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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

Bureau of Bridge Design
 March 29, 2018

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

SOLE SOURCE

REQUESTED ACTION

1. Authorize the Department of Transportation to amend Contract #5000576, with Vanasse Hangen Brustlin, Inc., Bedford, NH, Vendor #174584, to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington, by increasing the total amount payable by \$754,310.22 (from \$291,531.41 to \$1,045,841.63) for additional design services that were not anticipated in the original scope of work, effective upon Governor and Council approval. 100% Turnpike Funds.

Funds to support this request are available in the following account in State FY 2018 and FY 2019, with the ability to adjust encumbrances between State Fiscal Years through the Budget Office, if needed and justified:

	<u>FY 2018</u>	<u>FY 2019</u>
04-96-96-961017-7514		
Spaulding Turnpike Expansion		
046-500463 Eng Consultants Non-Benefits	\$70,000.00	\$684,310.22

2. Further, authorize to amend the contract's completion date from December 31, 2018 to June 30, 2019, effective upon Governor and Council approval.

EXPLANATION

On August 26, 2015, the Governor and Council authorized the subject engineering and environmental services Agreement (Item #30; copy of Resolution attached) in the amount of \$291,531.41 to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge (Br. No. 200/023) carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington. This 1930's 9-span structure (6 steel deck truss approach spans and a 3-span steel through-truss deck arch) has a total length of 1,585 feet. It has been on the Red List since 1990 and is currently limited to only pedestrian and bicycle traffic. This project is currently included in the State's Ten-Year Transportation Improvement Plan (Newington-Dover, 11238S).

This amendment to the Agreement involves the expanded scope of work for the Type, Size and Location (TS&L) evaluation and environmental coordination for the General Sullivan Bridge. The preliminary TS&L and life cycle cost analysis completed to date have concluded that there is a need to formally re-evaluate the commitments made under the original Newington-Dover, 11238 environmental documentation for the bridge rehabilitation undertaken in a Final Environmental Impact Statement (FEIS) as required by the National Environmental Policy Act of 1969 (NEPA). On August 17, 2017, the Department requested through the Federal Highway Administration (FHWA) to re-open the NEPA process and re-evaluate the reasonable range of alternatives, beyond the rehabilitation alternative, included in the original FEIS. In discussions with FHWA, the re-evaluation process was refined to include only the preparation of a supplemental EIS relative to the rehabilitation of the General Sullivan Bridge in compliance with 23 CFR 771.130. This process requires:

- Coordination with participating agencies and consulting parties,
- Re-evaluation of the area of potential effect for historic resources,
- New alternative screening,

- Constructability reviews,
- Environmental impact evaluations,
- Public outreach, and
- Formal development of a Supplemental EIS (SEIS) and Federal Record of Decision (ROD) consistent with NEPA requirements.

While limited scope was included within Part "B" agreement to address this work, the effort exceeds the original scope and budget. This supplemental contract fee addresses the scope to support and produce the SEIS to address pedestrian and bicycle access and including:

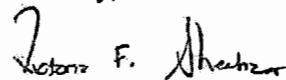
- Update of the shoreland and water resource mapping,
- Update of the 2005 cultural resource surveys and project area form,
- Hazardous materials site characterization,
- Pedestrian and bicycle counts (for the spring/summer of 2018),
- Development of alternatives (expanded TS&L),
- Constructability review,
- Update of impact assessments based upon the preferred alternative,
- Public outreach,
- Development of the draft EIS (with a Section 4(f) evaluation pursuant to the US Department of Transportation Act of 1966), final SEIS and supplemental ROD, and
- A supplemental safety inspection of the General Sullivan Bridge due to its continual deterioration.

Also included in this amendment is an extension of the contract's previously-amended completion dates to allow the consultant sufficient time to complete the additional work for the preliminary design phase of this project. The first time extension amendment extended the original completion date of December 31, 2016 to December 31, 2017, and was approved by Governor and Council on December 21, 2016, Item #5H. The second time extension amendment extended the completion date to December 31, 2018, and was approved by Governor and Council on October 25, 2017, Item #5A.

This amended Agreement has been approved by the Attorney General as to form and execution. Copies of the fully-executed amended Agreement are on file at the Secretary of State's Office and the Department of Administrative Services, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

It is respectfully requested that authority be given to amend this Agreement for consulting services as outlined above.

Sincerely,



Victoria F. Sheehan
Commissioner

Attachments



**THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**



30

**WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER**

Bureau of Bridge Design
July 14, 2015

Her Excellency, Governor Margaret Wood Hassan
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

Authorize the Department of Transportation to enter into an Agreement with Vanasse Hangen Brustlin, Inc., Vendor #174584, for a total amount not to exceed \$291,531.41, to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington, effective upon Governor and Council approval, through December 31, 2016. 100% Turnpike Funds.

Funds to support this request are anticipated to be available in the following accounts in State FY 2016 and State FY 2017 upon the availability and continued appropriation of funds in the future operating budget, with the ability to adjust encumbrances between State Fiscal Years through the Budget Office, if needed and justified:

	<u>FY 2016</u>	<u>FY 2017</u>
04-96-96-961017-7514 Spaulding Turnpike Expansion 046-500463 Eng Consultants Non-Benefits	\$200,000.00	\$91,531.41

EXPLANATION

The Department requires professional engineering services to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge (Br. No. 200/023) carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington. This 1930's 9-span structure (6 steel deck truss approach spans and a 3-span steel through-truss deck arch) has a total length of 1,585 feet. It has been on the Red List since 1990 and is currently limited to only pedestrian and bicycle traffic, with Span 7 having a load limit capacity of only 12 persons. This project is currently included in the State's Ten-Year Transportation Improvement Plan (Newington - Dover 11238S).

On November 20, 2013, the Governor and Council authorized the Part A Agreement (Item #122 copy attached) for the In-depth Structural Inspection and Bridge Load Rating of the General Sullivan Bridge (Br. No. 200/023) carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington. The Department reserved the right to either negotiate a scope and fee for the Part B preliminary design services or terminate the contract. Since the firm of Vanasse Hangen Brustlin, Inc. satisfactorily completed the Part A (inspection and rating) services for this project, the Department proposes to continue with this firm to perform the Part B (preliminary design) effort. The Department reserves the right to either negotiate a scope and fee for Part C (final design), or terminate the contract with Vanasse Hangen Brustlin, Inc.

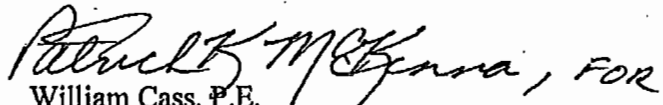
The Part B preliminary design services include developing cost analyses for both capital costs and long-term maintenance costs for the proposed bridge rehabilitation option and a possible bridge replacement option that maintain the current pedestrian/recreational crossing; completing all environmental efforts for documentation needed to comply with the National Environmental Policy Act (NEPA), including Cultural Resource investigations in accordance with Section 106 of the National Historic Preservation Act, and the identification of any permitting requirements; providing paint analysis of existing bridge supports; and assisting the Department with the public involvement process.

Vanasse Hangen Brustlin, Inc. has agreed to furnish the required services for a total fee not to exceed \$291,531.41. This is a reasonable fee and is commensurate with the complexity of the project and the scope of engineering and technical services to be furnished.

This Agreement has been approved by the Attorney General as to form and execution. The Department has verified that the necessary funds are available. Copies of the fully-executed Agreement are on file at the Secretary of State's Office and the Department of Administrative Services, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

It is respectfully requested that authority be given to enter into an Agreement for consulting services as outlined above.

Sincerely,


William Cass, P.E.
Assistant Commissioner



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



5H

VICTORIA F. SHEEHAN
COMMISSIONER

WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

Bureau of Bridge Design
November 15, 2016

Her Excellency, Governor Margaret Wood Hassan
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

The Department of Transportation requests placing this item on the Consent Calendar.

Authorize the Department of Transportation to amend an agreement with Vanasse Hangen Brustlin, Inc., Vendor #174584, to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington, by extending the completion date from December 31, 2016 to December 31, 2017, effective upon Governor and Council approval. The original Agreement was approved by Governor and Council on August 26, 2015, Item #30. Time extension only, no new funding.

EXPLANATION

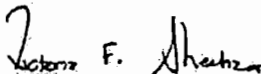
The purpose of this engineering and environmental consultant services Agreement is to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge (Br. No. 200/023) carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington. This 1930's 9-span structure (6 steel deck truss approach spans and a 3-span steel through-truss deck arch) has a total length of 1,585 feet. It has been on the Red List since 1990 and is currently limited to only pedestrian and bicycle traffic, with Span 7 having a load limit capacity of only 12 persons. This project's engineering phase is currently included in the State's Ten-Year Transportation Improvement Plan (Newington-Dover 11238S).

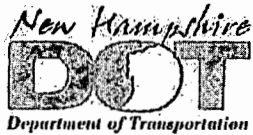
This amendment to the Agreement is to extend the contract's original completion date to allow the consultant sufficient time to collaborate with project stakeholders and accommodate potential National Historic Preservation Act Section 106 efforts in order to complete the preliminary design phase of this project. Of the original \$291,531.41 amount for this contract, there is a balance of approximately \$139,500 remaining (100% Turnpike Funds).

This amended Agreement has been approved by the Attorney General as to form and execution. Copies of the fully-executed amended Agreement are on file at the Secretary of State's Office and the Department of Administrative Services, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

It is respectfully requested that authority be given to amend this Agreement for consulting services as outlined above.

Sincerely,


Victoria F. Sheehan
Commissioner



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



VICTORIA F. SHEEHAN
COMMISSIONER

G+C # 5A
Date 10-25-17

WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

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

Bureau of Bridge Design
September 11, 2017

REQUESTED ACTION

The Department of Transportation requests placing this item on the Consent Calendar.

Authorize the Department of Transportation to amend an agreement with Vanasse Hangen Brustlin, Inc., Vendor #174584, to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington, by extending the completion date from December 31, 2017 to December 31, 2018, effective upon Governor and Council approval. The original Agreement was approved by Governor and Council on August 26, 2015, Item #30. Time extension only, no new funding.

EXPLANATION

The purpose of this engineering and environmental consultant services Agreement is to study and prepare preliminary engineering plans for the rehabilitation or replacement of the General Sullivan Bridge (Br. No. 200/023) carrying pedestrian and recreational traffic over Little Bay between the City of Dover and the Town of Newington. This 1930's 9-span structure (6 steel deck truss approach spans and a 3-span steel through-truss deck arch) has a total length of 1,585 feet. It has been on the Red List since 1990 and is currently limited to only pedestrian and bicycle traffic, with Span 7 having a load limit capacity of only 12 persons. This project's engineering phase is currently included in the State's Ten-Year Transportation Improvement Plan (Newington-Dover 11238S).

This amendment to the Agreement is to extend the contract's previously-amended completion date to allow the consultant sufficient time to reassess the environmental commitments under Section 106, collaborate with project stakeholders, seek adjustments to Section 4(f), and complete the preliminary design phase of this project. Of the original \$291,531.41 amount for this contract, there is a balance of approximately \$107,000 remaining (100% Turnpike Funds). The previous time extension amendment extended the original completion date of December 31, 2016 to December 31, 2017, and was approved by Governor and Council on December 21, 2016, Item #5H.

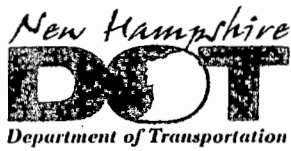
This amended Agreement has been approved by the Attorney General as to form and execution. Copies of the fully-executed amended Agreement are on file at the Secretary of State's Office and the Department of Administrative Services, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

It is respectfully requested that authority be given to amend this Agreement for consulting services as outlined above.

Sincerely,

Victoria F. Sheehan
Commissioner

Attachments



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

NEWINGTON-DOVER
11238S (Part B)
General Sullivan Bridge
Fee Increase and Time Extension Amendment
(Agreement Dated July 15, 2015,
Contract No. 5000576)

William Cass, P.E.
Assistant Commissioner

Bureau of Highway Design
Room 200 (CMF)
Tel. (603) 271-2171
Fax: (603) 271-7025

March 28, 2018

Mr. Peter J. Walker
Project Manager
Vanasse Hangen Brustlin, Inc.
2 Bedford Farms Drive, Suite 200
Bedford, NH 03110-6532

Dear Mr. Walker:

This letter amends the Table of Contents, Article I, and Article II in the above-referenced Agreement.

The Table of Contents is being amended to add Attachment B – Scope of Work for Supplemental Environmental Impact Statement and Section 4(f) Evaluation, Vanasse Hangen Brustlin, Inc., dated January 30, 2018.

Portions of Article I are being amended by Attachment B.

Article I, Section G (Date of Completion) is being amended to extend the date of completion. The extension of time is as requested by Vanasse Hangen Brustlin, Inc. in their letter dated March 15, 2018. The original and amended dates are as follows:

Table with 2 columns: Original Completion Date, Amended to. Rows: December 31, 2016; December 31, 2017; December 31, 2018; June 30, 2019.

Article II, Section A (General Fee) is being amended to increase the total amount payable under this Agreement by \$754,310.22 as payment for additional design services by Vanasse Hangen Brustlin, Inc. for work associated with producing the Supplemental Environmental Impact Statement [with Section 4(f)] to address pedestrian and bicycle access, and also a supplemental safety inspection of the General Sullivan Bridge due to its continual deterioration. This work effort is described in detail in Attachment B.

The portion of Article II, Section A (General Fee) specifying the maximum direct-labor rate is being amended to read as follows:

*In accordance with DEPARTMENT policy, the maximum direct-labor rate allowed for all positions under this AGREEMENT shall be \$50.00 \$60.00 per hour unless a waiver to the salary cap has been specifically approved for specialty services.

The portion of Article II, Section A (General Fee) specifying the dates for the fee and manhour estimates is being amended to read as follows:

“The total amount to be paid under this AGREEMENT shall not exceed \$1,045,841.63, the sum of the amounts shown in Article II, Section B (which amount is based on the CONSULTANT’S fee and manhour estimates of July 2, 2015 and January 30, 2018),...”

Furthermore, this fee increase revises the amounts in Article II, Section B (Summary of Fees) as follows:

- Increases the estimated amount of (a) actual CONSULTANT'S salaries, costs applicable to actual salaries, salary burden (direct and indirect) and administrative costs attributable to overhead by \$639,790.60, from \$131,985.73 to \$771,776.33.
- Revises the salary burden and overhead cost rate for billing purposes from 161.97% to 157.93%.
- Increases the amount of (b) fixed fee to cover profit and non-reimbursed costs by \$63,979.06, from \$13,198.58 to \$77,177.64.
- Increases the estimated amount of (c) reimbursement for direct, out-of-pocket expenses by \$74,090.00, from \$4,635.00 to \$78,725.00.
- Decreases the estimated amount of (d) reimbursement for actual cost of subconsultant HDR Engineering, Inc. by \$23,549.44, from \$129,185.62 to \$105,636.18.
- Does not change the estimated amount of (d) reimbursement for actual cost of subconsultant KTA Tator, Inc., which remains at \$12,526.48.

Also, the first sentence in paragraph 1 of Article II, Section C (Limitation of Costs) is being amended to read as follows:

"Costs incurred against this AGREEMENT shall not exceed \$1,045,841.63, unless otherwise authorized."

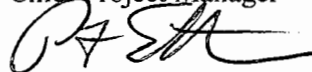
The above additional work revises the total amount payable under this Agreement, which increases by \$754,310.22, from \$291,531.41 to \$1,045,841.63 by this amendment.

This amendment becomes effective upon approval by the Governor and Council.

Sincerely,



Keith A. Cota, P.E.
Chief Project Manager



Approved: Peter E. Stannias, P.E.
Director of Project Development

We concur in the above Amendment.

VANASSE HANGEN BRUSTLIN, INC.

By:  _____

Title: Senior V.P. _____

KAC/wjh
Attachments

AGREEMENT AMENDMENT

NEWINGTON-DOVER, 11238S (PART B)

VANASSE HANGEN BRUSTLIN, INC.

IN WITNESS WHEREOF the parties hereto have executed this amended AGREEMENT on the day and year first above written.

Consultant

WITNESS TO THE CONSULTANT

By: *Luis Suarez*

Dated: 4/4/18

CONSULTANT

By: *[Signature]*
Senior V.P. (Title)

Dated: 4/2/18

Department of Transportation

WITNESS TO THE STATE OF NEW HAMPSHIRE

By: *Michelle Chronin*

Dated: 4/3/18

THE STATE OF NEW HAMPSHIRE

By: *[Signature]*
Director of Project Development

for DOT COMMISSIONER
Dated: 4/3/18

Attorney General

This is to certify that the above-amended AGREEMENT has been reviewed by this office and is approved as to form and execution.

Dated: 5/2/18

By: *Ann B Greenstein*
Assistant Attorney General

Secretary of State

This is to certify that the GOVERNOR AND COUNCIL on _____ approved this amended AGREEMENT.

Dated: _____

Attest:
By: _____
Secretary of State

VANASSE HANGEN BRUSTLIN, INC.

Certificate of Vote

**Newington-Dover
General Sullivan Bridge
11238S (Part B)**

I, Robert M. Dubinsky, hereby certify that I am the duly elected Clerk of Vanasse Hangen Brustlin, Inc.

I hereby certify the following is a true copy of a Vote taken at a meeting of the Board of Directors of the Corporation, duly called and held on January 31, 2018, at which a quorum of the Board was present and voting.

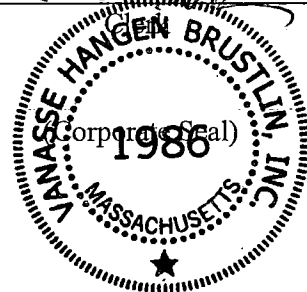
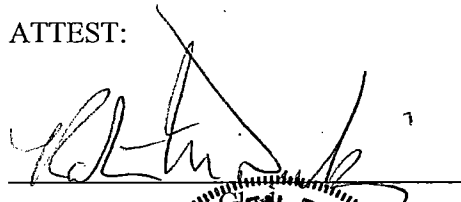
VOTED:

That Thomas Jackmin is New England Regional Manager for Vanasse Hangen Brustlin, Inc. and is hereby authorized to execute professional service contracts, proposals and amendments in the name and behalf of Vanasse Hangen Brustlin, Inc., and affix its corporate seal thereto; and such execution of any professional service contract, proposal or amendment in this company's name on its behalf under seal of the company, shall be valid and binding upon this company.

I hereby certify that said vote has not been amended or repealed and remains in full force and effect as of this date, and that Thomas Jackmin is New England Regional Manager for this Corporation.

ATTEST:

Date: April 2, 2018



State of New Hampshire

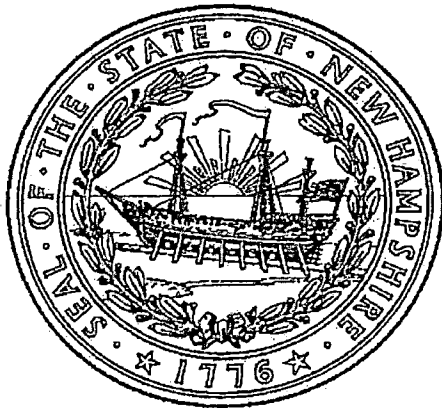
Department of State

CERTIFICATE

I, William M. Gardner, Secretary of State of the State of New Hampshire, do hereby certify that VANASSE HANGEN BRUSTLIN, INC. is a Massachusetts Profit Corporation registered to transact business in New Hampshire on December 11, 1986. I further certify that all fees and documents required by the Secretary of State's office have been received and is in good standing as far as this office is concerned.

Business ID: 104275

Certificate Number : 0004071454



IN TESTIMONY WHEREOF,
I hereto set my hand and cause to be affixed
the Seal of the State of New Hampshire,
this 2nd day of April A.D. 2018.

A handwritten signature in black ink, appearing to read "William M. Gardner".

William M. Gardner
Secretary of State



CERTIFICATE OF LIABILITY INSURANCE

OP ID: CL

DATE (MM/DD/YYYY)

04/02/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Poole Professional Ltd. 107 Audubon Rd. #2, Ste. 305 Wakefield, MA 01880 Christopher A. Poole	CONTACT NAME:		
	PHONE (A/C, No, Ext):	FAX (A/C, No):	
E-MAIL ADDRESS:			
PRODUCER CUSTOMER ID #: VANAS-1			
INSURED Vanasse Hangen Brustlin, Inc.; VHB Eng ,Surveying, Landscape Arch. & Geology P.C.; Vanasse Hangen Brustlin, LLC, VHB Eng., NC, PC, VHB DC, LLC P. O. Box 9151 Watertown, MA 02471	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : Continental Casualty Company		20443
	INSURER B : Safety Insurance Company		39454
	INSURER C : The Continental Ins Co.		
	INSURER D : Valley Forge Insurance Company		20508
	INSURER E :		
INSURER F :			

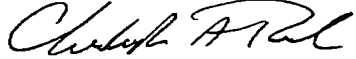
COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> GENERAL LIABILITY	Y	Y	6018141932	05/01/2017	05/01/2018	EACH OCCURRENCE \$ 1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person) \$ 10,000
	<input checked="" type="checkbox"/> Contract. Liab.						PERSONAL & ADV INJURY \$ 1,000,000
	<input checked="" type="checkbox"/> Blanket Waiver			NO DEDUCTIBLE	05/01/2018	05/01/2019	GENERAL AGGREGATE \$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:			XCU COVERAGE INCL.			PRODUCTS - COMP/OP AGG \$ 2,000,000
	<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC						\$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY	Y	Y	6018203376 - NO DED.	05/01/2017	05/01/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
	<input checked="" type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS						BODILY INJURY (Per accident) \$
	B <input checked="" type="checkbox"/> SCHEDULED AUTOS						PROPERTY DAMAGE (PER ACCIDENT) \$
B <input checked="" type="checkbox"/> HIRED AUTOS			1501873 - MASS AUTO NO DE	06/13/2017	06/13/2018	Medical Exp. \$ 5,000	
B <input checked="" type="checkbox"/> NON-OWNED AUTOS			MA AUTO INCLDS. NO&H			\$	
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR	Y	Y	6018203362 FOLLOW FORM	05/01/2017	05/01/2019	EACH OCCURRENCE \$ 14,000,000
	<input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE						AGGREGATE \$ 14,000,000
	<input type="checkbox"/> DEDUCTIBLE						\$
	<input checked="" type="checkbox"/> RETENTION \$ 10,000						\$
D	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	N/A	Y	6017185236	05/01/2017	05/01/2018	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER
	<input type="checkbox"/> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
							E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Office Package			6018141932	05/01/2017	05/01/2018	Valuable 2,250,000
	\$1,000 Deductible				05/01/2018	05/01/2019	Papers

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

RE: Newington-Dover, General Sullivan Bridge 11238-S(Part B). Interest of the New Hampshire Department of Transportation is included as additional insured under the above indicated policies only subject to all policy terms. 30 day notice of cancellation except 10 day for non-payment of premium.

CERTIFICATE HOLDER NHDOT-1 New Hampshire Department of Transportation John O. Morton Building 1 Hazen Drive, P.O. Box 483 Concord, NH 03301-0483		CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 	
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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
04/02/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Poole Professional Ltd. 107 Audubon Rd. #2, Ste. 305 Wakefield, MA 01880 Christopher A. Poole	781-245-5400	CONTACT NAME: Christopher A. Poole PHONE (A/C, No, Ext): 781-245-5400 FAX (A/C, No): 781-245-5463 E-MAIL ADDRESS:
	INSURER(S) AFFORDING COVERAGE	
INSURED Vanasse Hangen Brustlin, Inc. VHB Eng., Surveying, Landscape Arch. & Geology P.C.; Vanasse Brustlin, LLC, VHB Eng., NC PC, VHB DC, LLC P. O. Box 9151 Watertown, MA 02471	INSURER A: XL Specialty Insurance Company NAIC # 37885	
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

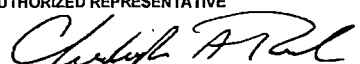
COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMPI/OP AGG \$ \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A				<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Engrs. Prof. Liab. incl. Poll. Liab.			DPR9915924 FULL PRIOR ACTS	07/19/2017	07/19/2018	Per Claim 5,000,000 Aggregate 5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Newington-Dover, General Sullivan Bridge 11238-S(Part B)
For professional liability coverage, the aggregate limit is the total insurance available for all covered claims presented within the policy period. The limit will be reduced by payments of indemnity and expense.

CERTIFICATE HOLDER NHDOT-1 New Hampshire Department of Transportation John O. Morton Building 1 Hazen Drive, P.O. Box 483 Concord, NH 03301-0483	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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ATTACHMENT B

Scope of Work

*Newington-Dover
General Sullivan Bridge*

NHDOT 11238S, FHWA NHS-027-1(037)

*Supplemental Environmental
Impact Statement and Section
4(f) Evaluation*

Prepared for: **New Hampshire Department of Transportation**

Prepared by: **VHB
Bedford, New Hampshire**

January 30, 2018

A. Background and Understanding

This document describes the scope of services for an amendment of an existing contract between the New Hampshire Department of Transportation (NHDOT or the Department) and Vanasse Hangen Brustlin, Inc. (VHB), for the General Sullivan Bridge, Newington-Dover, 11238S Project. The original contract includes "Part A" In-Depth Inspection & Rating, "Part B" - Study and Preliminary Design, and "Part C" - Final Design Services. Part A and Part B services of the existing contract have been negotiated and authorized and are largely complete. This Scope of Services amends Part B to include tasks required to prepare a Supplemental Environmental Impact Statement (SEIS) under the National Environmental Policy Act of 1969 (NEPA) to evaluate alternatives including the rehabilitation or replacement of the General Sullivan Bridge (GSB).

The SEIS will supplement the Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation prepared for the Spaulding Turnpike Improvements Project (NHS-027-1(37), 11238), known as the Newington-Dover Project. In the FEIS, the NHDOT proposed to maintain pedestrian and bicycle access across the Little Bay and to accomplish this by rehabilitating the GSB. Under the Record of Decision (ROD) issued by the Federal Highway Administration (FHWA) in October 2008, the existing bridge deck, floor beams, and deck stringers were to be completely replaced, but other elements of the bridge were to be rehabilitated.

To prepare for the final design and construction of the rehabilitation, the Department completed inspections, ratings, and conceptual design work between 2009 and 2017, resulting in a Type, Span, & Location (TS&L) Study Report issued in March 2017. The TS&L Report indicated that rehabilitation of the truss would be a substantial engineering and construction challenge. The Report's conclusion is that, even with extensive rehabilitation measures, the service life of the rehabilitation may only be about 40 years before more aggressive measures such as replacement would be necessary.

The fate of the GSB was a key issue throughout the NEPA process and, although NH Division of Historical Resources (NHDHR) and others have advocated for the preservation of the GSB, the Department has determined that it is necessary to consider and evaluate other alternatives based upon the current understanding of the bridge condition.

On August 17, 2017, NHDOT requested that the FHWA reopen the NEPA process for a specific review of alternatives for the GSB. On September 5, 2017, FHWA responded in support of the NHDOT request to re-evaluate a reasonable range of transportation alternatives associated with the GSB and maintaining access for pedestrians and bicyclists across Little Bay. FHWA determined, in accordance with 23 CFR 771.130, that a limited scope SEIS will be necessary to support the anticipated issuance of a Supplemental ROD. The FHWA was the lead federal

agency for the FEIS, and will remain the lead federal agency because the project is partially funded by FHWA. FHWA's prior Section 4(f) Evaluation and Section 106 Findings and Memorandum of Agreement (MOA) may also need to be amended. The NHDOT will serve as a joint lead agency for the supplemental evaluation of the GSB.

The SEIS will focus on the alternatives to provide recreational access and connectivity between Newington and Dover, across Little Bay, for non-motorized use. These alternatives will entail reusing the GSB substructure and/or superstructure, as much as practical, given the condition of the bridge. The SEIS will also examine alternatives including replacing the GSB and modifying the parallel Little Bay Bridges (LBB). The document will include an updated alternatives analysis as well as a Section 4(f) Evaluation and Section 106 Finding.

For purposes of this scope of work, the Project Area is defined to include both the GSB and the LBB, as well as an area approximately 800 ft north and south of the bridge abutments in Dover and Newington.

B. Scope of Work

Task 1. Review Purpose and Need

The 2007 FEIS contained a detailed Purpose and Need statement, but this statement was developed for the Newington-Dover project as a whole and contains relatively little detail on the GSB and the need for bicycle and pedestrian connectivity. VHB will collaborate with NHDOT and FHWA to review the previously-adopted Purpose and Need and update it as appropriate. This will include an initial draft as well as up to two rounds of revisions in response to comments.

Task 2. Data Collection

Because some environmental conditions and regulations have changed since the FEIS was published in 2007, certain environmental inventories and analyses must be completed or updated to support the SEIS and subsequent environmental permitting efforts. The scope of these efforts is outlined in this section.

2.1 - Initial Coordination

As part of the data collection task, VHB will draft interagency coordination letters to a set of local, state and federal agencies for submittal by FHWA, and will draft a Notice of Intent on behalf of FHWA. The letters will provide notice to receiving agencies that the NHDOT and FHWA are reopening the NEPA study phase and request identification of resources or issues of concern. Draft coordination letters will be provided for the following agencies:

- US Army Corps of Engineers*
- US Environmental Protection Agency*
- National Marine Fisheries Service*
- US Coast Guard*
- Office of Environmental Policy and Compliance, US Department of Interior*
- Federal Aviation Administration*
- Advisory Council on Historic Preservation*
- US Fish and Wildlife Service
- US Department of Agriculture
- Federal Emergency Management Agency
- NH Division of Historical Resources*
- NH Department of Environmental Services
- NH Fish and Game Department*
- NH Department of Business and Economic Affairs
- NH Department of Natural and Cultural Resources
- NH Department of Agriculture, Food and Markets
- The NH Office of Energy and Planning
- Piscataqua Region Estuaries Project, University of NH
- Pease Development Authority
- City of Dover and Town of Newington, including Board of Selectmen/City Council, Planning Departments, Parks and Recreation Departments, Heritage/Historical Commissions, and Conservation Commissions.

* Agencies designated with an asterisk are potential cooperating agencies per the project Coordination Plan developed by NHDOT, and the initial coordination letters to these agencies will address this status.

2.2 - Natural Resources

Updated mapping for natural resources will be completed using GIS-level data supplemented by site inspections and coordination with resource agencies. Pursuant to NEPA and FHWA Guidance, updated information on the following natural resources will be developed:

- Shoreland, wetlands, and surface waters, by completing a field review of final design survey to verify that no updates are needed;

- Wildlife & Fish Habitat, including identification of "Essential Fish Habitat" (EFH) through coordination with the National Oceanic and Atmospheric Administration (NOAA) and the National Marine Fisheries Service (NMFS) to identify EFH concerns;
- Threatened and Endangered Species, through review of databases at the NH Natural Heritage Bureau, the NH Fish and Game Department, the US Fish and Wildlife Service, and the National Marine Fisheries Service Protected Species Division; and
- Floodplains, through review of updated FEMA Mapping.

2.3 - Cultural Resources

Extensive cultural resource surveys were conducted as part of the 2007 FEIS, including surveys of the GSB. It is assumed that previous archaeological surveys will be sufficient, but that an update to the 2005 Individual Inventory form for the GSB, the Project Area Form, and perhaps certain new or revised individual forms will be necessary.

GSB Survey Form Update

If requested by NHDOT and NHDHR, VHB will update the 2005 survey of the GSB. This update is anticipated to include review and revision, if necessary, to the National Register eligible boundary of the bridge (because the Dover abutment was rebuilt), integrity and significance evaluation, and photographs of existing conditions.

Project Area Form Update

Under this task, VHB will work with NHDOT and FHWA to determine the "area of potential effects" (APE) for the undertaking. VHB will then review the Project Area Form (PAF) produced during the 2007 FEIS. This will include a review of NHDHR site files to obtain survey information on any properties or districts adjacent to the GSB that were not included in the previous PAF, and field review to identify structures in the APE which now meet the 50-year threshold for consideration as potentially eligible for listing in the National Register of Historic Places. It is assumed that the APE for the SEIS will be more limited than the original PAF, which considered transportation improvements along a 3.5-mile corridor centered on the GSB. Research will be conducted in cooperation with the NHDOT Cultural Resources Specialists. This task will include the following elements:

- Collect and review previous cultural resource reports;
- Field review of the project area to confirm the findings of previous surveys and to identify any property(s) that may require additional survey; given the amount of time that has elapsed since the ROD, it is possible that new eligible properties will be identified that would not have met the criteria for listing at the time of the FEIS;

- Undertake photography (non-archival format) of previously unidentified properties, which may meet the 50-year threshold for study;
- Prepare a draft cultural resource technical report (or updated project area form if needed) for NHDOT review and revision in response to comments;
- Meet with the NHDOT and the NHDHR to review the draft cultural resources technical report (or updated project area form);. This task assumes one round of NHDOT and NHDHR review and comment; and
- Produce final technical report (or project area form) in response to NHDOT and NHDHR comments.

Updated and New Individual Inventory Forms

Following review and update of the PAF, if required, VHB will prepare updated and new inventory forms as identified in the cultural resources technical report or updated PAF. This scope assumes:

- An updated inventory form for the GSB
- Up to 10 updated individual inventory forms
- Up to 10 new individual inventory forms
- Up to two updated historic district/area forms, if needed
- One new historic district/area form, if needed

2.4 - Hazardous Materials

As part of previous work efforts, a number of contaminated properties were identified in the corridor. Site characterization proceeded on several sites. However, due to the age of this information, a review of the project area for potential contamination sites will be conducted. This task will involve the following:

- Review of available Little Bay sediment sampling data and the sediment management plan developed during the construction of the expanded LBB;
- Identification and quantification of Limited Reuse Soils (LRS) affected by the project alternatives;
- Review of the NH Department of Environmental Services (NHDES) OneStop database to identify any active sites within the project area (i.e., adjacent to the GSB and LBB);
- Review of the NHDES Environmental Management Database (EMD) to obtain available soil and groundwater sampling results;
- Field review of the project area to identify any potential contamination or issues; and
- Review previous bridge inspection reports to identify hazardous materials on either bridge.

Results of the review will be reported in a brief technical memorandum which would outline the findings of the investigation and provide recommendations for additional work if needed. This task is not intended to produce a formal Initial Site Assessment or Preliminary Site Assessment report, and it is assumed that no sampling will be necessary under this task.

2.5 - Socio-economic and Right-of-Way

Detailed analysis of socio-economic impacts of the project does not appear to be warranted at this time. However, VHB will collect the latest right-of-way plans to include in project base plans. Additionally, VHB will confirm that no new public park, recreational area, conservation land, or LWCF property is present within the project area.

2.6 - Pedestrian and Bicycle Use

The GSB has been in use by pedestrians and bicyclists as the primary connection between the communities of Newington and Dover. VHB will collect up to two years of non-motorized traffic volume data from a permanent cordon counting system located at both the Dover and the Newington approaches to the bridge. VHB will research commercial off-the-shelf technologies that can continuously count and collect non-motorized traffic volume and provide a recommendation for implementation to the Department. This technology must be able to:

- Distinguish between pedestrians and bicyclists;
- Distinguish directional traffic;
- Count continuously (24/7/365) in all weather conditions;
- Provide a minimum of 90% count accuracy; and
- Transmit data remotely to be accessed by approved users.

Upon Department approval, VHB will contract for the installation and deployment of the approved technology solution and begin collecting and aggregating the traffic volumes. On a monthly basis, VHB will provide a summary report of the pedestrian and bicycle volume from the cordon counting station to the Department. At the completion of two years of operations, VHB will turn over the technology to the Department to continue collecting data or salvage the equipment to the Department. Installation and operations/maintenance fees will be billed as a direct expense to the project. It is understood that this data collection effort may extend beyond the development of the Draft SEIS, and that not all of the data may be available for inclusion in the NEPA document.

2.7 - Bridge Inspections

The GSB has undergone two special inspections, in 2014 and 2016 respectively. These special inspections documented advanced levels of deterioration which

should be monitored moving forward to document and evaluate further deterioration, as the GSB continues to support pedestrian traffic.

VHB will perform two targeted inspections, one in 2018 and one in 2019, to provide a "hands-on" evaluation of specific components of the bridge to observe the condition of the bridge at areas of immediate concern, as well as to identify potential use of the bridge by roosting bats. These will be abbreviated inspections, focused solely on the following locations:

- Span 7 bottom chord deterioration.
- Targeted members on Spans 2 through 9 which have advanced section loss and/or low rating factors.
- Select Span 5 gusset plates with advanced section loss and low rating factors.
- Deck condition, and noticeable signs of distress along the bridge fascia and first interior stringers in each bay, as well as select floor beam locations identified in the previous inspections with advanced section loss and low rating factors.
- General inspection of substructure elements above water line only (no in-water or underwater inspection will be provided as part of this effort).

Access for this inspection will be provided by Harcon Corporation, similar to the 2014 and 2016 inspections. Each targeted inspection is anticipated to take approximately three (3) days. As part of the planning process, VHB will coordinate with NHDOT Bridge Design and Maintenance Bureaus, Traffic Management Center as well as NH State Police and local police, US Coast Guard, and NH Marine Patrol. The Safety Plan developed as part of the previous round of inspections will be updated and reused for this inspection. Subcontractor and equipment coordination and scheduling will be completed by VHB prior to the inspection.

A Pre-Inspection Coordination Meeting will be held the first morning of the inspection to coordinate field work, review the Safety Plan and discuss/resolve inspection access, issues, and concerns. Prior to commencement of inspection work each day, the team will hold an on-site safety briefing.

Any critical findings will be reported to NHDOT. Procedures for communication, and a contact person, will be determined by the Department and by VHB prior to mobilization.

A safety boat will not be required, as the Harcon equipment will be suitable if rescue is required.

Following completion of each inspection, VHB will submit a memorandum summarizing the findings of the inspection. If additional section loss is observed,

compared to the previous inspection, the adjusted load carrying capacity will be evaluated, documented, and submitted to the Department.

During these inspections, VHB engineers will search for evidence of bat use of the bridge structure. This assessment will include a search for the presence of bats, such as direct observation of roosting bats, or observation of their droppings, staining, or sounds. Photographs of any such observations will be collected, and the inspection will be documented by completion of a Bridge Assessment Form in accordance with the procedures contained in *FHWA/FRA Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat*, December 2016.

Task 3. Develop and Screen Alternatives

3.1 - Alternatives Identification and Conceptual Design

The 2017 TS&L Report provided detailed information on a total of four major alternatives:

- Alternative 1 – Bridge Rehabilitation
- Alternative 2 – Superstructure Replacement
- Alternative 3 – Approach Span Superstructure Replacement
- Alternative 4 – Complete Bridge Replacement

In addition to these alternatives, VHB will define a No Action Alternative and develop plans for up to five new alternatives for maintaining pedestrian and bicycle access across the Little Bay.

The objective of developing these new alternatives is to address a reasonable range of transportation alternatives associated with the GSB and maintaining non-motorized recreational access and connectivity between Newington and Dover, across Little Bay.

3.2 - Conceptual Design of New Alternatives

It is anticipated that the new alternatives studied as part of this effort will be:

- Reconfigure Southbound Little Bay Bridge: This alternative will include a study of the existing Southbound LBB (directly east of the GSB) to accommodate a new pedestrian and bicycle facility on the structure. The construction of the new LBB was completed in 2014 and did not include accommodations for pedestrian and bicycle users. VHB will consider the feasibility of reconfiguring the existing LBB travel lanes and shoulders, including a new barrier to separate a new pedestrian/bicycle path from the roadway shoulder. Developing this alternative will also include a

study of the path alignment on the approaches, and the feasibility of connecting the path to the existing LBB on each approach. It is assumed that substructure modifications would not be required under this alternative.

- **Widen Southbound Little Bay Bridge:** Similar to the alternative outlined above, VHB will consider widening the existing Southbound LBB to accommodate a new pedestrian and bicycle path on the structure. This alternative will assume that the configuration of the existing Southbound LBB travel lanes will remain largely intact, with minor adjustments to the outside shoulder, if necessary, to facilitate the widening. This alternative will also include the study of the path connection on the north and south approaches to determine the feasibility of connecting the path to the existing Southbound LBB. It is assumed that substructure modifications will be required under this alternative, including potential new or modified pier foundations.

- **New Separate Pedestrian/Bicycle Path Superstructure on Little Bay Bridge Substructure:** This alternative will include providing an entirely new and independent pedestrian and bicycle superstructure carried by modifications to the existing Southbound LBB substructure. New superstructure alternatives will be evaluated including deck plate girders as well as prefabricated truss superstructures. Substructure modification considerations will include modifying the existing concrete caps as necessary to support a new superstructure, or, if necessary, installing a new shaft or pile support adjacent to the existing LBB substructures to support the new superstructure. This alternative will also include the study of the path connection on the north and south approaches, and will consider connections to the new pedestrian ramp on the north end of the GSB built as part of Contract L.

- **Extending the Rehabilitation Service Life to 75 Years:** This alternative will include evaluation of extending the service life of the two rehabilitation alternatives provided in the 2017 TS&L Report from 40 years to 75 years (Alternatives 1 and 3 from the 2017 TS&L Report). This will include revising the scope of the superstructure rehabilitation during the initial construction phase of this project, as well as modifications to the maintenance assumptions, including future painting cycles and future interim structural repairs, if warranted, over the 75-year planning horizon. This alternative assumes the existing piers can be reused and will also include necessary modifications to the life cycle cost analysis to obtain a 75-year service life.

- **Additional Alternative:** VHB assumes that an additional alternative will need to be examined as part of the public process as a response to public comments. It is assumed that most alternatives put forth by the public,

which were not already covered by the TS&L or the above-mentioned four additional alternatives, will be addressed by commentary and will not need extensive engineering evaluation. VHB assumes that one (1) alternative will potentially require more thorough engineering assessment, including conceptual level structural evaluation, constructability evaluation, as well as environmental impacts and additional path engineering to address public comments in greater detail.

3.3 - Constructability Review and GSB Treatment

A preliminary constructability review will also be completed for each alternative to determine construction staging and accessibility concerns and configurations, and to support analysis of construction impacts. Additionally, each alternative would include analysis of impacts or treatment of the GSB (e.g., GSB assumed to be demolished, GSB assumed to have no action taken, *etc.*).

3.4 - Construction Detour

During development of the project alternatives, VHB will work with the Department to evaluate the cost-effectiveness of construction detour for pedestrians and cyclists by either putting them on the exiting Little Bay Bridge or providing shuttle service.

3.5 - Alternatives Screening

VHB will work with NHDOT and FHWA to develop a set of screening criteria to evaluate the alternatives described above to identify a range of Reasonable Alternatives to be carried forward for impact assessment and to determine the Preferred Alternative for the Draft SEIS. Screening criteria are expected to be related to the following factors:

- Ability to Meet Purpose and Need
- Engineering Feasibility (Specific criteria to be defined)
- Cost
- Constructability
- Environmental Impacts (Specific criteria to be defined)
- Life Cycle Analysis
- Future Maintenance

It is expected that some, but not all, alternatives described above will be eliminated during the alternatives screening process. Others will be identified as "reasonable" and carried forward for detailed analysis in the SEIS. Screening-level environmental impacts may be used during the alternatives evaluation process. This task will include development of a summary matrix to report the alternatives screening. The alternatives screening criteria and selection process will be summarized in the Draft SEIS. This will include initial alternatives concepts, screening criteria and results, and the basis for eliminating alternatives or options.

3.6 - Identify and Describe Reasonable Alternatives

VHB will develop detailed descriptions of the Reasonable Alternatives, including the Preferred Alternative based on the concept design described above, as well as the No Action Alternative. This will include conceptual designs, dimensions, access patterns, amenities or facilities such as pedestrian crossings, construction issues, and estimated costs. Conceptual plan views, profiles and cross-sections will be included as appropriate.

Task 4. Impact Assessment

Following identification of the Reasonable Alternatives, VHB will identify resource impacts and potential measures to minimize or mitigate impacts. VHB understands that analysis of impacts and mitigation will be conducted for each reasonable alternative, unless otherwise specified in this scope.

Resource information from the 2007 FEIS or as updated per Task 2 will be plotted for use in the analysis of impacts and for presentation in the Draft SEIS. VHB will calculate impacts to mapped resources (areas, volumes, and counts, as appropriate). This task involves conversion of data between GIS and CAD formats as needed which will then be used to assess impacts to mapped environmental/infrastructure constraints such as wetlands, floodplains, surface water resources, wildlife and fisheries, endangered species, and hazardous materials.

4.1 - Wetlands and Surface Waters

Estimates of direct and indirect temporary and permanent impacts to wetlands, surface waters, and the protected shoreland will be tallied for each alternative based on wetland delineations as described in Task 2. VHB will use the most current conceptual plans for this impact assessment, and will update impact estimates for the Reasonable Alternatives as the conceptual designs are advanced.

4.2 - Water Quality/Pollutant Loading (TN, TP & TSS)

The 2007 FEIS and final design efforts included a water quality assessment including pollutant loading analyses. VHB will review this previous assessment and update it as needed to evaluate the relative differences in proposed impervious area and potential stormwater impacts among alternatives. The assessment will review how much of the proposed new pavement area can be captured and potentially treated by existing stormwater Best Management Practices (BMPs) and will assess preliminarily whether additional BMPs may be needed. Depending on extent of the proposed changes, additional pavement only pollutant loading analyses will be conducted to estimate the net change in loading

for total suspended solids (TSS), total phosphorus (TP) and total nitrogen (TN) based on estimated differences in pre- and post-development impervious area within each sub-catchment area. Based on the pollutant loading results, VHB will review whether existing stormwater treatment BMPs can be modified or additional stormwater BMPs will be necessary to maintain no net increase in the future loading.

4.3 - Floodplains and Hydrodynamics

Hydraulic impacts to the Little Bay and Great Bay estuary were the subject of an extensive hydrodynamic modeling effort as reported in the 2007 FEIS. If new piers or pier modifications are part of any alternative, VHB will review the results of the previous hydrodynamic model and discuss the potential impacts associated with each alternative. If new modeling is required, an amendment to this agreement would be developed in consultation with NHDOT and FHWA.

4.4 - Wildlife & Fisheries

VHB will quantify the amount of wildlife habitat and fishery habitat impacted by each reasonable alternative by overlaying project limits onto resource mapping. VHB will review habitat mapping previously completed during the 2007 FEIS process for data on inter- and subtidal marine habitats and the 2007 FEIS General Concurrence and update as necessary. A narrative discussion will identify the type and scope of potential impacts for incorporation into the Draft SEIS.

Marine environments important to marine fisheries are referred to as Essential Fish Habitat (EFH) and are defined to include "those waters and substrates necessary to fish for spawning, breeding, feeding, or growth to maturity" (Sustainable Fisheries Act of 1996). Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act, as amended through October 11, 1996, requires federal agencies to consult with NOAA's National Marine Fisheries Service (NMFS) on all actions or proposed actions authorized, funded, or undertaken that may adversely affect EFH. A formal EFH Assessment was prepared (NHDOT, August 2006) prior to the 2007 FEIS which supported the findings of the 2007 FEIS and provided a record of the interagency coordination. NMFS concurred with the 2007 FEIS assessment that the selected alternative would not have a substantial adverse effect on EFH.

VHB will review the current EFH designations for Great Bay, Little Bay, and the Piscataqua River, update EFH designations as needed, and evaluate the potential for the proposed Project to have an effect on EFH by preparing an EFH assessment. VHB will work with the client to consult with NOAA and NMFS and review the findings of the EFH assessment to develop recommendations to avoid or minimize potential impacts which could include field marking locations for avoidance during construction, time of year restrictions, implementation of BMPs during construction, and/or construction phase field monitoring and assessments.

Should additional field surveys be required, VHB will prepare a scope and fee for these activities for Department review and approval. This task will include the following elements:

- Collect and review previous habitat mapping completed during the 2007 FEIS process for data on inter- and subtidal marine habitats, and the 2007 FEIS NMFS General Concurrence and update as necessary;
- Prepare an EFH assessment of potential impacts to EFH in the project area;
- Consultation with NOAA; NMFS to review the findings of the EFH assessment and to develop recommendations to avoid or minimize potential impacts as necessary;
- Conduct additional field surveys if needed based on impact analysis and consultation – a scope and fee for this effort will be prepared for Department review and approval.

4.5 - Threatened and Endangered Species

The Endangered Species Act of 1973, as amended in 1973 and 1978, directs the management and protection of rare plants and invertebrate and vertebrate species of fish and wildlife, and provides for the protection and/or acquisition of critical habitat and the management of endangered species. VHB will review the 2007 FEIS, the results of the rare species coordination per Task 2, and previously developed surveys for the northern long-eared bat conducted by NHDOT in the project area to evaluate threatened and endangered species.

In the time since publication of the 2007 FEIS, NMFS has identified Little Bay as critical habitat for Atlantic Sturgeon (50 CFR 226.225). VHB will review the potential for the project to have an effect on the Atlantic Sturgeon critical habitat in the SEIS. VHB will assist the Department in following the NOAA Greater Atlantic Region Field Office's (GARFO) cooperative interagency consultation process. Under this process, agencies undertaking a project that is not anticipated to have an adverse effect on critical habitat prepare an initial assessment of the proposed project and provide the documentation to NOAA GARFO to review. NOAA GARFO will either concur or determine that further review or a Biological Opinion is required.

VHB will assist the Department by preparing the supporting documentation to determine whether the project may affect Atlantic Sturgeon critical habitat. Based on NOAA GARFO guidance for Atlantic Sturgeon, VHB anticipates that the proposed project would not have an effect on the species' critical habitat, resulting in an assessment of "not likely to adversely affect" (NLAA). The supporting documentation would consist of the following elements:

- Identification of the physical or biological features (PBFs) for Atlantic Sturgeon within the project area;

- Identification of the potential effects of the proposed project on each PBF;
- Assessment of how the proposed project may affect the overall critical habitat in the project area.

Using the results of the rare species coordination per Task 2, as well as previously developed surveys for the northern long-eared bat conducted by NHDOT in the project area, VHB will prepare a narrative analysis of potential impacts to threatened and endangered species. As necessary, VHB will work with the New Hampshire Fish and Game Department (NHFGD), New Hampshire Natural Heritage Bureau (NHNHB), US Fish and Wildlife Service (USFWS), and NMFS to develop recommendations to avoid or minimize potential impacts which could include field marking locations for avoidance during construction, limitations on vegetation removal, or potentially relocating the plants/animals to a new area outside of the immediate construction zone(s) and/or construction phase field monitoring and assessments. If rare species consultation identifies the need to conduct intensive field surveys or population assessments, a scope and fee for these efforts will be prepared for Department review and approval. This task will include the following elements:

- Collect and review previous threatened and endangered species reports, including the 2007 FEIS;
- Prepare updated narrative analysis of potential impacts to threatened and endangered species; including the northern long-eared bat and the Atlantic Sturgeon;
- Consultation with NOAA; NMFS, USFWS, NHFGD, and/or NHNHB as necessary;
- Conduct field surveys if needed based on impact analysis and consultation - a scope and fee for this effort will be prepared for Department review and approval.

4.6 - Farmlands

Because the entire Study Area is defined as Urbanized Area (UA) according to the US Census Bureau, and because such urbanized areas are excluded from the Farmland Protection Policy Act (FPPA), it is assumed that no further data collection or analysis of farmlands will be needed. A brief narrative explaining this issue will be provided for inclusion in the SEIS.

4.7 - Air and Noise

Since the project would not change the design of the roadway or result in changes to traffic volumes, it is assumed that there would be no long-term change in air quality or noise impacts relative to the impacts discussed in the 2007 FEIS. Therefore, no data collection or modeling efforts related to these resources is anticipated. If additional analysis is determined to be necessary, this additional work would be conducted under an amendment.

4.8 - Parks/Recreation/ Conservation Lands

Hilton Park is a public recreational resource protected by Section 4(f) of the Department of Transportation Act of 1966 (DOT Act). No other recreation or conservation lands are known to be present within the project area, including properties subject to Section 6(f) of the Land and Water Conservation Act (LWCF Act). As part of the data collection task, VHB will confirm that no new public park, recreational area, conservation land, or LWCF property is present within the project area.

To support the SEIS and Section 4(f) Evaluation, VHB will assess impacts to Hilton Park, including any right-of-way acquisition from the property for each alternative. A discussion of right-of-way (ROW) and functional impacts of each alternative will be developed for the SEIS and Section 4(f) Evaluation.

4.9 - Cultural Resources

The results of the project review under Section 106 of the National Historic Preservation Act of 1966 (NHPA) (identification and evaluation of historic properties and effect analysis, See Task 6 below) would be summarized in the SEIS. Mitigation measures determined during consultation between the Department, NHDHR, and FHWA (and any consulting parties) would also be presented in the SEIS.

4.10 - Hazardous Materials

The SEIS will discuss impacts to any properties which are known or suspected to contain contaminated soils or groundwater, including Limited Reuse Soils and sediments within Little Bay. This task does not include development of a soil management plan, which would be compiled during final design and permitting of the Selected Alternative as needed.

4.11 - Visual Resources

The analysis of potential visual impacts resulting from the project contained in the 2007 FEIS will be updated. VHB would develop a brief narrative discussion of the potential impacts to the visual environment resulting from each alternative, addressing the following elements:

- **Sensitivity of Viewpoints:** The expected visual experience, the distance from the project, the duration of view, the scenic quality of the view, and the expressed public value in local, state or national planning or other documents.
- **Assessment of Visual Impacts:** The degree to which characteristics of the alternative may affect the overall experience of the landscape within the region as a whole or change views from highly sensitive viewpoints, including the visual setting of eligible historic properties.

A summary of the report of the methods and findings of the visual assessment including up to four (4) photomontages would be produced for incorporation into the SEIS. The discussion of visual issues in the SEIS will be based on information in the 2007 FEIS and will include:

- A description of the visual environment
- Identification of the visual quality of the area
- Identification of any visually sensitive resources
- A description of the viewers of and from the highway, as well as boaters on the water and users of adjacent properties
- An explanation of potential visual impacts
- Measures to mitigate adverse visual impacts

The discussion will explain the character of the visual environment and the visual impacts arising from the project while being commensurate in magnitude with the potential for visual impacts.

4.12 - Environmental Justice

VHB assumes that the Department will conduct the Environmental Justice analysis. The results of the analysis will be incorporated in the SEIS narrative.

4.13 - Construction Impacts

VHB will review each Reasonable Alternative to identify and discuss potential construction impacts such as temporary wetland impacts, noise, air quality, park access, truck traffic, etc. in as much detail as practical. As part of this task, VHB will identify and discuss potential direct and indirect construction impacts to Hilton Park in Dover, NH, as well as the potential impacts to pedestrian and bicycle use within the vicinity. The discussion will address standard mitigation options including possible limitations on work periods to avoid effects to adjacent residential areas.

4.14 - Land Use and Social and Economic Resources

The 2007 FEIS contained a detailed discussion of the potential regional direct and indirect socio-economic effects of the Newington-Dover project. It is assumed that no new socio-economic data or analysis would be required to support the SEIS, and that the findings presented in the FEIS remain valid and would not be affected by the proposed action. The SEIS will include a qualitative discussion of the findings contained in the FEIS, and would contain a brief analysis of any potential direct impacts of right-of-way impacts. The findings and conclusions of the analysis will be summarized in a narrative Technical Memorandum and incorporated into the SEIS documentation.

4.15 - Indirect and Cumulative Impacts

Per NEPA guidance, the SEIS will discuss the reasonably foreseeable indirect impacts and cumulative effects of each alternative. Under this task, VHB will develop an analysis of such impacts including the impacts on the environment that would result from the Preferred Alternative when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. The discussion will include indirect effects, including growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate. (It is assumed that these types of effects would be negligible; see discussion of socio-economic effects above.) Cumulative impacts or the total of all impacts both attributable to the present project as well as others in the project area, will be addressed in a concise, qualitative manner.

4.16 - Environmental Commitments

The SEIS will identify possible means to minimize or compensate for unavoidable impacts on various resources as is typical of NEPA documents. As necessary or appropriate, this effort will identify measures to minimize wetland impacts, reduce noise, minimize the visual impact of the project, mitigate and/or minimize adverse effects on cultural resources, and avoid impacts to fisheries. It is assumed that mitigation plans will be conceptual in nature and would not involve detailed engineering or analytical plans.

The "Project Commitments" contained in the 2007 FEIS and the 2008 ROD will be re-evaluated in light of project changes and updated environmental conditions and regulatory standards. The SEIS will provide a full accounting of the status of environmental commitments made in the 2007 FEIS and the 2008 ROD, including making recommendations as to any new recommended commitments or commitments that should be modified or deleted. If new impacts are identified during the SEIS, then new mitigation elements may be justified.

Task 5. Supplemental EIS

5.1 - Draft SEIS

VHB will prepare a Draft SEIS following Council on Environmental Quality (CEQ) and FHWA Technical Advisory T 6640.8A to document the alternatives, affected environment, and environmental consequences of the reasonable alternatives. The Section 4(f) evaluation, resource reports, agency correspondence, and public meeting summaries will be included. An administrative Draft will be prepared for review by the Department and FHWA. It is anticipated that the Draft SEIS will require approximately 100 pages of text (excluding appendices) and up to 30 figures. Per T 6640.8A, the Draft SEIS will follow this outline:

- Cover Sheet
- Executive Summary

- Table of Contents
- Purpose of and Need for Action
- Alternatives
- Affected Environment
- Environmental Consequences
 - Land Use Impacts
 - Farmland Impacts
 - Social Impacts
 - Relocation Impacts
 - Economic Impacts
 - Joint Development
 - Considerations Relating to Pedestrians and Bicyclists
 - Air Quality Impacts
 - Noise Impacts
 - Water Quality Impacts
 - Permits
 - Wetland Impacts
 - Water Body Modification and Wildlife Impacts
 - Floodplain Impacts
 - Wild and Scenic Rivers
 - Coastal Barriers
 - Coastal Zone Impacts
 - Threatened or Endangered Species
 - Historic and Archeological Preservation
 - Hazardous Waste Sites
 - Visual Impacts
 - Energy
 - Construction Impacts
 - Relationship of Local Short-term Uses vs. Long-term Productivity
 - Irreversible and Irretrievable Commitment of Resources
- List of Preparers
- List of Agencies, Organizations and Persons to Whom Copies of the Statement are Sent
- Comments and Coordination
- Index
- Appendices

Note that we anticipate that it will be determined that the changes to the project relative to the 2008 ROD would not result in new or different significant environmental impacts for many of the resource categories listed above. In those cases, the SEIS will contain a brief qualitative discussion to document this determination, and summarize and reference the 2007 FEIS to document the determinations of impacts to the resources which are unchanged.

VHB anticipates that up to three rounds of revisions will be needed to address NHDOT and FHWA comments on the administrative draft. After final comments

are addressed by VHB, the Draft SEIS will be submitted to the Department and FHWA for distribution. Fifty (50) hard copies, one (1) electronic PDF copy, and fifty (50) CDs of the Draft SEIS will be provided by VHB.

5.2 - Final SEIS

Following review of the Draft SEIS and comments received at the Public Informational Meeting (Task 8), VHB will meet with the Department and FHWA to review comments and assist in the preparation of responses. VHB will compile and classify all comments and consult with the Department on determination of which comments are substantive. Comment will be delineated in PDF format for compilation in a technical appendix to the Final SEIS. It is assumed that VHB will prepare draft responses to comments which are technical in nature (e.g., directly related to the engineering or environmental impact analyses), and that the Department would address comments related to project status, budget, and policy matters. For budgeting purposes, we assume that VHB will be responsible for up to 30 responses, and that one round of revisions to the draft responses will be necessary. VHB will also incorporate NHDOT and FHWA response to comments so that all responses are compiled in a single document.

Once responses to comments are completed, VHB will revise and resubmit the SEIS for review by NHDOT and FHWA. It is anticipated two (2) rounds of review will be necessary prior to publication of the Final SEIS. Twenty-five (25) printed copies of the Final SEIS will be provided to the Department as well as PDF copy and fifty (50) CDs of the document.

5.3 - Supplemental Record of Decision (SROD)

Following approval of the Final SEIS, VHB will prepare a draft Supplemental Record of Decision (SROD) in consultation with NHDOT and FHWA for the resulting proposed action. The draft SROD will explain the reasons for the project decision, summarize any mitigation measures that will be incorporated in the project and document any required Section 4(f) approval. The draft SROD will also address monitoring and/or enforcement, as well as summarize comments on the SEIS. While cross referencing and incorporating by reference the SEIS and other documents as appropriate, the SROD will explain the basis for the project decision as completely as possible, based on the information contained in the SEIS. It is assumed that NHDOT will transmit the draft SROD to the division office of FHWA, along with the Final SEIS.

Task 6. Agency and Regulatory Coordination

6.1 - US Coast Guard Coordination

VHB will coordinate with the US Coast Guard First District by way of email, phone calls and up to two meetings to identify navigational issues and determine permitting feasibility of various alternatives. This task will not involve permit application preparation, but will instead be focused on ensuring that alternatives being investigated are permissible under the USCG Bridge Permit program.

6.2 - Revised Section 106 Consultation

If the alternatives analysis results in a finding that the full rehabilitation of the GSB is no longer feasible or prudent, then VHB will assist in revising the Section 106 Determination of Effects, Memorandum of Agreement (MOA), and Section 4(f) Evaluation discussed in the 2008 ROD. This task would involve additional consultation with the FHWA, NHDHR and the public to consider the new alternative. Specifically, VHB would:

- Assist in completing Effect Determination sheets and developing a revised Determination of Effects for the Preferred Alternative relative to impacts on the GSB historic and architectural character-defining features as well as impacts to Hilton Park (or other historic properties) if they differ from those previously identified;
- Assist in identifying and reaching consensus on new mitigation measures, if applicable;
- Prepare draft and final versions of a revised MOA that will summarize the Determinations of Eligibility and Effect, and which will further stipulate appropriate measures to mitigate adverse effects to the GSB (or other historic properties). An initial draft of the MOA will be provided to FHWA and NHDOT for review and revisions prior to supplying the document to the NHDHR for review.
- Complete the ACHP adverse effects report for submission via e106. An initial draft of the report will be provided to FHWA and NHDOT for review and revisions. The final draft will be provided to FHWA and NHDOT for electronic submission.

6.3 – Revised Section 4(f) Evaluation

VHB will prepare a Revised Section 4(f) Evaluation, to be included as a chapter within the SEIS, that complies with applicable federal laws and regulations, including Section 4(f) of the Department of Transportation Act, 23 CFR 774 and FHWA's Section 4(f) Policy Paper dated July 20, 2012. The evaluation will include the following elements:

- Description of Section 4(f) resource (the GSB, Hilton Park, or other Section 4(f) resources as applicable);
- Description of any project "use" of the resource;

- Alternatives analysis, including a least overall harm analysis;
- Measures to minimize harm;
- Coordination activities with FHWA; and
- Conclusions.

The revised Section 4(f) Evaluation would explain how conditions or facts have changed since the 2007 Evaluation, and determine if avoidance alternatives are no longer considered feasible or prudent. An initial draft of the Evaluation will be provided to the Department and FHWA for review and revisions prior to issuing the document as a public draft as part of the SEIS. VHB would incorporate comments received from the public into a final Revised Section 4(f) Evaluation for FHWA approval.

6.3 - Coastal Zone Management

The Coastal Zone Management Act of 1972 (CZMA) defines the coastal zones wherein coastal resources must be managed and protected. States define the zone and develop management plans to control development in the coastal zone; these programs are called coastal zone management (CZM) programs. In New Hampshire, the NH Department of Environmental Services (NHDES) administers the CZM.

The 2007 FEIS identified the need for a CZM Consistency Determination for the project, and the Department consulted with NHDES during the final design and permitting phase. To support the SEIS, VHB will assist the Department with the CZM consultation for the Preferred Alternative as identified in the Draft SEIS. VHB will develop a technical report that identifies CZM policies and regulations and evaluates how the Preferred Alternative aligns or complies with them. VHB anticipates that the technical report would be appended to the SEIS. VHB assumes that the Department will lead the consultation with NHDES on CZM consistency review.

Task 7. Project Administration

7.1 - Internal Project Team Meetings

The VHB Team Leaders will meet regularly to review project status, issues, and schedule - including some brainstorming sessions. For budgeting purposes, we have assumed up to twelve (12) meetings over the course of the study.

7.2 - Client Progress Reports

VHB will prepare monthly progress reports that will accompany all submitted invoices. The reports will summarize the progress by task. Work under this task will include coordination with sub-consultants, team product and schedule oversight and project cost control.

7.3 - Project Management

Work effort under this task is not technical in nature but rather is limited to the Project Manager's oversight of the project. The overall oversight includes such tasks as ensuring the direction of the project complies with project scope, schedule, and fee commitments, coordination with the Department on addressing requests from outside groups and agencies and for addressing requests from the Department.

Task 8. Project Meetings

8.1 - Project Team Meetings

VHB anticipates the need to attend up to eight internal project team meetings with NHDOT and FHWA. Project Team Meetings will typically include attendance for a total of 3 people; VHB's Project Manager, VHB's Bridge Task Leader, and VHB's Cultural Resources Task Leader. We anticipate that the meeting will encompass 4 hours on average for each participant to prepare for, attend, and follow-up after the meeting.

8.2 - Front Office Meetings

VHB will prepare for and attend up to three Front Office meetings at the Department. Anticipated topics will include an overview of the purpose and need for the project, the alternatives that were evaluated, anticipated engineering and construction schedules and soliciting information from Department leaders. Presentation materials developed for the Public Informational Meeting and plan sheets developed for the SEIS will be used for this meeting. A summary of the meeting will be prepared by VHB following the meeting.

8.3 - Public Informational Meetings

VHB will participate in up to three Public Informational Meetings. (Based on FHWA feedback, one of these meetings will be handled as a hearing, but this hearing will not involve a special committee.) Topics will include SEIS objectives, overview of the purpose and need for the project, alternatives analysis, and a review of the Draft SEIS. Presentation materials will include a PowerPoint presentation, an aerial plan of the project vicinity with primary features labeled, and color renderings of the alternatives. A summary will be prepared by VHB following each of the meetings.

8.4 - Cooperating/Participating Agency Meetings

VHB will participate in up to five agency coordination meetings to discuss the project coordination plan, the updated purpose and need, present and discuss the alternatives under evaluation, review project impacts and discuss mitigation. Meetings are assumed to occur in Concord or the NH seacoast region.

8.5 - Cultural Resource Meetings

VHB will prepare for and attend meetings with NHDOT, FHWA and NHDHR (and consulting parties) at their inter-agency coordination meetings. These meetings will focus on bridge replacement or rehabilitation options, criteria that VHB and NHDOT use to evaluate these options, and mitigation requirements. It is expected that up to six such agency meetings would be held.

D. Assumptions and Services Not Included

The following lists assumptions and work tasks current excluded from this scope:

- NHDOT will prepare the Administrative Record.
- Traffic analysis is not required for the SEIS, aside from bike/pedestrian task described in the data collection task above.
- Development of TSM or TDM Alternatives are not included.
- The SEIS will identify which environmental permits are required and how the Preferred Alternative will comply with these permits, but the permit applications will not be prepared in Part B; permit applications will be prepared during future final design work.
- There is no hydraulic or hydrologic work required for this phase of work.
- There is no geotechnical work required for this phase of work. Any rehabilitation options will use the same substructure as currently exist. Replacement option costs will be developed utilizing square foot costs and will assume a cost for the substructure based on the geotechnical information developed by the Department for the adjacent Little Bay Bridge (Contract L).
- There is no Utility and no Right-of-Way work required for this phase of work.
- Bridge lighting may be added during Part C (Final Design) of the project.