

**PORTSMOUTH HARBOR AND PISCATAQUA RIVER
NEW HAMPSHIRE AND MAINE
NAVIGATION IMPROVEMENT STUDY
FEASIBILITY REPORT**

**APPENDIX H
REAL ESTATE PLANNING REPORT**

MEMORANDUM FOR: CENAE Planning EP-PN
ATTN. Mr. Richard Heidebrecht, PM

SUBJECT: Portsmouth Harbor and Piscataqua River AFB Review Draft
Navigation Improvement Project
Real Estate Division Comments

1. The Portsmouth Harbor and Piscataqua River AFB Review Draft Feasibility Report, dated October 2013, includes Real Estate sections as attached. CENAE-RE concurs that no real estate interests are required for the proposed Federal project. As stated, and accordance with plan review, the area to be dredged and the open water and alternative nearshore disposal areas required for construction are below the ordinary high watermark of the navigable watercourse. Therefore, navigational servitude will reportedly apply to this project. Any berth access for survey, work boats and tugs could reportedly be provided at the New Hampshire State Pier by the New Hampshire Pease Development Authority, Division of Ports and Harbors, the project Sponsor. Alternatively any contractor bidding the project could make their own private arrangements for access via any of the many private piers in Portsmouth Harbor. More specific opportunities for access would be developed during project design phase. As these berths and piers are reportedly subject to navigation servitude, no credit would be due the sponsor for use.
2. Contractor mobilization for the large dredging plant required to construct a project of this size (700,000 CY to be dredged over a four month environmental window) would be towed to the site by water, including dredge and drill barges, tugs and scows.
3. Shoreside access and parking for contractor personnel and inspectors would be up to the contractor to determine as part of their bid, similar to waterside access discussed above. The Contractor will make their own arrangements with whatever pier they choose to work out of. That could be the State Pier or another private pier. While more specific opportunities for access may be developed during the project's design phase, the Corps does not dictate that location.
4. CENAE-RE concurs that no lands, easements, rights of way, relocations, utility relocations, or disposal site interests are required for project implementation.
5. Point of contact for this memorandum: R. Jeffrey Teller, CENAE-RE, office telephone number 978-318-8030, email: Jeffrey.Teller@usace.armv.mil

R. Jeffery Teller
Chief, Appraisal Branch

Real Estate Paragraph Included in Cost Estimates Section of Report

Real Estate Costs. No real estate interests are required for the alternative improvements being considered. The area to be dredged and the open water and alternative nearshore disposal areas required for construction are below the ordinary high watermark of the navigable watercourse. Therefore, navigational servitude applies and would be invoked for the project. Waterside berth access for survey and work boats and tugs could be provided at the New Hampshire State Pier by the New Hampshire Pease Development Authority, Division of Ports and Harbors, the project Sponsor. Alternatively any contractor bidding the project could make their own private arrangements for access via any of the many private piers in Portsmouth Harbor. Similar to waterside access, shoreside access and parking for contractor personnel and inspectors would be up to the contractor to determine as part of their bid. The Contractor will make their own arrangements with whatever pier they choose to work out of. That could be the State Pier or another private pier. More specific opportunities for access would be developed during project design phase. As these berths and piers are reportedly subject to navigation servitude, no credit would be due the sponsor for use.

Real Estate Paragraph Included in Conclusions and Recommendations Section of Report

6.5 REAL ESTATE & UTILITIES

No lands, easements, rights-of way are required for improvement project implementation. No utility relocations are required for project implementation. The area to be dredged and the open water and alternative nearshore disposal areas required for construction are below the ordinary high watermark of the navigable watercourse and will entail work by waterborne plant. Therefore, navigational servitude applies and would be invoked for the project. Waterside berth access for survey and work boats and tugs, and shoreside access for contractor personnel and inspectors could be provided at the New Hampshire State Pier by the New Hampshire Pease Development Authority, Division of Ports and Harbors, the project Sponsor. Alternatively any contractor bidding the project could make their own private arrangements for access via any of the many private piers in Portsmouth Harbor. As the berths and piers are subject to navigation servitude no credit would be due the non-Federal sponsor for this use.