



PEASE DEVELOPMENT AUTHORITY  
PORT COMMITTEE AGENDA

MONDAY JUNE 3, 2024 8:30 AM

PEASE DEVELOPMENT AUTHORITY BOARD ROOM  
55 INTERNATIONAL DR.  
PORTSMOUTH NH 03801

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1. CALL TO ORDER
2. APPROVAL OF MINUTES
  - October 16, 2023
  - January 9, 2024
  - April 2, 2024
3. PUBLIC COMMENT
4. PORT DIRECTOR'S REPORT
  - Original ARPA request letter-Attached
  - Portsmouth Commercial Fish Pier Building
    - Concept Study Results
    - Scope of Work Proposal-Appledore Marine Engineering-Attached
  - Rye Harbor Marine Facility
    - Rip-Rap/Seawall Repair Fee Estimate 2019-Attached
    - Scope of Work Proposal-Appledore Marine Engineering-Attached
5. NEW BUSINESS
6. OLD BUSINESS
7. PRESS QUESTIONS
8. ADJOURNMENT

**PEASE DEVELOPMENT AUTHORITY  
PORT COMMITTEE MEETING  
MINUTES**

**Monday October 16, 2023**

Presiding: Neil Levesque, Committee Chair

Present: Steve Fournier, Committee Member  
Karen Conard, Committee Member

Attending: Geno J. Marconi, Division of Ports and Harbors Director;  
Paul Brean, PDA Executive Director;  
Anthony Blenkinsop, PDA General Counsel;  
Brad Cook, Chair, Port Advisory Council- Ex officio member

**I. Call to Order**

Director Levesque, Committee Chair, called the meeting to order at **9:00 a.m.** in the boardroom of the Pease Development Authority at 55 International Dr. Portsmouth, NH.

**II. Acceptance of Committee Meeting Minutes: April 6, 2023**

Director Fournier **moved** the **motion** and Director Conard **seconded** that the Pease Development Authority Port Committee accept the Minutes of the **April 6, 2023** Port Committee meeting.

Discussion: None

Disposition: Resolved by **unanimous** vote for; motion **carried**.

**III. Public Comment:**

No public comment.

**IV. New Business:**

a. **Update on Pda 600 Rules, Conditional Approval Response-** In the meeting package there is a letter received from the Office of Legislative Services (OLS which outlines the items to be addressed under the Joint Legislative Committee on Administrative Rules (JLCAR) Pda 600 Conditional Approval from their meeting on September 21, 2023. The items are related to the rule text vs. the forms. OLS staff reviewed the rules and compared the rule text to the forms, most of the items required language to be updated in the rule text to match the form, or visa versa. This is new to the Division as these concerns hadn't been brought up in the past. The item up for approval is the Divisions "Conditional Approval Response" and includes the full set of the rules, annotated to show all of the proposed changes. Director Marconi reminded the committee members that the draft of the rules could not be submitted to OLS until the PDA Board

approved the language of the initial proposal. The next step will be to get approval from the PDA Board on Thursday, submit to OLS for review, and then move on to Final Adoption of the Rules.

**b. Discussion on Establishing an Overnight Berthing Fee-** At the August PDA Board meeting a question was asked about this fee. Director Marconi indicated he misunderstood the question and submitted a clarification memo to Paul that was included in the September board package. For clarification, a number of years ago the setting of fees were taken out of the RSA 541-A Rulemaking process and are now set by the Pease Development Authority. An overnight recreational-use permit was created and added to the rule text and a form was created, but a fee was not set in the actual schedule of fees. Through all these years no one caught it until Director Levesque brought it up at the August meeting. Discussion included who is required to pay the fee, if someone has a pier use permit can they stay at the pier overnight? A vessel can stay on the recreational pier, with Division approval, and if they not already have a pier use permit, they are charged a single use pier use fee, which is \$6.00 per foot. The Pda 600 rules say that anyone using the pier (for commercial activities) shall apply for and secure a pier use permit and is limited to 30 minutes, and includes allowances for exceptions, such as needing more time to unload, or do repairs, etc. By contract with PDA, the vessels that are operating on the recreational side (whale watch, charter boats) must secure a pier use permit and the same rules apply to them that apply to the commercial fishermen, they can tie up and conduct their activities, sometimes it takes longer than 30 minutes. For anyone who wants to stay overnight on the commercial or recreational dock, they have to ask for and receive approval from the Division. If they have a pier use permit, no additional fees are required. If it's someone that does not have a pier use permit, they would be required to apply for an overnight berthing permit. There was a discussion about certain boats being tied up overnight several times at the recreational dock in Rye over the summer. The Director and Chair agreed to disagree on the number of times 2 particular boats were tied up overnight on the recreational pier. The concern is that the perception is the rules appear to not apply to everyone that uses the pier. For clarification, a vessel that wants to tie up overnight on the recreational pier needs to request approval from the Division and have a pier use permit. Typically the Division does not allow the same boat to stay overnight on the recreational dock for several nights in a row. Back to the fee, the \$6.00 is the same fee that is charged for a single-use pier use permit, which is one half the cost of the annual pier use permit.

**c. Update on Rye Harbor Fueling System Installation-**The fuel lines have been rehabilitated, photos are included in the packet. The project had unexpected delays due to receiving no bids on the installation of the fuel enclosure and a delay in receiving a part for the equipment that Lakes Region needed. The remainder of the project will begin on or around April 1<sup>st</sup>, 2024. On a side note, the new ticket kiosk for Rye has been delivered to the Market St. Terminal and will be installed in the spring as well. It will be moved

back a little bit to allow for more turnaround space for vehicles. The kiosk will be moved in the winter to protect it from storms.

**d. Port Sponsorship of the USCG Cutter “William Sparling”-** The Division always tries to support federal, state, and municipal agencies to carry out their missions on the water. The Division is a Gold sponsor for the commissioning of the new CG cutter, which will take place at the Coast Guard station in New Castle on Thursday Oct 19<sup>th</sup> at 11 AM. The cutter is tied up at the UNH dock, the story of the namesake of the vessel is interesting. This vessel is a “fast response cutter” at around 150’ in length.

**V. Old Business:**

No old business.

**VI. Press Questions**

No Press present.

**VII. Adjournment**

Director Conard **moved** the **motion** and Director Fournier **seconded** to adjourn the Port Committee meeting. Meeting adjourned at **9:28 a.m.**

DRAFT

**PEASE DEVELOPMENT AUTHORITY  
PORT COMMITTEE MEETING  
MINUTES**

**Tuesday January 9, 2024**

Presiding: Neil Levesque, Committee Chair

Present: Steve Fournier, Committee Member  
Karen Conard, Committee Member

Attending: Geno J. Marconi, Division of Ports and Harbors Director;  
Paul Brean, PDA Executive Director;  
Anthony Blenkinsop, PDA General Counsel;  
Brad Cook, Chair, Port Advisory Council- Ex officio member

**I. Call to Order**

Director Levesque, Committee Chair, called the meeting to order at **8:00 a.m.** in the boardroom of the Pease Development Authority at 55 International Dr. Portsmouth, NH.

**II. Acceptance of Committee Meeting Minutes: October 16, 2023**

Director Levesque postponed this item until the next Port Committee meeting.

Discussion: None

**III. Public Comment:**

No public comment.

**IV. Directors Report:**

- a. The main pier project is substantially complete, there are a few punch list items to be completed. There is one part of the project that will need to be completed in the spring, it's underneath the dock, the rip-rap in some spots needs to be brought to the proper elevation. All were invited to come and see the new pier.
- b. There was a ship scheduled today, but the weather (45 knots) has delayed the ship. There are 3 ships coming in January. This is good because these are the first ships since the pier project has been completed. This should improve safety and efficiency for unloading the ships.
- c. In Hampton, there is a contractor working on the jetty project, the Division is the project partner (by statute) on Army Corp of Engineers projects. A right of entry was given to the contractor to allow them access to bring equipment over.
- d. In Rye, a boat came off its mooring during the last storm and ended up on the rocks. It took a few days for them to remove the boat. A hole was discovered in the hull but was patched before putting in the water and there was no water in the boat at all.

e. Portsmouth Fish Pier:

- a. the bid was accepted from Riverside & Pickering for the construction of the pier repairs. Execution of the contract documents are taking place now and the project should be completed by early summer.
- b. The building at the fish pier is in really bad shape, it was built in 1977, it's a wooden structure. The part of the building that houses the offices is closed off due to the presence of black mold. The refrigerated units in the building are self-contained and are still operational. There is a small work area with a forklift and fishing equipment. There are big garage doors that open to allow for ventilation in those work areas.
- c. The Division was approached by NH Fish & Game who facilitates the distribution of Covid 2.0 money for the Atlantic States Marine Fisheries. Remaining funds can be used for infrastructure, so the Division has asked to use the funds for a concept study to be performed and it was approved at the last board meeting. The concept study will provide information on the current industry needs and then the Division can determine different options to replace the building. Once the concept study is done the design and engineering can begin. The Division has submitted a request for funds for engineering, design, permitting and bid and construction phase for the project. There is a turnaround time of 120 days to complete the concept study. Funding will need to be secured for the construction and the Division is looking into PIDP grants, which require a cost share from the Division. The cost for the complete project is estimated at around \$4.6 million, that will be reduced for just the building construction piece. Not knowing what the outcome of the concept study will be, the Division is requesting a bit more than the estimate and typically the projects come in under budget.
- d. The Army Corp of Engineers is doing a 107 feasibility study in Hampton/Seabrook Harbor to find a long term solution to the continuing shoaling in that harbor. There is a 50/50 cost share for these projects and the State cost share is estimated to be around \$516,000. UNH has been doing studies in that harbor for several years, ACOE has indicated they cannot use that data because UNH program is not compatible with the ACOE modeling program. The project is on hold until funding can be secured for the State's share.
- e. The Functional Replacement project went out to bid and 1 (one) bid was received at around \$24 million. The bid was disqualified because the contractor did not meet the minimum experience requirement. The contractor has submitted a letter to request reconsideration, which is currently under review with the Divisions engineers. Worst case scenario is the project will go back out to bid sometime in February, which will be good because the ACOE permit will be in place.

Discussion included:

- Why was the building checked for mold? Someone reported seeing it.
- The cost per square foot to replace the building, this would include a reconnection to the city sewer, and new refrigerated boxes.

- Deed restrictions on use, for example, the property will be used for commercial fishing purposes only or it goes back to the city, and any buildings have to be architecturally compatible with the neighborhood (ex: cedar shingles).
  - The final functionality of the building won't be determined until the concept study is complete. There are a lot of ideas being tossed around, Outreach and public input will be accepted during the preparation of the concept study.
- f. A finance report was handed out to the Committee. The year to date actual revenue is off from the YTD budget. There are 3 salt ships coming, which will bring in over \$200,000.00 in revenue. The Divisions budget is cyclical and subject to variations. Some items that are impacting the revenue at the terminal is that salt ships are encountering heavy weather along with the drought impacting the Panama Canal is limiting the number of daily transits through the canal. At the smaller facilities, commercial fisherman are fishing longer hours and more often and they are getting fuel from the trucks, this revenue shows up as fuel flowage fee. The regular fuels sales (pumps) are down, mainly due to the rainy weather on the weekends, over this past summer people weren't going out in their boats. One of the marine operators that have slips indicated to Director that people are staying at the docks rather than going out on the water, and that their fuel sales are off by 80%. The recreational pumps in Rye will be installed at the beginning of April. Discussion on markup of pumped fuel, you have to remember that there is O & M associated with the fuel pumps, cost of operation. The fuel trucks provide passive income, as the Division gets 10 cents per gallon for the fuel delivered from the truck. The biggest reason the fuel trucks come in is to service the commercial operators, which fuel up about 3 times a week. It would take over 3 hours to fuel 1000 gallons to fuel from the dispenser. The fuel system is designed to service recreational boats. Question, why aren't we charging the same amount to the fuel truck fee that we would charge anybody else getting fuel? It cannot be justified because it doesn't cost the Division operational money to operate that program. The fuel truck deliveries are an alternative to using the fuel pumps. Biggest factor was that the boats could come in and get the fuel and get out of everyone's way. Times for fuel deliveries are restricted at Rye and Hampton to prevent interference. The fuel flowage fee is being considered for an increase. The profit off the pumps is probably around 18 cents per gallon. It may be that given the market conditions are contributing to the drop in revenue and everyone is experiencing the same situation. The Division is looking at the fee structure at all of it's facilities. The Division is self-funding, and at the end of each fiscal year has never operated at a deficit. The Division has a responsibility to the public to be fair, and a responsibility to the board to not waste money and find a balance. Years ago, under DRED, trucks were not allowed to fuel boats on the property and the users went to another marina to fuel rather than using the pumps at the State facilities. Discussion turned to the cruise ship and the passenger fee of \$2.50, is it the same at the other facilities for other large boats? The fee for the cruise ships are coming to the maritime terminal which has a fee structure in place, per regulation. The cruise ship will be coming to the main ship terminal, the Isles of Shoals has an exclusive use of that property as a tenant with a lease. It is outside of the marine terminal and includes other fees such as rent, maintenance fee, and \$1 per passenger fee. The fee structure is set for the commercial vessels in Rye and Hampton through the code of administrative rules, they get a pier use permit that allows them to conduct their business on the docks there. They don't have an exclusive use of the dock. How do our fees compare with other places, about 10 years ago a port comparison was completed and the Division is right in the middle. The Division continually

compares their fee structure. The did it for the cruise lines and the passenger fees are higher in Portland for example, but they offer more amenities there. The statement was made that no 2 ports are alike.

**V. New Business:**  
No new business.

**VI. Old Business:**  
No old business.

**VII. Press Questions**  
No Press present.

**VIII. Adjournment**  
Director Fournier moved to adjourn, Director Conard seconded and the meeting adjourned at 8:41 AM.

DRAFT



**PEASE DEVELOPMENT AUTHORITY  
PORT COMMITTEE MEETING  
MINUTES**

**Tuesday April 2, 2024**

Presiding: Neil Levesque, Committee Chair

Present: Steve Fournier, Committee Member  
Karen Conard, Committee Member

Attending: Geno J. Marconi, Division of Ports and Harbors Director;  
Paul Brean, PDA Executive Director;  
Anthony Blenkinsop, PDA General Counsel;  
Suzy Anzalone, PDA Finance Director  
Myles Greenway, Division of Ports and Harbors Deputy Director;  
Brad Cook, Chair, Port Advisory Council- Ex officio member

**I. Call to Order**

Director Levesque, Committee Chair, called the meeting to order at **8:30 a.m.** in the boardroom of the Pease Development Authority at 55 International Dr. Portsmouth, NH.

**II. Acceptance of Committee Meeting Minutes: October 16, 2023 & January 9, 2024**

Director Levesque indicated he has a substitution for the October 16<sup>th</sup> minutes, that will be passed out and become part of the packet. Approval of minutes for both meetings is postponed until the next Port Committee meeting.

Discussion: None

**III. Public Comment:**

No public comment.

**IV. Finance Directors Report:**

A. S. Anzalone explained the details of the Port's Draft Capital Improvement Plan for FY 2024-FY 2030, which was included in the packet. The projects are broken down by State, Federal, and internally funded projects. Some of the projects in Rye will be submitted to FEMA for possible reimbursement. This is the same report that was provided in the Board package last month and will be going before the board for approval. Conard asked if ARPA funds are able to be obligated before the end of the calendar year, yes that is the plan. Director Brean mentioned that he spoke with Commissioner Caswell yesterday with regards to the use of the \$2 mil, and as soon as it's approved, we'll start working on it.

B. S. Anzalone handed out and explained a historical performance report for the Ports'

unrestricted account funds, so does not include the Revolving Loan Fund, Foreign Trade-Zone account, or the Harbor Dredging and Pier Maintenance Fund. The report shows 4 ½ years of Profit and Loss statements, which includes YTD for FY 2024. The question about when the last operational audit was done. Marconi replied that an annual audit is completed. The last time there was a Legislative audit was in 2000, prior to the administrative merge with Pease. Asst. Port Director Myles Greenway presented the current “Terminal Charges” to the Committee and described some fees that the Division is looking at for possible increases. Greenway presented scenarios on potential increase in revenue for Dockage & Wharfage by 1 cent and 5 cents. Greenway also passed out a sample of the ship log report that the Division uses to determine billing. Fournier asked question about how the Port fees here compare to other ports, a port comparison was done and the fees are close with the tonnage rate at 29 cents, and the dry bulk cargo, and there is room to go up on those, along with the heavy lift category. Follow up question, would an increase in fees impact a cargo company’s choice for using the Port? It would impact the salt companies the most, but doesn’t believe it would deter them from using this port, considering the road transportation costs by using other ports. The fees were last updated in 2017. Discussion on economy and fees, suggestion to have an automatic increase built in. Director Brean mentioned that the Division does have an annual CPI increase built into the agreements with the tenants at the Market St. Terminal. Discussion on condition of the main wharf condition, and that previously it was in disrepair. The rehabilitation has been done, and this is a good time to increase with the better product to offer, in the way of the new pier. Question, is a vote required to increase the fees? Marconi indicated that the Division reviews the fees each year and if decisions are made to change the fees, it would come before the PDA Board. Questions regarding competition, if we raise prices, does it automatically mean they will go somewhere else? No, it really has to do more with the location of the stockpiles. How is the laydown area compared to other ports, very limited, Granite State Minerals has 3 acres, and Morton Salt has 1 acre of the 11-acre terminal. The terminal is more of a throughput transportation facility. In the past, cargo owners have partnered with PDA for laydown there. Discussion and handout regarding the fuel flowage fee, and how it compares with other facilities. Discussion on increase in wharfage, is there a way to estimate how much the increase would be annually? Hard to know, as it depends on how many ships use the terminal annually. Question regarding the \$500 fee for Newburyport, is it a one-time \$500 fee and allows them take fuel over the dock, is that correct? Yes, it’s a one-time annual fee.

**V. Directors Report:**

- a. Star Island and Shoals Marine Lab, Rights of Entry-Director Marconi indicated that the Division will be asking for approval to enter into a 6-month agreement as their ROE’s expired on April 1<sup>st</sup>. The price per foot for the extension was adjusted so that both ROE’s have the same fee. The extension will also allow time for a deeper review to be done and put the renewal of the ROE’s at the end of the season, rather than at the beginning of the season.
- b. Commercial Mooring Transfer, McCune to Huff. Marconi explained the details of the

transfer request. Discussion on the PDA Conflict of Interest (COI) policy and it may pertain to this situation. Levesque indicated that the person that oversees the activities in the harbor should not be allowed to have a business in the harbor. Clarification on who John McCune is. Question on where the harbormasters come from; historically they are local residents, that know the harbors. Marconi described the Harbormasters in Seabrook, Rye, and Hampton. Segregation of duties was described as Huff being the shoreside harbormaster, that has nothing to do with moorings, its administrative and oversees the land side operations, with Leo Axtin being the water side harbormaster. Clarification on the process, the code of Administrative Rules says the PDA Board has to approve Commercial Mooring transfers and the PDA Board delegated that authority to the PDA Executive Director. Discussion of the transfer request process - the transfer request goes to the local Harbormaster, then the Deputy and Chief Harbormasters, then goes to the Port Director, then gets a once over by the Mooring administrator, then it goes to PDA Exec. Director for final approval and, if approved, is reported to the PDA Board. Levesque mentioned the HR Ethics procedure adopted last fall and feels it should be reviewed by the Attorney General's office for an opinion. Anytime, you are in charge of regulating state/tax payer property and also running a business it's different than having a recreational mooring situation because its commerce. Levesque noted the Committee would not be voting today. Fournier asked whether the AG would comment or not on the PDA COI policy? Blenkinsop noted that the AG is legal counsel to the PDA, and the question is would this scenario violate the PDA COI Policy. PDA legal will reach out to the AG's office - unsure whether they would opine or how long it would take for them to opine. Further discussion included other harbormasters that currently have commercial moorings, the process for investigations in that case, and shore based/administrative harbormaster duties vs. waterside harbormaster duties. As a point of clarification, local harbormasters are code enforcers, not law enforcement. If there is any dispute or controversy about a mooring issue it goes through a process. Because this one involved an employee, the Division is bringing it to the Committee's attention. Levesque had further discussion on duties of the harbormaster and looking at the public perception. Feels there must be a clear separation of duties. Concern is the State employee is going to be self-regulating. Brean explained the item was put in this Committee packet as a point of transparency, PDA will reach out to AG as requested by Levesque. Discussion on whether commercial moorings that were in place prior to the COI policy that became effective last fall are grandfathered. Further discussion indicated the COI policy being discussed is applicable to PDA employees only.

- c. Rye Harbor Ramp Repair, due to storm damage the ramp is unusable, prices are being gathered for repair. Underneath the original ramp are concrete slabs, but they're old and replacement has been on the Capital Improvement Plan.
- d. Hampton Harbor Electrical Repair to the fuel system, due to storm damage. PDA's on call electrical provider Martineau, provided a quote for repairs. The Division will be

asking for approval for the repair, it's about \$24,000. The Division will seek reimbursement from FEMA.

**VI. New Business:**

No new business.

**VII. Old Business:**

No old business.

**VIII. Press Questions:**

No Press present, however, Joe Watts from Star Island spoke on the operations at the Burge Dock, and mentioned there are 35,000 people who use the facility and they employ 200 people. The use of the Burge Dock is critical to their operations.

**IX. Adjournment:**

Director Fournier moved to adjourn, Director Conard seconded and the meeting adjourned at 9:23 AM.

DRAFT

March 18, 2024

The Honorable Ken Weyler, Chairman  
Fiscal Committee of the General Court and

His Excellency, Governor Christopher T. Sununu  
And the Honorable Council  
State House  
Concord, New Hampshire 03301

**REQUESTED ACTION**

Pursuant to RSA 14:30-a VI, authorize the Pease Development Authority-Division of Ports and Harbors (“the Division”) to accept and expend \$2,000,000.00 in American Rescue Plan Act (ARPA) State Fiscal Recovery Funds (SFRF) to fund costs associated with the projects listed below, effective upon Fiscal Committee and Governor and Council approval through September 30, 2024. 100% Federal Funds.

- Portsmouth Fish Pier costs of engineering study, design, permitting, and construction for a replacement building; and
- Rye Harbor costs of concept development, engineering, design, bidding, permitting, and construction of a structure to better accommodate retail operations.

This is an allowable use of ARPA SFRF funds under Section 602 (c)(1)(C) for provision of government services to the extent of the reduction in revenue.

Funds are to be budgeted in FY2024 as follows:

<b><u>03-13-013-130510-26XX0000 ARPA PORTSMOUTH / RYE PROJECTS<sup>[1]</sup></u></b>		<b><u>FY2024</u></b>	<b><u>FY2024</u></b>	<b><u>FY2024</u></b>
<b><u>CLASS</u></b>	<b><u>ACCOUNT</u></b>	<b><u>CURRENT MODIFIED BUDGET</u></b>	<b><u>BUDGET REQUEST</u></b>	<b><u>REVISED BUDGET</u></b>
<b><u>EXPENDITURES</u></b>				
040 – Indirect Costs	500800	\$0	\$5,000	\$5,000
041 – Audit Fund Set Aside	500801	\$0	\$1,994	\$1,994
103 – Contracts for Op Svcs	502664	\$0	\$1,993,006	\$1,993,006
<b>TOTAL EXPENSES:</b>		<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>
<b><u>SOURCE OF FUNDS</u></b>				
000 – Federal Funds	400338	\$0	\$2,000,000	\$2,000,000
<b>TOTAL REVENUE:</b>		<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>

<sup>[1]</sup> All direct program costs for Portsmouth Fish Pier will be accounted for using activity 00FRF602GS1302A and all administrative and indirect costs will be accounted for using activity 00FRF602GS1302Z. All direct program costs for Rye Harbor Development will be accounted for using activity 00FRF602PH1301A and all administrative and indirect costs will be accounted for using activity 00FRF602PH1301Z. Accounting classifications may be subject to technical changes at the discretion of the Department of Administrative Services’ Division of Accounting Services.



## EXPLANATION

**The Portsmouth Commercial Fish Pier (Fish Pier)** is an approximately 4,000 square foot State-owned facility located on the Piscataqua River, 1 Peirce Island Road, Portsmouth, NH. Construction began in 1977 and the facility was opened in 1979. The Fish Pier is the hub of commercial fishing in the seacoast of New Hampshire providing overnight berthing for 20 boats and pier-use permits for an additional 55 vessels. The facility offers retail sale of diesel and gasoline fuel to the fishing vessels as well as the general boating public. Bulk ice is also available for the safe handling of harvested fish and shellfish.

The building sits on an approximately 1.9 acre, above-water location and is currently over 50% shut down due to the presence of black mold, identified in a recent condition survey. The wooden structure has deteriorated and is at the end of its useful existence and is in need of replacement. The Division has been responsible for the management of the facility since circa 2002 and is currently engaged in a concept study to investigate the needs of the fishing industry and fishing community to determine the style and layout of a replacement building. The concept study report is due April 2024.

This authorization would provide funding to move immediately into the engineering study, design, permitting, and construction phases for a replacement building, based upon completion of the concept study. Aerial photos are attached for reference.

**The Rye Harbor Marine Facility (“Rye Harbor”)** is State-owned and located at 1870 Ocean Blvd, Rye, NH. The property was constructed in 1960 with materials (sand and rock) excavated by a U.S. Army Corps of Engineers dredging project which also created the entrance channel and anchorages at Rye Harbor as it exists today. The Commercial Pier and Associated Facilities at Rye Harbor are one (1) of the two (2) State-owned facilities (also Hampton) on the seacoast of New Hampshire that provides access to the sea for recreational boating, passenger vessels, and commercial fishing vessels. Additionally, the facility offers retail sale of diesel and gasoline fuel to fishing vessels, the general boating public, maritime law enforcement, and first responders.

The proposed area of investigation is approximately four (4) acres of land that is minimally above the Mean High-Water Datum (MHW) and floods with up to four (4) feet of additional tidal rise during times of astronomical tide events (Full Moon) and even higher when astronomical events occur with coastal storm surge.

On the property there are ten (10) small buildings independently owned by commercial pier use permit holders and/or seasonal businesses. The commercial pier-use permit holders utilize the buildings under a Right of Entry as an accessory to their associated commercial pier use. Use of the buildings include storage and sale of bait and tackle, charter boat passenger ticket sales, and sale of live lobster and seafood landed at Rye Harbor. Two of the ten buildings support a seasonal business that operate under a Right of Entry and Concession Agreement to sell restaurant style prepared menu items. In addition to the privately owned buildings, the Division owns three (3) buildings, two (2) of which are a permanent office and a permanent storage structure, for a total of thirteen (13) small structures at the facility.

Over decades the buildings have evolved from storage buildings to places where retail business is conducted. The buildings have become an important part of the economic fabric of the facility and allow the general public direct interaction with maritime businesses. All these structures are affected to some degree by tidal conditions and are consistently flooded during tidal surges and storm activity (as an example, please see attached photo taken January 13, 2024). Additionally, during the transition from storage space to retail use, there has been no consistency in improving accessibility, utilities, or fire protection.



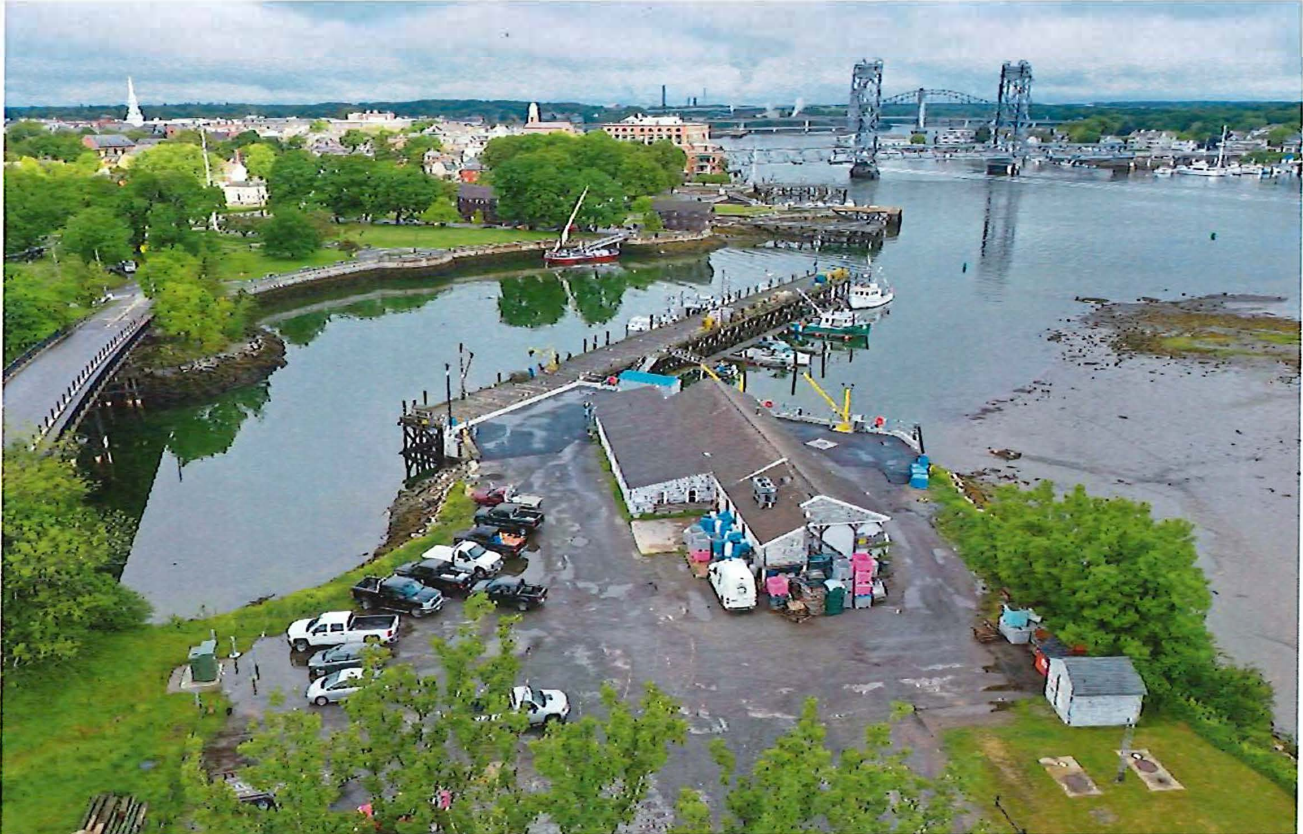




Price Table  
Provided  
by  
MVA  
Insurance



Portsmouth Fish Pier Building-Request for ARPA Funds  
Pg 1 of 2 Photos





Portsmouth Fish Pier Building-Request for ARPA Funds  
Pg 2 of 2 Photos





# Appledore Marine Engineering, LLC

600 State Street, Suite E | Portsmouth New Hampshire 03801

May 15, 2024

Myles Greenway  
PDA Division of Ports & Harbors (PDA)  
555 Market Street  
Portsmouth, New Hampshire 03801

Cc: Atlantic States Marine Fisheries Commission (ASMFC)

Re: Portsmouth Commercial Fish Facility Building - **Concept Study**  
Portsmouth NH

Dear Mr. Greenway

Appledore Marine Engineering, LLC (AME) is pleased to submit this concept study for the replacement of the Commercial Fish Facility Building on Pierce Island, Portsmouth, NH. Presented in this study are a narrative description with associated drawings and opinion of probable design, permit application, and construction costs.

During concept development, it was determined that replacement of the existing facility in kind would likely exceed the anticipated budget by a significant amount. It was jointly decided between PDA and AME that that most logical course of action for the study would be to focus on developing a base bid concept that satisfies the minimum core functions of the facility and bid options for opportunities to expand the scope of the project, should additional funding become available. The anticipated cost for the base bid concept exceeds the current anticipated budget, but it is our opinion that it represents the minimum scope required to maintain operations at the facility. The table below provides a summary of anticipated costs associated with the base bid of the project:

**Table 1: Summary of Anticipated Costs**

TASK	AMOUNT
Engineering Studies / Design	\$99,400
Permit Application Development	\$14,200
Construction Engineering / Administration	\$106,500
<b>Design / Engineering / Permitting Subtotal</b>	<b>\$220,100</b>
Demolition / HAZMAT / Removals	\$239,980
Construction of New Facility	\$959,920
<b>Demolition / Construction Subtotal</b>	<b>\$1,199,900</b>
<b>TOTAL PROJECT (Base Bid)</b>	<b>\$1,420,000</b>

This effort represents the conceptual phase of design with the intent to provide a viable replacement concept for the building, general arrangement plan, and opinion of the probable costs. The next phase of this project would be to progress the concept development to the design of construction documents and develop/submit permit applications.

Thank you for the opportunity to work with you on this study. If you have any questions or require additional information, please do not hesitate to contact us.



Noah J. Elwood, PE, D.PE, D.OE  
President



Travis Baker, PE  
Project Manager



600 State Street, Suite E | Portsmouth New Hampshire 03801

May 23, 2024

Myles Greenway  
Acting Director  
Pease Development Authority – Division of Ports and Harbors  
555 Market Street  
Portsmouth NH 03801

[M.Greenway@peasedev.org](mailto:M.Greenway@peasedev.org)

Re: **Proposal for Engineering Services**  
Portsmouth Fish Pier – Replacement Building Design

Dear Mr. Greenway:

Appledore Marine Engineering, LLC (AME) is pleased to present this proposal for the referenced project. This proposal presents the Scope of Work, Assumptions, Schedule, and Fees for the services required to complete the work.

### **Background**

The Fish Pier is the hub of commercial fishing on the seacoast of New Hampshire, providing overnight berthing for 20 boats and pier-use permits for an additional 55 vessels. The current condition and presence of black mold have necessitated a replacement building to be considered. In cooperation with Oak Point Associates (OPA), AME completed a concept study for a replacement building. The final study, submitted on May 15th, identified a “minimum” concept, determined in collaboration with PDA-DPH personnel, with an estimated cost of \$1,420,000. The cost includes engineering, design, bidding, permitting, and construction.



*Figure 1 Conceptual Rendering of Replacement Building*

Further reductions in the “minimum” concepts are understood to be needed to achieve the budget goal.

We understand the State has authorized the use of ARPA SFRF funds under Section 602 (c)(1)(C) to fund the project up to \$1,000,000.

This project's scope is to provide the required services, including engineering, design, permitting, bidding, and construction observation, to support the construction of a new building.

### **Scope of Work**

Acknowledging the budget constraints, we request that the PDA-DPH define the minimum operational characteristics based on priorities. This will be essential to focus design efforts and achieve the project budget goals.

The Scope of Work outlined below provides for site investigations, design, engineering, and preparation of contract documents to replace the existing building. The proposal includes the following:

1. Additional Design Phase Site Investigations, Surveys and Program Analysis;
2. Design Services and Preparation of Contract Documents (Drawings, Specifications, and Opinion of Construction Estimate);
3. Permitting Services;
4. Submission and Deliverables; and
5. Construction Period Services.

#### ***1. Additional Design Phase Site Surveys and Investigations***

The following site surveys and investigations are required to define existing conditions further to allow the progression of the design services.

1. Supplemental topographical survey to define gaps in the record information;

2. Geotechnical subsurface investigations including up to four (4) borings (the actual number of borings will depend on the progress of work during the time available (one drill-crew day). Samples will be taken from the borings and evaluated for geotechnical properties. Geotechnical recommendations will be provided for the project, including foundation type, frost protection depth, foundation drainage, subgrade preparation, pavement section, and reuse of on-site materials and
3. Test pits (2) to verify the condition and dimensions of the existing foundation system. Test pits will be filled with existing excavated soils, and a gravel compacted surface will remain. Further repairs and/or paving will be completed in the follow-up building construction project.

## **2. Design Services and Preparation of Contract Documents**

To support the replacement building design, we will provide professional services, including civil, structural, mechanical, and electrical engineering, as well as architectural and interior design.

Professional services will include the following:

1. Removal drawings depicting selective demolition of components that will be removed, including hazardous materials as indicated in a report by others;
2. Building plans, elevations, and details following program requirements;
3. Design of foundation and structure;
4. Design of HVAC and plumbing systems;
5. Design of electrical and communications systems;
6. Design of site facilities, pavements, grading, and erosion control;
7. Design of utility services according to utility company standards and requirements;
8. Preparation of an opinion of probable construction costs;
9. Incorporate review comments and adjust drawings and specifications as necessary for the next submission and
10. Preparation of Contract Documents, including drawings and specifications. Division 00 and Division 01 specifications. We intend to leverage EJCDC bidding documents as provided on other PDA-DPH projects.



### **3. Permitting Services**

We have reviewed the applicable regulations and determined that the following permits are required. We will complete the required regulatory applications, consult with regulators as necessary, and prepare a package for the Owner's signature. Once identified, PDA-DPH will need to provide a check for the applicable permitting fees prior to submission.

1. A NHDES Shoreland permit application due to work within 250 feet of the high-water line;
2. A NHDES Standard Dredge and Fill Permit application due to work within 100 feet of the high-water line.

### **4. Meetings**

We have included the following meetings to support collaboration with the PDA-DPH.

1. Pre-design (kick-off) meeting with Owner representatives to discuss project requirements;
2. Design review meeting with the Owner representatives following the Schematic Submission;
3. Design review meeting with the Owner representatives following the Pre-Final Submission and
4. A meeting arranged by the Owner for the purpose of sharing the project details with the public and gaining public input.

### **5. Construction Period Services**

Services under this task involve consulting with and advising PDA during construction. The services under this phase are limited to the level of engagement and awareness that the engineer is only knowledgeable of the onsite construction work based on submittals and RFI's from the contractor and periodic site visits to assess the level of completion and become generally familiar with the quality of work. During this phase, the contractor is responsible for notifying the Owner of conflicts or issues with the construction that require engagement by the engineer, as well as the construction means, methods, techniques, sequences, or procedures and site safety.

This task includes the following activities as requested by PDA:

- Reviewing for compliance with overall design intent, shop drawings, material certifications, and other submittals by the contractor.



- Visiting the project site at appropriate intervals as construction proceeds to observe and report on the progress and the overall quality of the completed work. We have planned five (5) site visits during critical construction milestones. Complete inspection reports documenting work progress after the scheduled site visits, noting specific observations, deficiencies, and photographs.
- Respond to the contractor's request for information (RFI's). We have based our estimate on 20 RFI's.
- Prepare a final punch list after notification by the contractor of substantial completion.
- Reviewing the contractor's as-built drawings for completeness.

This proposal is premised on a qualified, experienced contractor; therefore, weekly construction inspections are deemed unnecessary. If it is determined during construction that the contractor is having challenges achieving the design intent or quality of work, additional inspection services may be added through a modification to this contract.

The presence or duties of AME's/OPA's personnel at a construction site, whether as onsite representatives or otherwise, do not make AME/OPA or AME's/OPA's personnel in any way responsible for those duties that belong to PDA and/or the construction contractors or other entities, and do not relieve the construction contractors or any other entity of their obligations, duties, and responsibilities, including, but not limited to, all construction methods, means, techniques, sequences, scheduling, and procedures necessary for coordinating and completing all portions of the construction work following the construction contract documents and any health or safety precautions required by such construction work.

AME/OPA and AME's/OPA's personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions and have no duty to inspect, note, observe, correct, or report on health or safety deficiencies of the construction contractor(s) or other entity or any other persons at the site except AME's/OPA's personnel.

The presence of AME's/OPA's personnel at a construction site provides PDA with a greater degree of confidence that the completed construction work will conform generally to the construction documents and that the integrity of the design concept as reflected in the construction documents has been implemented and preserved by the construction contractor(s). AME/OPA neither guarantees the performance of the construction contractor(s) nor assumes responsibility for the construction contractor's failure to perform work following the construction documents.

## **DELIVERABLES**

We have reviewed the project requirements and determined the following deliverables would be required. If additional submissions are required to allow further owner input, a modification to the contract would be required.

1. Schematic design submission (drawings and opinion of cost);
2. Pre-final design submission (drawings, specifications, and opinion of cost);
3. Final Design Submission (drawings, specifications, and opinion of cost).

Each submission will include two hard copies and one electronic copy.

## **SUBCONSULTANTS**

We acknowledge that the project requires architectural and building design engineering services, which we will subcontract with OPA, a consultant included in our master services agreement with the PDA-DPH.

## **EXCLUSIONS AND CLARIFICATIONS**

The following services are not anticipated to be required and are therefore not included in this proposal. If, during the progression of the work, additional services are deemed necessary, a modification to our contract may be completed.

1. Hazardous material testing, survey, and abatement;
2. Special inspections (Chapter 17, IBC);
3. Evaluation of soil vapor, radon, asbestos, or other potential environmental concerns not included in the ASTM or All Appropriate Inquiries (AAI) standards;
4. Regulated building material survey or management;
5. Historical/cultural resources investigation;
6. Revisions of project development program as requested by client, state, or local agencies;
7. As-built plans, easement plans, construction survey and/or certification;
8. Construction materials testing;
9. Renderings;
10. LEED certification;

## SCHEDULE

We expect to proceed with the work immediately upon receipt of the signed acceptance of this proposal. We will work closely with the PDA-DPH to provide the Final Submission by October 1, 2024. To achieve this schedule we would require notice to proceed within two weeks of proposal submission.

Permit applications will be developed and submitted to the review authorities as soon as the design development process and the PDA-DPH allow; however, the time required to complete the permitting process may extend beyond the Final Submission.

## FEES FOR CONSULTING SERVICES

Fees for consulting services will be on a fixed fee basis per the fee schedule detailed in the table below:

Scope	Fee
Project Management, Meetings and QC Services	\$ 52,715
Site Investigations, Surveys and Program Analysis	\$ 32,483
Design Services and Preparation of Contract Documents	\$ 83,017
Permitting Services	\$ 19,316
Construction Period Services	\$ 30,888
<b>Total Architectural and Engineering Services</b>	<b>\$218,419</b>

The fixed fee includes all labor, reimbursable, and equipment expenses required to complete the work. Payment is due within thirty (30) days of the invoice date.

Please do not hesitate to contact me with any questions about this proposal.

Regards



Noah J Elwood, PE, BC. PE, BC. OE

President

# Appledore Marine Engineering, LLC

600 State Street, Suite E | Portsmouth New Hampshire 03801

May 23, 2024

Myles Greenway  
Acting Director  
Pease Development Authority – Division of Ports and Harbors  
555 Market Street  
Portsmouth NH 03801

[M.Greenway@peasedev.org](mailto:M.Greenway@peasedev.org)

Re: **Proposal for Engineering Services**  
Rye Harbor – Retail Platform Design

Dear Mr. Greenway:

Appledore Marine Engineering, LLC (AME) is pleased to present this proposal for the referenced project. This proposal presents the Scope of Work, Assumptions, Schedule, and Fees for the services required to complete the work.

## Background

The Rye Harbor facility has a section along the entrance drive dedicated to the retail sale of fish and light-prepared foods. These “fish shack” buildings allow the fishing industry to sell directly to the public fresh off the boat.



*Figure 1 Area of the subject project fish shacks.*

Rising water levels and an increase in the intensity of storms have resulted in periodic flooding of the fish shacks, causing severe damage and an interruption to operations. To improve the resiliency of the fish shacks, a project is being proposed to construct an elevated platform above the highest anticipated water level to support prefabricated buildings.



*Figure 2 Flooding in early 2024. Note fish shacks on the top left.*

We understand the State has authorized the use of ARPA SFRF funds under Section 602 (c)(1)(C) to fund the project up to \$1,000,000.

This project's scope is to provide the required services, including engineering, design, permitting, bidding, and construction observation, to support the construction of a retail platform and prefabricated buildings.

### **Scope of Work**

The Scope of Work outlined below provides for site investigations, design, engineering, and preparation of contract documents to design a new platform and prefabricated buildings. The proposal includes the following:

1. Site Investigations and Surveys;
2. Design Services and Preparation of Contract Documents (Drawings, Specifications, and Opinion of Construction Estimate);
3. Permitting Services;
4. Submission and Deliverables; and
5. Construction Period Services.

#### **1. Site Surveys and Investigations**

The following site surveys and investigations are required to define existing conditions to support the progression of the design services.



1. A topographic survey of the project area, including the location of wetland flags by a Wetland Scientist, the location of the Highest Observable Tide Line outside and along the limit of the survey area, and the location of apparent property boundary monuments (boundary information to be provided by the PDA).
2. Geotechnical subsurface investigations include up to four (4) borings (the actual number of borings will depend on the progress of work during the time available (one drill-crew day). Samples will be taken from the borings and evaluated for geotechnical properties. Geotechnical recommendations will be provided for the project, including foundation type and requirements, subgrade preparation, and reuse of on-site materials; and
3. Identification and field delineation of jurisdictional wetlands and the highest observable tide line within 100 feet of the project area.

## **2. Design Services and Preparation of Contract Documents**

We will provide professional services, including civil, structural, mechanical, and electrical engineering, as well as architectural, to support the platform design.

Professional services will include the following:

1. Removal drawings depicting selective demolition of components that will be removed;
2. Structural plans, elevations, and details following program requirements;
3. Design of foundation and structure;
4. Design of plumbing systems;
5. Design of electrical systems;
6. Design of site facilities, pavements, grading, and erosion control;
7. Design of utility services according to utility company standards and requirements;
8. Preparation of an opinion of probable construction costs;
9. Incorporate review comments and adjust drawings and specifications as necessary for the next submission and
10. Preparation of Contract Documents, including drawings and specifications. Division 00 and Division 01 specifications. We intend to leverage EJCDC bidding documents as provided on other PDA-DPH projects.

### 3. Permitting Services

We have reviewed the applicable regulations and determined that the following permits are required. We will complete the required regulatory applications, consult with regulators as necessary, and prepare a package for the Owner's signature. Once identified, PDA-DPH must provide a check for the applicable permitting fees before submission.

1. A NHDES Shoreland permit application due to work within 250 feet of the high-water line;
2. A NHDES Standard Dredge and Fill Permit application due to work within 100 feet of the high-water line.
  - a. Meetings include a site walk with NHDES wetlands and the Town of Rye Conservation Commission and attendance at the Town of Rye Conservation Commission public meetings.
  - b. The project site is expected to be considered “developed” by NHDES Wetlands. If the project impacts undeveloped areas, then a Coastal Functional Assessment may be required by NHDES Wetlands, which is not included in this fee proposal. A modification to the contract may be processed if this is required.
3. An NHDES Application for an individual sewage disposal system. This item is associated with replacing/modifying the existing sewage holding tank for the food preparation shack.

### 4. Meetings

We have included the following meetings to support collaboration with the PDA-DPH.

1. Pre-design (kick-off) meeting with Owner representatives to discuss project requirements;
2. Design review meeting with the Owner representatives following the Schematic Submission;
3. Design review meeting with the Owner representatives following the Pre-Final Submission and
4. A meeting arranged by the Owner for the purpose of sharing the project details with the public and gaining public input.

## **5. Construction Period Services**

Services under this task involve consulting with and advising PDA during construction. The services under this phase are limited to the level of engagement and awareness that the engineer is only knowledgeable of the onsite construction work based on submittals and RFI's from the contractor and periodic site visits to assess the level of completion and become generally familiar with the quality of work. During this phase, the contractor is responsible for notifying the Owner of conflicts or issues with the construction that require engagement by the engineer, as well as the construction means, methods, techniques, sequences, or procedures and site safety.

This task includes the following activities as requested by PDA:

- Reviewing for compliance with overall design intent, shop drawings, material certifications, and other submittals by the contractor.
- Visiting the project site at appropriate intervals as construction proceeds to observe and report on the progress and the overall quality of the completed work. We have planned five (5) site visits during critical construction milestones. Complete inspection reports documenting work progress after the scheduled site visits, noting specific observations, deficiencies, and photographs.
- Respond to the contractor's request for information (RFI's). We have based our estimate on 20 RFI's.
- Prepare a final punch list after notification by the contractor of substantial completion.
- Reviewing the contractor's as-built drawings for completeness.

This proposal is premised on a qualified, experienced contractor; therefore, weekly construction inspections are deemed unnecessary. If it is determined during construction that the contractor is having challenges achieving the design intent or quality of work, additional inspection services may be added through a modification to this contract.

The presence or duties of AME's/OPA's personnel at a construction site, whether as onsite representatives or otherwise, do not make AME/OPA or AME's/OPA's personnel in any way responsible for those duties that belong to PDA and/or the construction contractors or other entities, and do not relieve the construction contractors or any other entity of their obligations, duties, and responsibilities, including, but not limited to, all construction methods, means, techniques, sequences, scheduling, and procedures necessary for coordinating and completing all portions of the construction work following the construction contract documents and any health or safety precautions required by such construction work.



AME/OPA and AME's/OPA's personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions and have no duty to inspect, note, observe, correct, or report on health or safety deficiencies of the construction contractor(s) or other entity or any other persons at the site except AME's/OPA's personnel.

The presence of AME/OPA personnel at a construction site provides PDA with a greater degree of confidence that the completed construction work will conform generally to the construction documents and that the integrity of the design concept as reflected in the construction documents has been implemented and preserved by the construction contractor(s). AME/OPA neither guarantees the performance of the construction contractor(s) nor assumes responsibility for the construction contractor's failure to perform work following the construction documents.

### **DELIVERABLES**

We have reviewed the project requirements and determined the following deliverables would be required. If additional submissions are required to allow further owner input, a modification to the contract would be required.

1. Schematic design submission (drawings and opinion of cost);
2. Pre-final design submission (drawings, specifications, and opinion of cost);
3. Final Design Submission (drawings, specifications, and opinion of cost).

Each submission will include two hard copies and one electronic copy.

### **SUBCONSULTANTS**

We acknowledge that the project requires architectural and building design engineering services, which we will subcontract with OPA, a consultant in our master services agreement with the PDA-DPH.

### **EXCLUSIONS AND CLARIFICATIONS**

The following services are not anticipated to be required and are therefore not included in this proposal. If, during the progression of the work, additional services are deemed necessary, a modification to our contract may be completed.

1. Hazardous material testing, survey, and abatement;
2. Special inspections (Chapter 17, IBC);
3. Evaluation of soil vapor, radon, asbestos, or other potential environmental concerns not included in the ASTM or All Appropriate Inquiries (AAI) standards;

4. Regulated building material survey or management;
5. Historical/cultural resources investigation;
6. Revisions of project development program as requested by client, state, or local agencies;
7. As-built plans, easement plans, construction survey and/or certification;
8. Construction materials testing;
9. Renderings;
10. LEED certification;
11. Permitting except as noted above; and
12. Commissioning.

## **SCHEDULE**

We expect to proceed with the work immediately upon receipt of the signed acceptance of this proposal. We will work closely with the PDA-DPH to provide the Final Submission by October 1, 2024. To achieve this schedule, we would require notice to proceed within two weeks of proposal submission.

Permit applications will be developed and submitted to the review authorities as soon as the design development process and the PDA-DPH allow; however, the time required to complete the permitting process may extend beyond the Final Submission.

## **FEES FOR CONSULTING SERVICES**

Fees for consulting services will be on a fixed fee basis per the fee schedule detailed in the table below:



Scope	Fee
Project Management, Meetings and QC Services	\$ 63,392
Site Investigations, Surveys and Program Analysis	\$ 40,270
Design Services and Preparation of Contract Documents	\$ 74,118
Permitting Services	\$ 35,384
Construction Period Services	\$ 30,096
<b>Total Architectural and Engineering Services</b>	<b>\$243,260</b>

The fixed fee includes all labor, reimbursable, and equipment expenses required to complete the work. Payment is due within thirty (30) days of the invoice date.

Please do not hesitate to contact me with any questions about this proposal.

Regards

Noah J Elwood, PE, BC. PE, BC. OE

President

# Appledore Marine Engineering, LLC

600 State Street, Suite E | Portsmouth New Hampshire 03801

March 4, 2019

Geno Marconi  
Pease Development Authority Division of Ports and Harbors  
555 Market Street  
Portsmouth, New Hampshire 03801

Re: Rye Harbor Revetment Repair to Pre-Storm Condition Outline  
Rye, New Hampshire

Dear Capt. Marconi:

Appledore Marine Engineering, LLC (AME) has been tasked to quantify and define the limits of deterioration as a result of the spring 2018 storm. The outline includes project Background, Extents of Deterioration, Quantity of Revetment Loss, and Estimated Construction Cost.

## **BACKGROUND**

The Rye Harbor facility is subject to erosion of the shoreline between the concrete and timber pier as well as north of the boat ramp. The shoreline along this portion of the facility is altered with riprap and the erosion typically occurs as a result of wave activity during periods of high water and storm surges. A spring storm in 2018 caused erosion of the revetment and displaced the facility fuel lines.

The purpose of this outline is to determine the extent of deterioration, quantify loss of material, and estimate construction cost.

## **EXTENTS OF DETERIORATION**

A post-event inspection was completed to identify the extent of deterioration. The inspection determined that deterioration was limited to 122 feet between the concrete pier and timber pier and 386 feet of revetment north of the boat ramp. The figure below depicts the area of deterioration, shaded in red.



### QUANTITY OF REVETMENT LOSS

To quantify the revetment loss from the spring 2018 storm AME had to first determine the "Pre-Storm" condition at the facility. The pre-storm condition was determined based on archive research, previous site surveys, and as-built measurements taken at the facility. To visually depict the pre-storm condition a three-dimensional rendering of the revetment was developed using computer software.

As a part of this project a site survey was completed by Doucet Survey as a sub-consultant to AME. The survey was completed in January 2019, using a Trimble S7 Total Station and a Trimble R10 Survey Grade GPS with a Trimble TSC3 Data Collector and Sokkia B21 Auto Level. The survey results were used to determine the existing, post-event, site condition and topography.

Utilizing three-dimensional civil site computer software the January 2019 site survey was compared directly to the pre-storm condition data to quantify loss of revetment. Drawings were developed to visually depict the loss of fill and have been provided as an attachment to this document.

Comparing the pre-storm condition and the existing site survey the loss of revetment between the timber and concrete pier (122 feet) and 386 feet north of the boat ramp is approximately 1,075 CY.

### ESTIMATED CONSTRUCTION COST

An estimated construction cost was developed to provide an approximate value to use for budgetary purposes. The estimate assumes that the project will be scheduled to optimize contractor mobilization and demobilization; that the project will be completed without major interruptions to schedule; and the contract will be awarded through a competitive bid process.

The following additional assumptions were made in the development of the estimate:

- All work will be completed from the shore
- No in-water work will be required
- Stone will comply with NHDOT Class III stone

The estimated construction cost to restore the Rye Harbor revetment to the pre-storm condition is \$345,000. Detailed back up has been provided as an attachment to this document.

If you have any questions or require additional information, please do not hesitate to contact us.

Regards,



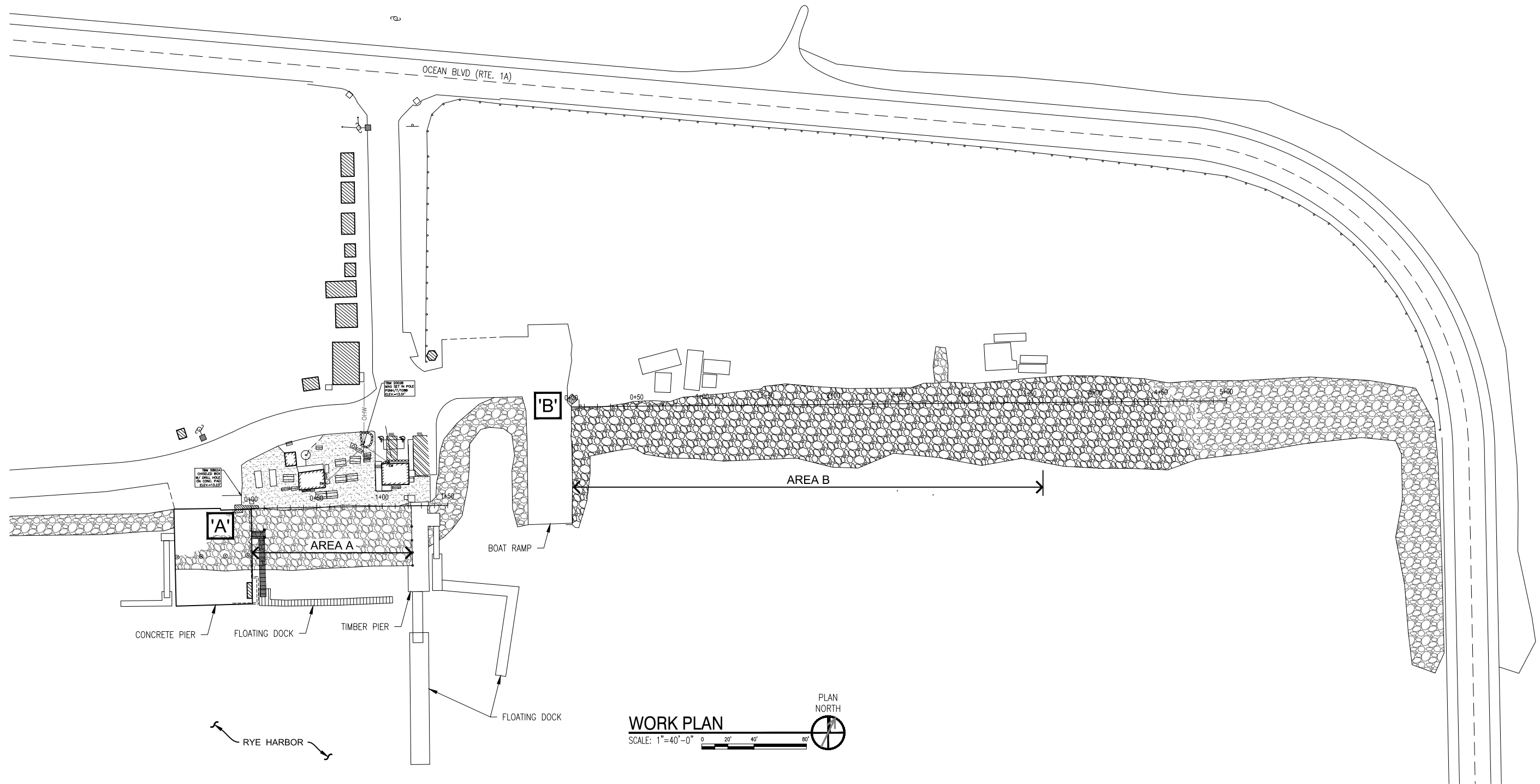
Kirk Riden, PE  
Vice President



Kyle Vandemoer, PE  
Project Engineer

Attachments:

1. Rye Harbor Revetment Deterioration Drawings
2. Detailed Cost Estimate

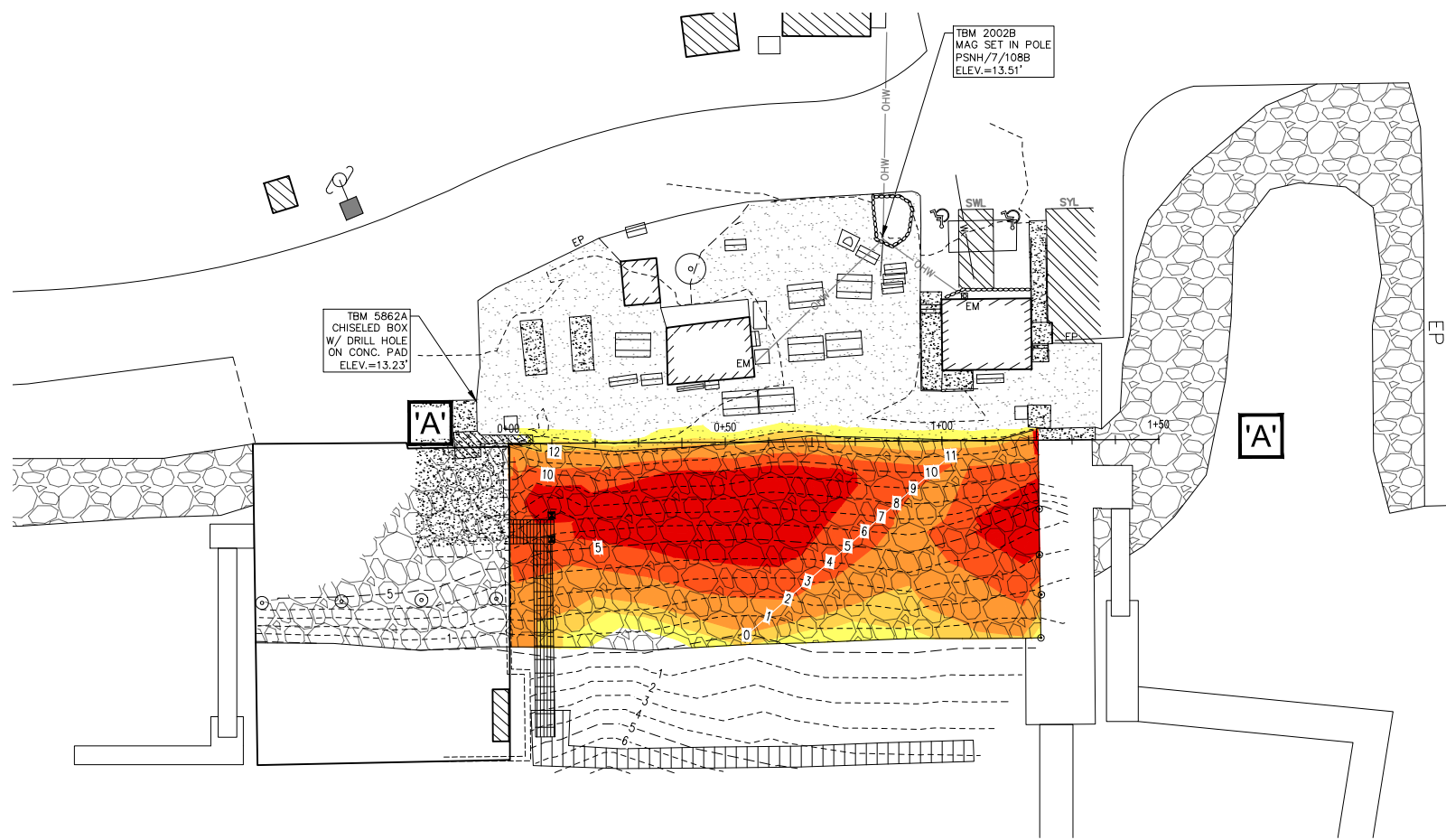


**WORK PLAN**

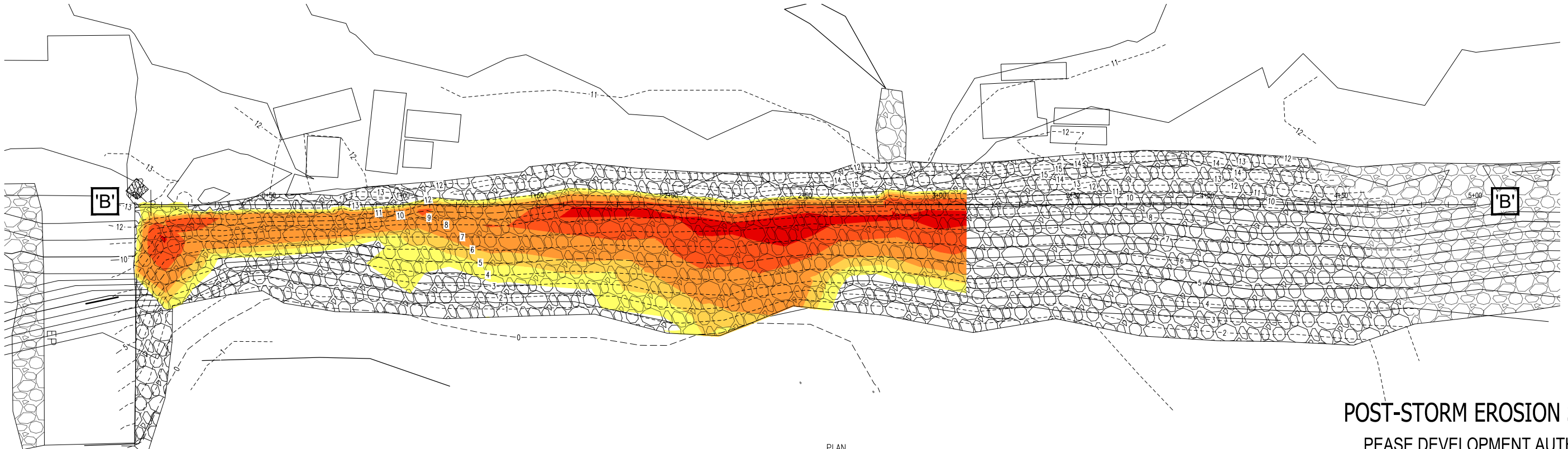
SCALE: 1"=40'-0" 0 20' 40' 80'







**SITE A PLAN**  
SCALE: 1"=20'-0"



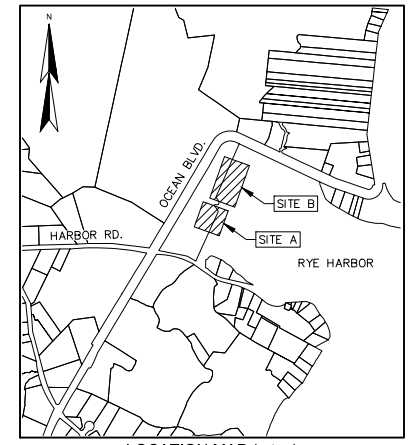
**SITE B PLAN**  
SCALE: 1"=20'-0"

**TIDAL DATUMS**  
TIDAL DATUM AT SEAVEY ISLAND, PORTSMOUTH HARBOR BASED ON:  
LENGTH OF SERIES: 12 MONTHS  
TIME PERIOD: NOVEMBER 2000 - OCTOBER 2001  
TIDAL EPOCH: 1983 - 2001  
CONTROL TIDE STATION: 8418150 PORTLAND, CASCO BAY

ELEVATIONS OF TIDAL DATUMS REFERRED TO MEAN LOWER LOW WATER (MLLW) IN FEET.  
 HIGHEST OBSERVED WATER LEVEL (02/19/1972) = 12.34  
 MEAN HIGH HIGH WATER (MHHW) = 8.84  
 MEAN HIGH WATER (MHW) = 8.43  
 NORTH AMERICAN VERTICAL DATUM-1988 (NAVD88) = 4.62  
 MEAN SEA LEVEL (MSL) = 4.43  
 MEAN TIDE LEVEL (MTL) = 4.37  
 MEAN LOWER LOW WATER (MLLW) = 0.32  
 MEAN LOWER LOW WATER (MLLW) = 0.00  
 LOWEST OBSERVED WATER LEVEL (02/10/1977) = -3.26

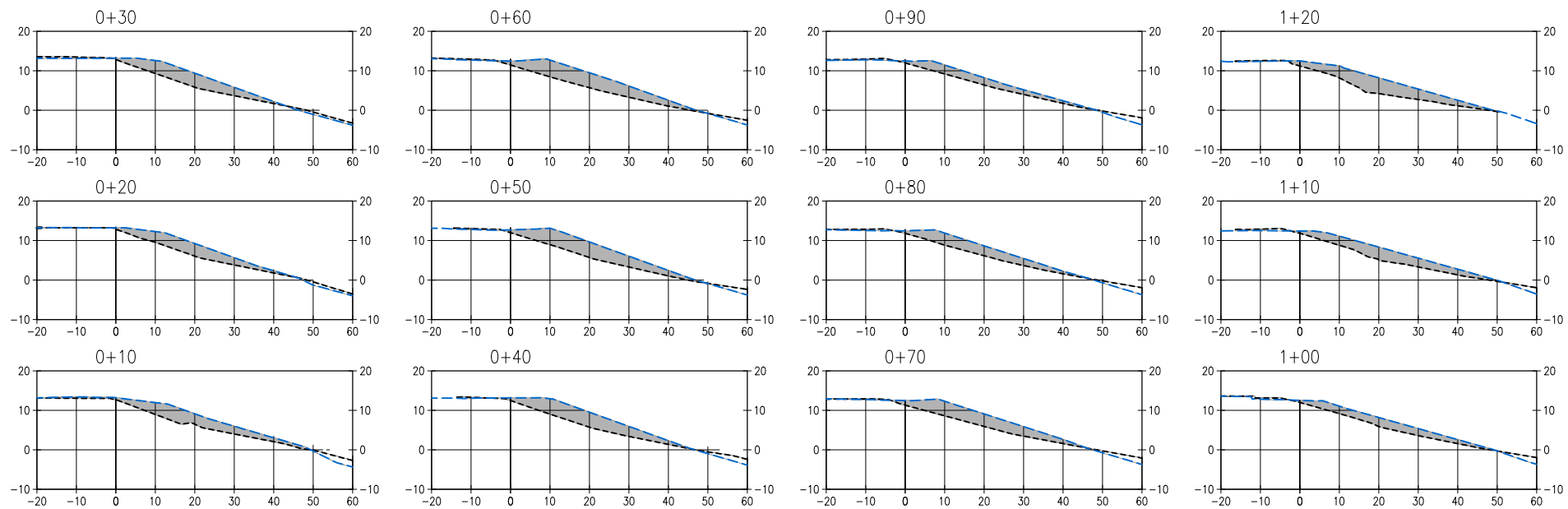
SITE DATUM BASED ON DISK DESIGNATION: RYE GPS 5, NGS PID 397-0400  
ELEV. 9.547 US SURVEY FEET (NGVD88)  
CONVERSION EQUATION USED (NGVD88 + 4.62 = MLLW DATUM)

- NOTES:**
- REFERENCE: TAX MAP 12, LOT 91  
1878-1898 OCEAN BOULEVARD  
RYE, NEW HAMPSHIRE  
D.S. PROJECT NO. 5862
  - FIELD SURVEY PERFORMED BY DOUCET SURVEY DURING JANUARY 2019 USING A TRIMBLE S7 TOTAL STATION AND A TRIMBLE R10 SURVEY GRADE GPS WITH A TRIMBLE TSC3 DATA COLLECTOR AND A SOKKIA B21 AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARE ANALYSIS.
  - HORIZONTAL DATUM BASED ON NEW HAMPSHIRE STATE PLANE(2800) NADB3(2011) DERIVED FROM REDUNDANT GPS OBSERVATIONS UTILIZING THE KEYNET GPS VRS NETWORK.
  - VERTICAL DATUM IS BASED ON MLLW (SEE DATUM TABLE ABOVE).
  - PROPER FIELD PROCEDURES WERE FOLLOWED IN ORDER TO GENERATE CONTOURS AT 1' INTERVALS. ANY MODIFICATION OF THIS INTERVAL WILL DIMINISH THE INTEGRITY OF THE DATA, AND DOUCET SURVEY, INC. WILL NOT BE RESPONSIBLE FOR ANY SUCH ALTERATION PERFORMED BY THE USER.
  - UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON OBSERVED PHYSICAL EVIDENCE AND PAINT MARKS FOUND ON-SITE. UNDERGROUND UTILITIES WERE NOT MARKED AS A PART OF THIS PROJECT.
  - ALL UNDERGROUND UTILITIES (ELECTRIC, GAS, TEL. WATER, SEWER DRAIN SERVICES) ARE SHOWN IN SCHEMATIC FASHION, THEIR LOCATIONS ARE NOT PRECISE OR NECESSARILY ACCURATE. NO WORK WHATSOEVER SHALL BE UNDERTAKEN USING THIS PLAN TO LOCATE THE ABOVE SERVICES. CONSULT WITH THE PROPER AUTHORITIES CONCERNED WITH THE SUBJECT SERVICE LOCATIONS FOR INFORMATION REGARDING SUCH. CALL DIG-SAFE AT 1-888-DIG-SAFE.



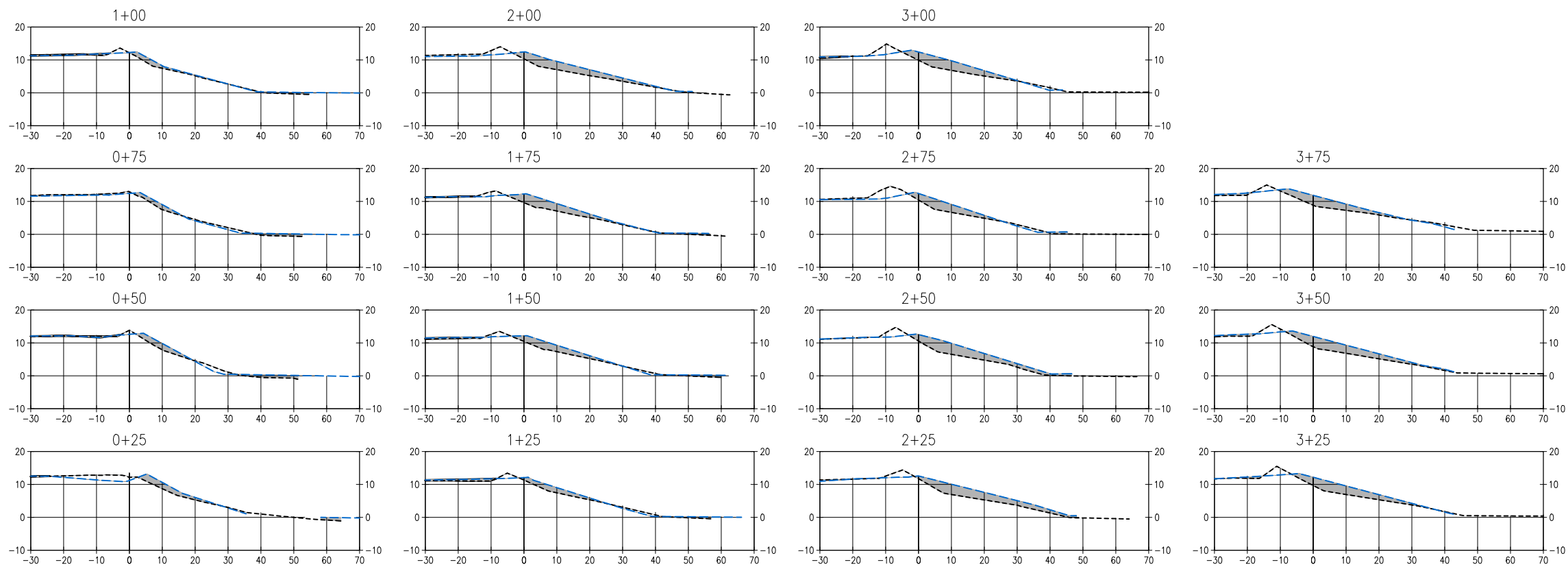
**LOST OF FILL RANGE**

MAX	MIN	COLOR
4	3	Red
3	2	Orange
2	1	Yellow-Orange
1	0.5	Yellow
0.5	0	Light Yellow



**DREDGING SECTIONS A-A**

HORIZ: 1" = 20'  
VERT: 1" = 20'



**DREDGING SECTIONS B-B**

HORIZ: 1" = 20'  
VERT: 1" = 20'

ROCK VOLUME		
AREA A	REVETMENT REPAIR	475 CY
AREA B	REVETMENT REPAIR	600 CY
TOTAL		1,075 CY

**LEGEND:**

- POST-STORM CONDITION
- PRE-STORM CONDITION

**POST-STORM EROSION SECTIONS**

PEASE DEVELOPMENT AUTHORITY  
DIVISION OF PORTS AND HARBOR  
RYE HARBOR FACILITY  
RYE, NEW HAMPSHIRE



Project: PDA Rye Harbor Rip Rap Repair  
 Location: Rye, NH

Project Number: 5238  
 Design Status: Preliminary  
 Estimated by: C. Polselli  
 Date: 28-Feb-19  
 Reviewed by: K.Vandemoer

REVTMENT REPAIR - Direct Costs

Item #	Task Description	Quantity		Materials		Labor Cost		Equipment Cost		Engineering Estimate		Burdened Total	
		Unit	Number	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total		
1	Mob/Demob	LS	1	\$ -	\$ -	\$ -	\$ -	\$ 11,544	\$ 11,544	\$ 11,544	\$ 11,544	\$ 16,784	
2	Rip rap repair	CY	1075	\$ 123	\$ 132,455	\$ 36.39	\$ 39,123	\$ 50.38	\$ 54,157	\$ 210	\$ 225,734	\$ 328,216	
											Direct Cost Subtotal	\$ 237,278	\$ 345,000
Sales tax											0.0%	\$ -	
											Total Direct Costs	\$ 237,278	
Contractor Overhead											10%	\$ 23,728	
Contractor General Conditions											5%	\$ 11,864	
Contractor Profit											10%	\$ 23,728	
Bonds											2.0%	\$ 4,746	
											Total Contract Cost (Contractors Bid, Rounded Up)	\$ 302,000	
Escalation to mid-point of construction											4.0%	\$ 12,196	
Construction Contingency											10.0%	\$ 30,200	
											Total Design and Engineering Allowance	\$ 42,396	
											Estimated Budget Amount (Rounded Up)	\$ 345,000	