencing will be replaced as well. Staff filed the application in May, 2017, and we are very pleased that our application was chosen for the full amount of the request. There is no local match for this award and the full amount of the request was approved.

The preparation of the grant application was a true collaborative by members of the Cemetery Trustees and City staff; along with strong letters of support from area officials and groups including Mayor Dana Hilliard, City Manager Robert Belmore, Cemetery Trustee Woodard Openo, Residents Kathryn and Kira Trudell, Doug Watson, and Russell Purkey, Msgt. USAF Ret. The grant application was strengthened by the very recent designation of Forest Glade Cemetery on the National Register of Historic Places along with an active Trustees and City Council who are supportive of historic preservation opportunities in the City. The Cemetery Trustees are committed to other future preservation projects at the Cemetery including assessing the historic chapel building for structural repairs and restoring historic burial markers.

I will submit to your office the formal notice of award and other grant documents that will require formal acceptance and execution prior to initiating the project once received.



*"Proud Past, Bright Future"*



## Who Is Plan NH and Why Are We Here?

- Plan NH is a 501c3 dedicated to fostering excellence in planning and design and development of New Hampshire's built environment to support a Vision of healthy and vibrant communities in the Granite State.
- Plan NH Charette program has helped over 50 communities in the State.
- Somersworth applied for a charette to look primarily at the Somersworth Plaza, the Main Street Corridor in downtown Somersworth .
- Listening Sessions
- Work Session
- Recommendations
- Next Steps



## This Weekend's Volunteers

North Sturtevant – JSA Architects  
 Robin LeBlanc – Plan NH  
 Ivy Vann – Citizen Planner  
 Christina McMahon – JSA Architects  
 Bruce Hamilton – Architect  
 Kate Ruml – Architect  
 Matt Bacon – Norwood Commercial  
 Bob Ward – Town of Moultonborough

Peter Michaud – NH Div. Historic Resources  
 Rick Lundborn – CLD Engineers  
 Susanne Smith Meyer – Landscape Architect  
 Miraslava Teneve – LeMessurier  
 Paul Roberson – The Rowley Agency  
 George Reagan – NHHFA



## Thanks To:

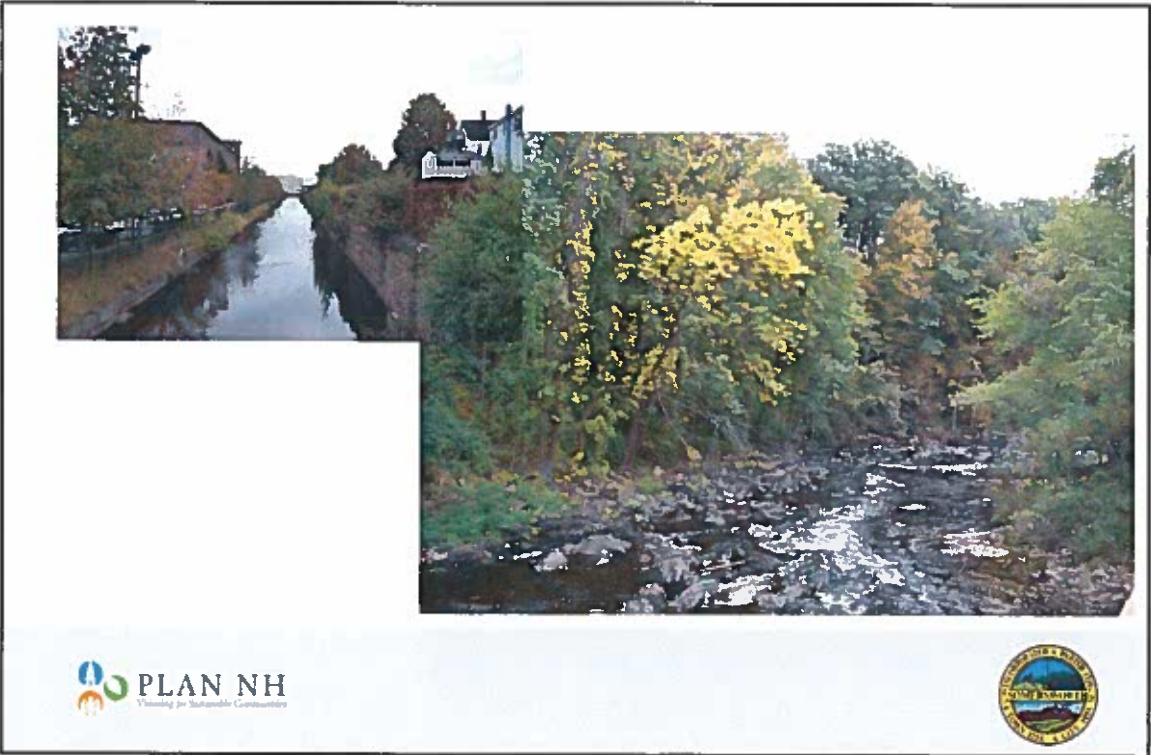
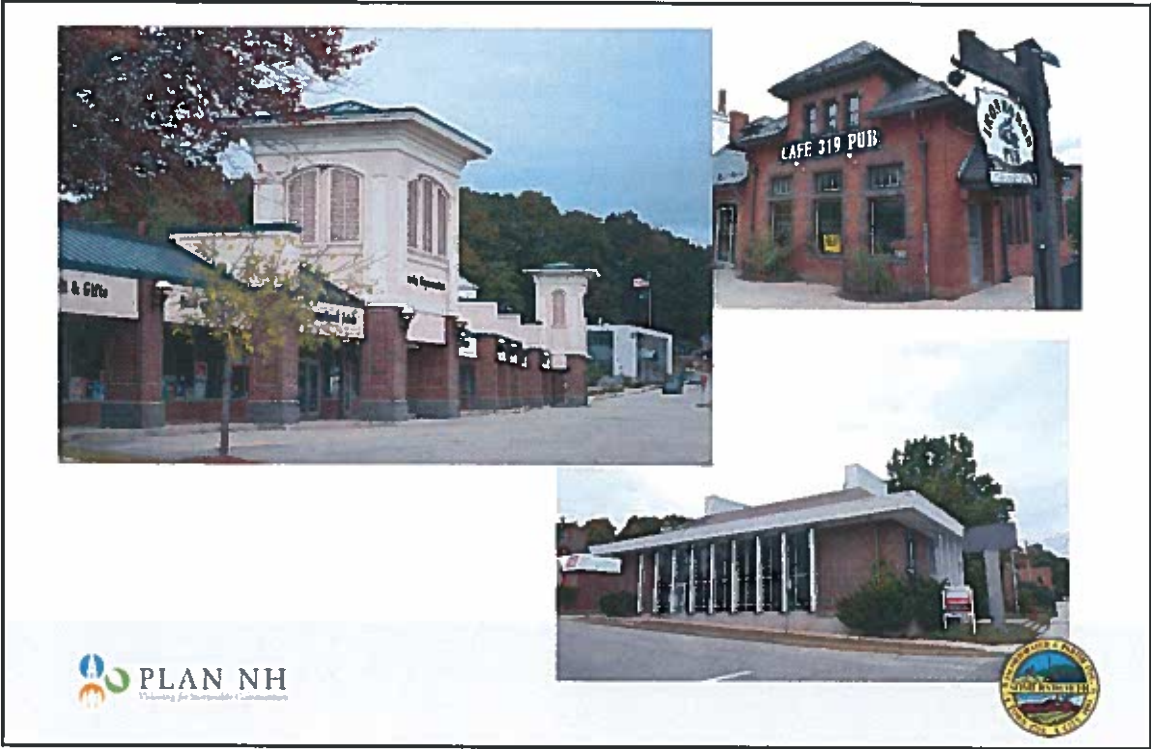
- The City of Somersworth
- Citizens of Somersworth
- Shanna Saunders



## Themes

- Growth versus Change - Plan for Change
- Proud Past, Bright Future
- Sense of Place
- Sense of and Pride In Community
- Connections







## Listening Sessions



## What do *you* See?

- Stark contrast between Main Street and High/Lower Market Streets
- Empty storefronts – Not open for business
- Decayed sidewalks
- General feeling of neglect
- Not family friendly
- Hard to see natural features, i.e. Salmon Falls River, Canal
- Absence of people and traffic
- Historic mills and main Street buildings
- Mostly empty parking lot at the Plaza



## What do *you* See?

- Too much asphalt
- Not enough green space
- Place of opportunity
- Parks
- Sketchy
- Isolated
- Poor accessibility/walkability



## What do *you* want to see?

- Public Market
- Green Space in Plaza
- Mixed Use
- Bring Back Elm Street (Government Way)
- Community Area/Meeting Space
- Vibrancy Again
- More Pedestrian Friendly
- Knit the Holistic Community Back Together



## What do *you* want to see?

- Multipurpose Destination
- Connections/Activity
- 1 Way Traffic Zone
- “Hip Zone” Unique Open Area for Arts, Music, Play
- Accessibility, Good Wayfinding
- More Green Space
- Better Connectivity between Main/High/River/Mill



## What else do we *need to know*?

- Negative Image – Somersworth Doesn't Promote Itself Well
- We have Working Retail on High Street
- It's Difficult to Get to Somersworth (16 Traffic Lights from the Spaulding)
- Positive Connections with Berwick
- New Park Land in Berwick!
- Somersworth has Passion
- Rich in Culture and History
- Need Better Building Permit Process



## What else do we *need to know*?

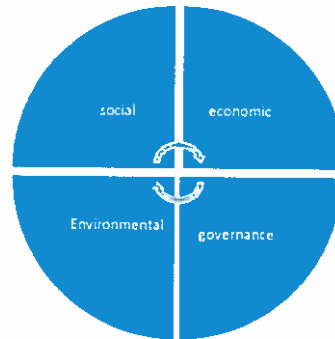
- Reputation for Higher Taxes, With a Decline in the Base
- Parking is Critical for Plaza Businesses – Transform Don't Replace
- Heavy Traffic 2 X Daily on High Street
- Number of High Profile Festivals in the Summer and Fall
- Former Riverwalk Study was Done



What is the change that  
Somersworth seeks to make?



## Sense of community, sense of pride, sense of PLACE



## Who are the changes meant to benefit?

People who already *live* in Somersworth  
 Outside target area  
 Immediately around target area  
 Inside target area  
 Business people  
 Landlords

# Strategy: START WITH WHAT YOU HAVE!



## You already have key elements:

Post office  
City Hall  
Library  
Coffee shops, etc.

People already come here ...



## People who live in target area

Find a way to invest in upgrading quality of living spaces (public and private)

What can be done in the target area to improve the quality of life there?

GREEN – grass, bushes, trees.

Playground, dog park?

Walkable streets

Safe, interesting, useful and convenient





## Businesses

Support those already there before thinking about new ones  
What do they need to improve their success?

“Put your money where your house is”

Fill in empty store-fronts with pop-up shops



## Area of Study



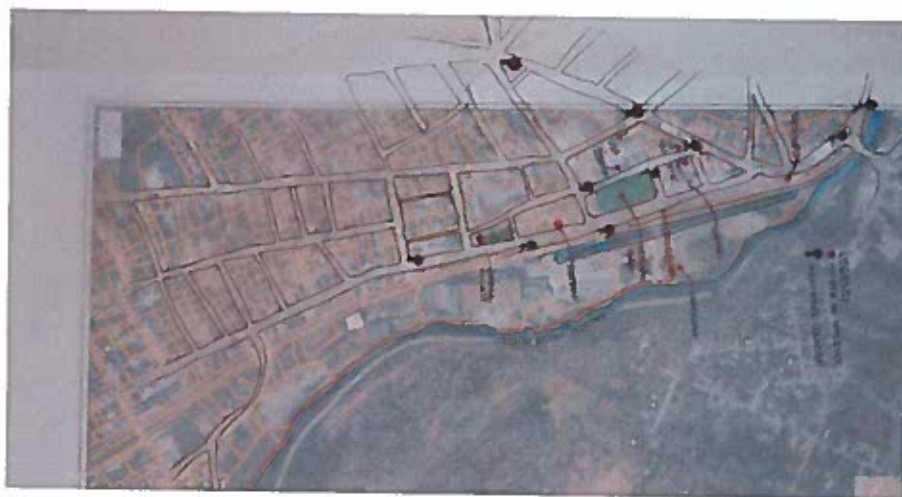
## Somersworth Plaza



## Connectivity – Implementation Strategies

- Wayfinding Signage
- Pathways
- Destinations

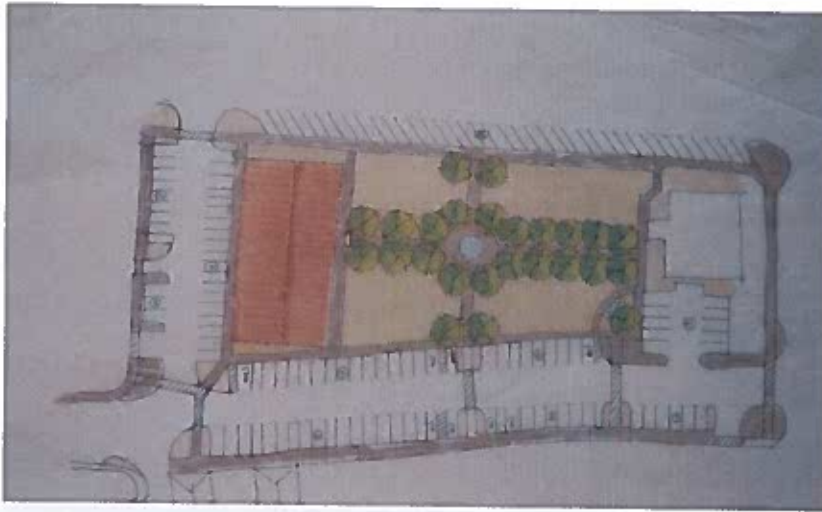
## Wayfinding Places



## Wayfinding



## A New Street



New Building on Parking Lot

Commercial Ground Floor

Active on all Four Sides  
Offices and Residential  
on 2<sup>nd</sup>/3<sup>rd</sup> Floors

Brick faced; Fully  
Articulated Windows

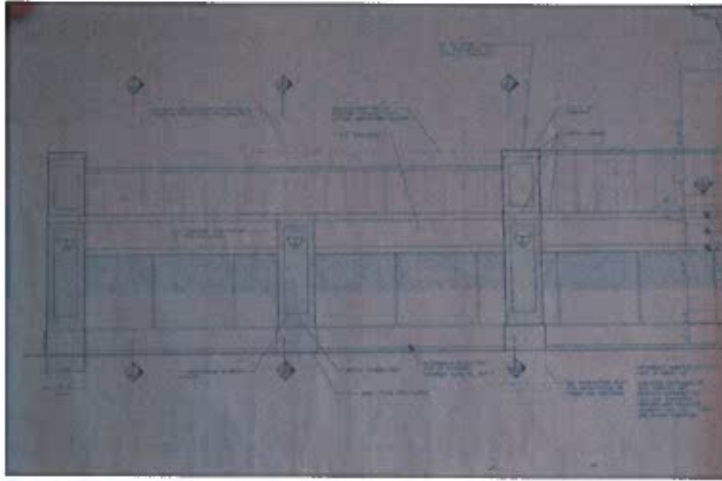
Could Step up the Slope



## A New Place



## 80's Style Existing Façade – Single Building



## A New Look and New Possibilities



Remove City  
façade to reveal  
retail

Potential for  
upper story  
residential use

More historical  
façade treatment





## Parks and Open Space in Somersworth

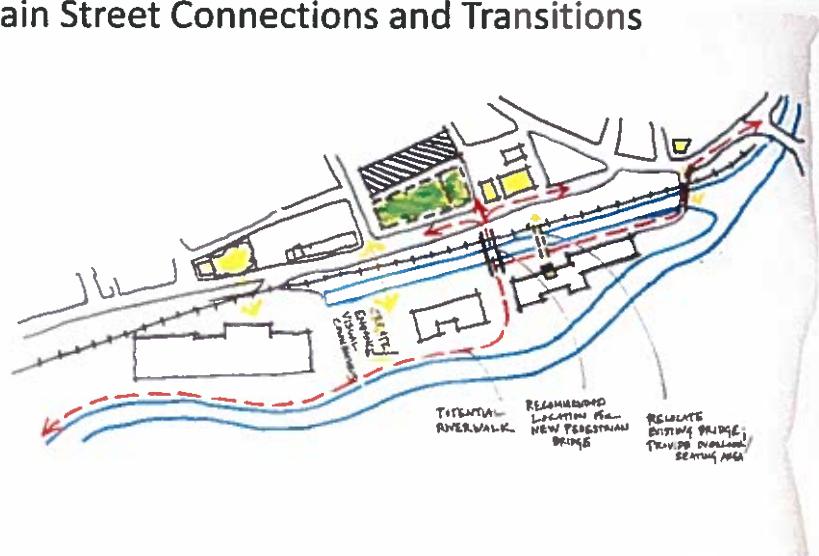


Potential to bring more open space to downtown

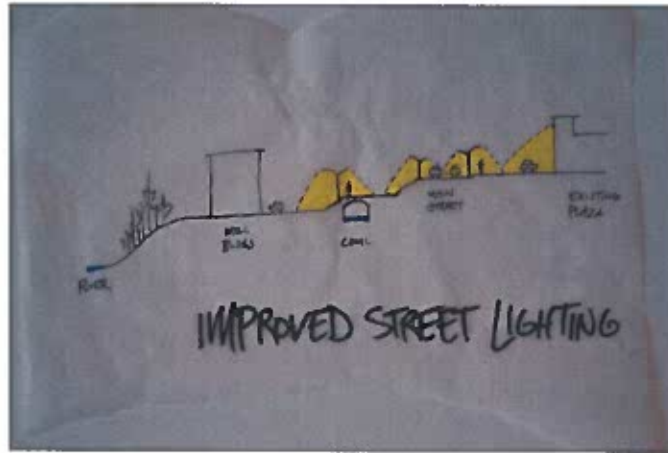
Connections



## Main Street Connections and Transitions



## Main Street Potential



## Main Street Potential





- Growth versus Change - Plan for Change
- Proud Past, Bright Future
- Sense of Place
- Sense of and Pride In Community



## A New Place



Thank you for your time!



# SOMERSWORTH, NEW HAMPSHIRE

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City of Somersworth  
One Government Way  
Somersworth, NH 03878



City Hall  
603.692.4262  
www.somersworth.com

September 28, 2017

Mr. William E. Watson, P. E.  
Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
John O. Morton Building, 7 Hazen Drive  
PO Box 483  
Concord, NH 03302-0483

Re: State of NH Draft Ten Year Transportation Improvement Plan (2019-2028)

Dear Mr. Watson:

The City of Somersworth is pleased to offer comments on the Draft 2019-2028 Ten Year Plan, in support of projects involving our region and specifically Somersworth. We appreciate the broad range of state transportation improvement projects that are listed in the Draft Plan that will enhance our region and the City of Somersworth including road paving, bridge repairs, intersection upgrades, bike and pedestrian safety improvements, preliminary engineering and feasibility studies involving major transportation corridors.

The recommended Draft Plan includes several transportation projects that have regional significance to our area. To that end, there are two (2) specific projects that we ask GACIT provide support and approve for inclusion in the final Ten Year Plan that provide improved traffic safety and future economic development opportunities to the City of Somersworth. Those projects include the proposed improvements at the W. High Street, High Street, Hamilton Street and Washington Street intersection and funding for the planning and engineering for Exit 10 . Both projects have the potential to provide positive impacts to our major transportation corridors coming in and out of the City and to our Downtown economic growth.

## **Intersection upgrades for West High Street, High Street, Hamilton Street and Washington Street – Planning & Engineering Funding Request**

This project involves improving the safety and efficiency at this heavily traveled intersection. Improvements include the redesign and construction of intersection improvements, consideration of a roundabout design, and/or realignment of the intersection for safer traffic flow, intersection safety improvements for bicyclists, pedestrians, improved ADA access, and signal head and

Proud past, bright future

William E. Watson, P.E.

September 27, 2017

Page 2

timing improvements. Upgrades to pedestrian signals and the Opticon preemption system for public safety will be part of the improvements as well. These improvements are needed to address safety and enhance business activity in our City.

Based on the latest traffic reports (2015) from the NHDOT Bureau of Planning, and Traffic Section, this intersection receives approximately 13,000 vehicles daily which reflects steady traffic growth over the past several years. In addition, the intersection has a history of 23 accidents from 2012 to present. We urge you to place this important project in the 10-year plan for Engineering and Design, so that construction may happen sooner than later.

#### **Exit 10 – Planning & Engineering Funding**

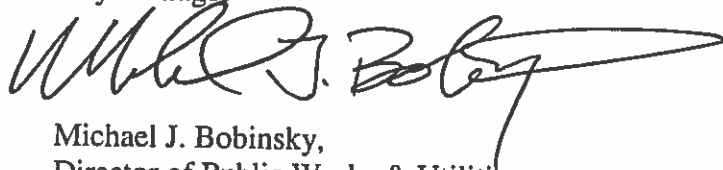
The City of Somersworth views Exit 10 as an important influence on regional economic development opportunities for the Tri City area. In addition, based on past planning discussions about possible alignment, a future Exit 10 Corridor off of the Spaulding Turnpike would connect with the Commercial/Industrial corridor of Route 108 in the Somersworth area. This is especially important given the high number of medical facilities that have been constructed on the Rte. 108 corridor between Wentworth Douglas Hospital in Dover and Frisbie Memorial Hospital in Rochester. Direct access off the Spaulding Turnpike has the potential for stimulating a wide range of development opportunities for this corridor. The Exit 10 project also will aid in reducing traffic congestion in the Rochester-Somersworth-Dover corridor along Route 108. This is a key project for the region and we urge that it be kept in the draft plan and schedule the work earlier and in concert with the planned Route 108 Complete Streets corridor study.

City of Somersworth officials will be in attendance at both GACIT public hearings held on Thursday September 28, including the hearing in Dover and in Rochester. This letter serves to document the City's support of the Exit 10 project and we urge for the inclusion of the W. High Street, High Street, Hamilton Street and Washington Street intersection improvements project.

Sincerely,



Robert M. Belmore, ICMA-CM  
City Manager



Michael J. Bobinsky,  
Director of Public Works & Utilities



Shanna Saunders,  
Director of Planning & Community Development

cc: Mayor Dana Hilliard and City Councilors