

STATE OF NEW HAMPSHIRE  
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT  
OFFICE of the COMMISSIONER

172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856

GEORGE M. BALD  
Commissioner

603-271-2411  
FAX: 603-271-2629  
e-mail: gbold@dred.state.nh.us

September 15, 2009

Thomas Jameson, Program Manager  
Bureau of Planning and Community Assistance  
PO Box 483  
Concord, NH 03302-0483

Cliff Sinnott, Executive Director  
Rockingham County Regional Planning Commission  
156 Water St  
Exeter, NH 03833

**RECEIVED**  
SEP 21 2009  
ROCKINGHAM PLANNING  
COMMISSION

Dear Mr. Jameson and Mr. Sinnott,

The Department of Resources and Economic Development is submitting an application to the Transportation Enhancement Program. Our letter of intent submitted in June outlined a broad request which we have refined for the application which is now defined as just the visitor services building at the South Beach area.

**Project Description:**

The South Beach area serves as the southern gateway to Hampton Beach State Park and is a significant parking receptor for the beach area. At this location, a generously landscaped yard adjacent to Route 1A is proposed to provide a gateway and a sense of entry to the State Park. A new visitor center is also placed at the entrance to this site to provide year-round local and state park visitor information and services as well as additional administrative space. This facility is accessible by vehicle, pedestrian, bicycle and is adjacent to the Hampton Marina.

**Eligible Activities:**

*Activity 4 – Scenic or historic highway programs:* Route 1A, Ocean Boulevard, is a scenic byway. This project will construct a visitor welcome center that will be open year-round. Long-term parking is available adjacent to the site at the park. Pedestrians and bicycles can easily access the area via existing roads and sidewalks.

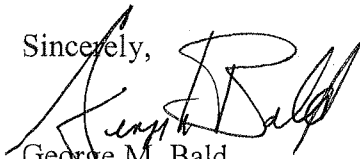
*Activity 5 – Landscaping and other scenic beautification:* This site will be renovated to provide a more pleasant gateway to Hampton Beach.

Funding Estimate:

The Hampton Beach State Park South Beach estimate is \$1,945,350. The program funding request is for \$1,556,280. Match will be provided through the Land and Water Conservation Fund.

The Department of Resources and Economic Development thanks you for the opportunity to submit our project for consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "George M. Bald". The signature is stylized and overlaps the printed name below it.

George M. Bald  
Commissioner

Cc: Ted Austin, Director  
Mike Housman, Supervisor of Park Operations

GMB:jl

**RECEIVED**  
SEP 21 2009  
ROCKINGHAM PLANNING  
COMMISSION

For NHDOT use only:  
Application # \_\_\_\_\_  
LOI Received: \_\_\_\_\_  
MMW Aff. Name: \_\_\_\_\_  
MMW Date: \_\_\_\_\_  
Date Received: \_\_\_\_\_  
By: \_\_\_\_\_  
Score: \_\_\_\_\_

**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION ENHANCEMENT PROGRAM**

**2009-2010 Round Application Form for Candidate Projects**

**1. Sponsor Information**

Applicant Name: Department of Resources and Economic Development  
Division of Parks and Recreation

Mailing Address: PO Box 1856, Concord NH 03302-1856

Contact Name: Thomas Mansfield  
Title: Department Architect  
Telephone: 603/271-3556  
Email: tmansfield@dred.state.nh.us

Sponsoring Regional Planning Commission:  
Rockingham County Regional Planning Commission

*Letters from the sponsoring RPCs regarding project specific comments from the RPC and the overall regional priority rankings letter with this proposed project highlighted will be attached by NHDOT staff and considered as part of the NHDOT review of projects. Points will be awarded as follows:*

<i>Rank</i>	<i>Points</i>
1	45
2	15
3	5

**2. Project Planning (10.5 points):**

Has this project undergone previous planning as a component of a larger transportation plan or on its own? (check one): **Yes**

Hampton Beach Area Master Plan, 2001

<http://www.hampton.lib.nh.us/hampton/town/masterplan/mastplan1a.htm>

Hampton Beach Design and Development Study, 2008

<http://www.nhstateparks.org/uploads/Hampton%20Final%20Report.pdf>

Has the project sponsor developed the following for this project (*please attach separate sheets as necessary*) (1.5 points each): **See attached**

- ✓ A purpose of need statement?
- ✓ An overview of existing conditions?
- ✓ Preliminary identification of natural and historical resources that could potentially be impacted by the proposed project?
- ✓ An alternatives analysis that includes a 'do nothing' option and clearly identifies the proposed project as the preferred alternative addressing the identified purpose & need?
- ✓ A conceptual design of the proposed project?
- ✓ An estimated project budget?
- ✓ Documentation of the Public Input opportunities provided throughout the planning process and a summary of commentary received?

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### 3. Plan Support (10 points):

Is this project supported by local, regional and/or state transportation and land use plans? **Yes**

*Hampton Beach Area Master Plan, 2001*

<http://www.hampton.lib.nh.us/hampton/town/masterplan/mastplan1a.htm>

*Hampton Beach Design and Development Study, 2008*

<http://www.nhstateparks.org/uploads/Hampton%20Final%20Report.pdf>

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### 4. Intermodal focus (2.5 points each):

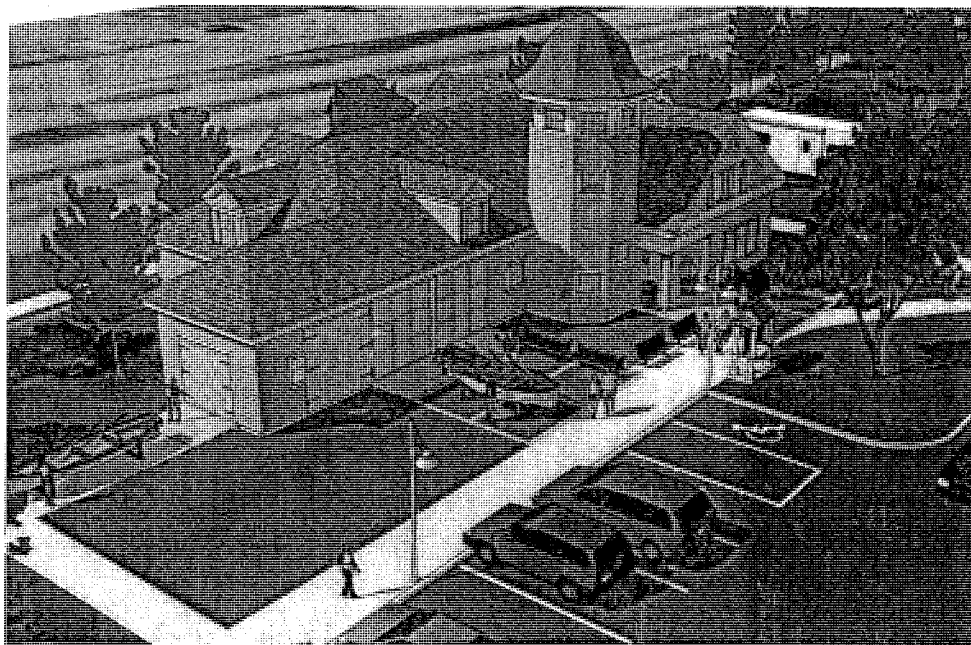
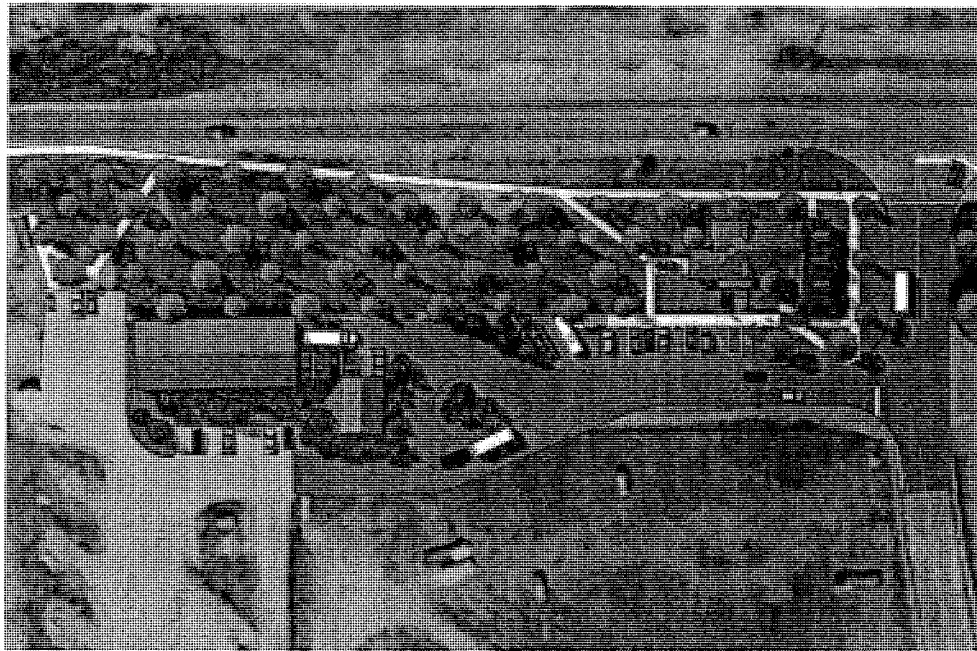
How many surface transportation modes will this project enhance?

Pedestrian  Bicycle  Transit  Rail  Marine  Automobile

This facility will be located at the South Beach Area of Hampton Beach State Park. This location for the visitor center was chosen because it is the only area that is accessible to both north and south bound traffic. Its close proximity to the Hampton State Marina and the large day-use parking area at the park make it a logical starting point for cyclers and pedestrians who visit the park and resort area.

## 5. Project Description:

Please attach a map of the project area that shows the proposed alignment.



### **South Beach Visitor Center**

The South Beach area serves as the southern gateway to Hampton Beach State Park and is a significant parking receptor for the beach area. In addition to parking, this area of the beach provides a quieter more secluded experience than the portion of the State Park to the north. At this location, a generously landscaped yard adjacent to Route 1A is

proposed to provide a gateway and a sense of entry to the State Park. A new visitor center is also placed at the entrance to this site to provide year-round local and state park visitor information and services as well as additional administrative space. The South Beach visitor center building will recall the Coast Guard Life Station building that stood at the opposite end of High Street and opened in 1899. The landscape will employ typical 'back dune' plant species such as black oak, red maple and beach rose planted in a formal configuration to provide 'green relief' and convey a clear sense of arrival, while also concealing the vast parking area beyond.

South Beach Visitor Center Building Program Elements:

- Entry Porch: Covered Porch
- Lobby: Public Area with Signage Showing Services Available
- Exhibit Space: Seasonal and Permanent Exhibits on Area Wildlife and History
- State Park Information Desk and Campground Registration
- Men's and Women's Accessible Toilets
- Viewing Tower
- Employee Conference Area
- Offices

**6. Project Funding (5 points):**

Will this project be Municipally Managed? **Yes**

(Communities are strongly encouraged to "Municipally Manage" the implementation of the project. Please review the "manual for Development of CMAQ/TE Projects" available for reference at [www.te-cmaq.com](http://www.te-cmaq.com) )

• Project Cost Estimate:

*In the space below, please identify the estimated project costs under each of the applicable categories.*

- a. Planning / Design / Engineering (separate contract)
- b. Right-of-Way (n/a)
- c. Construction \$ 1,945,350.00

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Total \$ 1,945,350.00

In the spaces below, please identify the estimated match and federal funds breakdown for the proposed project.

• Funding Source(s)

- a. Project Sponsor (20% Min.) \$ 389,070 20 %
- Federal (80% Max.) \$ 1,556,280 80 %
- Total \$ 1,945,350

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**TO BE COMPLETED BY THE RPC**

*I hereby certify that I have been involved in and conducted a review of the public participation process for the proposed project, have reviewed the project plans and believe that the public has been invited to participate and has been solicited for input on the proposed project and that the planning process used to arrive at the proposed project was, in my professional opinion, both valid and effective.*

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_ Title: \_\_\_\_\_

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Please attach official correspondence from the funding entity obligating the required matching funds.

- Source of Funds: (Indicate how matching funds will be obtained):  
**Land and Water Conservation Fund Grant**
- Who will maintain the completed project?  
**Division of Parks and Recreation**

## 7. Previously approved TE projects

If your municipality/organization has previously been awarded funding through the Transportation Enhancements program, please attach additional sheets that provide information on the amount awarded, the year awarded and the purpose and status of completion for each project.

Please Note: *All current (active) TE projects awarded in 2004 and before will receive additional scrutiny by NHDOT during the application review. If the project has not been completed due to inaction by the managing entity, new applications for funding may be denied as a result. This will not affect those projects dating to 2004 and before that have not been completed due to issues beyond the control of the municipality/sponsor.*

### TO BE COMPLETED BY THE RPC

#### Eligible Categories (Please check appropriate category)

<input type="checkbox"/>	Provision of facilities for pedestrians and bicyclists	<input type="checkbox"/>	Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
<input type="checkbox"/>	Provision of safety and educational activities for pedestrian and bicyclists	<input type="checkbox"/>	Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
<input type="checkbox"/>	Acquisition of scenic easements and scenic or historic sites	<input type="checkbox"/>	Control and removal of outdoor advertising
<input type="checkbox"/>	Scenic or historic highway programs (including the provision of tourist and welcome center facilities)	<input type="checkbox"/>	Archaeological planning and research
<input type="checkbox"/>	Landscaping and other scenic beautifications	<input type="checkbox"/>	Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
<input type="checkbox"/>	Historic preservation	<input type="checkbox"/>	Establishment of transportation museums

## **Question 2 Continued:**

### **1. A purpose of need statement?**

Key recommendations in the Hampton Beach Area Master Plan, 2001, p. 1-7 – 1-8 include;

“Reorganization of the State Park areas to promote separate destinations geared to different user groups, including an active central performance and entertainment complex, areas geared to families and small children, and areas devoted to more passive enjoyment of the beach and harbor.”

“Improved gateways that welcome visitors to Hampton Beach.”

“Expansion of the tourism season through special events, promotions and physical improvements.”

### **2. An overview of existing conditions?**

Hampton Beach State Park was organized in the late-1930's and consists of three distinct areas; South Beach, Hampton Seashell and North Beach. The project proposed is at the South Beach area. The South Beach area is a 13 +/- acre property that contains the largest parking area at Hampton Beach that can park approximately 1,200 cars and provides full visitor services including an RV campground, bath houses, and lifeguards. This area is unique in that Route 1A, (Ocean Boulevard) is two-way at this busy public facility making it easy for visitors to access.

### **3. Preliminary identification of natural and historical resources that could potentially be impacted by the proposed project?**

The Division of Parks and Recreation has consulted with the Division of Historical Resources. At the recommendation of the Division of Historical Resources a Historic Area Form is being completed. At South Beach, even though it is suspected that the area for the visitor center is made land, the Division will be hiring an archeologist while construction is underway to monitor the site.

### **4. An alternatives analysis that includes a 'do nothing' option and clearly identifies the proposed project as the preferred alternative addressing the identified purpose & need?**

*Alternative 1: Do Nothing.* The need for a visitor center at the South Beach Gateway to Hampton Beach goes unaddressed.

*Alternative 2:* Locate year-round visitor services at the Seashell Complex. While the Seashell Complex is the hub of activity during the summer the facilities are too large to support year-round. Traffic is only one-way along this stretch of Route 1A, Ocean Boulevard and for visitors not familiar with the area, it is a confusing route.

*Alternative 3:* Locate year-round visitor services at South Beach. Easily accessible by both north and southbound traffic, this site is the preferred alternative. In addition, the large parking area is convenient to visitor services and the size of the building can be supported year-round by park staff.

**5. A conceptual design of the proposed project?**

A conceptual design has been completed.

*Hampton Beach Design and Development Study, 2008*

<http://www.nhstateparks.org/uploads/Hampton%20Final%20Report.pdf>

**6. An estimated project budget?**

A professional estimator, Conestco, was retained and the estimated budget for the project is \$1,945,350 (attached).

**7. Documentation of the Public Input opportunities provided throughout the planning process and a summary of commentary received?**

The *Hampton Beach Area Master Plan, 2001* was created in consultation with an advisory committee, meetings with the public, interviews with key stakeholders, and interviews with public officials (p. II-3 – II-4).

In addition, the *Hampton Beach Design and Development Study, 2008* was developed with the assistance of a design team, meetings with the public, interviews with key stakeholders, and interviews with public officials (p. 7). Also the Division held a public information session on the boardwalk in July 2008 and has presented the project at the Hampton Beach Area Commission meetings.

## CONESTCO.

222 Mountain Road  
Raymond ME 04071

207.627.4099 telephone  
207.627.4099 telecopier

*Opinions of Probable Cost ~ Construction Consulting ~ Value Engineering*

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Mr. Ward D'Elia, AIA  
Samyn D'Elia Architects  
PO Box 1259  
Ashland NH 03217

July 22, 2009

Dear Ward:

Per our phone chat yesterday, you asked me to reanalyze cost trends in construction and relate those trends to the anticipated Hampton Beach Development project in Hampton Beach NH. Rather than go back and look at individual line items or categories of costs in any of the project areas we thought out in the spring and summer of 2008, I have chosen to utilize MEANS national construction cost trends, along with my own trade insight and experience, and apply those trends and understandings to the Hampton Beach project.

As we are all aware, the national and world economic chaos has come down heavily on commercial general construction. Over the past 9 months or so, commodity prices have shrunk considerably as demand has fallen across the board. Manufacturers have had trouble obtaining ongoing financing for operations and have cut manufacturing output markedly. General contractors, subtrades, and suppliers have all faced a declining market for their services. Many companies have only been able to survive the current turmoil by pricing jobs almost at cost or relying on shrinking backlogs of work that was already in the pipeline when the economy went south. Truly, over the past portion of a year, it has been an excellent owner's market for construction bidding.

Well. That was then and this is now, as they say. Worldwide construction activity appears to be gaining steam and commodity prices, for the most part, have either bottomed out or have begun to show signs of inflationary cost pressure upward. Cost projection is as much an art as a science, but in looking at past several year and current year trends and applying them to the Hampton project, following is my best guess as to where we are headed.

From April 2008 to April 2009, our area construction costs increased about 4%. That aggregate change was most marked in the last 2 quarters of 2008 and the first quarter of 2009, when the cost index rose at a 6% to 7% annual rate. However, the second quarter of 2009 saw a cost index shrinkage on an annualized basis of almost 8%. That quarterly result was a direct reflection of commodity price contraction and manufacturing slowdowns. The fall of cost also mirrored aggressive contractor bidding due to backlog shrinkage and helped hold the total annual cost index down in the 4% range, rather than a much higher 7% as reflected by other quarterly trends in the period. MEANS current reports suggest that overall construction pricing is beginning to rise toward a 5% annualized rate of Inflation for the rest of 2009 and should hold to that area of cost rise through 2010.

Let us take this information and apply it to the Hampton project as best we can.

<u>Category</u>	<u>June 2008</u>	<u>June 2008 – 2009 Index + 4%</u>	<u>June 2009 – 2010 Index + 5%</u>
Seashell Complex	\$ 7,060,495	+ \$282,420 = \$ 7,342,915	+ \$367,145 = \$ 7,710,060
South Gateway	\$ 1,945,350	+ \$ 77,815 = \$ 2,023,165	+ \$101,160 = \$ 2,124,325
Haverhill Street	\$ 1,098,095	+ \$ 43,925 = \$ 1,142,020	+ \$ 57,105 = \$ 1,199,125
Marine Memorial	\$ 1,506,505	+ \$ 60,260 = \$ 1,566,765	+ \$ 78,340 = \$ 1,645,105
Gateway South Site	\$ 630,330	+ \$ 25,215 = \$ 655,545	+ \$ 32,780 = \$ 688,325
Ocean Avenue Site	<u>\$ 3,238,040</u>	+ \$129,525 = <u>\$ 3,367,565</u>	+ \$168,380 = <u>\$ 3,535,945</u>
<b><u>Construction Total</u></b>	<b><u>\$15,478,815</u></b>	<b><u>\$16,097,975</u></b>	<b><u>\$16,902,885</u></b>

These inflation adjusted figures could be combined in any number of ways to determine project areas that can be combined and readily expected to be successfully bid and constructed within the available State budget.

Hampton Beach  
Cost Index Analysis  
7/22/09  
page 2

If the Owner has a firm \$13 million in ready \$\$ available for construction now and wishes to proceed by concentrating on project areas whose projected costs mirror that amount, using the figures through June 2010 suggests that the South Gateway complex with its visitor center and associated Gateway South site package be deferred until additional funding is available. Those areas have an inflation adjusted expected cost through June 2010 of \$2,812,650. Subtracting that sum from the total project inflation adjusted expected construction cost of \$16,902,885 leaves a net amount of \$14,090,235 available for the rest of the entire project. Clearly, if inflation figures projections hold true and there are no other ameliorating factors involved, some additional portion of the project may have to be mothballed pending additional funding.

The wild card I see in both my budget pricing and the market involve the 10% GenCon overhead and profit figures I assigned to the budget initially, the 5% complexity factor contingency allowed, and the 10% design and cost contingency utilized. My historicals suggest that this 25% total of markup figures are on the high side in the aggregate, perhaps as much by 10%. Should that prove to be the case, then the 4% and 5% inflation factors applied for June 2008 through June 2009 and June 2009 through June 2010 may well be moot, or at least overstated.

The caveat to that statement lies in whether your design prerogatives and my understanding and cost analysis of that design was properly coordinated and there were no mass holes or errors in our assumptions used when we began the cost review process. Based on past experience, I am not uncomfortable with "splitting the difference" and saying that 5% of that potential 10% aggregate conservative cost overstatement could be shelved and that 5% should still be retained for fluff's sake.

Doing so would take us from the June 2010 total construction projection of \$ 16,902,885 back to the June 2009 projection total of \$16,097,975. Deleting the South Gateway complex and Gateway South site package using the June 2009 figures brings the balance of the project construction cost in at \$13,419,265.

A final word on general bid results and market factors affecting the bid process. In my work, it is imperative that I try to be conservative in the nature of my costing work. There are always market factors involving individual suppliers, subcontractors, or general contractors that I simply can not foresee, either individually or in toto. If you and I have done a good job of coordinating our thinking involving content, materials, and methods of the project construction in our admittedly very early phase analyses, the competitive nature of the business and the attractiveness of this project cannot, and should not, be overlooked.

It is my strong belief that bidding exigencies and the competitive nature of the market, even given the slowly reversing trends relative to cost that are now being exhibited, run strongly in favor of the Hampton Beach project. I suggest that the State proceed post haste with design and strongly consider top flight construction management as an additional design and contracting weapon that can, if properly applied with the right construction manager partner organization, markedly affect the project in a positive manner.

A strong, effective, and reliable CM partner will help shorten the design time, allow for the best partnering between the design team and the contractor, increase pre and post design efficiency and effectiveness in planning and construction, and give the State the benefit of an earlier return on its \$\$ investment. In my opinion, the right CM partner on this project may well be the most useful tool available for assuring the State that the budget I crafted can become an accurate reality and that the project will be built with a contractor the State would choose to work with without reservation.

Please feel free to contact me with any questions or concerns you have about this general analysis and thoughts regarding this most excellent project. I wish you every success in its design and construction and am ready to assist the overall team in any manner possible.

Very truly yours,

cc: file/2750.anal.ltr.2009

Bruce M. Sanford, Principal  
**Conestco.**