PEASE DEVELOPMENT AUTHORITY - DIVISION OF PORTS AND HARBORS

OPEN PROJECTS AND LAPSE EXTENSIONS

CAPITAL IMPROVEMENT PROJECT REQUESTS- FY2026-2027

House Public Works and Highways Committee

March 10, 2025

PEASE DEVELOPMENT AUTHORITY-DIVISION OF PORTS AND HARBORS

OPEN PROJECTS AND LAPSE EXTENSIONS

- **MAIN PIER REHABILITATION -MARKET ST. MARINE TERMINAL**

  The Main Wharf at the Market St. Marine Terminal serves as the only berthing facility for the Port of NH. The Main wharf is where bulk cargo, such as road salt; project cargo, such as windmill components, condensers, and other large items are received and offloaded or onloaded. The wharf also provides a dock to support the Portsmouth Naval Shipyard Dry Dock Project, ships from SubCom, and emergency berthing needs for businesses up river when needed.

  The Main Pier Rehabilitation Project consisted of rehabilitating 17,500 sq ft of the Main Wharf by replacing the deteriorated wharf access bridge and decking the area between the shoreline and the back of the Main Wharf. The project included repairing caissons and concrete superstructure elements, recoating portions of steel sheet bulk head, and resurfacing the existing concrete deck. The project extends the berths useful working life and facilitates freight movement by enabling more efficient truck access and traffic pattern, increases cargo handling areas, and improves operational efficiency and safety at the port. Continued operations at the Port diverts cargo from highways to marine highways, which also reduces fuel emissions. All major components have been completed with crack sealing to be done in spring of 2025.

  - SUBSTANTIALLY COMPLETED DEC 2023
  - AMOUNT REMAINING TO PAY $78,500
    - FEDERAL $47,100.60
    - STATE $31,399.40
  - PROJECTED FINAL COMPLETION IS JUNE 1, 2025

- **PORTSMOUTH COMMERCIAL FISHING PIER- PIER REPAIRS DECKING & BRACING**

In 2017 a routine inspection of the Portsmouth Commercial Fish Pier was conducted and the inspection report indicated that components of the facility were in poor condition. In 2021-2022 the steel sheet pile bulkhead was replaced along with floating docks, fuel dispensing system, and jib cranes (for offloading harvested seafood and fishing equipment). During the bulkhead construction (seawall failure in 2019) it was determined that the pilings, pile caps, and the deck stringers were still serviceable, however as discussed in the inspection report, the bracing and the timber deck were in poor condition and failing and required replacement. This facility is vitally important to the area commercial fishermen as the facility has cold storage for lobster bait and for fresh caught fish, bulk ice, and diesel fuel. Gasoline and diesel fuel for purchase by the public is also available. The facility offers overnight berthing for twenty (20) commercial vessels with an additional thirty-nine (39) vessels with pier-use permits.

Project began Jan 2024 will be completed no later than April 30, 2025

- SUBSTANTIALLY COMPLETED AUG 2024
- AMOUNT REMAINING TO PAY $94,781
  - TRAILER BILL-NON-LAPSING FROM 2020/2021

- **PORTSMOUTH COMMERCIAL FISHING PIER-BUILDING REPLACEMENT**

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.

  - UNDER CONSTRUCTION
  - AMOUNT REMAINING TO PAY $901,913
    - FEDERAL/ARPA $676,510
    - DPH $225,403
  - PROJECTED FINAL COMPLETION IS JUNE 30, 2025

- **LAPSE EXTENSIONS**

168. The appropriation made to the Pease Development Authority in 2021, 107:14, II, extended by 2023, 113:24, 159 for Piscataqua River Turning Basin.
169. The appropriation made to the Pease Development Authority in 2017, 228:1, XVI, A, extended by 2019, 146:20, 122, extended by 2021, 107:16, 138, extended by 2023, 113:24, 160 for Piscataqua River Turning Basin.
170. The appropriation made to the Pease development authority in 2015, 220:1, XII, extended by 2017, 228:22, 102, extended by 2019, 146:20, 123, extended by 2021, 107:16, 139, extended by 2023, 113:24, 161 for the Piscataqua River Turning Basin.

Lapse extensions 168, 169 and 170 are correct and needed for the Turning Basin project. The Turning Basin Project remains incomplete due to a large boulder that is preventing the Army Corps of Engineers (ACOE) from closing the project. As a result, the ACOE could require the State to share in future costs for its removal, which are currently unforeseeable. Extending the funds is crucial to ensure resources are available not only for ongoing operations and maintenance, but also for the potential costs associated with removing the boulder. The equipment used for the initial dredging was designed for sand and sediment, not for heavier materials like boulders and rip-rap. Specialized equipment for the shoreline dredge, which is equipped to handle these heavier materials, is expected to be mobilized, but there is no confirmed timeline. Extending the funds will help ensure the project is fully completed as required.

State of New Hampshire

Capital Improvement Project Requests - Fiscal Years 2026 - 2027

Agency Name	#
Pease Development Authority	013

Capital Budget Request								Funding Sources Dollar			
Project Title / Name	Priority Rank #	Land / Building Acquisition	Construction	Furnishings & Equipment	Computer Systems	Other	Total Capital Budget Request	General	Highway	Federal	Other
Market St. Marine Terminal Main Wharf Dredging	1	$0	$1,417,000	$0	$0	$0	$1,417,000	$1,417,000	$0	$0	$0
Rye Harbor and Hampton Harbor Riprap Repair	2	$0	$765,000	$0	$0	$0	$765,000	$765,000	$0	$0	$0
Market St. Marine Terminal Warehouse Removal/Office Replacement	3	$0	$1,620,000	$0	$0	$353,300	$1,973,300	$1,973,300	$0	$0	$0
	Total	**$0**	**$3,802,000**	**$0**	**$0**	**$353,300**	**$4,155,300**	**$4,155,300**	**$0**	**$0**	**$0**

MARKET STREET MARINE TERMINAL MAIN WHARF DREDGING

❖ Urgent Need to Increase Depth of Water at Market Street Terminal

- Hydrographic surveys indicate shoaling along wharf
- Market Street Terminal is New Hampshire's only deep water port
- Unable to support larger cargo ships and/or heavy cargo

❖ Economic Impact

- Reduction of water depth requires arriving ships to carry less cargo which impacts local and regional shipping activity
- Decreased wharfage and dockage fees (which are tonnage based) directly impacts operations of Division of Ports and Harbors

❖ Reduction in Total Cost of Project if Done in Conjunction with Functional Replacement of Barge Dock **

- Cost reduction of approximately $250,000 for mobilization expenses

** Note: Functional replacement of Barge Dock is 100% Federally Funded Highway Project associated with the Sara Mildred Long bridge replacement.

State of New Hampshire

Capital Improvement Project Justification - Fiscal Years 2026 - 2027

Agency Number	013	**Total Cost**	$ 1,417,000
Agency Name	Pease Development Authority		
Project Title / Name	Market St. Marine Terminal Main Wharf Dredging	**Priority Rank #**	1

1. Project justification / description. Be concise.

Recent hydrographic surveys in 2021 and 2022 indicate shoaling along the face of the ship wharf at the Market Street Terminal reducing the available depth of water at the wharf. This requires arriving ships to carry less cargo, reducing revenue received by the Port for wharfage and dockage fees, which are based on tonnage.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Estimated useful life - 40 years.

4. Provide estimates relative to the annual operating expenditures or savings.	**5. Estimate the number of personnel impacted by the project.**
SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT	SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.	**7. Other information (e.g. reference attachments, comments, etc.)**
N/A	Attached: Just. # 1 - Market St. Marine Terminal Main Wharf Dredging, Just. # 1 - Sampling and Analysis Plan.

Contact Name & Title:	Tom Maciel, Operations Manager		
Contact Email:	t.maciel@peasedev.org	**Telephone Number:**	603-436-8500
Name of Agency Head:	Paul Brean, Executive Director	**Date:**	3/6/2025

PEASE DEVELOPMENT AUTHORITY

PROJECT: MARKET STREET MARINE TERMINAL MAIN WHARF DREDGING-SUPPLEMENTAL DETAIL FOR PROJECT JUSTIFICATION

FIELD #4: This decrease in depth necessitates ships to carry less cargo, subsequently diminishing revenue generated from wharfage and dockage fees, which are tonnage-based. To address this issue, estimated annual operating expenditures must be considered, encompassing the costs of conducting surveys, dredging activities, and potential revenue losses. By quantifying these expenditures and assessing potential savings from restoring proper water depths, informed decisions can be made to mitigate the financial impacts and ensure the sustained operation of the terminal.

FIELD #5: Personnel at the Market Street Terminal are impacted by shoaling along the ship wharf in multiple ways. Reduced water depth forces arriving ships to carry less cargo, affecting cargo handling operations. This decrease in cargo capacity leads to lower revenue from wharfage and dockage fees, potentially affecting staffing levels and operational budgets. Overall, the shoaling issue directly affects workload dynamics and revenue potential for terminal personnel.

Appledore Marine Engineering, LLC

Cost Estimate

Date Prepared: 1/3/2024

Project: PDA - Market Street Maintenance Dredging
Location: Portsmouth, NH
Contract #:
Task Order #:

AME Project Number: 5720
Design Status: Preliminary

Estimated by: DDT
Reviewed by:

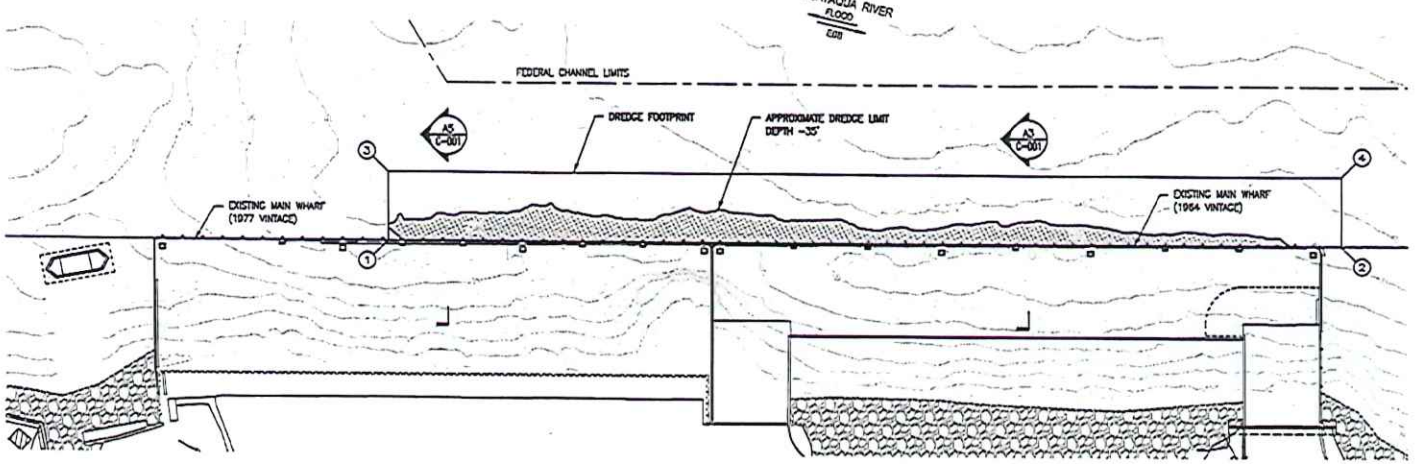
BASE BID - Direct Costs

		Quantity		Materials		Labor Cost		Equipment Cost		Engineering Estimate		Burdened Cost
Item #	Task Description	Unit	Number	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Total
1	Mobilization/Demobilization	LS	1	$ -	$ -	$ 55,757	$ 55,757	$ 103,241	$ 103,241	$ 158,998	$ 158,998	$ 266,124
2	Environmental Controls	LS	1	$ 38,250	$ 38,250	$ 72,398	$ 72,398	$ 68,241	$ 68,241	$ 178,889	$ 178,889	$ 299,417
4	Debris Removal and Disposal	LS	1			$ 64,223		$ 43,226		$ 107,449	$ 107,449	$ 179,844
3	Dredging	CY	1700	$ -	$ -	$ 121	$ 156,617	$ 82	$ 91,333	$ 203	$ 345,100	$ 577,615
										Direct Cost Subtotal	$ 790,436	$ 1,323,000
	Design Contingency									20.0%	$ 158,087	
	Municipal Taxes (on material and equipment)									5.5%	$ 16,559	
										Total Direct Costs	$ 965,082	
	Contractor Overhead									10%	$ 96,508	
	Contractor General Conditions									5%	$ 48,254	
	Contractor Profit									10%	$ 96,508	
	Bonds									2.0%	$ 19,302	
	Construction Contingency									10.0%	$ 96,508	
	Contractor Bid									Total Contract Cost (Contractors Bid, Rounded Up)	$ 1,323,000	
Engineering, studies, permitting										12.0%	$ 158,760	
Post Construction Award Services										4.0%	$ 52,920	
Supervision Inspection and Overhead										6.0%	$ 79,380	
Escalation to mid-point of construction										4.0%	$ 52,920	
										Total Design and Engineering Allowance	$ 343,980	
										Estimated Budget Amount (Rounded Up)	$ 1,667,000	

Cost reduction - mobilization (250,000)

1,417,000

Cost reduction if done in conjunction with Barge Dock Replacement project



MAINTENANCE DREDGE PLAN

SCALE: 1"=30'-0"

PLAN NORTH

DREDGE BASIN COORDINATES		
NO.	NORTHING	EASTING
1	214294.340	1226031.131
2	213994.572	1226062.410
3	214319.003	1226056.207
4	213978.900	1226087.550

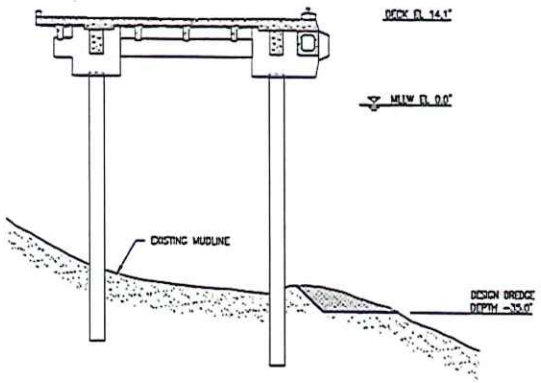
DREDGE SPECIFICATIONS	
APPROXIMATE DREDGE VOLUME	1,000 CY
DREDGE FOOTPRINT	8,000 SF

NOTES:

1. THE INFORMATION PRESENTED ON THE DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY CLE ENGINEERING, INC ON 4 APRIL 2018 AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME.
2. ALL DEPTHS ARE IN FEET AND ARE REFERENCED TO DEPTH BELOW MEAN LOWER LOW WATER (MLLW).
3. COORDINATES ARE BASED ON NAD 83 STATE PLANE NEW HAMPSHIRE COORDINATE GRID.

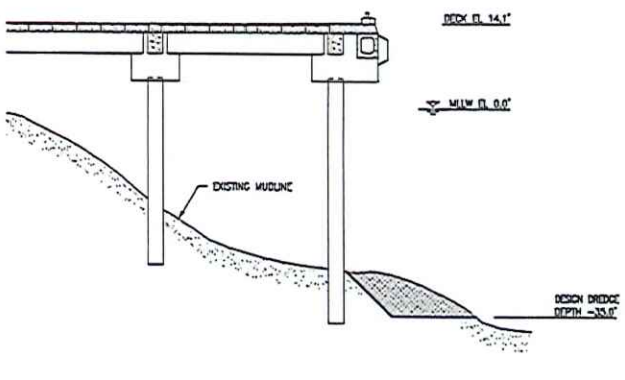
LEGEND:

- 40 — EXISTING 1 FT CONTOUR
- PROPOSED MAINTENANCE DREDGE FOOTPRINT
- (2) — DREDGE BASIN COORDINATE



MAIN WHARF (1964 VINTAGE) SECTION

SCALE: 1"=10'-0" C-001 A3



MAIN WHARF (1977 VINTAGE) SECTION

SCALE: 1"=10'-0" C-001 A5

REVISIONS			
NO.	DATE	REVISION	DESCRIPTION
-	-	-	-

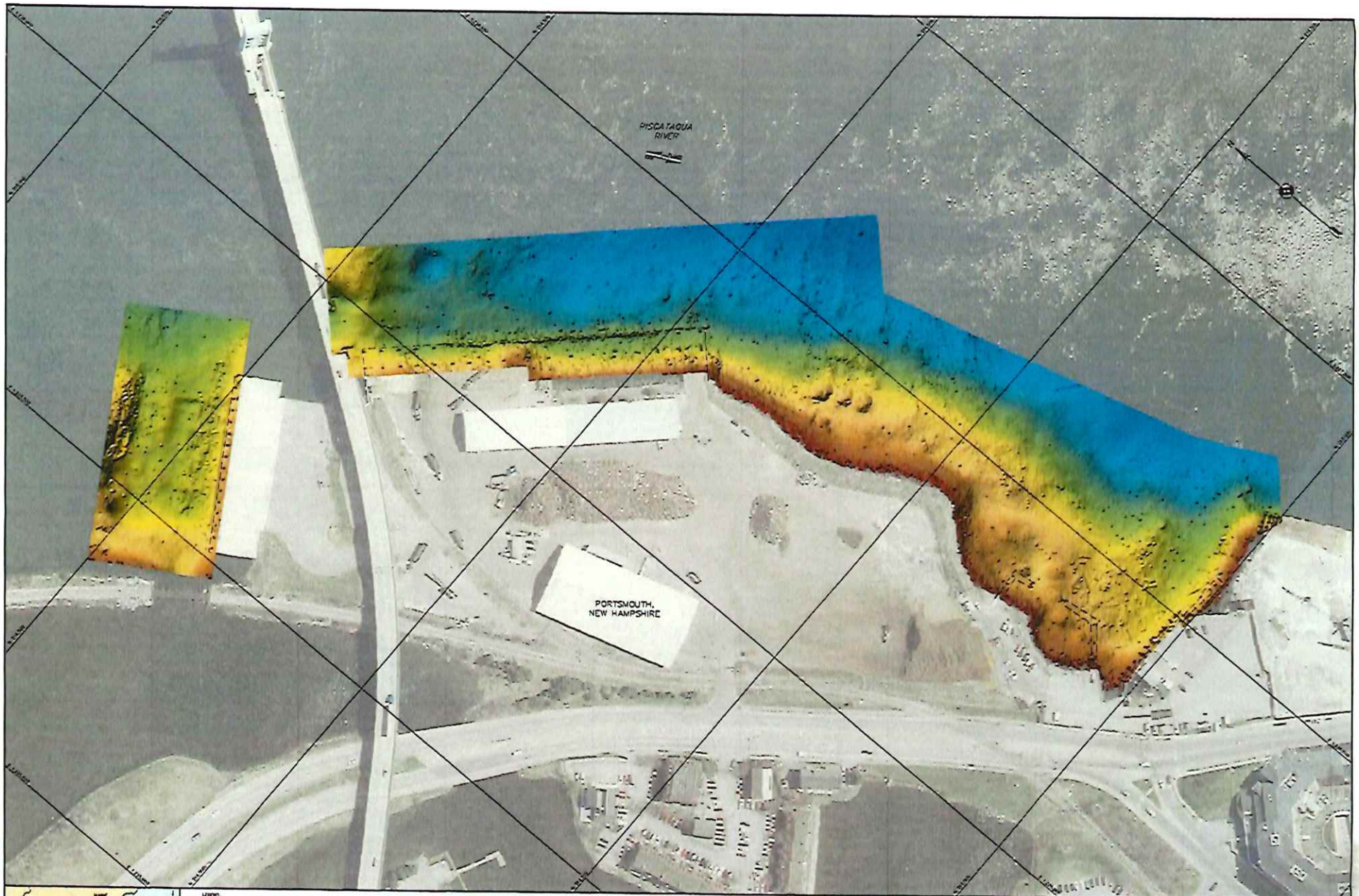
Applebee Marine Engineering, LLC

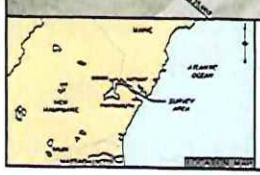
PEASE DEVELOPMENT AUTHORITY
DIVISION OF PORTS AND HARBORS, 555 MARKET STREET, PORTSMOUTH, NH
MARKET STREET WHARF REMOVAL
PORTSMOUTH, NH
MAIN PIER DREDGING
MAINTENANCE DREDGE PLAN

PROJECT No. 0270

C-01

SHEET 1 OF XX





LEGEND

DOCKS/PIERS

SHADED RELIEF INFORMATION

SUN POSITION
ALTITUDE: 50°
AZIMUTH: 15°

DEPTH GRADIENT
FEET (MLLW)

NOTES

1. ARCS SYSTEM IS IN FEET AND IS THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD 83.
2. DEPTHS ARE IN FEET AND ARE REFERENCED TO MEAN LOWER LOW WATER (MLLW) BASED ON RENORMALIZING TIDAL/LOW STATION NO. 8 MAINE AN ELEVATION OF 14.12 FEET MLLW AS PROVIDED BY DIGEST SURVEY.
3. SHORELINE AND ONSHORE FEATURES ARE APPROXIMATE AND WERE TAKEN FROM DIGITAL ORTHOPHOTO QUADRANGLES FLOWN IN 2003-2005 OBTAINED FROM THE MAINE GIS DATA CATALOG.
4. THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY OCEAN SURVEYS, INC. ON THIS NOVEMBER 2007 AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME. REUSE OF THIS INFORMATION BY CLIENT OR OTHERS BEYOND THE SPECIFIC SCOPE OF WORK FOR WHICH IT WAS ACQUIRED SHALL BE AT THE SOLE RISK OF THE USER AND WITHOUT LIABILITY TO OSI.

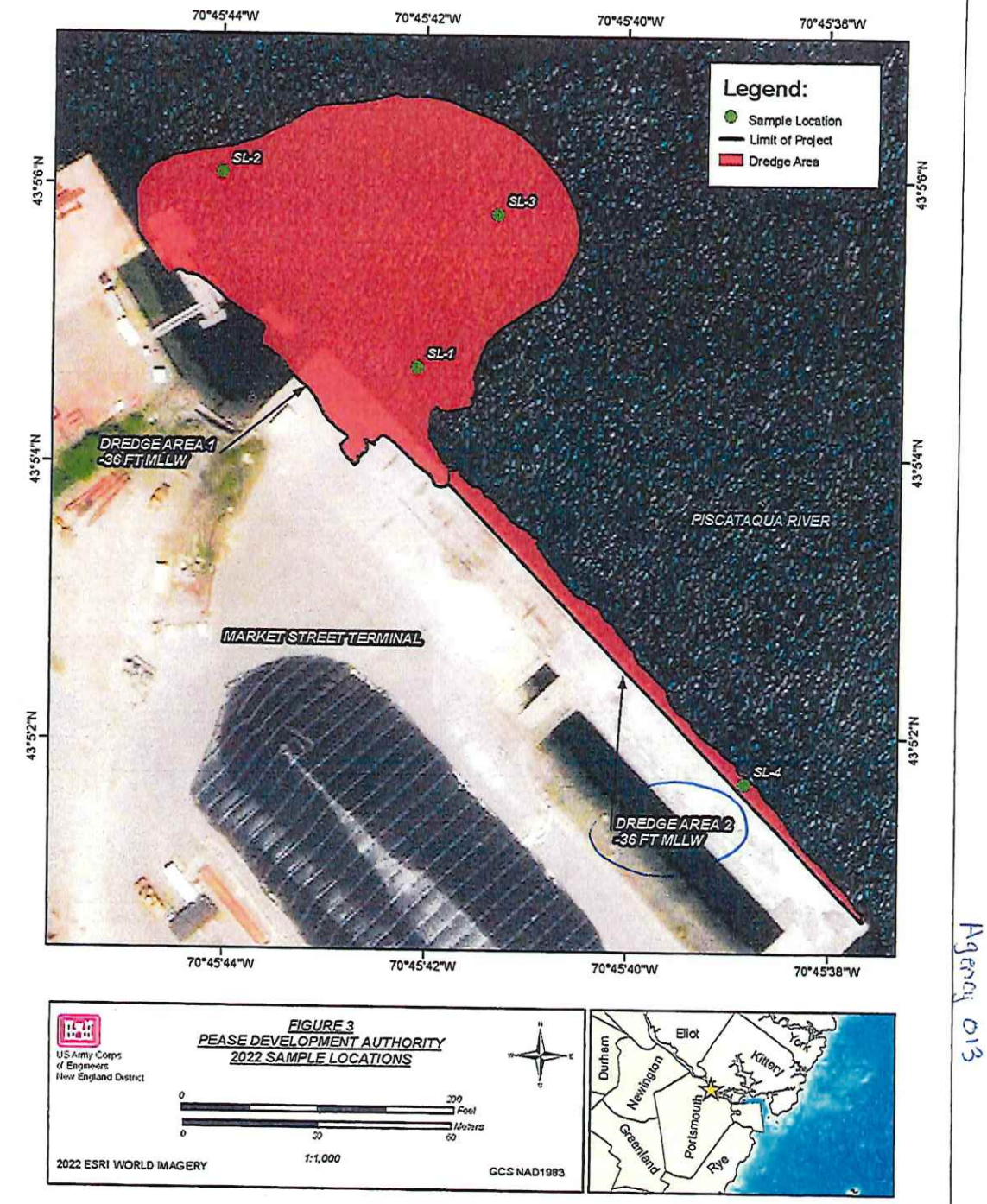
SCALE 1"=50'

CHECK GRAPHIC SCALE BEFORE USING

OCEAN SURVEYS, INC.
OLD SAYBROOK, CONNECTICUT

APPLEDORE MARINE ENGINEERING, INC.

SHADED RELIEF MAP
MULTIBEAM HYDROGRAPHY
VICINITY OF MARKET STREET TERMINAL
PORTSMOUTH, NEW HAMPSHIRE


70°45'44"W
70°45'42"W
70°45'40"W
70°45'38"W
43°56'N
43°54'N
43°52'N
Legend:
Sample Location
Limit of Project
Dredge Area
SL-1
SL-2
SL-3
SL-4
DREDGE AREA 1
-36 FT MLLW
DREDGE AREA 2
-36 FT MLLW
PISCATAQUA RIVER
MARKET STREET TERMINAL
FIGURE 3
PEASE DEVELOPMENT AUTHORITY
2022 SAMPLE LOCATIONS
US Army Corps
of Engineers
New England District
0
200
Feet
0
30
60
Meters
1:1,000
2022 ESRI WORLD IMAGERY
GCS NAD1983
Eliot
York
Kittery
Durham
Newington
Portsmouth
Greenland
Rye

Agency 013

RYE AND HAMPTON MARINE FACILITIES RIPRAP AND INFRASTRUCTURE REPAIR

- **Urgent Need to Increase RipRap Elevation at Rye and Hampton Marine Facilities**
  - Reduces damage to buildings and infrastructure due to storm surges
  - Uncertainty with future FEMA grant assistance
  - Preserve fueling capabilities

- **Economic Impact**
  - Storm damages have significant operational impact on Division of Ports and Harbors which impact financial sustainability
  - Repeated fuel pump damage
  - Fosters reliable, safe workplace for commercial fishing and recreational vessels

State of New Hampshire

Capital Improvement Project Justification - Fiscal Years 2026 - 2027

Agency Number	013	**Total Cost**	$ 765,000
Agency Name	Pease Development Authority		
Project Title / Name	Rye Harbor and Hampton Harbor Riprap Repair	**Priority Rank #**	2

1. Project justification / description. Be concise.

The Rye Harbor and Hampton Harbor facilities face significant shoreline erosion near its commercial pier and boat ramp, primarily due to wave activity during high water and storms. To ensure operational continuity and user safety, securing regulatory permits and developing design and construction estimates for riprap elevation enhancement along the affected shoreline is imperative. By proactively mitigating erosion risks, this project reduces infrastructure vulnerability, promotes compliance with environmental regulations, and enhances the overall user experience. Ultimately, these measures contribute to the long-term resilience and sustainability of the Rye Harbor and Hampton Harbor facilities, supporting its vital role in maritime activities and recreational engagement.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Estimated useful life 20-30 years depending on future storm activity

4. Provide estimates relative to the annual operating expenditures or savings.	**5. Estimate the number of personnel impacted by the project.**
SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT	SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.	**7. Other information (e.g. reference attachments, comments, etc.)**
	Just # 2-Rye Harbor Pre-Storm Cond. Outline-UPDATED 2024, PDA Port Auth severe storm impact

Contact Name & Title:	Tom Maciel, Operations Manager		
Contact Email:	t.maciel@peasedev.org	**Telephone Number:**	603-436-8500
Name of Agency Head:	Paul Brean, Executive Director	**Date:**	3/6/2025

PEASE DEVELOPMENT AUTHORITY

PROJECT: RYE HARBOR AND HAMPTON HARBOR RIPRAP REPAIR-SUPPLEMENTAL DETAIL FOR PROJECT JUSTIFICATION

FIELD #4: Implementing riprap elevation enhancement at the Rye Harbor and Hampton Harbor facilities to mitigate shoreline erosion initially incurs expenses for regulatory permits, assessments, and construction. However, over time, the project is expected to yield savings by reducing damage and maintenance costs associated with erosion-related incidents, such as fuel line displacement. Compliance with environmental regulations also helps avoid potential fines. Moreover, enhanced user safety and experience may attract more visitors and community support, potentially increasing revenue. In summary, while there are upfront costs, the project ultimately contributes to long-term cost savings and financial sustainability by mitigating risks and enhancing the facility's operational efficiency and reputation.

FIELD #5: The implementation of riprap elevation enhancement at the Rye Harbor and Hampton Harbor facilities to combat shoreline erosion may initially increase workload for employees involved in planning and construction oversight. However, it ultimately promises a more secure and stable working environment by reducing infrastructure vulnerability and enhancing user safety. Compliance with environmental regulations can boost morale, signaling the facility's commitment to sustainability. Additionally, improved user experience resulting from shoreline protection measures may positively impact employee satisfaction. In summary, while there may be short-term challenges, the project offers long-term benefits, fostering a resilient and sustainable workplace at the Rye Harbor and Hampton Harbor facilities.

Appledore Marine Engineering, LLC
600 State Street, Suite E | Portsmouth New Hampshire 03801

June 4, 2024

Mr. Myles Greenway
Acting Director
PDA – Division of Ports & Harbors
555 Market Street
Portsmouth, NH 03801

RE: Rye Harbor Revetment

Dear Mr. Greenway

As request, we have reviewed the prior studies completed on Rye Harbor from 2018/2019 and offer the following for your consideration:

The spring 2018 storm damaged the existing shore protection and fuel system. A post-storm assessment identified two areas with more advanced damage including a 122-foot section between the commercial and recreational piers and a 386-foot section north of the boat ramp. It was estimated that 1,075 cubic yards of shore protection were lost due to the storm. It's important to note that this project's scope was limited to repairing damaged areas and did not involve increasing the elevation of the slope protection nor increasing the size of the armoring stone.

Following a similar approach to repairing damaged sections, we recommend a project budget of $691,412. This includes project escalation, expansion for additional damage, field studies, engineering, and regulatory permitting. The estimated costs are broken down below.

2019 project estimate	$345,000
Escalation to 2025 (midpoint of construction)	$ 95,317
30% project increase accounting for added damage since 2019	$132,095
Surveys, Engineering, Permitting, Construction Services	$119,000
Total Estimate	$691,412

Rye Harbor
73,588 – Estimate for Hampton Harbor
$ 765,000

Please let me know if you need any additional information.

Kind Regards,

Noah Elwood

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

MARKET STREET MARINE TERMINAL WAREHOUSE REMOVAL AND OFFICE REPLACEMENT

- **Urgent Need For Replacement of DPH Office Building and Demolition of Warehouse**
  - Structural deficiencies and deterioration affect personnel safety and operational efficiency
  - Warehouse is not used as originally designed
  - Office space unable to be structurally supported when demolishing warehouse

- **Operational Impact**
  - Energy and maintenance efficiencies
  - Life Safety

State of New Hampshire

Capital Improvement Project Justification - Fiscal Years 2026 - 2027

Agency Number	013	**Total Cost**	$ 1,973,300
Agency Name	Pease Development Authority		
Project Title / Name	Market St. Marine Term. Whse Removal/Office Repl	**Priority Rank #**	3

1. Project justification / description. Be concise.

The Market St. Marine Terminal Warehouse/Office urgently requires renovation due to its deteriorated building envelope and structural deficiencies. Constructed primarily in the early 1970s with a masonry office section added in 2005, the building's roof purlins and wall girts exhibit extensive rust/corrosion, compromising structural integrity. A comprehensive structural analysis confirms the inadequacy of current cross-members to meet mandated design loads, necessitating replacements. The renovation project encompasses repairing or replacing the building envelope to prevent further water infiltration and damage. Additionally, resilience enhancements will be integrated to mitigate future risks associated with climate change and extreme weather events. Energy-efficient upgrades will also be implemented to reduce long-term utility costs. Addressing these issues is crucial for ensuring personnel safety, maintaining operational efficiency, and realizing significant cost savings in maintenance and casualty expenses over the building's lifecycle. With older facilities like Market St. Marine Terminal Warehouse, exceeding their service life significantly increases maintenance costs and risks of casualties. Approval of funding for this critical project is urgently needed to safeguard operations and maintain sustainable revenue generating operations

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

20,000 sq. ft. of covered warehouse/office. Estimated useful life - 20 years Replace with 4,500 sq. ft. office space at $360.00 per sq. ft. including 2% energy efficiency initiatives, 12% design costs, 7.5% contingency and .25 per sq. ft. for demolition

4. Provide estimates relative to the annual operating expenditures or savings.	**5. Estimate the number of personnel impacted by the project.**
SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT	SEE ATTACHED SUPPLEMENTAL DETAIL FOR THIS PROJECT

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.	**7. Other information (e.g. reference attachments, comments, etc.)**

Contact Name & Title: Tom Maciel, Operations Manager

Contact Email: t.maciel@peasedev.org **Telephone Number:** 603-436-8500

Name of Agency Head: Paul Brean, Executive Director **Date:** 3/6/2025

PEASE DEVELOPMENT AUTHORITY

PROJECT: MARKET ST. MARINE TERMINAL WAREHOUSE REMOVAL/OFFICE REPLACEMENT-SUPPLEMENTAL DETAIL FOR PROJECT JUSTIFICATION

FIELD #4: The estimated related annual operating expenditures or savings for renovating the Market St. Marine Terminal Warehouse/Office involve upfront costs for materials, labor, and contractor fees. Once renovated, there will be potential savings in ongoing maintenance and casualty expenses due to reduced need for repairs. Integrating resilience enhancements and energy-efficient upgrades will also contribute to long-term savings in utility costs. Overall, while the renovation project requires initial expenditures, it is expected to result in significant cost savings over time, ensuring personnel safety and operational efficiency.

FIELD #5: 20 Members. The personnel at the Market St. Marine Terminal Warehouse/Office will benefit from the urgent renovation and energy-efficient upgrades. The renovation ensures a safer working environment by addressing structural deficiencies and integrating resilience enhancements against climate change risks. Additionally, the energy-efficient upgrades reduce long-term utility costs, improving financial sustainability. Overall, this project maintains operational efficiency, reduces maintenance costs, and safeguards assets, necessitating urgent funding approval amidst increasing climate change threats.

PEASE DEVELOPMENT AUTHORITY
COST ESTIMATE FOR MARKET STREET MARINE TERMINAL
WAREHOUSE REMOVAL AND OFFICE REPLACEMENT

Build Cost -4,500 s.f. @ $360/s.f.	1,620,000
Design Costs - 12% of Build Cost	194,400
Energy Efficiencies -2% of Build Cost	32,400
Demolition - .25 per s.f. for 20,000 s.f. building	5,000
Contingency - 7.5% of Build Cost	121,500
Total Estimated Cost	**1,973,300**