

# 2011 Financial Plan Update



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

Newington to Dover

New Hampshire

September 2011



Federal Highway  
Administration



New Hampshire  
Department of Transportation

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

Newington to Dover,  
New Hampshire

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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

2011 FINANCIAL PLAN UPDATE

LETTER OF CERTIFICATION

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

This document is the 2011 Financial Plan Update and is an amendment to the Initial Financial Plan. The appropriate chapters and sections within the Initial Financial Plan have been updated within the 2011 Financial Plan Update and are included within this document.

The cost data in the 2011 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2011 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 2011 Financial Plan Update provides an accurate basis upon which to schedule and fund the Newington-Dover, Spaulding Turnpike Improvements Project. The Department will continue to review and update the financial plan on an annual basis.

To the best of our knowledge and belief, the 2011 Financial Plan Update as submitted herewith, fairly and accurately presents the financial position of the Newington-Dover, Spaulding Turnpike Improvements Project, its cash flows, and expected schedule for the project's construction period. The financial forecasts in the 2011 Financial Plan Update are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the 2011 Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Initial Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Date

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# Introduction

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## 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 \$120 million and \$100 million are planned in fiscal years 2013 and 2014, respectively, to provide adequate revenue for the project and overall Turnpike capital program. A future system wide toll increase in FY 14 is also planned to support the additional bonds and capital program.

## Project Description

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### 2.5 Project History

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#### 2.5.1 Major Milestones

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

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

- **January 29, 2007** – Tuttle Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement with the Strafford Conservancy and NHDOT holding Executory Interest Rights
- **June 11, 2007** – ACOE confirms that the Selected Alternative is the Least Environmentally Damaging Practicable Alternative
- **June 25, 2007** – NHDOT issues the Report of the Commissioner.
- **August 22, 2007** – Special Committee determines the occasion for the layout of the Highway in accordance with RSA 230:45.
- **December 2007** – FHWA and NHDOT issue the Final Environmental Impact Statement (FEIS) identifying the Department's Selected Alternative and mitigation package.
- **February 7, 2008** – NHDOT 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.
- **January 29, 2009** – The Day Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement and the NHDOT holding Executory Interest Rights
- **June 17, 2009** - NHDES 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
- **July 14, 2010** – Contract L Construction Contract Awarded
- **September, 2010** – Contract L Construction Commences

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## 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

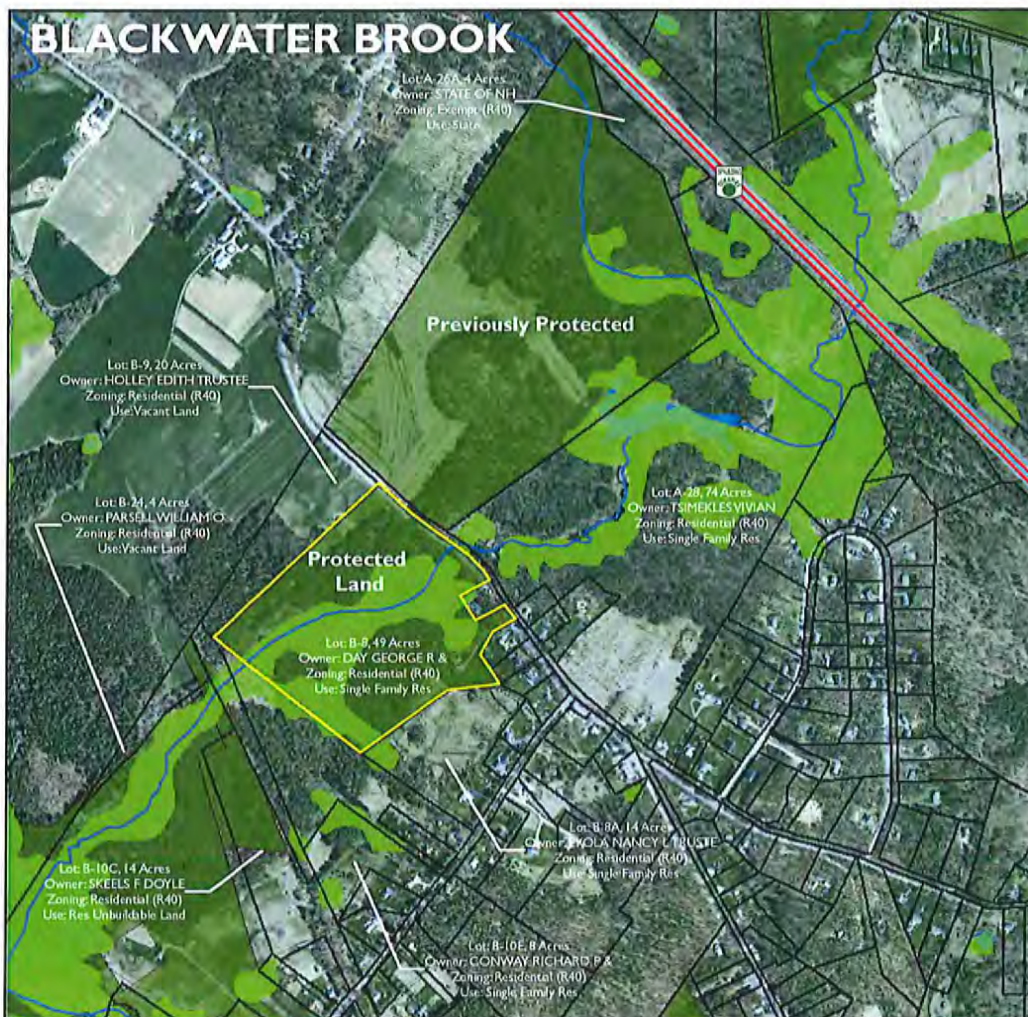
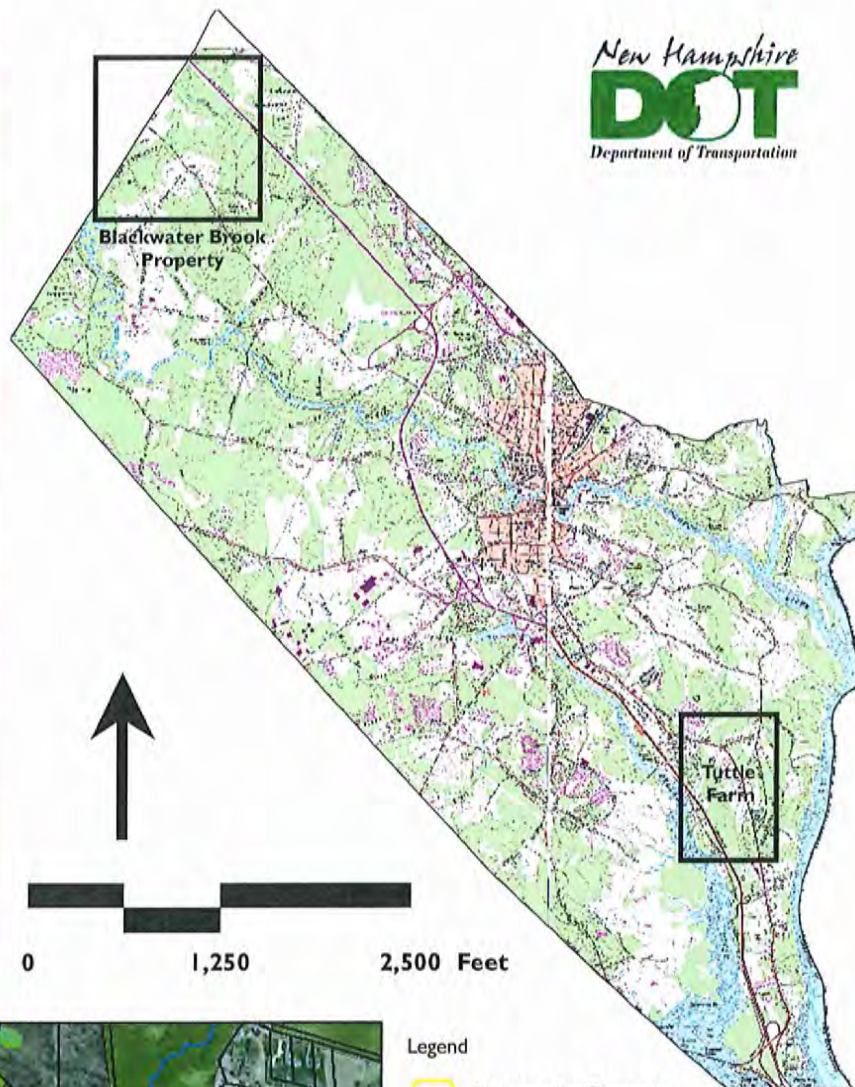
has continued to advance various project components. The NHDOT utilized a Quality Based Selection process and contracted for final design services with a design consultant in December 2008 to complete the necessary contract plans and construction documents for the construction of the project. It is anticipated 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 135 acres, in Dover was completed to fulfill the proposed wetland mitigation requirement in Dover.
- The NHDOT has provided approximately \$2.0 M in support for the expansion of the Downeaster rail service through a joint-sponsored effort with the Northern New England Passenger Rail Authority to operate a fifth weekday roundtrip between Portland, Maine and Boston, Massachusetts. The NHDOT advanced this effort through the CMAQ program, where funding was transferred to FTA in 2006, and service was initiated in August 2007.
- In 2008, the NHDOT completed construction of a 416 space park-and-ride facility at Exit 9 in Dover. The NHDOT completed this project under the CMAQ program. Concurrently, under the CMAQ program a new intercity Bus service has been implemented from Dover to Portsmouth via the Spaulding Turnpike.

#### **2.5.2.2 Final Design Engineering**

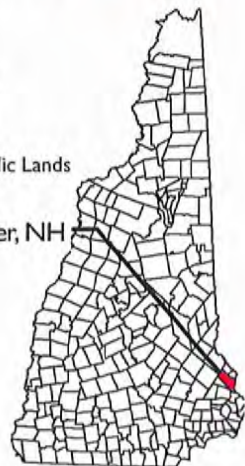
- In March of 2009 the Department completed Phase 1 of a two phase Value Engineering (VE) assessment for a new Little Bay Bridge, the rehabilitation of the existing Little Bay Bridge and a new pedestrian bridge to access the existing General Sullivan Bridge in Dover, respectively.
- In June 2009, the Department completed the second and final phase of the Value Engineering (VE) assessment for the remainder of the entire 3.5-mile project area.
- Corridor Level ISA's for hazardous materials have been completed.
- The update of the wetland delineations and the identification of the invasive species was completed during the spring of 2010.
- 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.



#### Legend

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

Dover, NH



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Figure 2.5-1  
Dover Mitigation Sites

- Preliminary highway design phase evaluation and plans were completed in Newington in December 2009 and in Dover in June 2010.
- Slope and Drainage highway design phase plans for Newington were completed in November 2010.
- Final Mylar design phase activities were completed for Contract L in May 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.
- The acquisition of the four parcels (D15, D16, D20 and D22) required for Contract L was completed in the summer and fall of 2010.

#### **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.
- Construction commenced in September 2010 for Contract "L". Through June 2011, the Pomeroy Cove pathway and the pedestrian bridge have been completed and opened, the temporary trestle for the Little Bay Bridge was completed, the installation of the Little Bay Bridge drilled shafts has started along with miscellaneous roadway and retaining wall elements.

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## **2.6 Ongoing Activities**

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### **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.

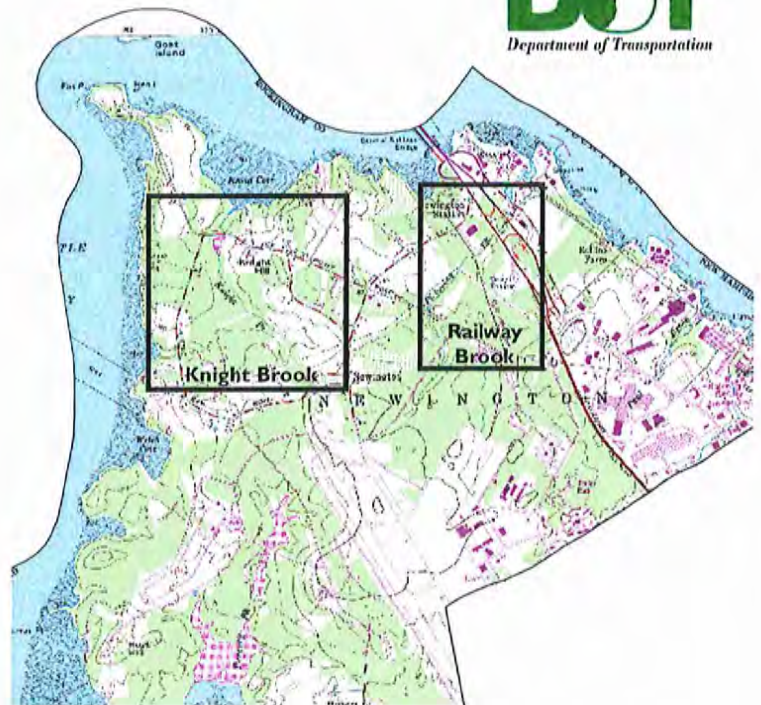
#### **2.6.1.1 Environmental Components**

The Stream Restoration design for 3,100 feet of Railway Brook in Newington **Figure 2.6-1** was initiated as part of the wetland mitigation for the project and the design is approximately 80% complete. The NHDOT is also currently pursuing the acquisition of two properties (Saba and Hislop) adjacent to Knight Brook **Figure 2.6-1** in Newington as part of the wetland mitigation.

#### **2.6.1.2 Travel Demand Measures**

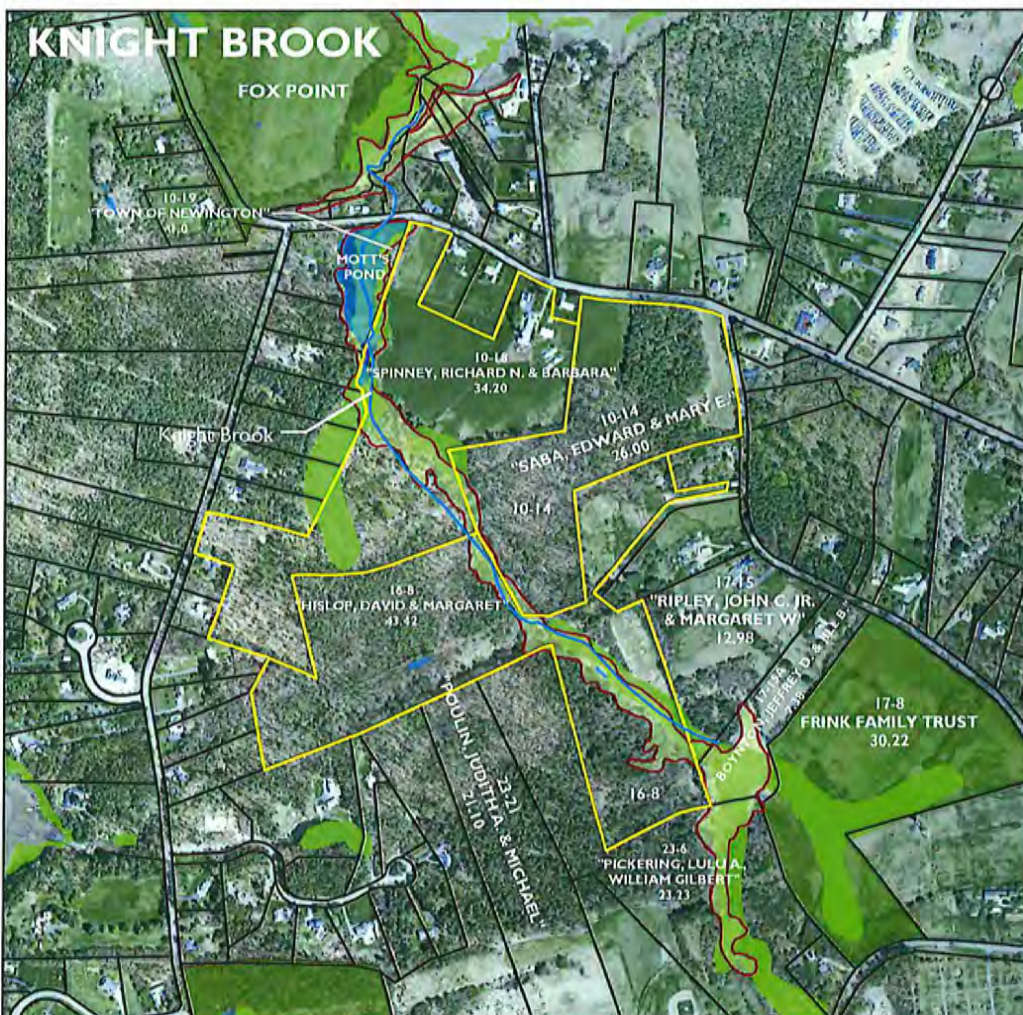
Implementation of the following TDM actions will provide travel options to the project area.

- A new park-and-ride facility that will provide approximately 200 spaces has been identified at Exit 13 in Rochester. The project is envisioned to be advanced under of the CMAQ program with construction anticipated to take place in 2012 and 2013.
- A new shared Park and Ride facility is under consideration along the US 4 corridor near the NH 125/US 4 Lee Traffic Circle. The CMAQ application that was submitted in December of 2009 for the construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza was not approved. This project will apply for CMAQ funds during the next biennial solicitation process.
- 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



**Legend**

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



Newington, NH



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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 and subsequently approved 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 an additional 2-year period to fund a total of 5 years of operating costs.

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## **2.6.2 Final Design Engineering**

Contract M in Newington has advanced to the Preliminary PS&E Roadway design stage and includes work from Exit 1 to the Little Bay Bridges. The Preliminary PS&E bridge designs for the Shattuck Way and Woodbury Avenue bridges are also ongoing.

The Slope and Drainage Highway Design Submission preparation is ongoing in Dover

The Preliminary Bridge designs for the General Sullivan Bridge, the northbound Little Bay Bridge and the US Route 4 bridge over the Spaulding Turnpike are ongoing.

During the course of project development this past year, the Department, communities and stakeholders have determined that two roundabouts would be incorporated within the project. The first one is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps. This roundabout replaces the previously proposed signalized intersection.

The second roundabout is located in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road. This roundabout eliminates the Spur Road Connector and the US Route 4 bridge over the Spur Road Connector and provides improved access to the local neighborhoods north and south of US Route 4. The new roundabouts provide improvements to highway capacity, reduced environmental impacts and reduced overall costs.

The Department and the Pease Development Authority are negotiating an agreement to extend the roadway project limits on Arboretum Drive approximately 2,000 lineal feet southerly to a point where the internal roadway infrastructure is in satisfactory condition to support the

proposed Exit 3 design that is forecasted to generate additional traffic on Arboretum Drive. It is anticipated that the design and construction of this additional work will occur in FY 12.

The Utility relocation design phase activities for Contract L (new Little Bay SB Bridge) were completed. The Utility Design Submission for Contract M was completed in April 2011 with utility company relocation design underway.

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. A noise wall type study was completed and the Department has determined that a transparent noise wall will be constructed adjacent to Pomeroy Cove to continue to provide aesthetically pleasing views of the cove.

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### **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 37.4 acres of land will be required from the Pease Tradeport.

The NHDOT has initiated the acquisition of right-of-way and easements from fifteen properties, including Pease land that are necessary to begin the construction of Contract M in Newington. The NHDOT is currently also pursuing the acquisition of the properties adjacent to Knight Brook in Newington as part of the wetland mitigation.

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### **2.6.4 Construction**

Contract L construction will continue through FY 2012 with the majority of the efforts concentrating on the Little Bay Bridge and the offline highway related work.

## 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
<b>DESIGN</b>		
CONTRACT L	100%	Contract L – New SB Little Bay Bridge, is in construction.
CONTRACT M	80%	Contract M – Exit 3 & 4 in Newington, the Preliminary PS&E Design phase activities are ongoing.
CONTRACT O	25%	Contract O – Rehabilitate the existing Little Bay Bridge. The Preliminary Bridge Design phase activities are ongoing.
CONTRACT Q	30%	Contract Q – Exit 6/Mainline in Dover, the Preliminary Design phase evaluation was approved in June 2011 and the Slope and Drainage activities have started.
CONTRACT S	25%	Contract S – General Sullivan Bridge (GSB) rehabilitation, the inspection of the GSB was completed in September of 2009 and the Preliminary Bridge Design Phase activities are ongoing.
PROJECT WIDE SUMMARY	50%	Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2014.
<b>RIGHT-OF-WAY</b>		
CONTRACT L	100%	4 parcels impacted and acquired.
CONTRACT M	0%	15 parcels impacted; acquisitions process underway
CONTRACT O	100%	0 parcels 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	12%	4 of 33 parcels acquired for construction.

**Table 2-7. Continued**

<b>MITIGATION</b>		
ENVIRONMENTAL	80%	Tuttle and Day Properties preservation completed in 2009; Knight property preservation to be completed in 2011/2012; Railway Brook restoration to be initiated in 2012 (design 80% complete).
TRANSIT	0%	Funding for Transit service operation will be implemented in 2012 and extend through 2015.
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 P&R final design has been initiated and Lee P&R is awaiting funding.
PROJECT WIDE	50%	Environmental, Rail and Park & Ride work initiated or completed.
<b>SUMMARY</b>		
<b>CONSTRUCTION</b>		
CONTRACT L	36%	Construction activities initiated in September 2010.
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	9%	Construction activities have been initiated.
<b>SUMMARY</b>		

## Implementation Plan

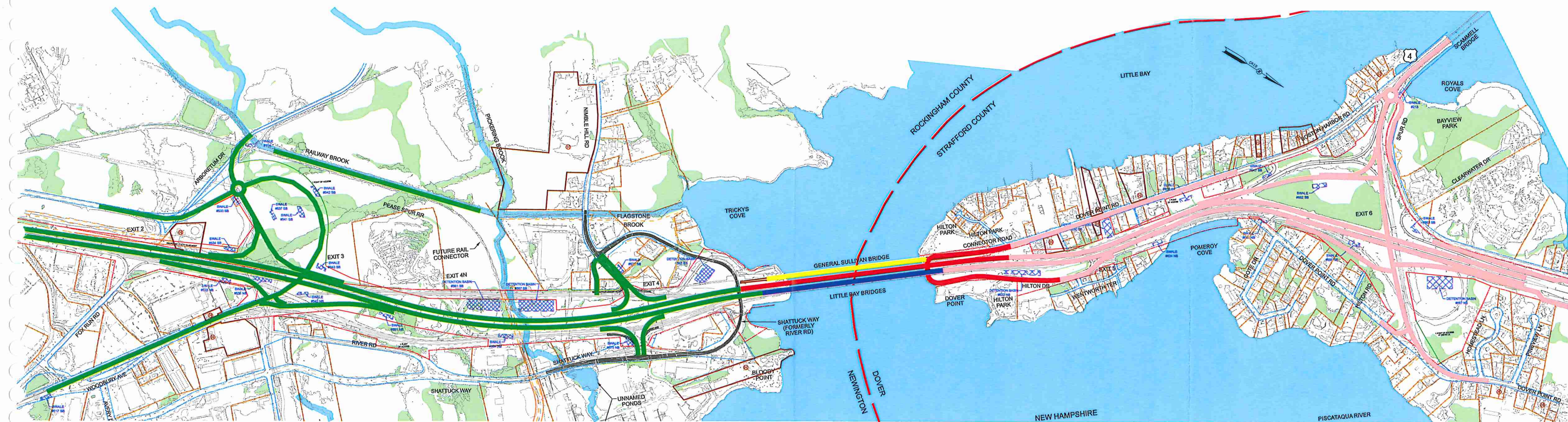
Based upon the currently planned traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the fall of 2018 with the Newington Exit 3 and 4 interchanges open to traffic in fall of 2014, the Dover Exit 6 interchange open to traffic in 2016 and the remainder 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.

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### 3.1 Project Phasing /Summary Project Schedule

It is anticipated that 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 2011 dollars. The overall project will take approximately eight years to complete. The first contract, Contract L, began in the fall of 2010 and the fifth and final contract, Contract "S", is currently scheduled for completion in 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. **Table 3-1 (Project Schedule)** provides the current design status of each of the proposed construction contracts as they are advanced through each of the design/submission phases. Construction contracts currently envisioned may be combined or limits revised to



	CONSTRUCTION SCHEDULE											
	2009		2010		2011		2012		2013		2014	
	J	F	M	A	M	J	J	A	S	O	N	D
11238L - CONTRACT L - NEW LITTLE BAY BRIDGE AND WENTWORTH TERRACE												
11238O - CONTRACT O - REHAB LITTLE BAY BRIDGE												
11238M - CONTRACT M - NEWINGTON EXIT 3 & 4												
11238Q - CONTRACT Q - DOVER AND EXIT 6												
11238S - CONTRACT S - GENERAL SULLIVAN BRIDGE												

NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION COSTS ARE DEPICTED IN 2011 DOLLARS.

TOTAL COST ALL CONTRACTS = \$209.8 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	25%	Jul-2013	Oct-2015
CONTRACT M - Exit 3 & 4 Interchange Area, Newington	80%	May-2012	Dec-2014
CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	30%	Oct-2013	Oct-2016
CONTRACT S - General Sullivan Bridge Rehab.	25%	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

# 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 2011 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.

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### 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.

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#### **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 \$22.5M and includes costs associated with contracted consultant design services, reimbursable utility relocation design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of \$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. The utility relocation design services total \$2.1M. 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 Chapter 8 - Exhibits).

Significant final design activities have progressed including the completion of the new Little Bay Bridge, "Contract L", which advertised in May, 2010. Refer to Section 2.6.2 for additional details on completed final design activities.

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#### **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 project wide mitigation and enhancement costs.

### 4.1.3 Mitigation Costs

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

#### 4.1.3.1 Environmental Components

The Stream Restoration for Railway Brook in Newington was a requirement as part of the wetland mitigation for the project. The estimated construction cost is \$1.28M including design engineering and right-of-way acquisition costs.

Wetland mitigation costs totaling \$4.85M 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
<b>Town of Newington</b>	
Railway Brook	\$1.28M
Knight Brook Properties	\$2.00M
Newington Total	\$3.28M
<b>City of Dover</b>	
Tuttle Farm	\$1.34M
Day Property	\$0.23M
Dover Total	\$1.57 M
<b>Mitigation Total</b>	<b>\$4.85M</b>

#### 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 under design as a separate project. Design and Construction costs are estimated to cost \$1.27M.

- A new park-and-ride facility at US 4/NH 125 in Lee is planned as a separate project once funding is approved. 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
<b>Park and Ride</b>	
Dover Park & Ride Exit 9	\$3.49M
Rochester Park & Ride Exit 13	\$1.27M
Lee Park & Ride	\$0.085M
Total	\$4.845M
<b>Transit and Rail Service</b>	
Improved Seacoast Bus Service	\$8.88M
Expansion of Downeaster Rail	\$2.00M
Total	\$10.88M
<b>Promotion of TDM Measures</b>	
Promotion of bicycling, ride sharing, walking, etc.	\$0.50M
<b>Mitigation Total</b>	<b>\$16.225M</b>

#### 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 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% 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** - The mapping of the existing utilities within the corridor have identified several utility relocations that are eligible for reimbursement. The reimbursable utilities have easements within the State of New Hampshire Right-of-Way and on private property. To date, the mapping of

the existing utilities is almost complete. The reimbursable cost for the utility relocation in Contract M is estimated to be approximately \$5M. The reimbursement costs for utility relocations in Contract Q are estimated to be less than \$ 0.1M based on the limited information that is currently available with the design being 30% complete.

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#### 4.1.5 Cost Estimate Overview

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

Since the 2007 baseline cost estimate, significant design activities have progressed and the level of certainty for some of the project elements have become more quantifiable and more apparent. The current total estimated cost of the Newington – Dover Project, in 2011 dollars, is \$262.1 M.

With construction beginning in 2010 and scheduled to end in 2018, the 2011 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 \$270.1M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2012 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 2011 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	2010 Projected Future Cost Estimate through 2018 (3% inflation for construction)	2011 Projected Future Cost Estimate through 2018 (3% inflation for construction)
Final Design Engineering	\$13.8	\$20.4	\$20.4	\$22.5
Right of Way Acquisitions	\$2.2(*)	\$8.9	\$8.9	\$8.9
Mitigation (Wetland, Transit and TDM)	\$16.5	\$20.9	\$20.9	\$21.1**
Construction	\$196.2	\$207.2	\$221.1	\$217.8
<b>Totals</b>	<b>\$228.7</b>	<b>\$257.4</b>	<b>\$271.3</b>	<b>\$270.1</b>

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

(\*\*) Increase due to Railway Brook Restoration costs increasing from \$0.8M to \$1.28M – see Table 4-1

## 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 \$270.1 M (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.

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### 5.1 Funding Sources

The Newington-Dover project is authorized by the Legislature up to \$275M for the design, right-of-way, mitigation and construction elements project-wide as part of New Hampshire's Ten Year Transportation Plan Process.

As originally planned and for the purposes of this Financial Plan Update, the Newington-Dover project will be entirely funded through a combination of federal and state funding. The primary funding source is through the NH Turnpike System 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 authorized additional federal funds for the early right-of-way acquisition of impacted properties as well as right-of-way preservation costs associated with wetland mitigation. Applications for federal Congestion Mitigation and Air Quality (CMAQ) funding have been approved to afford improved transit service as well as for the construction of two park and ride facilities.

As of January 27, 2010, \$31,409,506 of federal funds has been authorized toward Contract L. Three of the four earmarks is 100% federally funded in the amount of \$ 9,601,605. The remaining earmark and the TCSP Grant are 80% matching federal funds that require a 20% state match. The 80% federal match totals \$21,807,901 and the required state match from Turnpike Funds totals \$5,451,975.

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

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. 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 will be needed and are envisioned under the CMAQ Program.

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

The NHDOT completed the Dover P&R in 2008 using \$2,790,000 in federal matching funds and \$700,000 in state Turnpike matching funds. Both the Lee and the Rochester P&R facilities will be designed with \$1,084,000 in 80% federal matching funds and \$271,000 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 \$56,785,481, noted above, the NHDOT has established a priority Capitol Program totaling \$562.8M for the period from 2008 through 2018 to address critical bridges and improve safety and congestion on the New

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

Description / ID #	80% TCSP Grant	80% CMAQ / TDM	80% Federal Earmarks	80% Federal Funding	100% Federal Earmarks	20% State Highway Matching Funds	20% Matching Turnpike Funds	Total	Total Authorized	Total Expended To-Date <sup>4</sup>	Total Remaining
NH 053			\$20,029,501				\$5,007,375	\$25,036,876	\$25,036,876	\$16,887,857	\$8,149,019
NH070					\$2,475,000			\$2,475,000	\$2,475,000	\$1,669,435	\$805,565
NH080					\$1,715,000			\$1,715,000	\$1,715,000	\$1,156,800	\$558,200
NH 036					\$5,411,605			\$5,411,605	\$5,411,605	\$3,650,231	\$1,761,374
TCSP	\$1,778,400						\$444,600	\$2,223,000	\$2,223,000	\$1,499,456	\$723,544
11238 J <sup>(1)</sup>				\$2,960,000			\$740,000	\$3,700,000	\$3,700,000	\$3,219,612	\$480,388
14500 <sup>(2)</sup>		\$1,600,000				\$400,000		\$2,000,000	\$2,000,000	\$2,000,000	\$0
TDM Promotion		\$400,000					\$100,000	\$500,000	\$0	\$0	\$500,000
Transit 5 yrs. <sup>(3)</sup>		\$5,284,800					\$3,594,200	\$8,879,000	\$0	\$0	\$8,879,000
Dover P&R		\$2,790,000					\$700,000	\$3,490,000	\$3,490,000	\$2,994,132	\$495,868
Lee P&R		\$68,000					\$17,000	\$85,000	\$0	\$0	\$85,000
Rochester P&R		\$1,016,000					\$254,000	\$1,270,000	\$0	\$0	\$1,270,000
<b>TOTAL</b>	<b>\$1,778,400</b>	<b>\$11,158,800</b>	<b>\$20,029,501</b>	<b>\$2,960,000</b>	<b>\$9,601,605</b>	<b>\$400,000</b>	<b>\$10,857,175</b>	<b>\$56,785,481</b>	<b>\$46,051,481</b>	<b>\$33,077,523</b>	<b>\$23,707,958</b>
<b>Total Federal Funds: \$45,528,306</b>											

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

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

(3) 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.

(4) Based on FMIS 9/21/11 Project Fund History Report

Hampshire's three turnpikes within its Turnpike System. A total of \$224.2M of these Turnpike Priority Program funds including the \$5,451,975 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

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

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

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

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## 5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected \$116.7M in toll revenue in fiscal year 2011, and estimates to collect \$116.7M in 2012. 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 entire \$562.8M Capital Program. This toll increase, planned for FY14, is estimated to generate approximately \$17M annually. Bonds in the amount of \$370M are required to provide adequate revenue for the Capital Program. A \$150M bond issuance was completed in November 2009 with

a second \$120M bond issuance planned for FY13 and a third issuance of \$100M in FY 14.

The \$562.8M Capital Program is envisioned to be funded with \$351M (or 65%) of Turnpike revenue bonds (\$370M - \$19M set aside for reserves) and \$180.4M (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 project wide funding (2011 dollars) including \$45.53M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$216.57M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

**Table 5-2. Project Funding Sources (2011 Dollars)**

	Total
<b>Federal Funding</b>	
80% Federal Funds	
CMAQ/TDM	\$11,158,800
TCSP	\$1,778,400
Federal Funds	\$2,960,000
Federal Earmarks	\$20,029,501
<b>Subtotal</b>	<b>\$32,966,701</b>
100% Federal Funds	
Federal Earmarks	\$9,601,605
<b>Total Federal Funds</b>	<b>\$45,528,306</b>
<b>State Funding</b>	
From Toll Revenues and Turnpike Revenue Bonds	
20% Turnpike Matching Funds	\$10,857,175
100% Turnpike Funds	\$205,314,519
<b>Subtotal</b>	<b>\$216,171,694</b>
From 20% State Highway Matching Funds	\$400,000
<b>Total State Funds</b>	<b>\$216,571,694</b>
<b>Total Project Funds Required (2011 Dollars)</b>	<b>\$262,100,000</b>

# 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 2011 Financial Plan Update, and that the project is in the middle stages of design, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

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### 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 \$262.1M (2011 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 \$45.53M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike matching amount which currently totals \$10.86M. The remaining source of project funding, totaling \$205.3M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

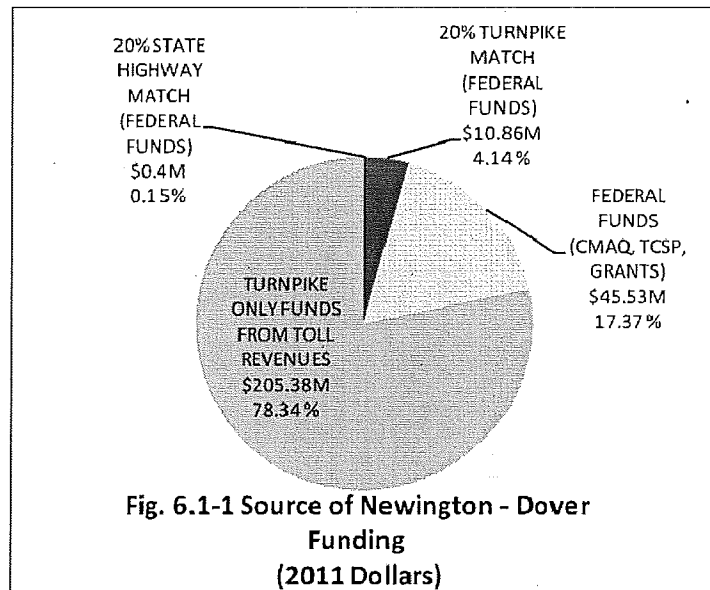
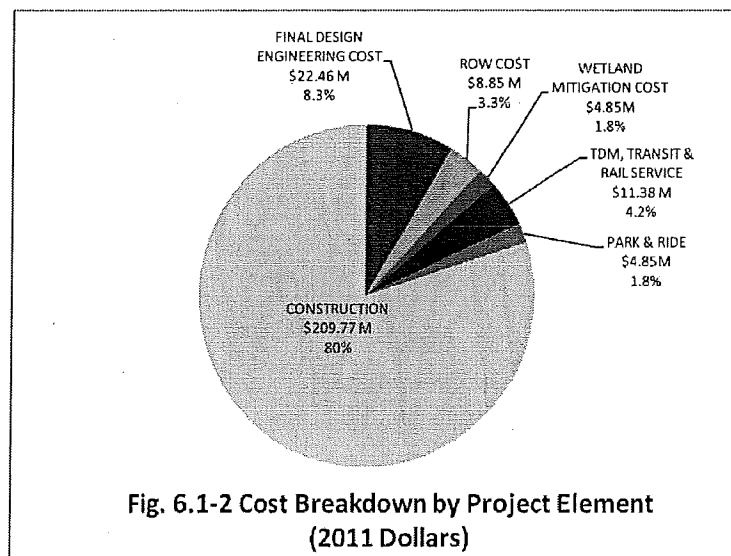


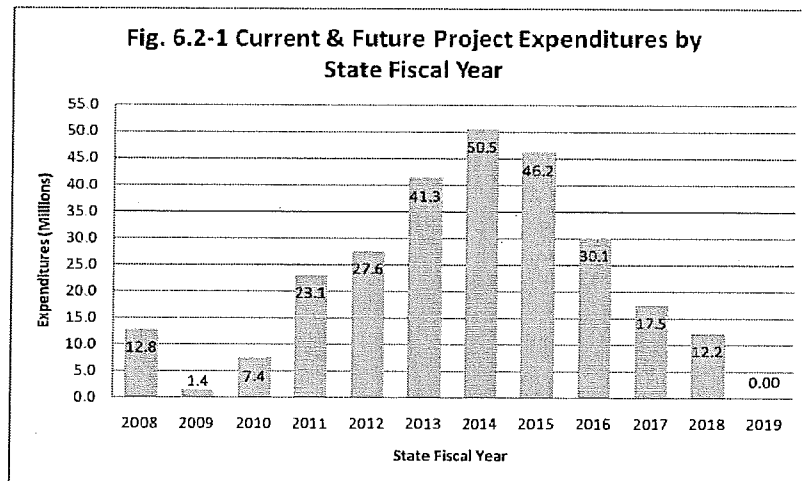
Figure 6.1-2 below identifies the project cost (2011 dollars) of the major project components. These components include preliminary and final design engineering costs related to the development of final plans and contract documents prepared by project consultants and NHDOT personnel; right-of-way costs associated with the necessary property acquisitions to facilitate all of the construction and mitigation elements; Mitigation costs including wetland mitigation; Travel Demand Management measures such as improved rail and transit services as well as new park and ride facilities; and project construction costs related to the roadway and bridge improvements.



**Figure 6.1-2 Cost Breakdown by Project Element** (Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2011 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 2011 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 2011 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 2011, the project costs increased to \$262.1M. Currently when the project is completed in fall of 2018 the total estimated project cost is estimated to be \$270.1M. 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

Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238						ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2)	FEIS	2011 CURRENT COST ESTIMATE (C)	Year-of-Expenditure Cost Based on Current Estimates (3% Inflation for Construction Only)	STATE FISCAL YEARS (July 1 - June 30)																TOTALS
PROJECT NUMBER	DESCRIPTION OF ACTIVITY	ACTUAL											FUTURE EXPENDITURES																
		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									
MILLIONS OF DOLLARS																													
	FINAL DESIGN ENGINEERING COST TOTALS					13.8	22.46	22.46	3.95	1.18	5.25	3.60	5.40	2.00	1.08	0.00	0.00	0.00	0.00	22.46									
	RIGHT OF WAY COSTS																												
11238	Corridor Wide Acquisitions and ROW Incidental Costs					2.20	6.72	6.72	0.18		1.80	0.45	1.44	2.75						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		2.17	0.45	1.44	2.75	0.00	0.00	0.00	0.00	0.00	8.85									
	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	-		1.28	1.28					1.28							1.28									
	subtotal					4.60	4.85	4.85												4.85									
	Transit Service and Rail Service																												
	Transit Service ( 5-year operation)(Currently Under 11238)					5.50	8.88	8.88																					
	Federal CMAQ funds						5.29	5.29					2.56	0.91	0.91	0.91				5.29									
	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			2.28									
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																					
20254	Rochester Park and Ride @ Exit 13	Aug-2012	11	Jul-2013		1.30	1.27	1.27																					
	Lee Park and Ride US 4/NH 125	Nov-2011	4	Jun-2012			0.085	0.085																					
	Federal CMAQ funds						3.87	3.87	2.79				0.09	0.93	0.068				3.87										
	20% Turnpike match						0.97	0.97	0.70				0.02	0.23	0.017				0.97										
	subtotal					4.70	4.85	4.85												4.85									
	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	21.07	21.07	6.83	0.23			6.47	1.25	2.40	1.33	1.24	1.24	0.10	21.07									
	CONSTRUCTION COSTS																												
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Dec-2013	100%	51.2	52.5	52.5					19.0	14.33	15.25	3.94				52.5									
	Federal Earmark and TCSP Grant						31.4	31.4					15.20	11.50	4.70					31.4									
	20% Turnpike match						5.4	5.4					3.80	1.60						5.4									
	Remaining Turnpike Funded Portion						15.7	15.7						1.20	10.55	3.94				15.7									
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	27	Dec-2014	80%	50.9	54.3	54.3						20.10	24.12	10.05				54.3									
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Jul-2013	24	Nov-2015	25%	21.0	34.0	36.1							12.02	18.04	6.01			36.1									
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Oct-2013	32	Oct-2016	30%	47.1	42.2	44.7							6.99	16.78	16.78	4.20		44.7									
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Sep-2015	30	Jul-2018	25%	26.0	26.8	30.1									5.98	12.08	12.08	30.1									
	CONSTRUCTION COST TOTALS					196.2	209.8	217.7					19.00	14.33	35.35	47.07	44.86	28.77	12.08	217.7									
TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)									12.82	1.41	7.42	23.05	27.64	41.35	50.55	46.19	30.01	17.51	12.18	0.00	270.1								
									ACTUAL EXPENDITURES				FUTURE EXPENDITURES																
TOTAL COST (Engineering, Right of way, Mitigation and Construction)						228.7	262.1	270.1	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.						SPAULDING TURNPIKE IMPROVMENTS NHS-027-1(37), 11238						PROJECT IMPLEMENTATION PLAN  Current and Future Forecast Expenditures From 2008 thru 2018																	
(2) AS SHOWN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR EXAMPLE: THE ACCELERATED "L" CONTRACT THE DESIGN IS 100% COMPLETE AND UNDER CONSTRUCTION, WHILE THE DESIGN FOR CONTRACTS "S & O" ARE ONLY 25% COMPLETE.																													
(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.																													
												FIGURE 6.2-2																	

more recent cost data is determined. The actual total project cost is not truly known until construction is completed.

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### 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 \$50.5M in 2014 when construction of four contracts are on-going at the same time. A total \$224.2M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2018.



## Risk Management

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### 7.2 Design Factors

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#### 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.

Through the course of project development, the Department has identified several design related modifications such as the Arboretum

Drive extension, General Sullivan and Little Bay Bridge inspections that are necessary for incorporation into the project. It is envisioned that these modifications will be incorporated within the final design engineering costs during FY 12.

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## **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 was advanced on an accelerated design schedule, the NHDOT completed early right-of-way appraisals for the four impacted properties based upon preliminary design and right-of-way plans. For Contract M, the NHDOT has identified the fifteen impacted properties based upon the slope and drainage design and right-of-way plans. These properties are within the negotiations process with the owners. NHDOT has also undertaken a comprehensive screening of impacted properties to address potential hazardous material risks which could delay the project and increase costs.

Through the course of project development, the Department considers modifications to the design that may impact the right-of-way. These modifications may increase or decrease the costs associated with project and are weighed to balance the competing interests within the project. The Department is currently considering a few of these modifications that may increase the overall right-of-way cost for the project.

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## **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.

Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department expects that additional reimbursable utilities will be identified in both Newington and Dover during FY12 through the continuation of verifying the existing utilities whether they are eligible for reimbursement.

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## **7.3 Environmental Factors**

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### **7.3.1 Agency Regulation Changes and Delays**

NHDOT has been successful in obtaining all the regulatory authorizations for the project to date (e.g., NEPA, ROD, NHDES Wetlands Permit, US ACOE CWA Section 404 Permit, and Section 106 MOA), Water Quality Certificate (WQC) 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 are responsible for tracking this final permitting effort and will continue to make appropriate resources available to address any concerns expressed by the regulatory agencies. However, given that the major permitting authorities have already acted, the risk posed by regulatory delays has been eliminated.

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## **7.5 Financing**

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

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### **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.

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## **7.6 Construction**

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### **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 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. During construction of Contract L the contractor and the Department have determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability.
- Local environmental permitting issues where requirements are more stringent than NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that 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.
- To date, Contract L has encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There has been one modest alteration and potential cost increase to the contract to address the staged placement of the concrete bridge deck that the Department has negotiated which may result in a cost increase of approximately \$0.4M.
- The Department has also reviewed the current coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract M and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M requires the shift of a portion of the roadway work from Contract L to Contract M. This shift provides for the Contract M contractor to control the roadway work required to support the shift of traffic onto the SB Little Bay Bridges.
- These final modifications to Contract L and M are currently being addressed and should be finalized during FY12.

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#### **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.

The Department will be negotiating the Contract L modifications as described above during FY12 which will address the construction schedule. It is anticipated that these modifications will not result in delays or claims on the schedule.

# 8

## Exhibits

- 6/29/2011 - FHWA, Fiscal Management Information System Demo Funding
- 9/23/2011 - Turnpike System Capital Program, Monthly Status Report
- 8/4/2011 - Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
- 7/1/2011 - Construction Cost Index, Vol. 4, No.3; Bureau of Construction
- 2/28/2011 - Letter of Approval, CMAQ Funds, Rochester Park and Ride
- 2/28/2011 - Letter of Approval, CMAQ Funds, Increase Transit Service Dover-Durham-Portsmouth
- 4/30/2010 FHWA Initial Financial Plan letter
- 4/21/2011 Fiscal Management Information System – Project Fund History Report
- 7/23/2010 Construction Contract Estimates

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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	.00	.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	5,054,735.44	7,770,282.56	7,770,282.56
			DEMO ID NH003	TOTAL		33,902,132.00	33,902,132.00	23,996,218.45	9,905,913.55	9,905,913.55
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

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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
NH005		DEMO ID NH004		TOTAL		13,816,804.00	13,816,804.00	13,816,804.00	.00	.00
		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
NH006		DEMO ID NH005		TOTAL		1,950,857.00	1,950,857.00	1,950,857.00	.00	.00
		North Conway: Provide congestion relief on US-302 and NH Route 16								
NH007		DEMO ID NH006		TOTAL					.00	.00
		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	780,343.00	.00	.00
NH008		DEMO ID NH007		TOTAL		780,343.00	780,343.00	780,343.00	.00	.00
		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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			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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NH012			NH011			6,208,572.00	6,208,572.00	6,208,572.00	.00	.00
	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
			TOTAL			1,830,827.00	1,830,827.00	1,830,827.00	.00	.00
NH013			DEMO ID NH012							
	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			2,087,104.00	2,087,104.00	2,087,104.00	.00	.00
NH014			DEMO ID NH013							
	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			10,799,421.00	10,799,421.00	10,799,421.00	.00	.00
NH015			DEMO ID NH014							
	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			3,778,517.00	3,778,517.00	3,778,517.00	.00	.00
NH016			DEMO ID NH015							
	Construct Chestersfield Bridge									
105 178	1602	1090	Q920 00NH			2,599,652.00	2,599,652.00	2,599,652.00	.00	.00
			TOTAL			2,599,652.00	2,599,652.00	2,599,652.00	.00	.00
			DEMO ID NH016			2,599,652.00	2,599,652.00	2,599,652.00	.00	.00

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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
NH018	Construct Hindsale Bridge									
	105 178	1602	1247	Q920	00NH	2,599,652.00	2,599,652.00	1,148,131.85	1,451,520.15	1,451,520.15
				TOTAL		5,021,963.00	5,021,963.00	5,021,963.00	.00	.00
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
				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
				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	4,968,455.46	157,042.54	157,042.54
				TOTAL		5,125,498.00	5,125,498.00	4,968,455.46	157,042.54	157,042.54
NH022	Granite Street Bridge Project, New Hampshire									
	108 07			55B0	00NH	7,948,000.00	7,948,000.00	7,903,968.00	44,032.00	44,032.00
				TOTAL		7,948,000.00	7,948,000.00	7,903,968.00	44,032.00	44,032.00
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
				TOTAL		1,000,000.00	1,000,000.00	1,000,000.00	.00	.00

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

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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	.00	.00
			DEMO ID NH026	TOTAL		500,000.00	500,000.00	500,000.00	.00	.00
NH027	Town of Dublin, New Hampshire Traffic Calming Project									
	108 199	115		H170	00NH	300,000.00	300,000.00	300,000.00	.00	.00
			DEMO ID NH027	TOTAL		300,000.00	300,000.00	300,000.00	.00	.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	410,000.00	340,000.00	327,946.00
			DEMO ID NH030	TOTAL		750,000.00	737,946.00	410,000.00	340,000.00	327,946.00

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH031	Hooksett Highway Reconstruction and Upgrade, New Hampshire									
	108 447	117		H660	00NH	4,000,000.00	3,935,712.00	1,703,000.00	2,297,000.00	2,232,712.00
			DEMO ID NH031	TOTAL		4,000,000.00	3,935,712.00	1,703,000.00	2,297,000.00	2,232,712.00
NH032	I-93 construction and mitigation, New Hampshire									
	108 447	117		H660	00NH	750,000.00	737,946.00	737,946.00	12,054.00	.00
			DEMO ID NH032	TOTAL		750,000.00	737,946.00	737,946.00	12,054.00	.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	5,411,605.00	88,395.00	.00
			DEMO ID NH036	TOTAL		5,500,000.00	5,411,605.00	5,411,605.00	88,395.00	.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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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTH	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH044	109 59	1702	1171	HY10	00NH	320,000.00	320,000.00	273,751.00	46,249.00	46,249.00
	109 59	1702	1171	LY10	00NH	1,282,360.00	1,282,360.00	1,166,089.00	116,271.00	116,271.00
			DEMO ID NH043	TOTAL		1,602,360.00	1,602,360.00	1,439,840.00	162,520.00	162,520.00
			South Road Mitigation in Londonderry.							
NH045	109 59	1702	1479	HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	1479	LY10	00NH	961,770.00	961,770.00	515,216.55	446,553.45	446,553.45
			DEMO ID NH044	TOTAL		1,201,770.00	1,201,770.00	720,529.55	481,240.45	481,240.45
			Upgrade Sewalls Falls Road bridge over Merrimack River in Concord							
NH046	109 59	1702	1808	HY10	00NH	160,000.00	160,000.00	136,876.00	23,124.00	23,124.00
	109 59	1702	1808	LY10	00NH	641,180.00	641,180.00	111,724.00	529,456.00	529,456.00
			DEMO ID NH045	TOTAL		801,180.00	801,180.00	248,600.00	552,580.00	552,580.00
			Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.							
NH047	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
			Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont							
NH048	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
			Replacement of Ash Street and Pillsbury Road Bridge.							
NH048	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	PUBLIC LAW	SECTION	SUBSECTION	DEMO ID	PROG CODE	COST CENTER	TOTAL AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH049				DEMO ID NH048	TOTAL		1,522,242.00	1,522,242.00		1,522,242.00	1,522,242.00
			Construct Pedestrian, Bicycle bridge in Keene.								
	109 59	1702	2409	HY10	00NH		128,000.00	128,000.00	109,500.00	18,500.00	18,500.00
	109 59	1702	2409	LY10	00NH		512,944.00	512,944.00	466,435.00	46,509.00	46,509.00
				TOTAL			640,944.00	640,944.00	575,935.00	65,009.00	65,009.00
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	874,567.00	87,203.00	87,203.00
				TOTAL			1,201,770.00	1,201,770.00	1,079,880.00	121,890.00	121,890.00
NH051			Environmental mitigation at Sybiak 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
				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	1,107,784.00	110,458.00	110,458.00
				TOTAL			1,522,242.00	1,522,242.00	1,367,848.00	154,394.00	154,394.00
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	.00	.00
	109 59	1702	4514	LY20	00NH		24,029,501.00	16,029,501.00	16,029,501.00	7,970,499.00	.00
				TOTAL			28,029,501.00	20,029,501.00	20,029,501.00	7,970,499.00	.00
NH054			I-93 water quality study project.								

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH055	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	886,500.00	3,913,500.00	2,319,401.00
				DEMO ID NH054		5,600,000.00	4,005,901.00	1,686,500.00	3,913,500.00	2,319,401.00
				Reconfiguration of Pelham Intersection to Improve Safety						
NH056	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		2,800,000.00	2,002,950.00	296,000.00	2,504,000.00	1,706,950.00
				Reconstruction of NH 11 and NH 28 Intersection in Alton.						
NH057	109 59	1702	4517	HY20	00NH	280,000.00	280,000.00	280,000.00	.00	.00
	109 59	1702	4517	LY20	00NH	1,680,000.00	1,122,065.00	1,122,065.00	557,935.00	.00
				DEMO ID NH056		1,960,000.00	1,402,065.00	1,402,065.00	557,935.00	.00
				Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.						
NH058	109 59	1702	4518	HY20	00NH	400,000.00	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	2,400,000.00	1,602,950.00
				DEMO ID NH057		2,800,000.00	2,002,950.00	2,800,000.00	2,800,000.00	2,002,950.00
				Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.						
NH059	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	2,400,000.00	1,602,950.00
				DEMO ID NH058		2,800,000.00	2,002,950.00	138,225.00	2,661,775.00	1,864,725.00
				Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.						
NH059	109 59	1702	4520	HY20	00NH	520,000.00	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	3,120,000.00	2,083,835.00

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NH060			DEMO ID NH059	TOTAL		3,640,000.00	2,603,835.00		3,640,000.00	2,603,835.00
			Improve Meredith Village Traffic Rotary							
	109 59	1702	4521	HY20	00NH	320,000.00	320,000.00	320,000.00	.00	.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	320,000.00	1,920,000.00	1,282,360.00
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	.00	.00
	109 59	1702	4523	LY20	00NH	4,320,000.00	2,885,310.00	1,681,875.32	2,638,124.68	1,203,434.68
			DEMO ID NH062	TOTAL		5,040,000.00	3,605,310.00	2,401,875.32	2,638,124.68	1,203,434.68
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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NH066	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
				TOTAL		1,400,000.00	1,001,475.00		1,400,000.00	1,001,475.00
		Replacement of Ash Street and Pillsbury Road Bridge.								
NH067	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
				TOTAL		1,960,000.00	1,402,065.00		1,960,000.00	1,402,065.00
		Hampton Bridge Rehabilitation--Hampton.								
NH068	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	2,404,425.00	1,195,575.00	.00
				TOTAL		4,200,000.00	3,004,425.00	3,004,425.00	1,195,575.00	.00
		Crystal Lake Mitigation, Manchester, NH								
NH069	109 115		112	LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
				TOTAL		300,000.00	297,000.00	297,000.00	3,000.00	.00
		Improvements to Alton Traffic Rotary, NH								
	109 115		112	LY60	00NH	250,000.00	247,500.00	247,500.00	2,500.00	.00
NH070				TOTAL		250,000.00	247,500.00	247,500.00	2,500.00	.00
		Little Bay Bridges/Spaulding Turnpike, NH								
	109 115		112	LY60	00NH	2,500,000.00	2,475,000.00	2,475,000.00	25,000.00	.00
				TOTAL		2,500,000.00	2,475,000.00	2,475,000.00	25,000.00	.00
NH071		Meredith Village Improvement Project, NH								

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NH072	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
			New Hampshire Route 111A Intersection Safety Improvements, NH							
NH073	109 115	112		LY60	00NH	750,000.00	742,500.00	55,000.00	695,000.00	687,500.00
			DEMO ID NH072	TOTAL		750,000.00	742,500.00	55,000.00	695,000.00	687,500.00
			Rehabilitate Route 1(a) Bridge, Hampton, NH							
NH074	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
			Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH							
NH075	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
			South Road Mitigation, Londonderry, NH							
NH076	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
			Sybiak Farm Mitigation, Derry, NH							
NH077	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
			Chocorua Village Safety Improvement Project, Tamworth, NH							
NH078	110 161	129		LY90	00NH	490,000.00	490,000.00	90,000.00	400,000.00	400,000.00
			DEMO ID NH077	TOTAL		490,000.00	490,000.00	90,000.00	400,000.00	400,000.00
			Downtown Franklin Revitalization, Franklin, NH							

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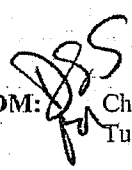
DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH079	110 161	129	Granite Street Reconstruction Project, NH	LY90	00NH	784,000.00	784,000.00	744,498.72	39,501.28	39,501.28
				TOTAL		784,000.00	784,000.00	744,498.72	39,501.28	39,501.28
NH080	110 161	129	Little Bay Bridges/Spaulding Turnpike, NH	LY90	00NH	1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
				TOTAL		1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
NH081	110 161	129	Town of Tamworth, Chocorua Village Safety Project, NH	LY90	00NH	1,715,000.00	1,715,000.00	1,715,000.00	.00	.00
				TOTAL		1,715,000.00	1,715,000.00	1,715,000.00	.00	.00
NH082	111 08	125	Berwick Bridge, Somersworth, NH	56A0	00NH	475,000.00	475,000.00	35,000.00	440,000.00	440,000.00
				TOTAL		475,000.00	475,000.00	35,000.00	440,000.00	440,000.00
NH083	111 117		Broad Street Parkway/Nashua River Bridge Enhancements, NH	56C0	00NH	499,915.00	499,915.00		499,915.00	499,915.00
				TOTAL		499,915.00	499,915.00		499,915.00	499,915.00
NH084	111 117		Elm Street/Gas Light District Improvements, NH	56C0	00NH	486,917.00	486,917.00		486,917.00	486,917.00
				TOTAL		486,917.00	486,917.00		486,917.00	486,917.00
NH085	111 117		Hutchins Street Reconstruction, Berlin, NH	56C0	00NH	999,829.00	999,829.00	50,000.00	949,829.00	949,829.00
				TOTAL		999,829.00	999,829.00	50,000.00	949,829.00	949,829.00

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF JUNE 29, 2011

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
NH087			Interstate 93 Quality Study, NH							
			DEMO ID NH087	TOTAL				.00	.00	1,237,500.00
NH999										
			DEMO ID NH999	TOTAL				.00	.00	.00
			STATE TOTAL			286,393,625.00	267,422,906.00	219,645,435.86	66,748,189.14	47,777,470.14

STATE OF NEW HAMPSHIRE  
INTER-DEPARTMENT COMMUNICATION

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

**DATE:** September 23, 2011  
**AT (OFFICE):** Bureau of Turnpikes

**SUBJECT:** TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

**TO:** Christopher Clement, Commissioner  
David J. Brillhart, Assistant Commissioner  
Michael P. Pillsbury, Deputy Commissioner  
William J. Cass, Director - Project Development  
Craig Green, Asst. Director - Project Development  
Lyle W. Knowlton, Director - Operations  
William P. Janelle, Assistant Director - Operations  
William H. Boynton, Information Officer  
David S. Smith, Bureau of Turnpikes  
Harvey S. Goodwin, Bureau of Turnpikes  
John W. Corcoran, Jr., Bureau of Turnpikes  
Nasser Yari, Bureau of Turnpikes  
Margaret Blacker, Bureau of Turnpikes  
Leonard Russell, Bureau of Budget & Finance  
Peter Salo Bureau of Highway Design  
Mark W. Richardson, Administrator, Bureau of Bridge Design  
L. Robert Landry, Bureau of Bridge Design  
Alex V. Vogt, Project Manager, Highway Design  
Donald A. Lyford, Project Manager, Highway Design  
Keith A. Cota, Bureau of Highway Design  
Michael Dugas, Bureau of Highway Design  
Nicholas Alexander, Bureau of Planning & Community Assistance  
Dave Bernier, Bureau of Traffic

**MEMORANDUM**

Attached is the monthly status report for the Turnpike System Priority Capital Program for August 2011. 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 is produced on a monthly basis. The capital projects are listed as follows:

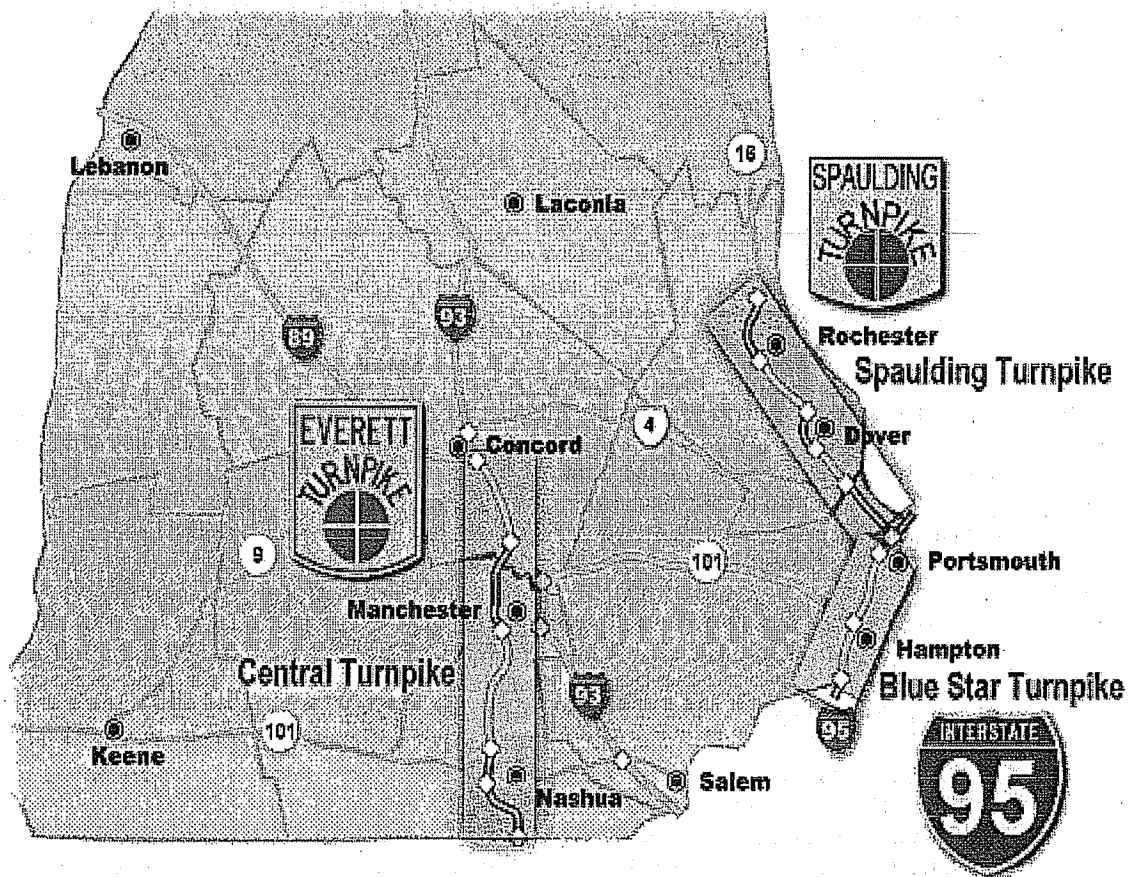
▪ Rochester 10620G thru L (Turnpike Expansion, Exits 11-16)	\$129.2M (PM-LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	\$ 16.0M (LP-LRL)
▪ Manchester 14048 (Black Brook Bridges Rehabilitation)	\$ 4.1M (PM-KAC)
▪ Hampton Falls-Hampton 13408B (Taylor R Bridge Replacement)	\$ 10.8M (PM-KAC)
▪ Bow-Concord 13742A thru C (Re-decking I-93 Red List Bridges)	\$ 26.1M (PM-DAL)
▪ Manchester 14966 (Exit 4, Millyard Bridges)	\$ 37.8M (PM-KAC)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	\$ 12.6M (PM-AVV)
▪ Newington-Dover 11238 (PE & ROW)	\$ 32.8M (PM-KAC)
▪ Newington-Dover 11238 (LBB & Newington Construction)	\$153.5M (PM-KAC)
▪ *Newington-Dover 11238 (GSB & Dover Construction)	\$ 73.2M (PM-KAC)
▪ Hampton-North Hampton 15678A thru D (ORT)	\$ 17.6M (PM-CMW)
▪ *Hooksett 15803 (ORT)	\$ 24.6M (PM-DSS)
▪ *Bedford (ORT)	\$ 18.7M (PM-CMW)
▪ Seabrook 15769 (NH 107 Bridge over I-95)	\$ 3.1M (PM-DSS)
▪ Portsmouth 15760 (I-95 Soundwall)	\$ 2.7M (PM-LRL)

Total - \$562.8M

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 that are shown with an (\*) asterisk.

# NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2018

(STATUS REPORT - September 2011)



# 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	\$	129.2
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6	** \$	218.1
Sub-Total **	\$	347.3

## BLUE STAR TURNPIKE

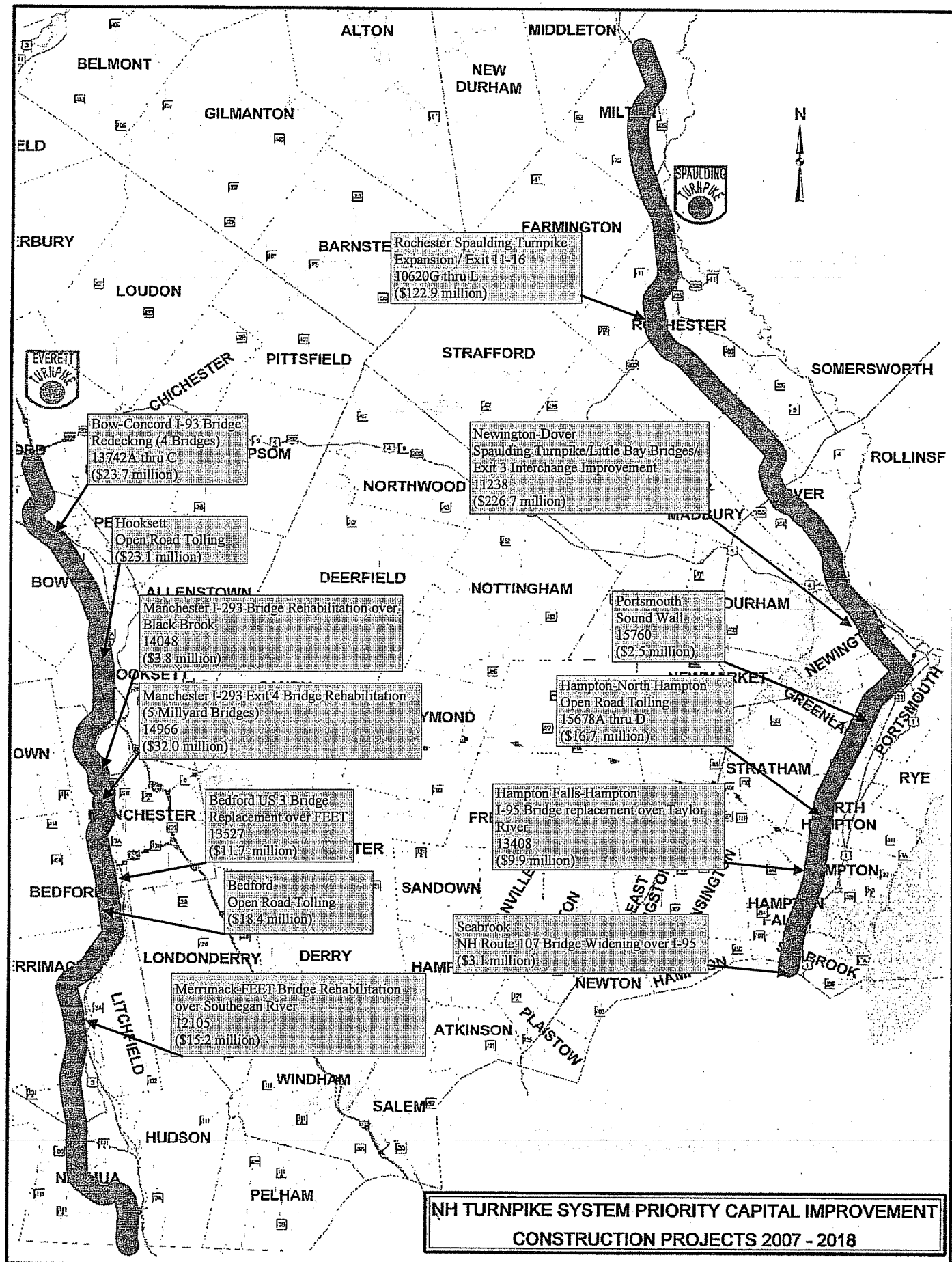
Hampton Falls-Hampton 13408B I-95 Bridge Replacement over Taylor River	\$	10.8
Hampton- North Hampton 15678A thru D Open Road Tolling (ORT) - mainline toll	\$	17.6
Seabrook 15769 NH 107 Bridge Widening over I-95	\$	3.1
Portsmouth 15760 I-95 Soundwall	\$	2.7
Sub-Total	\$	34.2

## 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)	\$	26.1
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	\$	37.8
Bedford 13527 US 3 Bridge Replacement over FEET	\$	12.6
Hooksett Open Road Tolling (ORT) - mainline toll	\$	24.6
Bedford Open Road Tolling (ORT) - mainline toll	\$	18.7
Sub-Total	\$	139.9

Total \*\* \$ 521.4  
(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.



# TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

ID	Task Name	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	ROCHESTER 10620G thru L Spaulding Turnpike Expansion - Exits 11 -16	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan
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,B&C 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 15803 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 Neighborhood)									
26										
27	Seabrook 15769 NH 107 Bridge Widening over I-95									

10/16	ROCHESTER 10620G thru L Spaulding Turnpike Expansion - Exits 11 -16	10/15
	Est. Construction - \$122.9M (Total \$129.2M)	
8/5	MERRIMACK 12105 FEET over Souhegan River	6/24
	Est. Construction - \$15.2M (Total \$16.0M)	
7/29	MANCHESTER 14048 I-293 Bridge Rehabilitation over Black Brook	
	Est. Construction -	
8/13	HAMPTON FALLS - HAMPTON 13408B I-95 Bridge Replacement over Taylor River	
	Est. Construction - \$9.9M (T	
8/25	BOW-CONCORD 13742A,B&C I-93 Bridge Re-decking (4 Bridges)	6/19
	Est. Construction - \$23.7M (Total \$26.1M)	
3/15	MANCHESTER 14966 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	
	Est. Construction - \$32.0 M (Total	
8/15	BEDFORD 13527 US 3 Bridge Replacement over FEET	12/31
	Est. Construction - \$11.7 M (Total \$12.6 M)	
12/18	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab	12/31
	PE & ROW - \$32.8M	
5/11	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab	
	Est. Construction - \$226.7M [LBB, Exit 3, Exit	
6/30	HAMPTON-NORTH HAMPTON 15678 Open Road Tolling (ORT) at Mainline Plaza	5/20
	Est. Construction - \$16.7M ( Total \$17.6M)	
1/3	HOOKSETT 15803 Open Road Tolling (ORT) at Mainline Plaza	9/20
	Est. Construction - \$23.1M (Total \$24.6M)	
1/14	BEDFORD (ORT or AET) at Mainline Plaza	9/
	Est. Construction - \$18.4 M (Total	
10/4	PORTSMOUTH 15760 I-95 Soundwall (Atlantic Heights Neighborhood)	10/26
	Est. Construction - \$2.5M (Total \$2.7M)	
2/14	Seabrook 15769 NH 107 Bridge Widening over I-95	9/20
	Est. Construction - \$3.1M (Total \$3.1M)	

Project: PriorityTpkCapitalImproveSum	Task		Rolled Up Task		External Tasks	
Date: Thu 9/22/11	Progress		Rolled Up Milestone		Project Summary	
	Milestone		Rolled Up Progress		Group By Summary	
	Summary		Split			

9/22/2011

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

**Estimate:** 129.2  
(\$122.9M Construction)  
**Current Phase:** Design & Construction  
**% Design Complete:** 100%  
**% Construction Complete:**  
10620K: 100%  
10620H: 85%  
10620I: 75%  
10620L: 53%  
10620J: 33%  
**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 - \$24.7M  
5/26/2009 Adv 10620I (Phase 1 Exit 15) Contract - \$30.8M  
7/28/2009 Public Informational Meeting for Wetland Package Revision  
10/6/2009 10620-G Construction Completion  
3/9/2010 Adv 10620L (Phase 2 Exit 14) Contract - \$19.7M  
9/14/2010 Adv 10620J (Exit 16) Contract - \$12.9M  
7/2011 10620-K Construction Completion  
10/2011 10620-H Construction Completion  
10/2012 10620-I Construction Completion  
5/2013 10620-L Construction Completion  
10/2013 10620-J Construction Completion

#### Project Activity

- **Rochester 10620H:** Coleman continues to work on construction of the permanent southbound off-ramp at Exit 13 and southbound mainline between Exits 13 & Exit 14. Paving of this portion of southbound mainline is expected to take place in mid August. Overhead sign structures will be erected on this project next week. Bridge work on the Route 202 bridge by E.D. Swett is expected to be completed within a week.
- **Rochester 10620I:** Severino is finishing placing selects on South Bound this week and will finish paving South Bound next week. It is planned to switch all traffic to South Bound the middle of October for both the 10620I & 10620J projects. Evroks continues to work on the west bound phase of the Rte. 11 overpass. It is expected that that deck will be placed the last week of Sept.
- **Rochester 10620L:** Rte 16 traffic has been shifted onto the completed northbound mainline between Exit 14 and Exit 15. A temporary southbound on-ramp is being constructed at Exit 15 to connect Rte 11 with this new alignment. That temporary ramp should be open within a week allowing work to begin on the southbound bridge over Ten Rod Road. Work continues on the westerly side of Farmington Road (Route 11) between Ten Rod Road and Exit 15. It is anticipated that traffic will be shifted to the completed westerly side of Farmington Road within 2 or 3 weeks allowing work to begin on the easterly side of Farmington Road.
- **Rochester 10620J:** Audley has finished the phase 1 portion of the Chestnut Hill Connector overpass. They are paving phase 2 portion of the South Bound temp. widening and the new Exit 16 South Bound off-ramp in mid-Sept.

#### Upcoming Events

**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:** \$259.5M  
 (\$226.7M Construction)  
**Current Phase:** Design and Construction  
**% Design Complete:** 52%  
**% Construction Complete:**

#### 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 - \$52.5M  
 2/15/2011 TDM Elements (Bus Alternatives, Rochester & Lee park'n'rides) - (total \$11.06M; fed \$7.02M; tpk \$4.04M)  
 5/15/2012 Adv Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$55.1M  
 7/16/2013 Adv LBB Rehabilitation & Bridge Approach Contract - \$34.0M

11238L: 42%  
 11238M: 0%  
 11238O: 0%  
 11238Q: 0%  
 11238S: 0%  
**Lead Person:** Keith Cola

Authorized under HB 391	7/2/2013	Adv Exit 6 Interchange & Dover Mainline Turnpike Contract - \$42.2M (ad date is dependent upon project funding)
	8/4/2015	GSB Rehabilitation - \$31.0M (ad date is dependent upon project funding)
	7/1/2018	Construction Completion

#### Project Activity

- Letter of Intent for a 200-space Park'n'Ride off Exit 13 in Rochester was submitted for consideration in the CMAQ program. Project was presented to the CMAQ Selection Committee on December 10, 2010, and the Park'n'Ride at Exit 13 in Rochester was approved thru the CMAQ program. Project # 20254 funding match through Turnpike Program.
- The L-contract project advertised for bids on May 11, 2010, with bids opened on June 17th. The bids came in \$5.34M lower than the engineer's estimate, resulting in a revised total project cost of \$52.5M. A pre-construction meeting was held on September 8, 2010 to kick-off the start of the project's construction. Contractor completed Pomeroy Cove access trail and closed Wentworth Terrace/Hilton Park access under existing LBB for work on temporary trestles and substructure of new bridge. (ON-GOING)
- 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. The ACOE permit was received on 3/15/10. The USCG permit was received on April 20, 2010. All the necessary permits have been received to permit the first contract to advertise for bids. Continued coordination between the BOE and DES regarding approvals for conditions imposed in the WQC are on-going. (ON-GOING)
- Inspection of the General Sullivan Bridge commenced on July 27, 2009 and has been completed. The Comprehensive Inspection and Rating report has been submitted to Bridge Design for comments and approval. Meeting held on August 11, 2010 to discuss GSB condition, deck study type, and rehabilitation recommendations. Evaluation of interim repairs for span 7 (from Dover side) due to structural condition of the deck, an in-depth underwater inspection of the pier substructure for LBB and GSB, an expert paint assessment with estimate and subsequent bridge inspection needs are being negotiated as extra work through VHB. Contract modifications including fee is anticipated for execution in February 2011 (Work On-Going)
- Railway Brook Restoration effort has been completed to the 90% 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. Conservation easements from PDA is being appraised and request for ROW land transfer through FAA is underway. Met with Newington Conservation Commission on August 11, 2011 and provided restoration plans for their information. (On-Going)
- ROW has completed the appraisal process to acquire conservation easements on Knight Brook parcels. Negotiations are underway. (On-Going)
- First phase Municipal Agreement with the City of Dover for the 11238L contract was signed by the City Manager and executed by the Department on June 9, 2010. Second phase Municipal Agreement with City of Dover anticipated to be executed prior to 11238Q contract advertising. *Draft Municipal Agreement for the Town of Newington was presented to the Newington Board of Selectmen on August 1, 2011. Agreement under review by Town and Town Council. Agreement to be executed before advertising of 11238M contract (2012).*
- Roundabout at the junction of US Rte 4 and Boston Harbor Road/Spur Road has been incorporated into the planned improvements at Exit 6. Meetings were held with Dover TAC May 2010, and Dover Planning Board (August 2010) to review and discuss the roundabout alternative at Boston Harbor Road. Dover City Council endorsed roundabout alternative (5/4 vote) on October 13th, 2010. On October 27th, the Department requested CHA to integrate the US Rte 4 roundabout into the Exit 6 improvements.
- Meetings with Pease and the Newington Town Officials were held on May 24th to discuss the ROW process, potential roundabout at Arboretum Drive, and future maintenance responsibilities. Subsequently a meeting was held on July 22nd with representatives from the PDA and Portsmouth Public Works where both parties endorsed the roundabout design at Arboretum Drive. A Public Informational meeting was held on August 19th at the Newington Town Hall to update the Town on the project status and recent advancements. The Town Selectman expressed support for the roundabout alternative at Arboretum Drive at the Public Informational meeting. Will be meeting with City of Portsmouth Public Works to initiate discussion on project impacts and possible land swap. On-Going
- ROW plans have been submitted for acquisition in Newington project limits.

#### Upcoming Events

- Preliminary ROW Plan submission for the Exit 6 area identifying the ROW acquisitions and easements in Dover for the Winter of 2011.
- Scope & Fee development for underwater inspections of the LBB & GSB, additional GSB inspections, GSB span 7 rehab, and GSB paint assessment. Fee amendment is anticipated to address several other out-of-scope work efforts that may require G&C approval, *anticipated in October, 2011.*
- Public Informational Meeting in Town of Newington for project update anticipated to be scheduled in November, 2011. Public Informational meeting in City of Dover for project update and soundwall overview anticipated in January/February 2012.

9/22/2011

**Project Name:** Hampton-North Hampton  
**State Number:** 15678A-D  
**Project Description:** I-95 Toll Plaza Improvements to Implement Open Road Tolling (ORT) & Rehabilitate Mainline Plaza.

**Estimate:** \$17.6M  
(\$16.7M Construction)  
**Current Phase:** Construction  
**% Design Complete:** 100%  
**% Construction Complete:**

**15678A:** 100%  
**15678B:** 100%  
**15678C:** 100%  
**15678D:** 100%

**Lead Person:** John Corcoran

**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 391 Signed into Law by Governor  
**6/30/2009** Advertise 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** Advertise 15678B Contract - \$8.3M  
**11/2/2009** 15678A - Intermediate Completion Date (toll plaza widening)  
**12/1/2009** 15678A - Construction Completion Date  
**5/1/2010** 15678B - Intermediate Completion Date (ORT lanes availability)  
**6/17/2010** ORT Lanes Operational  
**6/29/2010** Advertise 15678D Contract - \$3.8M (\$1.6M Capital, \$2.2M R&R)  
**7/30/2010** 15678B Construction Completion  
**5/20/2011** 15678D Construction Completion

**Project Activity**

- The project was selected as the regional winner in the 2011 America's Transportation Awards competition under the "On Time Small Project" category. The America's Transportation Awards were created to celebrate transportation improvements delivered by state departments of transportation "On Time and Under Budget" and with "Innovative Management." As a regional winner, the ORT project is now being considered in the "Top Ten" projects in a national competition. The "People's Choice Award" will be determined by popular vote. The on-line voting continues until October 7, 2011 at the following site.....<http://www.americastransportationaward.org/>
- All phases of project are complete and open to traffic.

9/22/2011

**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  
**% Design Complete:** 100%  
**% Const. Complete:** 100%  
**Lead Person:** Bob Landry

**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  
5/30/2011 Bridge & Roadway Work Substantially Complete (Open to  
Final Traffic Configuration)  
6/24/2011 Final Completion Date

**Project Activity**

All phases of the project have been completed and open to traffic.

9/22/2011

**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% On hold  
**Lead Person:** Keith Cota

**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

**Project on hold**

7/29/2014 Adv Construction Contract - \$3.8M  
4/11/2015 Construction Start  
8/1/2015 Structural Steel Delivery  
5/31/2017 Construction Completion

**Project Activity**

- Project Design is discontinued for this contract based upon coordination and direction from the Executive Office.
- Current direction for project improvements is to incorporate this work into corridor improvements for Exit 6 and 7 relocation/reconstruction.
- Department has selected VHB, Inc. as the consultant for the development of Exit 6 and 7 corridor study which would capture these improvements in the future.
- Scope and Fee for Manchester 16099 was presented to the Consultant Selection Committee on May 13.

**Upcoming Events**

9/22/2011

**Project Name:** Hampton Falls - Hampton  
**State Number:** 13408B  
**Project Description:** I-95 Dam Replacement or Removal and Bridge Replacement  
over Taylor River

**Estimate:** \$10.8M  
(\$9.9M Construction)  
**Current Phase:** Design  
**% Complete:** 30%  
**Lead Person:** Keith Cota

**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)  
6/15/2010 Public Informational Meeting - Hampton Falls (Presentation of Preferred Alternative)  
8/13/2013 Advertise Construction Contract - \$9.9M  
11/15/2013 Construction Start  
10/30/2016 Construction Completion

**Project Activity**

- Department is negotiating scope and fee with HTA for final design. Anticipate fee approval *by October, 2011*
- Department fee established on 4/14/11 and confirmed by Executive Office
- HTA selected as top rated firm by Consultant Selection Committee on 2/24/11
- Request for Technical Proposals sent to Short List on 11/30/10
- Approval of Short listed firms completed on 11/3/10 for final design phase of improvements

**Upcoming Events**

- *Notice to proceed anticipated in October 2011.*

**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:** \$26.1M  
 (\$23.7M Construction)  
**Current Phase:** Design and Const.

**% Design Complete:**  
 13742A: 15%  
 13742B: 100%  
 13742C: 100%

**% Construction Complete:**  
 13742A: 0%  
 13742B: 0%  
 13742C: 100%

**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  
 3/24/2010 G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement  
 4/9/2010 Target date for first weekend closure of Loudon Road at Exit 14  
 5/7/2010 Target date for second weekend closure of Loudon Road at Exit 14  
 8/23/2010 Review Draft Rehabilitation Study Exit 12 with Front Office  
 10/6/10 Public Informational meeting, two I-93 bridges over I-89  
 12/14/10 Meeting with property abutters to discuss noise study results  
 7/19/2011 Adv Bow 13742B (I-89 Bridges) Contract  
 10/1/2011 Bow-Concord 13742A Public Informational meeting for Exit 12 bridge improvements  
 12/18/2012 Advertise Bow-Concord 13742A (Exit 12) Construction Contract  
 6/2014 13742A Construction Completion  
 6/2015 13742B Construction Completion

#### Project Activity

##### 13742A:

- Discussed interchange alternatives with MJ regarding Exit 12
- Draft Bridge Rehabilitation Study for Exit 12 has been submitted.
- Review of Exit 12 bridge options with the Front Office. Additional information regarding the future configuration of the interchange is needed before a decision can be made about a rehab vs rebuild option.

##### 13742B:

- Received bids for the Bow-Concord, 13742B, I-93 over I-89 bridge replacement project. Audley low bid at \$14.7M (\$0.4 under estimate)
- Advertised for bids July 19, 2011, bids to be opened August 11, 2011
- Wetland Permit Applications submitted to NHDES on 4/27/11. Approvals received on 7/18/11.
- PSE plans submitted for review and comments returned to MJ on June 10, 2011.
- Bow, 13742B, construction cost increased to \$14M and overall 13742A cost increased due to the change to reconstruct the I-93 bridges over I-89.
- Memo from 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.
- 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.
- G&C approval of MJ design contract for I-93 over I-89 bridges on 6/25/08.

##### 13742C:

- Received bids for the Concord, 13742C, Exit 14 project. ED Swett low bid at \$4.8M (\$0.5M over estimate)
- Project completed and accepted September 10, 2010

#### Upcoming Events

- Review of Exit 12 Draft Rehabilitation Study
- Negotiate Fee increase for study of future Exit 12 interchange configurations
- 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.  
Exit 12, meeting in November 2011

9/22/2011

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

**Estimate:** \$37.75M  
(\$32.0M Construction)  
**Current Phase:** Preliminary Design  
**% Complete:** 38%  
**Lead Person:** Keith Cota

#### **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  
3/16/2011 Notice to Proceed - Final Design Consultant  
9/29/2011 Public Hearing (Target Date)  
3/5/2013 Adv construction Contract (Within Existing ROW)  
7/15/2016 Construction Completion

#### **Project Activity**

- Consultant Section is currently reviewing the preliminary highway plan submission.
- Evaluated bridge rehabilitation/widening vs. replacement for I-293 NB/SB bridges over the south and north branch of the Piscataquog River. Executive Office agreed to proceed with replacement options at added cost of approximately \$600,000.
- Investigated feasibility of extending of soundwall south of Exit 4 along the westerly side. Soundwall determined to meet benefit/cost analysis. Will be presented at the public hearing for input.
- The overall project advertisement schedule has been reviewed and adjusted to complete the project in one construction contract to be advertised in December of 2012.
- Consultant section is reviewing Preliminary Plans submitted by CLD.
- Development of environmental study has been completed for public input during the public hearing input phase.

#### **Upcoming Events**

- The Department has scheduled the Special Committee Public Hearing for September 29, 2011.

9/22/2011

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

**Estimate:** 12.6 M  
(\$11.7 M Construction)  
**Current Phase:** RFP Development  
**RFP % Complete:** 100%  
**Design-Build % Complete:** 8%

**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)  
9/23/2010 RFQ (Request for Qualifications) Design Build  
11/4/2010 Design Builders submit qualifications  
11/29/2010 Short list Design Builders  
2/17/2011 RFP (Request for Proposals) Design Build  
5/26/2011 Technical and price proposals due  
7/7/2011 Price Proposals Opening, Best Value Determined  
8/24/2011 Award Design Build Contract  
6/25/2013 Construction Completion

**Lead Person:** Alex Vogt

**Project Activity**

- Contract Awarded at G&C August 24, 2011
- 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
- Design Build kick off meeting was held on April 15, 2010
- RFQ released on September 23, 2010, Informational meeting held September 28, 2010
- Design Build Teams submitted qualifications for bidding on November 4, 2010
- Design Build Teams have been short listed to the following:
  - Beck and Bellucci/Weaver Bros./TY Lin
  - Middlesex Corp./FST Inc./MJ Inc.
  - ED Swett/Continental/LBG
- RFP issued to short listed firms 2/17/2011
- Bidders submitted Technical and Price Proposal Packages on 5/26/2011
- Price proposal opening, Best Value Determined 7/07/2011, ED Swett was the Best Value Bidder approximately \$1.3 million under engineer's estimate.

**Upcoming Events**

- Completion June 25, 2013

**Project Name:** Hooksett  
**State Number:** 15803  
**Project Description:** Hooksett (I-93) Toll Plaza Improvements to Implement Open Road Tolling (ORT) & Rehabilitate Mainline Plaza.

**Estimate:** \$27.6 M  
 (\$23.1M Construction)  
 (\$23.1 M Capital Program and \$3.0 M R&R Program to fund Construction)  
**Current Phase:** Design  
**% Complete:** 98%  
**Lead Person:** Dave Smith

#### Project Schedule / Milestones

7/1/2010 Notice to Proceed - Final Design Consultant  
 9/2011 Preliminary Submission  
 10/2011 Slope and Drain Submission  
 12/2011 Preliminary PS&E Submission  
 4/29/2011 PS&E Submission  
 9/2011 Delivery of Permits Anticipated from Environmental Agencies  
 11/2011 Public Informational Meeting (Target Date Upon confirmation of project advertisement)  
 1/3/2012 Potential Advertisement of Construction Contract  
 6/15/2013 Interim Completion Date-ORT Opened Prior to July 4th 2013  
 9/2013 Overall Construction Completion

#### Project Activity

- Developing Tiger III grant application to pursue \$10 million in funding to support the project. Application is due by end of September 2011, with decision by FHWA on successful application by February 2012.
- Approval of Wetland Permit received from NHDES on September 16, 2011 pending a 20-day comment period due to the proximity of the improvements to prime wetlands.
- Met with property on SW quadrant of Pine Street and secured easement through negotiation of compensation. Working to refine plans and deed followed by notarizing of documents and forwarding to Registry of Deeds.
- Rehabilitation of the Hooksett Toll Plaza Building was removed from the ORT contract and advertised by the Bureau of Public Works as a standalone contract. This was done to allow for completion of the work without delay given the significant safety and security improvements which the rehab will address. Additionally, the work will be completed by a building contractor, likely at a reduced cost compared to that if it was included with ORT contract requiring their oversight and markup.
- On-shelf project advertising date was moved from July 19 2011 to January 2012 to allow the Dept. to further evaluate funding alternatives for the proposed improvements.
- Bureau of ROW appraised the easement required in SW quadrant of Pine Street to accommodate maintenance operations associated with ORT. Turnpikes has reviewed the appraisal and has developed a plot plan. The Bureau of ROW is working to develop the deed to support discussions with the property owner.
- HNTB is addressing "out-of-scope" work efforts and has sent spreadsheets to NHDOT. Currently, all efforts can be accommodated within the current fee due to past efficiencies in design and consolidation to a single contract (original scope and fee identified two construction contracts). Turnpikes has drafted amendment letter for Executive Office approval for reallocation of funding within the fee limit for the project, however is on hold pending information from HNTB.
- Wetland permit and shoreland applications submitted to NHDES on 3/11/11. Permits had target dates for approval in mid June 2011, however permit target date moved to August 2011 as a result in the delay of the project.

#### Upcoming Events

- The Department anticipates that a Public Informational meeting will be held in the fall of 2011 for the project once advertising of improvements is confirmed.

9/22/2011

<b>Project Name:</b>	<b>Portsmouth</b>	<b>Estimate:</b>	<b>\$2.7 M</b>
<b>State Number:</b>	<b>15760</b>		<b>(\$2.5M Construction)</b>
<b>Project Description:</b>	<b>I-95, INSTALL SOUND WALL ALONG SB SIDE OF I-95 IN PORTSMOUTH ADJACENT TO ATLANTIC HEIGHTS NEIGHBORHOOD (APPROX 2,000 LF)</b>	<b>Current Phase:</b>	<b>Design</b>
		<b>% Complete:</b>	<b>99%</b>
		<b>Lead Person:</b>	<b>Bob Landry</b>

#### Project Schedule / Milestones

	Notice to Proceed - Final Design Consultant
	Preliminary Submission
	Slope and Drain Submission
	Preliminary PS&E Submission
	PS&E Submission
	Public Informational Meeting
10/4/2011	Advertisement of Construction Contract
9/2012	Overall Construction Completion

#### Project Activity

- Received project documents for advertisement.
- Moved project advertising date to 10/4/2011 to allow additional time to address revision in scope and traffic control issues and changed project completion to September 2012.
- Updated project estimate that increased the overall programmed Construction cost by \$500,000 from \$2.0 million to \$2.5 million.
- Project design is being reviewed to determine alternatives to reduce costs as estimate has exceeded legislative funding limits. Alternative being investigated is to limit bridge deck reconstruction to outside of girder only (compared to replacement of complete girder bay concrete deck).

#### Upcoming Events

- Run PS&E Estimate with updated project quantities, hold Pre-Ad coordination meeting and present project to the Executiv

**Project Name:** Seabrook  
**State Number:** 15769  
**Project Description:** NH 107 Bridge Widening and Rehabilitation over I-95  
 (096/120)

**Estimate:** \$5.3M  
 (\$5.1M Construction)  
**Current Phase:** Design  
**% Design Complete:** 45%  
**Construction Funding Participation:**  
     DDR \$2.3 M  
     Town \$200K  
     Turnpikes \$3.05M  
**Lead Person:** Dave Smith  
**Designer:** VHB, Inc.

#### Project Schedule / Milestones

12/8/2010 MOA signed between DDR, Town and State  
 2/9/2011 Design Coordination Meeting with DDR, VHB and State  
 3/10/2011 Coordination Meeting to discuss Scope with DDR/VHB/DOT  
 4/6/2011 Final Design Notice to Proceed from DDR  
 5/4/2011 Conceptual Plan Submission  
 7/25/2011 Preliminary Submission  
 9/19/2011 Anticipated Slope and Drain Submission  
 12/1/11 Anticipated Combined Preliminary PS&E/PS&E Submission  
 2/2012 Anticipated Advertising Date  
 6/2013 Substantial Construction Completion (east of bridge to meet developer commitments)  
 9/2013 Overall Construction Completion Date

#### Project Activity

- Project was presented at the August 19th Natural Resource Committee meetings to introduce the project and discuss relevant issues. No issues raised other than the need to address salt application due to proximity of stream impaired for chloride. Improvements is within the 1/4 mile radius of the impaired stream.
- Project was presented at the July 14th State Historic Preservation Organization (SHPO) Committee meeting to introduce the project and discuss relevant issues. No issues raised. Memo of No Effect signed 9/16/11
- M&R provided the pavement recommendations and Traffic provided OH and ground mounted sign information to support progression of project.
- Preliminary Submission was delivered to Turnpikes on 7/25/11 and returned to VHB on 8/8/11.
- Geotechnical investigations are underway by Sub-consultant to VHB. Completion of field work anticipated end of August 2011.
- Field investigations to support bridge deck evaluation have been completed by M&R Statewide Consultant "Terracon" to determine the condition of the superstructure. "Notice to Proceed" given on 4/29/11 and document anticipated 6/21/11.
- Conceptual (20%) Plan submission provided by VHB on 5/4/11. NHDOT reviewed submission and provided comments to VHB on 5/17/11.
- NHDOT and VHB negotiated scope and fee for rehabilitation. "Notice To Proceed" given to VHB on the Bridge Rehabilitation on 4/23/11.
- Town responded with regard to sidewalk maintenance and declined the acceptance of maintenance efforts in a letter dated March 18, 2011. DOT replied in a letter dated March 23, 2011, noting that sidewalks will not be built but panels provided for future sidewalks if town accepts maintenance.
- VHB and NHDOT agreed on Scope and Fee for design of improvements. "Notice to Proceed" given to VHB by DDR on April 6, 2011.

#### Upcoming Events

- 60% Coordination meeting to be held on October 3
- Public Informational Meeting to be held early Fall of 2011.

**State of New Hampshire - Department of Transportation - Turnpike System  
2009 Bond Issue Timetable (updated 7-21-09)**

**2008 Timeline / Milestones (Example)**

May 08	Internal Turnpike capital program meeting DOT (Project Development, Front Office, Finance, Turnpikes)
May 08	Preliminary Discussion between DOT & Treasury - Bonding needs and timeline
June 08	Preliminary contact with PRAG, Financial Advisor (by Treasury)
ongoing	Develop Turnpike Spending Plan and Cash Flow model
Fall 08	Review Traffic and Revenue Study to verify Finance traffic/revenue predictions (Jacobs)
Fall 08	Bond Rating Update Process with Rating Agencies
11/21/08	After review with Moody's, TPK Negative Outlook removed
12/07/08	After review with S&P TPK Negative Watch-rating removed

**Project Activity**

- Automation of the monthly monitoring of the capital program spending is now being attempted by DoIT. Once in place, it should make status reporting available in a more timely manner. (ON-GOING)
- The engineering consulting firm of Jacobs has issued a preliminary update of the traffic and revenue study that was originally completed in February of 2007 in order to update Finance's traffic and revenue predictions. Subsequently, the Consultant will finalize the study to support the bond issuance. (ON-GOING)
- Several meetings between Finance and Project Managers have taken place to discuss the forecasted cashflow for the projects involved. The model has been and will continue to be updated as new information is provided and is being restructured to enhance the presentation for purposes of the proposed bond issuance (ON-GOING)
- A conference call involving the Treasurer, Administrative Services, Bond Counsel, and PRAG was held on February 11, 2009. HB 391, the sale/acquisition of I-95, current Turnpike Capital Program, and bonding needs were discussed.
- Three models were developed to model the original proposed Turnpike Initiatives. Additional models have been developed to assess the need to advance the proposed statewide toll increase to May 2010 and the proposed bond issuance in November 2009.
- A conference call involving Jacobs, Turnpikes, Finance staff, and Project Managers was held on March 10, 2009 to outline the steps and timeline needed for the bond issuance in September (since extended to November).
- A follow-up conference call involving DOT personnel, the Treasurer, Bond Counsel, and PRAG to review the progress and discuss the timeline and open issues relating to the originally proposed September bond issuance was held on April 9, 2009.
- Another follow-up conference call involving DOT personnel, the Treasurer, Bond Counsel and PRAG to review the various financing options available to Turnpikes was held on April 21, 2009.
- Another meeting with Treasury, PRAG and Bond Counsel was held on May 7, 2009 to discuss and clarify the treatment of the payments Turnpikes is to make to the Highway Fund for the purchase of the segment of I-95. It was generally agreed that the payments would be applied to the all obligations debt service coverage ratio.
- A meeting with the Treasurer was held on July 17, 2009 to discuss rescheduling the bond issuance date to November, 2009.
- The above schedule and milestones have been refined to include more definitive steps and timeframes for a proposed bond issuance in November of 2009.

**Upcoming Events**

- Continue to develop Turnpike models as necessary for the proposed plan (includes project initiatives from approved HB 391 and system-wide toll increase effective May 1, 2010), an alternate plan (includes project initiatives from approved HB 391 and system-wide toll increase effective July 1, 2011) and the base plan (includes the Hampton ORT, but no other HB 391 project initiatives and assumes no future toll increase).
- Continue to refine monthly cash flow projections for the proposed scenario.
- Update Traffic and Revenue Study for the entire Turnpike System and forward to Treasury by August 31, 2009.
- Finalize draft Preliminary Official Statement for delivery to Treasury.

S:\Capital program reports\TPCPstatusny0911.xls\Bond Issuance

## TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

Project	Actual Expenditures				Anticipated Expenditures per State Fiscal Year (millions)								Total
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18		
Rochester 10620G thru L	\$ 6.96	\$ 17.30	\$ 35.25	\$ 32.02	\$ 25.67	\$ 12.62	\$ 1.95	\$ -	\$ -	\$ -	\$ -	\$ 131.78	
Merrimack 12105	\$ 0.19	\$ 6.07	\$ 4.96	\$ 3.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14.73	
Manchester 14048	\$ 0.06	\$ 0.02	\$ 0.02	\$ 0.00	\$ (0.00)	\$ 0.10	\$ -	\$ 1.07	\$ 1.73	\$ 0.85	\$ -	\$ 3.86	
Hampton Falls-Hampton 13408B	\$ 0.15	\$ 0.07	\$ 0.07	\$ 0.02	\$ -	\$ -	\$ 1.69	\$ 3.31	\$ 3.31	\$ 1.62	\$ -	\$ 10.24	
Bow-Concord 13742A thru C	\$ 0.08	\$ 0.30	\$ 4.16	\$ 1.73	\$ 3.59	\$ 5.07	\$ 11.30	\$ 5.04	\$ 1.05	\$ -	\$ -	\$ 26.72	
Manchester 14966	\$ 0.08	\$ 0.05	\$ 0.47	\$ 0.44	\$ 3.23	\$ 1.37	\$ 5.70	\$ 11.30	\$ 8.03	\$ -	\$ -	\$ 36.26	
Bedford 13527	\$ 0.02	\$ 0.08	\$ 0.04	\$ 0.37	\$ 3.61	\$ 5.18	\$ 3.34	\$ -	\$ -	\$ -	\$ -	\$ 12.64	
Newington-Dover 11238	\$ 0.39	\$ 1.20	\$ 6.77	\$ 7.83	\$ 14.23	\$ 32.10	\$ 38.45	\$ 31.56	\$ 7.18	\$ 0.51	\$ -	\$ 140.24	
Manchester - Granite Street 10622	\$ 1.68	\$ 0.08	\$ 0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.98	
Dover Park'n'Ride 14287A	\$ 0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.52	
Manchester Airport Access Road 11512N	\$ 0.68	\$ (0.22)	\$ 1.13	\$ 0.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.02	
Seabrook-Portsmouth 11151F ITS (match funds)	\$ -	\$ 0.03	\$ 0.08	\$ 0.08	\$ 0.60	\$ 0.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.39	
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	
Manchester to Concord 14510Z			\$	\$	\$ 0.50	\$ 0.27						\$ 0.77	
Park N Ride Exit 8 (FEET)			\$	\$ 0.30								\$ 0.30	
Nashua DMV/EZPass WIC 15929				\$ 0.25								\$ 0.25	
Manchester 16099 Corridor Study				\$	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.60				\$ 2.10	
Total	\$ 10.95	\$ 25.64	\$ 54.79	\$ 47.47	\$ 52.43	\$ 58.31	\$ 63.44	\$ 53.38	\$ 21.80	\$ 3.48	\$ 0.50	\$ 392.20	
HB391 Project Authorizations - Funded													
Hampton-North Hampton 15678	\$ 0.00	\$ 0.16	\$ 11.71	\$ 4.27	\$ 0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.16	
Portsmouth 15760	\$ -	\$ -	\$ 0.00	\$ 0.14	\$ 0.89	\$ 1.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.65	
Seabrook 15769	\$ -	\$ -	\$ 0.02	\$ 0.03	\$ 0.53	\$ 2.27	\$ 0.28	\$ -	\$ -	\$ -	\$ -	\$ 3.14	
Sub-Total	\$ 0.00	\$ 0.16	\$ 11.73	\$ 4.44	\$ 1.44	\$ 3.89	\$ 0.28	\$ -	\$ -	\$ -	\$ -	\$ 21.94	
Total	\$ 10.95	\$ 25.80	\$ 66.52	\$ 51.91	\$ 53.87	\$ 62.19	\$ 63.72	\$ 53.38	\$ 21.80	\$ 3.48	\$ 0.50	\$ 414.14	

<b>Turnpike Capital Program 2008-2018 (in millions)</b>
<b>414.14</b>

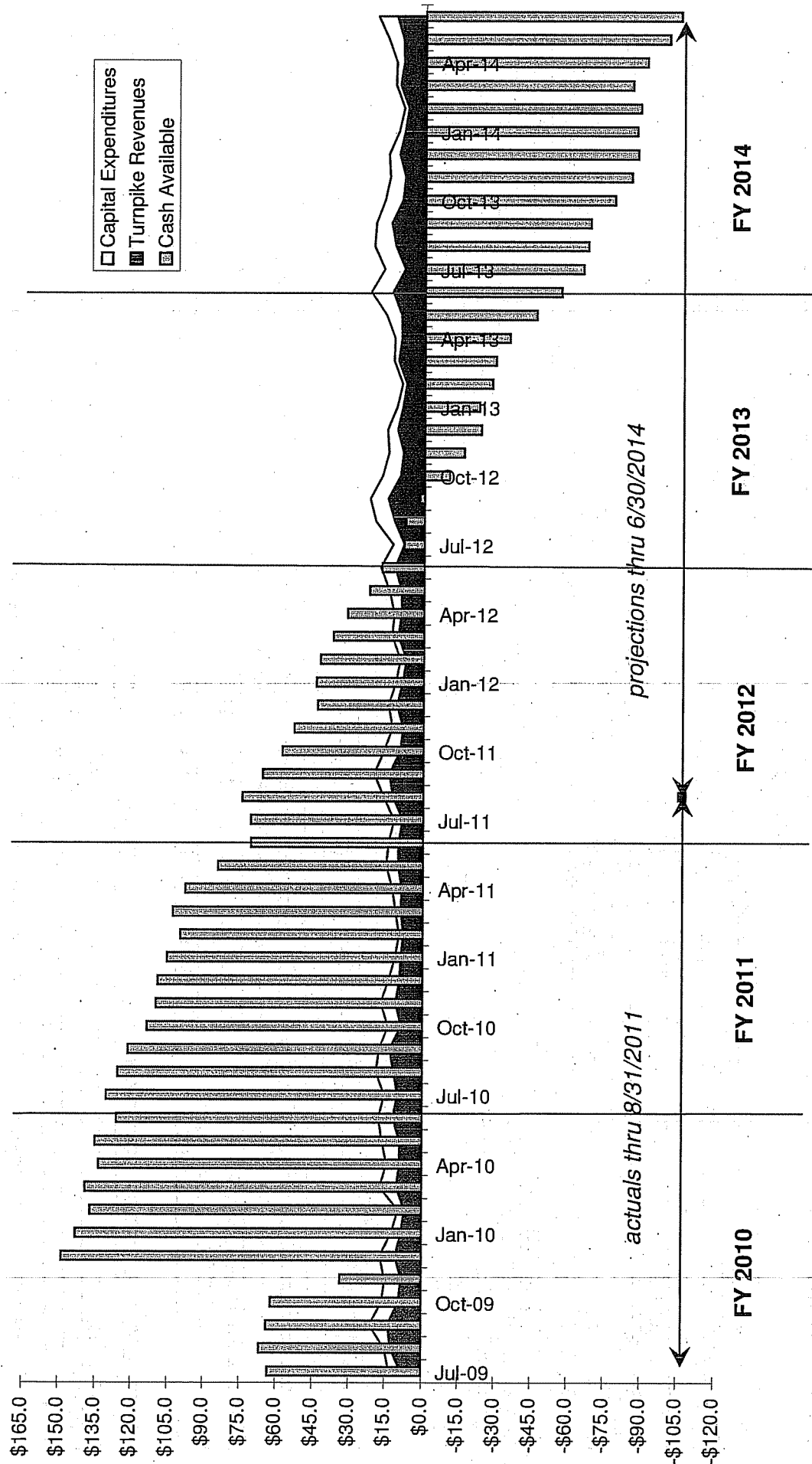
<b>HB391 Project Authorizations - Unfunded</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>Total</b>
Newington-Dover 11238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9.95	\$ 16.13	\$ 23.13	\$ 12.00	\$ 12.00	\$ 73.20
Hocksett ORT 15803	\$ -	\$ -	\$ 0.10	\$ 1.20	\$ 3.56	\$ 13.37	\$ 6.55	\$ -	\$ -	\$ -	\$ -	\$ 24.78
Bedford ORT 16100	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.30	\$ -	\$ 2.76	\$ 10.50	\$ 5.14	\$ -	\$ -	\$ 18.72
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.10</b>	<b>\$ 1.23</b>	<b>\$ 3.86</b>	<b>\$ 13.37</b>	<b>\$ 19.26</b>	<b>\$ 26.62</b>	<b>\$ 28.27</b>	<b>\$ 12.00</b>	<b>\$ 12.00</b>	<b>\$ 116.70</b>

\*\* Federal Earmarked Funds totaling approximately \$41.4M will be funded under a separate project. Turnpike funding for the Newington-Dover project has been reduced to account for the earmarked funding.

# State of New Hampshire - Department of Transportation

## Turnpike Capital Expenditures and Available Cash Balances

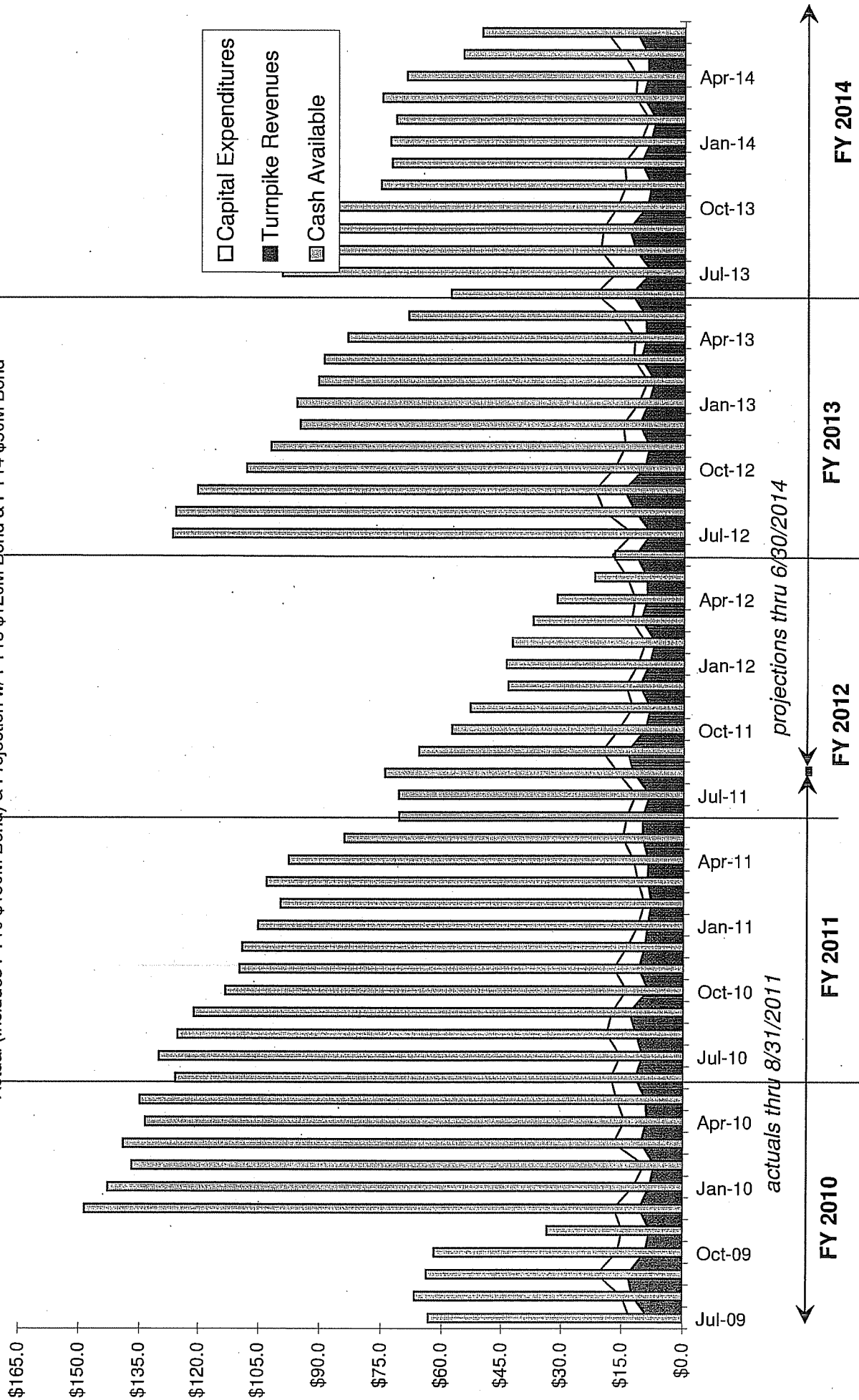
Actual (Includes FY10 \$150M Bond) & Projection w/ o FY13 \$120M Bond or FY14 \$50M Bond



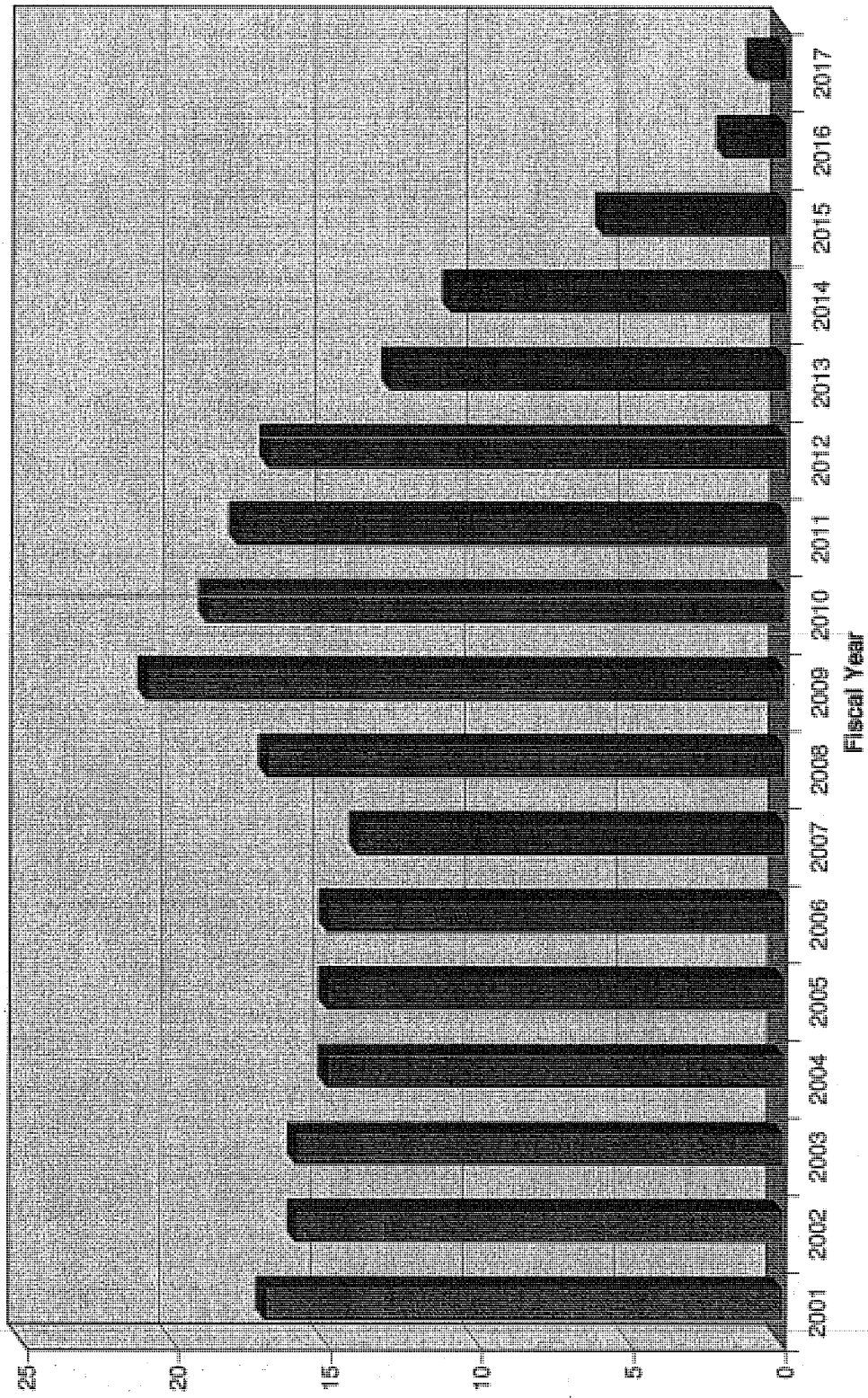
# State of New Hampshire - Department of Transportation

## Turnpike Capital Expenditures and Available Cash Balances

Actual (Includes FY10 \$150M Bond) & Projection w/ FY13 \$120M Bond & FY14 \$50M Bond



Number of Red List Bridges



■ Number of Red List Bridges

AUG 23 2011

## PROJECT ESTIMATE

211 R-28-11

## Project

Name:	Newington-Dover	Date:	August 4, 2011
State#:	11238	Supersedes Estimate Dated:	June 28, 2010
Fed#:	NHS-027-1(37)	Current Advertising Date:	N/A
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		
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

## Explanation of Estimate:

This estimate requests Authorization of the previously Programmed Preliminary Engineering (PE) funds in the amount of \$3,900,000.00 (\$3,400,000.00 from SFY 2012 and \$500,000.00 from SFY 2013), as follows: \$1,525,000.00 for VHB (for Final Design (FD)); \$474,760.50 for the State of NH (for FD); \$33,556.24 for T.F. Bernier, Inc. (for survey needed to complete the Right-of-Way acquisition of Pease Development Authority); \$3,709.16 for ATC Associates, Inc. (for Hazardous Materials Service for the 11238L contract); \$2,928.10 for Preservation Company (for an historic marker for the General Sullivan Bridge); and \$1,860,046.00 for M&N (gas) Force Accounts (for PE (\$50,000.00) and FD (\$1,810,046.00)). This estimate reallocates \$1,950,000 from SFY 2013 to SFY 2012 and Programs an additional \$2,059,000.00 in PE funds for SFY 2012 for Force Account work and future FD as detailed in the PE summary below. ROW remains unchanged. This estimate reallocates \$3,356,000.00 of previously Programmed Construction funds from SFY 2011 to SFY 2012, with no net change in construction costs. The overall project total is increased by \$2,059,000.00 (from \$38,441,000.00 to \$40,500,000.00)

## 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:	BRIDGE REPLACEMENT - ADDED CAPACITY

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:	BRIDGE REPLACEMENT - ADDED CAPACITY

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:	BRIDGE REPLACEMENT - ADDED CAPACITY

Sideroad 3	
Name:	Exit 3 Interchange
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	RECONSTRUCTION - ADDED CAPACITY

**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.

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 for Boundary and Easement Surveys to complete the Pease ROW acquisition in the amount of \$33,556.24 by T. F. Bernier, Inc. arranged under Statewide Agreement number 15343.

PE & ROW for the 11238L, 11238M, 11238O, 11238Q & 11238S construction projects will be funded under the subject parent project.

Construction funding for Bus & Park'n'Ride Alternatives shown in FY 2012.

Construction for the presently unfunded segments: Dover (11238Q), rehab of the existing LBB (11238O), & GSB (11238S) are identified under the individual construction contracts.

**Federal funding in the amount of \$2,960,000.00 that covered the advanced ROW acquisitions covered under the 11238J project.**

**Federal CMAQ funding in the amount of \$7,365,000.00 for Transit Service & Rail Service, Travel Demand Management (TDM), and the Park 'n' Ride Alternatives in Rochester and Lee is anticipated. This estimate will carry the CMAQ portion until the Federal funds have been obligated.**

**The 20% Turnpike match for the Dover-Durham-Exeter 14500 (Downeaster capital improvements) is included in the 11238K project.**

**The 20% Turnpike match for the Dover 14287 (Park 'n' Ride) project was included in the Dover 14287A project.**

**Additional funding includes the following Federal earmarked funds: \$5,411,605 (ID # 44670); \$4,000,000 (ID #44674); \$1,778,400 (ID #44680); \$16,029,501 (ID #44676); \$2,475,000 (ID #44677); and \$1,715,000 (ID #44679) totaling \$31,409,506 included under Federal Project No. A000(999) (State Project No. 11238L). State ID #'s 44674, 44680 and 44676 require a 20% Turnpike match, although this is not currently reflected in the project Snapshot. The 20% matching funds are included in the 11238K project.**

## 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)	\$1,818,344.47	\$2,293,104.97	\$474,760.50	
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)	\$8,036,785.00	\$9,561,785.00	\$1,525,000.00	
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)	\$6,695.00	\$6,695.00		
T. F. Bernier, Inc. (Survey)	\$0.00	\$33,556.24	\$33,556.24	
ATC Associates, Inc. (Hazardous Materials Service)	\$0.00	\$3,709.16	\$3,709.16	
Force Accounts:				
Maritimes and Northeast Operating Company (Gas)				
(M&N) Preliminary Engineering	\$0.00	\$50,000.00	\$50,000.00	
(M&N) Final Design	\$0.00	\$1,810,046.00	\$1,810,046.00	
Preservation Company	\$0.00	\$2,928.10	\$2,928.10	
<b>Total:</b>	<b>\$13,800,000.00</b>	<b>\$17,700,000.00</b>	<b>\$3,900,000.00</b>	

### Programmed

Vendor, Service	Programmed \$\$	Fiscal Year
Force Accounts:		
Public Service of New Hampshire	\$56,900.00	2012
USAF (Jet Fuel Line)	\$40,000.00	2012
City of Portsmouth (Water)	\$100,000.00	2012
State of NH & Future Consultant (Final Design)	\$3,812,100.00	2012
State of NH & Future Consultant (Final Design)	\$750,000.00	2013
<b>Programmed Total:</b>	<b>\$4,759,000.00</b>	
<b>Preliminary Engineering Total:</b>	<b>\$22,459,000.00</b>	

## 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 (Tuttle, Day & Knight Property Preservations)	\$3,500,000.00	\$3,500,000.00		
Acquisitions of Mitigation Commitments (Newington)				
(Hislop and Saba Properties)	\$3,600,000.00	\$3,600,000.00		
<b>Total:</b>	<b>\$7,280,000.00</b>	<b>\$7,280,000.00</b>	<b>\$0.00</b>	

### Programmed

Service (Incidentals, Acquisition, Bldg Demo)	Programmed \$\$	Fiscal Year
Acquisitions	\$1,443,000.00	2012
<b>Programmed Total:</b>	<b>\$1,443,000.00</b>	
<b>Right of Way Total:</b>	<b>\$8,723,000.00</b>	

# Construction

**Authorized**

Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	The Estimate Requested \$\$	App Code
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## Programmed

<u>Type of Work, Vendor, Service</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Rochester (Bus & Park'n'Ride Alternatives)	\$1,280,000.00	2012
Lee (Bus & Park'n'Ride Alternatives)	\$68,000.00	2012
Travel Demand Management (TDM)	\$160,000.00	2012
Transit Service	\$3,470,000.00	2012
Travel Demand Management (TDM)	\$80,000.00	2013
Transit Service	\$910,000.00	2013
Travel Demand Management (TDM)	\$80,000.00	2014
Transit Service	\$910,000.00	2014
Travel Demand Management (TDM)	\$80,000.00	2015
Transit Service	\$1,140,000.00	2015
Transit Service	\$1,140,000.00	2016

Programmed Total:	\$9,318,000.00
Construction Total:	\$9,318,000.00

**Grand Total: \$40,500,000.00**

**ESTIMATE APPROVALS:**

**Project Manager:**

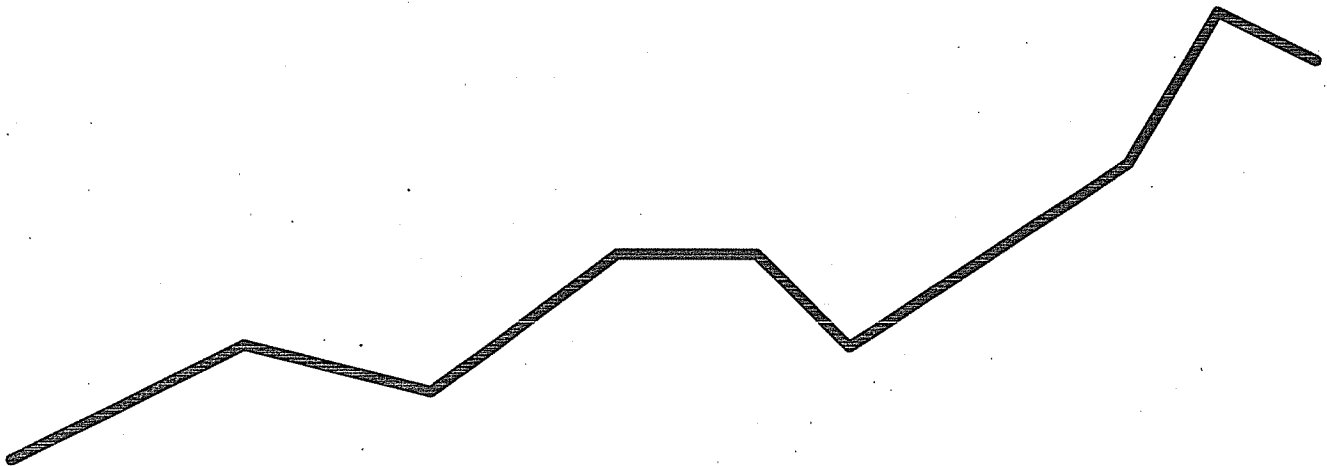
Keith A. Clegg

**Administrator, Bureau of Municipal Highways:**  
(If Applicable)

N/A

# Construction Cost Index

*New Hampshire Department of Transportation*



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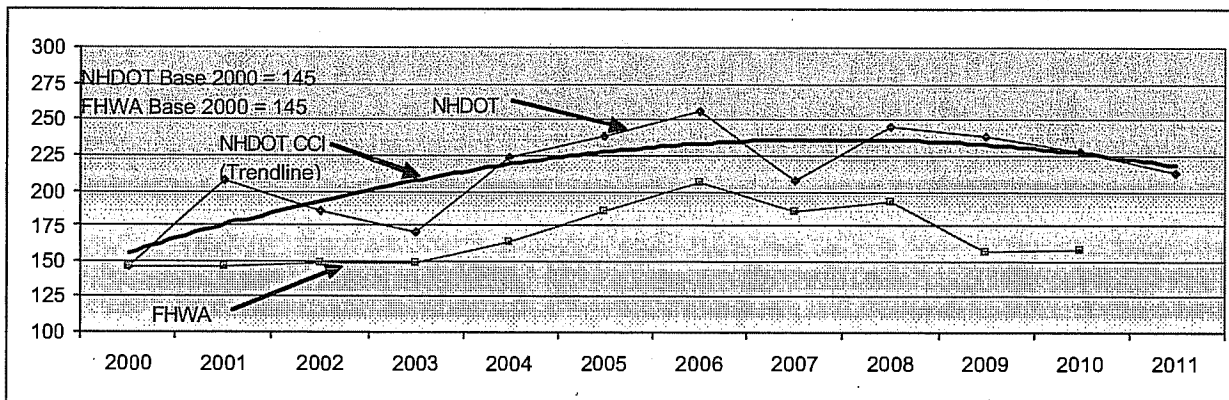
New Hampshire DOT Bureau of Construction  
2<sup>nd</sup> Quarter, 2011

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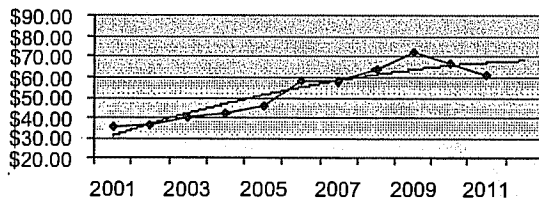


# Construction Cost Indices for the 1<sup>st</sup> Half of 2011

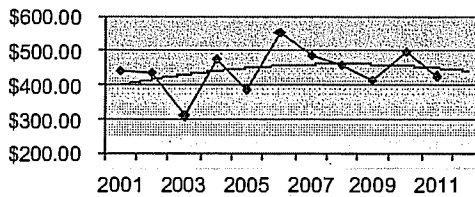
NHDOT Base 2000 = 145; FHWA Base 2000 = 145



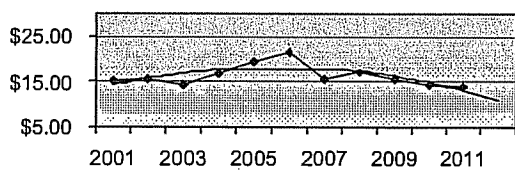
Hot Mix Asphalt Unit Bid Price



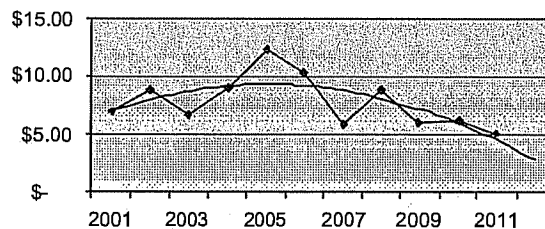
Structural Concrete Unit Bid Price



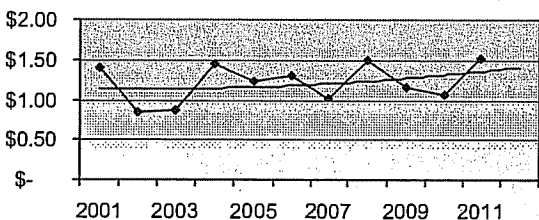
Crushed Materials Unit Bid Prices



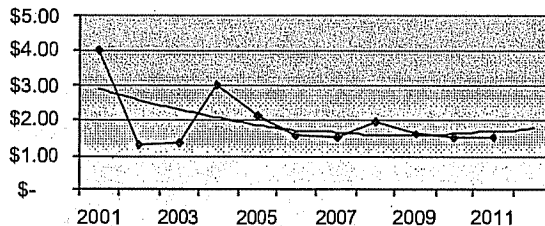
Roadway Excavation Unit Bid Price



Rebar Unit Bid Price



Structural Steel Unit Bid Price

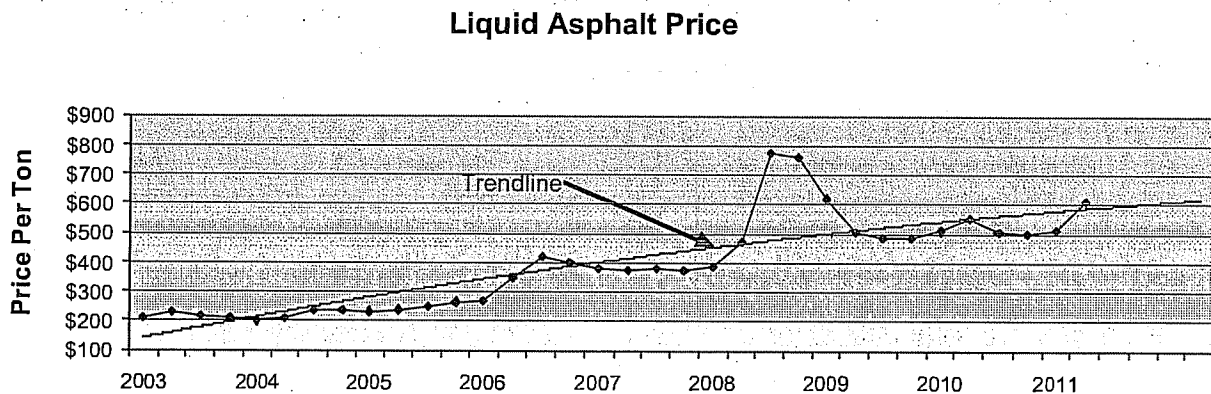
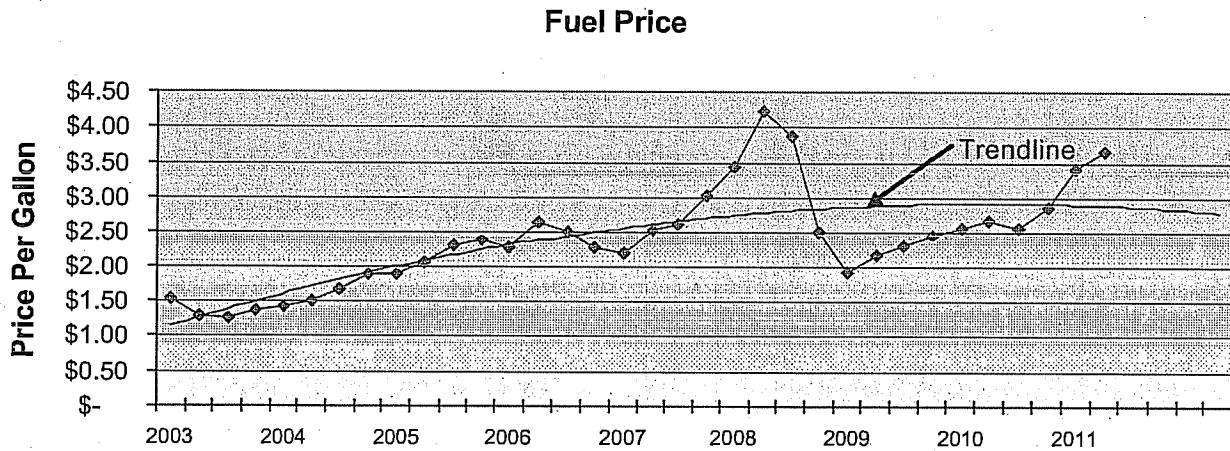


The first half of 2011 had the index showing a 3 year downward trend to 213, this represents an overall decrease since 2008 (245) of 13%. Since 2009 the average price of fuel has increased 91% to \$3.66, liquid asphalt remained between \$500-\$600/ton, and HMA is down 16.5% to \$60.57. The cost of Crushed Material and Structural Steel remained flat at \$13.75/ton and \$1.50/lb respectively. Three of the remaining four categories were down with the exception of ReBar which was up 41.8%.

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

Hot Mix Asphalt	42%
Crushed Material	16%
Roadway Excavation	14%
Steel	13%
Concrete	11%
ReBar	4%

## NHDOT Fuel & Liquid Asphalt Prices

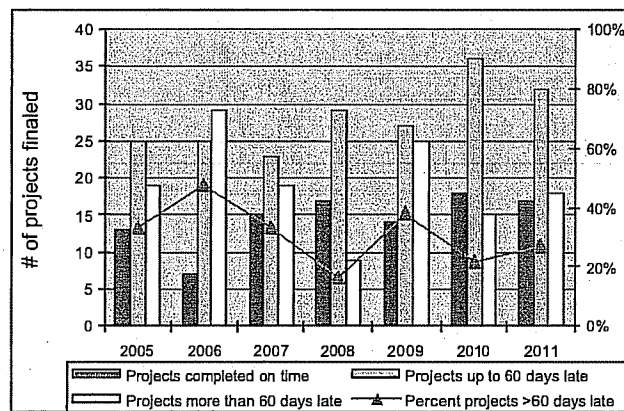
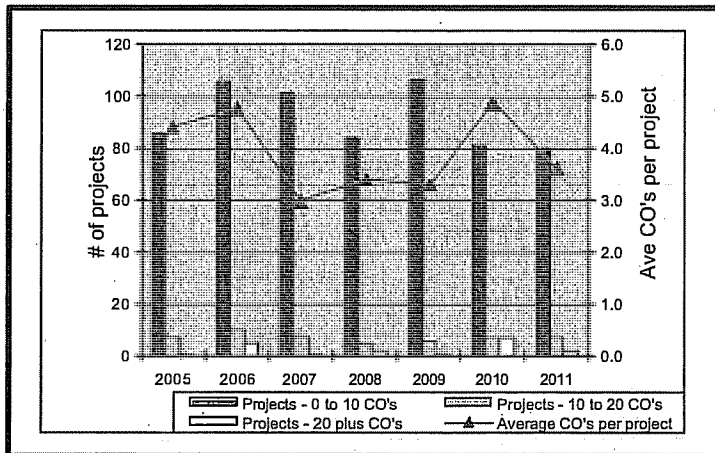


# Construction Bureau Performance Measures

Compiled by State Fiscal Year

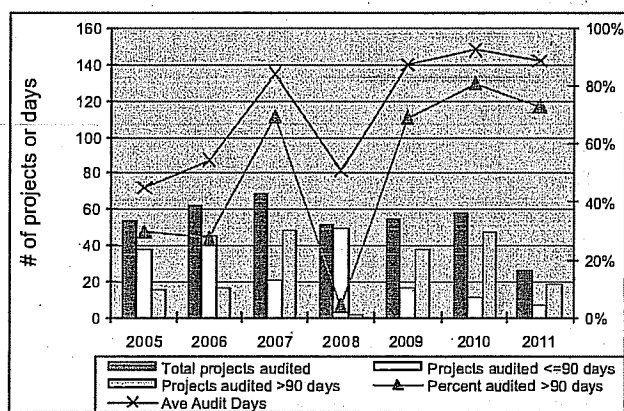
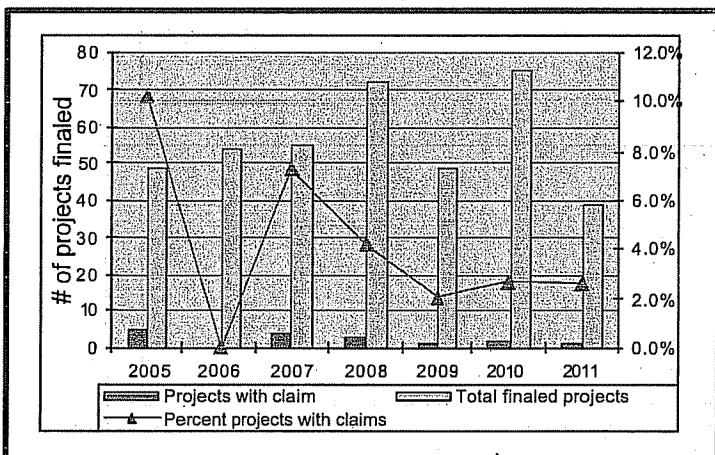
## CHANGE ORDERS

## CONTRACT DURATION



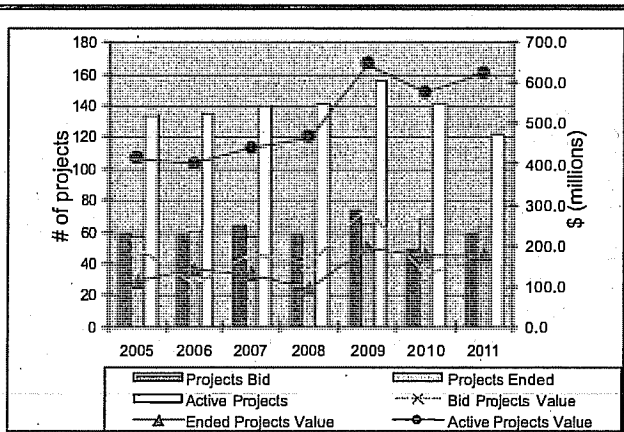
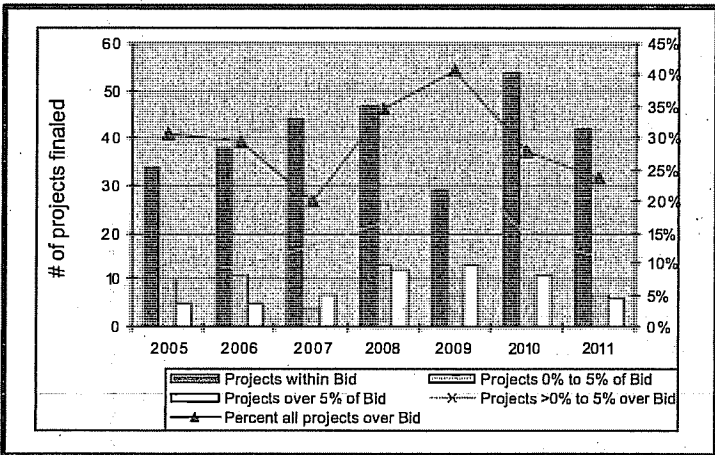
## CONTRACTOR CLAIMS

## PROJECT AUDIT



## BIDS vs. FINAL AMOUNTS

## PROJECT ACTIVITY





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



**GEORGE N. CAMPBELL, JR.**  
**COMMISSIONER**

February 28, 2011

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

Robert Landry Jr  
Project Manager  
NHDOT Project Development  
P.O. Box 483  
Concord NH 03302

Re: CMAQ Application: 10-16CMAQ

Dear Mr. Landry Jr:

The New Hampshire Department of Transportation (NHDOT) is pleased to inform you that based on recommendations submitted by the Congestion Mitigation Air Quality Advisory Committee your application for Congestion Mitigation Air Quality funds has been approved.

**Project Description:**

*Construct a 201 space park-n-ride lot adjacent to US Route 202 (Washington Street) in the City of Rochester just off Exit 13 of the Spaulding Turnpike. C&J & Coast have expressed an interest to service this lot.*

Total cost of this project is \$1,260,000.00. The federal funding awarded is \$1,008,000.00, and a matching amount of \$252,000.00 will be required.

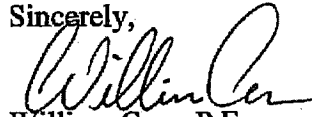
The Department will be contacting you shortly to develop a schedule of when funding will be available for this project. Federal fiscal years span from October 1 to September 30 and this round of CMAQ projects will be funded in FY2011, and FY2012.

When a project manager is assigned you will be contacted relative to project scope and the necessary financial arrangements before any work is initiated. Over the next few months NHDOT will submit your project to Governor and Council for inclusion in the State's Ten-Year Transportation Improvement Plan. Your project will also be included in the State Transportation Improvement Program (STIP). Approval of this project in the STIP should occur this summer. The first step in the process will be to execute a municipal agreement between the sponsor and department. This agreement

will identify the terms and agreements between NHDOT and the Town or Sponsor for municipal management of Transportation Enhancement Funds.

No work can be done in advance of written notice to proceed by NHDOT. When a municipal agreement is signed and funding is authorized a written notice to proceed will be mailed to the project contact. If you have any questions please contact Thomas Jameson, Congestion Mitigation Air Quality Program Manager at 271-3462.

Sincerely,

A handwritten signature in dark ink, appearing to read "William Cass", is written over the printed name.

William Cass, P.E.

Director of Project Development



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



**GEORGE N. CAMPBELL, JR.**  
**COMMISSIONER**

February 28, 2011

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

Christopher Morgan  
Administrator  
NHDOT Bureau of Rail & Transit  
P.O. Box 483  
Concord NH 03302

Re: CMAQ Application: 10-12CMAQ

Dear Mr. Morgan:

The New Hampshire Department of Transportation (NHDOT) is pleased to inform you that based on recommendations submitted by the Congestion Mitigation Air Quality Advisory Committee your application for Congestion Mitigation Air Quality funds has been approved.

**Project Description:**

*Through capital equipment purchases and operating support the project will increase peak-hour transit services on COAST Route 2 (Rochester - Portsmouth), UNH Wildcat transit route 4 (Durham - Portsmouth), and COAST route 40/41 (Pease-Portsmouth Trolley). This project will also implement Bus Alternative 3 from EIS for the Newington Dover Spaulding Turnpike Improvement Project.*

Total cost of this project is \$6,584,316.00. The federal funding awarded is \$5,267,453.00, and a matching amount of \$1,316,863.00 will be required.

The Department will be contacting you shortly to develop a schedule of when funding will be available for this project. Federal fiscal years span from October 1 to September 30 and this round of CMAQ projects will be funded in FY2011, and FY2012.

When a project manager is assigned you will be contacted relative to project scope and the necessary financial arrangements before any work is initiated. Over the next few months NHDOT will submit your project to Governor and Council for inclusion in the State's Ten-Year Transportation Improvement Plan. Your project will also be included in the State Transportation Improvement Program (STIP). Approval of this

project in the STIP should occur this summer. The first step in the process will be to execute a municipal agreement between the sponsor and department. This agreement will identify the terms and agreements between NHDOT and the Town or Sponsor for municipal management of Transportation Enhancement Funds.

No work can be done in advance of written notice to proceed by NHDOT. When a municipal agreement is signed and funding is authorized a written notice to proceed will be mailed to the project contact. If you have any questions please contact Thomas Jameson, Congestion Mitigation Air Quality Program Manager at 271-3462.

Sincerely,

A handwritten signature in dark ink, appearing to read 'William Cass', is written over the word 'Sincerely,'.

William Cass, P.E.  
Director of Project Development




U.S. Department  
of Transportation  
**Federal Highway  
Administration**

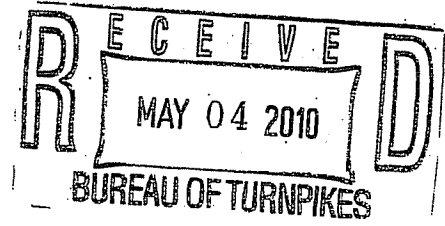
New Hampshire Division

April 30, 2010

19 Chenell Drive, Suite One  
Concord, NH 03301

In Reply Refer To:  
HDA-NH

  
Mr. Christopher M. Waszczuk, P.E.  
Administrator, Bureau of Turnpikes  
New Hampshire Department of Transportation  
7 Hazen Drive  
Concord, NH 03302



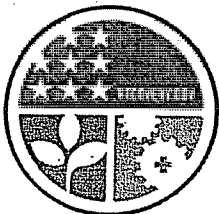
Subject: Initial Financial Plan, Federal Project NHS-027-1(37)  
Project #11238-Spaulling Turnpike Improvements, Newington to Dover

Dear Mr. Waszczuk:

The New Hampshire Department of Transportation (NHDOT) submitted a draft of the Initial Financial Plan (IFP) for the subject project in March 2010. After review by my staff, comments were subsequently addressed or incorporated into the IFB which was formally submitted by letter dated April 29, 2010.

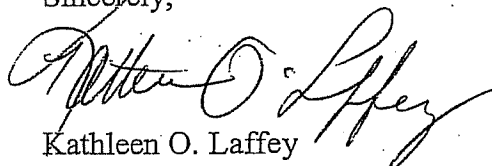
The Letter of Certification signed by the NHDOT Commissioner on April 29, 2010, attests to the accuracy of the information provided. The FHWA review of the IFP concurs that the estimated cost of this project is \$271.3 million and substantial completion of the final segment of work is scheduled for June 2018.

Based on the review, the IFP is in accordance with the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This Project does not meet the classification as a Major Project of \$500 million or greater, but does require a financial plan which must be updated on an annual basis until the project is complete. The NHDOT has elected to provide future annual updates on a State fiscal year basis. Therefore, the first annual update will be as of June 30, 2011, and should be submitted to FHWA by September 30, 2011.



Any questions may be directed to Ms. Brigitte A. Mandel, Engineering and Operations Team Leader.

Sincerely,



Kathleen O. Laffey  
Division Administrator

cc: William Cass, director of Project Delivery, NHDOT  
Terri Marcelli, Financial Manager, FHWA  
David Hall, Bridge Engineer, FHWA

PROJECT FUND HISTORY REPORT

State:

NEW HAMPSHIRE

Project #: A000(375) - 0 Program Code: L050

11238J

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
08/2011	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
07/2011	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
06/2011	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
05/2011	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
04/2011	\$2,571,022.55	\$0.00	\$2,840,000.00	\$268,977.45	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
03/2011	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
02/2011	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
01/2011	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
12/2010	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
11/2010	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
10/2010	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
09/2010	\$2,486,590.12	\$0.00	\$2,840,000.00	\$353,409.88	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
09/2009	\$2,835,657.60	\$0.00	\$2,840,000.00	\$4,342.40	\$740,000.00	\$0.00	\$0.00	\$3,700,000.00	\$120,000.00
09/2008	\$2,637,657.60	\$0.00	\$2,840,000.00	\$202,342.40	\$710,000.00	\$0.00	\$0.00	\$3,550,000.00	\$0.00
09/2007	\$2,637,657.60	\$0.00	\$2,840,000.00	\$2,342.40	\$660,000.00	\$0.00	\$0.00	\$3,300,000.00	\$0.00
09/2006			\$1,520,000.00	\$1,520,000.00	\$380,000.00	\$0.00	\$0.00	\$1,900,000.00	\$0.00

Run Date: 09/21/2011  
Run Time 15:02:32

FEDERAL HIGHWAY ADMINISTRATION  
FISCAL MANAGEMENT INFORMATION SYSTEM

Report: FMISD02A  
Page 1 of 1

PROJECT FUND HISTORY REPORT

State:

NEW HAMPSHIRE

11238J

Project #: A000(375) - 0 Program Code: L05E

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SI/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
09/2011	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
07/2011	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
06/2011	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
05/2011	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
04/2011	\$4,667.11	\$0.00	\$120,000.00	\$115,332.89	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
03/2011	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
02/2011	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
01/2011	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
12/2010	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
11/2010	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
10/2010	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00
09/2010	\$1,099.55	\$0.00	\$120,000.00	\$118,900.45	\$30,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00

Run Date: 09/21/2011  
Run Time 14:58:47

FEDERAL HIGHWAY ADMINISTRATION  
FISCAL MANAGEMENT INFORMATION SYSTEM

Report: FMISD02A  
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PROJECT FUND HISTORY REPORT

State:

NEW HAMPSHIRE

Project #: A000(999) - 0

11238L

L680

Program Code: L680

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$1,199,564.65	\$0.00	\$1,778,400.00	\$578,835.35	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
08/2011	\$1,150,661.17	\$0.00	\$1,778,400.00	\$627,738.83	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
07/2011	\$1,062,047.02	\$0.00	\$1,778,400.00	\$716,352.98	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
06/2011	\$1,008,003.35	\$0.00	\$1,778,400.00	\$770,396.65	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
05/2011	\$944,522.45	\$0.00	\$1,778,400.00	\$833,877.55	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
04/2011	\$850,154.78	\$0.00	\$1,778,400.00	\$928,245.22	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
03/2011	\$655,074.66	\$0.00	\$1,778,400.00	\$1,123,325.34	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
02/2011	\$519,253.98	\$0.00	\$1,778,400.00	\$1,259,146.02	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
01/2011	\$457,546.76	\$0.00	\$1,778,400.00	\$1,320,851.24	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
12/2010	\$426,123.59	\$0.00	\$1,778,400.00	\$1,352,276.41	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
11/2010	\$228,508.95	\$0.00	\$1,778,400.00	\$1,549,891.05	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
10/2010	\$38,246.61	\$0.00	\$1,778,400.00	\$1,740,153.39	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
09/2010	\$26,053.16	\$0.00	\$1,778,400.00	\$1,752,346.84	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00

PROJECT FUND HISTORY REPORT

State:

NEW HAMPSHIRE

11238L  
NH036

Project #: A000(999) - 0 Program Code: H660

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$3,650,230.95	\$0.00	\$5,411,605.00	\$1,761,374.05	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
09/2011	\$3,501,419.76	\$0.00	\$5,411,605.00	\$1,910,185.24	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
07/2011	\$3,231,769.98	\$0.00	\$5,411,605.00	\$2,179,835.02	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
06/2011	\$3,067,316.59	\$0.00	\$5,411,605.00	\$2,344,288.41	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
05/2011	\$2,874,146.90	\$0.00	\$5,411,605.00	\$2,537,458.20	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
04/2011	\$2,586,989.70	\$0.00	\$5,411,605.00	\$2,824,615.30	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
03/2011	\$1,993,368.01	\$0.00	\$5,411,605.00	\$3,418,236.99	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
02/2011	\$1,580,071.36	\$0.00	\$5,411,605.00	\$3,891,533.64	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
01/2011	\$1,392,304.76	\$0.00	\$5,411,605.00	\$4,019,300.24	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
12/2010	\$1,296,679.01	\$0.00	\$5,411,605.00	\$4,114,925.99	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
11/2010	\$695,344.97	\$0.00	\$5,411,605.00	\$4,716,260.03	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
10/2010	\$116,383.31	\$0.00	\$5,411,605.00	\$5,295,221.69	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
09/2010	\$79,279.06	\$0.00	\$5,411,605.00	\$5,332,325.94	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE  
Project #: A000(999) - 0  
Program Code: LY90  
11238L  
NH080

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$1,156,800.38	\$0.00	\$1,715,000.00	\$558,199.62	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
09/2011	\$1,109,640.31	\$0.00	\$1,715,000.00	\$605,359.69	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
07/2011	\$1,024,185.15	\$0.00	\$1,715,000.00	\$690,814.85	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
06/2011	\$972,068.08	\$0.00	\$1,715,000.00	\$742,931.92	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
05/2011	\$910,850.30	\$0.00	\$1,715,000.00	\$804,149.70	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
04/2011	\$819,846.92	\$0.00	\$1,715,000.00	\$895,153.08	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
03/2011	\$631,721.33	\$0.00	\$1,715,000.00	\$1,083,278.67	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
02/2011	\$500,742.73	\$0.00	\$1,715,000.00	\$1,214,257.27	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
01/2011	\$441,237.30	\$0.00	\$1,715,000.00	\$1,273,762.70	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
12/2010	\$410,932.41	\$0.00	\$1,715,000.00	\$1,304,067.59	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
11/2010	\$220,362.73	\$0.00	\$1,715,000.00	\$1,494,637.27	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
10/2010	\$36,883.15	\$0.00	\$1,715,000.00	\$1,678,116.85	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
09/2010	\$25,124.39	\$0.00	\$1,715,000.00	\$1,689,875.61	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00

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FISCAL MANAGEMENT INFORMATION SYSTEM

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PROJECT FUND HISTORY REPORT

State:  
NEW HAMPSHIRE

11238L  
NH070

Project #: A000(999) - 0 Program Code: LY60

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$1,669,435.08	\$0.00	\$2,475,000.00	\$805,564.92	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
08/2011	\$1,601,376.15	\$0.00	\$2,475,000.00	\$873,623.85	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
07/2011	\$1,478,051.73	\$0.00	\$2,475,000.00	\$996,948.27	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
06/2011	\$1,402,838.99	\$0.00	\$2,475,000.00	\$1,072,161.01	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
05/2011	\$1,314,492.62	\$0.00	\$2,475,000.00	\$1,160,507.38	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
04/2011	\$1,183,161.14	\$0.00	\$2,475,000.00	\$1,291,838.86	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
03/2011	\$911,667.89	\$0.00	\$2,475,000.00	\$1,563,332.11	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
02/2011	\$722,646.41	\$0.00	\$2,475,000.00	\$1,752,353.59	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
01/2011	\$636,771.21	\$0.00	\$2,475,000.00	\$1,838,228.79	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
12/2010	\$593,036.73	\$0.00	\$2,475,000.00	\$1,881,963.27	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
11/2010	\$318,016.28	\$0.00	\$2,475,000.00	\$2,156,983.72	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
10/2010	\$53,227.89	\$0.00	\$2,475,000.00	\$2,421,772.11	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
09/2010	\$36,258.30	\$0.00	\$2,475,000.00	\$2,438,741.70	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00

PROJECT FUND HISTORY REPORT  
State: NEW HAMPSHIRE  
Project #: A000(999) - 0  
Program Code: LY20

11238L  
NH053

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	State/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$10,812,208.76	\$0.00	\$16,029,501.00	\$5,217,292.22	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
08/2011	\$10,371,420.39	\$0.00	\$16,029,501.00	\$5,658,080.61	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
07/2011	\$9,572,701.33	\$0.00	\$16,029,501.00	\$6,456,799.67	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
06/2011	\$9,065,660.80	\$0.00	\$16,029,501.00	\$6,943,920.20	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
05/2011	\$8,513,395.69	\$0.00	\$16,029,501.00	\$7,516,101.31	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
04/2011	\$7,662,822.71	\$0.00	\$16,029,501.00	\$8,366,676.29	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
03/2011	\$5,904,476.91	\$0.00	\$16,029,501.00	\$10,125,022.09	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
02/2011	\$4,660,266.34	\$0.00	\$16,029,501.00	\$11,349,232.66	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
01/2011	\$4,124,091.73	\$0.00	\$16,029,501.00	\$11,905,409.27	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
12/2010	\$3,840,842.39	\$0.00	\$16,029,501.00	\$12,166,856.61	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
11/2010	\$2,059,654.01	\$0.00	\$16,029,501.00	\$13,969,846.99	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
10/2010	\$344,734.58	\$0.00	\$16,029,501.00	\$15,664,766.42	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
09/2010	\$234,629.49	\$0.00	\$16,029,501.00	\$15,794,671.51	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00

PROJECT FUND HISTORY REPORT

State:

NEW HAMPSHIRE

Project #: A000(999) - 0 Program Code: HY20

11238L  
NH053

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SI/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$2,698,077.09	\$0.00	\$4,000,000.00	\$1,301,922.91	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
08/2011	\$2,568,062.87	\$0.00	\$4,000,000.00	\$1,411,917.13	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
07/2011	\$2,388,770.64	\$0.00	\$4,000,000.00	\$1,611,229.36	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
06/2011	\$2,267,214.70	\$0.00	\$4,000,000.00	\$1,732,785.30	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
05/2011	\$2,124,432.79	\$0.00	\$4,000,000.00	\$1,875,567.21	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
04/2011	\$1,912,179.93	\$0.00	\$4,000,000.00	\$2,087,820.07	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
03/2011	\$1,473,402.96	\$0.00	\$4,000,000.00	\$2,526,597.02	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
02/2011	\$1,167,913.58	\$0.00	\$4,000,000.00	\$2,832,086.42	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
01/2011	\$1,029,125.41	\$0.00	\$4,000,000.00	\$2,970,874.59	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
12/2010	\$958,443.37	\$0.00	\$4,000,000.00	\$3,041,556.63	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
11/2010	\$513,965.79	\$0.00	\$4,000,000.00	\$3,486,034.21	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
10/2010	\$86,025.01	\$0.00	\$4,000,000.00	\$3,913,974.99	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
09/2010	\$58,599.30	\$0.00	\$4,000,000.00	\$3,941,400.70	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00

JUL 29 2010

## PROJECT ESTIMATE

*YMK 8/10/10*

Name:	Newington-Dover	Date:	July 23, 2010
State#:	11238L	Supersedes Estimate Dated:	June 22, 2010
Fed#:	A000(889)	Current Advertising Data:	May 11, 2010
Description:	NH 16/ US 4/ Spaulding Turnpike, Construction of the New Little Bay Bridge and Roadway Approaches		
County Name/Number:	ROCKINGHAM - 015 & STRAFFORD - 017	Project Type:	C - Bridge Project

Estimate Type: Revised Project Agreement Estimate (Based on Bids)

## Explanation of Estimate:

This Estimate Authorizes the previously Programmed Force Account work for PSNH (Permanent Lighting) in the amount of \$17,807.00. The construction total is not changed and remains at \$52,511,681.32.

## Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	2,400 LF
Travel Way:	24 Feet
Shoulder:	Varies - 9 Feet to 12 Feet
Sidewalk:	NA
Improvement:	NEW CONSTRUCTION

Bridge	
Bridge No.:	SB Little Bay Bridge (201/024)
Type:	IB-C
Length:	1639 Feet
No. of Spans:	9
Improvement:	BRIDGE - NEW CONSTRUCTION

Shoulder	
Name:	Hilton Drive
Length:	2,500 LF
Travel Way:	22 Feet
Shoulder:	4 Feet
Sidewalk:	5 Feet
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge	
Bridge No.:	Ped Access to GSB (196/024)
Type:	IB-C
Length:	120 Feet
No. of Spans:	2
Improvement:	BRIDGE - NEW CONSTRUCTION

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

Bridge	
Bridge No.:	Modifications to GSB (200/023)
Type:	Reconstruct North Abutment
Length:	NA
No. of Spans:	NA
Improvement:	BRIDGE REHABILITATION - NO ADDED CAPACITY

**Project Funding Requirements:**

Funding for this project consists of the following: \$5,411,605 (ID # 44670); \$4,000,000 (ID #44674); \$1,778,400 (ID #44680); \$16,029,501 (ID #44676); \$2,475,000 (ID #44677); and \$1,715,000 (ID #44679) totaling \$31,409,506 included under Federal Project No. A000(999). State ID #'s 44674, 44680 and 44676 require a 20% Turnpike match, although this is not reflected in the project Snapshot. The 20% matching funds are paid for under the 11238K project. The remainder of the cost is Turnpike funded with the exception of \$7,332.60 in Non-Participating funds for FairPoint and \$431,695.00 in Non-Participating funds to be shared by FairPoint, AT&T and Bayring. PE and ROW is charged to the Newington-Dover 11238 project.

**Authorized****Type of Work, Vendor, Service****Prev Authorized \$\$****Authorized \$\$****This Estimate Requested  
\$\$**

Roadway	\$11,582,337.34	\$11,582,337.34	
Retaining Walls and Sound Wall	\$1,792,136.72	\$1,792,136.72	
Non Participating			
City of Dover Sewer	\$0.00	\$0.00	
FairPoint Telephone	\$7,332.60	\$7,332.60	
FairPoint Telephone, AT&T, Bayring Communications	\$431,695.00	\$431,695.00	
Bridge:			
SB Little Bay Bridge	\$37,113,557.70	\$37,113,557.70	
Pedestrian Access to General Sullivan Bridge	\$1,381,577.36	\$1,381,577.36	
Modifications to North Abut. General Sullivan Bridge	\$183,237.60	\$183,237.60	
Force Account Work			
State of NH/ Signs, Signals, Pavement Markings	\$2,000.00	\$2,000.00	
Force Account - PSNH (Permanent Lighting)	\$0.00	\$17,807.00	\$17,807.00
<b>Total:</b>	<b>\$52,493,874.32</b>	<b>\$52,511,681.32</b>	<b>\$17,807.00</b>

**Programmed****Type of Work, Vendor, Service****Programmed \$\$****Fiscal Year**


**Programmed Total:** \$0.00

**Breakdown of Anticipated Cash Flow****Type of Work, Vendor, Service****Programmed \$\$****Fiscal Year**

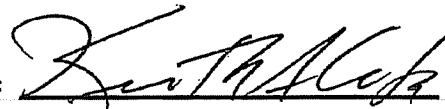
Roadway and Bridge	\$14,900,000.00	SFY 2011
Roadway and Bridge	\$17,850,000.00	SFY 2012
Roadway and Bridge	\$12,361,681.32	SFY 2013
Roadway and Bridge	\$7,400,000.00	SFY 2014

**Construction Total:** \$52,511,681.32

**Grand Total:** \$52,511,681.32

**ESTIMATE APPROVALS:**

Project Manager:



Municipal Highways Engineer:

N/A

Bureau of Planning and Community Assistance (If Applicable)

# N.H. Department of Transportation

## PROJECT ESTIMATE

Name: Newington-Dover Date: April 16, 2011  
 State#: 11238M Supersedes Estimate Dated: August 17, 2010  
 Fed#: NA Current Advertising Date: October 11, 2011  
 Description: NH16/US4/Spaulding Tpk; Exits 3 & 4 Interchange Construction and Mainline Turnpike Construction  
 (Parent N-D 11238)  
 County Name/Number: ROCKINGHAM - 015 Project Type: A - Rural Project Over \$750,000

Fed Participation Amt:                      Project Programming Use Only:                     

Estimate Type: Revised Programming Estimate

### Explanation of Estimate:

This estimate reallocates, with no net increase, the Programmed Construction for SFY 2012 reducing Roadway and Bridge by \$51,766.07 (from \$9,640,000 to \$9,588,233.93) and adding a Force Account for PSNH (Power) in the amount of \$51,766.07. The Construction Total remains unchanged at \$54,281,000.00.

### Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	9,000 LF
Travel Way:	Varies - 36 feet to 48 feet
Shoulder:	Varies - 10 feet to 12 feet
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 1	
Bridge No.:	Woodbury Ave. (114/107)
Type:	IBC
Length:	250 LF
No. of Spans:	2
Improvement:	BRIDGE - NEW CONSTRUCTION

Sideroad 1	
Name:	Woodbury Ave.
Length:	4,600 LF
Travel Way:	Varies - 11 feet to 12 feet
Shoulder:	Varies - 4 feet to 5 feet
Sidewalk:	5 feet
Improvement:	NEW CONSTRUCTION

Bridge 2	
Bridge No.:	Shattuck Way underpass (103/124)
Type:	CRF
Length:	86 LF
No. of Spans:	1
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Sideroad 2	
Name:	Arboretum Dr.
Length:	2,200 LF
Travel Way:	Varies - 11 feet to 12 feet
Shoulder:	5 Feet
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - NO ADDED CAPACITY

Sideroad 3	
Name:	Nimble Hill Road
Length:	500 LF
Travel Way:	Varies - 18 feet to 31 feet
Shoulder:	N/A
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Sideroad 2	
Name:	Nimble Hill Connector
Length:	400 LF
Travel Way:	12 feet
Shoulder:	5 Feet
Sidewalk:	N/A
Improvement:	NEW CONSTRUCTION

### Project Funding Requirements:

This project is funded by the Turnpike Capital Program. PE and ROW is charged to the Newington-Dover 11238 project.

## Construction

### Authorized

<u>Type of Work, Vendor, Service</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>	<u>PROG USE ONLY</u> <u>App Code</u>
<b>Total:</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	

### Programmed

<u>Type of Work, Vendor, Service</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Roadway and Bridge	\$9,588,233.93	SFY 2012
Force Accounts		
PSNH (Power)	\$51,766.07	SFY 2012
Roadway and Bridge	\$23,130,000.00	SFY 2013
Roadway and Bridge	\$21,511,000.00	SFY 2014
<b>Programmed Total:</b>	<b>\$54,281,000.00</b>	
<b>Construction Total:</b>	<b>\$54,281,000.00</b>	

**Grand Total: \$54,281,000.00**

### ESTIMATE APPROVALS:

Project Manager: \_\_\_\_\_

# N.H. Department of Transportation

## PROJECT ESTIMATE

**Name:** Newington-Dover **Date:** May 1, 2010  
**State#:** 112380 **Supersedes Estimate Dated:** None  
**Fed#:** N/A **Current Advertising Date:** July 2, 2013  
**Description:** NH 16/US 4/Spldg Tpk; Rehabilitation of existing Little Bay Bridge & Bridge Approach Construction  
(parent N-D 11238)

**County Name/Number:** ROCKINGHAM - 015 **Project Type:** C - Bridge Project

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

**Estimate Type:** Original Programming Estimate

### Explanation of Estimate:

This estimate increases previously programmed Construction funds in the amount of \$550,809.70 (from \$33,433,000 to \$33,983,809.70). The previous total represents an FY 2007 base construction cost of \$28,000,000 that was inflated (3% per year) to the year of advertising (July 2, 2013). This estimate is reflective of 2010 Construction dollars inflated (3% per year) to the year of advertising (July 2, 2013). The increase reflects a more refined level of design. This estimate incorporates the additional Construction funds in SFY 2015.

### Project Detail

Mainline	
Name:	
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	NEW CONSTRUCTION

Bridge 1	
Bridge No.:	NB Little Bay Bridge (201/025)
Type:	IB-C
Length:	1639 LF
No. of Spans:	9
Improvement:	BRIDGE REHABILITATION - ADDED CAPACITY

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:

This project is funded by the Turnpike Capital Program. The programmed construction total reflects an inflation rate of 3% from 2010 to the year of advertisement (July. 2013). PE and ROW is charged to the Newington-Dover 11238 project.

## Construction

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

Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	Requested \$\$	App Code
<b>Total:</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	

<u>Type of Work, Vendor, Service</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Bridge	\$9,751,000.00	SFY 2014
Bridge	\$17,267,809.70	SFY 2015
Bridge	\$6,965,000.00	SFY 2016
<b>Programmed Total:</b>	<b>\$33,983,809.70</b>	
<b>Construction Total:</b>	<b>\$33,983,809.70</b>	
<b>Grand Total:</b>	<b>\$33,983,809.70</b>	

<u>Type of Work, Vendor, Service</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Bridge	\$9,751,000.00	SFY 2014
Bridge	\$17,267,809.70	SFY 2015
Bridge	\$6,965,000.00	SFY 2016
<b>Programmed Total:</b>	<b>\$33,983,809.70</b>	
<b>Construction Total:</b>	<b>\$33,983,809.70</b>	
<b>Grand Total:</b>	<b>\$33,983,809.70</b>	

**ESTIMATE APPROVALS:**

**Project Manager:** \_\_\_\_\_

**Municipal Highways Engineer:** NA  
**Bureau of Planning and Community Assistance (If Applicable)**

# N.H. Department of Transportation

## PROJECT ESTIMATE

Name: Newington Dover Date: May 3, 2010  
 State#: 11238Q Supersedes Estimate Dated: None  
 Fed#: N/A Current Advertising Date: July 2, 2013  
 Description: NH16/US4/Spaulding Tpk; Exit 6 Interchange and Mainline Turnpike Construction, including soundwalls  
(Parent N-D 11238)  
 County Name/Number: STRAFFORD - 017 Project Type: A - Rural Project Over \$750,000

Fed Participation Amt:                      Project Programming Use Only:                     

Estimate Type: Original Programming Estimate

### Explanation of Estimate:

This estimate increases previously programmed Construction funds in the amount of \$7,807,262 (from \$34,372,000 to \$42,179,262). The previous total represents an FY 2007 base construction cost of \$29,000,000 that was inflated (3% per year) to the prior year of advertising (July 2014). This estimate is reflective of 2010 Construction dollars inflated (3% per year) to the current year of advertising (July 2013). The increase is the result of a revised project scope to combine the former 11238P and 11238R projects into this project, and also reflects a more refined level of design and updated unit prices. The former 11238P and 11238R projects will be deleted and the associated construction funds (\$2,200,000 base 2007 \$\$ inflated to \$2,565,000 (2012) for 11238P and \$12,000,000 base 2007 \$\$ inflated to \$14,650,000 (2013) for 11238R) de-programmed (see 11238P and 11238R estimates dated 05/03/10). This estimate distributes the additional Construction funds equally over SFY 2014, SFY 2015 and SFY 2016. The total estimated construction cost is a decrease of \$9,407,738 from the sum of the former 11238Q (\$34,372,000), the former 11238P (\$2,565,000) and the former 11238R (\$14,650,000) previously programmed construction totals. The decrease is reflected in a more refined level of design, updated unit prices, and anticipated efficiencies from combining projects. Preliminary Engineering and Right-of-Way is charged to the Newington-Dover 11238 project.

### Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	4,700 LF
Travel Way:	Varies - 36 feet to 48 feet
Shoulder:	Varies - 10 feet to 12 feet
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 1	
Bridge No.:	Route 4 over the Route 16 (182/038)
Type:	IB-C
Length:	184 LF
No. of Spans:	2
Improvement:	BRIDGE REPLACEMENT - ADDED CAPACITY

Sideroad 1	
Name:	Route 4
Length:	4,300 LF
Travel Way:	Varies 12 feet to 24 feet
Shoulder:	Varies 4 feet to 10 feet
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 2	
Bridge No.:	Spur Road underpass (180/036)
Type:	CRF
Length:	44 LF
No. of Spans:	1
Improvement:	NEW CONSTRUCTION

Sideroad 2	
Name:	Spur Road
Length:	2,150 LF
Travel Way:	22 feet
Shoulder:	4 feet
Sidewalk:	5 feet
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Sideroad 4	
Name:	Dover Point Road
Length:	400 LF
Travel Way:	26 feet
Shoulder:	Varies 2 feet to 3 feet
Sidewalk:	N/A
Improvement:	RECONSTRUCTION - NO ADDED CAPACITY

Sideroad 3	
Name:	Boston Harbor Road
Length:	200 LF
Travel Way:	33 feet
Shoulder:	N/A
Sidewalk:	5 feet
Improvement:	RECONSTRUCTION - NO ADDED CAPACITY

**Project Funding Requirements:**

This project is funded by the Turnpike Capital Program. The programmed construction total reflects an inflation rate of 3% from 2010 to the year of advertisement (July 2013). PE and ROW is charged to the Newington-Dover 11238 project.

**Construction**

**Authorized**

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

**Programmed**

Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Roadway and Bridge	\$15,822,420.00	SFY 2014
Roadway and Bridge	\$18,466,421.00	SFY 2015
Roadway and Bridge	\$7,890,421.00	SFY 2016
Programmed Total:	\$42,179,262.00	
Construction Total:	\$42,179,262.00	
Grand Total:	\$42,179,262.00	

**ESTIMATE APPROVALS:**

Project Manager: \_\_\_\_\_

Municipal Highways Engineer: \_\_\_\_\_  
Bureau of Planning and Community Assistance (If Applicable)