



Spaulding Turnpike Improvements NHS-027-1(37), 11238

Newington to Dover

New Hampshire

September 2021



Federal Highway
Administration



New Hampshire
Department of Transportation

Spaulding Turnpike Improvements NHS-027-1(37), 11238

Newington to Dover,
New Hampshire

Prepared for: **New Hampshire Department of Transportation and
Federal Highway Administration**



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FHWA-NH-EIS-06-01-D

**NEWINGTON-DOVER
SPAULDING TURNPIKE IMPROVEMENTS
STRAFFORD AND ROCKINGHAM COUNTIES, NEW HAMPSHIRE**

2021 FINANCIAL PLAN UPDATE

LETTER OF CERTIFICATION

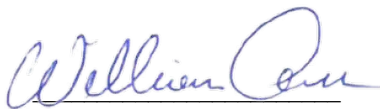
The New Hampshire Department of Transportation developed a comprehensive Initial Financial Plan for the Newington-Dover, Spaulding Turnpike Improvements Project in 2010 as agreed with the Federal Highway Administration in accordance with the FHWA Financial Plan Guidance which was issued on May 23, 2000 and the Project Financial Plan Requirements under SAFETEA-LU. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully finance the project.

This document is the 2021 Financial Plan Update and is an amendment to the Initial Financial Plan. The appropriate chapters and sections within the Initial Financial Plan have been updated within the 2021 Financial Plan Update and are included within this document.

The cost data in the 2021 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2021 and includes a realistic estimate of future costs based on engineers' estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions, demographic variables and tolling measures, they represent realistic estimates of available monies to fully fund the project.

We believe the 2021 Financial Plan Update provides an accurate basis upon which to schedule and fund the Newington-Dover, Spaulding Turnpike Improvements Project. The Department will continue to review and update the financial plan on an annual basis.

To the best of our knowledge and belief, the 2021 Financial Plan Update as submitted herewith, fairly and accurately presents the financial position of the Newington-Dover, Spaulding Turnpike Improvements Project, its cash flows, and expected schedule for the project's construction period. The financial forecasts in the 2021 Financial Plan Update are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the 2021 Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Initial Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.



Commissioner

03/11/2024

Date

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Spaulding Turnpike Improvements
2021 Financial Plan Update
Newington-Dover, New Hampshire

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Introduction

1.4 Funding Overview

The State Ten Year Transportation Improvement Plan (TYP) identifies projects every two years to be included for design and construction for a period of ten years based on a public hearing and prioritization process. The primary funding source for this project is through the NH Turnpike System with additional earmark funding provided by the Federal Highway Administration directed to the construction of the new Little Bay Bridge (Construction Contract L) carrying southbound Turnpike traffic adjacent to the existing Little Bay Bridge.

The State's Legislature passed House Bill 391 in June 2009, which increased the Project's authorization to \$275M for engineering, right-of-way, and construction activities. In November 2009, the State issued \$150M and in August 2012, the State issued \$119.2M in Turnpike Revenue bonds¹ to pay for the project's expenditures, as well as other Turnpike capital projects.

In Fiscal Year 2015, the state issued \$50M in Turnpike Revenue Bonds that provided funding for the overall Turnpike capital program, specifically to include the Newington-Dover projects.

¹ Bond proceeds in the amount of \$ 52.3 million dollars were used to fund a portion of the Newington-Dover project. The bond proceeds allocation, along with interest costs, are summarized in Exhibit 8.

Project Description

2.5 Project History

2.5.1 Major Milestones

The Newington–Dover project study phases have been completed with final design and construction underway. To help understand the efforts that have been accomplished to date, the following is a brief chronology of the Project Milestones.

- **May 13, 2003** – Federal Highway Administration (FHWA) publishes a Notice-of-Intent in the Federal Register to prepare an EIS.
- **July 30, 2003** – The US Army Corps of Engineers (ACOE) issues its approved basic Project Purpose statement.
- **March 2004** – FHWA and NHDOT issue Scoping Report for the project.
- **January 2005** – FHWA and NHDOT publish Rationale Report.
- **February 25, 2005** – ACOE approves the Reasonable Range of Alternatives as presented in the project Rationale Report.
- **July 2006** – FHWA and NHDOT issue the Draft Environmental Impact Statement.
- **August 11, 2006** – ACOE Section 404 and NHDES Wetlands Dredge and Fill Permits submitted.
- **August 18, 2006** – USEPA published DEIS notice in Federal Register.
- **September 21, 2006** – FHWA, NHDOT, ACOE and the NH Department of Environmental Services (NHDES) hold a Joint Public Hearing in Dover, NH.
- **January 29, 2007** – Tuttle Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement with the Strafford Conservancy and NHDOT holding Executory Interest Rights.

- **June 11, 2007** – ACOE confirms that the Selected Alternative is the Least Environmentally Damaging Practicable Alternative.
- **June 25, 2007** – NHDOT issues the Report of the Commissioner.
- **August 22, 2007** – Special Committee determines the occasion for the layout of the Highway in accordance with RSA 230:45.
- **December 2007** – FHWA and NHDOT issue the Final Environmental Impact Statement (FEIS) identifying the Department’s Selected Alternative and mitigation package.
- **February 7, 2008** – NHDOT applies for the Water Quality Certificate.
- **October 24, 2008** - FHWA issues Record of Decision (ROD).
- **December 18, 2008** – Notice-to-proceed issued to Final Design Consultant.
- **December 19, 2008** – Coastal Zone Management documentation submitted to NHDES Coastal Program.
- **January 29, 2009** – The Day Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement and the NHDOT holding Executory Interest Rights.
- **June 17, 2009** - NHDES issued the Wetlands Dredge and Fill Permits.
- **June 19, 2009** –ACOE issued a provisional Section 404 Permit.
- **February 3, 2010** - Water Quality Certificate issued.
- **February 9, 2010** - Coastal Zone Management Consistency Certification issued.
- **March 15, 2010** - ACOE Permit issued.
- **April 20, 2010** - US Coast Guard Permit issued.
- **July 14, 2010** – Contract L Construction Contract Awarded.
- **September 2010** – Contract L Construction Commences.
- **March 23, 2012** – The Saba (Memphas) and Hislop Property Conservation Easements within the Knight Brook watershed area were recorded with the Newington Conservation Commission holding the easement and the NHDOT holding the Executory Interest Rights.
- **August 22, 2012** – Contract M Construction Contract Awarded.
- **September 2012** - Contract M Construction Commences.
- **November 2013** - Contract L completed.
- **May 2, 2014** – Wetlands Dredge and Fill Permit expiration date extended to June 17, 2019
- **December 4, 2014** – Contract O Construction Contract Awarded.

- **June 3, 2015** – US Army Corps of Engineers Permit expiration date extended to June 30, 2021.
- **April 2015** – Contract O Construction Commences.
- **August 27, 2015** – Contract S (General Sullivan Bridge) Part B Notice to Proceed issued.
- **August 2016** - Contract M completed.
- **August 11, 2016** – Contract S - In-Depth Inspection Report completed.
- **August 15, 2016** – Contract S – Bridge Load Rating completed.
- **August 24, 2016** – Contract Q Construction Contract Awarded.
- **September 2016** – Contract Q Construction Commences.
- **October 18, 2017**- Contract 11238 Coordination Plan for Agency and Public Involvement (Supplemental EIS for General Sullivan Bridge).
- **November 2017** – Contract O completed.
- **October 2020** – Contract Q completed.
- **Public Informational Meetings**; The NHDOT has held ten (10) Public Information Meetings with the first beginning just prior to the initial construction activities in September 2010. These meetings are held to update and receive feedback from area residents and officials of the ongoing and planned construction actions.

Meetings were held on the following dates:

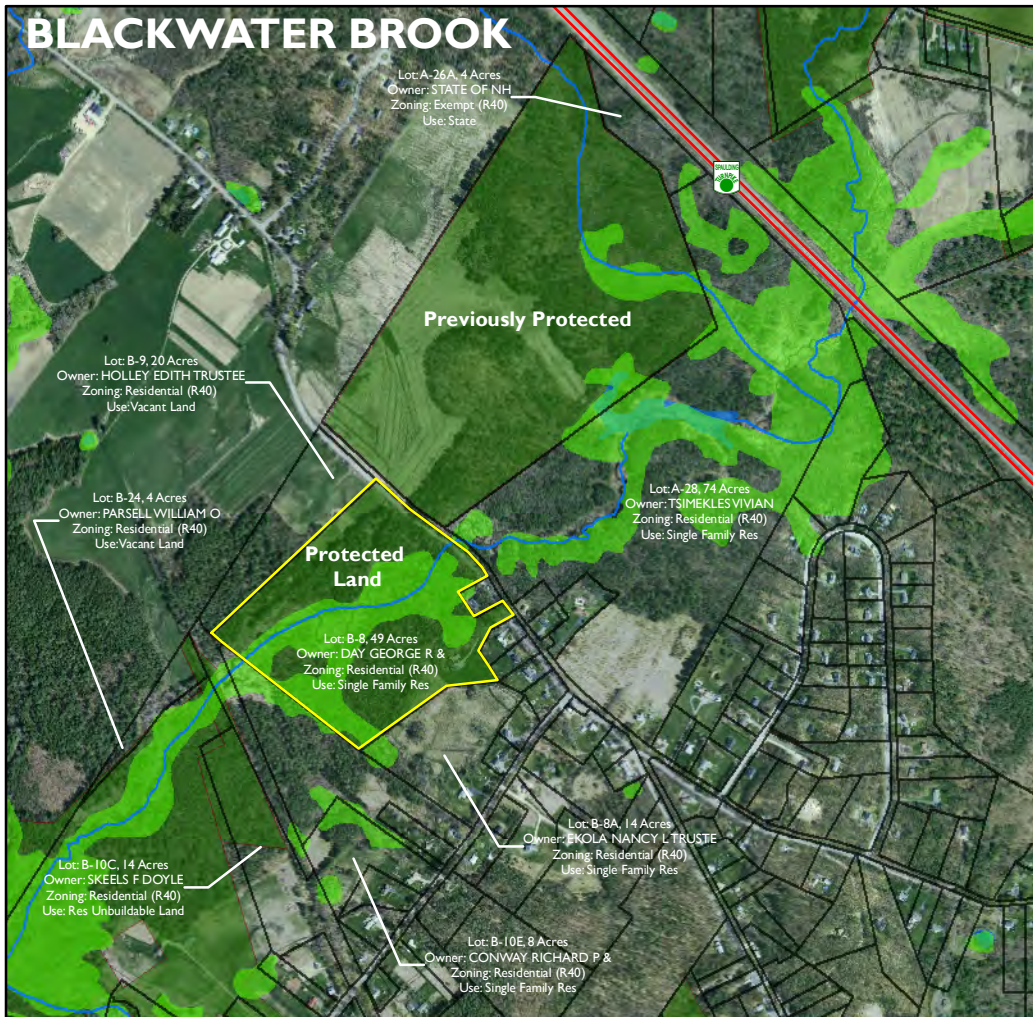
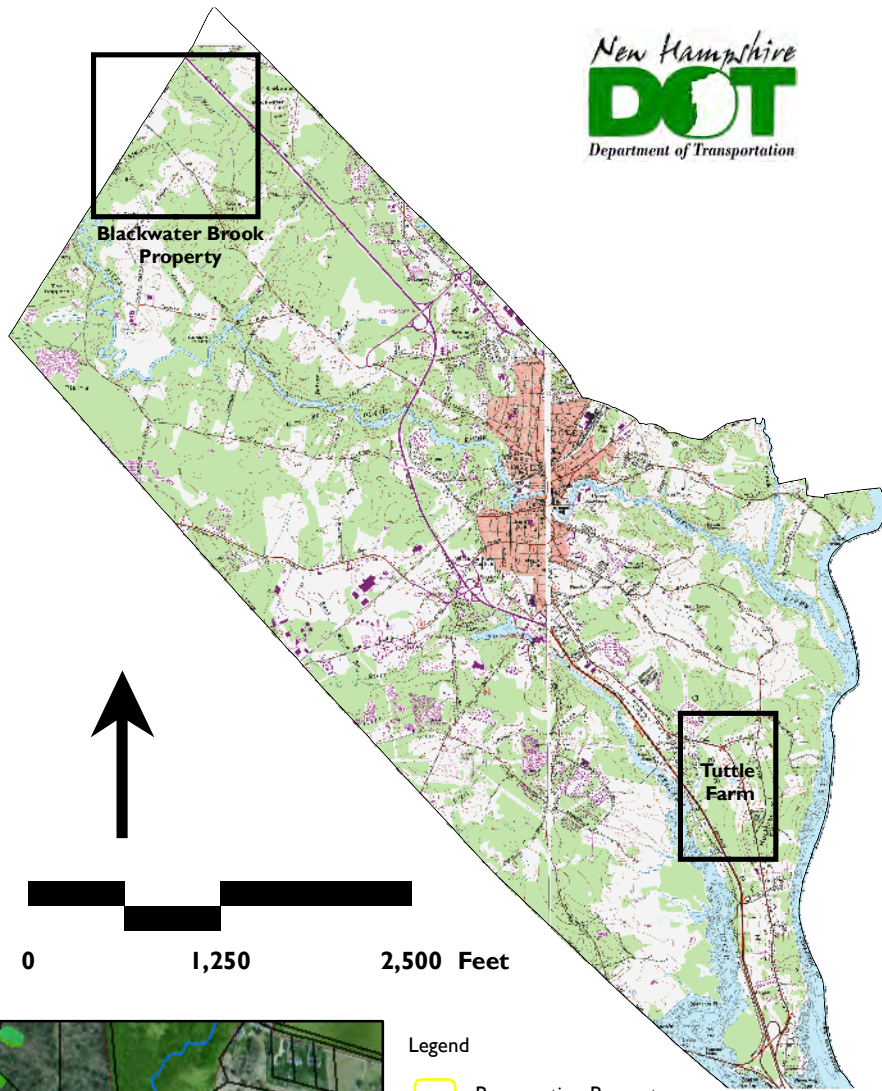
May 27, 2009; August 25, 2009; March 16, 2010; August 19, 2010
May 16, 2013; August 6, 2014; August 25, 2015, October 25, 2016,
January 30, 2018, September 5, 2018.

2.5.2 Completed Activities

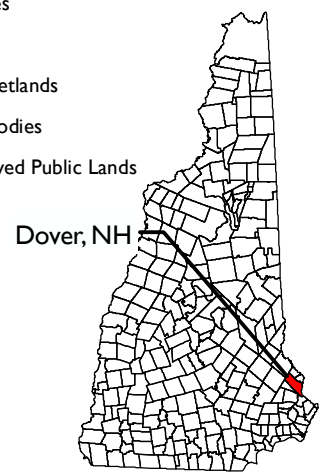
Since the Final Environmental Impact Statement (FEIS) was published in December of 2007 and the ROD issued in October of 2008, the NHDOT has continued to advance various project components. The NHDOT utilized a Quality Based Selection process and contracted for final design services with a design consultant in December 2008 to complete the necessary contract plans and construction documents for the construction of the project. All final design activities for Contracts L, M, O, and Q were completed in March of 2016. Final design activities for Contract S are anticipated to continue in 2021.

2.5.2.1 Mitigation Activities

- The acquisition of Tuttle and Day **Figure 2.5-1** properties, totaling 135 acres, in Dover was completed to fulfill the proposed wetland mitigation requirement in Dover.
- The NHDOT has provided approximately \$2.0 M in support for the expansion of the Downeaster rail service through a joint-sponsored effort with the Northern New England Passenger Rail Authority to operate a fifth weekday roundtrip between Portland, Maine and Boston, Massachusetts. The NHDOT advanced this effort through the CMAQ program, where funding was transferred to FTA in 2006, and service was initiated in August 2007.
- In 2008, the NHDOT completed construction of a 416-space park-and-ride facility at Exit 9 in Dover. The NHDOT completed this project under the CMAQ program. Concurrently, under the CMAQ program a new intercity Bus service has been implemented from Dover to Portsmouth via the Spaulding Turnpike.
- The acquisition of the Conservation Easements for the Saba and Hislop **Figure 2.6-1** properties, totaling 69.4 acres, in the Knight Brook watershed area of Newington, was completed to contribute to the wetland mitigation package in Newington.
- The acquisition of the land and placement of a Conservation Easement on Railway Brook from Pease Development Authority, totaling 37.37 acres, was completed to contribute to the wetland's mitigation package in Newington.
- To improve bus service in the seacoast area, Bus Alternative 3 was implemented and involves improving connectivity and reducing headway for three existing bus routes in the seacoast area. A CMAQ application to implement Bus Alternative 3 at an estimated cost of \$6.58M was submitted in December 2009 and subsequently approved. An additional \$2.28M was appropriated to cover operating expenses for an additional 2-year period to fund a total of 5 years (2013 to 2017) of operating costs. With the success of the regional transit service performance as part of Bus Alternative 3, the Legislature has authorized an additional \$3.1M to extend transit service through 2020 to align with the completion of associated Spaulding Turnpike construction improvements.
- In August of 2014, the NHDOT completed a new Park-and-Ride facility that provides approximately 200 spaces at Exit 13 of the Spaulding Turnpike in Rochester. The project was completed as part of the CMAQ program.

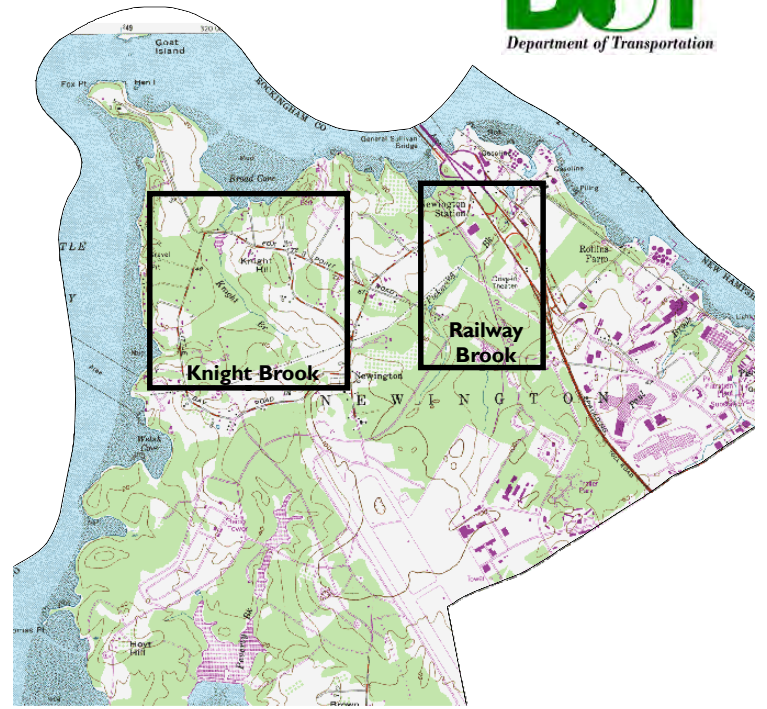
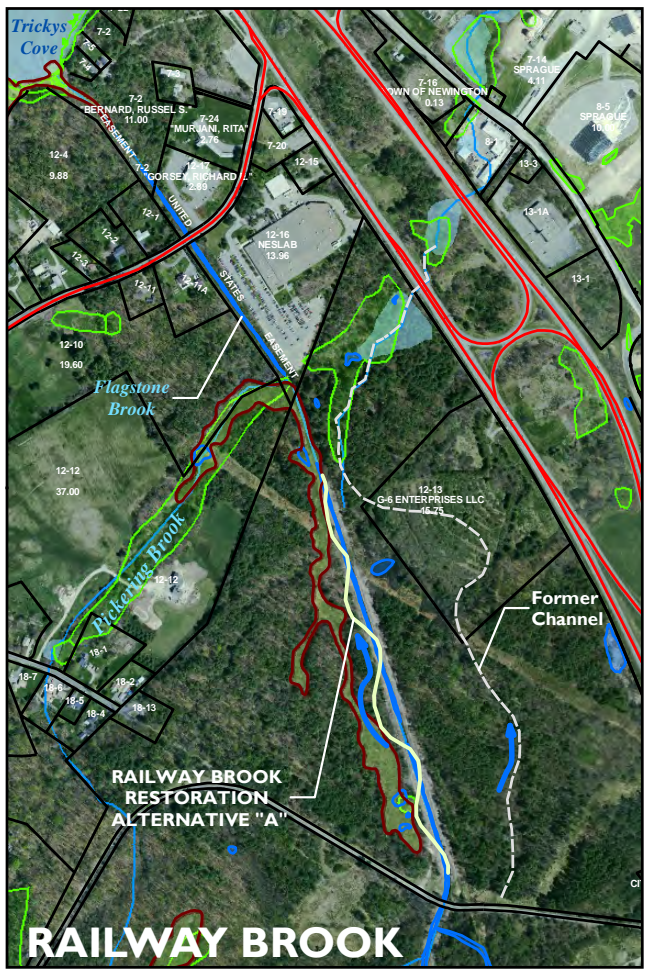


- Legend
- Preservation Property
 - Lot Lines
 - Streams
 - NWI Wetlands
 - Waterbodies
 - Conserved Public Lands

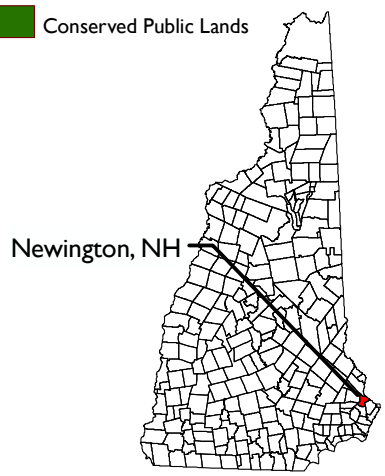
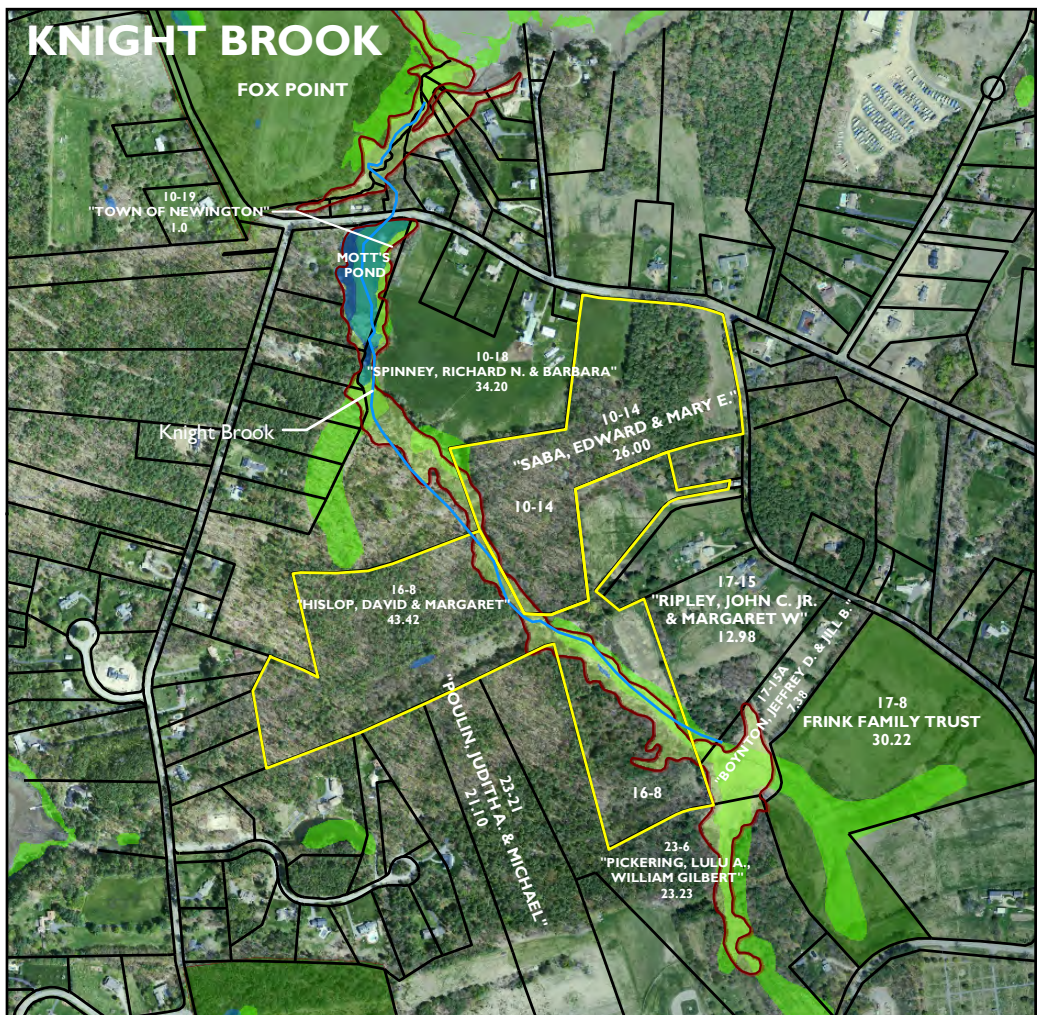


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Figure 2.5-1
 Dover Mitigation Sites



- Legend**
- Preservation Property
 - Lot Lines
 - Streams
 - Prime Wetlands
 - NWI Wetlands
 - Waterbodies
 - Conserved Public Lands



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Figure 2.6-1
Newington Mitigation Sites

- The Stream Restoration design for 3,100 feet of Railway Brook in Newington **Figure 2.6-1** was completed as part of Contract M. Construction of the stream restoration was completed in the summer of 2015.

2.5.2.2 Final Design Engineering

- In March of 2009 the Department completed Phase 1 of a two-phase Value Engineering (VE) assessment for a new Little Bay Bridge, the rehabilitation of the existing Little Bay Bridge and a new pedestrian bridge to access the existing General Sullivan Bridge in Dover, respectively.
- In June 2009, the Department completed the second and final phase of the Value Engineering (VE) assessment for the remainder of the entire 3.5-mile project area.
- Corridor Level ISA's for hazardous materials have been completed.
- The update of the wetland delineations and the identification of the invasive species areas were completed during the spring of 2010. The invasive species delineation was updated in the fall of 2013.
- The Type, Span and Location Study Report and the Underwater and Above Water Inspection Report for the General Sullivan Bridge were completed in June 2010 and May 2012 respectively.
- In 2014 and 2016 full inspections of the General Sullivan Bridge were completed. In 2014 the Department also finished a load rating evaluation for the General Sullivan Bridge. In 2018, the Department completed a "targeted bridge inspection" which resulted in the closure of the General Sullivan Bridge to all pedestrian and bicycle traffic. Preliminary highway design phase evaluation and plans were completed in Newington in December 2009 and in Dover in June 2010.
- Slope and Drainage highway design phase plans for Newington and Dover were completed in November 2010 and April 2012 respectively.
- Final Mylar design phase activities were completed for Contract L in May 2010.
- Final Mylar design phase activities were completed for Contract M in May 2012.
- The Department and the Pease Development Authority negotiated an agreement to extend the roadway project limits on Arboretum Drive approximately 2,000 lineal feet southerly to a point where the internal roadway infrastructure is in satisfactory condition to support the proposed Exit 3 design that is forecasted to generate additional traffic on Arboretum Drive. In addition, a driveway connection from Woodbury Avenue to the former drive-in site was negotiated into the design. The design and construction of this additional work was incorporated in Contract M.

- During project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M. This roundabout replaces the previously proposed signalized intersection. The second roundabout is in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road and will be constructed as part of Contract Q.
- The Preliminary Bridge Phase submission was completed in June 2012 on the existing Little Bay Bridges for Contract O.
- Final Mylar design phase activities were completed for Contract O in August 2014.
- The Preliminary Bridge Phase submission for Contract Q was completed in February 2013 on the US Route 4 Bridge over the Spaulding Turnpike at Exit 6.
- The Preliminary PS&E Phase submission for Contract Q was completed April 2014.
- The PS&E Phase Submission for Contract Q was completed in October 2014.
- Final Mylar design phase activities including the City of Dover municipal water and sewer designs were completed for Contract Q in March 2016.
- Final Mylar design phase activities were completed for Contract Q in May 2016.
- The Department completed a Municipal Agreement on August 17, 2016 with the City of Dover for water and sewer utilities, sidewalk maintenance and the turnover and acceptance of local roadways from the Department.
- The Department completed a Municipal Agreement with the Town of Newington on June 21, 2018 for sidewalk maintenance and the turnover and acceptance of Woodbury Avenue from the Department.

2.5.2.3 Right-of-Way

- Early property acquisitions acquired under the 11238J project include the former Drive-in Theater property in Newington and the Conservation Easements on Day and Tuttle properties in Dover.
- Parcel D39, the Adaptations property was acquired under the 11238-parent project.
- The acquisition of the four parcels (D15, D16, D20 and D22) required for Contract L was completed in the summer and fall of 2010.

- The acquisition of twelve parcels (N1, N5, N6, N7, N9, N9-1, N9-2, N9-4, N19, N26, N27 and N30) required for Contract M was completed in the spring and summer of 2012.
- The acquisition of Conservation Easements on the Saba and Hislop properties in Newington has been completed.
- The complete acquisition of parcel D38, the Belanger Property, was completed in winter of 2011 and 2012. This acquisition was a result of a property owner request and provided additional land for stormwater detention basin placement. The building was demolished as part of Contract O.
- The acquisition of fourteen (14) parcels (D23, D33, D35, D57, D71, D72, D74, D80, D89, D90, D96, D98, D100 and D102) required for Contract Q was completed.
- The acquisition of the last property along the railroad corridor in Newington was completed in October 2018.

2.5.2.4 Construction

- The restriping of the Turnpike SB barrel and the SB on-ramp at Exit 6 (as part of a Transportation System Management (TSM) action) was completed in the summer of 2008 to improve the traffic operations in this area.
- In 2006, safety improvements, totaling \$7.9M, were completed to the Exit 4 interchange in Newington. Various elements of these improvements were retained as part of the Newington-Dover 11238 Contract "M", Exit 4 interchange reconstruction.
- Construction commenced in September 2010 for Contract "L". Contract L was completed with the installation of the overhead sign structure on September 23, 2015.
- Construction commenced in August 2012 for Contract "M". Contract M was completed in August 2016 which included the shift of traffic in 2015 onto the new Little Bay Bridge completed by Contract L. In addition, the restoration of Railway Brook was completed under Contract M.
- Construction commenced in September 2016 for Contract Q and was completed in October 2020.
- Granite State Gas Transmission Company has completed the construction of the Little Bay directional drill underwater crossing. Construction began in the fall of 2012 and was completed in the fall of 2013.
- Contract O, which involves the rehabilitation of the Little Bay Bridges, was awarded for construction in December 2014 and was completed in November of 2017.

2.6 Ongoing Activities

2.6.1 Mitigation

The NHDOT has adopted a comprehensive mitigation package for the project. As noted previously, some mitigation measures have been completed; others discussed below are in various stages of design and implementation.

2.6.1.-1 Travel Demand Measures (TDM)

Implementation of the following TDM action will provide travel options to the project area.

- In December of 2009 the Department submitted a CMAQ application for the construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza. The application was not approved. An alternative 80 space Park and Ride facility including the opportunity for a possible future Wildcat Transit bus stop is currently under consideration. The facility would be located along the NH 125 corridor just north of the NH 125/US 4 Lee Roundabout. This project was awarded CMAQ funds through the 2019-2020 biennial solicitation process.

2.6.2 Final Design Engineering

The Type, Span and Location Study (TS&L) for the General Sullivan Bridge rehabilitation was completed in March 2017. Following the review of the TS&L and the continual deterioration of the bridge, the Department has initiated a Supplemental Environmental Impact Statement (SEIS) to evaluate rehabilitation and replacement options. The SEIS and Supplemental Record of Decision (SROD) will be issued as a combined document with an anticipated completion date in 2022. Following the issuance of the SROD, the preliminary and final design for the General Sullivan Bridge is anticipated to continue in FY 2022 and FY 2023.

2.6.3 Construction

Construction for Contract Q started in September 2016 with the majority of construction completed. The remaining efforts for the summer and fall of 2020 include paving the final wearing course, final striping, and addressing punch list items following the final inspection.

2.7 Project Status Summary

The Project Status (**Table 2.7**) provides an overview of the four project elements used to track the progress of the Newington-Dover Project from its inception through construction. The status of the Design, Right of Way and Construction Elements are summarized for each Construction Contract. The status of the Mitigation Element is summarized for each mitigation component of the project including Environmental, Transit, Rail, TDM and Park & Ride. An overall Project Wide Summary status for each element is also provided in the table to provide an estimation of the overall project element status.

Table 2-7. Project Status

PROJECT ELEMENT	% COMPLETE	STATUS OVERVIEW COMMENT
DESIGN		
CONTRACT L	100%	Contract L – New SB Little Bay Bridge is complete.
CONTRACT M	100%	Contract M – Exit 3 & 4 in Newington is complete.
CONTRACT O	100%	Contract O – The rehabilitation of the existing Little Bay Bridge is complete.
CONTRACT Q	100%	Contract Q – Exit 6/Mainline in Dover is in construction.
CONTRACT S	40%	Contract S – General Sullivan Bridge (GSB) rehabilitate substructure, replace superstructure, the inspections of the GSB were completed in 2009, 2012, 2014 and 2016. After structural evaluation, a SEIS evaluation of alternatives will be completed in 2022. In 2018 a “targeted bridge inspection” resulted in closing of the GSB.
PROJECTWIDE SUMMARY	90%	All final design activities are completed except for Contract S which is in the SEIS stage and is anticipated to be completed in 2023. Following the issuance of the SROD, preliminary and final design are anticipated to occur in FY 2022 and FY 2023.

Table 2-7. Continued

PROJECT ELEMENT	% COMPLETE	STATUS OVERVIEW COMMENT
RIGHT-OF-WAY		
CONTRACT L	100%	4 parcels impacted and acquired
CONTRACT M	100%	12 parcels impacted and acquired
CONTRACT O	100%	0 parcels impacted
CONTRACT Q	100%	14 parcels impacted and acquired
CONTRACT S	100%	0 parcels impacted
Future RR Parcels -	100%	2 parcels impacted and acquired.
Newington		
PROJECTWIDE SUMMARY	100%	32 of 32 parcels acquired for the project
MITIGATION		
ENVIRONMENTAL	100%	Tuttle and Day Properties preservation completed in 2009; Saba and Hislop Properties (Knight Brook watershed) acquired in 2012; Railway Brook restoration design and construction completed in Contract M.
TRANSIT	100%	Initial funding for Transit service operation was completed in 2012. Additional funding will extend transit operations through FY2020.
RAIL	100%	Downeaster Rail expansion completed in 2007.
TDM	100%	Promotion of ridesharing, bicycling, and walking are expected to have funding in place through FY 2020.
PARK & RIDE	92%	1- Dover P&R was completed in 2008; 2-Rochester P&R was completed in August 2014 and 3-Lee P&R has applied for CMAQ funding for FY 2019-2020, with a potential advertise date in November 2023.
PROJECTWIDE SUMMARY	96%	Environmental, Rail and Park & Ride work initiated or completed.
CONSTRUCTION		
CONTRACT L	100%	Construction activities initiated in September 2010 and now completed.
CONTRACT M	100%	Construction activities initiated in August 2012 and now completed.
CONTRACT O	100%	Construction activities initiated in April 2015 and are now complete.
CONTRACT Q	93%	Construction activities initiated in September 2016 and will continue through the fall of 2020.
CONTRACT S	0%	No Construction activities have been initiated.
PROJECTWIDE SUMMARY	92%	Construction activities have been initiated.

Implementation Plan

Based upon the current Turnpike revenue structure and a traditional delivery design-bid-build approach, the Newington-Dover Project was scheduled to be completed in the summer of 2022. The Dover Exit 6 interchange is scheduled to be fully operational in the spring of 2020 and fully completed in the fall of 2020. The final project, Contract S, anticipated the rehabilitation of the General Sullivan Bridge to a pedestrian and bicycle multi-use path and was scheduled to be completed in the summer of 2024. However, with the structural deficiency and ultimate closure of the General Sullivan Bridge (GSB) an alternatives analysis is currently being undertaken within the SEIS stage. The design completion and construction of this project is anticipated to be delayed to 2025. As a result of the closure of the existing GSB and the resultant loss of pedestrian/bicycle connectivity between Newington and Dover, the Department has implemented an interim bike/ped link across the Little Bay as part of Contract Q. The temporary path utilizes a portion of the widened Little Bay Bridge's northbound barrel. Once the SEIS is completed, additional details will be amended in subsequent Financial Plan Updates. This chapter provides information on the planned schedule for the execution of all elements of the Newington-Dover Project as well as the assignment of project responsibilities and status of the necessary permits.

3.1 Project Phasing /Summary Project Schedule

The Department determined that five construction contracts are required to complete all the project's necessary infrastructure improvements. **Figure 3.1** depicts the current construction contract breakouts and construction duration schedule. Each contract identified in the schedule includes advertising and bid period, construction duration and the estimated construction costs in 2021 dollars. The overall project will take approximately fourteen years to complete. The first contract, Contract L, began in the fall of 2010 and the fifth and final contract, Contract "S", is currently scheduled for completion in 2025.

An additional contract, Contract U, which involves the construction of a highway maintenance facility in Newington between Turnpike Exits 3 and 4 at an estimated cost of \$9.94M was included and approved as part of New Hampshire’s Ten-Year Transportation Plan (2019 - 2028). The facility is not subject to FHWA oversight and is not included as part of this financial plan.

This current construction schedule and the limits of each construction contract have been evaluated throughout the advancement of the design to identify factors such as permitting conditions, changed field conditions, and funding availability that could affect the design or construction schedules. Under the current Turnpike revenue structure, **Table 3-1 (Project Schedule)** provides the current design status of each of the proposed construction contracts as they are advanced through each of the design/submission phases.

Table 3-1. Project Schedule

NEWINGTON - DOVER CONSTRUCTION CONTRACTS	DESIGN STATUS PERCENT (%) COMPLETE	SCHEDULED CONTRACT ADVERTISING	ESTIMATED/ACTUAL CONSTRUCTION COMPLETION
CONTRACT L - New South Bound Little Bay Bridge	100%	May 2010	Nov-2013
CONTRACT O - Rehabilitate Existing Little Bay Bridge	100%	Sept-2014	Nov-2017
CONTRACT M - Exit 3 & 4 Interchange Area, Newington	100%	May 2012	Nov-2015
CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	100%	May 2016	Oct-2020
CONTRACT S - General Sullivan Bridge	40%	July 2023	December 2025

3.1.1 Implementation Responsibility

Coordination of the design and progression among the various construction contracts is critical to ensure the most effective project sequencing. The final responsibility for all project actions rests with the NHDOT’s Project Manager and the NHDOT’s in-house Management Team to ensure that all project activities are coordinated between the NHDOT’s internal design staff and the Project’s contracted design consultants. The NHDOT Project Manager will monitor design and construction progress and ensure that up-to-date cost estimates are maintained as the project moves through the various design and construction stages.

3.1.2 Status of Permits and Approvals

Application for the appropriate permits is the responsibility of the NHDOT and individual construction contractors. The application for the necessary permits or notifications to permitting agencies will be monitored by the NHDOT’s Project Manager and the NHDOT Bureaus of Environment and Construction to assure that all applications are filed in a timely manner to avoid scheduling issues and construction delays.

The Risk Management section (see Chapter 7) notes that early and frequent communication with regulatory and permitting agencies as well as oversight by the NHDOT’s Bureau of Environment was implemented during the advancement of the FEIS to facilitate the permitting process. The reconstruction of the General Sullivan Bridge (11238 S) will require application for construction permits for activities within the Little Bay.

Table 3-2 presents information on the permitting status for the Project. Note that these permits were issued by the respective agencies based on the proposal to rehabilitate the General Sullivan Bridge. Given that the draft SEIS has identified a new alternative – replacement with a new structure (i.e., “Alternative 9”) – all permits will need to be updated following issuance of the FHWA Supplemental Record of Decision. Given the project status and the time elapsed since the original permits were issued, the Department would submit new permit applications in 2022-2024.

Table 3-2. Permits or Notifications for the Newington-Dover Project

AGENCY	PERMIT / NOTIFICATION	PERMIT SUBMITTED	PERMIT RECEIVED
US Army Corps of Engineers	Section 404 Permit for discharge of Dredged or Fill Material into waters of the United States (the Permit has been extended thru June 30, 2021)	August 2006	March 2010
US Coast Guard	Bridge Permit	April 2009	April 2010
NH Department of Environmental Services	Section 401 Water Quality Certification	February 2008	February 2010
NH Department of Environmental Services	Wetlands Dredge and Fill Permit (New permit will be required)	August 2006	June 2009
NH Department of Environmental Services	Coastal Program-Coastal Zone Management Documentation submitted	December 2008	February 2010

For Contract S--Following the review of the TS&L and the continual deterioration of the General Sullivan bridge, the Department is re-evaluating the bridge rehabilitation option selected during the FEIS as part of an on-going SEIS evaluation. New Wetland and Coastal Program Permits will be required to advance construction activities.

Project Costs

This chapter provides a detailed description of cost elements for the Newington-Dover Project and identifies the initial 2007 baseline costs from the FEIS, the current 2021 costs and the year-of-expenditure cost estimates. This chapter also provides costs incurred to date and an overview of assumptions made in developing and compiling projects costs.

4.1 Cost Descriptions

The Project cost estimate is comprised of major component costs, including:

- **Design Engineering** - include engineering and design services through construction plans and documents; the preparation of right-of-way plans and design program management services during the design phase; design contingencies for additional design services to cover unanticipated cost impacts of bridge type selection, enhancements, etc.
- **Right-of-Way Acquisition** - appraisals, administration, management and acquisition of required right-of-way.
- **Mitigation Costs** - various project-related activities such as wetlands, cultural resources, and the implementation of Travel Demand strategies are included.
- **Construction, Construction Administration and Utilities** - actual project construction costs; construction contingencies to address unforeseen circumstances; construction administration and inspection activities during the construction phases of the project; Utility costs include project costs that are identified as reimbursable costs to alter public and/or private utilities.

4.1.1 Final Design Engineering Costs

The initial design engineering cost estimate of \$13.8M was based upon a percentage (7%) of the total estimated construction cost of \$196.2M identified in the 2007 FEIS.

The current Design Engineering cost estimate is \$26.25M and includes costs associated with contracted consultant design services, reimbursable utility relocation design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of \$21.39M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$0.81M. Additional engineering and support services provided by NHDOT are estimated at \$5.95M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total \$2.2M and are included in the NHDOT engineering and support services estimated at \$5.95M. (The estimate for the 11238-parent project, which includes nearly all the engineering and ROW costs, is included in Chapter 8 - Exhibits).

All final design activities have been completed except for Contract S which are ongoing and currently scheduled for completion in 2025. Construction activities have also been completed for Contract L, Contract M, and Contract O. Contract Q advertised in May 2016 with completion planned for October 2020. The additional inspections, load ratings and preliminary design efforts were completed for the General Sullivan Bridge as part of Contract S and as a result the Department has begun the SEIS as part of an environmental reevaluation of bridge alternatives. Refer to Section 2.6.2 for additional details on completed final design activities.

4.1.2 Right-of-Way Acquisition Costs

The right-of-way activities are estimated at \$8.74M. These costs are associated with property appraisals, property acquisitions, administration, and management. The project requires 5 full property acquisitions and 34 partial acquisitions with easements for the project. Completed early right-of-way acquisitions totaling \$3.70M include the former drive-in theater property in Newington and the Day and Tuttle properties in Dover. The Day and Tuttle property acquisitions are not included in the \$8.74M right-

of-way total but are included as part of the project-wide mitigation and enhancement costs.

4.1.3 Mitigation Costs

The NHDOT has adopted a comprehensive mitigation package for the project. Costs for the various elements of the package are described below.

4.1.3.1 Environmental Components

The Stream Restoration for Railway Brook in Newington was a requirement as part of the wetland mitigation for the project. The estimated construction cost is \$0.80M

Wetland mitigation costs totaling \$4.02M include the acquisition of the Tuttle and Day properties in Dover and properties adjacent to Knight Brook in Newington. These costs are included in the overall engineering, right-of-way, and construction costs of the project.

Table 4-1. Wetland Mitigation Costs

	Estimated Cost
Town of Newington	
Railway Brook (Restoration cost)	\$0.80M
Knight Brook Properties	\$1.65M
Newington Total	\$2.45M
City of Dover	
Tuttle Farm	\$1.34M
Day Property	\$0.23M
Dover Total	\$1.57 M
Mitigation Total	\$4.02M

4.1.3.2 Travel Demand Measures

Implementation of the following TDM actions will provide travel options in the project area.

- A new Park-and-Ride facility at Exit 9 in Dover was completed in July 2008 as a separate project (Project #14287). Design and construction costs totaled \$3.34M.

- A new Park-and-Ride facility at Exit 13 in Rochester was completed in October of 2014 as a separate project (Project #20254). Design and construction costs totaled \$2.10M.
- A new Park-and-Ride facility at just north of the US 4/NH 125 roundabout in Lee (Project # 25610) is planned as a separate project once funding is approved. Design and construction costs are estimated at \$975,000.
- Bus alternatives to improve bus service in the seacoast area were advanced with capital investments and operating subsidies for a five-year period from FY 2013 thru FY 2017. Costs were estimated to total \$8.86M (Project #11238). With the success of the regional transit service performance as part of Bus Alternative 3, the Legislature has authorized the Department to extend transit service through 2020 to align with the completion of the associated Spaulding Turnpike construction improvements. The Federal and State funding was increased from \$8.86M to \$11.96M to include the additional transit operating costs.
- The NHDOT has provided \$2.0M in support of the expansion of the Downeaster rail service through a joint-sponsored effort to operate a fifth weekday roundtrip between Portland and Boston that was initiated in August 2007.
- Promotion of TDM measures including ridesharing, bicycling, walking, and the use of public transportation is estimated to cost \$930,000.

Table 4-2. Travel Demand Measure Costs

	Actual/Estimated Cost
Park and Ride	
Dover Park & Ride Exit 9	\$3.34M
Rochester Park & Ride Exit 13	\$2.10M
Lee Park & Ride	\$0.98M
Total	\$6.42M
Transit and Rail Service	
Improved Seacoast Bus Service (2013-2017)	\$8.86M
Expanded Seacoast Bus Service (2018-2020)	\$3.10M
Expansion of Downeaster Rail (2007)	\$2.00M
Total	\$13.96M
Promotion of TDM Measures	
Promotion of bicycling, ride sharing, walking, etc.	\$0.93M
Mitigation Total	\$21.31M

4.1.4 Construction Infrastructure and Utility Costs

The NHDOT developed a preliminary construction cost estimate based upon the preliminary concepts for the Preferred Alternative identified in the 2007 FEIS. This initial 2007 FEIS cost estimate serves as the foundation for estimating the major construction items such as, but not limited to, earthwork, structures, drainage, pavement and select materials, signals, soundwalls, mobilization, maintenance-of-traffic, ITS, signing and lighting.

The five contracts will be advanced over a fifteen-year (2010 – 2025) construction timetable with the cost estimates updated based upon the best available cost data at the time of the estimate or based upon the actual construction contract cost. The Newington-Dover project continues to progress toward completion with three contracts finished, one scheduled for completion in 2021 and the final contract, Contract S, the General Sullivan Bridge alternative being re-evaluated in a SEIS. The level of certainty of the actual final costs for the overall Newington – Dover project increase as contracts are completed and as the project designs are advanced through each of the design phase submissions and the known and quantifiable costs become more apparent.

Construction Administration and Inspection - The construction inspection, administration and related contingency costs were estimated to be 10% of the total construction costs as part of the 2007 FEIS. The construction administration and inspection costs are currently estimated at 6% of the total construction cost including costs for state personnel and contracted services.

Construction Contingencies - Construction contingencies for structural and roadway related construction elements are estimated to be 3%. This contingency is carried through the advancement of the various design engineering phases from preliminary to final plans. The contingency is reduced as the certainty of information (design elements and details, construction materials, quantities, geotechnical investigations, etc.) becomes more evident and ultimately is eliminated from the cost estimate at the final plans, specification and estimate stage of the contract plans and documents. The calculation of quantities for project bid items and the estimated unit costs (based upon the latest available market conditions) for each quantity serve as the basis in developing the engineers' opinion of the total project construction cost. The engineers' cost estimate includes increasing (or rounding upward) item quantities to the next significant digit for bidding purposes. Occasionally, the rounding is increased further to account for the limited information available to adequately estimate

specific items. This rounding is based upon an evaluation of the available data and/or based upon previous experience and with logical expectations of outcome.

Utilities - The mapping of the existing utilities within the corridor have identified several utility relocations that are eligible for reimbursement. The reimbursable utilities have easements within the State of New Hampshire Right-of-Way and on private property. The mapping of the existing utilities is complete. The reimbursable cost for the utility relocation in Contract M was \$4.94M. The reimbursement costs for utility relocations in Contract Q are estimated to be \$5.36M (\$1.62M participating and \$3.74M non-participating) based on the information that is currently available with the design being 100% complete.

4.1.5 Cost Estimate Overview

The initial total project cost estimate of \$228.7M, which serves as the project baseline cost estimate, was founded upon preliminary design concepts of the NHDOT's Selected Alternative presented in the 2007 Final Environmental Impact Statement (FEIS) and subsequent Record of Decision in October 2008. These costs which include final design, right-of-way, project mitigation, and construction were reviewed by both NHDOT and FHWA for validity of the baseline estimate and assumptions.

Since the 2007 baseline cost estimate, significant design activities have progressed and the level of certainty for some of the project elements have become more quantifiable and more apparent. The current total estimated cost of the Newington - Dover Project, in 2021 dollars, is \$286.6M.

With construction beginning in 2010 and scheduled to end in 2024, the 2021 estimated costs have subsequently been adjusted and inflated to reflect the current project schedule and the year-of-expenditure costs. The current total estimated cost for the Newington-Dover Project is \$292.8M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2021 through 2024, the NHDOT has assumed a 3% annual level of inflation for construction costs based upon Engineering News Record's material price index over the last 10 years. **Table 4-3** provides a comparison of the FEIS Project Cost, the current 2021 Project Cost and the forecast Total Project Cost inflated through 2024. While the double-digit construction cost escalations experienced from 2003 through 2008 have trended downward, the NHDOT will continue to monitor and adjust the project costs based upon the economic conditions and any changed field conditions or new information that develops. The cost containment section

of Chapter 7 discusses risk reduction strategies that the Department will utilize.

Table 4-3. Project Cost Comparisons

PROJECT ELEMENTS	Cost in Millions		
	2007 FEIS Costs	2021 Current Cost Estimate	2021 Projected Future Cost Estimate through 2025 (3% inflation for construction)
Final Design Engineering	\$13.80	\$26.25	\$26.25
Right of Way Acquisitions	\$2.20(*)	\$8.74	\$8.74
Mitigation (Wetland, Transit and TDM)	\$16.50	\$25.34	\$25.34
Construction	\$196.20	\$230.72	\$232.45
Totals	\$228.70	\$291.0	\$292.8

(*) Data from assessors Records 2004, Dover and Newington based upon approximation of total acres impacted.

Project Financing

As described in detail in Chapter 4, current estimates based upon the most up-to-date information on construction-related inflation the Newington – Dover project will require an estimated \$290.9M (in year of expenditure dollars) to fully fund all project elements. This chapter reviews the plan to finance the project, including funding sources and the funding plan.

5.1 Funding Sources

The Newington-Dover project is authorized by the Legislature up to \$275M for the design, right-of-way, mitigation and construction elements project-wide as part of New Hampshire’s Ten-Year Transportation Plan Process. As originally planned and for the purposes of this Financial Plan Update, the Newington-Dover project will be entirely funded through a combination of federal and state funding. The primary funding source is through the NH Turnpike System Capital Program. In addition, New Hampshire has secured special federal designations from four federal earmarks via congressional action and a federal grant directed from the Transportation, Community and System Preservation Program (TCSP). These earmarks are being provided by the Federal Highway Administration (FHWA) and directed toward the construction of the new independent sister bridge adjacent to the existing Little Bay Bridge and the approach roadway work, identified as Newington-Dover Contract L. Additionally, the NHDOT in conjunction with the FHWA has authorized additional federal funds for the early right-of-way acquisition of impacted properties as well as right-of-way preservation costs associated with wetland mitigation. Applications for federal Congestion Mitigation and Air Quality (CMAQ) funding have been approved to afford improved transit service as well as for the construction of two park and ride facilities.

As of January 27, 2010, \$31,409,506 of federal funds has been authorized toward Contract L. Three of the four earmarks are 100% federally funded in the amount of \$ 9,601,605. The remaining earmark and the TCSP Grant are 80% matching federal funds that require a 20% state match. The 80%

federal match totals \$21,807,901 and the required state match from Turnpike Funds totals \$5,451,975.

The federal funds for the 11238 J project were authorized for early right-of-way acquisition and wetland preservation mitigation and are 80% federal matching funds that require a 20% state match. The 80% federal match totals \$2,960,000 and the required state match from Turnpike Funds totals \$740,000.

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. To meet the commitments in the Report of Commissioner, FEIS, and ROD for transit, the capital costs and three years of transit operations totaling \$5,133,173 Federal Funds with the 20% matching Turnpike funds totaling \$1,283,293 for FY 2013 thru 2015 were approved.

For Fiscal Years 2016 and 2017, the Department extended transit operations using turnpike only funds totaling \$2,272,000. To maintain transit operations during the remaining construction activities (FY 2018-2020), the Department requested additional CMAQ (80% federal) and Turnpike funds (20%) totaling \$3.1M.

For promotion of TDM measures project wide, 80% federal funds totaling \$745,443 and 20% state Turnpike matching funds totaling \$186,362 have been authorized under the CMAQ Program.

The CMAQ (14500) project associated with the expansion of the Downeaster rail service was completed in 2007 and included \$1,600,000 in 80% federal matching funds and \$400,000 in 20% State Highway matching funds.

The NHDOT completed the Dover P&R in 2008 using \$2,670,114 in federal matching funds and \$667,528 in state Turnpike matching funds. The NHDOT completed the Rochester P&R in 2014 using \$1,683,059 in federal matching funds and \$420,765 in state Turnpike matching funds. The proposed Lee P&R facility will be designed and constructed with \$780,000 in 80% federal matching funds and \$195,000 in 20% state Turnpike matching funds allocated. (These funding amounts are shown in Table 5-1.)

In addition to the obligated federal and matching state funding of \$61,852,649 noted in Table 5-1, the NHDOT has established a priority Capital Program totaling \$532.8M for the period from 2019 through 2028 to address critical bridges and improve safety and congestion on the New

Table 5-1. Federal Project Funding with State Matching Funds

Description / ID #	80% TCSP Grant	80% CMAQ / TDM	80% Federal Earmarks	80% Federal Funding	100% Federal Earmarks	20% State Highway Matching Funds	Matching Turnpike Funds	Total	Total Authorized	Total Expended To-Date	Total Remaining
NH 053 ⁽⁴⁾			\$20,029,501				\$5,007,375	\$25,036,876	\$25,036,876	\$25,036,876	\$0
NH070 ⁽⁴⁾					\$2,475,000			\$2,475,000	\$2,475,000	\$2,475,000	\$0
NH080 ⁽⁴⁾					\$1,715,000			\$1,715,000	\$1,715,000	\$1,715,000	\$0
NH 036 ⁽⁴⁾					\$5,411,605			\$5,411,605	\$5,411,605	\$5,411,605	\$0
TCSP ⁽⁴⁾	\$1,778,400						\$444,600	\$2,223,000	\$2,223,000	\$2,223,000	\$0
11238 J ⁽¹⁾				\$2,960,000			\$740,000	\$3,700,000	\$3,700,000	\$3,700,000	\$0
14500 ⁽²⁾		\$1,600,000				\$400,000		\$2,000,000	\$2,000,000	\$2,000,000	\$0
TDM											
Promotion		\$745,443					\$186,362	\$931,805	\$931,805	\$931,805	\$0
Transit 8 yrs. ⁽³⁾		\$8,244,427					\$3,698,470	\$11,942,897	\$11,942,897	\$11,942,897	\$0
Dover P&R		\$2,670,114					\$667,528	\$3,337,642	\$3,337,642	\$3,337,642	\$0
Lee P&R		\$780,000					\$195,000	\$975,000	\$0	\$0	\$975,000
Rochester P&R		\$1,683,059					\$420,765	\$2,103,824	\$2,103,824	\$2,103,824	\$0
TOTAL	\$1,778,400	\$15,723,043	\$20,029,501	\$2,960,000	\$9,601,605	\$400,000	\$11,360,100	\$61,852,649	\$60,877,649	\$60,877,649	\$975,000
					Total Federal Funds:			\$50,092,549			

(1) Includes 11238 K, 20% Turnpike Matching Funds of \$740,000 for the 11238 J Federal Funds of \$2,960,000.

(2) 14500 CMAQ project comprised of 80% federal funds and 20% state highway matching funds. Federal funds in the amount of \$1,600,000 were transferred from FHWA to FTA in a letter dated April 24, 2006.

(3) Transit Operation from the initial three-year CMAQ request for capital and operating costs have been extended to a total of eight years to correlate with the expected construction actives thru 2020.

(4) Federal funds for 11238L Project include a total of \$31.4M based upon NH053, NH070, NH080, NH080, NH036, and TCSP.

Hampshire's three turnpikes within its Turnpike System. The projects are authorized by previous NH "Ten Year Plans" (TYP) from 2008-2021, HB 391 that was passed by the Legislature and the toll increase at Hampton approved effectively July 1, 2009, as well as those approved under the 2021-2030 TYP. A total of \$261.8M of these Turnpike Priority Program funds including the \$5,451,975 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

In June of 2009, HB 391 (copy of HB 391 available, see addenda materials) was enacted by *Senate and House of Representatives in General Court and signed by the Governor* authorizing the Department of Transportation to:

- Convey to the New Hampshire Bureau of Turnpikes, and the New Hampshire Bureau of Turnpikes is authorized to acquire from the state, a portion of I-95 in the City of Portsmouth for the sum of \$120,000,000.
- Redefine the eastern New Hampshire turnpike, providing for the maintenance and funding of a portion of the eastern New Hampshire turnpike.
- Increase the aggregate amount of bonds the State may issue.
- To install open road tolling.

Within HB 391 and related to providing funding in the amount of \$275M for the Newington-Dover project, HB 391 amended NH Statute Chapter 237: Turnpike System, Section 237.7 Funds Provided - "146:10 New Subparagraphs; Funds Provided Amend RSA 237:7, I by inserting after subparagraph (o) the following new subparagraph (r) Construction of the Newington-Dover Bridge project 275,000,000". HB 391 also provided for the issuance of Revenue Bonds not to exceed \$766,050,000 in the aggregate from time to time for the purpose of financing NH Turnpike System construction projects.

5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected \$113.7M in toll revenue in fiscal year 2021 and estimates to collect \$123.3M in 2022. Revenue Bonds proceeds of \$50M were issued in June 2015 to support continued expenditures under the Capital Program. No bonds have been issued since, as toll revenue has been sufficient to support operations and construction needs.

The 1,488.9M Capital Program is envisioned to be funded with \$302.9M (or 20%) of Turnpike revenue bonds (\$320.8M - \$17.9M set aside for reserves) and \$1,165.9M (or 78%) of Turnpike toll revenue, as well as federal

earmarks and grants for the Newington Dover Project totaling \$50.1M in federal dollars.

Table 5-2 Project Funding Sources summarizes the sources of project wide funding (2021 dollars) including \$50.09M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$234.7M in total State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2021 Dollars)

		Total
Federal Funding		
80% Federal Funds		
	CMAQ/TDM	\$15,723,043
	TCSP	\$1,778,400
	Federal Funds	\$2,960,000
	Federal Earmarks	\$20,029,501
	Subtotal	\$40,490,944
100% Federal Funds		
	Federal Earmarks	\$9,601,605
	Total Federal Funds	\$50,092,549
State Funding		
From Toll Revenues and Turnpike Revenue Bonds		
	20% Turnpike Matching Funds	\$11,360,100
	100% Turnpike Funds	\$227,579,894
	Subtotal	\$238,939,994
	From 20% State Highway Matching Funds	\$400,000
	Total State Funds	\$239,339,994
	Total Project Funds Required (2021 Dollars)	\$289,432,543

Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the 2021 Financial Plan Update, and that the project is in the near final stages of design and construction, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

6.1 Sources and Uses of Funds

As discussed in Chapter 5 and based upon the Department's current plans, the Newington-Dover project components (engineering, right-of-way, mitigation and construction) will be funded with a combination of federal and state Turnpike funds. **Figure 6.1-1** identifies a summary of sources of project wide funding totaling \$289.1 (2021 dollars) for the Newington-Dover project. The federal funds include a combination of TCSP Grant funds, federal Earmark funds, CMAQ federal funds and other federal program funds totaling approximately \$50.09M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and 20% State matching amount which currently totals \$11.76M. The remaining source of project funding, totaling \$227.58M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

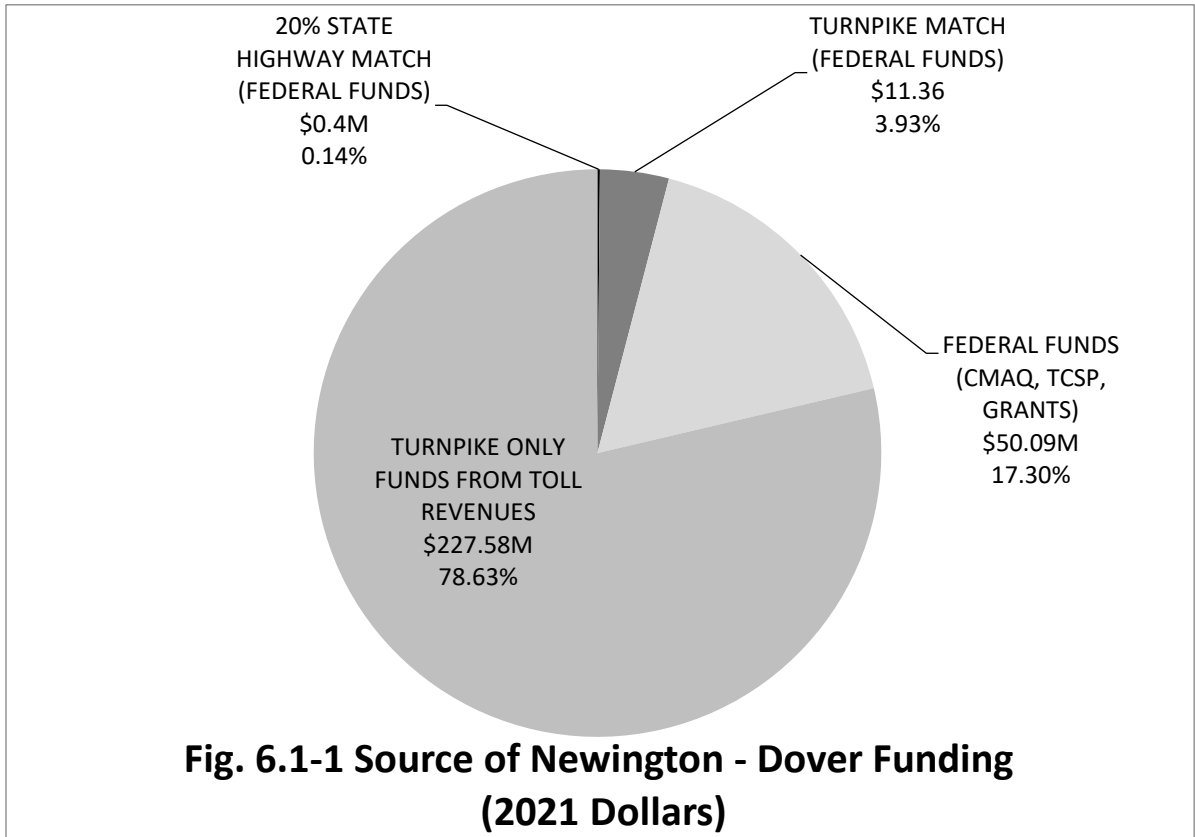


Figure 6.1-1 identifies the project cost (2021 dollars) of the major project components.

These components include preliminary and final design engineering costs related to the development of final plans and contract documents prepared by project consultants and NHDOT personnel; right-of-way costs associated with the necessary property acquisitions to facilitate all of the construction and mitigation elements; Mitigation costs including wetland mitigation; Travel Demand Management measures such as improved rail and transit services as well as new park and ride facilities; and project construction costs related to the roadway and bridge improvements.

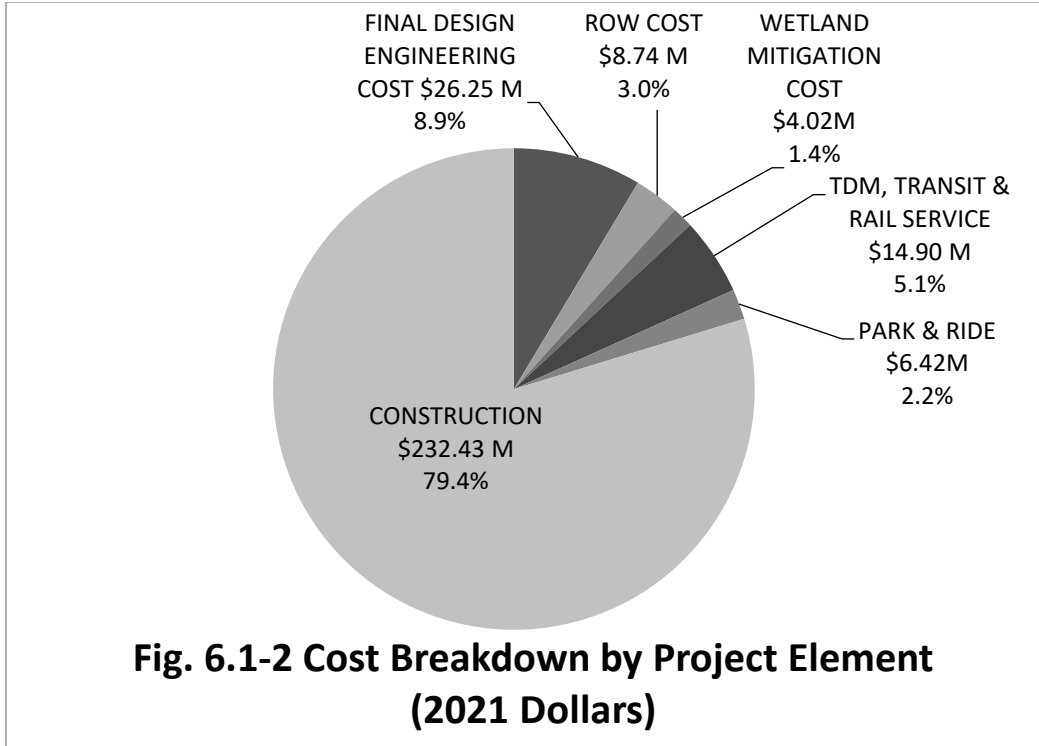
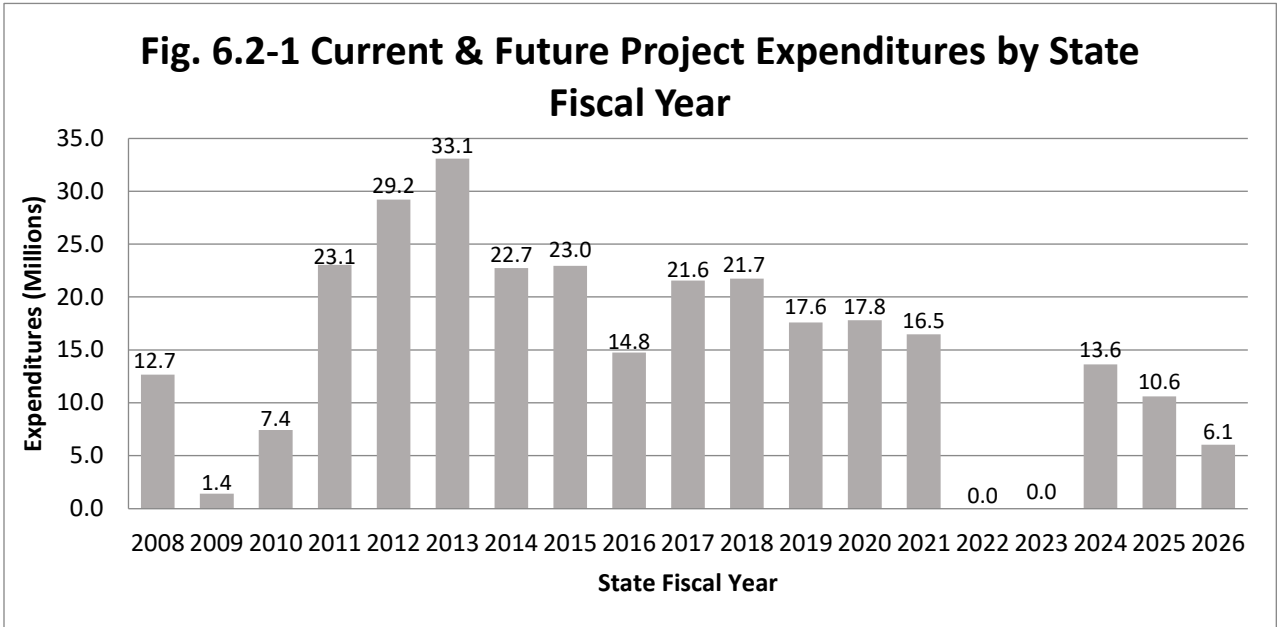


Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2021 Millions of dollars.

6.2 Cash Flow Plan

Figure 6.2-1 summarizes the Current and Projected Future Expenditures by State Fiscal Year from 2008 thru 2026 (include state and federal funds). Project costs for construction contracts that will advertise in the future have been inflated by 3% per year to reflect potential increases in construction costs from the current 2021 fiscal year to the year of advertisement.



The foldout, **Figure 6.2-2 Project Implementation Plan**, provides a more detailed overview of the current and projected future expenditures by State Fiscal Year from 2008 thru 2026. This figure shows the FEIS project cost estimates, the current 2021 project cost estimates and the forecast year project cost estimates. The breakout identifies federal funding apportionments, Turnpike matching funds, as well as additional Turnpike funds from Toll revenues.

The estimated project cost when the 2007 FEIS was published was \$228.7M. In 2021, the project costs increased to \$291.0M. Currently when the project is completed in fall of 2026 the total estimated project cost is estimated to be \$292.8M. As the project continues to advance through the final design the known and quantifiable costs for each contract will become more apparent as more detailed information is collected and more recent cost data is determined. The actual total project cost is not truly known until construction is completed.

6.3 Forecasted Cost Compared to Allocations by Fiscal Year

The completion of the Newington–Dover project is a high priority project for the State of New Hampshire. The project has been successfully advanced through the NEPA process. The plan is to finance the project with federal

earmarks and grants, CMAQ federal funds for TDM elements and general cash reserves from Turnpike toll revenue as well as proceeds from Turnpike Revenue Bonds.

The project is included as part of the NHDOT Ten Year plan and cost allocations will be updated as necessary to match fiscal year expenditures and annual programmed allocations.

Figure 6.3 Current and Forecast Turnpike Funding Revenues depicts the annual forecast distribution of Federal Grants and Federal Earmarks, the required Turnpike Matching funds associated with these federal funds and additional Turnpike funds necessary to complete all components from 2008 through 2025, the final year of construction. The total annual funding needed from the NH Turnpike System's Priority Capital Program to implement all project elements for each fiscal year is the summation of the allocations for the Turnpike matching funds and non-matching Turnpike funds. The annual Turnpike funds needed for each fiscal year ranges from a low of \$1.23M in 2009 when final design activities were initiated to a high of \$29.5M in 2013 when construction of two large contracts were on-going at the same time. A total \$240.3M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2026.

Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238		ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30)																	Federal Funding for Each Project Component	TOTALS Year-of-Expenditure Costs Based on Current Estimates (3% Inflation for Construction Only)				
					ACTUAL EXPENDITURES											FUTURE EXPENDITURES											
PROJECT NUMBER	PROJECT COMPONENTS				FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026				
Millions of Dollars																											
FINAL DESIGN ENGINEERING COST TOTALS					3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.66	0.16	0.00	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.25
RIGHT OF WAY COST																											
11238	Corridor Wide Acquisitions and ROW Incidental Costs				0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79												0.00	6.61	
11238 J	Drive-In Theater acquisition (completed in 2007)				1.86																				1.49	1.86	
11238 J	Additional Advance ROW acquisitions						0.27																		0.22	0.27	
RIGHT OF WAY COST TOTALS					2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.71	8.74	
MITIGATION COSTS																											
	Wetland Mitigation and Enhancement Costs				1.34	0.23		0.00	1.65			0.80													1.25	4.02	
	Transit Service and Rail Service				2.00					3.81	1.06	1.02	1.09	1.13	1.59	1.10	1.15								9.93	13.96	
	Park and Ride (Dover, Rochester, Lee)				3.34					0.62	1.42	0.06					0.20	0.78							5.13	6.42	
68069	Travel Demand Management (TDM)										0.12	0.13	0.12	0.13	0.14	0.14	0.15								0.75	0.93	
MITIGATION COST TOTALS					6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.01	1.21	1.26	1.73	1.24	1.49	0.78	0.00	0.00	0.00	0.00	0.00	0.00	17.05	25.33	
CONSTRUCTION COSTS																											
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013				19.00	19.48	12.00	3.14	3.84													31.40	57.5	
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	39	Nov-2015				2.99	11.48	14.33	14.89	3.80														47.5	
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Sep-2014	34	Nov-2017							1.90	8.30	8.00	3.70												21.89	
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	May-2016	50	Oct-2020										12.13	16.31	16.31	16.31	14.20								75.27	
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Jul-2023	25	Dec-2025																		13.62	10.59	6.05		30.26	
CONSTRUCTION COST TOTALS					0.00	0.00	0.00	19.00	22.47	23.48	17.47	20.63	12.10	20.13	20.01	16.31	16.31	14.20	0.00	0.00	13.62	10.59	6.05			31.40	232.41
TOTAL ESTIMATED EXPENDITURE EACH STATE FY					12.67	1.41	7.42	23.05	29.22	33.08	22.73	22.95	14.76	21.55	21.74	17.56	17.81	16.47	0.00	0.00	13.62	10.59	6.05				
Federal Funds Allocated by Fiscal year					6.83	0.18	0.22	15.20	16.20	3.54	2.08	0.97	0.63	0.10	1.27	1.00	1.31	0.62									50.16
Turnpike Matching Funds by Fiscal Year					1.31	0.05	0.05	3.80	1.60	0.89	0.52	0.24	0.59	1.16	0.46	0.27	0.18	0.17									11.28
State Highway Matching Funds by Fiscal Year					0.40																						0.40
Non-Matching Turnpike Funds by Fiscal Year					4.13	1.18	7.15	4.05	11.42	28.65	20.13	21.74	13.55	20.29	20.01	16.29	16.32	15.69	0.00	0.00	13.62	10.59	6.05				230.9
TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR					5.44	1.23	7.20	7.85	13.02	29.54	20.65	21.98	14.13	21.45	20.47	16.56	16.50	15.85	0.00	0.00	13.62	10.59	6.05				242.1
TOTAL COST (Engineering, Right of way, Mitigation and Construction)																											292.7
STATE FISCAL YEARS (July 1 - June 30)					FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026				

**Newington-Dover
FORECAST TURNPIKE FUNDING REVENUES**

11/6/2023

Figure 6.3

Risk Management

7.2 Design Factors

7.2.1 Project Scope and Design

Careful attention needs to be given to design development and construction sequencing to keep the project on schedule. To mitigate risks to the project schedule, the NHDOT tasked the Design Consultant and the Department's internal management and engineering staff with coordinating the development of the following design elements: Consultant will be responsible for roadway and structural design and estimating; traffic evaluations and signal design; Intelligent Transportation Systems (ITS); context sensitive solutions; hazardous materials investigations, development of mitigation plans; permitting applications; signage; maintenance-of-traffic; construction phasing; pavement markings; soundwalls; utility evaluation and coordination. Department staff responsibilities include geotechnical investigations and recommendations; lighting design; project controls (scope, schedule, reporting, overall management; risk analysis; construction cost trends/pricing); public involvement; communications; and design reviews.

Regular weekly and monthly meetings, monthly status reports and schedule reviews are conducted as necessary throughout the design process. This oversight will help ensure that the project stays on budget, the contracts stay on schedule and design issues that influence contract overlap are immediately addressed.

Through the course of project development, the Department has identified several design related modifications such as the Arboretum Drive extension, General Sullivan and Little Bay Bridge inspections, Exit 6 traffic control modifications, and significant geotechnical

accommodations for Contract Q that were necessary for incorporation into the project. These modifications have been incorporated within the final design engineering costs during FY 2013, FY 2014, FY 2015, FY 2016, and FY 2017.

As a result of the ongoing inspection program for the General Sullivan Bridge, in 2018, the bridge was closed to public access based on continued deteriorating conditions. A temporary shared use path was constructed and opened in 2020 over the northbound Little Bay Bridge. This temporary path will remain in operation until the rehabilitated General Sullivan Bridge is opened to the public.

7.2.2 Right-of-Way

The acquisition of all the properties is complete, thereby eliminating the risk of escalating right-of-way costs.

7.2.3 Utilities

The NHDOT has implemented several efforts to minimize utility delays in both obtaining critical information needed for design, as well as field relocations during construction. The NHDOT has delegated a majority of the utility coordination activities project-wide to the design consultants' scope-of-services to support coordinated design submissions, improve coordination between design disciplines and minimize delays due to the NHDOT's limited staff resources.

To assure more timely and accurate information to reduce construction delays and utility conflicts, a Subsurface Utility Engineering (SUE) contractor was included within the design consultant scope of services. The SUE contractor provided "quality levels" (Level A through Level D) of information that benefit both the NHDOT and the affected utility companies by first, understanding if there is a conflict and second allowing for early opportunities to design around the conflict with the potential to reduce or eliminate construction delays, relocation costs, and contractor claims with fewer disruptions in utility service.

Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department refined the reimbursable utility relocations in Dover during FY16 to estimate the design and construction costs. The anticipated amount of reimbursable utility relocations has been estimated to be \$5.36M (\$1.62M participating and \$3.74M non-participating) based on the information available. The amount of

reimbursable costs will be modified as necessary as the construction of Contract Q continues.

7.3 Environmental Factors

7.3.1 Agency Regulation Changes and Delays

NHDOT has been successful in obtaining all the regulatory authorizations for the project to date (e.g., NEPA, ROD, NHDES Wetlands Permit, US ACOE CWA Section 404 Permit, and Section 106 MOA), Water Quality Certificate (WQC), Coastal Zone Management document and the US Coast Guard permit.

NHDOT and FHWA are responsible for tracking this final permitting effort and will continue to make appropriate resources available to address any concerns expressed by the regulatory agencies. However, given that the major permitting authorities have already acted, the risk posed by regulatory delays has been reduced significantly.

The current construction completion date of 2025 is beyond the expiration date of the NH Wetlands Dredge and Fill Permit in June 2019. As the design continues for Contract S, the construction timing for the wetland impacts will be better identified in applying for a new permit. The Department included language for Contract Q such that any disturbed wetlands are required to be filled prior to the June 2019 wetland permit expiration date. The contractor was able to fill all wetlands prior to the June 2019 date.

The current US Army Corps of Engineers (USACOE) Permit has an expiration date in June 2021. Contract S is scheduled to be the only remaining construction contract and as the design and construction scheduling is advanced, the Department will identify construction activities that may affect the conditions of the USACOE Permit. It is anticipated that a new permit application will be submitted to NHDES and USACOE in February 2023.

The development of the various rehabilitation alternatives for the General Sullivan Bridge (GSB) have been developed along with the accompanying estimated construction costs. The continued structural deterioration of the GSB based on the inspections could result in higher than expected estimated construction costs. As a result, the Department and the Federal Highway Administration are preparing a Supplemental Environmental Impact statement (SEIS) for the General Sullivan Bridge

portion of the project only. The Coordination Plan for Agency and Public Involvement has been posted. The alternatives developed will be reviewed with the Federal Highway Administration and the NH Historic Preservation Office in the development of the SEIS and the selection of the Proposed Action to advance to final design.

Due to the extensive negotiations around the Section 106 mitigation and NEPA documents for Contract S, final approval through FHWA took longer than expected.

7.5 Financing

A recognized funding risk is the potential for delays in funding due to federal and/or state funding lapses or competition from other projects for available funding.

7.5.1 Turnpike Revenue

New Hampshire has recognized the importance of secure project funding and has developed and will utilize a detailed cash flow model that projects and monitors cash flow resources and needs for the entire Turnpike Capital Program. The State's Legislature has authorized project amounts in the Capital Program for the design, right-of-way and construction of Turnpike projects in the amount of \$275 Million. As part of the approved "10 Year Plan" (2021-2030) the construction projects are funded under the schedule contained within this report.

Under the Department's presentation to the House Finance Committee in 2009, Legislative approval of HB 391 was obtained with the understanding the \$275 Million cost for the Newington-Dover Little Bay Project represents the entire authorized project costs to include all funds. With the total costs (including all funds) at \$292.8 Million, the Department will be seeking Legislative authority to increase the overall project costs as represented in this report.

The COVID-19 pandemic and reduction in travel on the Turnpike System has resulted in lower than budgeted revenues in FY20 and projected to continue into FY21. Although the Turnpike System was negatively impacted, sufficient cash reserves exist to maintain the construction schedule of the Newington-Dover projects and avoid delays related to funding.

7.6 Construction

7.6.1 Unforeseen Issues

With construction ongoing, unforeseen issues may occur during construction of roadway and bridge contracts including:

- Right-of-way issues with adjacent property owners, including the protection of the adjacent property owner from construction activities (i.e. impacts to private wells, buildings and foundations, impacts to property driveway access and business loss that can create delays or work stoppage if not resolved early in the construction process). The Department's Contract Administrator (CA) serves as a conduit between the property owner and the contractor during the various phases of construction. The CA can provide the owner information as to when the construction will occur and how it will be completed to minimize disruption to the property owners.
- Utility relocations often delay roadway construction projects, since utility companies are normally not an active party to contracts between highway agencies and roadway contractors. To minimize delays, the NHDOT CA facilitates communications among parties involved in the contract including the contractor, the utility companies, other NHDOT departments and the affected public. The CA has regular meetings with the contractor and the affected utilities to facilitate coordination of the contractor's means and methods with the utility companies' work plan, which provides the duration that each phase of the relocation will take. These meetings also serve as a forum to communicate with all parties in order to improve the efficiency of the construction and utility work. For example, Contract M encountered a modification in construction operations of the water and gas line relocations near Exit 3 due to the proximity of the existing lines and the ledge removal required for the placement of the proposed lines. The contractor completed hoe ramming the ledge for the placement of the proposed lines instead of traditional production blasting. This was deemed necessary to reduce the potential for impacts to service during construction. As a result of this unforeseen operation, the project completion date was extended 70 days.
- Weather issues can create delays for the contractor and the utility companies assigned to relocate/construct utilities. Often utilities follow each other's schedules with materials and manpower. Unforeseen weather delays can have major impact to highway

project contracts where a utility's manpower is diverted to address emergency outages and repairs.

- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or an environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program has advanced the geotechnical investigations as each construction contract is progressed through the various design phases. While possible, it is unlikely that unforeseen natural/cultural resource, hazardous material sites or changes to geotechnical subsurface findings would create significant cost escalation or schedule delays for the Newington-Dover project. Other examples of changed field conditions that occurred during construction of Contract L and Contract M include: During construction completion of Contract L the contractor and the Department determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability. Contract M, discovered a former gas station, previously thought to be a fully mitigated hazardous materials site was subsequently abated in the field.
- Contract Q has identified soft soil issues through the geotechnical program and accounted for them in design. However, during construction additional or changes in soil conditions may be encountered requiring additional design and construction costs.
- In the Department's effort to transfer maintenance responsibilities for Woodbury Avenue to the Town of Newington, following negotiations and plan development, a construction change order within Contract Q was executed and all work is completed.
- Local environmental permitting issues where requirements are more stringent than NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that extend over many years. The NHDOT has worked closely with permitting agencies throughout the development of the project to obtain the necessary permits to advance construction. These permits have specific environmental conditions which are being addressed with the permitting agencies to their satisfaction prior to construction beginning. In addition to these specific conditions, there are several other environmental elements that are being incorporated into the project that will

mitigate risk once construction commences. The specific environmental conditions and elements consist of:

- A Stormwater Pollution Prevention Plan that includes a Sediment Management Plan and a Soil Management Plan;
 - Hazardous Materials research using Initial Site Assessments (ISA's) and Preliminary Site Assessments (PSI's) prior to construction;
 - Erosion, Sediment and Water Quality Control to include temporary and permanent slope stabilization as well as turbidity monitoring;
 - Asbestos Abatement documentation prior to building demolition;
 - Alteration of Terrain and Open Area controls with a limit of five acres of disturbance unless larger areas are requested and approved.
- Contract L encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There was one modest alteration to the contract that addressed the staged placement of the concrete bridge deck that the Department has negotiated a cost increase of approximately \$0.4M.
- Contract M encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. However, the overall construction cost for Contract M was reduced by approximately \$3.5M. This can be attributed primarily to price adjustments downward for fuel and asphalt costs, and reductions in quantities for the various paving and erosion control items.
- The Department has also reviewed coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M required the shift of a portion of the roadway work from Contract L to Contract M. This shift allowed the Contract M contractor to control the roadway work required to support the shift of traffic onto the SB Little Bay Bridges. These shifts in work between Contract L and M were incorporated.

7.6.2 Contractor Delays and Claims

The issues described above may lead to construction scheduling delays or potential contractor claims against the project where the contractor

feels that they have incurred additional costs in the performance of his work. These issues are best managed and addressed through early and often communication between the contractor, contract administrator, and other stakeholders.

The Department completed the Contract L modifications as described above during FY13 which addressed the construction schedule.

Contract M addressed the delay in construction related to the utility relocations as previously described. As a result, the contract completion date was extended 70 days.

8

Exhibits

12/22/2021	Draft 2023-2032 Ten Year Plan
7/2/2021	Project Estimate update for PE and Right-of-Way (11238 Parent project)
12/30/2020	Construction Cost Index, Vol. 15, No. 2; Bureau of Construction
09/21/2020	Fiscal Management Information System - Project Fund History Report
Dates vary	Construction Contract Estimates
6/30/2021	Exhibit 8 Bond Interest Summary

**DRAFT 2023-2032 Ten Year Plan
Total Program Dollars by FY**

FY	Road and Bridge Mode										Other Modes			
	Highway Funded					Non-Highway Funded					Other Modes			
	SB367													
	FHWA ^{1,2,3}	Betterment ⁴	SAB ^{5,6,7}	I-93 Debt Service	TIFIA Pledged Paving & Bridge	Other ⁸ Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail	Transit ^{9,10}	Airport ¹⁰	TYP FY Total	% of Total Program
2023	\$ 286.68	\$ 20.95	\$ 17.59	\$ 2.20	\$ 24.74	\$ 24.12	\$ 388.28	\$ 43.09	\$ 18.50	\$ 0.60	\$ 38.43	\$ 32.14	\$ 521.03	11.2%
2024	\$ 297.85	\$ 20.60	\$ 9.06	\$ 2.20	\$ 20.64	\$ 2.21	\$ 352.56	\$ 47.83	\$ 14.00	\$ 0.60	\$ 34.76	\$ 35.70	\$ 485.45	10.4%
2025	\$ 290.94	\$ 20.40	\$ 8.50	\$ 2.19	\$ 14.34	\$ 5.84	\$ 342.22	\$ 54.29	\$ 15.00	\$ 2.10	\$ 35.48	\$ 13.41	\$ 462.49	10.0%
2026	\$ 285.55	\$ 20.15	\$ 6.09	\$ 23.41	-	\$ 2.71	\$ 337.91	\$ 33.62	\$ 15.80	\$ 0.60	\$ 36.22	\$ 33.02	\$ 457.17	9.8%
2027	\$ 291.50	\$ 19.98	\$ 5.74	\$ 23.41	-	\$ 0.18	\$ 340.81	\$ 39.40	\$ 15.50	\$ 0.60	\$ 36.97	\$ 37.52	\$ 470.79	10.1%
2028	\$ 244.79	\$ 19.78	\$ 5.39	\$ 23.41	-	\$ 2.13	\$ 295.49	\$ 51.93	\$ 15.00	\$ 2.10	\$ 37.73	\$ 25.60	\$ 427.85	9.2%
2029	\$ 246.17	\$ 19.58	\$ 5.04	\$ 23.41	-	\$ 4.83	\$ 299.02	\$ 44.17	\$ 14.70	\$ 0.60	\$ 38.51	\$ 15.53	\$ 412.54	8.9%
2030	\$ 246.86	\$ 19.38	\$ 4.74	\$ 23.41	-	\$ 0.05	\$ 294.43	\$ 58.25	\$ 15.00	\$ 0.60	\$ 39.31	\$ 27.18	\$ 434.77	9.4%
2031	\$ 244.21	\$ 19.23	\$ 4.43	\$ 23.41	-	\$ 0.05	\$ 291.33	\$ 61.43	\$ 15.30	\$ 2.10	\$ 40.04	\$ 25.94	\$ 436.13	9.4%
2032	\$ 243.91	\$ 19.05	\$ 4.13	\$ 23.41	-	\$ 0.05	\$ 290.55	\$ 54.51	\$ 15.60	\$ 0.60	\$ 40.78	\$ 135.94	\$ 537.97	11.6%
Program Total	\$ 2,690.46	\$ 199.08	\$ 70.72	\$ 170.42	\$ 59.72	\$ 42.17	\$ 3,232.58	\$ 488.50	\$ 154.40	\$ 10.50	\$ 378.23	\$ 381.99	\$ 4,646.19	100.0%
% of Highway Funded	83.2%	6.2%	2.2%	5.3%	1.8%	1.3%	100.0%	10.5%	3.3%	0.2%	8.1%	8.2%	100.0%	
% of TYP Funds	57.9%	4.3%	1.5%	3.7%	1.3%	0.9%								
Revenue	\$2,711.41	\$199.08	\$300.87	\$300.87	\$42.17	\$42.17	\$3,253.53	\$488.50	\$154.40	\$10.50	\$378.23	\$381.99	\$4,667.14	
Surplus/(Deficit)	\$20.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20.95	

- Notes:
1. FHWA: I-93 Expansion Payments for GARVEE Debt Service are included
 2. FHWA: Figures include indirect costs
 3. FHWA: Revenue based on anticipated Infrastructure bill 2023 - 2026 and level funded there after.
 4. Betterment: Program adjusted to reflect forecasted revenues
 5. State Aid Bride (SAB): Program adjusted to reflect forecasted revenues and includes carryover funds
 6. State Aid Bride (SAB): Program includes 20% match component
 7. State Aid Bride (SAB): 2023 funding includes other non-formula federal funds (FEIMA)
 8. Other Matching Funds: Total comprised from project matching costs Maine, Vermont, and municipalities + \$1.4M remaining SAH funds
 9. Transit: Self-funded FTA programs and projects are limited to available funds
 10. Additional Transit and Airport funding from IIJA not included (to be determined)

Project Number 11238 / * NHS-0271(037) *
Project Name / Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Manager Jennifer Reczek
PM Auth. Phases PE, ROW, Construction
Type Programming

Project Dates

Ad Information

Ad Date ---
Post to Ad Schedule No
Ad Date Explanation ---

Other Dates

On Shelf ---
Project Start 01/01/1997
Project End 06/29/2025

Last Approved Estimate

Dated 03/31/2021
Type Programming

Days to Approve

Routees 0 days
Project Finance 0 days
FHWA ---

Project Details

Estimate Type	Programming	Mode	Highway/Bridge
Bureau Type	Highway Design	Work Zone	Not Specified
Relationship	Parent	Is Reg. Sig.	Yes
Parent	---	Project Status	Active
Managed By	DOT	MATS Codes	70, 1400, 1600, 1800, 3000, 3400, 4200, 5000
Town(s)	Dover, Newington		
Team List	David Smith; Marc Laurin; Margarete Baldwin; Robert Juliano		
Accounting Units	3025:HIGHWAY DESIGN BUREAU; 7514:SPAULDING TPK - US4 - NH16		
Work Series	100,300		
Bridges	006502000002300 Dover - 200/023, 006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025, 018501030012400 Newington - 103/124		
Alternate References	NH036,None Provided		
Advertises With	---		
Investment	Modification 40%; Expansion 60%;		

Project Description

NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Project Scope

NH 16 / US 4 / SPLDG TPK, WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL

Estimate Description

This estimate is to update the project vendors

PE: No Change

ROW: No Change

CONST: No Change

Turnpike Funded

Funding Instructions

This project is Turnpike Funded

PE: VHB supplement for Engineering Services increased for GSB to \$1,045,841.63 (approved by G&C May 2018)

Const of \$468,000 as:

-Lee P'n'R \$68,000

-TDM \$160,000 Initial

-TDM \$80,000 * 3 years = \$240,000

Project Total				
PE	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
1997	\$300,000.00	\$300,000.00	\$0.00	\$0.00
1999	\$500,000.00	\$500,000.00	\$0.00	\$0.00
2003	\$500,000.00	\$500,000.00	\$0.00	\$0.00
2005	\$900,000.00	\$900,000.00	\$0.00	\$0.00
2006	\$800,000.00	\$800,000.00	\$0.00	\$0.00
2007	\$600,000.00	\$600,000.00	\$0.00	\$0.00
2009	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2010	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2011	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2012	\$5,582,732.76	\$5,582,732.76	\$0.00	\$0.00
2013	\$2,976,267.24	\$2,976,267.24	\$0.00	\$0.00
2014	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00
2015	\$733,293.00	\$733,293.00	\$0.00	\$0.00
2016	\$661,500.00	\$661,500.00	\$0.00	\$0.00
2021	\$1,495,000.00	\$1,495,000.00	\$0.00	\$0.00
2022	\$800,000.00	\$800,000.00	\$0.00	\$0.00
2023	\$1,300,000.00	\$1,300,000.00	\$0.00	\$0.00
2024	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Subtotal	\$28,448,793.00	\$28,448,793.00	\$0.00	\$0.00
ROW	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
1997	\$30,000.00	\$30,000.00	\$0.00	\$0.00
2001	\$10,000.00	\$10,000.00	\$0.00	\$0.00
2006	\$40,000.00	\$40,000.00	\$0.00	\$0.00
2009	\$100,000.00	\$100,000.00	\$0.00	\$0.00
2010	\$3,500,000.00	\$3,500,000.00	\$0.00	\$0.00
2011	\$3,600,000.00	\$3,600,000.00	\$0.00	\$0.00
2013	\$250,000.00	\$250,000.00	\$0.00	\$0.00
2014	\$1,183,000.00	\$1,183,000.00	\$0.00	\$0.00
2015	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Subtotal	\$8,738,000.00	\$8,738,000.00	\$0.00	\$0.00
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
2016	\$10,000.00	\$10,000.00	\$0.00	\$0.00
2017	\$80,000.00	\$80,000.00	\$0.00	\$0.00
2021	\$295,000.00	\$295,000.00	\$0.00	\$0.00
Subtotal	\$385,000.00	\$385,000.00	\$0.00	\$0.00
Grand Total:	\$37,571,793.00	\$37,571,793.00	\$0.00	\$0.00

Report Requested by: PMs and Project Finance.

Vendors				
ATC Associates Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Associates, Inc. (Sediment Management Plan) 11238M	PE	\$3,709.16	\$3,709.16	\$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service) 11238L	PE	\$13,164.80	\$13,164.80	\$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service Technical Assistance) 11238M	PE	\$59,689.03	\$59,689.03	\$0.00
N/A; N/A; ATC Associates (Marine Sediment Sampling & Testing)	PE	\$60,935.00	\$60,935.00	\$0.00
	Sub Total	\$137,497.99	\$137,497.99	\$0.00
Cardno ATC	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service UST Assistance) 11238M	PE	\$30,086.68	\$30,086.68	\$0.00
	Sub Total	\$30,086.68	\$30,086.68	\$0.00
City Of Dover	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Dover Community Services water/sewer	PE	\$19,125.00	\$19,125.00	\$0.00
N/A; N/A; City of Dover water and sewer final design	PE	\$133,293.00	\$133,293.00	\$0.00
	Sub Total	\$152,418.00	\$152,418.00	\$0.00
City Of Portsmouth	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; City of Portsmouth (Water)	PE	\$10,312.50	\$10,312.50	\$0.00
	Sub Total	\$10,312.50	\$10,312.50	\$0.00
Concord Aviation Services	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Concord Aviation Services	PE	\$200.00	\$200.00	\$0.00
	Sub Total	\$200.00	\$200.00	\$0.00
Fay Spofford & Thorndike Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Fay, Spofford, & Thorndike (Perm. Message Board Contract)	PE	\$26,828.07	\$26,828.07	\$0.00
N/A; N/A; Fay, Spofford, & Thorndike (Incident Management)	PE	\$64,768.07	\$64,768.07	\$0.00
	Sub Total	\$91,596.14	\$91,596.14	\$0.00

Greenman-Pedersen Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	PE	\$10,000.00	\$10,000.00	\$0.00
Sub Total		\$10,000.00	\$10,000.00	\$0.00
GZA Geoenvironmental Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; GZA GeoEnvironmental, Inc. (Rock Core testing)	PE	\$6,695.00	\$6,695.00	\$0.00
Sub Total		\$6,695.00	\$6,695.00	\$0.00
Kta-Tator Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; KTA -Tator, Inc. (Bridge Painting Consulting and Inspection) under Statewide 14936	PE	\$10,000.00	\$10,000.00	\$0.00
Sub Total		\$10,000.00	\$10,000.00	\$0.00
Mcfarland-Johnson Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; MJ (Northern Long-Eared Bat survey)	PE	\$8,855.20	\$8,855.20	\$0.00
Sub Total		\$8,855.20	\$8,855.20	\$0.00
Miovision Technologies Inc.	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Traffic data processing	PE	\$3,600.00	\$3,600.00	\$0.00
Sub Total		\$3,600.00	\$3,600.00	\$0.00
New Hampshire Boring Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; NH Borings, Inc. (Groundwater Monitoring Wells)	PE	\$13,215.00	\$13,215.00	\$0.00
N/A; N/A; NH Borings, Inc. (Geotechnical Investigations)	PE	\$71,070.00	\$71,070.00	\$0.00
Sub Total		\$84,285.00	\$84,285.00	\$0.00
NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; PE for 11238S	PE	\$650,000.00	\$650,000.00	\$0.00
(M&N) Final Design; N/A; (M&N) Final Design	PE	\$2,188,046.00	\$2,188,046.00	\$0.00
(M&N) Preliminary Engineering; N/A; (M&N) Preliminary Engineering	PE	\$50,000.00	\$50,000.00	\$0.00
N/A; N/A; State of NH & Future Consultant (Final Design)	PE	\$459,239.37	\$459,239.37	\$0.00
N/A; N/A; State of NH (Final Design)	PE	\$21,858.52	\$21,858.52	\$0.00

N/A; N/A; State of NH (Prelim. Design)	PE	\$673,622.78	\$673,622.78	\$0.00
N/A; N/A; PE FD for 11238S	PE	\$424,530.00	\$2,200,000.00	\$(1,775,470.00)
N/A; N/A; Acquisitions	ROW	\$25,000.00	\$25,000.00	\$0.00
N/A; N/A; Acquisitions	ROW	\$1,375,000.00	\$1,375,000.00	\$0.00
N/A; N/A; Acquisitions of Mitigation Commitments (Newington) (Hislop and Saba Properties)	ROW	\$3,600,000.00	\$3,600,000.00	\$0.00
N/A; N/A; Acquisitions (Tuttle, Day & Knight Property Preservations)	ROW	\$3,500,000.00	\$3,500,000.00	\$0.00
N/A; N/A; Incidentals	ROW	\$238,000.00	\$238,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2017	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2016	Construction	\$1,000.00	\$1,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2014	Construction	\$1,000.00	\$1,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2015	Construction	\$1,000.00	\$1,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2013	Construction	\$1,000.00	\$1,000.00	\$0.00
N/A; N/A; Lee (Bus & Park'n'Ride Alternatives)	Construction	\$6,000.00	\$6,000.00	\$0.00
N/A; N/A; CE Services	Construction	\$295,000.00	\$295,000.00	\$0.00
	Sub Total	\$13,590,296.67	\$15,365,766.67	-\$1,775,470.00
Northern Test Boring Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Northern Test Boring - borings for route 4	PE	\$9,130.00	\$9,130.00	\$0.00
	Sub Total	\$9,130.00	\$9,130.00	\$0.00
Preservation Co				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Preservation Company	PE	\$2,928.10	\$2,928.10	\$0.00
	Sub Total	\$2,928.10	\$2,928.10	\$0.00
Public Service Co Of Nh				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; PSNH (Transmission)	PE	\$56,900.00	\$56,900.00	\$0.00
	Sub Total	\$56,900.00	\$56,900.00	\$0.00
Rockingham Planning Commission				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Rockingham Planning Commission (Seacoast Model Update)	PE	\$90,000.00	\$90,000.00	\$0.00
	Sub Total	\$90,000.00	\$90,000.00	\$0.00

<u>Springfield Terminal Railway</u>	<u>Phase</u>	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>
N/A; N/A; Pan Am Meetings	PE	\$652.00	\$652.00	\$0.00
Sub Total		\$652.00	\$652.00	\$0.00
<u>TF Bernier Inc</u>	<u>Phase</u>	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>
N/A; N/A; T. F. Bernier, Inc. (Survey) 16350	PE	\$2,355.46	\$2,355.46	\$0.00
N/A; N/A; T. F. Bernier, Inc. (Survey) 15343	PE	\$33,556.24	\$33,556.24	\$0.00
Sub Total		\$35,911.70	\$35,911.70	\$0.00
<u>Trapeze Software Group Inc</u>	<u>Phase</u>	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>
N/A; N/A; 2 year Seacoast Commuter Options extension	PE	\$70,000.00	\$70,000.00	\$0.00
Sub Total		\$70,000.00	\$70,000.00	\$0.00
<u>Vanasse Hangen Brustlin Inc</u>	<u>Phase</u>	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>
N/A; N/A; (ITS/ Security Camera Assess.)	PE	\$4,960.53	\$4,960.53	\$0.00
N/A; N/A; Final Design - Roadway/LBB	PE	\$16,370,536.15	\$16,370,536.15	\$0.00
N/A; N/A; (Prelim. Design ?)	PE	\$365,790.41	\$365,790.41	\$0.00
N/A; N/A; GSB Part A	PE	\$724,565.49	\$724,565.49	\$0.00
N/A; N/A; GSB Part B	PE	\$291,531.41	\$291,531.41	\$0.00
N/A; N/A; GSB Part B - Amend 1 (SEIS)	PE	\$754,310.22	\$754,310.22	\$0.00
N/A; N/A; GSB Phase 1B (SW 41341)	PE	\$15,202.00	\$15,202.00	\$0.00
N/A; N/A; Preliminary Design - Roadway/LBB	PE	\$2,868,061.81	\$2,868,061.81	\$0.00
N/A; N/A; GSB Part C	PE	\$1,775,470.00		\$1,775,470.00
Sub Total		\$23,170,428.02	\$21,394,958.02	\$1,775,470.00
Grand Total		\$37,571,793.00	\$37,571,793.00	\$0.00

Report Requested by: PMs.

All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type		
Phase		
Federal IT		
Bridge NBI #	State Improvement Type	Amount
PE		
(15) Preliminary Engineering		
N/A	(15) Preliminary Engineering	\$300,000.00
N/A	(15) Preliminary Engineering	\$900,000.00
N/A	(15) Preliminary Engineering	\$733,293.00
N/A	(15) Preliminary Engineering	\$800,000.00
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$500,000.00
N/A	(15) Preliminary Engineering	\$5,582,732.76
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$500,000.00
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$1,000,000.00
N/A	(15) Preliminary Engineering	\$600,000.00
N/A	(15) Preliminary Engineering	\$1,666,267.24
006502010002500	(15) Preliminary Engineering	\$232,000.00
018501030012400	(15) Preliminary Engineering	\$110,000.00
006502000002300	(15) Preliminary Engineering	\$475,000.00
006502010002400	(15) Preliminary Engineering	\$493,000.00
N/A	(15) Preliminary Engineering	\$661,500.00
018501030012400	(101) PE - Final Design	\$600,000.00
018501030012400	(101) PE - Final Design	\$1,300,000.00
018501030012400	(101) PE - Final Design	\$100,000.00
N/A	(100) PE - Preliminary Design	\$399,158.37
018501030012400	(100) PE - Preliminary Design	\$1,095,841.63
018501030012400	(100) PE - Preliminary Design	\$200,000.00
Fed. IT Subtotal:		\$28,448,793.00
Phase Subtotal:		\$28,448,793.00
ROW		
(16) Right of Way		
N/A	(81) Right Of Way-Incidentals	\$238,000.00
N/A	(83) Right Of Way-Acquisitions	\$40,000.00
N/A	(83) Right Of Way-Acquisitions	\$10,000.00
N/A	(83) Right Of Way-Acquisitions	\$30,000.00
N/A	(83) Right Of Way-Acquisitions	\$250,000.00
N/A	(83) Right Of Way-Acquisitions	\$1,183,000.00
N/A	(83) Right Of Way-Acquisitions	\$25,000.00
N/A	(83) Right Of Way-Acquisitions	\$3,600,000.00
N/A	(83) Right Of Way-Acquisitions	\$100,000.00
N/A	(83) Right Of Way-Acquisitions	\$3,262,000.00
Fed. IT Subtotal:		\$8,738,000.00
Phase Subtotal:		\$8,738,000.00
Construction		
(03) Road-Reconstruction, Added Capacity		
N/A	(3) Road-Reconstruction, Added Capacity	\$10,000.00

N/A	(3) Road-Reconstruction, Added Capacity	\$80,000.00
N/A	(3) Road-Reconstruction, Added Capacity	\$295,000.00
Fed. IT Subtotal:		\$385,000.00
Phase Subtotal:		\$385,000.00
Grand Total:		\$37,571,793.00

Report Requested by: PMs and Project Finance.
 All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
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Report Requested by: FHWA and Project Finance.
 Values include indirects. Net change of current estimate less last approved estimate.

Funding Changes

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction

Grand Total:

Report Requested by: Project Finance.

Change Authorization

	Proposed Amount	Existing Amount	Change
PE			
Obligated Funds	\$26,248,793.00	\$26,248,793.00	\$0.00
	\$26,248,793.00	\$26,248,793.00	\$0.00
ROW			
Obligated Funds	\$8,738,000.00	\$8,738,000.00	\$0.00
	\$8,738,000.00	\$8,738,000.00	\$0.00
Construction			
Obligated Funds	\$385,000.00	\$385,000.00	\$0.00
	\$385,000.00	\$385,000.00	\$0.00
Grand Total:	\$35,371,793.00	\$35,371,793.00	\$0.00

Report Requested by Project Programming for FMIS Comparisons.
 All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

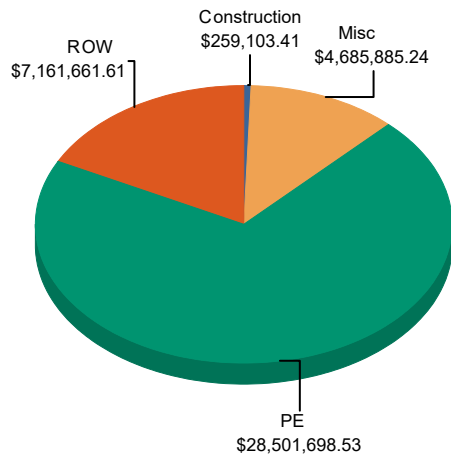
Fed. State Other Allocation						
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
PE						
Preliminary Engineering	0100	\$0.00	\$300,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$900,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$733,293.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$800,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$500,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$5,582,732.76	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$500,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$1,000,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$600,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$1,666,267.24	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$232,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$110,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$475,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$493,000.00	0.00	0.00	\$0.00
PE - Preliminary Design	0100	\$0.00	\$399,158.37	0.00	0.00	\$0.00
PE - Preliminary Design	0100	\$0.00	\$1,095,841.63	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$661,500.00	0.00	0.00	\$0.00
PE - Preliminary Design	0100	\$0.00	\$200,000.00	0.00	0.00	\$0.00
PE - Final Design	0100	\$0.00	\$600,000.00	0.00	0.00	\$0.00
PE - Final Design	0100	\$0.00	\$1,300,000.00	0.00	0.00	\$0.00
PE - Final Design	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
		\$0.00	\$28,448,793.00	0.00	0.00	\$0.00
ROW						
Right Of Way-Acquisitions	0100	\$0.00	\$40,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$10,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$30,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$250,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$1,183,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$25,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$3,600,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$3,262,000.00	0.00	0.00	\$0.00
Right Of Way-Incidentals	0100	\$0.00	\$238,000.00	0.00	0.00	\$0.00

		\$0.00	\$8,738,000.00	0.00	0.00	\$0.00
Construction						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$10,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$80,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$295,000.00	0.00	0.00	\$0.00
		\$0.00	\$385,000.00	0.00	0.00	\$0.00
Grand Total:		\$0.00	\$37,571,793.00	0.00	0.00	\$0.00

Report Requested by: Project Finance.

Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	PE	\$28,448,793.00	\$0.00	\$28,448,793.00
	ROW	\$8,738,000.00	\$0.00	\$8,738,000.00
	Construction	\$385,000.00	\$0.00	\$385,000.00
		\$37,571,793.00	\$0.00	\$37,571,793.00
Grand Total:		\$37,571,793.00	\$0.00	\$37,571,793.00

Report used to summarize project costs for participating entities such as local governments.

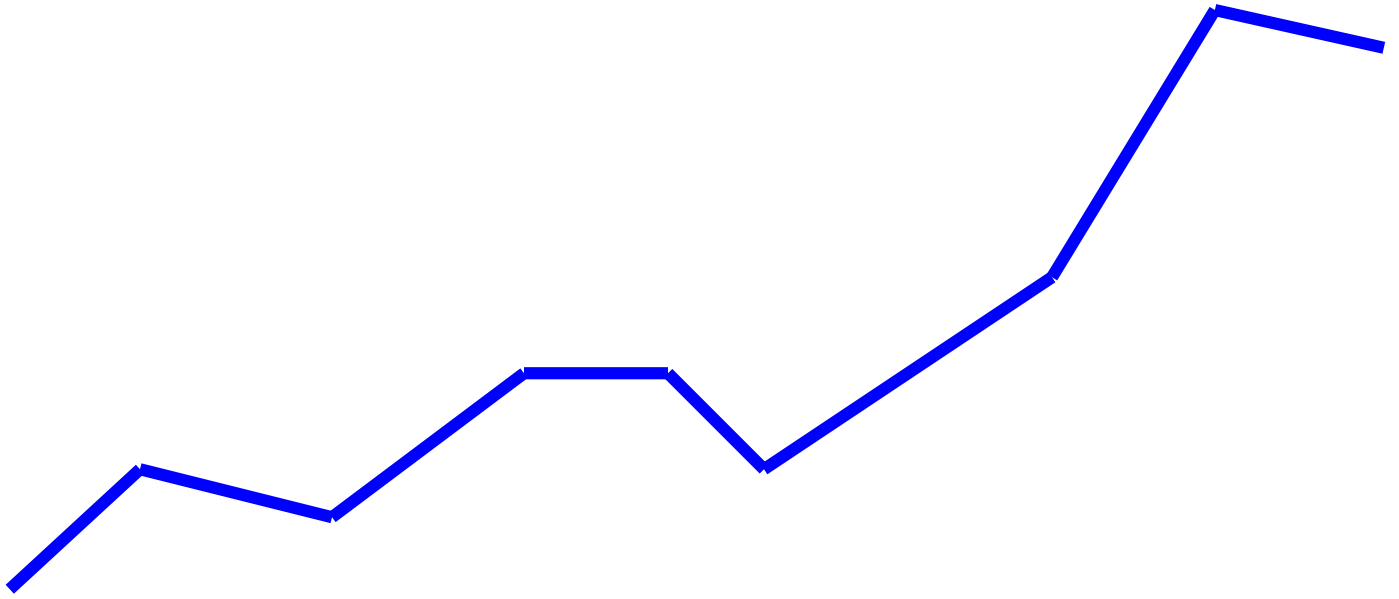
Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Preliminary Engineering					
PE - Preliminary Design	0100	\$1,495,000.00	\$0.00	\$0.00	\$0.00
Preliminary Engineering	0100	\$24,753,793.00	\$0.00	\$0.00	\$0.00
		\$26,248,793.00	\$0.00	\$0.00	\$0.00
Right of Way					
Right Of Way-Acquisitions	0100	\$8,500,000.00	\$0.00	\$0.00	\$0.00
Right Of Way-Incidentals	0100	\$238,000.00	\$0.00	\$0.00	\$0.00
		\$8,738,000.00	\$0.00	\$0.00	\$0.00
Road-Reconstruction, Added Capacity					
Road-Reconstruction, Added Capacity	0100	\$385,000.00	\$0.00	\$0.00	\$0.00
		\$385,000.00	\$0.00	\$0.00	\$0.00
	Grand Total	\$35,371,793.00	\$0.00	\$0.00	\$0.00

Report used for FMIS verification.
 * Includes all AC and Obligate costs including all matches.

Approval				
<u>Initial Review</u>				
Bureau	Sent To	Signed By	Date	Comments
Bridge Design	Jennifer Reczek	Jennifer Reczek	07/02/2021	
	Routed On 07/02/2021	By Jennifer Reczek		
	Completed On 07/02/2021			
<u>Project Finance</u>				
	Work Started On 07/02/2021	By Pamela Mack		
	Review Completed On 07/02/2021	By ---		
<u>FHWA</u>				
	Reviewed FHWA On ---	By ---		
	Recommended FHWA On ---	By ---		
	Authorized FHWA On ---	By ---		

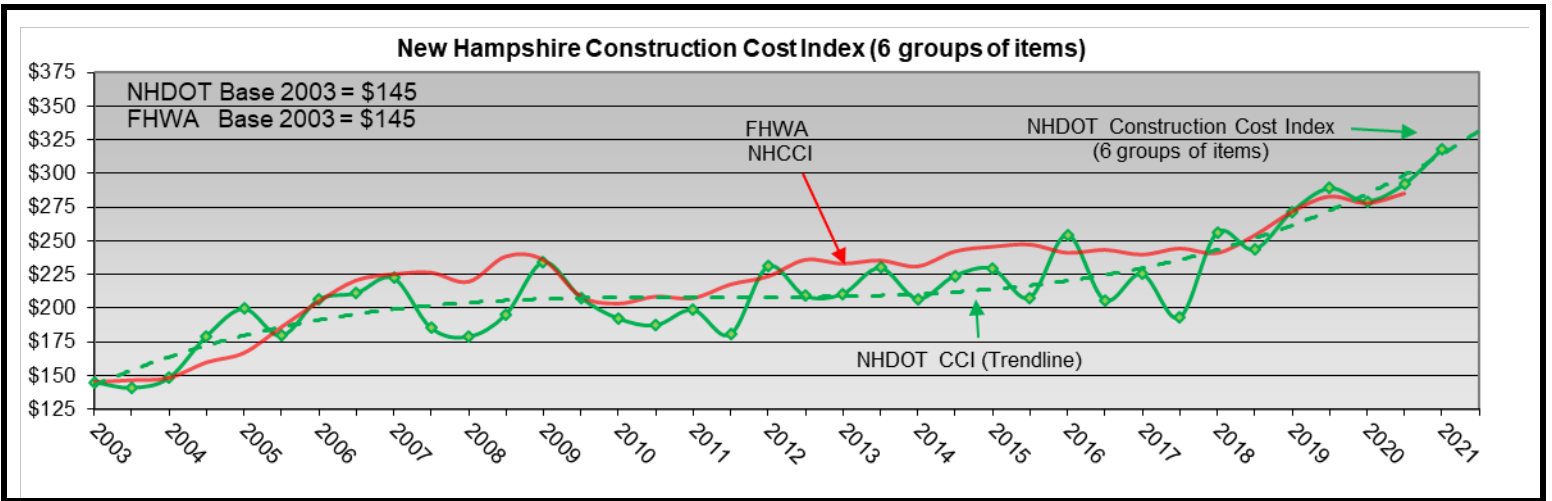
Construction Cost Index

New Hampshire Department of Transportation



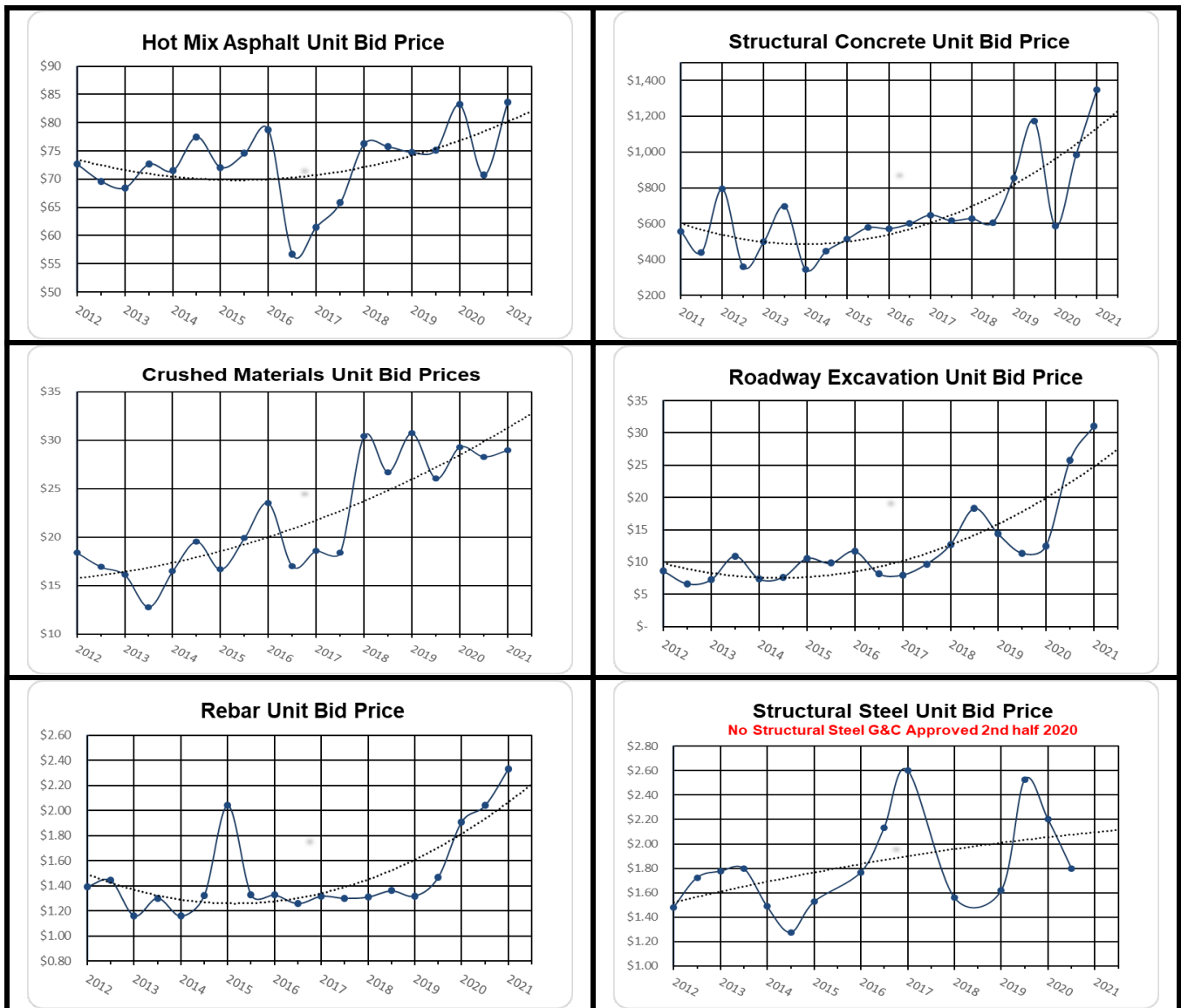
New Hampshire DOT Bureau of Construction
2nd Half, 2020





The graph above displays the average changes every 6 months of the six item groups as displayed below. The FHWA NHCCI number for the current period shall not be finalized for another 6 months.

The prices below reflect six-month average unit prices.

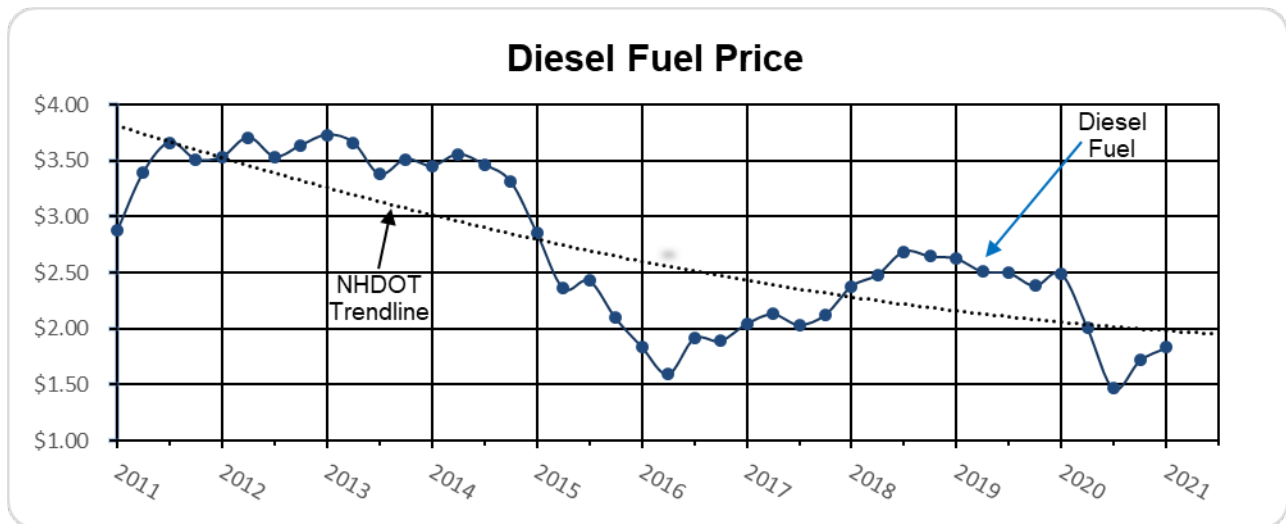
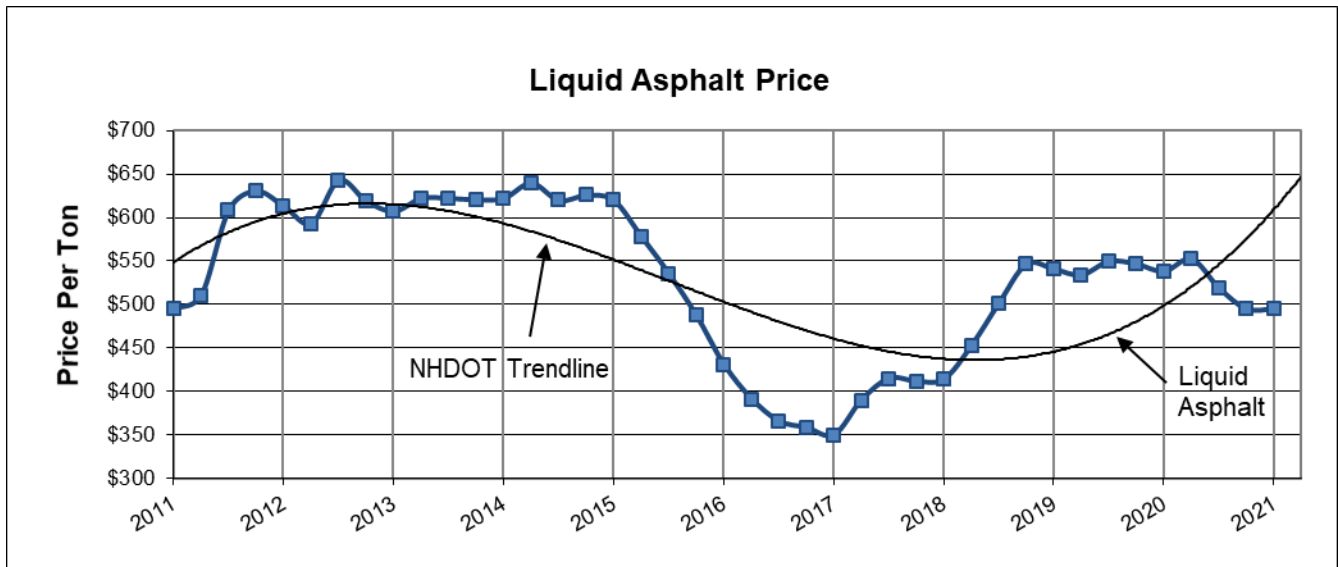


The New Hampshire CCI for the second half of 2020 closed at (317), up from (291) for the six month period ending of the second half of 2020. The second half of 2020 average price for roadway excavation of \$31.06 was up \$5.24 from the ending of the first half of 2020 as there was a low quantity bid of common structural excavation. Crushed material was up 2.4% from \$28.30 to \$28.98. No structural steel was bid in the second half of 2020. Hot mix asphalt rose 18.3% to \$83.63. Structural Concrete rose sharply to \$1,347.74, an increase of 37%, due to extremely small quantities bid during this period. Reinforcing steel was up 29 cents to \$2.33, a 14.3% increase from first half of 2020.

The following item groups are used to compute the NHDOT CCI. These are the percent in dollars from 2003 to date.	
Crushed Material	14.80%
Hot Mix	49.22%
Roadway Excavation	12.55%
ReBar	3.42%
Steel	10.76%
Concrete	9.25%

Fuel price rose \$0.37 to \$1.83 showing a price increase of 37 % from mid year prices. The 2020 second quarter average asphalt price was flat down 4.6 % or \$24.17 from the 2020 second quarter average with an ending price of \$519.17.

NHDOT Fuel & Liquid Asphalt Prices

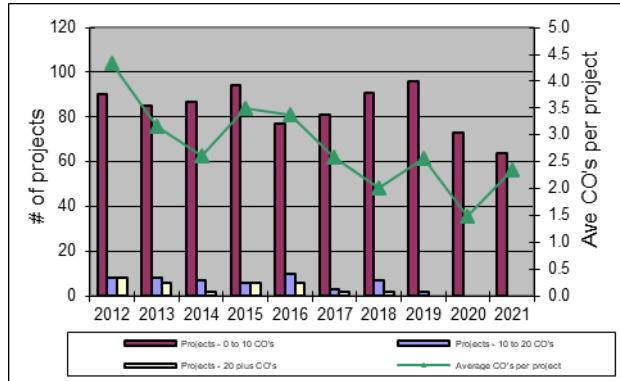


Bureau of Construction Performance Measures

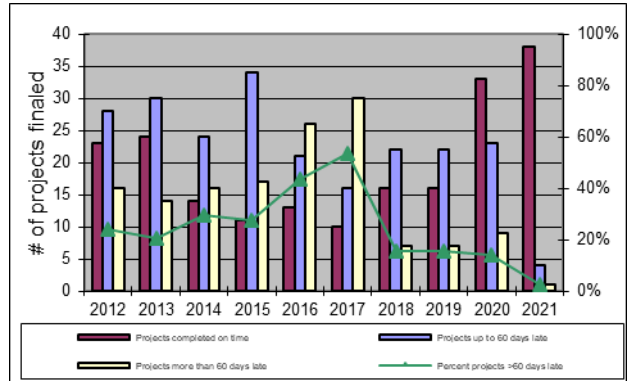
Compiled by State Fiscal Year FY21

July 1st thru June 30th

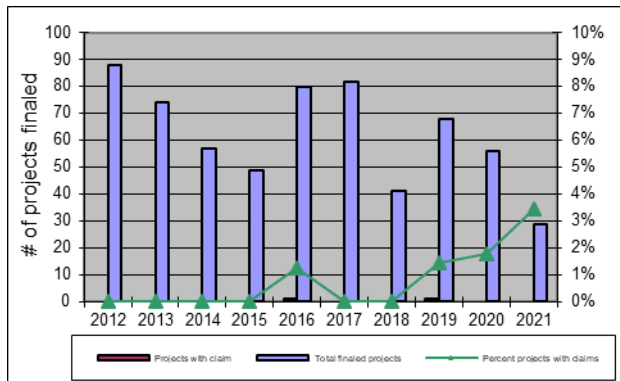
CHANGE ORDERS



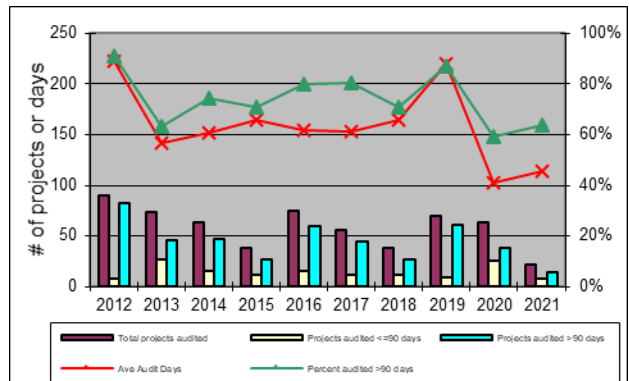
CONTRACT DURATION



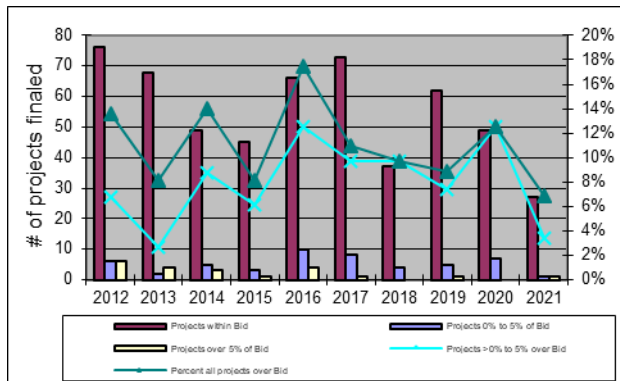
CONTRACTOR CLAIMS



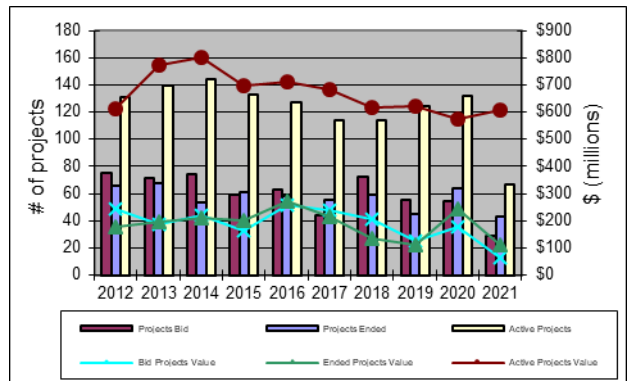
PROJECT AUDIT



BIDS vs. FINAL AMOUNTS



PROJECT ACTIVITY



Project Number 11238L / A000(999)
Project Name / Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Manager Keith Cota
PM Auth. Phases Construction
Type Final Voucher

Project Dates

Ad Information

Ad Date 05/11/2010
Post to Ad Schedule No
Ad Date Explanation NA

Other Dates

On Shelf ---
Project Start 01/01/2010
Project End 09/30/2016

Last Approved Estimate

Dated 05/16/2016
Type Revised Based on Bids

Days to Approve

Routees 0 days
Project Finance 3 days
FHWA 7 days

Project Details

Estimate Type	Final Voucher	Mode	Highway/Bridge
Bureau Type	Bridge Design	Work Zone	Significant
Relationship	Child	Is Reg. Sig.	No
Parent	11238	Project Status	Complete
Managed By	DOT	MATS Codes	---
Town(s)	Dover, Newington		
Team List	---		
Accounting Units	7514:SPAULDING TPK - US4 - NH16		
Work Series	---		
Bridges	---		
Alternate References	NH036, 053, 070, 080, None Provided		
Advertises With	---		
Investment	Preservation 60%; Modification 40%;		

Project Description

Construction of new southbound barrel for Little Bay Bridge on Spaulding Turnpike along NH Rte 16

Project Scope

CONSTRUCTION OF LITTLE BAY BRIDGE, INDEPENDENT SISTER STRUCTURE (FROM N-D 11238) [INCLUDES DEMO IDS (NH036), (NH053), (NH070), (NH080), TCSP, AND TURNPIKE FUNDED REMAINDER]

Estimate Description

Requesting to close per FV, expenditures = obligations

Total Project \$ Change: (\$1,637,907.94)

Total Federal \$ Change: (\$0.00)

Total State/Local \$ Change: (\$0.00)

Total Non-Par \$ Change: (\$1,637,907.94)

Total Non-PAR \$: \$18,960,030.11

The total non-participating expenditures in this project are not match to Federal-Aid funding, but are for incurred project costs paid by NH Turnpikes in the amount of \$18,528,335.11 for the Little Bay bridge; plus, \$431,695.00 pertaining to a FA for telecommunication work fully reimbursed to the state by FairPoint.

Indirect costs are for mult-year rates (9.43 - 10%) ICAP was approved in this project estimate 09/19/2014.

NEPA 12/20/2007

Funding Instructions

PSNH FA was never enacted upon as confirmed by the Utility Group.

Indirect Costs:

FY 2010 \$68,517.17

FY 2011 - 2016 \$3,278,761.63

Total Turnpike incurred expenditure (includes match to Fed Funding) \$23,980,310.43

Total FA incurred expenditure \$431,363.57 (\$331,43 variance retained by state and applied towards CE as CE estimated at 10% of Contractor costs and is unable to be determined to the exact dollar value).

Total Project Costs: \$55,821,511.43

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
EAR-NH036				
2010	\$726,587.17	\$364,091.92	\$362,495.25	\$68,517.26
2011	\$4,196,818.70	\$4,555,549.03	\$(358,730.33)	\$419,681.87
EAR-NH053				
2011	\$18,951,476.17	\$22,760,796.60	\$(3,809,320.43)	\$1,895,147.61
2012	\$3,809,320.43	\$0.00	\$3,809,320.43	\$380,932.04
Ear-NH070				
2011	\$68,111.89	\$2,250,000.00	\$(2,181,888.11)	\$6,811.19
2012	\$2,181,888.11	\$0.00	\$2,181,888.11	\$218,188.81
Ear-NH080				
2010	\$0.00	\$454,699.25	\$(454,699.25)	\$0.00
2011	\$487,808.89	\$1,104,391.67	\$(616,582.78)	\$48,780.88
2012	\$1,000,204.66	\$0.00	\$1,000,204.66	\$100,020.47
2013	\$70,927.69	\$0.00	\$70,927.69	\$7,092.77
2014	\$149.67	\$0.00	\$149.67	\$14.97
NON-PAR (other)				
2010	\$0.00	\$421,220.00	\$(421,220.00)	\$0.00
2013	\$431,695.00	\$0.00	\$431,695.00	\$0.00
TCSP *				
2011	\$0.00	\$2,020,909.39	\$(2,020,909.39)	\$0.00
2012	\$2,020,909.15	\$0.00	\$2,020,909.15	\$202,090.85
TPK *				
2010	\$0.00	\$5,077,853.74	\$(5,077,853.74)	\$0.00
2011	\$29,791.23	\$404,002.49	\$(374,211.26)	\$0.00
2012	\$8,139,089.06	\$10,566,719.55	\$(2,427,630.49)	\$0.00
2013	\$8,481,729.17	\$4,127,563.24	\$4,354,165.93	\$0.00
2014	\$1,424,215.06	\$579.03	\$1,423,636.03	\$0.00
2015	\$122,839.18	\$0.00	\$122,839.18	\$0.00
2016	\$330,671.41	\$0.00	\$330,671.41	\$0.00
Subtotal	\$52,474,232.64	\$54,108,375.91	\$(1,634,143.27)	\$3,347,278.72
Grand Total:	\$52,474,232.64	\$54,108,375.91	\$(1,634,143.27)	\$3,347,278.72

Report Requested by: PMs and Project Finance.

Vendors				
ATC Associates				
N/A; N/A; sediment management	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$16,442.45	\$14,087.83	\$2,354.62
	Sub Total	\$16,442.45	\$14,087.83	\$2,354.62
Bureau of Public Works				
N/A; N/A; Electrical inspections 10-01400-20910000-009	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$579.03	\$579.03	\$0.00
	Sub Total	\$579.03	\$579.03	\$0.00
Cianbro Corp				
N/A; N/A; Contractor	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$50,024,368.44		\$50,024,368.44
	Sub Total	\$50,024,368.44		\$50,024,368.44
FairPoint				
N/A; N/A; FairPoint Telephone, AT&T, Bayring Communications Non Participating	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$0.00	\$431,695.00	\$(431,695.00)
N/A; N/A; FairPoint Telephone Non Participating	Construction	\$0.00	\$7,332.60	\$(7,332.60)
	Sub Total	\$0.00	\$439,027.60	-\$439,027.60
Greenman-Pedersen Inc				
N/A; N/A; Consultant	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$261,386.58		\$261,386.58
	Sub Total	\$261,386.58		\$261,386.58
Gza Geoenvironmental Inc				
N/A; N/A; Consultant	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$3,385.00		\$3,385.00
	Sub Total	\$3,385.00		\$3,385.00
Home Depot U.S.A.; Inc.				
N/A; N/A; Miscellaneous Purchases	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$53.86		\$53.86
	Sub Total	\$53.86		\$53.86
Hoyle Tanner & Associates Inc				
N/A; N/A; Consultant	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$359,966.73		\$359,966.73
	Sub Total	\$359,966.73		\$359,966.73
Hrv Conformance Verification				
N/A; N/A; Consultant	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$166,392.54		\$166,392.54
	Sub Total	\$166,392.54		\$166,392.54
John Turner Consulting Inc				
	Phase	Proposed Amount	Existing Amount	Change

N/A; N/A; Consultant	Construction	\$53,113.97		\$53,113.97
	Sub Total	\$53,113.97		\$53,113.97
Kta-Tator Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant	Construction	\$857.09		\$857.09
	Sub Total	\$857.09		\$857.09
Mcfarland-Johnson Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant	Construction	\$28,318.77		\$28,318.77
	Sub Total	\$28,318.77		\$28,318.77
Myers Associates Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant	Construction	\$906.00		\$906.00
	Sub Total	\$906.00		\$906.00
NHDOT				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Equipment	Construction	\$59,331.53	\$0.00	\$59,331.53
N/A; N/A; In-house Engineering	Construction	\$1,491,724.79	\$183,237.60	\$1,308,487.19
N/A; N/A; In-house Engineering	Construction	\$0.00	\$1,299,709.55	\$(1,299,709.55)
N/A; N/A; In-house Engineering	Construction	\$0.00	\$38,174,235.37	\$(38,174,235.37)
N/A; N/A; In-house Engineering	Construction	\$0.00	\$1,792,136.72	\$(1,792,136.72)
N/A; N/A; In-house Engineering	Construction	\$0.00	\$12,187,555.21	\$(12,187,555.21)
	Sub Total	\$1,551,056.32	\$53,636,874.45	\$-52,085,818.13
Perkin Elmer Genetics Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant	Construction	\$4,128.00		\$4,128.00
	Sub Total	\$4,128.00		\$4,128.00
Public Service Co of NH				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; PSNH (Permanent Lighting) - Force Account Work	Construction	\$2,884.60	\$17,807.00	\$(14,922.40)
	Sub Total	\$2,884.60	\$17,807.00	\$-14,922.40
TRC Environmental Corp				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant	Construction	\$393.26		\$393.26
	Sub Total	\$393.26		\$393.26
	Grand Total	\$52,474,232.64	\$54,108,375.91	\$-1,634,143.27

Report Requested by: PMs.

All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type		
Phase		
Federal IT		
Bridge NBI #	State Improvement Type	Amount
Construction		
(03) Road-Reconstruction, Added Capacity		
N/A	(3) Road-Reconstruction, Added Capacity	\$3,824,659.00
N/A	(3) Road-Reconstruction, Added Capacity	\$690,306.22
N/A	(3) Road-Reconstruction, Added Capacity	\$4,545,454.55
N/A	(3) Road-Reconstruction, Added Capacity	\$686,225.31
		Fed. IT Subtotal: \$9,746,645.08
(06) Road-Restoration and Rehabilitation		
N/A	(6) Road-Restoration and Rehabilitation	\$533,356.15
		Fed. IT Subtotal: \$533,356.15
(08) Bridge-New Construction		
N/A	(8) Bridge-New Construction	\$14,406,021.62
N/A	(8) Bridge-New Construction	\$3,809,320.43
N/A	(8) Bridge-New Construction	\$2,181,888.11
N/A	(8) Bridge-New Construction	\$654,378.18
N/A	(8) Bridge-New Construction	\$2,020,909.15
N/A	(8) Bridge-New Construction	\$7,702,918.62
N/A	(8) Bridge-New Construction	\$6,915,437.62
		Fed. IT Subtotal: \$37,690,873.73
(14) Bridge-Rehabilitation, No Added Capacity		
N/A	(14) Bridge-Rehabilitation, No Added Capacity	\$9,490.68
N/A	(14) Bridge-Rehabilitation, No Added Capacity	\$1,229,552.38
N/A	(14) Bridge-Rehabilitation, No Added Capacity	\$121,398.28
N/A	(14) Bridge-Rehabilitation, No Added Capacity	\$300,903.44
		Fed. IT Subtotal: \$1,661,344.78
(17) Construction Engineering		
N/A	(17) Construction Engineering	\$34,462.75
N/A	(17) Construction Engineering	\$372,159.70
N/A	(17) Construction Engineering	\$68,111.89
N/A	(17) Construction Engineering	\$487,808.89
N/A	(17) Construction Engineering	\$345,826.48
N/A	(17) Construction Engineering	\$70,927.69
N/A	(17) Construction Engineering	\$149.67
N/A	(17) Construction Engineering	\$39,546.30
N/A	(17) Construction Engineering	\$18,838.28
N/A	(17) Construction Engineering	\$430,680.94
N/A	(17) Construction Engineering	\$336,987.80
N/A	(17) Construction Engineering	\$194,315.26
N/A	(17) Construction Engineering	\$1,440.90
N/A	(17) Construction Engineering	\$29,767.97
		Fed. IT Subtotal: \$2,431,024.52
(20) Environmental Only		
N/A	(20) Environmental Only	\$10,952.95
N/A	(20) Environmental Only	\$5,489.50
		Fed. IT Subtotal: \$16,442.45
(43) Utilities		

N/A	(43) Utilities		\$392,148.70
		Fed. IT Subtotal:	\$392,148.70
(44) Other			
N/A	(44) Other		\$1,818.20
N/A	(44) Other		\$231.61
N/A	(44) Other		\$347.42
		Fed. IT Subtotal:	\$2,397.23
		Phase Subtotal:	\$52,474,232.64
Grand Total:			\$52,474,232.64

Report Requested by: PMs and Project Finance.

All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Construction	Bridge-New Construction	\$387,639.67	\$0.00
Construction	Bridge-Rehabilitation, No Added Capacity	\$237,813.59	\$0.00
Construction	Construction Engineering	\$540,195.69	\$0.00
Construction	Environmental Only	\$2,354.62	\$0.00

Report Requested by: FHWA and Project Finance.

Values include indirects. Net change of current estimate less last approved estimate.

Funding Changes

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Construction						
2012	\$6,584,691.86	\$6,584,691.86	\$0.00	\$901,232.17	\$901,232.17	\$0.00
2013	\$4,856,788.62	\$4,856,788.62	\$0.00	\$7,092.77	\$7,092.77	\$0.00
2014	\$1,423,785.70	\$1,423,785.70	\$0.00	\$14.97	\$14.97	\$0.00
2015	\$122,839.18	\$122,839.18	\$0.00	\$0.00	\$0.00	\$0.00
2016	\$330,671.41	\$330,671.41	\$0.00	\$0.00	\$0.00	\$0.00
	\$13,318,776.77	\$13,318,776.77	\$0.00	\$908,339.91	\$908,339.91	\$0.00
Grand Total:	\$13,318,776.77	\$13,318,776.77	\$0.00	\$908,339.91	\$908,339.91	\$0.00

Report Requested by: Project Finance.

Change Authorization

	Proposed Amount	Existing Amount	Change
Construction			
Obligated Funds	\$55,821,511.36	\$57,459,419.37	\$-1,637,908.01
	<u>\$55,821,511.36</u>	<u>\$57,459,419.37</u>	<u>\$-1,637,908.01</u>
Grand Total:	<u><u>\$55,821,511.36</u></u>	<u><u>\$57,459,419.37</u></u>	<u><u>\$-1,637,908.01</u></u>

Report Requested by Project Programming for FMIS Comparisons.

All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

Fed. State Other Allocation

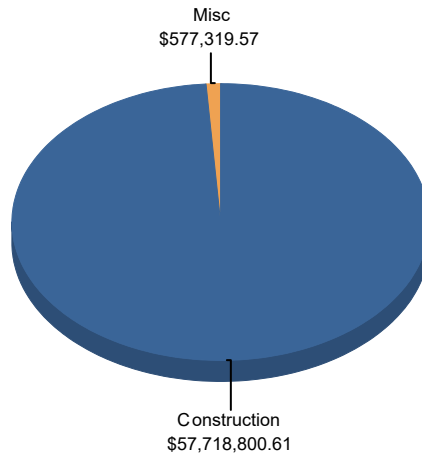
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Bridge-New Construction	LY20	\$12,677,299.02	\$3,169,324.76	0.00	0.00	\$0.00
Bridge-New Construction	L680	\$0.00	\$7,702,918.62	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L680	\$0.00	\$686,225.31	0.00	0.00	\$0.00
Construction Engineering	LY60	\$74,923.08	\$0.00	0.00	0.00	\$0.00
Construction Engineering	LY90	\$536,589.77	\$0.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	HY20	\$4,000,000.00	\$1,000,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	H660	\$4,207,124.90	\$0.00	0.00	0.00	\$0.00
Construction Engineering	H660	\$37,712.59	\$0.00	0.00	0.00	\$0.00
Construction Engineering	H660	\$409,375.67	\$0.00	0.00	0.00	\$0.00
Other	H660	\$1,989.74	\$0.00	0.00	0.00	\$0.00
Other	L680	\$0.00	\$231.61	0.00	0.00	\$0.00
Bridge-New Construction	L680	\$0.00	\$6,915,437.62	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	L680	\$0.00	\$9,490.68	0.00	0.00	\$0.00
Construction Engineering	L680	\$0.00	\$18,838.28	0.00	0.00	\$0.00
Construction Engineering	L680	\$0.00	\$430,680.94	0.00	0.00	\$0.00
Construction Engineering	L680	\$0.00	\$336,987.80	0.00	0.00	\$0.00
Bridge-New Construction	LY60	\$2,400,076.92	\$0.00	0.00	0.00	\$0.00
Construction Engineering	LY90	\$380,409.13	\$0.00	0.00	0.00	\$0.00
Construction Engineering	LY90	\$78,020.46	\$0.00	0.00	0.00	\$0.00
Construction Engineering	LY90	\$164.64	\$0.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	H660	\$755,402.10	\$0.00	0.00	0.00	\$0.00
Bridge-New Construction	LY20	\$3,352,201.98	\$838,050.49	0.00	0.00	\$0.00
Bridge-New Construction	L680	\$1,778,400.00	\$444,600.00	0.00	0.00	\$0.00
Bridge-New Construction	LY90	\$719,816.00	\$0.00	0.00	0.00	\$0.00
Construction Engineering	L680	\$0.00	\$39,546.30	0.00	0.00	\$0.00

Construction	L680	\$0.00	\$194,315.26	0.00	0.00	\$0.00
Engineering						
Construction	L680	\$0.00	\$1,440.90	0.00	0.00	\$0.00
Engineering						
Construction	L680	\$0.00	\$29,767.97	0.00	0.00	\$0.00
Engineering						
Other	L680	\$0.00	\$347.42	0.00	0.00	\$0.00
Environmental Only	L680	\$0.00	\$10,952.95	0.00	0.00	\$0.00
Environmental Only	L680	\$0.00	\$5,489.50	0.00	0.00	\$0.00
Road-Restoration and Rehabilitation	L680	\$0.00	\$533,356.15	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	L680	\$0.00	\$1,229,552.38	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	L680	\$0.00	\$121,398.28	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	L680	\$0.00	\$300,903.44	0.00	0.00	\$0.00
Utilities	L680	\$0.00	\$392,148.70	0.00	0.00	\$0.00
		\$31,409,506.00	\$24,412,005.36	0.00	0.00	\$0.00
Grand Total:		\$31,409,506.00	\$24,412,005.36	0.00	0.00	\$0.00

Report Requested by: Project Finance.

Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity				
FHWA	Phase	Programmed	Indirects	Total
	Construction	\$28,557,861.38	\$2,851,644.62	\$31,409,506.00
		<u>\$28,557,861.38</u>	<u>\$2,851,644.62</u>	<u>\$31,409,506.00</u>
NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$23,916,371.26	\$495,634.10	\$24,412,005.36
		<u>\$23,916,371.26</u>	<u>\$495,634.10</u>	<u>\$24,412,005.36</u>
Grand Total:		<u>\$52,474,232.64</u>	<u>\$3,347,278.72</u>	<u>\$55,821,511.36</u>

Report used to summarize project costs for participating entities such as local governments.

Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Bridge-New Construction					
Bridge-New Construction	LY90	\$719,816.00	\$0.00	\$0.00	\$719,816.00
Bridge-New Construction	LY60	\$2,400,076.92	\$0.00	\$0.00	\$2,400,076.92
Bridge-New Construction	LY20	\$20,036,876.25	\$0.00	\$0.00	\$16,029,501.00
Bridge-New Construction	L680	\$16,841,356.24	\$0.00	\$0.00	\$1,778,400.00
		\$39,998,125.41	\$0.00	\$0.00	\$20,927,793.92
Bridge-Rehabilitation, No Added Capacity					
Bridge-Rehabilitation, No Added Capacity	L680	\$1,661,344.78	\$0.00	\$0.00	\$0.00
		\$1,661,344.78	\$0.00	\$0.00	\$0.00
Construction Engineering					
Construction Engineering	H660	\$447,088.26	\$0.00	\$0.00	\$447,088.26
Construction Engineering	LY90	\$995,184.00	\$0.00	\$0.00	\$995,184.00
Construction Engineering	LY60	\$74,923.08	\$0.00	\$0.00	\$74,923.08
Construction Engineering	L680	\$1,051,577.45	\$0.00	\$0.00	\$0.00
		\$2,568,772.79	\$0.00	\$0.00	\$1,517,195.34
Environmental Only					
Environmental Only	L680	\$16,442.45	\$0.00	\$0.00	\$0.00
		\$16,442.45	\$0.00	\$0.00	\$0.00
Other					
Other	H660	\$1,989.74	\$0.00	\$0.00	\$1,989.74
Other	L680	\$579.03	\$0.00	\$0.00	\$0.00
		\$2,568.77	\$0.00	\$0.00	\$1,989.74
Road-Reconstruction, Added Capacity					
Road-Reconstruction, Added Capacity	H660	\$4,962,527.00	\$0.00	\$0.00	\$4,962,527.00
Road-Reconstruction, Added Capacity	L680	\$686,225.31	\$0.00	\$0.00	\$0.00
Road-Reconstruction, Added Capacity	HY20	\$5,000,000.00	\$0.00	\$0.00	\$4,000,000.00
		\$10,648,752.31	\$0.00	\$0.00	\$8,962,527.00
Road-Restoration and Rehabilitation					
Road-Restoration and Rehabilitation	L680	\$533,356.15	\$0.00	\$0.00	\$0.00
		\$533,356.15	\$0.00	\$0.00	\$0.00
Utilities					
Utilities	L680	\$392,148.70	\$0.00	\$0.00	\$0.00
		\$392,148.70	\$0.00	\$0.00	\$0.00
Grand Total		\$55,821,511.36	\$0.00	\$0.00	\$31,409,506.00

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	George Poulin	09/14/2018	
	Routed On 09/14/2018	By George Poulin		
	Completed On 09/14/2018			

Project Finance

Work Started On 09/14/2018	By Joan Castellano
Review Completed On 09/17/2018	By Joan Castellano

FHWA

Reviewed FHWA On 09/18/2018	By KARIM NAJI
Recommended FHWA On 09/18/2018	By KARIM NAJI
Authorized FHWA On 09/21/2018	By Ralph Estey

Project Number 11238M / ---
Project Name / Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Manager Keith Cota
PM Auth. Phases Construction
Type Based on Bids (Rev. Project Agreement)

Project Dates

Ad Information

Ad Date 05/29/2012
Post to Ad Schedule No
Ad Date Explanation N/A, the project already advertised.

Other Dates

On Shelf ---
Project Start 01/01/2012
Project End 05/27/2017

Last Approved Estimate

Dated 10/09/2015
Type Based on Bids (Rev. Project Agreement)

Days to Approve

Routees 5 days
Project Finance 0 days
FHWA ---

Project Details

Estimate Type	Based on Bids (Rev. Project Agreeeme	Mode	Highway/Bridge
Bureau Type	Highway Design	Work Zone	Not Specified
Relationship	Child	Is Reg. Sig.	Yes
Parent	11238	Project Status	Planned
Managed By	DOT		
Town(s)	Dover, Newington		
Team List	Bob Landry; Charles Blackman; David Smith; Peter Salo; Wendy Johnson		
Accounting Units	3025:HIGHWAY DESIGN BUREAU; 7514:SPAULDING TPK - US4 - NH16		
Work Series	200		
Bridges	018501030012400 Newington - 103/124		
Alternate References	---		
Advertises With	---		
Investment	Modification 40%; Expansion 60%;		

Project Description

Spaulding Turnpike (NH Rte 16) Mainline Roadway Approach Reconstruction in Newington

Project Scope

NH 16 / US 4 / SPLDG TPK, EXIT 3 & 4 INTERCHANGE CONSTRUCTION AND MAINLINE TURNPIKE CONSTRUCTION
 [PARENT = N-D 11238]

Estimate Description

PE: N/A

ROW: N/A

CONST: Reduced by \$3,500,000.

This estimate reduces Construction funds in the amount of \$3,500,000 (from \$50,995,491.68 to \$47,495,491.68). This is a result of realizing efficiencies during the construction of this project.

Funding Instructions

This proj is funded by the Tpk Cap Prog. PE & ROW are charged to N-D 11238.

PE for Haz Mat Service in the amount of
 \$4,222.74 by ATC CA #40006666, Auth. #A1059,
 \$41,727.36 by ATC CA #4003933, Auth #A1317,
 \$10,270.07 by ATC CA #4003933, Auth #A1318,
 \$10,004.83 for ATC CA #4003933, Auth #A1341,
 \$4,839.43 for ATC CA #4003933, Auth #A

Income of \$73,674.26 (\$95,995.79-\$22,321.53 for RSA 228:22) from Newing. Sewer & \$346,110.95 (\$454,056.90 -\$56,960.00 (for Des. Eng.) -\$45,078.50 (for Const. Services) -\$5,907.45 for RSA 228:22) from Ports. Water

DUNS # for the State of NH is #808591697

Improve:

Utils:
 -Granite State Gas Trans. \$51,732.54 Pipe relo
 -Ports. Wat \$412,779.00 (Non-Par) + 10% CE (\$41,277.90) = \$454,056.70
 -Newing Sew \$87,268.90 (Non-Par) + 10% CE (\$8,726.89) = \$95,995.79
 -Ports. Water \$315,130.50 + 10% CE (\$31,513.05) = \$346,643.55
 -Newing Sewer \$4,200 + 10% CE (\$420) = \$4,620.00
 Force Accounts: M&N Gas \$2,987,453; PSNH Lighting \$132,873.80; PSNH Trans \$483,100; NHDOT Bur. of Traf \$5,000;
 Pro. Brdg = new brdg #114/107
 Woodbury Ave const cost = \$5,201,659.40
 Brdg #112/107 to be removed
 Enpro Haz Mat clean up = \$146,602.50+\$232,546

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
NON-PAR (other)				
2013	\$550,052.69	\$550,052.69	\$0.00	\$0.00
TPK *				
2012	\$2,987,453.00	\$2,987,453.00	\$0.00	\$0.00
2013	\$11,078,547.94	\$11,078,547.94	\$0.00	\$0.00
2014	\$19,956,005.90	\$23,456,005.90	\$(3,500,000.00)	\$0.00
2015	\$11,854,622.72	\$11,854,622.72	\$0.00	\$0.00
2016	\$1,068,809.43	\$1,068,809.43	\$0.00	\$0.00
Subtotal	\$47,495,491.68	\$50,995,491.68	\$(3,500,000.00)	\$0.00
Grand Total:	\$47,495,491.68	\$50,995,491.68	\$(3,500,000.00)	\$0.00

Report Requested by: PMs and Project Finance.

Vendors				
AJ COLEMAN & SON INC				
N/A; N/A; RD (\$35,829,882.50); Woodbury Bridge (\$4,834,112.65); Shattuck Bridge (\$914,636.60); Railway Brook (\$757,382.30); NonPar Water (\$412,779); NonPar Sewer (\$87,268.90); Par Water (\$315,130.50); Par Sewer (\$4,200)+ CO (\$848,878.30)	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$40,504,270.75	\$44,004,270.75	\$(3,500,000.00)
	Sub Total	\$40,504,270.75	\$44,004,270.75	\$(3,500,000.00)
ATC Associates				
N/A; N/A; ATC Exit 4 Haz waste	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$41,727.36	\$41,727.36	\$0.00
N/A; N/A; ATC Associates, Inc - Hazardous Waste	Construction	\$4,222.74	\$4,222.74	\$0.00
	Sub Total	\$45,950.10	\$45,950.10	\$0.00
Cardno ATC				
N/A; N/A; ATC Exit 4 Haz waste investigation for Newington Country Store	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$10,270.07	\$10,270.07	\$0.00
N/A; N/A; ATC Exit 4 Haz waste well installation and monitoring Newington Country Store	Construction	\$10,004.83	\$10,004.83	\$0.00
N/A; N/A; Test Pits, sampling, technical work at BMP 1547	Construction	\$4,839.43	\$4,839.43	\$0.00
	Sub Total	\$25,114.33	\$25,114.33	\$0.00
Enpro Services Inc				
N/A; N/A; Enpro Exit 4 Haz waste	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$232,546.00	\$232,546.00	\$0.00
N/A; N/A; Enpro Hazardous Waste removal	Construction	\$146,602.50	\$146,602.50	\$0.00
	Sub Total	\$379,148.50	\$379,148.50	\$0.00
GRANITE STATE GAS TRANSMISSION				
N/A; N/A; Granite State Gas Transmission, Inc. for Arboretum Drive pipe relocation	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$51,732.54	\$51,732.54	\$0.00
	Sub Total	\$51,732.54	\$51,732.54	\$0.00
Greenman-Pedersen Inc				
N/A; N/A; Construction Engineering	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$298,653.73	\$298,653.73	\$0.00

	Sub Total	\$298,653.73	\$298,653.73	\$0.00
Hoyle Tanner & Associates Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Construction Engineering	Construction	\$287,483.79	\$287,483.79	\$0.00
	Sub Total	\$287,483.79	\$287,483.79	\$0.00
Hrv Conformance Verification	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Woodbury Steel Inspection - Weld Inspection	Construction	\$8,000.00	\$8,000.00	\$0.00
	Sub Total	\$8,000.00	\$8,000.00	\$0.00
NHDOT	Phase	Proposed Amount	Existing Amount	Change
M&N Gas; N/A; M&N Operating Co LLC - Gas	Construction	\$2,987,453.00	\$2,987,453.00	\$0.00
N/A; N/A; State of NH - Bureau of Traffic (Signs & Markings)	Construction	\$5,000.00	\$5,000.00	\$0.00
N/A; N/A; CE Non Par (Water \$41,277.90; sewer \$8,726.89)	Construction	\$50,004.79	\$50,004.79	\$0.00
N/A; N/A; Woodbury Ave Bridge Inspections (\$70,000 Steel; \$7,500 Pre-Cast)	Construction	\$19,500.00	\$19,500.00	\$0.00
N/A; N/A; Roadway Inspections (\$5,000 Concrete; \$8,000 OHSS)	Construction	\$13,000.00	\$13,000.00	\$0.00
N/A; N/A; CE - Consultant CE = (Roadway \$2,143,042.95; Woodbury \$290,046.75; Shattuck \$54,878.19; Railway Brook \$45,442.93; Par Water \$31,513.05; Par Sewer \$420) - (HTA + GPI)	Construction	\$2,154,206.35	\$2,154,206.35	\$0.00
	Sub Total	\$5,229,164.14	\$5,229,164.14	\$0.00
Public Service Co Of Nh	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; PSNH (Lighting \$113,057+\$19,816.80)	Construction	\$132,873.80	\$132,873.80	\$0.00
N/A; N/A; PSNH (Transmission)	Construction	\$483,100.00	\$483,100.00	\$0.00
	Sub Total	\$615,973.80	\$615,973.80	\$0.00
TRC Environmental Corp	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Woodbury Steel Inspection - Weld Inspection	Construction	\$50,000.00	\$50,000.00	\$0.00
	Sub Total	\$50,000.00	\$50,000.00	\$0.00
	Grand Total	\$47,495,491.68	\$50,995,491.68	-\$3,500,000.00

Report Requested by: PMs.

All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
Construction			
(03) Road-Reconstruction, Added Capacity			
N/A	(3) Road-Reconstruction, Added Capacity		\$1,308,328.66
N/A	(3) Road-Reconstruction, Added Capacity		\$11,065,547.94
N/A	(3) Road-Reconstruction, Added Capacity		\$19,956,005.90
N/A	(3) Road-Reconstruction, Added Capacity		\$848,878.30
		Fed. IT Subtotal:	\$33,178,760.80
(08) Bridge-New Construction			
N/A	(8) Bridge-New Construction		\$4,834,112.65
N/A	(53) Bridge-New Const-Steel Insp		\$77,500.00
		Fed. IT Subtotal:	\$4,911,612.65
(13) Bridge-Rehabilitation, Added Capacity			
018501030012400	(13) Bridge-Rehabilitation, Added Capacity		\$914,636.60
		Fed. IT Subtotal:	\$914,636.60
(17) Construction Engineering			
N/A	(17) Construction Engineering		\$50,004.79
018501030012400	(17) Construction Engineering		\$54,878.19
N/A	(17) Construction Engineering		\$1,962,932.33
N/A	(17) Construction Engineering		\$175,000.00
N/A	(17) Construction Engineering		\$547,533.35
		Fed. IT Subtotal:	\$2,790,348.66
(20) Environmental Only			
N/A	(20) Environmental Only		\$25,114.33
N/A	(20) Environmental Only		\$425,098.60
		Fed. IT Subtotal:	\$450,212.93
(37) Mitigation of Water Pollution Due To Highway Runoff			
N/A	(37) Mitigation of Water Pollution Due To Highway Runoff		\$757,382.30
		Fed. IT Subtotal:	\$757,382.30
(43) Utilities			
N/A	(43) Utilities		\$500,047.90
N/A	(43) Utilities		\$319,330.50
N/A	(43) Utilities		\$19,816.80
		Fed. IT Subtotal:	\$839,195.20
(44) Other			
N/A	(77) Force Account		\$3,640,342.54
N/A	(60) Inspection - Concrete (non-bridge)		\$5,000.00
N/A	(61) Inspection - Steel (non-bridge)		\$8,000.00
		Fed. IT Subtotal:	\$3,653,342.54
		Phase Subtotal:	\$47,495,491.68
Grand Total:			\$47,495,491.68

Report Requested by: PMs and Project Finance.

All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
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Report Requested by: FHWA and Project Finance.

Values include indirects. Net change of current estimate less last approved estimate.

Funding Changes

Primary

Indirects

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction

Grand Total:

Report Requested by: Project Finance.

Change Authorization

Construction	Proposed Amount	Existing Amount	Change
Obligated Funds	\$47,495,491.68	\$50,995,491.68	\$-3,500,000.00
Grand Total:	\$47,495,491.68	\$50,995,491.68	\$-3,500,000.00

Report Requested by Project Programming for FMIS Comparisons.

All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

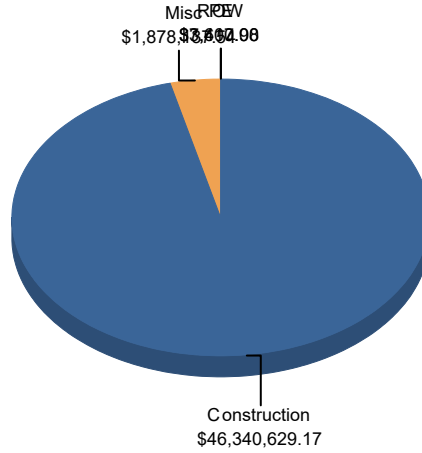
Fed. State Other Allocation

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Force Account	0100	\$0.00	\$3,640,342.54	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$848,878.30	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$19,956,005.90	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$11,065,547.94	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$1,308,328.66	0.00	0.00	\$0.00
Bridge-New Construction	0100	\$0.00	\$4,834,112.65	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$914,636.60	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$547,533.35	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$50,004.79	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$175,000.00	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$1,962,932.33	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$54,878.19	0.00	0.00	\$0.00
Environmental Only	0100	\$0.00	\$425,098.60	0.00	0.00	\$0.00
Environmental Only	0100	\$0.00	\$25,114.33	0.00	0.00	\$0.00
Mitigation of Water Pollution Due To Highway Runoff	0100	\$0.00	\$757,382.30	0.00	0.00	\$0.00
Utilities	0100	\$0.00	\$19,816.80	0.00	0.00	\$0.00
Utilities	0100	\$0.00	\$500,047.90	0.00	0.00	\$0.00
Utilities	0100	\$0.00	\$319,330.50	0.00	0.00	\$0.00
Bridge-New Const-Steel Insp	0100	\$0.00	\$77,500.00	0.00	0.00	\$0.00
Inspection - Concrete (non-bridge)	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Steel (non-bridge)	0100	\$0.00	\$8,000.00	0.00	0.00	\$0.00
		\$0.00	\$47,495,491.68	0.00	0.00	\$0.00
Grand Total:		\$0.00	\$47,495,491.68	0.00	0.00	\$0.00

Report Requested by: Project Finance.

Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$47,495,491.68	\$0.00	\$47,495,491.68
		\$47,495,491.68	\$0.00	\$47,495,491.68
Grand Total:		\$47,495,491.68	\$0.00	\$47,495,491.68

Report used to summarize project costs for participating entities such as local governments.

Program Code						
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)	
Bridge-New Construction						
Bridge-New Construction	0100	\$4,834,112.65	\$0.00	\$0.00	\$0.00	
Bridge-New Const-Steel Insp	0100	\$77,500.00	\$0.00	\$0.00	\$0.00	
		\$4,911,612.65	\$0.00	\$0.00	\$0.00	
Bridge-Rehabilitation, Added Capacity						
Bridge-Rehabilitation, Added Capacity	0100	\$914,636.60	\$0.00	\$0.00	\$0.00	
		\$914,636.60	\$0.00	\$0.00	\$0.00	
Construction Engineering						
Construction Engineering	0100	\$2,790,348.66	\$0.00	\$0.00	\$0.00	
		\$2,790,348.66	\$0.00	\$0.00	\$0.00	
Environmental Only						
Environmental Only	0100	\$450,212.93	\$0.00	\$0.00	\$0.00	
		\$450,212.93	\$0.00	\$0.00	\$0.00	
Mitigation of Water Pollution Due To Highway Runoff						
Mitigation of Water Pollution Due To Highway Runoff	0100	\$757,382.30	\$0.00	\$0.00	\$0.00	
		\$757,382.30	\$0.00	\$0.00	\$0.00	
Other						
Force Account	0100	\$3,640,342.54	\$0.00	\$0.00	\$0.00	
Inspection - Concrete (non-bridge)	0100	\$5,000.00	\$0.00	\$0.00	\$0.00	
Inspection - Steel (non-bridge)	0100	\$8,000.00	\$0.00	\$0.00	\$0.00	
		\$3,653,342.54	\$0.00	\$0.00	\$0.00	
Road-Reconstruction, Added Capacity						
Road-Reconstruction, Added Capacity	0100	\$33,178,760.80	\$0.00	\$0.00	\$0.00	
		\$33,178,760.80	\$0.00	\$0.00	\$0.00	
Utilities						
Utilities	0100	\$839,195.20	\$0.00	\$0.00	\$0.00	
		\$839,195.20	\$0.00	\$0.00	\$0.00	
	Grand Total	\$47,495,491.68	\$0.00	\$0.00	\$0.00	

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	09/19/2016	
Turnpikes	David Smith	David Smith	09/14/2016	
	Routed On 09/14/2016	By Charles Blackman		
	Completed On 09/19/2016			

Project Finance

Work Started On 09/19/2016	By Kate Dobens
Review Completed On 09/19/2016	By ---

FHWA

Reviewed FHWA On ---	By ---
Recommended FHWA On ---	By ---
Authorized FHWA On ---	By ---

Project Number 112380 / ---
Project Name / Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Manager Keith Cota
PM Auth. Phases Construction
Type Revised Based on Bids

Project Dates

Ad Information

Ad Date 09/23/2014
Post to Ad Schedule Yes
Ad Date Explanation Construction schedule

Other Dates

On Shelf ---
Project Start 11/12/2014
Project End 06/30/2019

Last Approved Estimate

Dated 11/26/2018
Type Revised Based on Bids

Days to Approve

Routees 0 days
Project Finance 0 days
FHWA ---

Project Details

Estimate Type	Revised Based on Bids	Mode	Highway/Bridge
Bureau Type	Highway Design	Work Zone	Significant
Relationship	Child	Is Reg. Sig.	Yes
Parent	11238	Project Status	Active
Managed By	DOT	MATS Codes	70, 1400, 1600, 1800, 3000, 3400, 4200, 4600
Town(s)	Dover, Newington		
Team List	Bob Landry; John Corcoran; Wendy Johnson		
Accounting Units	3025:HIGHWAY DESIGN BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
Work Series	200		
Bridges	006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025		
Alternate References	---		
Advertises With	---		
Investment	Modification 100%;		

Project Description

NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridges

Project Scope

REHABILITATION OF EXISTING LITTLE BAY BRIDGE [PARENT N-D 11238]

Estimate Description

This estimate requests the following:

PE: No change

ROW: No change

CON: Adjusted and added all vendors for CE services, No change in construction total. Awaiting final vochure through Finance

End date extended to provide more time for final audit and final closeout/vochure. 100% Turnpike funded project.

Funding Instructions

PE and ROW are charged to the Newington-Dover 11238 project.

Construction - 100% Turnpikes (Work completed)

Bridge #201/024 is NB NH 16 over Little Bay

Bridge #201/025 is SB NH 16 over Little Bay

The DUNS number for NHDOT is #808591697

This estimate increases Statewide Services under HRV Conformance Verification Associates, Inc. for steel fabrication oversight in the amount of \$2000 and decreases State CE fro Steel Inspection by equal amount. The total construction funds in the amount of \$21,877,885.59 remains unchange.

Estimate 04/09/20 - Updates the project will all vendors for CE services. No change in project total cost at this time.

Project Total

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
NON-PAR (other)				
2017	\$27,945.34	\$28,210.60	\$(265.26)	\$0.00
TPK *				
2015	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2016	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2017	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2018	\$3,849,674.99	\$3,849,674.99	\$0.00	\$0.00
Subtotal	\$21,877,620.33	\$21,877,885.59	\$(265.26)	\$0.00
Grand Total:	\$21,877,620.33	\$21,877,885.59	\$(265.26)	\$0.00

Report Requested by: PMs and Project Finance.

Vendors				
ASTI Transportation Sysms Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Smart Work Zone software page and interface	Construction	\$3,675.00	\$3,675.00	\$0.00
	Sub Total	\$3,675.00	\$3,675.00	\$0.00
ATC Group Services; LLC				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$14,350.00		\$14,350.00
	Sub Total	\$14,350.00		\$14,350.00
Greenman-Pedersen Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$4,775.00		\$4,775.00
	Sub Total	\$4,775.00		\$4,775.00
Hoyle Tanner & Associates Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$60,070.00		\$60,070.00
	Sub Total	\$60,070.00		\$60,070.00
Hrv Conformance Verification				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Testing (Field - saw cut @ \$1,500 and cracks @ \$5,000)	Construction	\$4,580.00	\$14,500.00	\$(9,920.00)
HRV Conformance Verification; N/A; Welding inspection	Construction	\$2,000.00	\$2,000.00	\$0.00
	Sub Total	\$6,580.00	\$16,500.00	\$-9,920.00
John Turner Consulting Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$43,013.86		\$43,013.86
	Sub Total	\$43,013.86		\$43,013.86
Kta-Tator Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Bridge Paint Inspection	Construction	\$53,300.00	\$10,000.00	\$43,300.00
	Sub Total	\$53,300.00	\$10,000.00	\$43,300.00
NHDOT				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Construction Engineering (TPK) RD = \$50,199.81; Bridge 201/024 = \$584,733.58; Bridge 201/025 = \$584,733.59- PB \$6,717.04- PB \$519.40)	Construction	\$1,057,002.86	\$1,212,430.54	\$(155,427.68)

N/A; N/A; Inspections (Steel \$100,000; Paint \$100,000; Precast \$7,500 -\$70k for TUV -\$7k for TRC - \$6,500 for HRV-\$10,000 for KTA-Tator)	Construction	\$0.00	\$104,000.00	\$(104,000.00)
N/A; N/A; Construction Engineering (Non Par)	Construction	\$2,564.60	\$2,564.60	\$0.00
	Sub Total	\$1,059,567.46	\$1,318,995.14	\$-259,427.68
Parsons Brinckerhof Construct				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$23,350.00		\$23,350.00
	Sub Total	\$23,350.00		\$23,350.00
Parsons Brinckerhoff Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Consultant Construction Services	Construction	\$23,350.00	\$7,236.44	\$16,113.56
	Sub Total	\$23,350.00	\$7,236.44	\$16,113.56
Rs Audley Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Roadway (\$836,663.50) and Bridge (\$19,491,119.51+\$91,050)	Construction	\$20,418,833.01	\$20,418,833.01	\$0.00
N/A; N/A; Non-Par - Utilities	Construction	\$25,646.00	\$25,646.00	\$0.00
	Sub Total	\$20,444,479.01	\$20,444,479.01	\$0.00
Rw Gillespie & Associates Inc				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$700.00		\$700.00
	Sub Total	\$700.00		\$700.00
TRC ENVIRONMENTAL CORPORATI				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Weld Inspection	Construction	\$6,180.00	\$7,000.00	\$(820.00)
	Sub Total	\$6,180.00	\$7,000.00	-\$820.00
TUV Rheinland Industrial Solut				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Steel Inspection	Construction	\$133,680.00	\$70,000.00	\$63,680.00
	Sub Total	\$133,680.00	\$70,000.00	\$63,680.00
WSP USA INC				
	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Inspection	Construction	\$550.00		\$550.00
	Sub Total	\$550.00		\$550.00
	Grand Total	\$21,877,620.33	\$21,877,885.59	\$-265.26

Report Requested by: PMs.

All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
Construction			
(03) Road-Reconstruction, Added Capacity			
N/A	(3) Road-Reconstruction, Added Capacity		\$836,663.50
			Fed. IT Subtotal: \$836,663.50
(13) Bridge-Rehabilitation, Added Capacity			
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.50
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.49
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002400	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002500	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002500	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
006502010002400	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
			Fed. IT Subtotal: \$19,789,669.51
(17) Construction Engineering			
N/A	(17) Construction Engineering		\$2,564.60
N/A	(17) Construction Engineering		\$50,199.81
006502010002400	(17) Construction Engineering		\$584,733.58
006502010002500	(17) Construction Engineering		\$584,733.59
			Fed. IT Subtotal: \$1,222,231.58
(43) Utilities			
N/A	(43) Utilities		\$25,380.74
			Fed. IT Subtotal: \$25,380.74
(44) Other			
N/A	(44) Other		\$3,675.00
			Fed. IT Subtotal: \$3,675.00
			Phase Subtotal: \$21,877,620.33
Grand Total:			\$21,877,620.33

Report Requested by: PMs and Project Finance.

All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const			
Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Report Requested by: FHWA and Project Finance.			
Values include indirects. Net change of current estimate less last approved estimate.			

Funding Changes						
Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Grand Total:						
Report Requested by: Project Finance.						

Change Authorization			
	Proposed Amount	Existing Amount	Change
Construction			
Obligated Funds	\$21,877,620.33	\$21,877,885.59	\$-265.26
Grand Total:	\$21,877,620.33	\$21,877,885.59	\$-265.26
Report Requested by Project Programming for FMIS Comparisons.			
All AC and Obligated funds including indirects along with TTC for both Obligated and AC.			

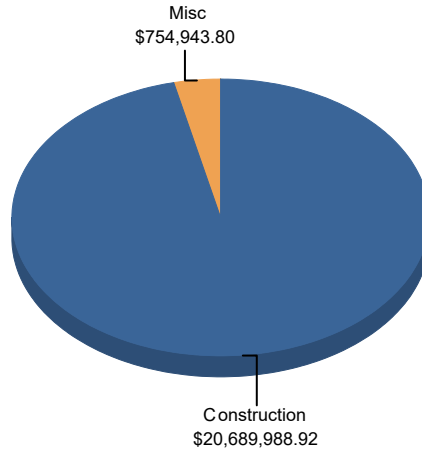
Fed. State Other Allocation

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$836,663.50	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$2,564.60	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$0.00	\$3,750.00	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$0.00	\$3,750.00	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$50,199.81	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$584,733.58	0.00	0.00	\$0.00
Construction Engineering	0100	\$0.00	\$584,733.59	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,866,247.26	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,924,837.50	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,924,837.49	0.00	0.00	\$0.00
Other	0100	\$0.00	\$3,675.00	0.00	0.00	\$0.00
Utilities	0100	\$0.00	\$25,380.74	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,866,247.26	0.00	0.00	\$0.00
		\$0.00	\$21,877,620.33	0.00	0.00	\$0.00
Grand Total:		\$0.00	\$21,877,620.33	0.00	0.00	\$0.00

Report Requested by: Project Finance.

Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$21,877,620.33	\$0.00	\$21,877,620.33
		\$21,877,620.33	\$0.00	\$21,877,620.33
Grand Total:		\$21,877,620.33	\$0.00	\$21,877,620.33

Report used to summarize project costs for participating entities such as local governments.

Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Bridge-Rehabilitation, Added Capacity					
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$7,500.00	\$0.00	\$0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$200,000.00	\$0.00	\$0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$19,582,169.51	\$0.00	\$0.00	\$0.00
		\$19,789,669.51	\$0.00	\$0.00	\$0.00
Construction Engineering					
Construction Engineering	0100	\$1,222,231.58	\$0.00	\$0.00	\$0.00
		\$1,222,231.58	\$0.00	\$0.00	\$0.00
Other					
Other	0100	\$3,675.00	\$0.00	\$0.00	\$0.00
		\$3,675.00	\$0.00	\$0.00	\$0.00
Road-Reconstruction, Added Capacity					
Road-Reconstruction, Added Capacity	0100	\$836,663.50	\$0.00	\$0.00	\$0.00
		\$836,663.50	\$0.00	\$0.00	\$0.00
Utilities					
Utilities	0100	\$25,380.74	\$0.00	\$0.00	\$0.00
		\$25,380.74	\$0.00	\$0.00	\$0.00
Grand Total		\$21,877,620.33	\$0.00	\$0.00	\$0.00

Report used for FMIS verification.
 * Includes all AC and Obligate costs including all matches.

Approval				
<u>Initial Review</u>				
Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	04/09/2020	
	Routed On	By	04/09/2020	Keith Cota
	Completed On		04/09/2020	
<u>Project Finance</u>				
	Work Started On	By	04/10/2020	Pamela Mack
	Review Completed On	By	04/10/2020	---
<u>FHWA</u>				
	Reviewed FHWA On	By	---	---
	Recommended FHWA On	By	---	---
	Authorized FHWA On	By	---	---

Project Number 11238Q / ---
Project Name / Road NEWINGTON - DOVER, NH 16, US 4 & SPAULDING TURNPIKE
Project Manager Jennifer Reczek
PM Auth. Phases Construction
Type Programming

Project Dates

Ad Information		Other Dates	
Ad Date	05/24/2016	On Shelf	---
Post to Ad Schedule	Yes	Project Start	09/22/2014
Ad Date Explanation	N/A	Project End	12/31/2022
Last Approved Estimate		Days to Approve	
Dated	11/10/2020	Routees	0 days
Type	Revised Based on Bids	Project Finance	0 days
		FHWA	---

Project Details

Estimate Type	Programming	Mode	Highway/Bridge
Bureau Type	Highway Design	Work Zone	Significant
Relationship	Child	Is Reg. Sig.	Yes
Parent	11238	Project Status	Active
Managed By	DOT	MATS Codes	70, 1400, 1600, 1800, 3000, 3400, 4200, 5000
Town(s)	Dover, Newington		
Team List	Bob Landry; Charles Blackman; David Smith; Jarrett Roseboom		
Accounting Units	3035:CONSTRUCTION BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
Work Series	200		
Bridges	006501740003400 Dover - 174/034, 006501810003900 Dover - 181/039		
Alternate References	---		
Advertises With	---		
Investment	Modification 40%; Expansion 60%;		

Project Description

Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)

Project Scope

NH 16, US 4 & SPAULDING TURNPIKE, EXIT 6 INTERCHANGE AND MAINLINE TURNPIKE CONSTRUCTION, INCLUDING SOUNDWALLS (PARENT N-D 11238)

Estimate Description

This estimate is being run to show in the 2021-2024 STIP Update.

Prior estimates have been Post Authorization Revisions and do not get pulled into the STIP Report.

No funding changes are being processed in this estimate at this time, inflation might be shown in STIP Report.

Funding Instructions

Construction funding for this project is provided for by the Turnpike Capital Program under accounting unit 7514 class 400. The estimate includes force account reimbursement to the City of Dover for Participating water CE inspection costs of \$62,823.00.

PE and ROW are charged to the Newington-Dover 11238 project.

Non-Par income from the City of Dover for water and sewer work in the amount of \$3,283,029.35. This total includes CE of 5% (\$178,025.40) and indirect costs of 10% (\$373,853.34). The total amount will be distributed 2/3 (\$2,188,686.23) in SFY 2017 and 1/3 (\$1,094,343.12) in SFY 2018.

Non-Par income of \$330,719.10 (City of Dover for water work (\$355,601.40-\$24,882.30 trench & backfill reimbursement))

Non-Par income of \$2,952,310.25 (City of Dover for sewer work (\$3,756,785.34 - \$804,475.09 trench & backfill reimbursement))

Non-Par income of approx. \$282,975.00 (Town of Newington for Water work (\$245,000 + CE and Indirects))

Non-Par income of approx. \$693,000.00 (City of Portsmouth for Water work (\$600,000 + CE and Indirects))

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
NON-PAR (other)				
2017	\$2,307,369.84	\$2,307,369.84	\$0.00	\$0.00
2018	\$1,431,163.56	\$1,431,163.56	\$0.00	\$0.00
2021	\$315,000.00	\$315,000.00	\$0.00	\$0.00
TPK *				
2017	\$9,824,123.76	\$9,824,123.76	\$0.00	\$0.00
2018	\$14,883,124.74	\$14,883,124.74	\$0.00	\$0.00
2019	\$16,314,288.30	\$16,314,288.30	\$0.00	\$0.00
2020	\$16,314,288.30	\$16,314,288.30	\$0.00	\$0.00
2021	\$13,588,577.28	\$13,588,577.28	\$0.00	\$0.00
Subtotal	\$74,977,935.78	\$74,977,935.78	\$0.00	\$0.00
Grand Total:	\$74,977,935.78	\$74,977,935.78	\$0.00	\$0.00

Report Requested by: PMs and Project Finance.

Vendors				
ASTI Transportation Systms Inc				
ASTI ; N/A; ITS Data Intergration	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$12,000.00	\$12,000.00	\$0.00
	Sub Total	\$12,000.00	\$12,000.00	\$0.00
CITY OF DOVER				
N/A; N/A; CE	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$178,025.40	\$178,025.40	\$0.00
	Sub Total	\$178,025.40	\$178,025.40	\$0.00
EVERSOURCE ENERGY				
Eversource Energy; N/A; DMV parking lot lighting	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$11,266.00	\$11,266.00	\$0.00
	Sub Total	\$11,266.00	\$11,266.00	\$0.00
NHDOT				
City of Dover; N/A; VHB water inspection Par	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$62,823.00	\$62,823.00	\$0.00
N/A; N/A; Roadway CE = roadway + ret wall 6 + soundwall foundation + Dover Par Water, RTTM, signals alt A option B, signals alt B option B, Woodbury Ave	Construction	\$3,303,053.57	\$3,303,053.57	\$0.00
N/A; N/A; Bridge CE = Scammell + Route 4	Construction	\$256,535.78	\$256,535.78	\$0.00
N/A; N/A; Bridge Concrete Inspection	Construction	\$20,000.00	\$20,000.00	\$0.00
N/A; N/A; OHSS inspection	Construction	\$8,000.00	\$8,000.00	\$0.00
N/A; N/A; Bridge Steel Inspection	Construction	\$5,000.00	\$5,000.00	\$0.00
N/A; N/A; Roadway and Soundwall Foundation Concrete Inspection	Construction	\$5,000.00	\$5,000.00	\$0.00
	Sub Total	\$3,660,412.35	\$3,660,412.35	\$0.00
Severino Trucking Co Inc				
City of Dover; N/A; City of Dover Non-Par Sewer	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$3,252,628.00	\$3,252,628.00	\$0.00
City of Dover; N/A; City of Dover Non-Par Water	Construction	\$307,880.00	\$307,880.00	\$0.00
N/A; N/A; Roadway	Construction	\$56,541,893.43	\$56,541,893.43	\$0.00
N/A; N/A; Route 4 Bridge	Construction	\$5,101,748.40	\$5,101,748.40	\$0.00
N/A; N/A; Signal Alt A option B	Construction	\$14,500.00	\$14,500.00	\$0.00
N/A; N/A; Signal Alt B option B	Construction	\$20,000.00	\$20,000.00	\$0.00
City of Dover; N/A; City of Dover Par Water	Construction	\$1,553,221.00	\$1,553,221.00	\$0.00

N/A; N/A; Scammel Bridge	Construction	\$28,967.20	\$28,967.20	\$0.00
N/A; N/A; Woodbury Ave	Construction	\$1,666,035.00	\$1,666,035.00	\$0.00
N/A; N/A; RTTM	Construction	\$683,965.00	\$683,965.00	\$0.00
N/A; N/A; Soundwall Foundations	Construction	\$106,400.00	\$106,400.00	\$0.00
N/A; N/A; Ret Wall 6	Construction	\$460,494.00	\$460,494.00	\$0.00
N/A; N/A; Roadway Construction Engineering Bid Itesm	Construction	\$963,500.00	\$963,500.00	\$0.00
N/A; N/A; Bridge Construction Engineering Bid Itesm	Construction	\$100,000.00	\$100,000.00	\$0.00
N/A; N/A; Other Non-Par Utility Work	Construction	\$315,000.00	\$315,000.00	\$0.00
Sub Total		\$71,116,232.03	\$71,116,232.03	\$0.00
Grand Total		\$74,977,935.78	\$74,977,935.78	\$0.00

Report Requested by: PMs.
 All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type		
Phase		
Federal IT		
Bridge NBI #	State Improvement Type	Amount
Construction		
(01) Road-New Construction		
N/A	(1) Road-New Construction	\$562,894.00
N/A	(1) Road-New Construction	\$4,000.00
		Fed. IT Subtotal: \$566,894.00
(03) Road-Reconstruction, Added Capacity		
N/A	(3) Road-Reconstruction, Added Capacity	\$4,132,524.00
N/A	(3) Road-Reconstruction, Added Capacity	\$11,968,288.92
N/A	(3) Road-Reconstruction, Added Capacity	\$15,614,288.30
N/A	(3) Road-Reconstruction, Added Capacity	\$15,714,288.30
N/A	(3) Road-Reconstruction, Added Capacity	\$10,100,000.00
		Fed. IT Subtotal: \$57,529,389.52
(04) Road-Reconstruction, No Added Capacity		
N/A	(4) Road-Reconstruction, No Added Capacity	\$2,350,000.00
		Fed. IT Subtotal: \$2,350,000.00
(08) Bridge-New Construction		
006501810003900	(8) Bridge-New Construction	\$3,000,000.00
006501810003900	(8) Bridge-New Construction	\$100,000.00
006501810003900	(53) Bridge-New Const-Steel Insp	\$5,000.00
006501810003900	(52) Bridge-New Const-Concrete Insp	\$20,000.00
		Fed. IT Subtotal: \$3,125,000.00
(13) Bridge-Rehabilitation, Added Capacity		
006501810003900	(13) Bridge-Rehabilitation, Added Capacity	\$2,101,748.40
		Fed. IT Subtotal: \$2,101,748.40
(14) Bridge-Rehabilitation, No Added Capacity		
006501740003400	(14) Bridge-Rehabilitation, No Added Capacity	\$28,967.20
		Fed. IT Subtotal: \$28,967.20
(17) Construction Engineering		
N/A	(17) Construction Engineering	\$118,683.60
N/A	(17) Construction Engineering	\$59,341.80
N/A	(17) Construction Engineering	\$971,754.28
N/A	(17) Construction Engineering	\$600,000.00
N/A	(17) Construction Engineering	\$700,000.00
N/A	(17) Construction Engineering	\$700,000.00
N/A	(17) Construction Engineering	\$317,578.20
006501810003900	(17) Construction Engineering	\$75,087.42
006501810003900	(17) Construction Engineering	\$180,000.00
006501740003400	(17) Construction Engineering	\$1,448.36
		Fed. IT Subtotal: \$3,723,893.66
(43) Utilities		
N/A	(43) Utilities	\$11,266.00
		Fed. IT Subtotal: \$11,266.00
(44) Other		
N/A	(77) Force Account	\$2,188,686.24
N/A	(77) Force Account	\$1,371,821.76
N/A	(77) Force Account	\$315,000.00

N/A	(77) Force Account	\$1,553,221.00
N/A	(77) Force Account	\$62,823.00
N/A	(44) Other	\$36,225.00
N/A	(60) Inspection - Concrete (non-bridge)	\$5,000.00
N/A	(61) Inspection - Steel (non-bridge)	\$8,000.00
Fed. IT Subtotal:		\$5,540,777.00
Phase Subtotal:		\$74,977,935.78
Grand Total:		\$74,977,935.78

Report Requested by: PMs and Project Finance.

All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Report Requested by: FHWA and Project Finance.			
Values include indirects. Net change of current estimate less last approved estimate.			

Funding Changes

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Grand Total:						
Report Requested by: Project Finance.						

Change Authorization

	Proposed Amount	Existing Amount	Change
Construction			
Obligated Funds	\$74,977,935.78	\$74,977,935.78	\$0.00
Grand Total:	\$74,977,935.78	\$74,977,935.78	\$0.00
Report Requested by Project Programming for FMIS Comparisons.			
All AC and Obligated funds including indirects along with TTC for both Obligated and AC.			

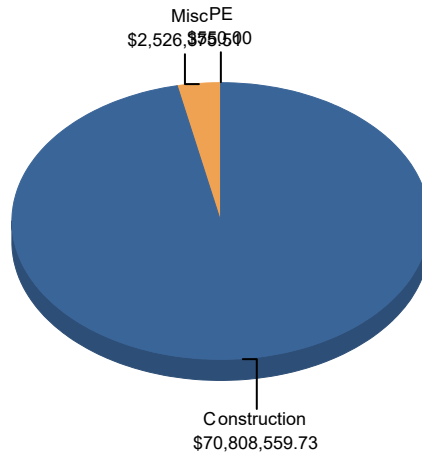
Fed. State Other Allocation						
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$4,132,524.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$11,968,288.92	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$15,614,288.30	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$15,714,288.30	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$10,100,000.00	0.00	0.00	\$0.00
Bridge-New Construction	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$971,754.28	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$600,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$317,578.20	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Concrete (non-bridge)	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Steel (non-bridge)	0100	\$0.00	\$8,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$75,087.42	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Bridge-New Const-Steel Insp	0100	\$0.00	\$20,000.00	0.00	0.00	\$0.00
Bridge-New Const-Concrete Insp	0100	\$0.00	\$180,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$180,000.00	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$1,448.36	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$1,448.36	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$28,967.20	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$28,967.20	0.00	0.00	\$0.00
Road-New Construction	0100	\$0.00	\$562,894.00	0.00	0.00	\$0.00
Force Account	0100	\$0.00	\$1,553,221.00	0.00	0.00	\$0.00
Force Account	0100	\$0.00	\$2,188,686.24	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$2,101,748.40	0.00	0.00	\$0.00
Bridge-New Construction	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Road-Reconstruction, No Added Capacity	0100	\$0.00	\$2,350,000.00	0.00	0.00	\$0.00
Force Account	0100	\$0.00	\$62,823.00	0.00	0.00	\$0.00

Force Account	0100	\$0.00	\$1,371,821.76	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$118,683.60	0.00	0.00	\$0.00
Engineering						
Construction	0100	\$0.00	\$59,341.80	0.00	0.00	\$0.00
Engineering						
Other	0100	\$0.00	\$36,225.00	0.00	0.00	\$0.00
Road-New Construction	0100	\$0.00	\$4,000.00	0.00	0.00	\$0.00
Force Account	0100	\$0.00	\$0.00	0.00	0.00	\$315,000.00
Utilities	0100	\$0.00	\$11,266.00	0.00	0.00	\$0.00
		\$0.00	\$74,662,935.78	0.00	0.00	\$315,000.00
Grand Total:		\$0.00	\$74,662,935.78	0.00	0.00	\$315,000.00

Report Requested by: Project Finance.

Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$74,662,935.78	\$0.00	\$74,662,935.78
		\$74,662,935.78	\$0.00	\$74,662,935.78
<hr/>				
Other	Phase	Programmed	Indirects	Total
	Construction	\$315,000.00	\$0.00	\$315,000.00
		\$315,000.00	\$0.00	\$315,000.00
Grand Total:		\$74,977,935.78	\$0.00	\$74,977,935.78

Report used to summarize project costs for participating entities such as local governments.

Program Code						
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)	
Bridge-New Construction						
Bridge-New Const-Concrete Insp	0100	\$20,000.00	\$0.00	\$0.00	\$0.00	
Bridge-New Construction	0100	\$3,100,000.00	\$0.00	\$0.00	\$0.00	
Bridge-New Const-Steel Insp	0100	\$5,000.00	\$0.00	\$0.00	\$0.00	
		\$3,125,000.00	\$0.00	\$0.00	\$0.00	
Bridge-Rehabilitation, Added Capacity						
Bridge-Rehabilitation, Added Capacity	0100	\$2,101,748.40	\$0.00	\$0.00	\$0.00	
		\$2,101,748.40	\$0.00	\$0.00	\$0.00	
Bridge-Rehabilitation, No Added Capacity						
Bridge-Rehabilitation, No Added Capacity	0100	\$28,967.20	\$0.00	\$0.00	\$0.00	
		\$28,967.20	\$0.00	\$0.00	\$0.00	
Construction Engineering						
Construction Engineering	0100	\$3,723,893.66	\$0.00	\$0.00	\$0.00	
		\$3,723,893.66	\$0.00	\$0.00	\$0.00	
Other						
Force Account	0100	\$5,491,552.00	\$0.00	\$0.00	\$0.00	
Inspection - Concrete (non-bridge)	0100	\$5,000.00	\$0.00	\$0.00	\$0.00	
Inspection - Steel (non-bridge)	0100	\$8,000.00	\$0.00	\$0.00	\$0.00	
Other	0100	\$36,225.00	\$0.00	\$0.00	\$0.00	
		\$5,540,777.00	\$0.00	\$0.00	\$0.00	
Road-New Construction						
Road-New Construction	0100	\$566,894.00	\$0.00	\$0.00	\$0.00	
		\$566,894.00	\$0.00	\$0.00	\$0.00	
Road-Reconstruction, Added Capacity						
Road-Reconstruction, Added Capacity	0100	\$57,529,389.52	\$0.00	\$0.00	\$0.00	
		\$57,529,389.52	\$0.00	\$0.00	\$0.00	
Road-Reconstruction, No Added Capacity						
Road-Reconstruction, No Added Capacity	0100	\$2,350,000.00	\$0.00	\$0.00	\$0.00	
		\$2,350,000.00	\$0.00	\$0.00	\$0.00	
Utilities						
Utilities	0100	\$11,266.00	\$0.00	\$0.00	\$0.00	
		\$11,266.00	\$0.00	\$0.00	\$0.00	
Grand Total		\$74,977,935.78	\$0.00	\$0.00	\$0.00	

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Jennifer Reczek	Linda Dusenberry	02/02/2021	To get into STIP Update
	Routed On 02/02/2021	By Linda Dusenberry		
	Completed On 02/02/2021			

Project Finance

Work Started On 02/02/2021	By Linda Dusenberry
Review Completed On 02/02/2021	By ---

FHWA

Reviewed FHWA On ---	By ---
Recommended FHWA On ---	By ---
Authorized FHWA On ---	By ---

Project Number 11238S / ---
Project Name / Road NEWINGTON - DOVER, SPAULDING TURNPIKE / LITTLE BAY BRIDGES
Project Manager Jennifer Reczek
PM Auth. Phases ---
Type Programming

Project Dates

Ad Information

Ad Date 07/18/2023
Post to Ad Schedule Yes
Ad Date Explanation Advertising adjusted to accommodate Supplemental EIS and final design engineering phase. End date changed to G&C approval.

Other Dates

On Shelf ---
Project Start 07/31/2017
Project End 10/29/2023

Last Approved Estimate

Dated 08/05/2019
Type Programming

Days to Approve

Routees 0 days
Project Finance 0 days
FHWA ---

Project Details

Estimate Type	Programming	Mode	Highway/Bridge
Bureau Type	Bridge Design	Work Zone	Significant
Relationship	Stand Alone	Is Reg. Sig.	Yes
Parent	---	Project Status	Active
Managed By	DOT	MATS Codes	1400, 1600, 3000, 3400, 4200, 5400, 5600
Town(s)	Dover, Newington		
Team List	Robert Juliano; Tobey Reynolds		
Accounting Units	7514:SPAULDING TPK - US4 - NH16		
Work Series	---		
Bridges	006502000002300 Dover - 200/023		
Alternate References	Pedestrian and,Bicycle Bridge Only		
Advertises With	---		
Investment	Preservation 100%;		

Project Description

Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Project Scope

Address General Sullivan Bridge Condition to provide pedestrian and bicycle access across Little Bay and meet the requirements of the Newington Dover EIS

Estimate Description

This estimate shifts construction funding based upon the updated design schedule.

Construction: Shift construction funding from FY 21/22/23 to FY's 23, 24 and 25.

Funding Instructions

Funding is 100% Turnpikes under Capital Program

Const funds prior to 10/28/2020

FY 2021 \$13,615,000

FY 2022 \$10,585,000

FY 2023 \$6,050,000

2 1/2 year construction program

Const funds as of June 19, 2019

FY 2020 \$13,040,000

FY 2021 \$13,040,000

FY 2022 \$6,520,000

Const funds as of August 2, 2019

FY 2022 - \$13,612,000 (45%)

FY 2023 - \$10,585,000 (35%)

FY 2024 - \$ 6,050,000 (20%)

Total \$30,250,000*

* Includes \$27,250,000 (construction) & \$3,000,000 4F Mitigation

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
2022	\$0.00	\$13,615,000.00	\$(13,615,000.00)	\$0.00
2023	\$0.00	\$10,585,000.00	\$(10,585,000.00)	\$0.00
2024	\$13,615,000.00	\$6,050,000.00	\$7,565,000.00	\$0.00
2025	\$10,585,000.00	\$0.00	\$10,585,000.00	\$0.00
2026	\$6,050,000.00	\$0.00	\$6,050,000.00	\$0.00
Subtotal	\$30,250,000.00	\$30,250,000.00	\$0.00	\$0.00
Grand Total:	\$30,250,000.00	\$30,250,000.00	\$0.00	\$0.00

Report Requested by: PMs and Project Finance.

Vendors				
NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Bridge Rehab	Construction	\$30,250,000.00	\$30,250,000.00	\$0.00
	Sub Total	\$30,250,000.00	\$30,250,000.00	\$0.00
	Grand Total	\$30,250,000.00	\$30,250,000.00	\$0.00

Report Requested by: PMs.
 All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type				
Phase	Federal IT	Bridge NBI #	State Improvement Type	Amount
Construction				
	(11) Bridge-Replacement, No Added Capacity			
	006502000002300	(11) Bridge-Replacement, No Added Capacity		\$13,615,000.00
	006502000002300	(11) Bridge-Replacement, No Added Capacity		\$10,585,000.00
	006502000002300	(11) Bridge-Replacement, No Added Capacity		\$6,050,000.00
			Fed. IT Subtotal:	\$30,250,000.00
			Phase Subtotal:	\$30,250,000.00
	Grand Total:			\$30,250,000.00

Report Requested by: PMs and Project Finance.
 All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const			
Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Report Requested by: FHWA and Project Finance. Values include indirects. Net change of current estimate less last approved estimate.			

Funding Changes

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Construction						
2024	\$7,565,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2025	\$10,585,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2026	\$6,050,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	\$24,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Grand Total:	\$24,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Report Requested by: Project Finance.

Change Authorization

Proposed Amount	Existing Amount	Change
Grand Total:		

Report Requested by Project Programming for FMIS Comparisons.
 All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

Fed. State Other Allocation

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Bridge-Replacement, No Added Capacity	0100	\$0.00	\$13,615,000.00	0.00	0.00	\$0.00
Bridge-Replacement, No Added Capacity	0100	\$0.00	\$10,585,000.00	0.00	0.00	\$0.00
Bridge-Replacement, No Added Capacity	0100	\$0.00	\$6,050,000.00	0.00	0.00	\$0.00
		\$0.00	\$30,250,000.00	0.00	0.00	\$0.00
Grand Total:		\$0.00	\$30,250,000.00	0.00	0.00	\$0.00

Report Requested by: Project Finance.
 Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$30,250,000.00	\$0.00	\$30,250,000.00
		<u>\$30,250,000.00</u>	<u>\$0.00</u>	<u>\$30,250,000.00</u>
Grand Total:		<u>\$30,250,000.00</u>	<u>\$0.00</u>	<u>\$30,250,000.00</u>

Report used to summarize project costs for participating entities such as local governments.

Program Code

Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Grand Total					

Report used for FMIS verification.
 * Includes all AC and Obligate costs including all matches.

Approval

<u>Initial Review</u>				
Bureau	Sent To	Signed By	Date	Comments
Highway Design	Jennifer Reczek	Jennifer Reczek	10/28/2020	
	Routed On 10/28/2020	By Jennifer Reczek		
	Completed On 10/28/2020			
<u>Project Finance</u>				
	Work Started On 10/28/2020	By Pamela Mack		
	Review Completed On 10/28/2020	By ---		
<u>FHWA</u>				
	Reviewed FHWA On ---	By ---		
	Recommended FHWA On ---	By ---		
	Authorized FHWA On ---	By ---		

Bond Interest Payments
Newington-Dover 11238 Turnpike System Costs

Newington-Dover				
2009A- 30 Year Interest Bond Cost Summary				
Project #	2009A Bond Proceeds	W/Out BAB's Interest Allocation**	BABS Credit*	Total Bond Payment W/ BABS Credit
11238	12,620,791.82	15,885,421.26	(4,844,072.57)	11,041,348.69

** Includes savings from 2019A Refunding.

Newington-Dover		
2012C - 30 Year Interest Bond Cost Summary		
Project #	2012C Bond Proceeds	Interest Allocation
11238	5,907,128.47	4,489,064.92
11238K	2,959,460.84	2,249,013.53
11238L	15,953,633.37	12,123,808.77
11238M	20,052,469.06	15,238,679.17
2012C Total	44,872,691.74	34,100,566.39

Newington-Dover		
2015A - 8 Year Interest Bond Cost Summary		
Project #	2015A Bond Proceeds	Interest Allocation
11238	30,262,855.83	7,198,715.05
2015A Total	30,262,855.83	7,198,715.05

Newington-Dover	
Bond Summary	Total Interest
2009A*	11,041,348.69
2012C	34,100,566.39
2015A	7,198,715.05
Total Costs	52,340,630.13

* As of 06/30/2021

