Initial Financial Plan

Spaulding Turnpike Improvements

NHS-027-1(37), 11238

Newington to Dover

New Hampshire

April 2010

Federal Highway Administration

New Hampshire Department of Transportation

Initial Financial Plan April 2010

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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

INITIAL FINANCIAL PLAN

LETTER OF CERTIFICATION

The New Hampshire Department of Transportation has developed a comprehensive Initial Financial Plan for the Newington-Dover, Spaulding Turnpike Improvements Project 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.

The cost data in the Initial Financial Plan provides an accurate accounting of costs incurred as of April 2010 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 Initial Financial Plan provides an accurate basis upon which to schedule and fund the Newington-Dover, Spaulding Turnpike Improvements Project. The Department will review and update the financial plan on an annual basis.

To the best of our knowledge and belief, the Initial Financial Plan 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 Initial Financial Plan are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the Initial Financial Plan 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

4/29/10
Date

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1

Introduction

1.1 Purpose / Need for a Financial Plan

A Financial Plan is a comprehensive document which reflects the cost (requirement) and revenue structure (capability) of a project and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete the project as planned. Identified funding shortfalls should be highlighted along with proposed resource solutions.

In essence, the Financial Plan provides a description of how a mega project will be implemented over time by identifying project costs and the financial resources to be utilized in meeting those costs. The plan should clearly explain the assumptions about both cost and revenue upon which the plan is based.

In addition, the annual updates to this Initial Financial Plan will enable decision makers to track the financial progress of the project over time by highlighting significant deviations from the Initial Financial Plan and the subsequent annual updates and explaining the mitigating actions taken to adjust for those deviations.

1.2 Purpose / Need of Project

The project Purpose and Need statement is fundamental to the analysis of the project under the National Environmental Policy Act (NEPA), the Clean Water Act (Section 404), and other environmental regulations. The following Purpose and Need was developed in conjunction with a public Advisory Task Force (ATF), reviewed by other State and Federal agencies with no objections, and unanimously adopted by the ATF on October 29, 2003.

1.2.1 Purpose

The basic purpose of this project is to improve transportation efficiency and reduce safety problems, while minimizing social, economic, and environmental impacts, for an approximate 3.5-mile section of the Spaulding Turnpike extending north from the Gosling Road/Pease Boulevard Interchange (Exit 1) in the Town of Newington, across the Little Bay Bridges, to a point just south of the existing Toll Plaza in the City of Dover.

1.2.2 Need

The Spaulding Turnpike is eastern New Hampshire's major limited access north-south highway, serving as a gateway linking the Seacoast Region with Concord, the eastern portion of the Lakes Region, and the White Mountains. The Turnpike is also part of the National Highway System reflecting its significance as an important transportation link in the state and regional system. Functionally classified as a principal arterial, it is a major commuter route which ties the growing residential areas of Dover-Somersworth-Rochester with the industrial and regional commercial centers in Newington, Portsmouth, and northern Massachusetts. It serves as the major artery for freight into and out of the areas north of the Little Bay Bridges, and is the economic lifeline of the region. It also serves as a major tourist route, providing access to the northern reaches of the state from the seacoast and points south of New Hampshire.

Traffic volumes on the Little Bay Bridges have steadily increased from approximately 30,000 vehicles per day in 1980 to greater than 70,000 vehicles per day in 2003 resulting in high levels of congestion on the bridges and along the Turnpike near and within the interchange areas.

Over the next 20 years this average daily volume is expected to increase to approximately 94,600 (2025) vehicles per day. These projections support the conclusion that the existing facility will be increasingly less able to operate at the levels of service and safety for which it was originally designed. During weekday and weekend peak hours of the day, the Turnpike currently operates at unacceptable levels of service (LOS E and/or F) with motorists experiencing severe congestion and long delays within this segment of the corridor.

The Turnpike has a number of existing geometric deficiencies including substandard shoulder width on the Little Bay Bridges and substandard

merge, diverge, and weave areas at the interchanges. Many of the traffic maneuvers required to enter, exit or change lanes along this section of the Turnpike are capacity-constrained under current traffic conditions and contribute to driver discomfort and crashes. Existing acceleration, deceleration and weaving sections along the Turnpike are inadequate by current design standards. Historic crash data indicates that the frequency of vehicle crashes continues to increase raising concerns relative to motorist safety. Due to the nature of the existing facilities, these crashes, as well as vehicle breakdowns, create long delays in an area for which there are no viable alternate routes.

In addition to the capacity deficiencies and safety issues, this section of the Turnpike bisects residential and recreational areas in Dover and the residential and commercial/industrial areas in Newington resulting in an inefficient and circuitous use of the Turnpike by people desiring to travel east-west and vice versa. Local connectivity for motorists, pedestrians, and bicyclists from one side of the Turnpike to the other is also deficient.

1.3 Final Design Process

Advancing the final design of the bridge and highway elements for the project involves a number of distinct contract plan submissions that are reviewed and approved by NHDOT staff before progressing to the next submission phase. For the development of the highway design plans and documents, there are six submissions. For the development of the bridge design plans and documents, there are five distinct submission steps. Each of these submissions is described briefly in the following text.

1.3.1 Highway Design

The Pre-Preliminary Submission utilizes the selected alternative highway layout and applies greater design accuracy and precision to replicate the layout. In addition to this advanced design of the selected alternative, refinements and modifications to the selected alternative are identified and developed for further consideration. The NHDOT reviews and evaluates these designs to determine which design elements provide the best highway layout with respect to the following:

Projected Traffic Analysis	Construction Costs
Drainage	Geotechnical Concerns
Right-of-Way Impacts	Utility Impacts
Environmental Resources	Construction Contracts

The Preliminary Submission utilizes the direction provided following the Pre-Preliminary Submission review to advance the highway designs and layouts. The design advancement further develops the details of the design for a more in-depth review of the design elements carried forward from the Pre-Preliminary Submission. This design advancement leads to the acceptance of the horizontal and vertical geometries following the review of this submission. Initial right-of-way and property impacts are also identified at this phase of the design, early right-of-way progress prints are prepared as necessary.

The Slope and Drainage Submission identifies the specific drainage and water quality treatment needs for the project along with additional refinements to the slope work adjacent to the roadways. Geotechnical information and recommendations that establish the pavement depths, underdrain requirements and the structural sub-base beneath the pavement are provided as part of this submission. Project specific traffic control, maintenance-of-traffic and construction sequencing are also developed during this phase so that the construction limits can be established for each contract. The right-of-way and property impacts continue to be advanced during this phase of the design, preliminary right-of-way plans are submitted as part of the slope and drain submission.

The PPS&E Submission develops a draft of the entire plan set while incorporating the direction provided by the NHDOT's review of the Slope and Drainage Submission. This plan set includes the development of plans for the following:

Traffic Signals	Signing	Pavement Markings
Landscaping	Traffic Control	General Plans
Profiles	Cross-Sections	Water Quality
Structures		

The construction specifications and construction cost estimate are prepared in detail for this submission. During the development of this submission any unavoidable utility conflicts are identified and coordination efforts with the utility companies are undertaken to mitigate these conflicts. The right-of-way and property impacts are also

finalized during the time that the PPS&E submission is developed so that they can be utilized in the acquisition of property rights required for the construction of the project.

The PS&E Submission finalizes all of the plans, specifications and construction cost estimate associated with the project following the direction provided by the NHDOT on the review of the PPS&E submission. At the completion of the PS&E submission, the project is ready to be advertised for construction and bidding by contractors.

Final Mylars of roadway and right-of-way plans are submitted at the completion of the PS&E submission phase for the NHDOT's record plan files.

1.3.2 Bridge Design

The Type, Span and Location (TS&L) Study evaluates and compares options based on limited highway and geotechnical information. The study evaluates various alternatives with respect to type of bridge or retaining wall structure (concrete, steel, bridge, box culvert, MSE *etc.*), number of bridge spans, clearances, alignments and the arrangement of the structure and its components, and what the bridge is crossing over or the retaining wall supporting. The study includes preliminary construction costs, evaluating construction staging to provide direction on which alternative should be advanced in the final design.

The Preliminary Plan Submission advances the design based on the direction provided from the NHDOT on the TS&L review. The plan, elevation, profile and the typical cross-section of the proposed bridge and the roadway approaches are developed based on the highway and preliminary geotechnical information available. The Preliminary Submission for the bridges is completed concurrently with the highway Slope and Drainage Submission.

The PPS&E Submission develops a draft of the entire plan set while incorporating the direction provided by the NHDOT review of the Preliminary Submission. The geotechnical information is provided for the development of the foundation designs. The designs developed provide the information to be incorporated into the following plans:

Foundations	Abutments	Piers
Appurtenances	Deck	Railings

The construction specifications and the construction cost estimate are prepared in detail for this submission.

The PS&E Submission finalizes all of the plans, specifications and construction cost estimate associated with the project following the direction provided by the NHDOT on the review of the PPS&E Submission. Upon approval by the NHDOT the project is ready to be advertised for bidding by construction contractors

Final Mylars are submitted at the completion of the PS&E Submission phase for the NHDOT's record plan files.

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 being 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 $275 million for engineering, right-of-way, and construction activities. In November 2009, the State issued $150 million in Turnpike Revenue bonds to pay for the project's expenditures, as well as other Turnpike capital projects.

Two additional bond issuances of $150 million and $71 million are planned in fiscal years 2012 and 2014, respectively, to provide adequate revenue for the project and overall Turnpike capital program. A future systemwide toll increase in FY 12 is also planned to support the additional bonds and capital program.

2

Project Description

2.1 Project Area Description

The project involves a 3.5-mile section of Spaulding Turnpike (NH 16) extending from just north of Exit 1 in Newington to just south of the Dover Toll Plaza, including the Little Bay Bridges. Most of this section of the Turnpike is a limited access (fully controlled) facility and consists of two (2) through lanes in each direction separated by a median of varying width. The project area includes five interchange areas (Exits 2, 3, 4, 5 and 6) to accommodate access and turning movements in a relatively short section of the Turnpike. The Turnpike is part of the National Highway System and is functionally classified as a principal arterial connecting the Seacoast Region with Concord, the Lakes Region and the White Mountains.

Poor traffic flow conditions can be attributed to two separate factors: physical infrastructure deficiencies and high traffic volumes. Physical deficiencies along the Turnpike include substandard curvature along interchange ramps, inadequate acceleration and deceleration lanes at interchanges, inadequate weave distances between the interchange ramps, and substandard shoulder widths on the Little Bay Bridges. These factors, combined with high traffic volumes, often result in reduced travel speeds, constrained maneuverability, and congestion during the peak hour conditions, as well as the increased potential for crashes and its negative effect on safety.

In addition to the physical deficiencies of the Spaulding Turnpike, the traffic volume demands on the corridor also contribute toward the poor traffic flow. During the commuter weekday peak hours (7:00-8:00 AM, 5:00-6:00 PM), project area motorists traveling along the Spaulding Turnpike currently experience traffic congestion and substantial delay. With the Little Bay Bridges currently carrying in excess of 70,000 vehicles

per day, many of the freeway segments and interchanges along the highway experience volume demands that exceed the available capacity of the roadway system. Traffic forecasts for the year 2025 project traffic to increase from its current level to approximately 94,600 vehicles per day.

2.2 Final Engineering

The designs for the Selected Alternative are refined through the utilization of improved data such as supplemental ground survey, geotechnical, utility, and traffic information. The roadway geometrics and structural designs for the various roadways and bridges are advanced through a series of milestone submissions and reviews. Construction sequencing, logical progression of work, maintenance of traffic controls, and construction costs are evaluated to determine the most appropriate construction contract limits.

The project involves permanent and temporary impacts to environmental resources such as wetlands, water bodies, water quality, historical properties, archaeological resources, floodplains, *etc.* The application for and the receipt of the various permits provides the clearance and conditions in which the project can be constructed.

2.3 Right-of-Way

The construction of the project requires the acquisition of property through the establishment of the proposed right-of-way and easements (permanent and temporary) plans. These acquisitions are identified through the design project development process at which time the NHDOT will determine the fair market value of the acquisition and enter into negotiations with the individual property owners. Once the Department achieves ownership of the property, the plans and documents are recorded with the County Registry of Deeds.

2.4 Construction

This project will utilize approximately five construction contracts to complete. The duration over which these five contracts will take to complete this project is approximately eight years. The costs and time

durations will be evaluated as the design advances and as the other factors such as permitting conditions and funding concerns arise.

2.5 Project History

This section of the Turnpike evolved from a two-lane facility when the General Sullivan Bridge was constructed in 1935 to the current median divided four-lane highway with five interchanges in a very compact and constrained area. The first Little Bay Bridge (currently carrying southbound traffic) was constructed in 1966 with the second bridge carrying northbound traffic constructed in 1984. When the northbound Little Bay Bridge was constructed in 1984, the General Sullivan Bridge was closed to motor vehicles and the Turnpike approaches were realigned with the Little Bay Bridges. Much of the current Spaulding Turnpike mainline roadway section predates the Little Bay Bridges. The most recent substantial roadway modifications were related to the reconstruction of the Scammell Bridge over the Bellamy River (completed in 1999). That project included improvements to the ramp system from US 4, Boston Harbor Road and Dover Point Road to the Spaulding Turnpike southbound.

Recognizing a need to study potential improvements to address safety concerns and increased congestion, State Senate Bill 152-FN-A in 1990 authorized the NHDOT to conduct a study of the approximately 3.5-mile section of the Spaulding Turnpike extending north from Exit 1 (Gosling Road) in Newington and traversing the Little Bay Bridges to (but not including) the Dover Toll Plaza just north of Exit 6. The study was initiated in 1990, but suspended in 1992 to allow completion of the Pease Surface Transportation Master Plan. In 1997, the Newington-Dover Feasibility Study was initiated to conceptually develop both a short-range plan to address existing safety deficiencies, and a range of long-term improvement alternatives to be carried forward for detailed engineering and environmental studies. The feasibility study was completed in 2000.

As the *Feasibility Study* was progressing, the Department also initiated (1998) the *Route 16 Corridor Protection Study*, a visioning study for the 146-mile Route 16 corridor (Portsmouth to Errol) which also encompassed the *Spaulding Turnpike Improvements Feasibility Study* area. The traffic analysis for both studies determined that the 3.5-mile section of Spaulding Turnpike between Exit 1 (Gosling Road) in

Newington and the Dover Toll Plaza was capacity-constrained under both 1997 and 2017 future traffic conditions.

In January 2003, the Department kicked off the engineering and environmental evaluation of the project area within the framework of an Environmental Impact Statement (EIS).

A Scoping Report for the project was published in March of 2004. This Report identified the five study phases that the NHDOT followed for completing the EIS in accordance with the National Environmental Policy Act (NEPA). The Scoping Report documents Phase I of the EIS process. The Report presented the project's Purpose and Need which was adopted by the project's public Advisory Task Force (ATF), on October 29, 2003.

The Scoping Report also identified the range of alternatives considered as part of the EIS process, which included:

- Taking no action.
- Upgrading the existing corridor to add capacity.
- Applying Travel Demand Management (TDM) measures, such as transit system expansion, additional park-and-ride lots, high occupancy vehicle lanes, *etc.*
- Applying Transportation System Management (TSM) Improvements to selected interchange locations and existing roads.
- Combinations of these alternatives.

Various options for bridge rehabilitation, widening, and/or replacement of the Little Bay Bridges, final disposition of the historic General Sullivan Bridge, consolidation of the existing interchanges, and various conceptual roadway designs involving grade, alignment, and geometry were evaluated. Impacts, including indirect and cumulative impacts, to the natural, cultural, and socio-economic environment were analyzed.

A Rationale Report was published in January 2005, which documented Phase II of the EIS study process and included conceptual development, evaluation and screening of the study alternatives identified in the Scoping Report. The Rationale Report documented the evaluations completed for each of the alternatives considered and the rationale for eliminating specific alternatives from further consideration.

The Draft Environmental Impact Statement (DEIS) was published in July 2006 documenting Phase III of the NHDOT's EIS study process. The DEIS included information presented in the Scoping and Rationale Reports. The DEIS further described the baseline conditions in the study area, the environmental consequences of the alternatives studied including a Preferred Alternative.

Phase IV of the EIS process involved holding a Joint Public Hearing on September 21, 2006 in Dover, NH where the NHDOT's Preferred Alternative was presented to the Public and a Special Committee appointed by the Governor and Executive Council. The Public Hearing involved both State and Federal agencies including NHDOT, NHDES, USACOE and the FHWA. The Preferred (now Selected Alternative) Alternative is a combination of alternatives evaluated in the DEIS and is comprised of Highway Alternative 13 in Newington and Highway Alternative 3 in Dover.

The Final Environmental Impact Statement (FEIS) was published in December 2007 documenting Phase V of the EIS study process. The FEIS include information presented in the Scoping, Rationale, and DEIS Reports and further described the baseline conditions in the study area, the environmental consequences of the alternatives, the section 4(f) evaluation process, and project commitments made by NHDOT and FHWA toward mitigation of the Selected Alternative.

The Record of Decision (ROD) was issued on October 24, 2008. The ROD complies with the NEPA regulations (40CFR 1505.2) and related FHWA procedures (23CFR 771). The ROD is a statement of decisions made as a result of the environmental and socio-economic analysis, and consideration of input from the public and other agencies. The FEIS summarized the analysis and input. The ROD describes the project's purpose and need and reasons for its selection, other alternatives considered but not selected, the Section 4(f) findings, measures to minimize harm and public and interagency involvement.

2.5.1 Major Milestones

The Newington–Dover project has been advancing through the study phases and final design toward construction since the FHWA published a Notice-of-Intent to prepare an EIS. 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.
- **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 submits an application for the Water Quality Certificate.
- **October 24, 2008** - FHWA issues Record of Decision (ROD).
- **December 18, 2008** – Notice-to-proceed to Final Design Consultant
- **December 19, 2008** – Coastal Zone Management documentation submitted to NHDES Coastal Program.
- **June 17, 2009** - NHDES issues Wetlands Dredge and Fill Permits.
- **June 19, 2009** –ACOE issues a provisional Section 404 Permit
- **February 3, 2010** - Water Quality Certificate

- **February 9, 2010** - Coastal Zone Management Consistency Certification
- **March 15, 2010** - ACOE Permit
- **April 20, 2010** - US Coast Guard Permit

2.5.2 Completed Activities

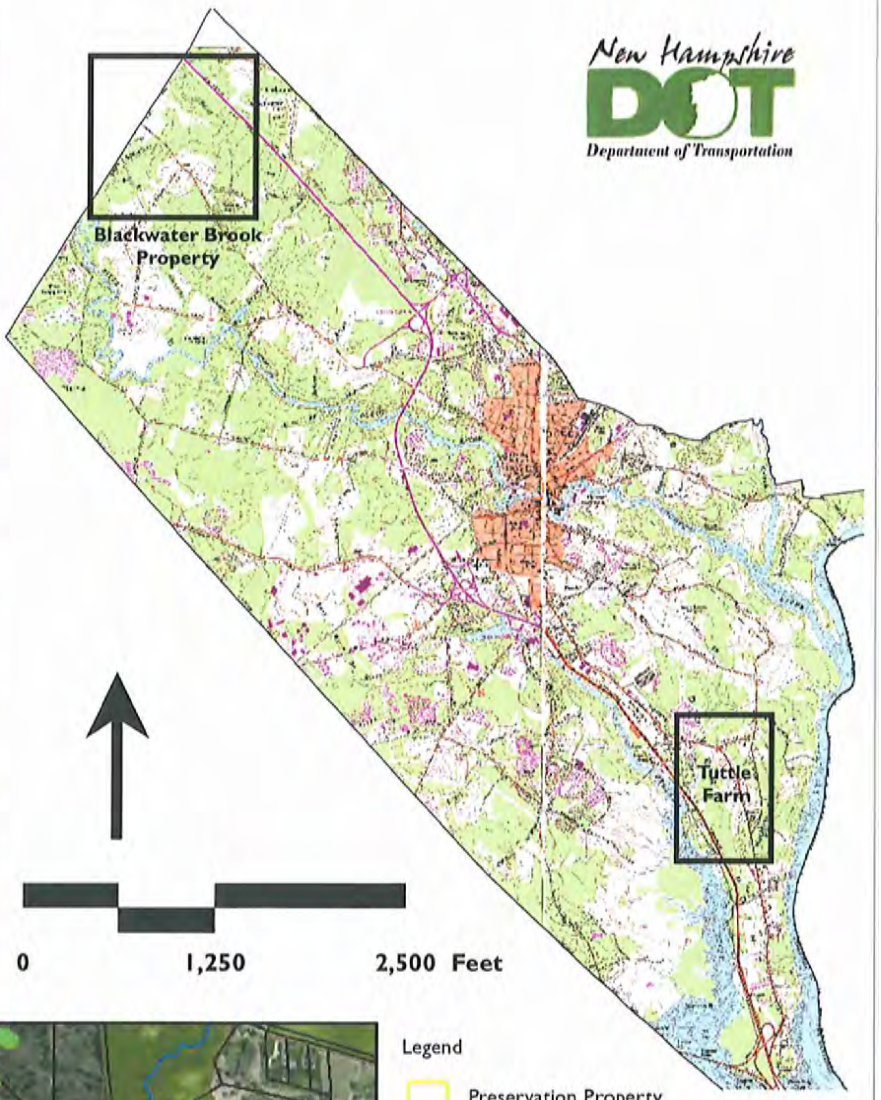
Since the Final Environmental Impact Statement (FEIS) was published in December of 2007 and the ROD issued in October of 2008, the NHDOT has continued to advance various project components. The NHDOT utilized a Quality Based Selection process and contracted for final design services with a design consultant in December 2008 to complete the necessary contract plans and construction documents for the construction of the project. It is anticipated that all final design activities will be completed in 2014 with construction support services to continue through construction as needed.

2.5.2.1 Mitigation Activities

- The acquisition of Tuttle and Day **Figure 2.5-1** properties, totaling 160 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 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 through CMAQ program. Concurrently, through the CMAQ program a new intercity Bus service has been implemented from Dover to Portsmouth via the Spaulding Turnpike.

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.



Legend

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

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Figure 2.5-1
Dover Mitigation Sites

- 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 inspection of the General Sullivan Bridge was completed in September of 2009 to support the development of Type, Span, and Location study report relative to the rehabilitation of the GSB.
- Pre-preliminary design phase evaluation and plans were completed for the entire 3.5-mile project corridor in May 2009.
- Preliminary Design phase activities were completed in December 2009 for Contract "M".
- PS&E design phase activities were completed for Contract "L" in March 2010.

2.5.2.3 Right-of-Way

- Early property acquisitions acquired under the 11238 J project include the former Drive-in Theater property in Newington and the Day and Tuttle properties in Dover.
- Parcel D39, the Adaptations property has been acquired under the 11238 parent project.

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 are proposed to be retained as part of the Newington–Dover 11238 Contract "N", Exit 4 interchange reconstruction.

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.

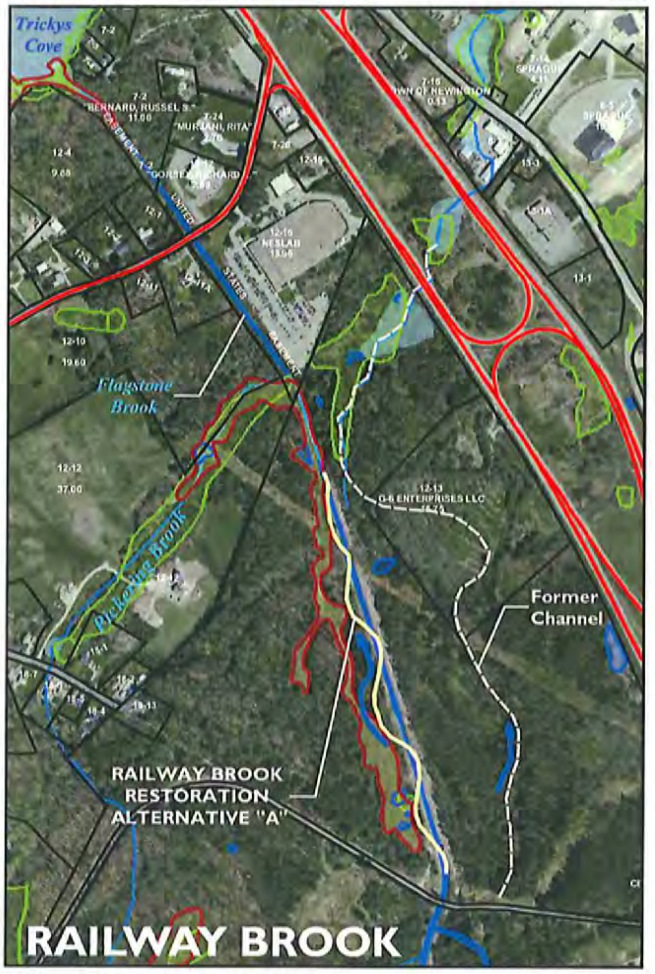
2.6.1.1 Environmental Components

The Stream Restoration design for 3100 feet of Railway Brook in Newington **Figure 2.6-1** was initiated as part of the wetland mitigation for the project.
The NHDOT is also currently pursuing the acquisition of the properties adjacent to Knight Brook **Figure 2.6-1** in Newington as part of the wetland mitigation.

2.6.1.2 Travel Demand Measures

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

- A new park-and-ride facility that will provide approximately 200 spaces has been identified at Exit 13 in Rochester. Two sites are currently being evaluated. The project is envisioned to be advanced as part of the CMAQ program with construction anticipated to take place in 2010 and 2011.
- A new shared Park and Ride facility is under consideration along the US 4 corridor near the NH 125/US 4 Lee Traffic Circle. A CMAQ application was submitted in December of 2009 for the construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza
- To improve bus service in the seacoast area, three bus alternatives to improve bus service in the seacoast area will be advanced with capital investments and operating subsidies for a maximum of five years. The total cost of the three bus alternatives was identified in the FEIS as approximately $5.5M. Bus Alternative 1, initiated in 2008, involves expanded intercity bus service for Rochester, Dover, Portsmouth and Boston. Bus Alternative 2, was envisioned to expand the planned COAST express bus services among Rochester, Dover, and Portsmouth. This service is no longer envisioned to be



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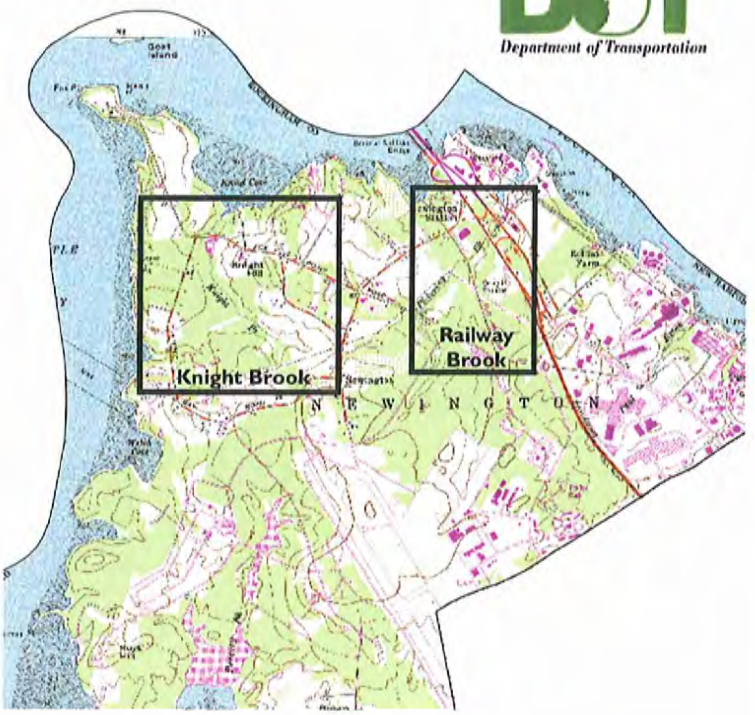
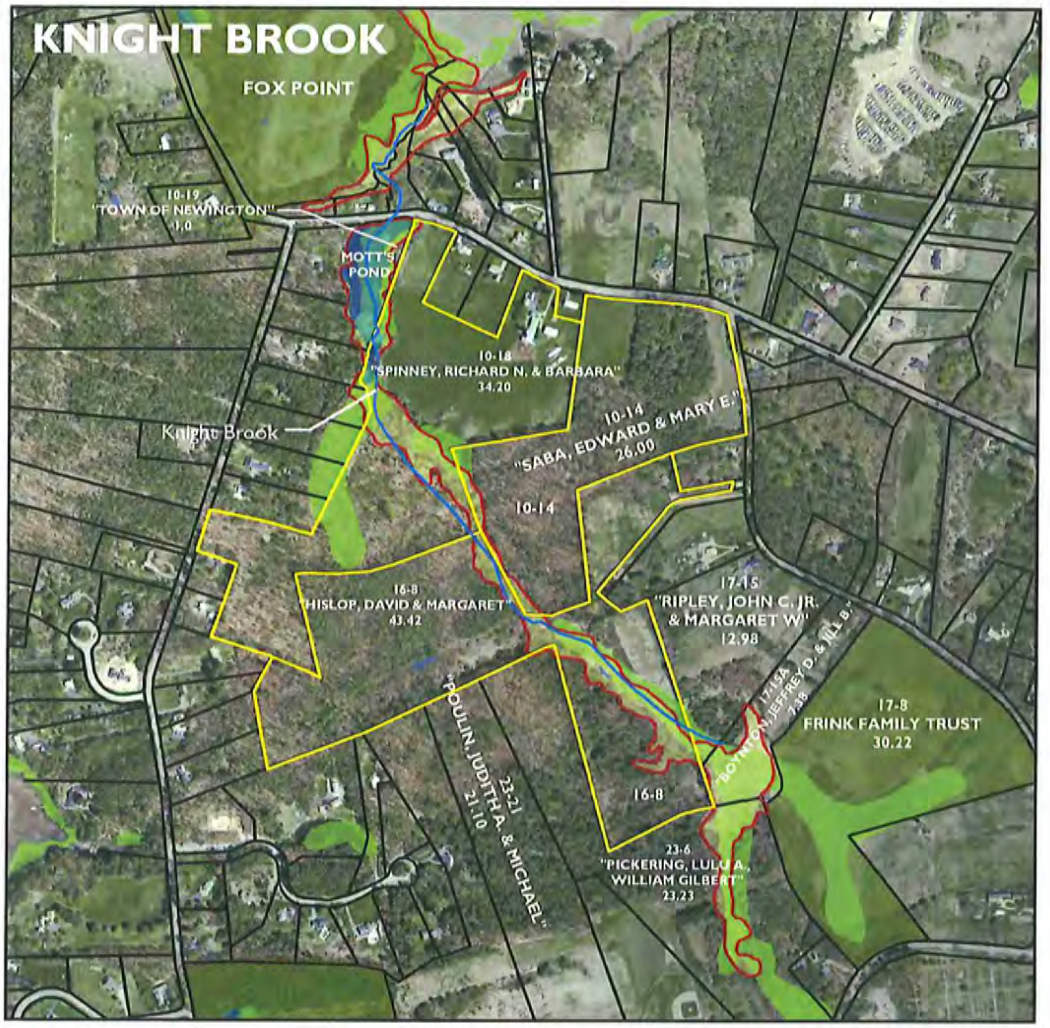
Department of Transportation





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

implemented, and is planned to be supported by improved services under Bus Alternative 3. Bus Alternative 3 involves improving connectivity and reducing headway for three existing bus routes in the seacoast area. A CMAQ application was submitted in December 2009 to implement Bus Alternative 3, which is now estimated to cost $6.6M (including operating expenses for three years). An additional $2.28M is estimated to be required to cover operating expenses for a 5-year period.

2.6.2 Final Design Engineering

Type, Span, Location (TSL) bridge designs for the Route 4/Turnpike, Route 4/Spur Road Connector, Turnpike/Shattuck Way and Woodbury Avenue/Turnpike are ongoing.

Utility Submission design phase activities for Contract L (new Little Bay SB Bridge) are ongoing.

The Department is continuing to look at a range of design solutions project-wide, including but not limited to the use of "quiet pavement" along the Turnpike mainline to reduce road noise; the evaluation of a range of noise barrier materials that are practicable and aesthetically pleasing.

2.6.3 Right-of-Way

Additional right-of-way and permanent and temporary easements will be required project-wide. Currently, 40 properties are potentially impacted, no complete residential property acquisitions are necessary and two business establishments will be displaced. Approximately 28.6 acres of land will be required from the Pease Tradeport.

The NHDOT has initiated the acquisition of right-of-way and easements from four properties necessary to begin the construction of Contract "L". The NHDOT is currently pursuing the acquisition of the properties adjacent to Knight Brook in Newington as part of the wetland mitigation.

2.6.4 Construction

No construction activities have yet occurred. The first contract, Contract "L", is expected to begin construction in late spring of 2010.

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 scheduled to advertise for construction in May of 2010
CONTRACT M	30%	Contract M- Exit 3 &4 in Newington, the Preliminary Design phase activities were completed in December 2009.
CONTRACT O	20%	Contract O – Rehabilitate the existing Little Bay Bridge. A Preliminary TSL evaluation has been completed.
CONTRACT Q	15%	Contract Q – Exit 6/Mainline in Dover, the Pre-preliminary design phase evaluation was completed in May 2009.
CONTRACT S	5%	Contract S – General Sullivan Bridge rehabilitation, the inspection of the General Sullivan Bridge was completed in September of 2009
PROJECT WIDE SUMMARY	33%	Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2014.
RIGHT- OF- WAY		
CONTRACT L	75%	4 parcels impacted- 3 acquisitions completed and 1 still currently under negotiation
CONTRACT M	0%	22 parcels impacted; no right-of-way plans are available at this time
CONTRACT O	100%	0 parcel impacted
CONTRACT Q	0%	14 parcels impacted; no right-of-way plans are available at this time
CONTRACT S	100%	0 parcels impacted
PROJECT WIDE SUMMARY	8%	3 of 40 parcels acquired for construction

Table 2-7. Continued

MITIGATION		
ENVIRONMENTAL	75%	Tuttle and Day Properties preservation completed in 2009; Knight property preservation to be completed in 2010; Railway Brook restoration to be initiated in 2012 (design 60% complete).
TRANSIT	0%	Funding for Transit service operation will be implemented in 2011 and extend through 2014
RAIL	100%	Downeaster Rail expansion completed in 2007
TDM	0%	Promotion of ridesharing, bicycling, and walking not initiated.
PARK & RIDE	70%	Dover P&R completed in 2008; Rochester and Lee P&Rs in Preliminary Design
PROJECT WIDE SUMMARY	45%	Environmental, Rail, and Park and Ride work initiated or completed.
CONSTRUCTION		
CONTRACT L	0%	No Construction activities have been initiated.
CONTRACT M	0%	No Construction activities have been initiated
CONTRACT O	0%	No Construction activities have been initiated
CONTRACT Q	0%	No Construction activities have been initiated
CONTRACT S	0%	No Construction activities have been initiated
PROJECT WIDE SUMMARY	0%	No Construction activities have been initiated

3

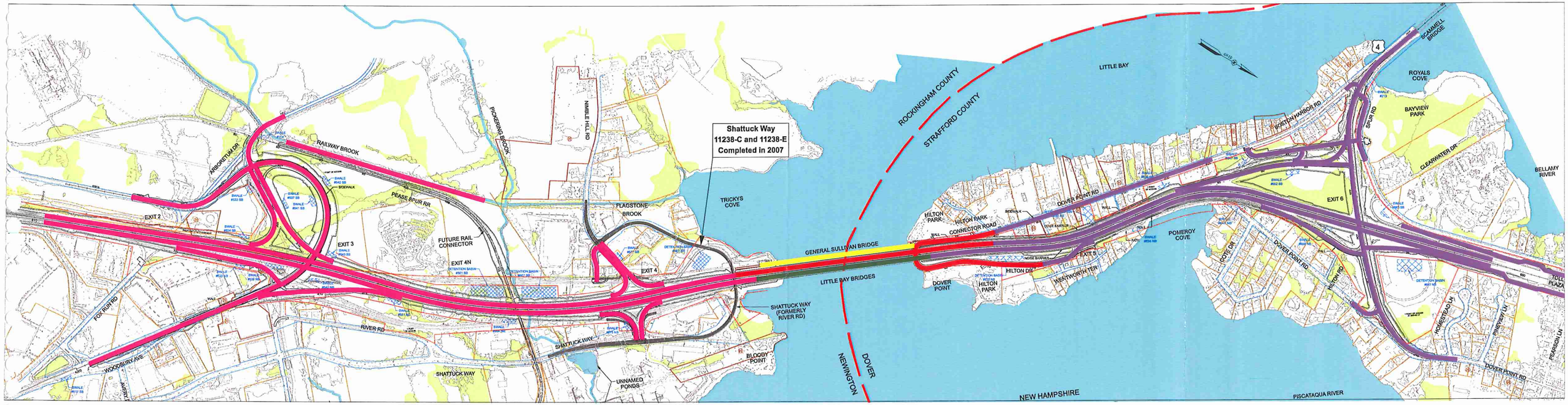
Implementation Plan

Based upon the currently planned traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the fall of 2016 with the Newington Exit 3 and 4 interchanges open to traffic in fall of 2014, the Dover Exit 6 interchange open to traffic in 2015 and the remainder of the project including the rehabilitation of the General Sullivan Bridge to a pedestrian path completed in the fall of 2018. 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

It is anticipated that as many as five construction contracts will be required to complete all of 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 2010 dollars. The overall project will take approximately eight years to complete with the first contract, Contract "L", beginning in the spring of 2010 and the fifth and final contract, Contract "S", scheduled for completion in the summer of 2018.

This initial construction schedule and the limits of each construction contract will be 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. **Figure 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. Construction contracts currently envisioned may be combined or limits revised to



CONSTRUCTION SCHEDULE

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
11238L - CONTRACT L - NEW LITTLE BAY BRIDGE AND HILTON PARK CONNECTOR						$58.0M				
11238O - CONTRACT O - REHAB LITTLE BAY BRIDGE							$31.1 M			
11238M - CONTRACT M - NEWINGTON EXIT 3/4						$52.7 M				
11238Q - CONTRACT Q - DOVER AND EXIT 6								$38.6 M		
11238S - CONTRACT S - GSB										$26.8 M

NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION COSTS ARE DEPICTED IN 2010 DOLLARS.

TOTAL COST ALL CONTRACTS = $207.2 M

NEWINGTON-DOVER
11238
CONTRACT BREAKOUT AND CONSTRUCTION SCHEDULE
FIGURE 3-1

reduce costs, improve traffic operations, or to deal with unanticipated issues which could alter project schedules.

Table 3-1. Project Schedule

NEWINGTON - DOVER CONSTRUCTION CONTRACTS	DESIGN STATUS PERCENT (%) COMPLETE	SCHEDULED CONTRACT ADVERTISING	ESTIMATED CONSTRUCTION COMPLETION
CONTRACT L - New South Bound Little Bay Bridge	100%	May-2010	Nov-2013
CONTRACT O - Rehabilitate Existing Little Bay Bridge	20%	Jul-2013	Oct-2015
CONTRACT M - Exit 3 & 4 Interchange Area, Newington	30%	Oct-2011	June-2014
CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	15%	Jul-2013	June-2016
CONTRACT S - General Sullivan Bridge Rehab.	5%	Sep-2015	June-2018

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 phases 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.

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	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	Feb 2010
NH Department of Environmental Services	Wetlands Dredge and Fill Permit	August 2006	June 2009
NH Department of Environmental Services	Coastal Program-Coastal Zone Management Documentation submitted	December 2008	Feb 2010

*Expected Date

4

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 2010 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 $20.4M and includes costs associated with contracted consultant design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of $14.96M 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 $3.26M. Additional engineering and support services provided by NHDOT are estimated at $2.18M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. (The estimate for the 11238 parent project, which includes nearly all the engineering and ROW costs, is included in Exhibit C, Chapter 8)

Significant final design activities have progressed including the completion of the Pre-Preliminary and the Pre-TSL submissions for all project elements project-wide. Slope and Drain and Preliminary Design phases have been completed for the design advancement of new Little Bay Bridge, "Contract L", toward construction advertising in late spring of 2010.

4.1.2 Right-of-Way Acquisition Costs

The right-of-way activities are estimated at $8.85M. These costs are associated with property appraisals, property acquisitions, administration, and management include an inflation factor of 3%. Approximately 29 partial and 2 full property acquisitions and easements will be necessary 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 $8.85M right-of-way total, but are included as part of the projectwide 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 $0.8M including design engineering and right-of-way acquisition costs.

Wetland mitigation costs totaling $4.37M 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	$0.80M
Knight Brook Properties	$2.00M
Newington Total	$2.80M
City of Dover	
Tuttle Farm	$1.34M
Day Property	$0.23M
Dover Total	$1.57 M
Mitigation Total	**$4.37M**

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 constructed as a separate project. Design and Construction costs totaled $3.49M.
- A new park-and-ride facility at Exit 13 in Rochester is planned as a separate project. Design and Construction costs are estimated to cost $1.6M.

- A new park-and-ride facility at US 4/NH 125 in Lee is planned as a separate project. Design and Construction costs are estimated to cost $85,000.
- Bus alternatives to improve Bus service in the seacoast area will be advanced with capital investments and operating subsidies for a maximum of five years. Costs are estimated to total $8.88M.
- The NHDOT has provided support for the expansion of the Downeaster rail service through a joint-sponsored effort to operate a fifth weekday roundtrip between Portland and Boston was initiated in August 2007. Costs total $2.0M.
- Promotion of TDM measures including ridesharing, bicycling, walking, and the use of public transportation is estimated to cost $500,000.

Table 4-2. Travel Demand Measure Costs

		Estimated Cost
Park and Ride		
Dover Park & Ride Exit 9		$3.49M
Rochester Park & Ride Exit 13		$1.60M
Lee Park & Ride		$0.085M
	Total	$5.175M
Transit and Rail Service		
Improved Seacoast Bus Service		$8.88M
Expansion of Downeaster Rail		$2.00M
	Total	$10.88M
Promotion of TDM Measures		
Promotion of bicycling, ride sharing, walking, etc.		$0.50M
	Mitigation Total	**$16.56M**

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, and signing and lighting.

The current construction cost estimate is based upon the best available cost data at the time of the estimate or based upon the actual construction contract award cost. Each of the construction contracts are currently being advanced over a five year (2009 to 2014) design engineering period. With the anticipated five construction contracts being at various stages of design completion over the five design period, the level of certainty with regard to the actual final cost of each contract becomes greater 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 as 4% to 8% 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 7%. 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 serves 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 final outcome.

Utilities- No project related utility costs are anticipated or included in project cost estimates at this time. Based upon the information known at this time, all utility relocations and associated costs necessary for the

construction of the Newington – Dover project will be the responsibility of each utility. No contingency has been added.

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 estimated cost of the Newington – Dover Project, in 2010 dollars, is $257.4M.

With construction scheduled to begin in 2010 and end in 2018, the 2010 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 $271.3M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2011 through 2018, 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 2010 Project Cost and the forecast Total Project Cost inflated through 2018. 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	2010 Current Cost Estimate	Projected Future Cost Estimate Through 2018 (3% inflation for construction)
Final Design Engineering	$13.8	$20.4	$20.4
Right of Way Acquisitions	$2.2(*)	$8.9	$8.9
Mitigation (Wetland, Transit and TDM)	$16.5	$20.9	$20.9
Construction	$196.2	$207.2	$221.1
Totals	**$228.7**	**$257.4**	**$271.3**

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

5

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 $271.3M (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 currently planned and for the purposes of this Initial Financial Plan, 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 Capitol 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 programmed 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 submitted by the Department 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 programmed toward Contract L. One of the four earmarks is 100% federally funded in the amount of $ 5,411,605. The remaining three earmarks and the TCSP Grant are 80% matching federal funds that require a 20% state match. The 80% federal match totals $25,997,901 and the required state match from Turnpike Funds totals $6,499,475.

The federal funds for the 11238 J project is for early right-of-way acquisition and wetland preservation mitigation 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. For transit, the capital costs and three years' of transit operations total $5,284,800 with the 20% matching Turnpike funds totaling $1,321,200. The NHDOT will extend transit operations an additional two years using turnpike only funds totaling $2,273,000, to meet the commitments in the Report of Commissioner, FEIS, and ROD.

For promotion of TDM measures project wide, 80% federal funds totaling $400,000 and 20% state Turnpike matching funds totaling $100,000 have been allocated.

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 $2,790,000 in federal matching funds and $700,000 in state Turnpike matching funds. Both the Lee and the Rochester P&R facilities are in the design stages with $1,348,000 in 80% federal matching funds and $337,000 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 $58,162,981, noted above, the NHDOT has established a priority Capitol Program totaling $571M for the period from 2008 through 2018 to address critical bridges and improve safety and congestion on the New Hampshire's three turnpikes within its Turnpike System. A total of

$225.1M of these Turnpike Priority Program funds including the $6,499,475 state matching share of federal funds is currently programmed by NHDOT for the construction of the Newington-Dover project.

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	20% Matching Turnpike Funds	Total
NH 053			$20,029,501				$5,007,375	$25,036,876
NH070			$2,475,000				$618,750	$3,093,750
NH080			$1,715,000				$428,750	$2,143,750
NH 036					$5,411,605		NA	$5,411,605
TCSP	$1,778,400						$444,600	2,223,000
11238 J [1]				$2,960,000			$740,000	$3,700,000
14500 [2]		$1,600,000				$400,000		$2,000,000
TDM Promotion		$400,000					$100,000	$500,000
Transit 5 yrs. [3]		$5,284,800					$3,594,200	$8,879,000
Dover P&R		$2,790.000					$700,000	$3,490,000
Lee P&R		$68,000					$17,000	$85,000
Rochester P&R		$1,280,000					$320,000	$1,600,000
TOTAL	**$1,778,400**	**$11,422,800**	**$24,219,501**	**$2,960,000**	**$5,411,605**	**$400,000**	**$11,970,675**	**$58,162,981**
			Total Federal Funds:	**$45,792,306**				

(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.
(3) To extend Transit Operations from the initial three-year CMAQ request to a total of five years, the 20% Turnpike Matching Funds are increased by $2,273,000 (additional operating costs), from $1,321,200 to a total of $3,594,200.

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 $107.7M in toll, interest, and other revenue in fiscal year 2009, and estimates to collect $118.7M in 2010. This increase of $9.0M is primarily attributed to the increased revenue from the toll increase implemented at the Hampton mainline plaza on July 1, 2009. The Bureau estimates a system-wide toll increase (excluding the Hampton mainline plaza) will be required to support the debt service on bonds needed to complete the $571M Capital Program. This toll increase, planned for FY12, is estimated to generate approximately $19M annually. Bonds in the amount of $371M are required to provide adequate revenue for the Capital Program. A $150M bond issuance was completed in November 2009 with a second $150M bond issuance planned for FY12 and a third issuance of $71M in FY 14.

The $571M Capital Program is envisioned to be funded with $352M (or 65%) of Turnpike revenue bonds ($371M - $19M set aside for reserves) and $187.6M (or 35%) of Turnpike toll revenue, as well as federal earmarks and grants for the Little Bay Bridge totaling $31.4M in federal dollars.

Table 5-2 Project Funding Sources summarizes the sources of projectwide funding (2010 dollars) including $45.79M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and $211.57M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2010 Dollars)

	Total
Federal Funding	
80% Federal Matching Funds	
CMAQ/TDM	$11,422,800
TCSP	$1,778,400
Federal Funds	$2,960,000
Federal Earmarks	$24,219,501
Subtotal	**$40,380,701**
100% Federal Funds	
Federal Earmarks	$5,411,605
Total Federal Funds	**$45,792,306**
State Funding	
From Toll Revenues and Turnpike Revenue Bonds	
20% Turnpike Matching Funds	$11,970,675
100% Turnpike Funds	$199,237,019
Subtotal	**$211,170,675**
From 20% State Highway Matching Funds	$400,000
Total State Funds	**$211,570,675**
Total Project Funds Required (2010 Dollars)	**$257,400,000**

6

Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the Initial Financial Plan, and that the project is in the early stages of design, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be substantially updated as part of the next financial plan and subsequent annual financial plan updates.

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 $257.4M (2010 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 $45.79M. Certain of these federal funds require a 20% Turnpike matching amount which currently totals $11.97M. The remaining source of project funding, totaling $199.2M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

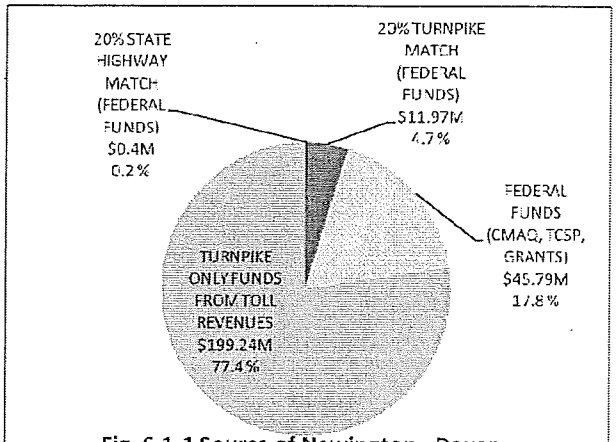


Fig. 6.1-1 Source of Newington - Dover Funding (2010 Dollars)

Figure 6.1-2 below identifies the project cost (2010 dollars) of the major project components. These components include preliminary 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.

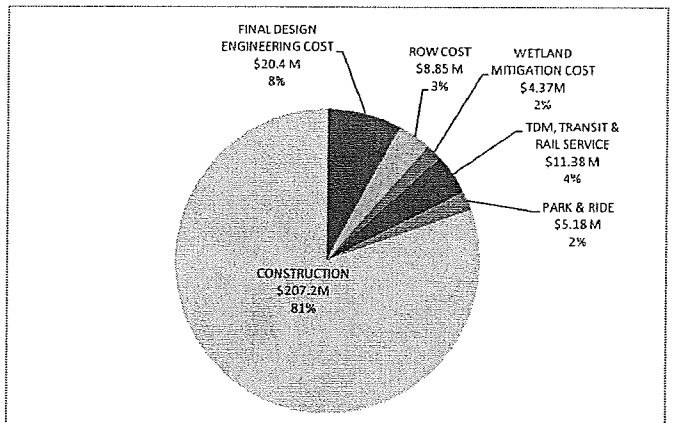
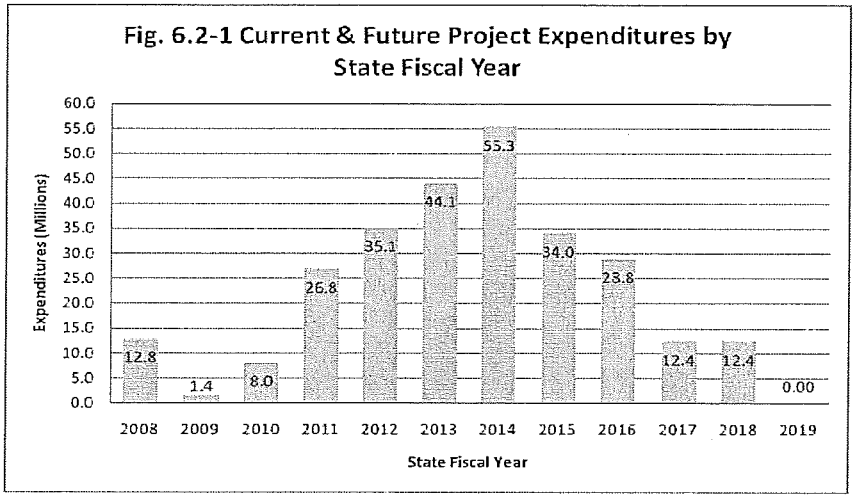


Fig. 6.1-2 Cost Breakdown by Project Element (2010 Dollars)

Figure 6.1-2 Cost Breakdown by Project Element (Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2010 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 2018 (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 2010 fiscal year to the year of advertisement.



The foldout, **Figure 6.2-2 Implementation Plan,** provides a more detailed overview of the current and projected future expenditures by State Fiscal Year from 2008 thru 2018. This figure shows the FEIS project cost estimates, the current 2010 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 2010, the project costs increased to $257.4M. Currently when the project is completed in fall of 2018 the total estimated project cost is estimated to be $271.3M. 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.

Spaulding Turnpike Improvements
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PROJECT NUMBER	DESCRIPTION OF ACTIVITY	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2) PERCENT (%) COMPLETE	FEIS 2007 COSTS	2010 CURRENT COST ESTIMATE (1)	Year-of-Expenditure Cost Based on Current Estimates (3% Inflation for Construction)	STATE FISCAL YEARS (July 1 - June 30) 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	TOTALS
						MILLIONS OF DOLLARS															
	FINAL DESIGN ENGINEERING COST TOTALS					**13.8**	**20.40**	**20.4**	**3.95**	**1.18**	**4.25**	**4.13**	**3.33**	**1.87**	**1.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**20.4**
	RIGHT OF WAY COSTS																				
11238	Corridor Wide Acquisitions and ROW Incidental Costs					2.20	6.72	6.72	0.18	0.00	1.50	3.60	1.44								6.72
11238 J	Drive-In Theater acquisition (completed in 2007)						1.86	1.86													
11238 J	Additional Advance ROW acquisitions						0.27	0.27													
11238 J	Federal Funds						1.71	1.71	1.49		0.22										1.71
11238 K	20% Turnpike match						0.42	0.42	0.37		0.05										0.42
	RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW)					**2.20**	**8.85**	**8.85**	**2.04**	**0.00**	**1.77**	**3.60**	**1.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**8.9**
	MITIGATION COSTS																				
	Wetland Mitigation and Enhancement Costs					4.60															
	Tuttle Property Preservation (incl ROW)						1.34	1.34													
	Day Property Preservation (incl. ROW)						0.23	0.23													
11238 J	Federal Funds						1.25	1.25	1.07	0.18											1.25
11238 K	20% Turnpike Match						0.32	0.32	0.27	0.05											0.32
11238	Knight Property Preservation (incl. ROW) Turnpike only						2.00	2.00			2.00										2.00
11238 M	Railway Brook Restoration (Construct w/ Contract M)	Oct-2011	41	Jul-2015	-		0.80	0.80					0.80								0.80
	subtotal					4.60	4.37	4.37													4.37
	Transit Service and Rail Service																				
	Transit Service (5-year operation)					5.50	8.88	8.88													
	Federal CMAQ funds						5.28	5.28				2.56	0.91	0.91	0.91						5.28
	20% Turnpike Match (w/3 yrs operation)						1.32	1.32				0.64	0.23	0.23	0.23						1.32
	Turnpike Funds (Additional 2 years Transit Service Operation)						2.28	2.28								1.14	1.14				2.27
14500	Rail Service *(Completed 2007)*					1.70	2.00	2.00													
	Federal CMAQ funds						1.60	1.60	1.60												1.60
	20% Matching Highway Funds						0.40	0.40	0.40												0.40
	subtotal					7.20	10.88	10.88													10.88
	Park and Ride (Total Cost including PE, ROW, Construction)																				
14287	Dover Park and Ride @ Exit 9 *(Completed 2008) CMAQ program*	NA		NA		3.40	3.49	3.49													
	Rochester Park and Ride @ Exit 13	Nov-2011	8	Oct-2012		1.30	1.60	1.60													
	Lee Park and Ride US 4/NH 125	Nov-2011	4	Jun-2012			0.085	0.085													
	Federal CMAQ funds						4.14	4.14	2.79			0.70	0.64								4.13
	20% Turnpike match						1.04	1.04	0.70			0.18	0.16								1.04
	subtotal					4.70	5.18	5.17													5.17
	Travel Demand Management (TDM)																				
	Federal CMAQ funds						0.40	0.40				0.08	0.08	0.08	0.08	0.08					0.40
	20% Turnpike Matching Funds						0.10	0.10				0.02	0.02	0.02	0.02	0.02					0.10
	subtotal						0.50	0.50													0.50
	MITIGATION COST TOTALS					**16.5**	**20.92**	**20.92**	**6.83**	**0.23**	**2.00**	**4.17**	**2.84**	**1.24**	**1.24**	**1.24**	**1.14**	**0.00**	**0.00**	**0.00**	**20.92**
	CONSTRUCTION COSTS																				
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Dec-2013	80%	51.2	58.0	58.0				14.9	17.8	17.8	7.4						58.0
	Federal Earmark and TCSP Grant						31.4	31.4				11.92	14.08	5.40							31.40
	20% Turnpike match						6.50	6.50				2.98	3.52								6.50
	Remaining Turnpike Funded Portion						20.10	20.10					0.25	12.45	7.4						20.10
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	Oct-2011	29	Jun-2014	30%	50.9	52.7	55.9				0.00	9.64	23.13	23.13						55.9
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Jul-2013	24	Nov-2015	15%	21.0	31.1	34.0							11.33	16.99	5.66				34.0
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Jul-2013	32	Jul-2016	15%	47.1	38.6	42.2							10.54	15.82	15.82				42.2
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Sep-2015	30	Jul-2018	5%	26.0	26.8	31.0									6.21	12.42	12.42		31.0
	CONSTRUCTION COST TOTALS					**196.2**	**207.2**	**221.1**	**0.00**	**0.00**	**0.00**	**14.90**	**27.49**	**40.98**	**52.41**	**32.81**	**27.69**	**12.42**	**12.42**	**0.00**	**221.1**
	TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)								**12.8**	**1.4**	**8.0**	**26.8**	**35.1**	**44.1**	**55.3**	**34.0**	**28.8**	**12.4**	**12.4**	**0.0**	**271.3**
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)					**228.7**	**257.4**	**271.3**	**FY 2008**	**FY 2009**	**FY 2010**	**FY 2011**	**FY 2012**	**FY 2013**	**FY 2014**	**FY 2015**	**FY 2016**	**FY 2017**	**FY 2018**	**FY 2019**	

(1) THE CURRENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST AVAILABLE COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST.

(2) AS SHOWN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR EXAMPLE: THE ACCELERATED "L" CONTRACT IS 100% COMPLETE, WHILE THE DESIGN FOR CONTRACT "S" HAS JUST BEEN INITIATED.

(3) THE LEVEL OF CERTAINTY WITH REGARD TO THE ACTUAL FINAL COST OF EACH CONTRACT BECOMES GREATER AS THE PROJECT DESIGNS ARE ADVANCED AND THE KNOWN AND QUANTIFIABLE COSTS BECOME MORE APPARENT. THE ACTUAL CONTRACT OR TOTAL PROJECT COST IS NOT TRUELY KNOWN UNTIL THE CONSTRUCTION IS ACTUALLY COMPLETED.

SPAULDING TURNPIKE IMPROVMENTS
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PROJECT IMPLEMENTATION PLAN

Current and Future Forecast Expenditures From 2008 thru 2018

FIGURE 6.2-2

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 2018, 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 $1.4M in 2009 when final design activities were initiated to a high of $55.3M in 2014 when construction of four contracts are on-going at the same time. A total $225.1M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2018.

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

PROJECT NUMBER	PROJECT COMPONENTS	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30)													TOTALS Year-of-Expenditure Costs Based on Current Estimates (3% Inflation for Construction)
					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	Federal Funding for Each Project Component	
					Millions of Dollars													
	FINAL DESIGN ENGINEERING COST TOTALS				3.95	1.18	4.25	4.13	3.33	1.87	1.69	0.00	0.00	0.00	0.00	0.00	0.00	20.4
	RIGHT OF WAY COST																	
11238	Corridor Wide Acquisitions and ROW Incidental Costs				0.18	0.00	1.50	3.60	1.44								0.00	6.7
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	1.77	3.60	1.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.71	8.9
	MITIGATION COSTS																	
	Wetland Mitigation and Enhancement Costs				1.34	0.23	2.00		0.80								1.25	4.37
	Transit Service and Rail Service				2.00			3.20	1.14	1.14	1.14	1.14	1.14				5.28	10.9
	Park and Ride (Dover, Rochester, Lee)				3.49			0.88	0.81								4.13	5.2
	Travel Demand Management (TDM)							0.10	0.10	0.10	0.10	0.10					0.40	0.5
	MITIGATION COST TOTALS				6.83	0.23	2.00	4.17	2.85	1.24	1.24	1.24	1.14	0.00	0.00	0.00	11.08	20.9
	CONSTRUCTION COSTS																	
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Dec-2013				14.90	17.85	17.85	7.40						31.40	58.0
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	Oct-2011	29	Jun-2014					9.64	23.13	23.13						0.00	55.9
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Jul-2013	24	Nov-2015							11.33	16.99	5.66				0.00	34.0
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Jul-2013	32	Jul-2016							10.54	15.82	15.82				0.00	42.2
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Sep-2015	30	Jul-2018									6.21	12.42	12.42		0.00	31.0
	CONSTRUCTION COST TOTALS				0.00	0.00	0.00	14.90	27.49	40.98	52.41	32.81	27.69	12.42	12.42	0.00	31.40	221.1
	TOTAL ESTIMATED EXPENDITURE EACH STATE FY				12.82	1.41	8.02	26.81	35.10	44.09	55.33	34.05	28.83	12.42	12.42	0.00		
	Federal Funds Allocated by Fiscal year				6.95	0.18	0.22	15.26	15.71	6.39	0.99	0.08	0.00	0.00	0.00	0.00		45.8
	Turnpike Matching Funds by Fiscal Year				1.34	0.05	0.05	3.82	3.93	0.25	0.25	0.02	0.00	0.00	0.00	0.00		9.7
	State Highway Matching Funds by Fiscal Year				0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.4
	Non-Matching Turnpike Funds by Fiscal Year				4.13	1.18	7.75	7.73	15.46	37.46	54.10	33.95	28.83	12.42	12.42	0.00		215.4
	TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR				5.47	1.23	7.80	11.55	19.39	37.70	54.35	33.97	28.83	12.42	12.42	0.00		225.1
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)																	271.3
	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		

Newington-Dover

FORECAST TURNPIKE FUNDING REVENUES

Figure 6.3

7

Risk Management

This section identifies a range of possible risks and uncertainties that could lead to project delays and increases to the project cost. This section also discusses the steps the NHDOT has taken and plans to take to minimize risks associated with project delays, increases in project cost and project financing.

To minimize these project risks the NHDOT, early-on in the project study process, advanced this project in the Department's traditional five-step EIS format, which conformed to NEPA requirements and followed guidance documents of the FHWA.

As the project moves from the study stage thru the final design stage toward construction, more detailed information is gathered, analyzed and the range of potential risk elements becomes more certain as to what the consequences may be to the overall project cost estimate.

Risk elements, if encountered, and some of which are noted below, will be evaluated and quantified as the project development progresses forward.

Design Factors – Cost estimating procedures, design issues (geotechnical, survey, structural, etc.), utility issues, and right-of-way issues (objections to property appraisals and acquisitions take more time/money, right-of-way escalation, *etc.*)

Environmental Factors – Regulation changes, agency delays in permitting, unexpected hazardous materials or cultural resources.

External Factors - Property owner needs, changes in community acceptance, lawsuits and litigation, funding priorities, political, *etc.*

Financing – Turnpike revenues, Turnpike Revenue Bonds, and FHWA funding.

Project Management – Scheduling delays, unplanned work, consultant or NHDOT delays, contract issues, *etc.*

Construction – unforeseen hazardous material, contractor delays and claims, survey issues, utility relocation issues, *etc.*

7.1 Cost Containment Strategies

7.1.1 Value Engineering (VE)

Because of this project's magnitude, the NHDOT initiated a VE study process that follows an independent, systematic and common sense Team approach toward the elimination of unnecessary project costs while still meeting the project's purpose and need. The study flows through eight phases that look at the cost/worth of the current design's high cost elements and a brainstorming session to consider cost-effective alternatives to the current proposal. The intent is to develop a blended solution that achieves the best function, cost and schedule. The VE study culminates in a report which was presented to the NHDOT decision makers to determine the appropriate actions to take.

In March 2009, the Department initiated Phase 1 of a two Phase Value Engineering assessment. The first phase is related to the new Little Bay Bridge, the rehabilitation of the existing Little Bay Bridge and a new pedestrian bridge to access the General Sullivan Bridge in Dover, respectively. The results of the VE study concluded that the use of drilled shaft foundations in lieu of mass pier foundations and the bidding of steel and concrete bridge superstructure alternatives could save millions of dollars in construction expenditures for the new Little Bay Bridge.

In June 2009, the Department initiated the second and final phase of the Value Engineering (VE) assessment for the remainder of the entire 3.5-mile project area. The results of the VE study concluded that potential design modifications along US Route 4 at the intersection of Boston Harbor Road/Spur Road, the use of Mechanically Stabilized Earth (MSE) bridge abutments and the consolidation of construction contracts could save millions of dollars in construction expenditures.

7.1.2 Cost Estimating

While the tumultuous increases in construction costs endured earlier this decade have slowed, the NHDOT is acutely aware of the need to maintain current year cost estimates as well as year-of-construction cost estimates that have been adjusted for inflation.

Currently, five construction contracts are considered necessary to complete the construction over a eight-year period. The design schedule calls for accelerating the design for Contract "L" (new LBB) due to its lengthy (42 month) construction duration and the need to utilize the new LBB to shift traffic onto it when completed. The design of the remaining four contracts will be completed between the summer of 2011 and the spring of 2014. Current year cost estimates are updated at six specified design submission/review stages for each contract as the designs are advanced. Semi-annual project cost tracking reviews are held with the Department's design consultant to assess the level of certainty of the current project cost estimate. As the contract designs are advanced through each of the design submission phases, the known and quantifiable costs become more apparent and the level of certainty of the actual final cost of each contract becomes greater.

The Department monitors real-time construction bid prices to make adjustments to construction items accordingly to most recent project bid prices. In addition, the NHDOT also publishes a *Construction Cost Index* document quarterly that tracks and compares the unit costs of six specific construction materials as well as fuel and liquid asphalt prices to monitor highway material cost trends. This information, as well as other construction cost index information from the FHWA and other nationally recognized industry publications, is used to identify future inflationary tendencies when developing cost estimates and this becomes an important tool in the delivery of a project within scope, schedule and budget.

The Bureau of Construction tracks historical construction contract cost data on NHDOT construction projects comparing the contract bid award costs to the actual final completion costs. The data indicates that approximately 64% of NHDOT projects are completed at or under the bid price with another 17% of project being completed over the bid by 0% – 5% and the remaining 19% of projects are completed where the bid is exceeded by 5%. This historical data provides a high level of confidence in estimating the construction costs of roadway and bridges projects over the years. Although no projects are void of risk, as the

possibility for unforeseen delays and changing field conditions will always exist, the NHDOT has incorporated elements in design and cost estimating to reduce risk over the years and continue to address project elements where they can influence construction costs.

These elements consist of:

- the use of QA/QC for various construction operations;
- the use of Smart Work Zones and Intelligent Transportation Systems;
- the implementation of a Traffic Management Plan and an Incident Management Plan;
- the use of final pay quantities;
- the submittal of "contractor prepared" construction schedules on a regular basis; and
- increased use of temporary and permanent soil stabilization and water quality treatment measures.

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, structural design and estimating; traffic evaluations and signal design; Intelligent Transportation Systems (ITS); context sensitive solutions; hazardous waste 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 insure that the project stays on budget,

the contracts stay on schedule and design issues that have an effect on contract overlap are immediately addressed.

7.2.2 Right-of-Way

Obtaining the necessary right-of-way and property easements are critical to maintaining the contract advertising and construction schedules. Delays in property acquisition can lead to cost increases as the purchase price is affected by the escalation in real estate values. The NHDOT has proceeded with many total acquisitions in advance of the final design. In addition, relocations and parcel acquisitions that are time sensitive or identified as more complex are being addressed early-on.
For Contract "L" which is being advanced on an accelerated design schedule, the NHDOT has initiated early right-of–way appraisals for the four impacted properties based upon preliminary design and right-of-way plans. NHDOT has also undertaken a comprehensive screening of impacted properties to address potential hazardous material risks which could delay the project and increase costs.

7.2.3 Utilities

The NHDOT has implemented a number of efforts to minimize utility delays in both obtaining critical information needed for design, as well as field relocations during construction. The NHDOT has delegated the 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 is included within the design consultant scope of services. The SUE contractor provides "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.

7.3 Environmental Factors

7.3.1 Agency Regulation Changes and Delays

NHDOT has been successful in obtaining 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) and the Coastal Zone Management document. Most recently (April 20, 2010), the one outstanding permit from the US Coast Guard was received under their bridge permitting program.

NHDOT and FHWA will be 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 eliminated.

7.3.2 Unforeseen Resource or Hazardous Materials Impacts

The NHDOT undertook extensive field investigations during the compilation of the EIS for the project. These investigations included all natural and cultural resources. It is therefore possible but unlikely that unforeseen natural/cultural resource or hazardous materials sites would create cost escalation or schedule delays. The following measures are in place or ongoing to minimize this risk.

Cultural Resources - Above-ground structures have been evaluated for the entire corridor and all such historic sites have been identified and impacts assessed and minimized. Archaeological work is on-going. While the entire corridor has been assessed for the potential for archaeological resources, certain sites have been identified as requiring further study. All of these site investigations are on-going. To date, no substantial new sites or concerns have been identified. There is always some risk of an unanticipated site being discovered during construction. The NHDOT has a plan in place to coordinate with the NH Division of Historical Resources in the event that such a discovery is made. Having this plan in place prior to construction will minimize any schedule or cost implications.

Natural Resources – All sensitive natural resources were mapped initially during the EIS phase including wetlands, surface waters and rare species. Additional work to update and confirm mapping has been completed in 2009 and will be incorporated into project plans and form the basis for regulatory updates to the ACOE and NHDES.

Hazardous Materials – NHDOT and its consultants have completed a review of the entire project corridor in an effort to identify any site with the potential for hazardous materials. NHDOT has a well defined process in place to assess environmental risk associated with any parcel impacted by the project. This process includes a central database for the project through the Department's "RASCAL" database, which contains entries for each ROW parcel indicating whether the site has been studied for contamination. This work will continue throughout the design process so that up to date information is obtained in a timely manner.

7.4 External Factors

7.4.1 Lawsuits / Litigation

At the Public Hearing held in September 2007, the project received overwhelming support from both of the communities of Newington and Dover. No serious objections were raised and the Public Hearing was deemed successful. No lawsuits or threats of lawsuits have been filed or mentioned.

While no serious objections were heard or threats of lawsuits were mentioned, the highest litigation risk prior to the start of any construction phase relates to the National Environmental Policy Act (NEPA). To mitigate the potential impacts of any future litigation that could cause delays and increased costs, the FEIS and the FHWA's Record of Decision identified and addressed risk and mitigation measures. The NHDOT intends to follow these recommendations as well as the recommendations identified in the Report of the Commissioner and findings of the Special Committee.

7.4.2 Real Estate Values

Over the past three years New Hampshire real estate sales and property values have declined substantially as a result of the economic downturn.

Double digit deflation has reduced residential and commercial property values throughout New Hampshire and New England.
Currently approximately 40 properties are impacted project wide and require right-of-way acquisition or easements. Early right-of-way acquisitions of approximately eight properties, where practicable, have taken place at the request of property owners, to mitigate project wetland impacts and facilitate the advertising of Contract L in May 2010. Purchase right-of way plans to allow the acquisition for 21 properties in Newington are scheduled for completion in the fall of 2010. While the purchase right-of-way plans for the 13 properties requiring acquisition in Dover project are scheduled for completion in fall of 2011. Based upon current project design and right-of-way acquisition schedules it is unlikely that property values will rebound substantially that would create cost escalation or schedule delays.

7.5 Financing

A recognized funding risk is that 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 Capitol Program. The State's Legislature has authorized project amounts in the Capital Program for the design and construction of Turnpike projects. A System wide toll increase is needed to support the Capital Program and future bonding required to support the program. The Governor and Executive Council approval will be required for any toll increases.

7.5.2 FHWA Funding

There is a level of risk inherent to all FHWA funding as there is no guarantee of fund availability. However, the type of funds allocated for Newington-Dover, High Priority Project funds (aka earmarks), have a substantially reduced risk compared with traditional FHWA funding. High Priority Project funds are special limitation monies that do not lapse and are not subject to traditional rescission mechanisms. At this

time, there is no information on how Congress will address existing earmarks in the next federal transportation bill. There has been some concern that earmarks issued before TEA-21 could be subject to additional review either as part of the reauthorization or as a separate act of the Congress. The funds allocated to Newington-Dover are not of that timeframe and all indications are that they can be considered relatively secure.

7.6 Construction

7.6.1 Unforeseen Issues

Once construction begins, some unforeseen issues that may occur during construction of roadway and bridge contracts include:

- 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 Contract Administrator (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.
- 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 a 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 is currently advancing 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.

- Local environmental permitting issues where requirements are more stringent that NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that occur 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 through the use of 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.

7.6.2 Contractor Delays and Claims

The issues described above may lead to construction scheduling delays 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.

8

Exhibits

4/12/2010 -	TCSP memorandum from FHWA relative to funding allocation.
3/30/2010 -	FHWA, Fiscal Management Information System Demo Funding
3/18/2010 -	Turnpike System Capital Program, Monthly Status Report
2/22/2010 -	Project Agreement Estimate update for Right-of-Way (11238-J project)
1/4/2010 -	Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
1/1/2010 -	Construction Cost Index, Vol. 4, No.3; Bureau of Construction
12/23/2009 -	Letter of Interest, CMAQ Funds, Lee Park and Ride
12/23/2009 -	Letter of Interest, CMAQ Funds, Rochester Park and Ride
12/23/2009 -	Letter of Interest, CMAQ Funds, Increase Transit Service Dover-Durham-Portsmouth
10/16/2009 -	TCSP Program Earmarks from FHWA
10/14/2009 -	TCSP Grant Status of Funding with Award amounts for projects, Page 13 of 20 (NH)
9/3/2008-	Newington-Dover Project programming of Construction Contracts
2007 FEIS -	Construction Cost Estimate
4/19/2006 –	Capital Improvements to Support Expansion of Downeaster

Memorandum

U.S. Department
of Transportation
Federal Highway
Administration

SENT BY ELECTRONIC MAIL

HEP2-T-0410-L680-0023

Subject: **ACTION**: Transportation, Community, and System Preservation Program's Allocation to New Hampshire

Date: April 12, 2010

From: Gloria M. Shepherd
Associate Administrator for
Planning, Environment, and Realty

In Reply
Refer to: HEP-2

To: Kathleen O. Laffey
Division Administrator
Concord, NH

Elissa K. Konove
Chief Financial Officer
Office of the Chief Financial Officer

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users provides funding for the Transportation, Community, and System Preservation (TCSP) Program. The project identified in the table below was selected to receive TCSP Program funding. The Office of Planning, Environment, and Realty hereby requests that the obligation authority and funds for the below TCSP project be allocated to New Hampshire in the Fiscal Management Information System (FMIS) for obligation in FY 2010.

State	Suggested Project Id.	Fiscal Year	Project Title	Program Code	Total Available
New Hampshire	09NH001	2009	Little Bay Bridges/Spaulding Turnpike, NH	L680	$1,778,400

By copy of this memorandum, we request that the FHWA Office of Financial Management, Office of the Chief Financial Officer, allocate $1,778,499 to program code L680 in FY 2009. These funds must be assigned appropriation code L680 and obligated through FMIS. The Federal share is 80 percent or subject to the sliding scale rate in accordance with 23 U.S.C. 120 (b). We will assume that the project will be administered by the State until the Division informs us otherwise.

RECOVERY.GOV

All project funds must be obligated by September 30, 2010. Since these funds are subject to the obligation limitation, an equal amount of limitation is provided herewith. If you have any questions regarding the TCSP Program or concerning this action, please contact Vishal Gaglani at vishal.gaglani@dot.gov or 202-366-9766 or Gary Jensen at gary.jensen@dot.gov or 202-366-2048.

Attachment
Sample TCSP Evaluation Document

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH001	Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M									
	95 599	NA	NA	1560	00NH	11,700,000.00	11,700,000.00			
			Program Code 1560 Total			11,700,000.00	11,700,000.00	11,700,000.00	.00	.00
			DEMO ID NH001	**TOTAL**		**11,700,000.00**	**11,700,000.00**	**11,700,000.00**	**.00**	**.00**
NH002	Franconia Notch (NH)									
	93 87	NA	NA	1260	00NH	14,119,200.00	14,119,200.00	14,119,200.00	.00	.00
			DEMO ID NH002	**TOTAL**		**14,119,200.00**	**14,119,200.00**	**14,119,200.00**	**.00**	**.00**
NH003	Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge									
	100 202	NA	NA	3130	00NH	237,000.00	237,000.00			
	100 457	NA	NA	3130	00NH	3,763,000.00	3,763,000.00			
	101 164	NA	NA	3130	00NH	3,933,000.00	3,933,000.00			
			Program Code 3130 Total			7,933,000.00	7,933,000.00	7,933,000.00	.00	.00
	102 240	1003	(C)	3610	00NH	-27,694.00	-27,694.00			
	102 240	1003	(C)1	3610	00NH	-1,792.00	-1,792.00			
	102 240	1104	(B)8	3610	00NH	1,200,000.00	1,200,000.00			
			Program Code 3610 Total			1,170,514.00	1,170,514.00		1,170,514.00	1,170,514.00
	106 346	378	NA	45A0	00NH	11,973,600.00	11,973,600.00	9,837,969.01	2,135,630.99	2,135,630.99
	105 178	1602	355	Q920	00NH	12,825,018.00	12,825,018.00	25,369.44	12,799,648.56	12,799,648.56
			DEMO ID NH003	**TOTAL**		**33,902,132.00**	**33,902,132.00**	**17,796,338.45**	**16,105,793.55**	**16,105,793.55**
NH004	PE Demo - Conway Bypass (US-302/SR-16) (NH)									
	102 240	1107	(B)153	3670	00NH	6,145,600.00	6,145,600.00	6,145,600.00	.00	.00
	101 516	NA	NA	5190	00NH	1,700,000.00	1,700,000.00	1,700,000.00	.00	.00

U.S. DEPARTMENT OF TRANSPORTATION
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FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	105 178	1602	1654	Q920	00NH	506,591.00	506,591.00			
	105 178	1602	356	Q920	00NH	5,464,613.00	5,464,613.00			
			Program Code Q920 Total			5,971,204.00	5,971,204.00	5,971,204.00	.00	.00
			DEMO ID NH004 TOTAL			**13,816,804.00**	**13,816,804.00**	**13,816,804.00**	**.00**	**.00**
NH005	Study of corridor protection for NH Route 16									
	102 240	1003	(C)	3670	00NH	-46,156.00	-46,156.00			
	102 240	1003	(C)1	3670	00NH	-2,987.00	-2,987.00			
	102 240	1107	(B)152	3670	00NH	2,000,000.00	2,000,000.00			
			Program Code 3670 Total			1,950,857.00	1,950,857.00	1,950,857.00	.00	.00
			DEMO ID NH005 TOTAL			**1,950,857.00**	**1,950,857.00**	**1,950,857.00**	**.00**	**.00**
NH006	North Conway: Provide congestion relief on US-302 and NH Route 16									
			DEMO ID NH006 TOTAL						**.00**	**.00**
NH007	Winchester: Replacement of Winchester Bridge									
	102 240	1003	(C)	3650	00NH	-18,462.00	-18,462.00			
	102 240	1003	(C)1	3650	00NH	-1,195.00	-1,195.00			
	102 240	1106	(A)37	3650	00NH	800,000.00	800,000.00			
			Program Code 3650 Total			780,343.00	780,343.00	391,953.09	388,389.91	388,389.91
			DEMO ID NH007 TOTAL			**780,343.00**	**780,343.00**	**391,953.09**	**388,389.91**	**388,389.91**
NH008	Hanover: Ledyard Bridge Reconstruction									
	102 240	1003	(C)	3650	00NH	-180,008.00	-180,008.00			
	102 240	1003	(C)1	3650	00NH	-11,649.00	-11,649.00			
	102 240	1106	(A)38	3650	00NH	7,800,000.00	7,800,000.00			

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AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
			Program Code 3650 Total			7,608,343.00	7,608,343.00	7,608,343.00	.00	.00
			DEMO ID NH008	**TOTAL**		**7,608,343.00**	**7,608,343.00**	**7,608,343.00**	**.00**	**.00**
NH009	Manchester: Manchester Airport Road Improvements									
	102 240	1003	(C)	3650	00NH	-92,312.00	-92,312.00			
	102 240	1003	(C)1	3650	00NH	-5,974.00	-5,974.00			
	102 240	1106	(A)47	3650	00NH	4,000,000.00	4,000,000.00			
			Program Code 3650 Total			3,901,714.00	3,901,714.00	3,901,714.00	.00	.00
	105 178	1602	1653	Q920	00NH	1,025,100.00	1,025,100.00			
	105 178	1602	1658	Q920	00NH	3,254,691.00	3,254,691.00			
	105 178	1602	687	Q920	00NH	8,226,423.00	8,226,423.00			
			Program Code Q920 Total			12,506,214.00	12,506,214.00	12,506,214.00	.00	.00
			DEMO ID NH009	**TOTAL**		**16,407,928.00**	**16,407,928.00**	**16,407,928.00**	**.00**	**.00**
NH010	Wetlands mitigation package for SR-101/51									
	102 240	1003	(C)	3650	00NH	-230,779.00	-230,779.00			
	102 240	1003	(C)1	3650	00NH	-14,935.00	-14,935.00			
	102 240	1106	(A)48	3650	00NH	10,000,000.00	10,000,000.00			
			Program Code 3650 Total			9,754,286.00	9,754,286.00	9,754,286.36	-.36	-.36
	105 178	1602	1656	Q920	00NH	2,050,199.00	2,050,199.00	2,050,199.00	.00	.00
			DEMO ID NH010	**TOTAL**		**11,804,485.00**	**11,804,485.00**	**11,804,485.36**	**-.36**	**-.36**
NH011	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS									
	100 17	149	(C) & (D)	3080	00NH	3,880,358.00	3,880,358.00	3,880,358.00	.00	.00
	100 17	149	(C) & (D)	3090	00NH	2,328,214.00	2,328,214.00	2,328,214.00	.00	.00
			DEMO ID	**TOTAL**						

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AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
			NH011			**6,208,572.00**	**6,208,572.00**	**6,208,572.00**	**.00**	**.00**
NH012	Reconstruct US-3 Carroll town line 2.1 miles north									
	105 178	1602	472	Q920	00NH	1,830,827.00	1,830,827.00	1,830,827.00	.00	.00
			DEMO ID NH012	**TOTAL**		**1,830,827.00**	**1,830,827.00**	**1,830,827.00**	**.00**	**.00**
NH013	Improve Bridge Street bridge, Plymouth									
	105 178	1602	1655	Q920	00NH	1,025,100.00	1,025,100.00			
	105 178	1602	785	Q920	00NH	1,062,004.00	1,062,004.00			
			Program Code Q920 Total			2,087,104.00	2,087,104.00	2,087,104.00	.00	.00
			DEMO ID NH013	**TOTAL**		**2,087,104.00**	**2,087,104.00**	**2,087,104.00**	**.00**	**.00**
NH014	Widen I-93 from Salem to Manchester									
	105 178	1602	1652	Q920	00NH	1,204,492.00	1,204,492.00			
	105 178	1602	916	Q920	00NH	9,594,929.00	9,594,929.00			
			Program Code Q920 Total			10,799,421.00	10,799,421.00	10,799,421.00	.00	.00
			DEMO ID NH014	**TOTAL**		**10,799,421.00**	**10,799,421.00**	**10,799,421.00**	**.00**	**.00**
NH015	Construct Orford Bridge									
	105 178	1602	1659	Q920	00NH	871,334.00	871,334.00			
	105 178	1602	923	Q920	00NH	2,907,183.00	2,907,183.00			
			Program Code Q920 Total			3,778,517.00	3,778,517.00	3,778,517.00	.00	.00
			DEMO ID NH015	**TOTAL**		**3,778,517.00**	**3,778,517.00**	**3,778,517.00**	**.00**	**.00**
NH016	Construct Chestersfield Bridge									
	105 178	1602	1090	Q920	00NH	2,599,652.00	2,599,652.00	2,599,652.00	.00	.00
			DEMO ID NH016	**TOTAL**		**2,599,652.00**	**2,599,652.00**	**2,599,652.00**	**.00**	**.00**

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

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NH017	Construct the Keene bypass									
	105 178	1602	1206	Q920	00NH	5,021,963.00	5,021,963.00	5,021,963.00	.00	.00
			DEMO ID NH017	**TOTAL**		**5,021,963.00**	**5,021,963.00**	**5,021,963.00**	**.00**	**.00**
NH018	Construct Hindsale Bridge									
	105 178	1602	1247	Q920	00NH	2,599,652.00	2,599,652.00	1,098,131.85	1,501,520.15	1,501,520.15
			DEMO ID NH018	**TOTAL**		**2,599,652.00**	**2,599,652.00**	**1,098,131.85**	**1,501,520.15**	**1,501,520.15**
NH019	Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border									
	105 178	1602	1300	Q920	00NH	1,691,414.00	1,691,414.00	1,691,414.00	.00	.00
			DEMO ID NH019	**TOTAL**		**1,691,414.00**	**1,691,414.00**	**1,691,414.00**	**.00**	**.00**
NH020	Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill									
	105 178	1602	1657	Q920	00NH	666,314.00	666,314.00	666,314.00	.00	.00
			DEMO ID NH020	**TOTAL**		**666,314.00**	**666,314.00**	**666,314.00**	**.00**	**.00**
NH021	High priority highway and bridge projects									
	105 178	1602	1822	Q920	00NH	5,125,498.00	5,125,498.00	5,026,703.07	98,794.93	98,794.93
			DEMO ID NH021	**TOTAL**		**5,125,498.00**	**5,125,498.00**	**5,026,703.07**	**98,794.93**	**98,794.93**
NH022	Granite Street Bridge Project, New Hampshire									
	108 07			55B0	00NH	7,948,000.00	7,948,000.00	7,948,000.00	.00	.00
			DEMO ID NH022	**TOTAL**		**7,948,000.00**	**7,948,000.00**	**7,948,000.00**	**.00**	**.00**
NH023	Bedford, New Hampshire Route 101 Corridor Safety Improvement Project									
	108 199	115		H170	00NH	1,000,000.00	1,000,000.00	1,000,000.00	.00	.00
			DEMO ID NH023	**TOTAL**		**1,000,000.00**	**1,000,000.00**	**1,000,000.00**	**.00**	**.00**

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH024	Chocorua Village Transportation Improvement Project (NH)									
	108 199	115		H170	00NH	500,000.00	500,000.00	500,000.00	.00	.00
			DEMO ID NH024	**TOTAL**		**500,000.00**	**500,000.00**	**500,000.00**	**.00**	**.00**
NH025	Granite Street and Bridge Widening Project, New Hampshire									
	108 199	115		H170	00NH	7,000,000.00	7,000,000.00	7,000,000.00	.00	.00
			DEMO ID NH025	**TOTAL**		**7,000,000.00**	**7,000,000.00**	**7,000,000.00**	**.00**	**.00**
NH026	NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation									
	108 199	115		H170	00NH	500,000.00	500,000.00		500,000.00	500,000.00
			DEMO ID NH026	**TOTAL**		**500,000.00**	**500,000.00**		**500,000.00**	**500,000.00**
NH027	Town of Dublin, New Hampshire Traffic Calming Project									
	108 199	115		H170	00NH	300,000.00	300,000.00	55,000.00	245,000.00	245,000.00
			DEMO ID NH027	**TOTAL**		**300,000.00**	**300,000.00**	**55,000.00**	**245,000.00**	**245,000.00**
NH028	Chocorua Village Intersect Improvement Project, New Hampshire									
	108 447	117		H660	00NH	200,000.00	196,786.00	196,786.00	3,214.00	.00
			DEMO ID NH028	**TOTAL**		**200,000.00**	**196,786.00**	**196,786.00**	**3,214.00**	**.00**
NH029	Crystal Lake Mitigation Project, New Hampshire									
	108 447	117		H660	00NH	1,000,000.00	983,928.00	983,926.00	16,074.00	2.00
			DEMO ID NH029	**TOTAL**		**1,000,000.00**	**983,928.00**	**983,926.00**	**16,074.00**	**2.00**
NH030	Draper's Corner Safety Improvements - Claremont, New Hampshire									
	108 447	117		H660	00NH	750,000.00	737,946.00	180,000.00	570,000.00	557,946.00
			DEMO ID NH030	**TOTAL**		**750,000.00**	**737,946.00**	**180,000.00**	**570,000.00**	**557,946.00**

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

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NH031	Hooksett Highway Reconstruction and Upgrade, New Hampshire									
	108 447	117		H660	00NH	4,000,000.00	3,935,712.00	410,000.00	3,590,000.00	3,525,712.00
			DEMO ID NH031	**TOTAL**		**4,000,000.00**	**3,935,712.00**	**410,000.00**	**3,590,000.00**	**3,525,712.00**
NH032	I-93 construction and mitigation, New Hampshire									
	108 447	117		H660	00NH	750,000.00	737,946.00		750,000.00	737,946.00
			DEMO ID NH032	**TOTAL**		**750,000.00**	**737,946.00**		**750,000.00**	**737,946.00**
NH033	North Conway Village Streetscape Project, New Hampshire									
	108 447	117		H660	00NH	1,000,000.00	983,928.00	983,928.00	16,072.00	.00
			DEMO ID NH033	**TOTAL**		**1,000,000.00**	**983,928.00**	**983,928.00**	**16,072.00**	**.00**
NH034	Pinkham Notch Pedestrian Safety, New Hampshire									
	108 447	117		H660	00NH	150,000.00	147,589.00	147,589.00	2,411.00	.00
			DEMO ID NH034	**TOTAL**		**150,000.00**	**147,589.00**	**147,589.00**	**2,411.00**	**.00**
NH035	Pinkham's Notch Foot Bridge, New Hampshire									
	108 447	117		H660	00NH	150,000.00	147,589.00	147,589.00	2,411.00	.00
			DEMO ID NH035	**TOTAL**		**150,000.00**	**147,589.00**	**147,589.00**	**2,411.00**	**.00**
NH036	Spaulding Turnpike/Little Bay Bridges, New Hampshire									
	108 447	117		H660	00NH	5,500,000.00	5,411,605.00		5,500,000.00	5,411,605.00
			DEMO ID NH036	**TOTAL**		**5,500,000.00**	**5,411,605.00**		**5,500,000.00**	**5,411,605.00**
NH037	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin									
	109 59	1702	131	HY10	00NH	160,000.00	160,000.00	136,875.99	23,124.01	23,124.01
	109 59	1702	131	LY10	00NH	641,180.00	641,180.00	59,923.99	581,256.01	581,256.01
			DEMO ID	**TOTAL**						

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			NH037			**801,180.00**	**801,180.00**	**196,799.98**	**604,380.02**	**604,380.02**
NH038	Design and construction of intersection of Rte 101A and Rte 13 in Milford									
	109 59	1702	389	HY10	00NH	160,000.00	160,000.00	78,575.00	81,425.00	81,425.00
	109 59	1702	389	LY10	00NH	641,180.00	641,180.00		641,180.00	641,180.00
			DEMO ID NH038	**TOTAL**		**801,180.00**	**801,180.00**	**78,575.00**	**722,605.00**	**722,605.00**
NH039	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont									
	109 59	1702	397	HY10	00NH	208,000.00	208,000.00		208,000.00	208,000.00
	109 59	1702	397	LY10	00NH	833,534.00	833,534.00		833,534.00	833,534.00
			DEMO ID NH039	**TOTAL**		**1,041,534.00**	**1,041,534.00**		**1,041,534.00**	**1,041,534.00**
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton									
	109 59	1702	731	HY10	00NH	112,000.00	112,000.00		112,000.00	112,000.00
	109 59	1702	731	LY10	00NH	448,826.00	448,826.00	162,880.00	285,946.00	285,946.00
			DEMO ID NH040	**TOTAL**		**560,826.00**	**560,826.00**	**162,880.00**	**397,946.00**	**397,946.00**
NH041	Improve Meredith Village Traffic Rotary									
	109 59	1702	757	HY10	00NH	160,000.00	160,000.00	80,000.00	80,000.00	80,000.00
	109 59	1702	757	LY10	00NH	641,180.00	641,180.00		641,180.00	641,180.00
			DEMO ID NH041	**TOTAL**		**801,180.00**	**801,180.00**	**80,000.00**	**721,180.00**	**721,180.00**
NH042	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke									
	109 59	1702	810	HY10	00NH	112,000.00	112,000.00	40,000.00	72,000.00	72,000.00
	109 59	1702	810	LY10	00NH	448,826.00	448,826.00	96,000.00	352,826.00	352,826.00
			DEMO ID NH042	**TOTAL**		**560,826.00**	**560,826.00**	**136,000.00**	**424,826.00**	**424,826.00**
NH043	Reconstruction and Improvements to NH Route 110 in Berlin.									

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	109 59	1702	1171	HY10	00NH	320,000.00	320,000.00	120,000.00	200,000.00	200,000.00
	109 59	1702	1171	LY10	00NH	1,282,360.00	1,282,360.00		1,282,360.00	1,282,360.00
			DEMO ID NH043	**TOTAL**		**1,602,360.00**	**1,602,360.00**	**120,000.00**	**1,482,360.00**	**1,482,360.00**
NH044	South Road Mitigation in Londonderry.									
	109 59	1702	1479	HY10	00NH	240,000.00	240,000.00		240,000.00	240,000.00
	109 59	1702	1479	LY10	00NH	961,770.00	961,770.00		961,770.00	961,770.00
			DEMO ID NH044	**TOTAL**		**1,201,770.00**	**1,201,770.00**		**1,201,770.00**	**1,201,770.00**
NH045	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord									
	109 59	1702	1808	HY10	00NH	160,000.00	160,000.00		160,000.00	160,000.00
	109 59	1702	1808	LY10	00NH	641,180.00	641,180.00		641,180.00	641,180.00
			DEMO ID NH045	**TOTAL**		**801,180.00**	**801,180.00**		**801,180.00**	**801,180.00**
NH046	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.									
	109 59	1702	1972	HY10	00NH	320,000.00	320,000.00	273,751.00	46,249.00	46,249.00
	109 59	1702	1972	LY10	00NH	1,282,360.00	1,282,360.00	1,166,089.00	116,271.00	116,271.00
			DEMO ID NH046	**TOTAL**		**1,602,360.00**	**1,602,360.00**	**1,439,840.00**	**162,520.00**	**162,520.00**
NH047	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont									
	109 59	1702	2301	HY10	00NH	80,000.00	80,000.00		80,000.00	80,000.00
	109 59	1702	2301	LY10	00NH	320,590.00	320,590.00		320,590.00	320,590.00
			DEMO ID NH047	**TOTAL**		**400,590.00**	**400,590.00**		**400,590.00**	**400,590.00**
NH048	Replacement of Ash Street and Pillsbury Road Bridge.									
	109 59	1702	2391	HY10	00NH	304,000.00	304,000.00		304,000.00	304,000.00
	109 59	1702	2391	LY10	00NH	1,218,242.00	1,218,242.00		1,218,242.00	1,218,242.00

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			DEMO ID	**NH048**	**TOTAL**		**1,522,242.00**	**1,522,242.00**		**1,522,242.00**	**1,522,242.00**
NH049	Construct Pedestrian, Bicycle bridge in Keene.										
	109 59	1702	2409		HY10	00NH	128,000.00	128,000.00	80,800.00	47,200.00	47,200.00
	109 59	1702	2409		LY10	00NH	512,944.00	512,944.00		512,944.00	512,944.00
			DEMO ID	**NH049**	**TOTAL**		**640,944.00**	**640,944.00**	**80,800.00**	**560,144.00**	**560,144.00**
NH050	Hampton Bridge Rehabilitation--Hampton, NH										
	109 59	1702	2616		HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	2616		LY10	00NH	961,770.00	961,770.00	649,803.00	311,967.00	311,967.00
			DEMO ID	**NH050**	**TOTAL**		**1,201,770.00**	**1,201,770.00**	**855,116.00**	**346,654.00**	**346,654.00**
NH051	Environmental mitigation at Syblak Farm in Londonderry to offset effects of I-93 improvements										
	109 59	1702	3383		HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	3383		LY10	00NH	961,770.00	961,770.00	874,567.00	87,203.00	87,203.00
			DEMO ID	**NH051**	**TOTAL**		**1,201,770.00**	**1,201,770.00**	**1,079,880.00**	**121,890.00**	**121,890.00**
NH052	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements										
	109 59	1702	3389		HY10	00NH	304,000.00	304,000.00	260,064.00	43,936.00	43,936.00
	109 59	1702	3389		LY10	00NH	1,218,242.00	1,218,242.00	261,980.00	956,262.00	956,262.00
			DEMO ID	**NH052**	**TOTAL**		**1,522,242.00**	**1,522,242.00**	**522,044.00**	**1,000,198.00**	**1,000,198.00**
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH										
	109 59	1702	4514		HY20	00NH	4,000,000.00	4,000,000.00		4,000,000.00	4,000,000.00
	109 59	1702	4514		LY20	00NH	24,000,000.00	16,029,501.00		24,000,000.00	16,029,501.00
			DEMO ID	**NH053**	**TOTAL**		**28,000,000.00**	**20,029,501.00**		**28,000,000.00**	**20,029,501.00**
NH054	I-93 water quality study project.										

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	109 59	1702	4515	HY20	00NH	800,000.00	800,000.00	800,000.00	.00	.00
	109 59	1702	4515	LY20	00NH	4,800,000.00	3,205,901.00	264,000.00	4,536,000.00	2,941,901.00
			DEMO ID NH054	**TOTAL**		**5,600,000.00**	**4,005,901.00**	**1,064,000.00**	**4,536,000.00**	**2,941,901.00**
NH055	Reconfiguration of Pelham Intersection to Improve Safety									
	109 59	1702	4516	HY20	00NH	400,000.00	400,000.00	291,606.59	108,393.41	108,393.41
	109 59	1702	4516	LY20	00NH	2,400,000.00	1,602,950.00	4,393.41	2,395,606.59	1,598,556.59
			DEMO ID NH055	**TOTAL**		**2,800,000.00**	**2,002,950.00**	**296,000.00**	**2,504,000.00**	**1,706,950.00**
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.									
	109 59	1702	4517	HY20	00NH	280,000.00	280,000.00	40,000.00	240,000.00	240,000.00
	109 59	1702	4517	LY20	00NH	1,680,000.00	1,122,065.00		1,680,000.00	1,122,065.00
			DEMO ID NH056	**TOTAL**		**1,960,000.00**	**1,402,065.00**	**40,000.00**	**1,920,000.00**	**1,362,065.00**
NH057	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.									
	109 59	1702	4518	HY20	00NH	400,000.00	400,000.00		400,000.00	400,000.00
	109 59	1702	4518	LY20	00NH	2,400,000.00	1,602,950.00		2,400,000.00	1,602,950.00
			DEMO ID NH057	**TOTAL**		**2,800,000.00**	**2,002,950.00**		**2,800,000.00**	**2,002,950.00**
NH058	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.									
	109 59	1702	4519	HY20	00NH	400,000.00	400,000.00	138,225.00	261,775.00	261,775.00
	109 59	1702	4519	LY20	00NH	2,400,000.00	1,602,950.00		2,400,000.00	1,602,950.00
			DEMO ID NH058	**TOTAL**		**2,800,000.00**	**2,002,950.00**	**138,225.00**	**2,661,775.00**	**1,864,725.00**
NH059	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.									
	109 59	1702	4520	HY20	00NH	520,000.00	520,000.00		520,000.00	520,000.00
	109 59	1702	4520	LY20	00NH	3,120,000.00	2,083,835.00		3,120,000.00	2,083,835.00

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			DEMO ID NH059	**TOTAL**		**3,640,000.00**	**2,603,835.00**		**3,640,000.00**	**2,603,835.00**
NH060	Improve Meredith Village Traffic Rotary									
	109 59	1702	4521	HY20	00NH	320,000.00	320,000.00		320,000.00	320,000.00
	109 59	1702	4521	LY20	00NH	1,920,000.00	1,282,360.00		1,920,000.00	1,282,360.00
			DEMO ID NH060	**TOTAL**		**2,240,000.00**	**1,602,360.00**		**2,240,000.00**	**1,602,360.00**
NH061	Construct Intersection at U.S. 3 and Pembroke Hill Road in Pembroke									
	109 59	1702	4522	HY20	00NH	280,000.00	280,000.00		280,000.00	280,000.00
	109 59	1702	4522	LY20	00NH	1,680,000.00	1,122,065.00		1,680,000.00	1,122,065.00
			DEMO ID NH061	**TOTAL**		**1,960,000.00**	**1,402,065.00**		**1,960,000.00**	**1,402,065.00**
NH062	Reconstruction and improvements to NH Route 110 in Berlin.									
	109 59	1702	4523	HY20	00NH	720,000.00	720,000.00		720,000.00	720,000.00
	109 59	1702	4523	LY20	00NH	4,320,000.00	2,885,310.00		4,320,000.00	2,885,310.00
			DEMO ID NH062	**TOTAL**		**5,040,000.00**	**3,605,310.00**		**5,040,000.00**	**3,605,310.00**
NH063	South Road Mitigation in Londonderry.									
	109 59	1702	4524	HY20	00NH	400,000.00	400,000.00		400,000.00	400,000.00
	109 59	1702	4524	LY20	00NH	2,400,000.00	1,602,950.00		2,400,000.00	1,602,950.00
			DEMO ID NH063	**TOTAL**		**2,800,000.00**	**2,002,950.00**		**2,800,000.00**	**2,002,950.00**
NH064	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.									
	109 59	1702	4525	HY20	00NH	400,000.00	400,000.00	400,000.00	.00	.00
	109 59	1702	4525	LY20	00NH	2,400,000.00	1,602,950.00	1,602,950.00	797,050.00	.00
			DEMO ID NH064	**TOTAL**		**2,800,000.00**	**2,002,950.00**	**2,002,950.00**	**797,050.00**	**.00**
NH065	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont									

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	109 59	1702	4526	HY20	00NH	200,000.00	200,000.00		200,000.00	200,000.00
	109 59	1702	4526	LY20	00NH	1,200,000.00	801,475.00		1,200,000.00	801,475.00
			DEMO ID NH065	**TOTAL**		**1,400,000.00**	**1,001,475.00**		**1,400,000.00**	**1,001,475.00**
NH066	Replacement of Ash Street and Pillsbury Road Bridge.									
	109 59	1702	4527	HY20	00NH	280,000.00	280,000.00		280,000.00	280,000.00
	109 59	1702	4527	LY20	00NH	1,680,000.00	1,122,065.00		1,680,000.00	1,122,065.00
			DEMO ID NH066	**TOTAL**		**1,960,000.00**	**1,402,065.00**		**1,960,000.00**	**1,402,065.00**
NH067	Hampton Bridge Rehabilitation--Hampton.									
	109 59	1702	4528	HY20	00NH	600,000.00	600,000.00	600,000.00	.00	.00
	109 59	1702	4528	LY20	00NH	3,600,000.00	2,404,425.00	1,804,425.00	1,795,575.00	600,000.00
			DEMO ID NH067	**TOTAL**		**4,200,000.00**	**3,004,425.00**	**2,404,425.00**	**1,795,575.00**	**600,000.00**
NH068	Crystal Lake Mitigation, Manchester, NH									
	109 115	112		LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
			DEMO ID NH068	**TOTAL**		**300,000.00**	**297,000.00**	**297,000.00**	**3,000.00**	**.00**
NH069	Improvements to Alton Traffic Rotary, NH									
	109 115	112		LY60	00NH	250,000.00	247,500.00	50,000.00	200,000.00	197,500.00
			DEMO ID NH069	**TOTAL**		**250,000.00**	**247,500.00**	**50,000.00**	**200,000.00**	**197,500.00**
NH070	Little Bay Bridges/Spaulding Turnpike, NH									
	109 115	112		LY60	00NH	2,500,000.00	2,475,000.00		2,500,000.00	2,475,000.00
			DEMO ID NH070	**TOTAL**		**2,500,000.00**	**2,475,000.00**		**2,500,000.00**	**2,475,000.00**
NH071	Meredith Village Improvement Project, NH									

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	109 115	112		LY60	00NH	800,000.00	792,000.00		800,000.00	792,000.00
			DEMO ID NH071	**TOTAL**		**800,000.00**	**792,000.00**		**800,000.00**	**792,000.00**
NH072	New Hampshire Route 111A Intersection Safety Improvements, NH									
	109 115	112		LY60	00NH	750,000.00	742,500.00		750,000.00	742,500.00
			DEMO ID NH072	**TOTAL**		**750,000.00**	**742,500.00**		**750,000.00**	**742,500.00**
NH073	Rehabilitate Route 1(a) Bridge, Hampton, NH									
	109 115	112		LY60	00NH	850,000.00	841,500.00	841,500.00	8,500.00	.00
			DEMO ID NH073	**TOTAL**		**850,000.00**	**841,500.00**	**841,500.00**	**8,500.00**	**.00**
NH074	Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH									
	109 115	112		LY60	00NH	500,000.00	495,000.00		500,000.00	495,000.00
			DEMO ID NH074	**TOTAL**		**500,000.00**	**495,000.00**		**500,000.00**	**495,000.00**
NH075	South Road Mitigation, Londonderry, NH									
	109 115	112		LY60	00NH	250,000.00	247,500.00		250,000.00	247,500.00
			DEMO ID NH075	**TOTAL**		**250,000.00**	**247,500.00**		**250,000.00**	**247,500.00**
NH076	Sybiak Farm Mitigation, Derry, NH									
	109 115	112		LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
			DEMO ID NH076	**TOTAL**		**300,000.00**	**297,000.00**	**297,000.00**	**3,000.00**	**.00**
NH077	Chocorua Village Safety Improvement Project, Tamworth, NH									
	110 161	129		LY90	00NH	490,000.00	490,000.00		490,000.00	490,000.00
			DEMO ID NH077	**TOTAL**		**490,000.00**	**490,000.00**		**490,000.00**	**490,000.00**
NH078	Downtown Franklin Revitalization, Franklin, NH									

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	110 161	129		LY90	00NH	784,000.00	784,000.00	60,000.00	724,000.00	724,000.00
			DEMO ID NH078	**TOTAL**		**784,000.00**	**784,000.00**	**60,000.00**	**724,000.00**	**724,000.00**
NH079	Granite Street Reconstruction Project, NH									
	110 161	129		LY90	00NH	1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
			DEMO ID NH079	**TOTAL**		**1,666,000.00**	**1,666,000.00**	**1,666,000.00**	**.00**	**.00**
NH080	Little Bay Bridges/Spaulding Turnpike, NH									
	110 161	129		LY90	00NH	1,715,000.00	1,715,000.00		1,715,000.00	1,715,000.00
			DEMO ID NH080	**TOTAL**		**1,715,000.00**	**1,715,000.00**		**1,715,000.00**	**1,715,000.00**
NH081	Town of Tamworth, Chocorua Village Safety Project, NH									
	111 08	125		56A0	00NH	475,000.00	475,000.00		475,000.00	475,000.00
			DEMO ID NH081	**TOTAL**		**475,000.00**	**475,000.00**		**475,000.00**	**475,000.00**
NH082	Berwick Bridge, Somersworth, NH									
	111 117			56C0	00NH	499,915.00	499,915.00		499,915.00	499,915.00
			DEMO ID NH082	**TOTAL**		**499,915.00**	**499,915.00**		**499,915.00**	**499,915.00**
NH083	Broad Street Parkway/Nashua River Bridge Enhancements, NH									
	111 117			56C0	00NH	486,917.00	486,917.00		486,917.00	486,917.00
			DEMO ID NH083	**TOTAL**		**486,917.00**	**486,917.00**		**486,917.00**	**486,917.00**
NH084	Elm Street/Gas Light District Improvements, NH									
	111 117			56C0	00NH	999,829.00	999,829.00		999,829.00	999,829.00
			DEMO ID NH084	**TOTAL**		**999,829.00**	**999,829.00**		**999,829.00**	**999,829.00**
NH085	Hutchins Street Reconstruction, Berlin, NH									

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

AS OF MARCH 30, 2010

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	111 117			56C0	00NH	779,067.00	779,067.00		779,067.00	779,067.00
			DEMO ID NH085	**TOTAL**		**779,067.00**	**779,067.00**		**779,067.00**	**779,067.00**
NH086	Lower Main Street Infrastructure Project, Claremont, NH									
	111 117			56C0	00NH	486,917.00	486,917.00		486,917.00	486,917.00
			DEMO ID NH086	**TOTAL**		**486,917.00**	**486,917.00**		**486,917.00**	**486,917.00**
NH999										
			DEMO ID NH999	**TOTAL**					**.00**	**.00**
			STATE TOTAL			**286,393,625.00**	**266,185,406.00**	**169,866,380.80**	**116,527,244.20**	**96,319,025.20**

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

DATE: March 18, 2010

FROM: Christopher M. Waszczuk, P.E.
Turnpike Administrator

AT (OFFICE): Bureau of Turnpikes

SUBJECT: TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

TO: George N. Campbell, Jr., Commissioner
David J. Brillhart, Assistant Commissioner
Michael P. Pillsbury, Deputy Commissioner
William J. Cass, Director - Project Development
William P. Janelle, Assistant Director - Project Development
Lyle W. Knowlton, Director – Operations
William H. Boynton, Information Officer
Harvey S. Goodwin, Bureau of Turnpikes
John W. Corcoran, Jr., Bureau of Turnpikes
Nasser Yari, Bureau of Turnpikes
Leonard Russell, Bureau of Budget & Finance
Marc Biron, Bureau of Budget & Finance
Mark W. Richardson, Administrator – Bridge Design
Steve C. Liakos, Bureau of Bridge Design
Alex V. Vogt, Project Manager
Donald A. Lyford, Project Manager
L. Robert Landry, Project Manager
Keith A. Cota, Bureau of Highway Design
Wayne P. Brooks, Bureau of Highway Design
David S. Smith, Bureau of Highway Design

MEMORANDUM

Attached is the monthly status report for the Turnpike System Priority Capital Program for March 2010. The report includes the capital improvement projects that are considered priorities to address nineteen (19) red-list bridges and improve safety and congestion on the Turnpike System, as well as the projects authorized by HB 391. The report includes the status, schedules and financial information for the priority projects. The aforementioned has been compiled from updated information collected from the Project Managers or Project Leads on the various projects, and will be produced on a monthly basis. The capital projects are listed as follows:

▪ Rochester 10620G thru L (Turnpike Expansion, Exits 11-16)	$136.3M (PM–LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	$ 16.0M (LP–SCL)
▪ Manchester 14048 (Black Brook Bridges Rehabilitation)	$ 4.1M (PM-LRL)
▪ Hampton Falls-Hampton 13408B (Taylor R Bridge Replacement)	$ 10.8M (PM–LRL)
▪ Bow-Concord 13742A thru C (Re-decking I-93 Red List Bridges)	$ 22.7M (PM-DAL)
▪ Manchester 14966 (Exit 4, Millyard Bridges)	$ 39.8M (PM–LRL)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	$ 14.0M (PM–AVV)
▪ Newington-Dover 11238 (PE & ROW)	$ 32.8M (PM-CMW)
▪ Newington-Dover 11238 (LBB & Newington Construction)	$157.9.0M (PM-CMW)
▪ Newington-Dover 11238 (GSB & Dover Construction)	$ 73.2M (PM-CMW)
▪ Hampton 15678A thru D (ORT)	$ 18.2M (PM-CMW)
▪ Hooksett (ORT)	$ 20.5M (PM-CMW)
▪ Bedford (ORT)	$ 20.5M (PM-CMW)
▪ Seabrook (NH 107 Bridge over I-95)	$ 2.1M (PM-LRL)
▪ Portsmouth (I-95 Soundwall)	$ 2.2M (PM-SCL)
	Total - $571.1M

HB 391, which includes the ORT projects, remaining portion of Newington-Dover, and I-95 transfer, has been passed, and the toll increase at Hampton has been approved effective July 1, 2009. The projects, projected expenditures, and additional revenue are included in the report. A future system-wide toll increase will be needed to support the HB 391 projects.

CMW

Attachment
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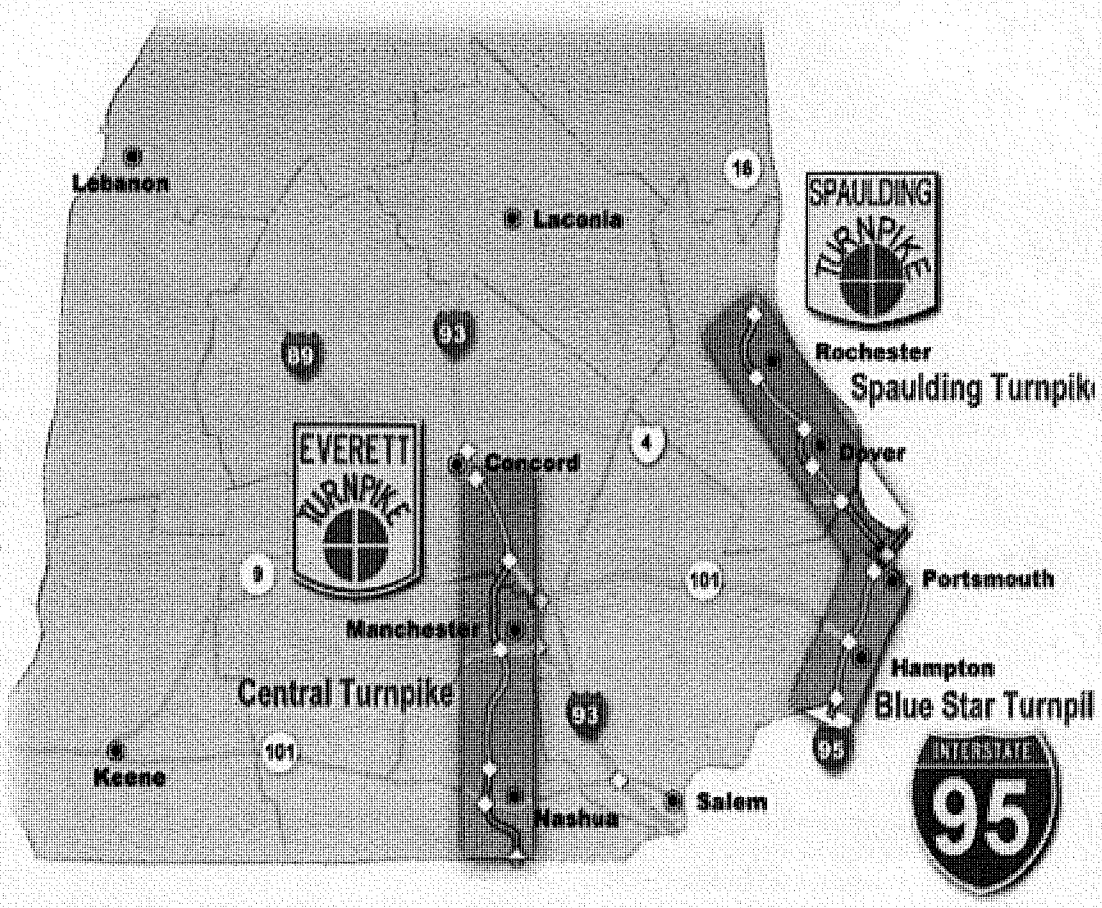
NEW HAMPSHIRE TURNPIKE SYSTEM
PRIORITY CAPITAL PROGRAM
2008 -2018

(STATUS REPORT - MARCH 2010)



3/17/2010

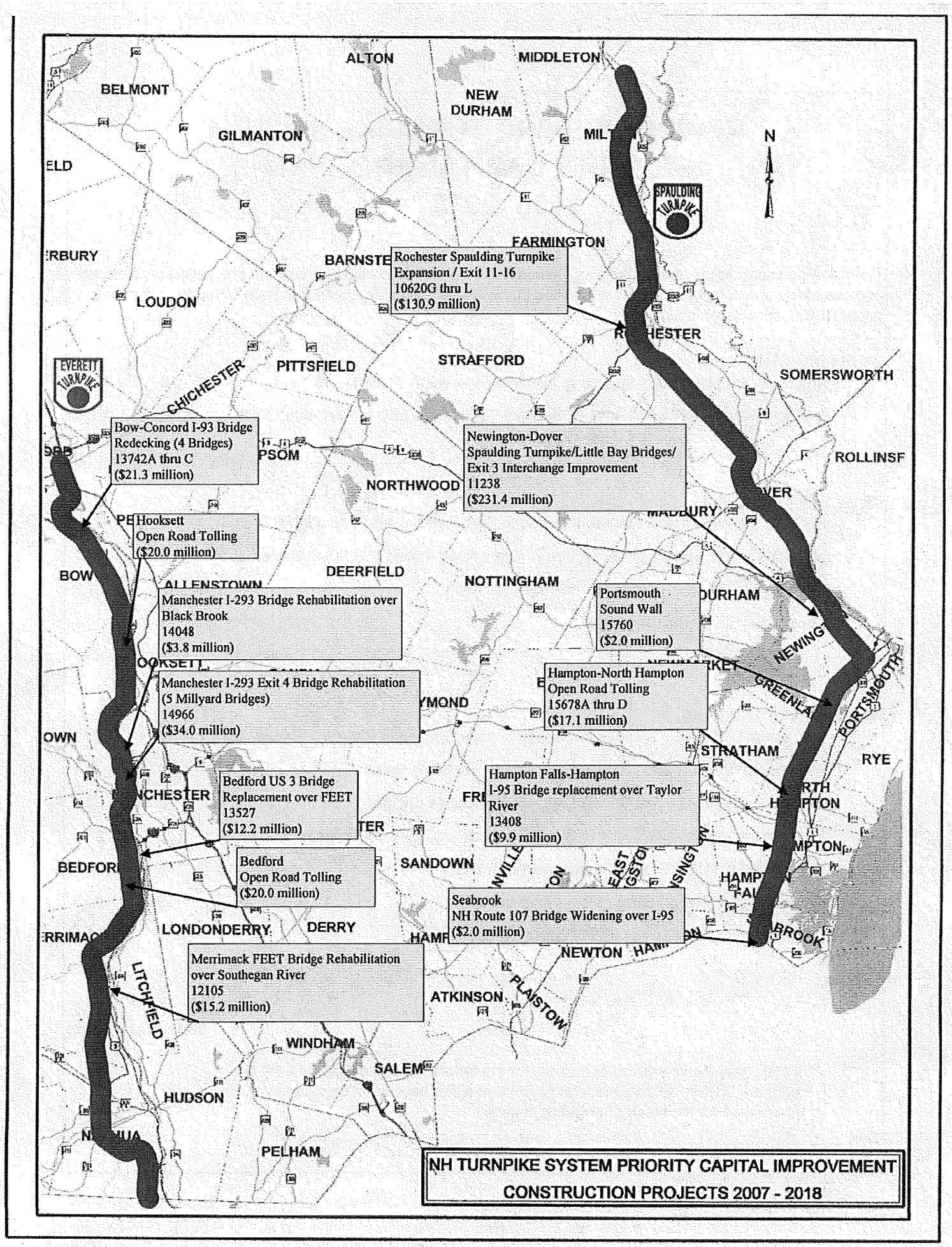
NEW HAMPSHIRE TURNPIKE SYSTEM
PRIORITY CAPITAL PROGRAM
2008 -2018

The following capital improvement projects are considered priorities to address nineteen (19) redlist bridges and improve safety and congestion, and are included in the Turnpike Priority Capital Program. Projects authorized under HB391 are also included below:

SPAULDING TURNPIKE			
Rochester 10620G thru L Spaulding Turnpike Expansion - Exits 11 -16		$	136.3
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6	**	$	222.5
Sub-Total	**	$	358.8
BLUE STAR TURNPIKE			
Hampton Falls-Hampton 13408B I-95 Bridge Replacement over Taylor River		$	10.8
Hampton- North Hampton 15678A thru D Open Road Tolling (ORT) - mainline toll		$	18.2
Seabrook 15769 NH 107 Bridge Widening over I-95		$	2.2
Portsmouth 15760 I-95 Soundwall		$	2.1
Sub-Total		$	33.3
F.E. EVERETT TURNPIKE			
Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River		$	16.0
Manchester 14048 I-293 Bridge Rehabilitation over Black Brook		$	4.1
Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges)		$	22.7
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)		$	39.8
Bedford 13527 US 3 Bridge Replacement over FEET		$	14.0
Hooksett Open Road Tolling (ORT) - mainline toll		$	20.5
Bedford Open Road Tolling (ORT) - mainline toll		$	20.5
Sub-Total		$	137.6
Total	**	$	529.7

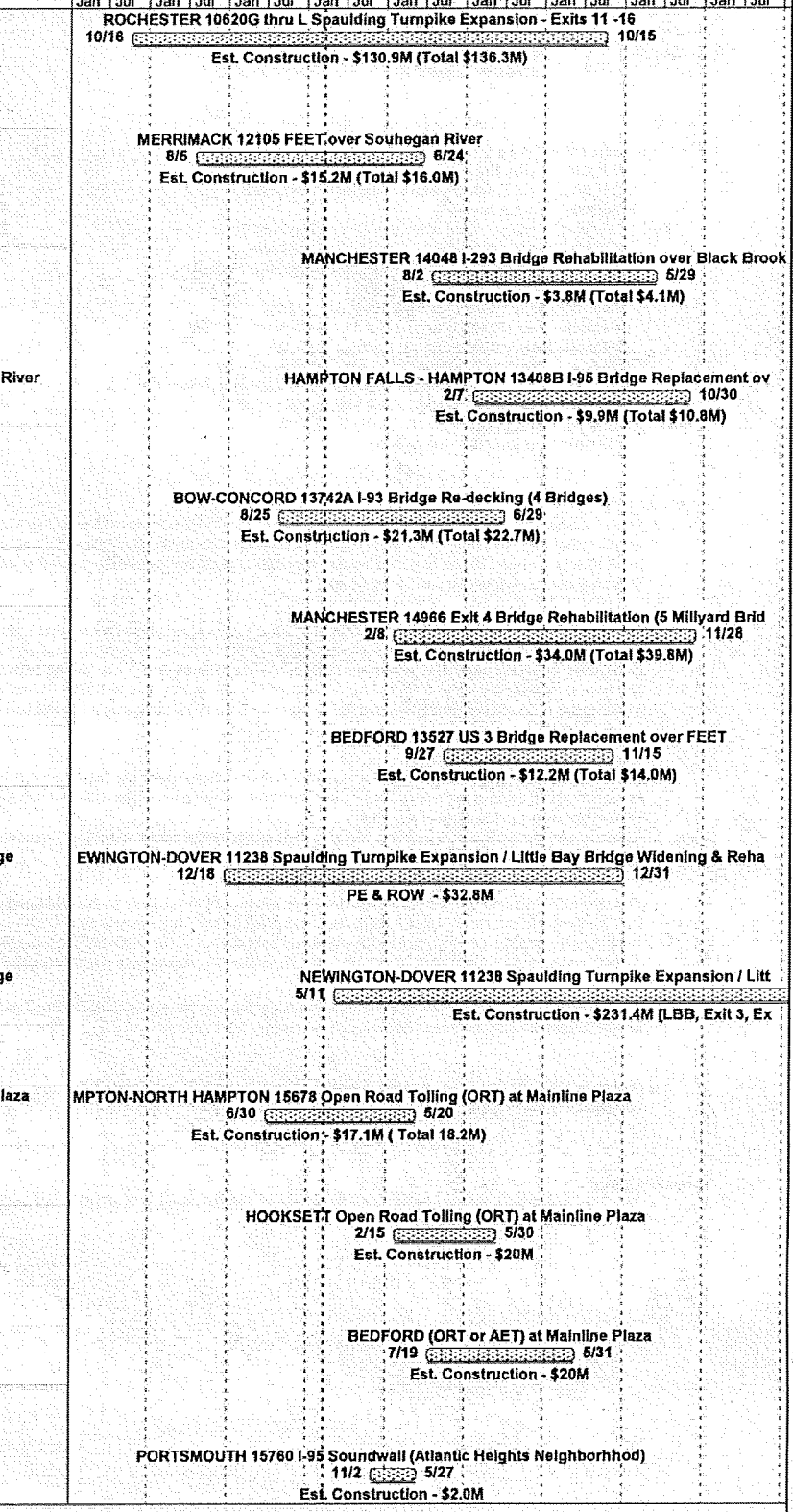
(millions of dollars)

** Totals have been reduced to account for the federal funds (totaling $41.4M in earmark, TCSP, & CMAQ federal funds) that either have been designated or are envisioned for the Newington-Dover project.


ALTON
MIDDLETON
BELMONT
NEW DURHAM
GILMANTON
N
SPAULDING TURNPIKE
FARMINGTON
Rochester Spaulding Turnpike
Expansion / Exit 11-16
10620G thru L
($130.9 million)
LOUDON
BARNSTE
EVERETT TURNPIKE
CHICHESTER
PITTSFIELD
STRAFFORD
SOMERSWORTH
Bow-Concord I-93 Bridge
Redecking (4 Bridges)
13742A thru C
($21.3 million)
Newington-Dover
Spaulding Turnpike/Little Bay Bridges/
Exit 3 Interchange Improvement
11238
($231.4 million)
NORTHWOOD
ROLLINSF
Hooksett
Open Road Tolling
($20.0 million)
BOW
DEERFIELD
NOTTINGHAM
Manchester I-293 Bridge Rehabilitation over
Black Brook
14048
($3.8 million)
Portsmouth
Sound Wall
15760
($2.0 million)
Manchester I-293 Exit 4 Bridge Rehabilitation
(5 Millyard Bridges)
14966
($34.0 million)
Hampton-North Hampton
Open Road Tolling
15678A thru D
($17.1 million)
GREENLA
PORTSMOUTH
STRATHAM
RYE
Bedford US 3 Bridge
Replacement over FEET
13527
($12.2 million)
Hampton Falls-Hampton
I-95 Bridge replacement over Taylor
River
13408
($9.9 million)
BEDFOR
SANDOWN
Bedford
Open Road Tolling
($20.0 million)
Seabrook
NH Route 107 Bridge Widening over I-95
($2.0 million)
LONDONDERRY
DERRY
NEWTON
Merrimack FEET Bridge Rehabilitation
over Southegan River
12105
($15.2 million)
LITCHFIELD
ATKINSON
PLAISTOW
WINDHAM
SALEM
HUDSON
PELHAM
NH TURNPIKE SYSTEM PRIORITY CAPITAL IMPROVEMENT
CONSTRUCTION PROJECTS 2007 - 2018

TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

ID	Task Name
1	ROCHESTER 10620G thru L Spaulding Turnpike Expansion - Exits 11 -16
2	
3	MERRIMACK 12105 FEET over Souhegan River
4	
5	MANCHESTER 14048 I-293 Bridge Rehabilitation over Black Brook
6	
7	HAMPTON FALLS - HAMPTON 13408B I-95 Bridge Replacement over Taylor River
8	
9	BOW-CONCORD 13742A I-93 Bridge Re-decking (4 Bridges)
10	
11	MANCHESTER 14966 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)
12	
13	BEDFORD 13527 US 3 Bridge Replacement over FEET
14	
15	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab
16	
17	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab
18	
19	HAMPTON-NORTH HAMPTON 15678 Open Road Tolling (ORT) at Mainline Plaza
20	
21	HOOKSETT Open Road Tolling (ORT) at Mainline Plaza
22	
23	BEDFORD (ORT or AET) at Mainline Plaza
24	
25	PORTSMOUTH 15760 I-95 Soundwall (Atlantic Heights Neighborhhod)



Project: PriorityTpkCapitalImproveSum
Date: Thu 3/18/10

Task	Rolled Up Task	Extemal Tasks	
Progress	Rolled Up Milestone ◇	Project Summary	
Milestone ◆	Rolled Up Progress	Group By Summary	
Summary	Split		

Project Name:	**Rochester**
State Number:	**10620D and 10620G thru L**
Project Description:	Spaulding Turnpike Expansion - Exits 11 thru 16

Estimate:	$136.3M
	($130.9M Construction)
Current Phase:	Design & Construction
% Complete:	95%
% Complete:	30%
Lead Person:	Bob Landry

Project Schedule / Milestones

6/13/2000	Public Hearing
7/11/2001	Final Environmental Assessment Completed
6/20/2001	Layout Approval
10/16/2001	FHWA Finding of No Significant Impact (FONSI)
9/7/2001	Notice to Proceed - Final Design Consultant
10/16/2007	Adv 10620G (Phase 1 Exit 11/12) Contract - $16.6M
12/12/2007	Construction Start - 10620G
2/4/2008	ROW Plans (10620I & 10620J Contracts)
11/4/2008	Adv 10620K (Phase 2 Exit 11/12) Contract - $18.2M
1/13/2009	Adv 10620H (Exit 13) Contract - $24.1M
5/26/2009	Adv 10620I (Phase 1 Exit 15) Contract - $31.1M
7/28/2009	Public Informational Meeting for Wetland Package Revision
3/9/2010	Adv 10620L (Phase 2 Exit 14) Contract - $23.7M
6/22/2010	Adv 10620J (Exit 16) Contract - $17.5M
10/15/2013	Construction Completion

Project Activity

- Work continues on the Rochester 10620K project at Exit 12. Bridge work is continuing this winter.
  NB & J-ramp over Cocheco River; abutment work continues with structural steel erection planned for late spring.
  NB & K-ramp over NH Route 125; substructure concrete is complete and structural steel is set.
  Roadway work is suspended until spring breaks.

- Construction started on the 10620H project in April 2009 and is on schedule with respect to the overall completion date. Blasting has been completed for the NB barrel in the vicinity of the new Exit 13 NB on-ramp and the Exit 13 SB on-ramp. Blasting operations have been suspended until the Spaulding Turnpike traffic can be placed on the new NB barrel between US 202 and NH 202A. The Axe Handle Brook twin cell box culvert widening has been completed. The substructure and deck concrete work has been completed for the widening of the Spaulding Turnpike Bridge over NH 202A. Work will resume in the Spring to place traffic on the widened bridge. The phase 1 substructure concrete and structural steel for the Spaulding Turnpike bridge over US 202 has been completed. The project has been suspended until the Spring of 2010.

- In the month of October, Severino has continued to stay on schedule with the highway and bridge construction on the 10620I project. Abutment A his completed. The long term NB off-ramp is opened to traffic. The force main crossing under the Turnpike has been installed and the water main crossing will be completed in January. Evroks has also completed the East Abut.
  It is expected that work will be ongoing throughout the winter on the above mentioned bridges as well as drainage and excavation associated the the large detention basin at Exit 15.

- The Department and the City of Rochester are in the process of developing an Agreement to utilize the Henderson property as the Phase 2 wetland mitigation site, since the City Concrete desires to install a production water well on the City Concrete site, which would preclude Phase 2 wetland creation on City Concrete site. The Department submitted on December 3 the mitigation package to ACOE and NHDES that includes payment of $1.25 million into the ARM fund and preservation of acres at the Henderson site and City Concrete site. The Department is waiting on a permit from NHDES and ACOE.

- The Rochester 10620L project that will complete work in the Exit 14 and Farmington Road area has been delayed from advertising on February 9, 2010 to March 9, 2010 as the Department has not received the wetlands permits from DES and ACOE.

- The Rochester 10620J project that will complete work in the Exit 16 area advertising date has been shifted from April 12, 2011 to June 22, 2010 to better coordinate completion of the 10620J with the 10620I and 10620L.

Upcoming Events

- The Department is reviewing quantities for the Rochester 10620J project to update construction cost estimates.

3/17/2010

Project Name: **Merrimack**
State Number: **12105**
Project Description: F.E.E.T. Bridge Rehabilitation over Souhegan River

Estimate: $16.0M ($15.2M Construction)
Current Phase: Construction
% Complete: 62%
Lead Person: Steve Liakos

Project Schedule / Milestones

12/11/2007	Notice to Proceed - Revised Scope (Final Design Consultant)
3/20/2008	Public Informational Meeting
8/5/2008	Adv Construction Contract - $15.2M
8/26/2008	Bid Opening
9/17/2008	Contract Award
9/17/2008	Construction Start
9/24/2010	Bridge & Roadway Work Substantially Complete (Open to Final Traffic Configuration)
6/24/2011	Final Completion Date

Project Activity

- Phase 2 structural steel girder removal operations for the bridge has been completed. Phase 2 substructure bridge removal and repair work has begun and will continue this winter as weather permits.
- The Contractor will be shutting down during school vacation week and resume work the first week in March.
- The Department is currently designing the sound abatement berm for the west side. Additional survey was requested and was recently completed. Final additional costs for the remaining sound abatements have not been finalized at this time.

Upcoming Events

- The sound abatement berm on the east side is 95% complete. The Contractor will resume work on the berm in the spring. This work will include final plantings.

3/17/2010

Project Name: **Manchester**
State Number: **14048**
Project Description: I-293 Bridge Rehabilitation over Black Brook between Exit 6 and Exit 7

Estimate: $4.1M ($3.8M Construction)
Current Phase: Design
% Complete: 35%
Lead Person: Bob Landry

Project Schedule / Milestones

3/1/2004	Notice to Proceed - Preliminary Design Consultant
10/19/2007	Project Restarted
5/7/2008	Public Informational Meeting
8/15/2009	Second Public Informational Meeting
8/2/2011	Adv Construction Contract - $3.8M
4/11/2012	Construction Start
8/1/2012	Structural Steel Delivery
5/31/2014	Construction Completion

Project Activity

- Coordinating with the City of Manchester on the issue of traffic being diverted from Exit 6 NB on-ramp during ramp closure to Front Street. (On-Going)

- The Department will need to revisit the overall schedule based on the delays associated with the advertisement date for the project was moved one year to August 2011 to allow additional time to address property owners concern of how much clearing is anticipated for the project on the east side of the Turnpike. (On-Going)

- The Department marked the clearing limits for two slope options per request from adjacent property owners to address their concern of how much clearing is anticipated for the project on the east side of the Turnpike. The Department has received comments from the property owners who have requested a meeting in March.

Upcoming Events

- The Department will need to review the current advertising date based on public non-support of the project and the current condition of the bridges.

- The Department is scheduling a meeting with the The Pointe at Riverfront Condo Association owners in March to discuss their concerns and look for a solution that meets the needs of both for the project.

Project Name:	**Hampton Falls - Hampton**	**Estimate:**	$10.8M ($9.9M Construction)
State Number:	**13408B**		
Project Description:	I-95 Dam Replacement or Removal and Bridge Replacement over Taylor River	**Current Phase:**	Design
		% Complete:	30%
		Lead Person:	Bob Landry

Project Schedule / Milestones

8/10/2006	Notice to Proceed - Preliminary Design Consultant
10/29/2007	Public Informational Meeting - Hampton Falls
7/15/2009	Draft Feasibility Study available for Project Partners Review
7/27/2009	Draft Feasibility Study available for Public Comment
11/10/2009	Public Informational Meeting - Hampton (Presentation of Feasibility Study)
4/15/2010	Public Informational Meeting - Hampton Falls (Presentation of Preferred Alternative)
2/7/2012	Adv Construction Contract - $9.9M
4/15/2012	Construction Start
10/30/2014	Construction Completion

Project Activity

- Met with the Town of Hampton Falls to discuss their concerns with removing the dam. Town of Hampton Falls is on record as wanting a new dam to protect among other things the recreational value of the impoundment.
- Meeting with the Town Hampton on March 1 to listen to their concerns. The Town of Hampton is concern with the moving of sediment downstream into the Hampton Seabrook Estuary.

Upcoming Events

- Developing a schedule to determine the appropriate date for posting the solicitation letters for Part B final design thru Consultant Committee. Given the latest input from the towns, this schedule will need to be delayed. (On-Going)
- Schedule a Public Informational Meeting in Hampton that indicates a preferred alternative once receiving input from the Town of Hampton. The anticipated date for this meeting has been delayed one month from March to April.
- Solicit letter of interest for Part B design from the Consultant Community.

Project Name: Bow-Concord
State Number: 13742A thru C
Project Description: I-93 Bridge Re-decking (4 Bridges) No.135/160, 136/160, 163/106 & 203/087

Estimate: $22.7M ($21.3M Construction)
Current Phase: Preliminary Design
% Complete: 30%
Lead Person: Don Lyford

Project Schedule / Milestones

10/11/2007	Consultant Selection Initiated
6/25/2008	Notice to Proceed - Preliminary/Final Design Consultant
11/17/2008	Review Draft Rehabilitation Study with Front Office
12/10/2008	Meeting with Concord City Staff
3/12/2009	Preliminary Submission, Exit 14 bridge
3/23/2009	Rec'd Draft Rehabilitation Study I-93 over I-89 bridges
5/29/09	Preliminary PS&E Submission - Exit 14
7/17/09	PS&E Submission - Exit 14
8/25/2009	Adv Concord 13742C (Exit 14) Contract - $4.3M
9/17/2009	Opened bids, Concord 13742C (Exit 14) Contract - $4.8M
9/17/2009	Public Officials/Public Informational meeting, Exit 14 bridge
9/28/2009	Review Draft Rehabilitation Study I-93 bridges over I-89 with Front Office
10/6/2009	Direction from the Commissioners Office to replace the I-93 bridges over I-89 due to their poor condition
4/9/2010	Target date for first weekend closure of Loudon Road at Exit 14
4/14/2010	G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement
5/7/2010	Target date for second weekend closure of Loudon Road at Exit 14
Jun-10	Public Informational meeting, two I-93 bridges over I-89
Oct-10	Public Informational meeting, Exit 12 bridge
4/5/2011	Adv Bow 13742B (I-89 Bridges) Contract - $13.5M
4/4/2012	Adv Bow-Concord 13742A (Exit 12) Contract - $3.0M
10/29/2014	Construction Completion

Project Activity

- Draft Bridge Rehabilitation Study for Exit 12 has been submitted.
- Received bids for the Concord, 13742C, Exit 14 project. ED Swett low bid at $4.8M ($0.5M over estimate)
- Reviewed I-89 existing bridge conditions with Front Office to determine if we should recommend simple bridge deck replacement or more costly substructure repairs or replacement.
- Memo from the Commissioners Office noting that due to the overall poor condition of the bridges over I-89 we should pursue a full replacement of both bridges.
- Bow, 13742B, construction cost increased to $13.5M and overall 13742A cost increased due to the change to reconstruct the I-93 bridges over I-89

Upcoming Events

- Negotiation of Final Design contract with MJ for I-93 over I-89
- Review of Exit 12 Draft Rehabilitation Study
- Negotiation of Final Design contract with MJ for I-93 at Exit 12
- Anticipate Public Informational meeting for each project location as we know more about the proposed work.
  I-93 over I-89, meeting in May 2010
  Exit 12, meeting in October 2010

3/17/2010

Project Name: **Manchester**
State Number: **14966**
Project Description: Exit 4 Bridge Rehabilitation (5 Millyard Bridges)

Estimate: $39.8M ($34.0M Construction)
Current Phase: Preliminary Design
% Complete: 20%
Lead Person: Bob Landry

Project Schedule / Milestones

10/18/2007	Consultant Selection Started
4/24/2008	Department Fee is Established For Consultant Services
4/29/2008	Consultant Scope & Fee Proposal Received
3/4/2009	Notice to Proceed - Preliminary Design Consultant
5/15/2009	City Staff Meeting
11/24/2009	Mayor & Alderman Meeting
1/28/2010	Public Informational Meeting
6/30/2010	Public Hearing
9/3/2010	Layout Approval
10/1/2010	Notice to Proceed - Final Design Consultant
2/8/2011	Adv First Bridge Contract (Within Existing ROW)
9/11/2012	Adv Turnpike Bridge & Widening Contract
11/28/2014	Construction Completion

Project Activity

- Consultant working on base mapping and performing traffic counts.
- Consultant coordinating with City of Manchester on City owned utilities to determined their location and need.
- The Public Informational Meeting was held on January 28, 2010 to review the project and gather input from the community. No serious consensuses were raised at the meeting regarding the project.

Upcoming Events

- Consultant coordinating existing survey information, property information and alignment for initial public presentation.

3/17/2010

Project Name: Bedford
State Number: 13527
Project Description: Central Turnpike; US 3 Bridge Replacement over FEET

Estimate: $14.0M ($12.2M Construction)
Current Phase: Preliminary Design
% Complete: 30%
Lead Person: Alex Vogt

Project Schedule / Milestones

3/27/2008	Public Informational Meeting
3/25/2009	Public Hearing
3/3/2010	Consultant Award for Design Build services
3/10/2010	Layout Approval (Special Committee)
11/1/2010	Right-of-Way Plans (likely to be later as part of design build contract)
9/27/2011	Adv Construction Contract - $12.2M date likely earlier with Design Build
11/15/2013	Construction Completion

Project Activity

- The Public Hearing (Special Committee) was held on March 25, 2009.
- The project was reviewed at the July 17, 2009 Traffic Control Committee meeting. It was determined that the project does not meet significant status for a Work Zone Policy under Primary or Secondary Level criteria.
- Final design effort was discussed and will now be done by Design Build process.
- A letter to various statewide consultants was sent on August 7, 2009 seeking interest and qualifications in developing the criteria for Design-Build. Letters of interest were received August 24, 2009.
- On September 16, 2009, Vanasse, Hangen, Brustlin, Inc. was selected for the proposed design build services.
- The Report of the Commissioner was signed on January 19, 2010.
- Special Committee meeting for layout approved March 10, 2010

Upcoming Events

- Design Build kick off meetings March and April 2010

Project Name: Newington-Dover
State Number: 11238
Project Description: Spaulding Turnpike Expansion / Little Bay Bridges Widening (3.5 miles from Exit 1 (Gosling Road) Interchange in Newington to Toll Plaza in Dover)

Estimate: $263.9M ($231.4M Construction)
Current Phase: Final Design
% Complete: 38%
Lead Person: Chris Waszczuk

Project Schedule / Milestones

	9/21/2006	Joint Public Hearing
	8/22/2007	Layout Approval
	1/7/2008	FEIS Distribution
	2/1/2008	FEIS Publication in Federal Register
	10/24/2008	FHWA Record of Decision (ROD)
	12/18/2008	Governor & Council Approval - Final Design Contract
	12/18/2008	Notice to Proceed - Final Design Consultant
	5/11/2010	Adv LBB Contract - $58.0M
	10/29/2010	TDM Elements (Bus Alternatives, Rochester & Lee park'n'rides) - (total $11.06M; fed $7.02M; tpk $4.04M)
	10/11/2011	Adv Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - $55.1M
Authorized under HB 391	7/2/2013	Adv LBB Rehabilitation & Bridge Approach Contract - $34.0M
	7/2/2013	Adv Exit 6 Interchange & Dover Mainline Turnpike Contract - $42.2M
	9/8/2015	GSB Rehabilitation - $31.0M
	7/1/2018	Construction Completion

Project Activity

- The draft Financial Plan for the project was been completed and submitted to the Front Office on 3/8/10 for review prior to the document being forwarded to FHWA. The draft Financial Plan reflects 5 main construction contracts, which were consolidated from 8 contracts. These revised contracts are reflected in the updated milestone schedule listed above. The estimated costs and funded for the bus & TDM alternatives have also been updated.

- Letters of intent for a 200-space park'n'ride off Exit 13 in Rochester and a joint-use park'n'ride near the traffic circle in Lee were submitted for consideration in the CMAQ program. Conceptual designs for both sites have been completed. ROW abstracting and appraisal work has been completed with the acquisition of the parcel in Rochester underway. (Work On-Going)

- The L-contract final design is advancing with project advertisement planned for May 11, 2010. A pre-advertisement meeting was held on 2/18 to review the outstanding issues and coordinate the final elements of the contract.

- NHDES Wetland permit was received on June 17, 2009 and the ACOE provisional permit was received on June 19, 2009. The Final WQC dated February 3, 2010 was received. The CZMA federal consistency certificate dated 2/5/10 was also received. An internal meeting was held on 2/19/10 to review the WQC conditions and coordinate responsibilities. BOE has forwarded requested updated information (Railway Brook restoration plans, revised channel impacts) to ACOE with a request for the final ACOE permit.

- Conducted second phase of the VE for the project the week of June 22nd through June 26th. VE team presented their VE suggestions to the project team on June 26th. VE suggestions have been reviewed by the VHB Team and meeting held on September 25th to review and discuss which options will or will not be considered in the overall design. VHB has developed a memo (10/19/09) with recommendations presented to the Front Office at a meeting on November 30th. Concurrence from the Front Office was received on 2/25/10.

- Inspection of the General Sullivan Bridge commenced on July 27th and has been completed. The Comprehensive Inspection and Rating report has been submitted to Bridge Design for comments and approval. (Review On-Going)

- Railway Brook Restoration effort has been completed to the 60% design plan level. A coordination meeting was held on 2/18/10 and included the ACOE, NHDES, NHF&GD to review the plans. Restoration work is planned to be included in the Newington 11238M contract. (On-Going)

- Meeting with NHF&GD was held on 8/17/09 to discuss Hilton Park boat launch, access, and construction staging. A second meeting was held on 10/19/09 to continue coordination efforts. The Department has identified a plan to minimize impacts to the boat launch and parking area during construction. Language will be included in the POW for L-contract. (Work On-Going)

- Meeting was held on 10/2/09 with Bridge Design & UNH to review UNH proposal for tidal power generation at GSB. A MOA will be drafted to outline UNH's and Department's roles concerning the pilot tidal power project in the GSB area. (On-Going)

- A meeting with the Dover City staff was held on 2/3/10 to provide an update of the L-contract, review maintenance and emergency access issues, and review a roundabout option developed for the Boston Harbor Road / US 4 Intersection in Dover. A draft Municipal Agreement was also provided to the City Manager for review. A Public Informational meeting in Dover has been scheduled for March 16th to present the aforementioned items to the community. (On-Going)

- Memo was forwarded to ROW to initiate initiate the ROW process to acquire conservation easements on Knight Brook parcels. (On-Going)

Upcoming Events

- Continued coordination w/ ACOE to receive final ACOE permit, as well as w/ USCG for USCG permit

- Review project website development.

- Soundwall options development and scheduling of meeting with affected neighborhoods.

- Submit Financial Plan to FHWA for FHWA approval.

3/18/2010

Project Name:	**Hampton-North Hampton**	**Estimate:**	$18.2M
State Number:	**15678A-D**		($17.1M Construction)
Project Description:	I-95 Toll Plaza Improvements to Implement Open Road Tolling (ORT) & Rehabilitate Mainline Plaza.	**Current Phase:**	Design & Construction
		% Complete:	10% Construction
		% Complete:	85% Design
		Lead Person:	Chris Waszczuk

Project Schedule / Milestones

12/17/2008	HNTB Preliminary Assessment of ORT
1/8/2009	HB 391 Introduced to Implement ORT at Hampton
5/28/2009	15678C ORT RFP Issued
6/10/2009	Public Informational Meeting - Hampton
6/11/2009	Public Informational Meeting - North Hampton
6/30/2009	HB 391Signed into Law by Governor
6/30/2009	Adv 15678A Contract - $4.84M
7/1/2009	ORT Vendor Proposals Due
7/20/2009	ORT Vendor Selection
8/19/2009	G&C Approval & NTP - 15678C ORT Vendor Contract - $1.99M
9/1/2009	Adv 15678B Contract - $8.3M
11/2/2009	15678A - Intermediate Completion Date (toll plaza widening)
12/1/2009	15678A - Construction Completion Date
4/30/2010	15678B - Intermediate Completion Date (ORT lanes availability)
5/31/2010	ORT Lanes Operational
6/29/2010	Adv 15678D Contract - $2.0M
7/30/2010	15678B Construction Completion
5/20/2011	15678D Construction Completion

Project Activity

- 15678A construction began on 8/19/09. Project is substantially complete and met the December 1, 2009 Completion Date. Punch list items for spring vegatation establishment, gate training, control system training and basin inspections. The project budget is anticipated to come in under 100%.

- 15678B Project is progressing, the intermediate completion date was pushed back 18 days to April 30th, 2010. The canopy demolition has started and is 75% completed. All mechanical systems, booths, electrical conduits, wiring, canopy lights, roofing, and structural steel for sign structures have been removed. Removal of concrete toll islands, pavement slabs, structural slabs and structural steel for canopy is at 50% completion. Gantry concrete pier supports (all four), and conduit installation, bumper construction and jersey barrier TCP implementation for next phase of work (canopy removal) has been completed. The site detention and sedimentation basins have been functioning well for the winter and inspected by BOE. Project budget just over 102%.

Completed Items on the 15678C project with Telvent Caseta

- Submitted 2nd Draft Factory Test Procedures 1/28. Retumed on 2/11
- Submitted 2nd SDDD -Hardware document 1/28. Returned 2/11
- Gantry Shop Drawing approved 2/15/10
- Submitted Final Master Test Plan 1/11
- 2nd Transaction and tag file testing with TRMI and image file testing with ACS submitted 1/28 and 2/1
- As of January's progress report 51% is completed for opening

Upcoming Events

- Telvent-Caseta continue their programming efforts getting ready for Factory Acceptance Testing (FAT)
- TC Dry Fat test
- 2nd Draft System Detail Design Document Software submittal
- 3rd Draft of the FAT procedures
- DOT/HNTB/TC FAT test in Austin 3/1-3/5 or 3/8-3/12
- Transition Plan
- Installation Plan
- Disaster Recovery Plan

TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

	Anticipated Expenditures per State Fiscal Year (millions)												
Project	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Total	
Rochester 10620G thru L	$ 6.96	$ 17.30	$ 38.16	$ 30.42	$ 31.64	$ 11.16	$ -	$ -	$ -	$ -	$ -	$ 135.65	
Merrimack 12105	$ 0.19	$ 6.07	$ 5.39	$ 3.82	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15.48	
Manchester 14048	$ 0.06	$ 0.02	$ 0.16	$ -	$ 0.93	$ 1.83	$ 1.18	$ -	$ -	$ -	$ -	$ 4.18	
Hampton Falls-Hampton 13408B	$ 0.15	$ 0.07	$ 0.53	$ -	$ 0.83	$ 3.82	$ 3.82	$ 1.46	$ -	$ -	$ -	$ 10.68	
Bow-Concord 13742A thru C	$ 0.08	$ 0.30	$ 2.13	$ 3.70	$ 5.42	$ 7.43	$ 3.64	$ -	$ -	$ -	$ -	$ 22.71	
Manchester 14966	$ 0.07	$ 0.05	$ 2.69	$ 3.35	$ 1.91	$ 6.69	$ 14.87	$ 10.16	$ -	$ -	$ -	$ 39.80	
Bedford 13527	$ 0.02	$ 0.08	$ 0.77	$ 0.75	$ 3.14	$ 7.29	$ 1.87	$ -	$ -	$ -	$ -	$ 13.92	
Newington-Dover 11238	$ 0.39	$ 1.18	$ 7.79	$ 15.35	$ 19.50	$ 27.46	$ 40.22	$ 32.60	$ 0.60	$ 0.07	$ -	$ 145.18	**
Ancilliary Work													
Manchester - Granite Street	$ 1.68	$ 0.08	$ 0.22	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1.98	
Dover Park'n'Ride	$ 0.52	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.52	
Airport Access Road	$ 0.68	$ (0.22)	$ 1.13	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1.59	
Seabrook-Portsmouth ITS (match funds)	$ -	$ 0.03	$ 0.83	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.86	
ETC System (Vollmer, HNTB, C&B)	$ 0.14	$ 0.57	$ 1.21	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1.92	
Statewide Toll Services Consultant		$ 0.09	$ 0.41	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 4.50	
Total	**$ 10.95**	**$ 25.62**	**$ 61.43**	**$ 57.90**	**$ 63.88**	**$ 66.17**	**$ 66.10**	**$ 44.72**	**$ 1.10**	**$ 0.57**	**$ 0.50**	**$ 398.96**	
HB391 Project Authorizations													
Newington-Dover 11238	$ -	$ -	$ -	$ -	$ -	$ -	$ 15.57	$ 15.57	$ 18.29	$ 12.40	$ 11.37	$ 73.20	
Hampton-North Hampton 15678	$ -	$ 0.16	$ 13.11	$ 3.94	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17.21	
Hooksett ORT	$ -	$ -	$ 0.50	$ 6.58	$ 10.67	$ 2.74	$ -	$ -	$ -	$ -	$ -	$ 20.50	
Bedford ORT	$ -	$ -	$ 0.10	$ 0.40	$ 6.58	$ 10.67	$ 2.74	$ -	$ -	$ -	$ -	$ 20.50	
Portsmouth 15760	$ -	$ -	$ 0.12	$ 1.41	$ 0.59	$ -	$ -	$ -	$ -	$ -	$ -	$ 2.12	
Seabrook 15769	$ -	$ -	$ 0.05	$ 0.10	$ 0.98	$ 1.02	$ -	$ -	$ -	$ -	$ -	$ 2.15	
Sub-Total	**$ -**	**$ 0.16**	**$ 13.88**	**$ 12.44**	**$ 18.82**	**$ 14.44**	**$ 18.31**	**$ 15.57**	**$ 18.29**	**$ 12.40**	**$ 11.37**	**$ 135.69**	
Total	**$ 10.95**	**$ 25.78**	**$ 75.32**	**$ 70.34**	**$ 82.70**	**$ 80.61**	**$ 84.42**	**$ 60.29**	**$ 19.39**	**$ 12.97**	**$ 11.87**	**$ 534.65**	

Turnpike Capital Program 2008-2018 (in millions)												
$ 534.65	$ 25.62	$ 61.43	$ 57.90	$ 63.88	$ 66.17	$ 66.10	$ 44.72	$ 1.10	$ 0.57	$ 0.50	$ 398.96	
	$ 0.16	$ 13.88	$ 12.44	$ 18.82	$ 14.44	$ 18.31	$ 15.57	$ 18.29	$ 12.40	$ 11.37	$ 135.69	
	$ 25.78	$ 75.32	$ 70.34	$ 82.70	$ 80.61	$ 84.42	$ 60.29	$ 19.39	$ 12.97	$ 11.87	$ 534.65	

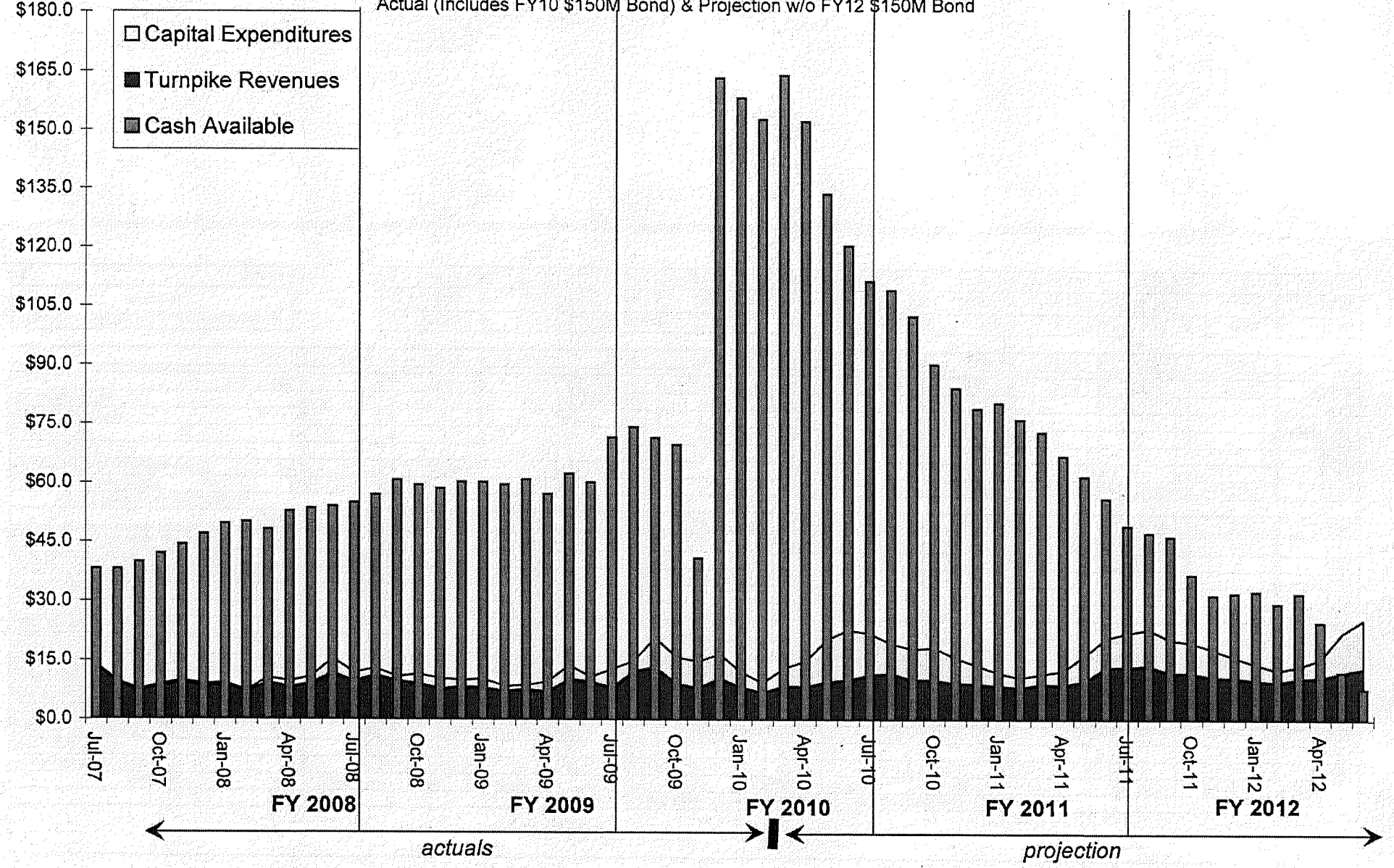
** Federal Earmarked Funds totaling approximately $33.6M will be funded under a separate project. Turnpike funding for the Newington-Dover project has been reduced to account for the earmarked funding.

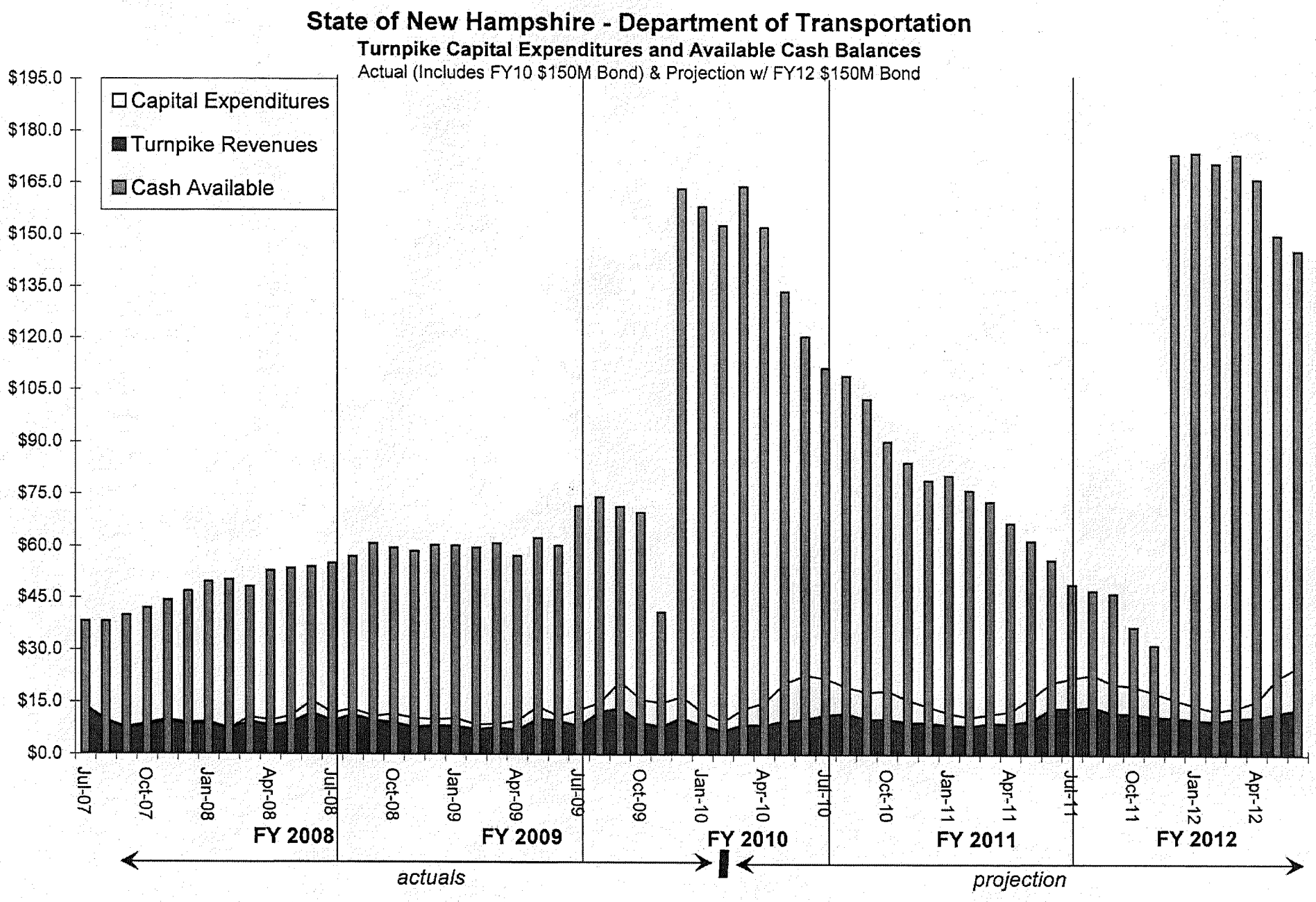
#N/A

State of New Hampshire - Department of Transportation

Turnpike Capital Expenditures and Available Cash Balances

Actual (Includes FY10 $150M Bond) & Projection w/o FY12 $150M Bond




State of New Hampshire - Department of Transportation
Turnpike Capital Expenditures and Available Cash Balances
Actual (Includes FY10 $150M Bond) & Projection w/ FY12 $150M Bond
Capital Expenditures
Turnpike Revenues
Cash Available
$195.0
$180.0
$165.0
$150.0
$135.0
$120.0
$105.0
$90.0
$75.0
$60.0
$45.0
$30.0
$15.0
$0.0
Jul-07
Oct-07
Jan-08
Apr-08
Jul-08
Oct-08
Jan-09
Apr-09
Jul-09
Oct-09
Jan-10
Apr-10
Jul-10
Oct-10
Jan-11
Apr-11
Jul-11
Oct-11
Jan-12
Apr-12
FY 2008
FY 2009
FY 2010
FY 2011
FY 2012
actuals
projection

N.H. Department of Transportation

PROJECT ESTIMATE

Name: Newington-Dover
State#: 11238J
Fed#: A-000(375)
Description: NH 16 / US 4/ Spaulding Turnpike; Widen Turnpike including the Little Bay Bridges and Reconstruct two interchanges from Gosling Road to Dover Toll Booth

Date: February 22, 2010
Supersedes Estimate Dated: September 11, 2009
Current Advertising Date:

County Name/Number: ROCKINGHAM - 015 & STRAFFORD - 017

Project Type: A - Rural Project Over $750,000

Fed Participation Amt: **Project Programming Use Only**

Estimate Type: Modified Project Agreement Estimate for ROW

Explanation of Estimate:

This estimate requests authorization of previously programmed ROW funds (FY 2010) in the amount of $150,000 for advanced acquisitions.

Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	3.5 miles
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	

Bridge 1	
Bridge No.:	
Type:	
Length:	
No. of Spans:	
Improvement:	

Sideroad 1	
Name:	
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	

Bridge 2	
Bridge No.:	
Type:	
Length:	
No. of Spans:	
Improvement:	

Sideroad 2	
Name:	
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	

Bridge 3	
Bridge No.:	
Type:	
Length:	
No. of Spans:	
Improvement:	

Project Funding Requirements:

The 20% State match for the ROW acquisitions will be Turnpike funded under the Newington-Dover 11238k project.

Right of Way

Authorized

Service (Incidentals, Acquisition, Bldg Demo)	Prev Authorized $$	Authorized $$	This Estimate Requested $$	PROJ PROG USE ONLY App Code
Early Acquisitions (Hardship / Protective Buying)	$3,550,000.00	$3,550,000.00		
Early Acquisitions (Hardship / Protective Buying)	$0.00	$150,000.00	$150,000.00	
Total:	$3,550,000.00	$3,700,000.00	$150,000.00	

Programmed

Service (Incidentals, Acquisition, Bldg Demo)	Programmed $$	Fiscal Year
Programmed Total:	$0.00	
Right of Way Total:	$3,700,000.00	

Grand Total: $3,700,000.00

ESTIMATE APPROVALS:

Project Manager: _____

Administrator, Bureau of Planning and Community Assistance: N/A
(If Applicable)

N.H. Department of Transportation

PROJECT ESTIMATE

AD 2.7.10

Project

Name: Newington-Dover
State#: 11238
Fed#: NHS-027-1(37)
Description: NH 16 / US 4 / Spaulding Turnpike; Widen Turnpike including the Little Bay Bridges and Reconstruct two interchanges from Gosling Road to Dover Toll Booth

Date: January 4, 2010
Supersedes Estimate Dated: August 11, 2009
Current Advertising Date: ~~N/A~~

County Name/Number: ROCKINGHAM - 015 & STRAFFORD - 017

Project Type: A - Rural Project Over $750,000

Fed Participation Amt: Project Programming Use Only

Estimate Type: Modified Project Agreement Estimate for PE and Right-of-Way

Explanation of Estimate:

This estimate moves previously authorized Preliminary Engineering (PE) funds in the amount of $6,695.00 from the State of NH (Final Design) to GZA GeoEnvironmental, Inc. for testing of rock core samples for the drilled shaft design on the Little Bay Bridge. This estimate also requests authorization of previously programmed Right-of-Way funds (SFY 2010) in the amount of $3,500,000 for Right-of-Way acquisitions. Programmed Construction funds remain unchanged.

Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	3.5 miles
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 1	
Bridge No.:	201/025
Type:	IB-C
Length:	1595'
No. of Spans:	9
Improvement:	

Sideroad 1	
Name:	Exit 6 Interchange
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 2	
Bridge No.:	201/025
Type:	IB-C
Length:	1595'
No. of Spans:	9
Improvement:	

Sideroad 2	
Name:	Exit 4 Interchange
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 3	
Bridge No.:	200/023
Type:	HT
Length:	1585'
No. of Spans:	9
Improvement:	

Project Funding Requirements:

Turnpike funded for PE & ROW.

PE for Incident Management in the amount of $64,768.07 by Fay, Spofford, & Thorndike arranged through a Special Statewide Agreement Number 13704.

PE for Permanent Message Board Contract in the amount of $26,828.07 by Fay, Spofford, & Thorndike arranged through a Special Statewide Agreement Number 13704.

PE for Geotechnical Investigations in the amount of $71,070 by New Hampshire Borings, Inc. arranged under Statewide Agreement Number 14296.

PE for Marine Sediment Sampling & Testing in the amount of $60,935 by ATC Associates arranged under Statewide Agreement Number 66556.

PE for Bridge Painting Consulting and Inspection Services in the amount of $10,000 by ATC by KTA - Tator, Inc. arranged under Statewide Agreement Number 14936.

Project Funding Requirements (con't):
PE for Bridge Painting Consulting and Inspection Services in the amount of $10,000 by Greenman - Pedersen Inc. arranged under Statewide Agreement Number 14936.
PE for ITS/ Security Camera Assessment in the amount of $4,960.53 by Vanasse Hangen Brustlin arranged under Statewide Agreement Number 14490.
PE for Geotechnical Work to install groundwater monitoring wells in the amount of $13,215.00 by NH Borings, Inc. arranged for under Statewide Agreement Number 14296.
PE for Geotechnical Work to test rock core samples in the amount of $6,695.00 by GZA GeoEnvironmental, Inc. arranged for under Statewide Agreement Number 15374.
PE & ROW for the 11238L, 11238M, 11238N, 11238O, 11238P, 11238Q, 11238R, & 11238S construction projects will be funded under the subject parent project.
Construction funding for Bus & Park'n'Ride Alternatives shown in FY10 & FY11.
~~Construction for the presently unfunded Dover segment & GSB shown in FY19.~~
Funding for this project includes the following federal earmarked funds $5,411,605 (ID# NH036); $24,000,000 (ID# NH053); $2,475,000 (ID# NH070), & $1,715,000 (ID# NH080), which will be allocated under the 11238L*, 15500A thru 15500D construction projects.

Preliminary Engineering

Authorized

Vendor, Service	Prev Authorized $$	Authorized $$	This Estimate Requested $$	PROJ PROG USE ONLY App Code
State of NH (Prelim. Design)	$673,622.78	$673,622.78		
State of NH (Final Design)	$825,039.47	$818,344.47	($6,695.00)	
Kimball Chase (Prelim. Design)	$0.00	$0.00		
Quinn Associates (Prelim. Design)	$0.00	$0.00		
Fay, Spofford, & Thorndike (Incident Management)	$64,768.07	$64,768.07		
Vanasse Hangen Brustlin (Prelim. Design)	$2,912,576.08	$2,912,576.08		
Rockingham Planning Commission (Seacoast Model Update)	$90,000.00	$90,000.00		
Fay, Spofford, & Thorndike (Perm. Message Board Contract)	$26,828.07	$26,828.07		
Concord Aviation Services	$200.00	$200.00		
NH Borings, Inc. (Geotechnical Investigations)	$71,070.00	$71,070.00		
NH Borings, Inc. (Groundwater Monitoring Wells)	$13,215.00	$13,215.00		
ATC Associates (Marine Sediment Sampling & Testing)	$60,935.00	$60,935.00		
Vanasse Hangen Brustlin (Final Design)	$5,636,785.00	$5,636,785.00		
KTA -Tator, Inc. (Bridge Painting Consulting and Inspection)	$10,000.00	$10,000.00		
Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	$10,000.00	$10,000.00		
Vanasse Hangen Brustlin (ITS/ Security Camera Assess.)	$4,960.53	$4,960.53		
GZA GeoEnvironmental, Inc. (Rock Core testing)	$0.00	$6,695.00	$6,695.00	
Total:	**$10,400,000.00**	**$10,400,000.00**	**$0.00**	

Programmed

Vendor, Service	Programmed $$	Fiscal Year
State of NH & Future Consultant (Final Design)	$3,400,000.00	2011
State of NH & Future Consultant (Final Design)	$3,400,000.00	2012
State of NH & Future Consultant (Final Design)	$3,200,000.00	2013
Programmed Total:	**$10,000,000.00**	
Preliminary Engineering Total:	**$20,400,000.00**	

Right of Way

Authorized

Service (Incidentals, Acquisition, Bldg Demo)	Prev Authorized $$	Authorized $$	This Estimate Requested $$	PROJ PROG USE ONLY App Code
Incidentals	$180,000.00	$180,000.00		
Acquisitions	$0.00	$3,500,000.00	$3,500,000.00	TPK 100%
Total:	**$180,000.00**	**$3,680,000.00**	**$3,500,000.00**	

Programmed

Service (Incidentals, Acquisition, Bldg Demo)	Programmed $$	Fiscal Year
Acquisitions	$1,400,000.00	2010
Acquisitions	$2,200,000.00	2011
Acquisitions	$1,443,000.00	2012
Programmed Total:	$5,043,000.00	
Right of Way Total:	$8,723,000.00	

Construction

Authorized

Type of Work, Vendor, Service	Prev Authorized $$	Authorized $$	This Estimate Requested $$	PROJ PROG USE ONLY App Code
Total:	$0.00	$0.00	$0.00	

Programmed

Type of Work, Vendor, Service	Programmed $$	Fiscal Year
Construction (Bus & Park'n'Ride Alternatives)	$3,713,000.00	2010
Construction (Bus & Park'n'Ride Alternatives)	$3,713,000.00	2011
Programmed Total:	$7,426,000.00	
Construction Total:	$7,426,000.00	

Grand Total: $36,549,000.00

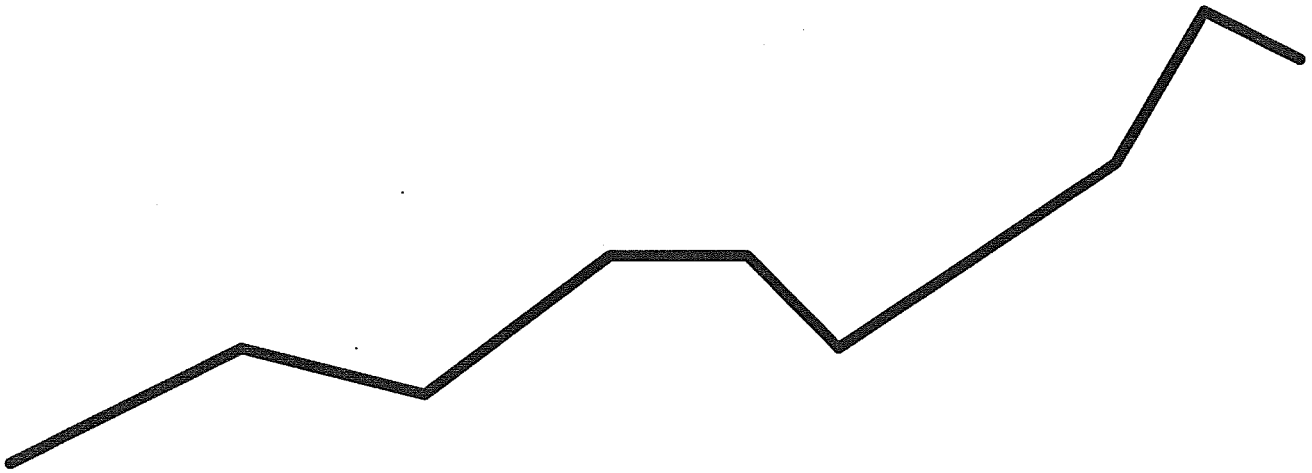
ESTIMATE APPROVALS:

Project Manager: 

Administrator, Bureau of Municipal Highways: N/A
(If Applicable)

Construction Cost Index

New Hampshire Department of Transportation



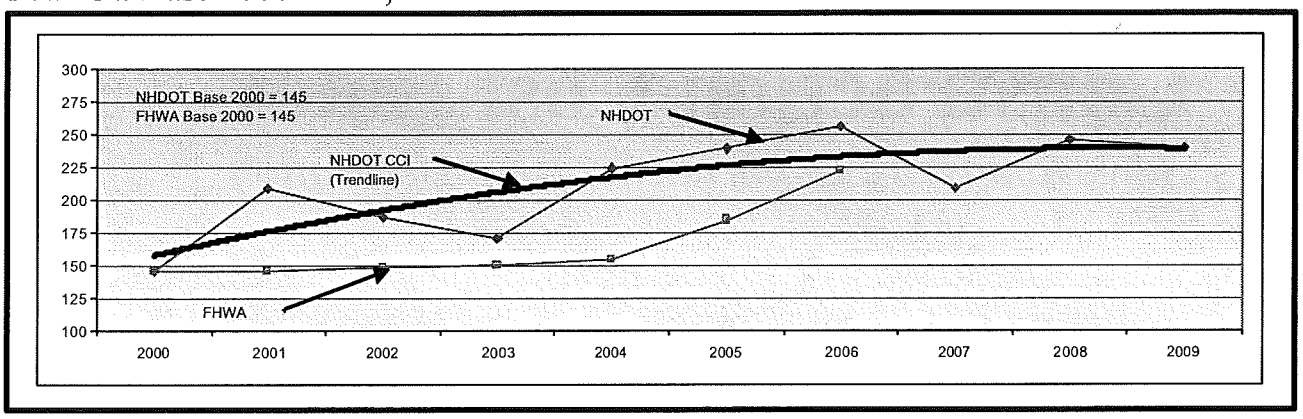
New Hampshire DOT Bureau of Construction
4th Quarter, 2009

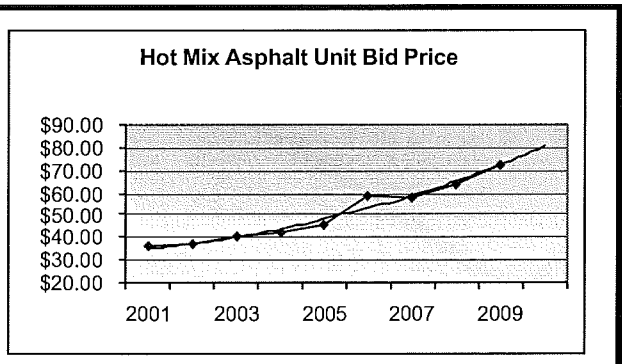
Volume 4, No. 3

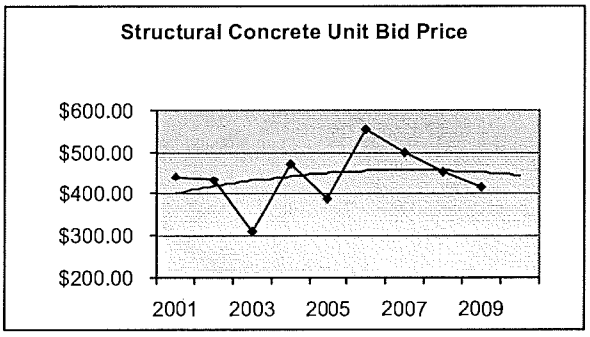
January 1, 2010

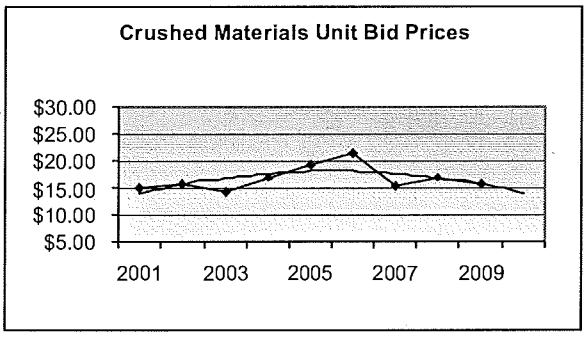
Construction Cost Indices through 4th Quarter, 2009

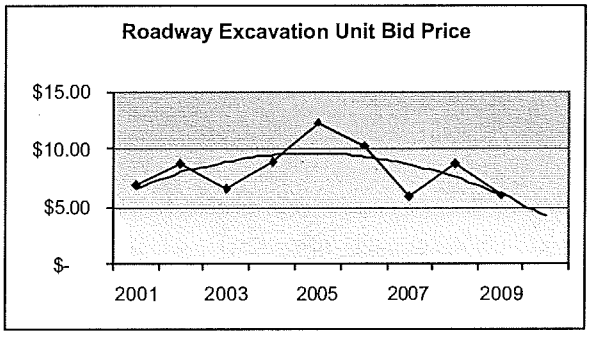
NHDOT Base 2000 = 145; FHWA Base 2000 = 145

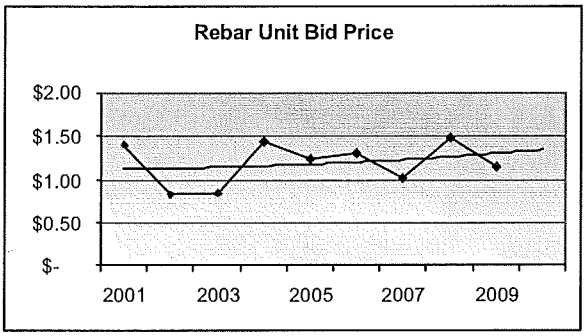


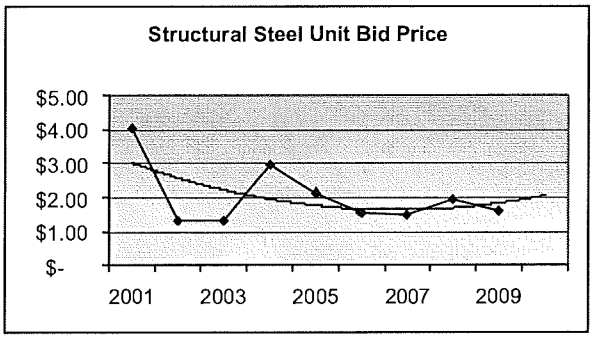










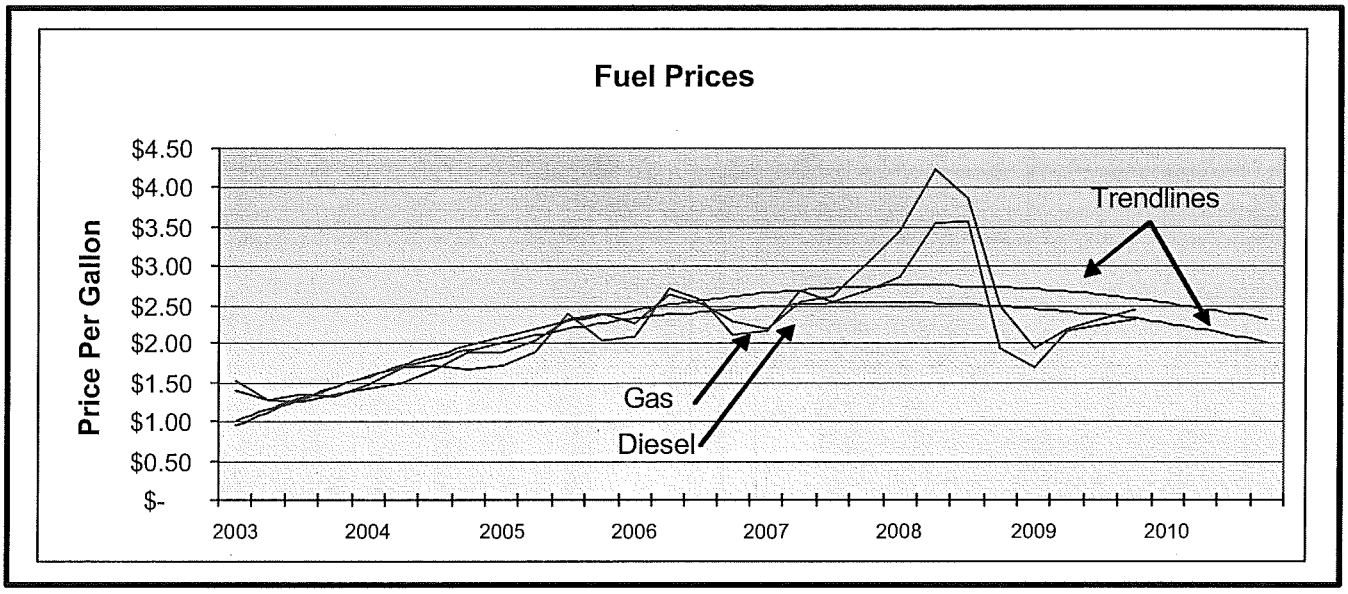


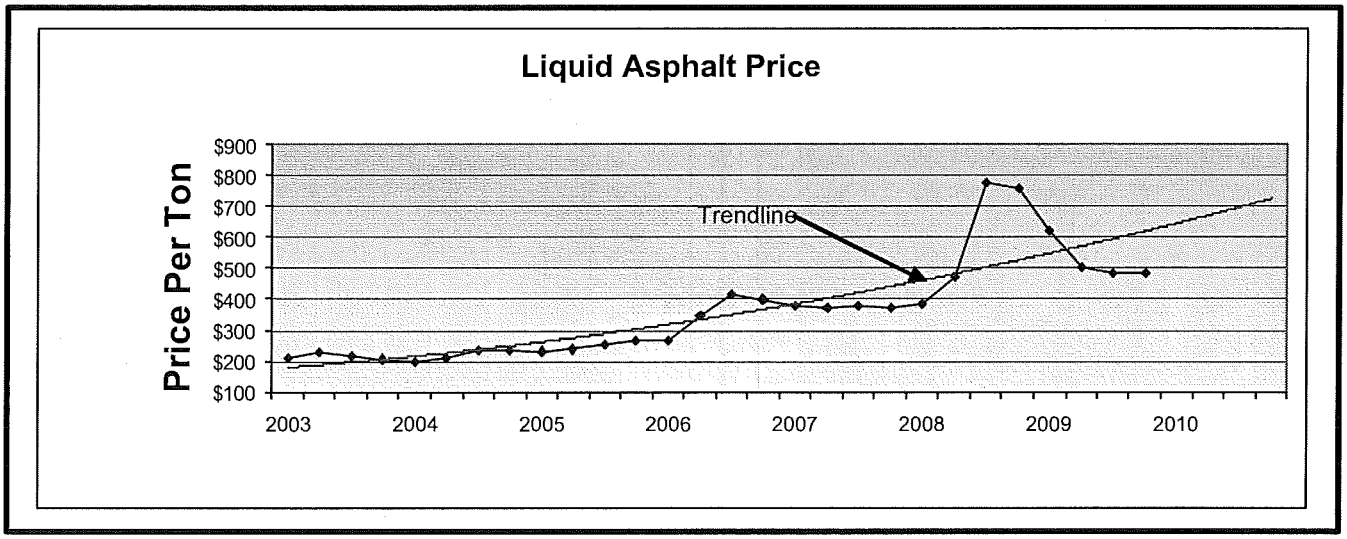
The last two quarters of 2009 showed the index settling at 238, which represents a decrease in relation to the 2008 index of 2.4%. The average weighted cost of materials is still below the 2008 averages in all of the categories with the exception of HMA. The price of liquid asphalt dropped 37% from its high of $774/Ton in the 3rd quarter of 2008 and held steady near $500/Ton for the majority of the 2009 construction season. This savings has not translated into lower HMA prices to date despite the advertisement of significantly more paving projects. The HMA price is up 13% above the 2008 price.

The following Components (weighted as shown) are used to compute the NHDOT CCI:

Hot Mix Asphalt	40%
Crushed Material	16%
Roadway Excavation	16%
Steel	12%
Concrete	11%
ReBar	5%

NHDOT Fuel & Liquid Asphalt Prices

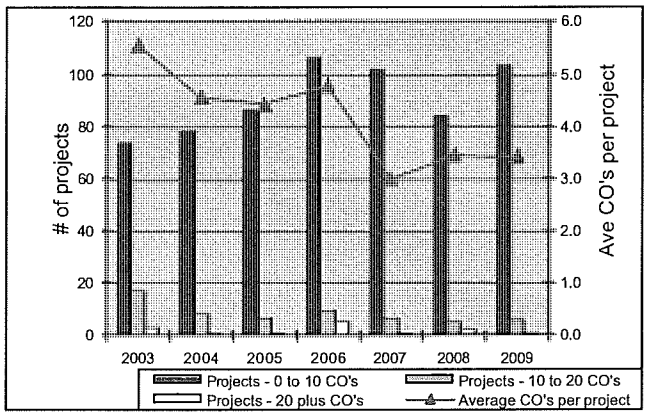




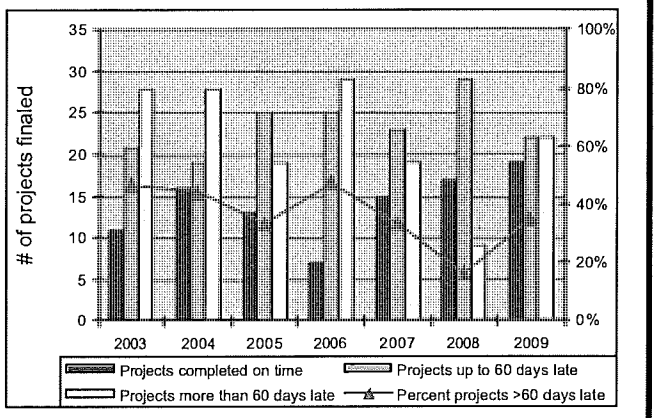
Construction Bureau Performance Measures

Compiled by State Fiscal Year

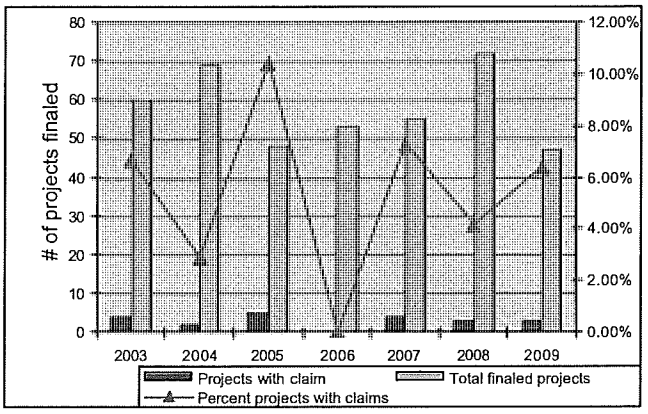
CHANGE ORDERS



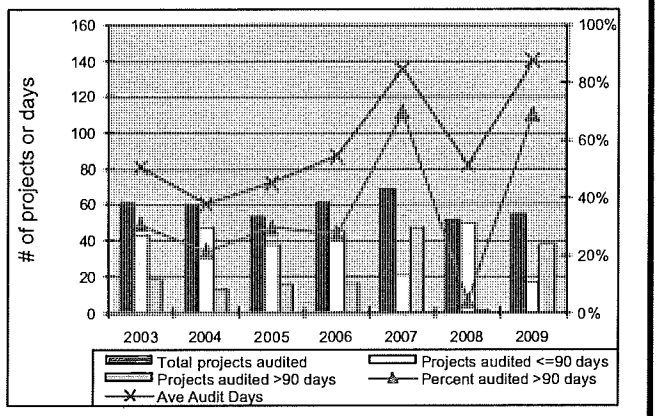
CONTRACT DURATION



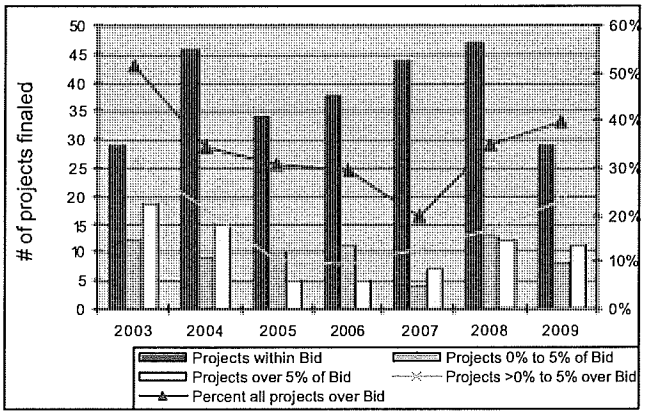
CONTRACTOR CLAIMS



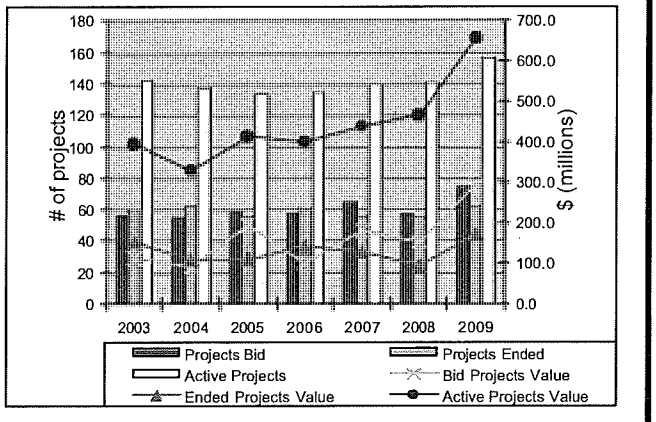
PROJECT AUDIT



BIDS vs. FINAL AMOUNTS



PROJECT ACTIVITY



New Hampshire DOT
Department of Transportation

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

December 23, 2009

Mr. William Rose, Senior Planner
Bureau of Planning & Community Assistance
NH Department of Transportation
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: Congestion Mitigation & Air Quality Program

Dear Mr. Rose:

Please accept this correspondence on behalf of the Department of Transportation signaling our interest in applying for Congestion Mitigation & Air Quality (CMAQ) Program funds in the recently announced application cycle.

We estimate that we will be requesting approximately $85,000 ($10,000 in PE, $25,000 in ROW, and $50,000 in Construction) in federal funds (total includes the appropriate 20% match from the Bureau of Turnpikes) through this program for the construction of a new Park & Ride / Bus Stop lot adjacent to NH Route 125 (Calef Highway) in the Town of Lee, just off the Lee Circle and US Route 4. We've selected this project as a potential recipient of these CMAQ monies given that the location is subject to a great deal of commuter traffic during peak periods from both US Route 4 and NH Route 125, a need for an additional transit stop in the area, and the desire for just this type of project as evidenced by our continued discussions with the Strafford Regional Planning Commission (SRPC), COAST, and UNH Transit. We believe that this project specifically meets with the following eligibility criteria:

#4 – Congestion Reduction & Traffic Flow Improvements
#5 - Transit Improvements
#7 – Travel Demand Management
#10 - Carpooling & Vanpooling Programs

The contact person for this application process will be:

L. Robert Landry, Project Manager
NH Department of Transportation
Telephone: 271.3725
Email: Rlandry@dot.state.nh.us

Thank you for your time and consideration.

Sincerely,

L. Robert Landry, Jr.
Project Manager

cc: Diane Guimond, Town of Lee
Cynthia Copeland, SRPC
Rad Nichols, COAST
Dirk Timmons, UNH Transit
Chris Waszczuk, NHDOT Turnpikes

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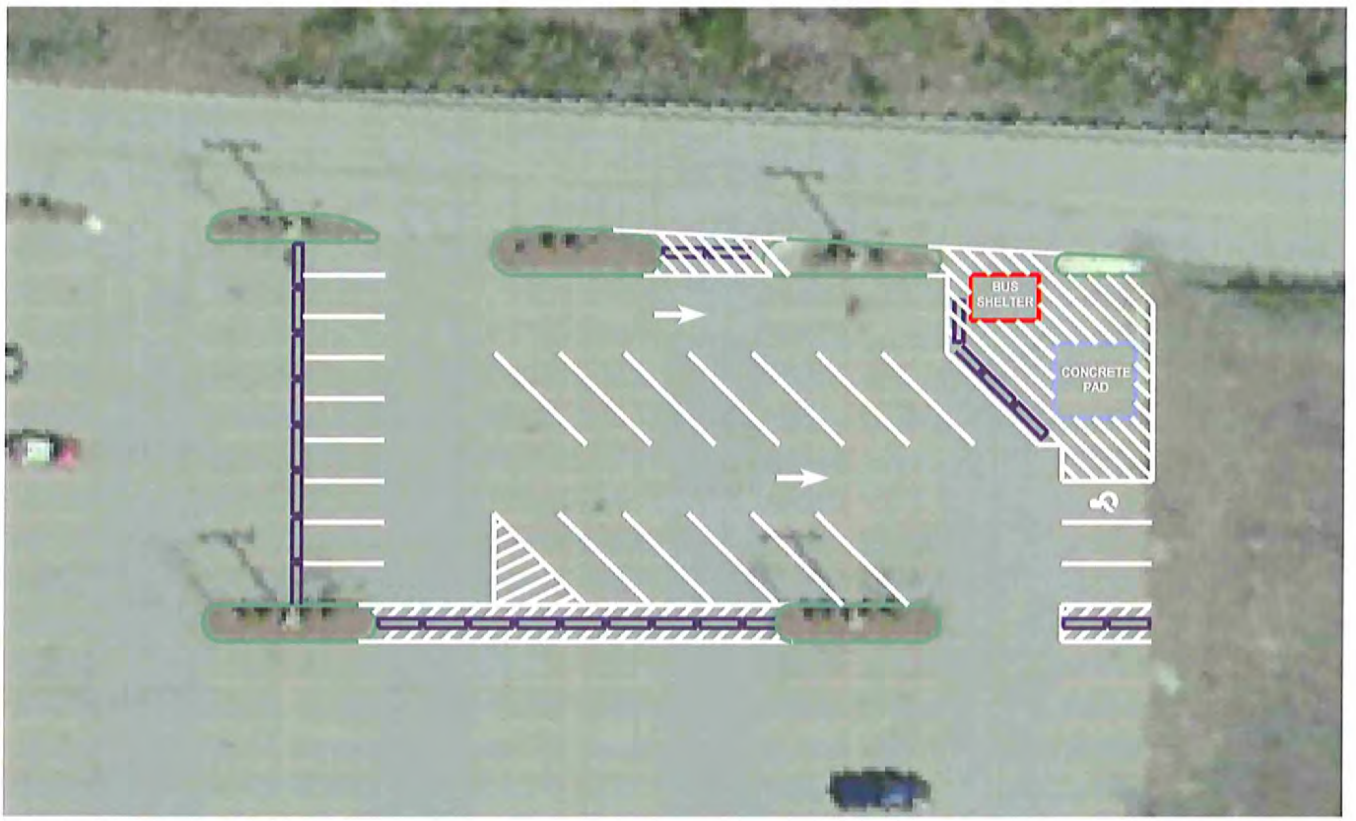

MARKETBASKET BUS STOP

New Hampshire DOT
Department of Transportation

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

December 23, 2009

Mr. William Rose, Senior Planner
Bureau of Planning & Community Assistance
NH Department of Transportation
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: Congestion Mitigation & Air Quality Program

Dear Mr. Rose:

Please accept this correspondence on behalf of the Department of Transportation signaling our interest in applying for Congestion Mitigation & Air Quality (CMAQ) Program funds in the recently announced application cycle.

We estimate that we will be requesting approximately $1,600,000 ($75,000 in PE, $225,000 in ROW, and $1,300,000 in Construction) in federal funds (total includes the appropriate 20% match from the Bureau of Turnpikes) through this program for the construction of a new Park & Ride lot adjacent to US Route 202 (Washington Street) in the City of Rochester, just off Exit 13 of the Spaulding Turnpike. We've selected this project as a potential recipient of these CMAQ monies given that the location is subject to a great deal of commuter traffic during peak periods from both US Route 202 and the Spaulding Turnpike (NH Route 16), a need for an additional transit stop in the area, and the desire for just this type of project as evidenced by our continued discussions with the City of Rochester, Strafford Regional Planning Commission (SRPC), COAST, and UNH Transit. We believe that this project specifically meets with the following eligibility criteria:

#4 – Congestion Reduction & Traffic Flow Improvements
#5 - Transit Improvements
#7 – Travel Demand Management
#10 - Carpooling & Vanpooling Programs

The contact person for this application process will be:

L. Robert Landry, Project Manager
NH Department of Transportation
Telephone: 271.3725
Email: Rlandry@dot.state.nh.us

Thank you for your time and consideration.

Sincerely,

L. Robert Landry, Jr.
Project Manager

cc: Karen Pollard, City of Rochester
Cynthia Copeland, SRPC
Rad Nichols, COAST
Dirk Timmons, UNH Transit
Chris Waszczuk, NHDOT Turnpikes

s:\rochester\10620-h rte 202 exit 13\parknride\cmaq application letter ofintent.doc


201 Total Parking Spaces
PRELIMINARY PLANS
SUBJECT TO CHANGE
DATE: 12/10/09
50 0 50 100 200
SCALE IN FEET
ROCHESTER EXIT 13
PARK 'N' RIDE

fk
copy

New Hampshire DOT
Department of Transportation

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

GEORGE N. CAMPBELL, JR.
Commissioner

JEFF BRILLHART, P.E.
Assistant Commissioner

December 23, 2009

To:

Department of Transportation, Bureau of Planning and Community Assistance
Strafford Regional Planning Commission
Rockingham Planning Commission
Southern New Hampshire Planning Commission

Letter of Interest, Congestion Mitigation & Air Quality

The New Hampshire Department of Transportation, through the Bureau of Rail & Transit, intends to submit applications for CMAQ funding for three projects: 1) Increased Transit Service, Dover-Durham-Portsmouth; 2) Intercity Bus Service, Manchester-Portsmouth, and 3) Promotion of Transportation Options.

Contact for this application:
Christopher Morgan, Administrator
Bureau of Rail & Transit
NH DOT
7 Hazen Drive, PO Box 483
Concord, NH 03302

1) Increased Transit Service, Dover-Durham-Portsmouth (Transit Improvement):

This project will implement Bus Alternative 3, one of the Department's commitments in the Final Environmental Impact Statement (EIS) for the Newington-Dover Spaulding Turnpike Improvements project. Also participating in the project will be COAST and UNH Wildcat Transit. Through capital equipment purchases and operating support, the project will increase peak-hour transit service on COAST Route 2 (Rochester-Portsmouth), UNH Wildcat Transit Route 4 (Durham-Portsmouth), and COAST Pease-Portsmouth Trolley Route 40/41. During peak hours, this will provide half-hour headways on the three transit routes, making transit a considerably more attractive alternative to driving alone than is currently the case.

The project capital cost is $3,196,000 for the purchase of eight buses (four COAST buses @$379,000 and two trolleys @$450,000; two UNH buses @$390,000)

The project's total operating cost for five years (consistent with the commitment in the EIS) is $5,683,000. This CMAQ request will be for operating expenses for three years, for a total of $3,410,000.

The total project cost for three years is $6,606,000. The 80% CMAQ share is $5,284,800. Turnpike/project funds will provide the 20% matching funds.

2) Intercity Bus Service, Manchester-Portsmouth (Transit improvement):

This project will initiate intercity bus service between Portsmouth and Manchester, serving at a minimum the Portsmouth Transportation Center, Epping Park and Ride, Manchester-Boston Regional Airport and downtown Manchester. The Department has prepared a request for proposals to select a bus operator to provide this service. Subject to receipt of proposals and selection of a qualified operator, the project would provide service every two hours between 5 am and midnight daily. The operator will be expected to provide equipment for the service. The requested CMAQ funds will provide three years of operating support for the project. The selected operator will provide the 20 percent matching funds. The projected total project cost is $2,500,000. The 80% CMAQ share is $2,000,000.

3) Promotion of Transportation Options (Travel Demand Management, Carpooling and Vanpooling, Public Education and Outreach Activities):

This project will provide funding to promote ridesharing, bicycling and walking, and public transportation throughout the nonattainment areas. Priorities for ridesharing are creating a new brand and image for the state rideshare program, to coincide with implementation of new ridematching software with Vermont and Maine; support of regional rideshare programs through marketing materials; and creation of a state emergency ride home program to assist carpool, vanpool and transit users. This project will also promote awareness efforts to increase bicycling and walking opportunities, and local public transit services through state initiatives and grants to local projects. The total cost is $500,000. The 80% CMAQ share is $400,000. Turnpike toll credits will match state initiatives and local funds will match grants for local projects.

Sincerely,

Christopher Morgan
Administrator

cc: Rad Nichols, COAST
Dirk Timmons, UNH Wildcat Transit
Chris Wasczcuk, Bureau of Turnpikes

Memorandum

U.S. Department
of Transportation
Federal Highway
Administration

SENT BY ELECTRONIC MAIL

HEP2-T-10-09-All -0025

Subject: **ACTION:** Transportation, Community, and System Preservation Program Earmarks Prior to FY 2007

Date: October 16, 2009

Gloria M. Shepherd

In Reply
Refer to: HEP-2

From: Gloria M. Shepherd
Associate Administrator for
Planning, Environment, and Realty

To: Division Administrators

The purpose of this memorandum is to request information regarding the ability of the States or project sponsors to commit the unobligated Transportation, Community and System Preservation (TCSP) Program funding for projects that were Congressionally-identified in fiscal year 2007 or prior years. We have been informed by the Office of the Chief Financial Officer that we will no longer be able to fund such projects after the end of this fiscal year due to the period of availability. In order to utilize any funding that will not be required, we are requesting confirmation that the attached projects awarded in FY 2007 or earlier can be obligated this fiscal year, or if the funding can be released for other purposes.

By COB October 28, 2009, please review the attached list of awarded TCSP Program projects and notify HEP-2 if any of the FY 2007 or earlier projects will not be obligated or needed. Actual allocations of TCSP funding and obligational authority are pending approval of FY 2010 appropriations by Congress. Once funding is available, we will only allocate funding for those projects that are ready to be obligated. Please notify us when you have confirmed with the States or project sponsors that a project is ready to proceed, and we will issue a memorandum for allocation in the Fiscal Management Information System for the identified projects.

To notify us of FY 2007 or earlier projects that will not be obligated or needed, to request allocation of funding for projects that are ready to obligate, or if you have any questions regarding this request or the TCSP Program, please contact Gary Jensen at gary.jensen@dot.gov or 202-366-2048 or Vishal Gaglani at vishal.gaglani.CTR@dot.gov or 202-366-9766.

Attachment

RECOVERY.GOV

Fiscal Year	Project Identification	Need Application	HEP Project Number	Fund Code	Award Amount
STATE: New Hampshire					
FUND STATUS: NEED GRANT APPLICATION					
2005	New Hampshire Route 103 Bridge	☑	05NH002	H680	$76,388.25
Summary for = H680 (1 detail record)					*$76,388.25*
FUND STATUS: TO REALLOCATE PENDING FEEDBACK FROM DIVISION AND STATE DOT					
2009	Little Bay Bridges/Spaulding Turnpike, NH	☐	09NH001	L680	$1,778,400.00
Summary for = L680 (1 detail record)					*$1,778,400.00*
Summary for = New Hampshire (2 detail records)					*$1,854,788.25*
STATE: New Jersey					
FUND STATUS: NEED GRANT APPLICATION					
2004	Route 29 Recreational Bike and Pedestrian Path Mercer	☑	04NJ001	H680	$940,419.00
2009	College Avenue Redesign, New Brunswick, NJ	☑	09NJ002	L680	$889,200.00
Summary for = L680 (2 detail records)					*$1,829,619.00*
FUND STATUS: TO REALLOCATE PENDING FEEDBACK FROM DIVISION AND STATE DOT					
2002	South Amboy: Multimodal Transportation Initiative	☐		Q680	$217,750.00
2008	Newark Downtown Core Redevelopment District, NJ	☐	08NJ001	L680	$606,042.00
2008	South Orange Avenue Roadway Improvements, Essex County, NJ	☐	08NJ003	L680	$226,135.00
2009	Bellmawr Borough/Route 42 Culvert Replacement Project, NJ	☐	09NJ001	L680	$266,760.00
2009	Egg Harbor City Transit Hub, NJ	☐	09NJ003	L680	$222,300.00
2009	Extension of the Lawrence-Hopewell Trail, Pennington, NJ	☐	09NJ004	L680	$266,760.00
2009	Finnegans Lane, North Brunswick Township, NJ	☐	09NJ005	L680	$311,220.00
2009	Hudson River Waterfront Walkway, NJ	☐	09NJ006	L680	$444,600.00
2009	I-295/76/42 Direct Connection, NJ	☐	09NJ007	L680	$2,667,600.00
2009	Kapkowski Road Transportation Planning Area/North Avenue Corridor, NJ	☐	09NJ008	L680	$355,680.00
2009	Signalization Improvements, Elizabeth, NJ	☐	09NJ009	L680	$444,600.00
2002	Lodi Project Improvements to Route 46	☐	E2NJ01	Q680	$991,307.00
2002	Hopewell Borough Street Flooding Project	☐	E2NJ02	Q680	$297,392.00
2002	Manalapan Township Woodward Road Reconstruction	☐	E2NJ05	Q680	$247,827.00
2002	Raritan Township Clover Hill Road Reconstruction	☐	E2NJ08	Q680	$145,512.27
2002	South Amboy Regional Intermodal Transportation Initiative	☐	E2NJ09	Q680	$991,307.00
2003	Pedestrian Overpass Project	☐	TC03001	Q680	$250,000.00
2003	Intersection Improvements and Signalization of Schoolhouse and Perrineville Roads	☐	TC03005	Q680	$100,000.00
2003	Marlboro Township Traffic Improvement Project	☐	TC03007	Q680	$100,000.00
2003	North-South Connection Glassboro High Street Commercial Corridor and Rowan University	☐	TC03008	Q680	$48,000.00
Summary for = Q680 (20 detail records)					*$9,200,792.27*
Summary for = New Jersey (22 detail records)					*$11,030,411.27*

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

DATE: September 3, 2008

FROM: Christopher M. Waszczuk, P.E. **AT (OFFICE):** Bureau of Highway Design
Chief Project Manager

SUBJECT: NEWINGTON-DOVER
11238, NHS-027-1(37)
(Spaulding Turnpike / Little Bay Bridges)

TO: Project Programming

RE: Construction Contracts

MEMORANDUM

Presently, all of the construction funding for the subject project is programmed under the parent 11238 project. At this time, eight construction projects are anticipated to complete the infrastructure improvements for the N-D project. The majority of the funding will be Turnpike funds with the exception of four federal earmarks that have been received to-date for the project. The earmarks are as follows:

Demo ID	Federal Amount	Total (Including matching funds)
NH036	$ 5,411,605	$ 5,411,605
NH053	$24,000,000	$30,000,000
NH070	$ 2,475,000	$ 3,093,750
NH080	$ 1,715,000	$ 2,143,750
Total:	$33,601,605	$40,649,105

The earmarks are envisioned to be used on the first construction contract, which will include the new portion of the Little Bay Bridge (sister structure) and approach roadway work. The following are the state project numbers envisioned for each earmark, Turnpike match, and individual construction contracts:

State Project #			
11238K	Spaulding Turnpike / Little Bay Bridges; Turnpike Match for Federally Funded Projects (11238J, 15500A, 15500B, 15500C, & 15500D)		$9.14 M
11238L	Parent Project: Construction of LBB – Independent Sister Structure	FY10	$52.4 M
11238L	Turnpike Funded Remainder: Construction of LBB – Independent Sister Structure	FY10	$10.3 M
15500A	NH036 Earmark: Construction of LBB – Independent Sister Structure	FY10	$5.411 M
15500B	NH053 Earmark: Construction of LBB – Independent Sister Structure	FY10	$24.0 M
15500C	NH070 Earmark: Construction of LBB – Independent Sister Structure	FY10	$2.475 M

15500D	NH080 Earmark: Construction of LBB – Independent Sister Structure	FY10	$1.715 M
11238M	Spaulding Turnpike / Little Bay Bridges; Exit 3 Interchange Construction	FY11	$41.6 M
11238N	Spaulding Turnpike / Little Bay Bridges; Exit 4 Ramps and Mainline Turnpike Construction	FY12	$16.1 M
11238O	Spaulding Turnpike / Little Bay Bridges; LBB Rehabilitation & Bridge Approach Construction	FY14	$33.4 M
11238P	Spaulding Turnpike / Little Bay Bridges; Soundwall Construction North of Exit 6	FY19	$2.6 M
11238Q	Spaulding Turnpike / Little Bay Bridges; Exit 6 Interchange Reconstruction	FY19	$34.4 M
11238R	Spaulding Turnpike / Little Bay Bridges; Turnpike Mainline Reconstruction from LBB to Toll Plaza	FY19	$14.6 M
11238S	Spaulding Turnpike / Little Bay Bridges; General Sullivan Bridge Rehabilitation	FY19	$32.0 M

The last four projects are not funded in the current TYP and are listed with funding in FY19. Project slips will be generated in the near future to program the projects.

CMW

Attachments (N-D Cash Flow Sheet, N-D Project Summary Sheet, Parent/Offspring Template)

cc: B. Cass
B. Janelle
N. Alexander

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Newington - Dover , NH 11238

Summary of Costs (FY 2007) for the Newington - Dover 8-lane Alternatives

COST FACTORS AND TRANSPORTATION DATA		ROADWAY SEGMENT – NEWINGTON: ALT 10A	ALT 12A	ALT 13	BRIDGE SEGMENT – WIDEN LITTLE BAY BRIDGE (LBB) TO THE WEST & REHABILITATE GENERAL SULLIVAN BRIDGE (GSB) FOR USE AS MULTI-USE PATH: LBB w /GSB	BRIDGE SEGMENT – WIDEN LITTLE BAY BRIDGE (LBB)TO THE WEST, INCLUDE MULTI-USE PATH AND REMOVE GENERAL SULLIVAN BRIDGE (GSB): LBB w/o GSB	ROADWAY SEGMENT – DOVER: ALT 2	ALT 3	COMBINED SEGMENT COMPARISON RANGE: MINIMUM ROADWAY LENGTH / NUMBER OF BRIDGES (ALT 13, LBB w/o GSB, ALT 2)	MAXIMUM ROADWAY LENGTH / NUMBER OF BRIDGES (ALT 12A, LBB w/ GSB, ALT 3)	
TRANSPORTATION DATA	LENGTH OF FREEWAY (LANE MILES)	10.6	10.6	10.6	5.0	5	7.6	7.6	23.2	23.2	LANE MILES
	LENGTH OF RAMPS (LANE MILES)	2.3	2.1	2.5	0	0	2.5	2.4	5.0	4.5	LANE MILES
	LENGTH OF LOCAL ROADWAYS (LANE MILES)	6.2	6.6	5.0	1.1	1.1	4.1	4.6	10.2	12.3	LANE MILES
	TOTAL LENGTH OF IMPROVEMENTS (LANE MILES)	19.1	19.3	18.1	6.1	6.1	14.2	14.6	38.4	40.0	LANE MILES
	NUMBER OF BRIDGES	3	7	1	1	1	1	2	3	10	EACH
COST FACTORS	ALL COSTS ARE IN MILLIONS OF DOLLARS (FY 2007)								LOWEST COMBINED SEGMENT COST (ALT 13, LBB w/o GSB, ALT 2)	HIGHEST COMBINED SEGMENT COST (ALT 12A, LBB w/ GSB, ALT 3)	$
ROADWAY COST	ALL ROADWAY COSTS ASSOCIATED w/ FREEWAY, RAMPS & LOCAL ROADS	40.3	42.9	37.5	13.1	13.1	32.9	33.1	83.5	89.1	MILLIONS
	COST ASSOCIATED WITH INTELLIGENT TRANSPORTATION SYSTEM DEPLOYMENT	0.9	0.9	0.9	0.5	0.5	0.6	0.6	2.0	2.0	MILLIONS
RAIL ACCOMMODATION COST (1)	ALL ROADWAY AND BRIDGE COSTS ASSOCIATED WITH ACCOMMODATING PEASE SPUR	1.3	2.3	0.1					0.1	2.3	MILLIONS
	TOTAL ROADWAY COST	42.5	46.1	38.5	13.6	13.6	33.5	33.7	85.7	93.4	MILLIONS
BRIDGE COST	COST FOR ALL BRIDGES (EXCEPT LITTLE BAY, GENERAL SULLIVAN, AND PEASE SPUR)	13.2	16.4	9.4	2.0	2.0	6.9	10.0	18.3	28.4	MILLIONS
	WIDEN LITTLE BAY BRIDGE TO EIGHT LANES				63.0	72.4			72.4	63.0	MILLIONS
	REHABILITATE GENERAL SULLIVAN BRIDGE FOR PEDESTRIAN / BICYCLE USE				26.0				0.0	26.0	MILLIONS
	REMOVE GENERAL SULLIVAN BRIDGE					5.7			5.7	0.0	MILLIONS
	TOTAL BRIDGE COST	13.2	16.4	9.4	91.0	80.1	6.9	10.0	96.3	117.4	MILLIONS
ROADWAY AND BRIDGE COST TOTAL		55.7	62.5	47.9	104.6	93.7	40.4	43.7	182.0	210.8	MILLIONS
PRELIMINARY ENGINEERING	COST ASSOCIATED WITH DESIGN ENGINEERING, GEOTECHNICAL EVALUATION	3.9	4.4	3.4	7.3	6.6	2.8	3.1	12.6	14.7	MILLIONS
RIGHT OF WAY COSTS (2)	ESTIMATED COST FOR RIGHT OF WAY ACQUISITIONS	2.1	2.2	1.0	0.0	0.0	1.1	1.2	2.1	3.4	MILLIONS
TOTAL SEGMENT COST		61.7	69.1	52.3	111.9	100.2	44.3	48.0	196.7	228.9	MILLIONS
BUS COSTS (3)	COMBINATION OF THREE BUS ALTERNATIVES AND ENHANCED TRANSFER POINT	5.5							5.5	5.5	MILLIONS
RAIL COSTS (4)	RECOMMENDED NEAR TERM AND FUTURE RAIL SERVICE	1.7							1.7 #	1.7 #	MILLIONS
PARK AND RIDE COSTS (5)	COMBINATION OF TWO PARK AND RIDE LOTS IN ROCHESTER AND DOVER	4.7							4.7	4.7	MILLIONS
MITIGATION AND ENHANCEMENT COSTS	WETLAND CREATION, RESTORATION, PRESERVATION. (INCLUDING RIGHT OF WAY AND CONST COST)	4.6							4.6	4.6	MILLIONS
RANGE OF TOTAL COSTS									213.2	245.4	MILLIONS

THE COLOR SHOWN IN THE SEGMENT COLUMNS ABOVE IDENTIFIES THE DEPARTMENT'S **SELECTED ALTERNATIVE.**

\# w/ NEAR TERM RAIL COST ALTERNATIVE 1 C

(1) THE **RAIL ACCOMMODATION COST** FOR NEWINGTON ALTERNATIVES 10A, 12A AND 13 ARE FOR ONLY THOSE NECESSARY ROADWAY ELEMENTS (BRIDGE, EXCAVATION AND DRAINAGE COSTS) THAT NEED TO BE CONSTRUCTED AS PART OF THESE ALTERNATIVES TO ALLOW FOR THE OPERATION OF THE PEASE SPUR, IF REACTIVATED. FOR ALTERNATIVE 13, THE COST TO ACCOMMODATE THE SPUR IS THE COST ASSOCIATED WITH THE MEDIAN PIER SUBSTRUCTURE ONLY ($120,000), NO OTHER ROADWAY ELEMENTS NEED TO BE CONSTRUCTED AS PART OF ALTERNATIVE 13 TO ACCOMMODATE THE RR SPUR. IF THE SPUR IS REACTIVATED, THE RAIL CAN BE ELEVATED (OVERPASS) WITHOUT SIGNIFICANTLY IMPACTING THE OPERATION OF THE TURNPIKE (ESTIMATED COST IS $5.0 MILLION).

(2) ESTIMATED COST FOR RIGHT OF WAY ACQUISITIONS (BASED UPON 2004 MUNICIPAL ASSESSMENT RECORDS AND AVERAGE LAND VALUES IN NEWINGTON AND DOVER.) THE ESTIMATED COSTS DO NOT REPRESENT ACTUAL APPRAISED VALUES OF ACQUISITIONS OR OTHER RIGHT OF WAY DAMAGES, AND ALSO DO NOT INCLUDE APPRAISAL, RELOCATION, OR OTHER ADMINISTRATIVE COSTS.

(3) COSTS ASSOCIATED WITH IMPROVING BUS SERVICE IN SEACOAST AREA INCLUDE A COMBINATION OF ALTERNATIVES; BUS ALTERNATIVE 1 @ $0.4 MILLION; BUS ALTERNATIVE 2 @ $440,000; BUS ALTERNATIVE 3 @ $4.5 MILLION, IN ADDITION, THE COST ASSOCIATED WITH AN ENHANCEMENT OF THE EXISTING BUS TRANSFER POINT AT THE FOX RUN MALL IS $115,000.

(4) COSTS ASSOCIATED WITH IMPROVING RAIL SERVICE INCLUDE A RANGE OF ALTERNATIVES; FOR NEAR TERM, ALTERNATIVE 1C IS RECOMMENDED WHICH EXPANDS THE EXISTING *DOWNEASTER* SERVICE ($1.7 MILLION); ALTERNATIVES 1A &1B INVOLVE FUTURE EXPANSION OF SERVICE INTO DOVER AND ROCHESTER (RANGE OF FUTURE COSTS ARE $11.6 TO $12.1 MILLION).

(5) THE COSTS ASSOCIATED WITH THE CONSTRUCTION OF A PARK AND RIDE LOT IN DOVER ARE $3.4 MILLION. THE COSTS FOR THE PARK AND RIDE LOT IN ROCHESTER RANGES FROM $1.2 TO $1.3 MILLION DEPENDING UPON WHICH SITE IS SELECTED.

SELECTED ALTERNATIVE COST (MILLIONS)	
NEWINGTON SEGMENT (ALT 13)	52.3
BRIDGE SEGMENT (LBB w/GSB)	111.9
DOVER SEGMENT (ALT 3)	48.0
BUS SERVICE	5.5
RAIL SERVICE	1.7
PARK AND RIDE LOTS	4.7
MITIGATION	4.6
TOTAL	228.7

SUMMARY OF COSTS (FY 2007) EIGHT-LANE ALTERNATIVES
FIGURE 2.6-2

CMAQ
Dover-Durham
14500

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CAROL A. MURRAY, P.E.
COMMISSIONER

April 19, 2006

Ms. Kathleen O. Laffey
Division Administrator
Federal Highway Administration
19 Chenell Drive, Suite One
Concord, NH 03301

Attention: David J. Johnson – Transportation Financial Specialist

Re: Transfer of one project from FHWA to FTA

Dear Ms. Laffey:

The New Hampshire Department of Transportation requests transferring the following project and funds from FHWA to FTA in FY 2006.

NAME:	**Dover-Durham-Exeter**
STATE NUMBER:	**14500**
FEDERAL NUMBER:	**X-A000(439)**
FTA NUMBER:	**No number has been assigned at this time.**
FEDERAL FUNDS TO BE TRANSFERRED IN FY 2006:	**$1,600,000.00 ($2,000,000.00 Total funds)**
DESCRIPTION:	**CAPITAL IMPROVEMENTS TO SUPPORT EXPANSION OF DOWNEASTER RAIL SERVICE AND COMMUTER MARKETING CAMPAIGN [06-04CM]. THESE FUNDS WILL BE DRAWN DOWN BY THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY.**
PROJECT STATUS:	**Project is ready to transfer to FTA. Project is in FY05 - 07 STIP, page 12.**

The appropriation codes for these funds are as follows: H400 for FHWA and QC1 for FTA. Based on our currently requested funds and information provided by FHWA, funding will be from FY 2006 apportionments.

Please contact me at 271-1486 if you have any questions or comments.

Sincerely,

James A. Moore, P.E.
Director of Project Development

cc: Jack Ferns, NHDOT
Kit Morgan, NHDOT
Ansel Sanborn, NHDOT
Project Programming, NHDOT
Ken Hazeltine, NHDOT
Peter Butler, FTA

U.S.Department
of Transportation
Federal Highway Administration

New Hampshire Division

BUREAU OF DESIGN
CONSTRUCTION
ENVIRONMENT
HIGHWAY DESIGN
MAT. & RES.
MUNC. HWYS.
R.O.W.
✓ TRANS. PLANNING
✓ FINANCE & CONT.
✓ Rail & Transit

19 Chenell Dr. Suite One
Concord, NH 03301
April 24, 2006

In Reply Refer To:
HAM-NH

RECEIVED
COMMISSIONERS OFFICE
APR 24 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Mr. James A. Moore
Director Project Development
The State of New Hampshire
Department of Transportation
Concord, New Hampshire 03302

Dear Mr. Moore:

Subject: Transfer of Project from FHWA to FTA

We are forwarding your request to transfer the following project from FHWA to the Federal Transit Administration:

Dover-Durham-Exeter

FHWA Project #	X-A000(439)
State Project #	14500
Federal Funds to be obligated:	$1,600,000

The project is for the Capital Improvements to Support Expansion of Downeaster Rail Service and Commuter Marketing Campaign (06-04 CM). The Northern New England passenger rail authority will use these funds.

The FHWA appropriation code is H400 and the FTA code is QC10. The funds will be from FY 2006 apportionments.

If you have further questions, please call me at 228-3057, extension 105 or email david.j.johnson@fhwa.dot.gov.

David J. Johnson
Transportation Financial Specialist

Enclosure

Celebrating 50 Years 1956 50th 2006 Eisenhower Interstate System

BUCKLE UP AMERICA

ASTD 8/31/06 J Amaton 11/06 WSC JWF

Project Id #
6144

Project Snapshot

Official From Project Programming

Project Status:
Active Project

Estimate Date:
Actual Ad Date:
On Shelf Date:
CompletionDate: 5/11/2006
Other

Access Ad Schedule $$
Contract Item Total:
Const Bid Items: $0.00
Contract%: 90%
Advertising$:

CAACode:

- [ ] ForceAcct
- [ ] MunicipalManaged
- [ ] Annual Project

Reports
- [x] STIP
- [x] 10Yr
- [ ] Bet
- [x] Ad
- [x] PR
- [x] Plan
- [ ] RD
- [x] CMAQ
- [ ] TE
- [ ] T-21

Project #: ***14500***

Federal #: X-A000(439)

Project Name: ***DOVER - DURHAM - EXETER***

Description: DOWNEASTER;CAPITAL IMPROVEMENTS TO SUPPORT EXPANSION AND COMMUTER MARKETING CAMPAIGN [04-35CM]

Parent	Status	Phase	FisYr	AppCode	TpkC	FundId	Total $$	Fed%	Federal $$	Fin.Stat	Other%	OtherSource$$	OtherSourceName
	1	CON	2006	QC10	No	34699	$2,000,000.00	80%	$1,600,000.00	UA	20%	$400,000.00	NNEPRA
				Phase Total			$2,000,000.00		$1,600,000.00			$400,000.00	
Normal Funding Status Grand Total							$2,000,000.00		$1,600,000.00			$400,000.00	

KJ | KSN

RPC: Rockingham Strafford
MPO: Seacoast

TypeContact: LEAD
Bureau/District: Bureau of Rail & Transi
Contact: Christopher Morgan
Phone: 271-2468
Print Date: 17-Aug-2006