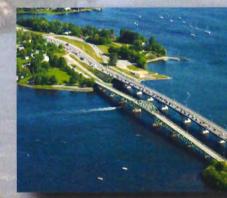


2014 Financial Plan Update

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

Newington to Dover New Hampshire September 2014









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

Newington to Dover, New Hampshire

Prepared for:

New Hampshire Department of Transportation and

Federal Highway Administration





Prepared by:

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Bedford, New Hampshire

FHWA-NH-EIS-06-01-D

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

2014 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 2014 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 2014 Financial Plan Update and are included within this document.

The cost data in the 2014 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2014 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 2014 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 2014 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 2014 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 2014 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

1 9/22/2014

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Introduction

1.4 Funding Overview

The State Ten Year Transportation Improvement Plan (TYP) identifies projects every two years to be included for design and construction for a period of ten years based on a public hearing and prioritization process. The primary funding source for this project is through the NH Turnpike System with additional earmark funding 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 \$275M for engineering, right-of-way, and construction activities. In November 2009, the State issued \$150M and in August 2012, the State issued \$119.2M in Turnpike Revenue bonds to pay for the project's expenditures, as well as other Turnpike capital projects.

An additional bond issuance of \$50M is planned in fiscal year 2015, to provide adequate revenue for the project and overall Turnpike capital program. A future system wide toll increase in FY 15 is also being contemplated to support additional bonding for an expanded Turnpike capital program and to accelerate the projects construction.

Project Description

2.5 Project History

2.5.1 Major Milestones

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

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

- January 29, 2007 Tuttle Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement with the Strafford Conservancy and NHDOT holding Executory Interest Rights
- June 11, 2007 ACOE confirms that the Selected Alternative is the Least Environmentally Damaging Practicable Alternative
- June 25, 2007 NHDOT issues the Report of the Commissioner.
- ➤ August 22, 2007 Special Committee determines the occasion for the layout of the Highway in accordance with RSA 230:45.
- December 2007 FHWA and NHDOT issue the Final Environmental Impact Statement (FEIS) identifying the Department's Selected Alternative and mitigation package.
- February 7, 2008 NHDOT 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
- March 23, 2012 The Saba (Memphas) and Hislop Property Conservation Easements within the Knight Brook watershed area were recorded with the Newington Conservation Commission holding the easement and the NHDOT holding the Executory Interest Rights.

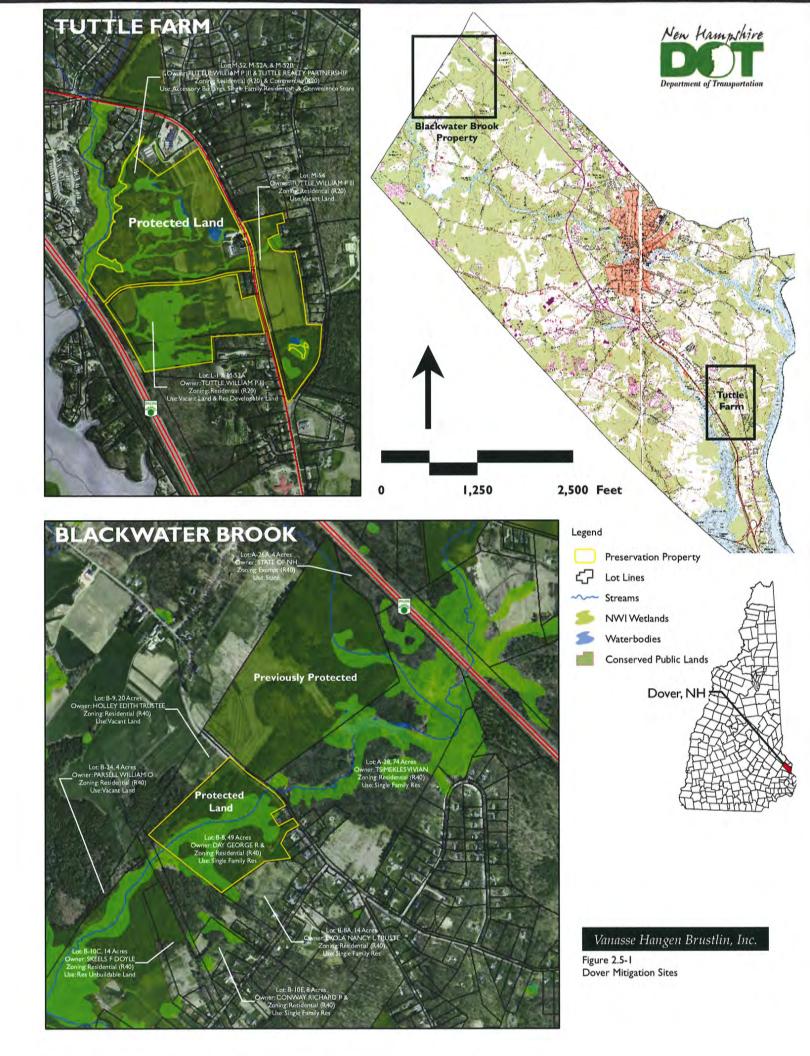
- August 22, 2012 Contract M Construction Contract Awarded
- > September, 2012 Contract M Construction Commences
- May 2, 2014 Wetlands Dredge and Fill Permit expiration date extended to June 17, 2019

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 2016 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 parkand-ride facility at Exit 9 in Dover. The NHDOT completed this project under the CMAQ program. Concurrently, under the CMAQ program a new intercity Bus service has been implemented from Dover to Portsmouth via the Spaulding Turnpike.
- ➤ The acquisition of the Conservation Easements for the Saba and Hislop **Figure 2.6-1** properties, totaling 69.4 acres, in the Knight Brook watershed area of Newington, was completed to contribute to the wetland mitigation package in Newington.
- The acquisition of the land and placement of a Conservation Easement on Railway Brook from Pease Development Authority,



- totaling 37.37 acres, was completed to fulfill the wetlands mitigation package in Newington.
- ➤ To improve bus service in the seacoast area, Bus Alternative 3 was implemented and involves improving connectivity and reducing headway for three existing bus routes in the seacoast area. A CMAQ application was submitted in December 2009 and subsequently approved to implement Bus Alternative 3, which is now estimated to cost \$6.58M (including operating expenses for three years). An additional \$2.27M 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.
- ➤ In August of 2014, the NHDOT completed a new Park-and-Ride facility that will provide approximately 200 spaces at Exit 13 of the Spaulding Turnpike in Rochester. The project was completed as part of the CMAQ program.

2.5.2.2 Final Design Engineering

- ➤ In March of 2009 the Department completed Phase 1 of a two phase Value Engineering (VE) assessment for a new Little Bay Bridge, the rehabilitation of the existing Little Bay Bridge and a new pedestrian bridge to access the existing General Sullivan Bridge in Dover, respectively.
- ➤ In June 2009, the Department completed the second and final phase of the Value Engineering (VE) assessment for the remainder of the entire 3.5-mile project area.
- > Corridor Level ISA's for hazardous materials have been completed.
- The update of the wetland delineations and the identification of the invasive species areas were completed during the spring of 2010. The invasive species delineation was updated in the fall of 2013.
- > The Type, Span and Location Study Report and the Underwater and Above Water Inspection Report for the General Sullivan Bridge were completed in June 2010 and May 2012 respectively.
- ➤ Another inspection of the General Sullivan Bridge was completed in the summer of 2014 with the load rating scheduled to be completed in October 2014.
- Preliminary highway design phase evaluation and plans were completed in Newington in December 2009 and in Dover in June 2010.

- Slope and Drainage highway design phase plans for Newington and Dover were completed in November 2010 and April 2012 respectively.
- ➤ Final Mylar design phase activities were completed for Contract L in May 2010.
- Final Mylar design phase activities were completed for Contract M in May 2012.
- ➤ The Department and the Pease Development Authority negotiated an agreement to extend the roadway project limits on Arboretum Drive approximately 2,000 lineal feet southerly to a point where the internal roadway infrastructure is in satisfactory condition to support the proposed Exit 3 design that is forecasted to generate additional traffic on Arboretum Drive. In addition, a driveway connection from Woodbury Avenue to the former drive-in site was negotiated into the design. The design and construction of this additional work was incorporated in Contract M.
- ➤ During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M and is currently under construction. 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 and is currently being designed within Contract Q. The Preliminary Bridge Phase submission was completed in June, 2012 on the existing Little Bay Bridges for Contract O.
- > Final Mylar design phase activities were completed for Contract O in August 2014.
- ➤ The Preliminary Bridge Phase submission for Contract Q was completed in February, 2013 on the US Route 4 Bridge over the Spaulding Turnpike at Exit 6.
- ➤ The Preliminary PS&E Phase submission for Contract Q was completed April 2014.

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 Conservation Easements on Day and Tuttle properties in Dover.

- Parcel D39, the Adaptations property was acquired under the 11238 parent project.
- ➤ The acquisition of the four parcels (D15, D16, D20 and D22) required for Contract L was completed in the summer and fall of 2010.
- ➤ The acquisition of twelve parcels (N1, N5, N6, N7, N9, N9-1, N9-2, N9-4, N19, N26, N27 and N30) required for Contract M was completed in the spring and summer of 2012.
- > The acquisition of Conservation Easements on the Saba and Hislop properties in Newington has been completed.
- ➤ The complete acquisition of parcel D38, the Belanger Property, was completed in winter of 2011 and 2012. This acquisition was a result of a property owner request and provided additional land for stormwater detention basin placement. The building will be demolished as part of Contract O.
- ➤ The acquisition of thirteen (13) parcels (D23, D33, D35, D57, D71, D74, D80, D89, D90, D96, D98, D100 and D102) required for Contract Q is completed to date. One parcel remains (D-72) to complete property acquisitions for Contract Q.

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 "M", Exit 4 interchange reconstruction.
- Construction commenced in September 2010 for Contract "L". Through September 2014, the entire project has been completed except for the overhead sign structure in Newington which will be completed following the shift of traffic onto the new Contract L bridge by the Contract M contractor.
- ➤ Construction commenced in September 2012 for Contract "M". Through August 2014, the earthwork and drainage associated with Woodbury Avenue, and the Spaulding Turnpike Exit 3 southbound ramps are nearly complete. The utility relocations for the waterline, gas line and electric transmission line on the west side of the Spaulding Turnpike and the waterline relocation along Shattuck

Way are complete. The reconstruction of Arboretum Drive and the roundabout are complete. The median earthwork between Exits 1 and 4 continues with southbound traffic being shifted to the west between Exits 1 and 3. The southbound bridge over Shattuck Way is complete and the Woodbury Avenue bridge is almost complete. The Railway Brook restoration has started and is scheduled to continue into 2015.

- Granite State Gas Transmission Company has completed the construction of the Little Bay directional drill underwater crossing. Construction began in the fall of 2012 and was completed in the fall of 2013.
- Contract O, which involves the rehabilitation of the Little Bay Bridges, is anticipated to be awarded for construction in November 2014 with completion currently scheduled in September of 2017.

2.6 Ongoing Activities

2.6.1 Mitigation

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

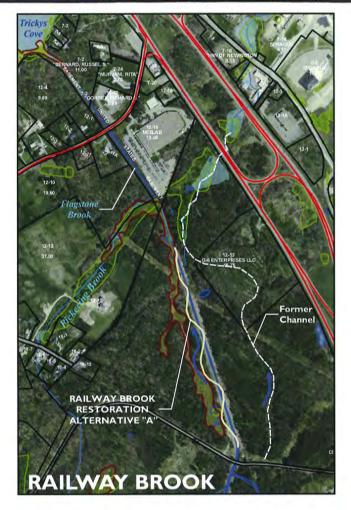
2.6.1.1 Environmental Components

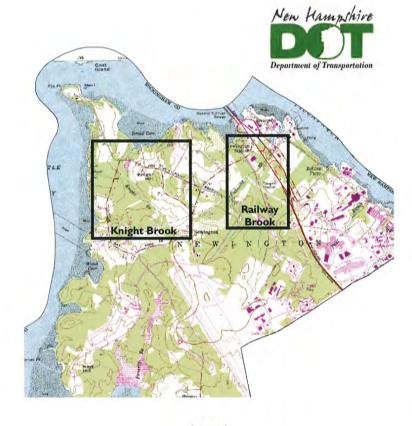
The Stream Restoration design for 3,100 feet of Railway Brook in Newington **Figure 2.6-1** was completed as part of Contract M. Construction overview was initiated a construction kickoff meeting held in June 2014 with the contractor and the Interdisciplinary Oversight Team

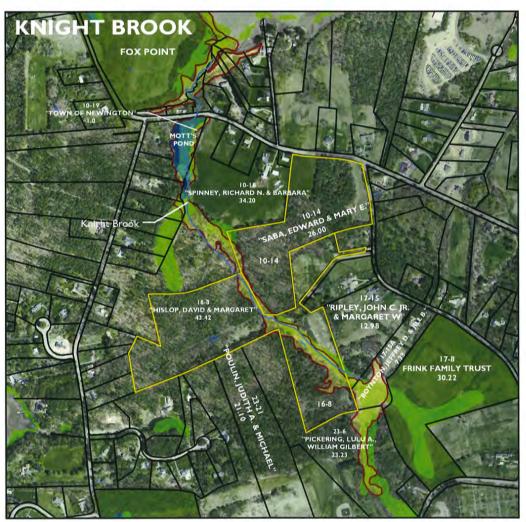
2.6.1.2 Travel Demand Measures

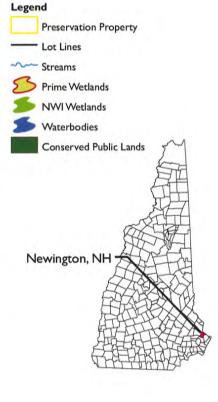
Implementation of the following TDM actions will provide travel options to the project area.

➤ 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









Vanasse Hangen Brustlin, Inc.

Figure 2.6-1 Newington Mitigation Sites

construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza was not approved. An alternative Park and Ride location is under investigation. This project will continue to apply for CMAQ funds through the biennial solicitation process until the project is funded.

2.6.2 Final Design Engineering

- The PS&E Highway and Bridge Design Submission for Contract Q is currently underway.
- Additional inspections and load ratings for the General Sullivan Bridge are currently underway.
- ➤ During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M and is currently under construction. 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 and is currently being designed within Contract Q. 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.
- Delays were encountered during construction of Contract L and in the utility relocation design project development for Contract M which resulted in significant concerns in the ability for these two contracts to collaborate and meet the traffic shift onto the new southbound Little Bay Bridge in the fall of 2013. Therefore, the Department determined that a portion of the roadway work within Contract L would move into Contract M. With this move in roadway work, Contract M will have the responsibility to shift traffic onto the new southbound Little Bay Bridge. The Department is evaluating a value engineering proposal submitted by the Contract M contractor that would shift traffic onto the completed southbound Little Bay Bridge in November 2014 with the northbound traffic shift to follow in June of 2015. Contract L was completed in November 2013 with the exception of an overhead sign structure to be erected once traffic is shifted onto the new southbound bridge.

- ➤ The Department is advancing the geotechnical engineering program for Contract Q and has determined that significant consolidation of the existing soils will occur once loaded with the new roadway embankment and traffic. Therefore, the Department has included two test embankment areas in the Exit 6 SB on-ramp area in Contract M. These areas are being utilized to monitor various engineering solutions that are implemented in the test embankments for evaluation and the determination of a solution to be incorporated into Contract Q.
- ➤ The coordination of the utility impacts, design modifications, and utility relocation studies and designs for Contract Q are ongoing. Unitil and Dover Community Services have engaged a geotechnical consultant to address the geotechnical concerns anticipated with temporary and permanent site conditions, relocation designs, and construction. It is anticipated that Unitil will begin construction of the portion of their relocation from Hilton Park to Pomeroy Cove in the fall of 2014 and complete the relocation of the gas line north of Pomeroy Cove in 2015.
- The Department determined that utilizing "quiet pavement" along the Turnpike mainline will reduce road noise. In light of added durability and low noise characteristics of quiet pavement, the Department will include it along the Turnpike for all contracts. A noise wall type study was completed and the Department considered a transparent noise wall adjacent to Pomeroy Cove to continue to provide aesthetically pleasing views of the cove. However, after additional research, cost estimating, consultation with the City of Dover, and public participation, the Department has determined that the timber soundwall will be extended along Pomeroy Cove. These project elements will be incorporated within Contract O.
- ➤ The inclusion of a pavement rehabilitation for the Scammell Bridge and pavement reconstruction immediately off the bridge has been included in Contract Q.

2.6.3 Right-of-Way

Additional right-of-way and permanent and temporary easements will be required for six (6) properties along the railroad corridor in Newington and one (1) additional property for Contract Q. The properties along the railroad corridor are planned for acquisition in 2015.

2.6.4 Construction

Contract L is nearly completed with the overhead sign structure in Newington remaining. The construction of the overhead sign structure is scheduled to be completed following the shift of traffic onto the new Little Bay Bridge by the Contract M contractor.

Ongoing construction activities in association with Contract M include construction of the Spaulding Turnpike, the associated ramps at Exits 3 and 4, the Woodbury Avenue bridge, several stormwater detention basins, the Railway Brook restoration, and various temporary widenings and detours to support traffic control shifts. Future roadway construction includes Woodbury Avenue, including aerial utility relocations, and the Spaulding Turnpike connection in Dover and the new ramp connections at Exit 5.

2.7 Project Status Summary

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

Table 2-7. Project Status

| PROJECT ELEMENT | % COMPLETE | STATUS OVERVIEW COMMENT |
|---------------------|------------|--|
| DESIGN | | |
| CONTRACT L | 100% | Contract L - New SB Little Bay Bridge is in construction. |
| CONTRACT M | 100% | Contract M - Exit 3 & 4 in Newington is in construction |
| CONTRACT O | 100% | Contract O – Rehabilitate the existing Little Bay Bridge. The Contract is anticipate to be awarded for Construction in October 2014. |
| CONTRACT Q | 80% | Contract Q – Exit 6/Mainline in Dover, the Preliminary PS&E Design phase is ongoing. |
| CONTRACT S | 30% | Contract S – General Sullivan Bridge (GSB) rehabilitation, the inspections of the GSB were completed in 2009 and 2012 with additional inspection and load ratings occurring in the summer and fall of 2014 |
| PROJECTWIDE SUMMARY | 85% | Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2017. |

| Tabl | - 7 7 | C + | |
|-------|---------|------|-------|
| i abi | le 2-7. | Cont | inued |

| Table 2-1. Continued | | |
|----------------------|------|--|
| RIGHT-OF-WAY | | |
| CONTRACT L | 100% | 4 parcels impacted and acquired. |
| CONTRACT M | 100% | 12 parcels impacted and acquired |
| CONTRACT O | 100% | 0 parcels impacted. |
| CONTRACT Q | 93% | Anticipate 14 parcels impacted; 13 acquired to date |
| CONTRACT S | 100% | 0 parcels impacted. |
| Future RR Parcels - | 0% | Design continues to determine impacts; approximately 6 parcels impacted |
| Newington | | |
| PROJECTWIDE SUMMARY | 81% | 30 of 36 parcels acquired for construction. |
| Mitigation | | |
| ENVIRONMENTAL | 100% | Tuttle and Day Properties preservation completed in 2009; Saba and Hislop |
| | | Properties (Knight Brook watershed) acquired in 2012; Railway Brook |
| | | restoration design completed in Contract M. |
| TRANSIT | 100% | Funding for Transit service operation was completed in 2012 and will extend |
| | | through FY17. |
| RAIL | 100% | Downeaster Rail expansion completed in 2007. |
| TDM | 40% | Promotion of ridesharing, bicycling, and walking have tentative agreement in |
| | | place for FY14 |
| PARK & RIDE | 92% | Dover P&R was completed in 2008; Rochester P&R was completed in Augus |
| | | 2014 and Lee P&R is under engineering and ROW review. |
| PROJECTWIDE SUMMARY | 90% | Environmental, Rail and Park & Ride work initiated or completed. |
| CONSTRUCTION | | |
| CONTRACT L | 99% | Construction activities initiated in September 2010. |
| CONTRACT M | 50% | Construction activities initiated in September 2012. |
| 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. |
| PROJECTWIDE SUMMARY | 35% | Construction activities have been initiated. |

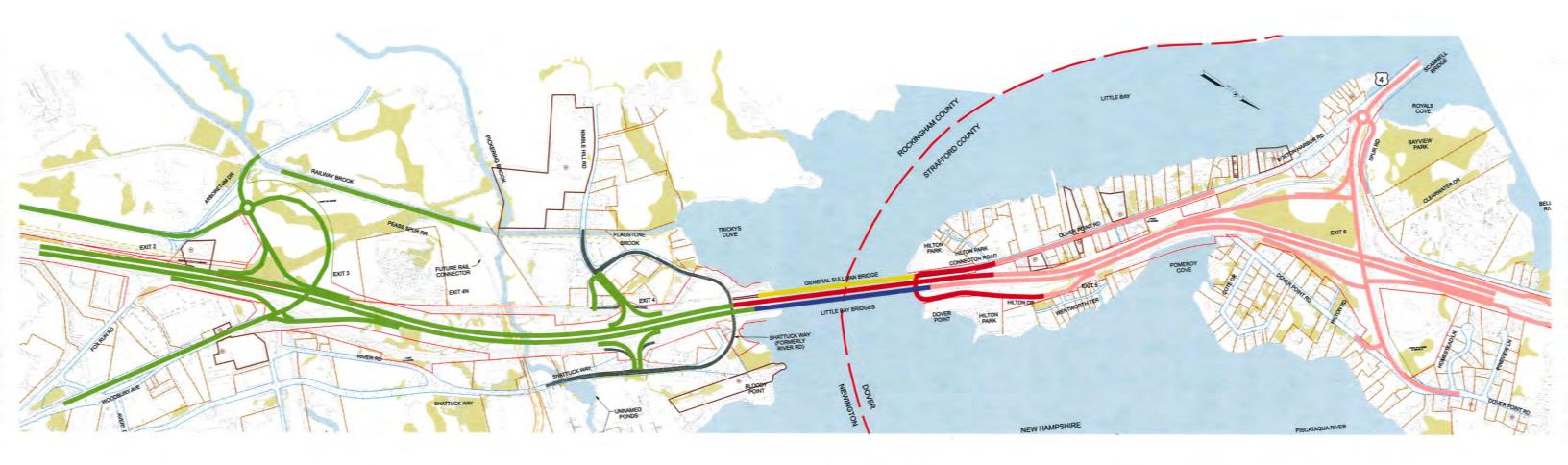
Implementation Plan

Based upon the current Turnpike revenue structure and a traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the summer of 2021 with the Newington Exit 3 and 4 interchanges completed and open to traffic in the fall of 2015, the Dover Exit 6 interchange open to traffic in spring of 2020 and the remainder of the project including the rehabilitation of the General Sullivan Bridge to a pedestrian path completed in the fall of 2021. This chapter provides information on the planned schedule for the execution of all elements of the Newington–Dover Project as well as the assignment of project responsibilities and status of the necessary permits.

3.1 Project Phasing /Summary Project Schedule

The Department has determined 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 2014 dollars. The overall project will take approximately eleven 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 2021.

This current 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. Under the current Turnpike revenue structure, **Table 3-1** (**Project Schedule**) provides the current design status of each of the proposed construction contracts as they are advanced through each of



| | | | | | | CC | NSTRUCTION SCHEDU | LE | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|-------------------|-------------------|----------------|--------------|----------------------|----------------|-----------------|----------------|
| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| | JFMAMJJASOND | JFMAMJJASOND | JFMAMJJASOND | JFMAMJJASOND | JFMAMJJASOND | J FMAM J J A SOND | JFMAMJJASOND | J FMAMJ JASOND | JFMAMJJASOND | J FMAM J J A S O N D | J FMAMJ JASOND | J FMAMJ J ASOND | J FMAMJ JASONI |
| 11238L - CONTRACT L - NEW LITTLE BAY BRIDGE | | | | | | | | | | | | | |
| AND WENTWORTH TERRACE | | | | | | \$57.5 M | | | | | | | |
| 112380 - CONTRACT O - REHAB LITTLE BAY BRIDGE | | | | | | | | | | \$28.5 M | | | |
| 11238M - CONTRACT M - NEWINGTON EXIT 3 & 4 | | | | | | | | \$49.9 M | | | | | |
| 11238Q - CONTRACT Q - DOVER AND EXIT 6 | | | | | | | | 100000 | | | | | \$46.4 M |
| 11238S - CONTRACT S - GENERAL SULLIVAN BRIDGE | | | | | | | | | | | | | \$27. |

UPDATED: 9/15/2014

NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION COSTS ARE DEPICTED IN 2014 DOLLARS.

TOTAL COST ALL CONTRACTS = \$209.9 M

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

the design/submission phases. Additional Turnpike revenue to support additional bonding would allow the project to be accelerated and completed two years earlier.

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 | 100% | Sept-2014 | Sept-2017 |
| CONTRACT M - Exit 3 & 4 Interchange Area, Newington | 100% | May-2012 | Nov-2015 |
| CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover | 80% | Sept-2016 | Nov-2020 |
| CONTRACT S - General Sullivan Bridge Rehab. | 30% | Aug-2018 | Aug-2021 |

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 (the Permit has be updated and extended thru June 17, 2019) | August 2006 | June 2009 |
| NH Department of Environmental Services | Coastal Program-Coastal Zone Management Documentation submitted | December 2008 | Feb 2010 |

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 2014 costs and the year-of-expenditure cost estimates. This chapter also provides costs incurred to date and an overview of assumptions made in developing and compiling projects costs.

4.1 Cost Descriptions

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

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

4.1.1 Final Design Engineering Costs

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

The current Design Engineering cost estimate is \$24.09M 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 \$17.99M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$0.8M. Additional engineering and support services provided by NHDOT are estimated at \$5.3M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total \$1.86M and are included in the NHDOT engineering and support services estimated at \$4.73M. (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, the completion of Contract M, which advertised in May 2012, the advancement of the Contract O thru Final mylars with construction award anticipated in November 2014, advancement of the Contract Q PS&E submission, and the progression of Contract S through additional inspection and ongoing load ratings. Refer to Section 2.6.2 for additional details on completed final design activities.

4.1.2 Right-of-Way Acquisition Costs

The right-of-way activities are estimated at \$8.74M. These costs are associated with property appraisals, property acquisitions, administration, and management. The project requires approximately 3 full property acquisitions and 33 partial acquisitions with easements for the project. Completed early right-of-way acquisitions totaling \$3.70M include the former drive-in theater property in Newington and the Day and Tuttle

properties in Dover. The Day and Tuttle property acquisitions are not included in the \$8.74M right-of-way total, but are included as part of the project wide mitigation and enhancement costs.

4.1.3 Mitigation Costs

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

4.1.3.1 Environmental Components

The Stream Restoration for Railway Brook in Newington was a requirement as part of the wetland mitigation for the project. The estimated construction cost is \$0.8M

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

Table 4-1. Wetland Mitigation Costs

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

4.1.3.2 Travel Demand Measures

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

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

- ➤ A new Park-and-Ride facility at Exit 13 in Rochester was constructed as a separate project (Project #20254). Design and Construction costs totaled \$2.45M.
- ➤ 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 at \$400,000.
- ➤ 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 \$8.86M (Project #11238).
- The NHDOT has provided \$2.0M in support of the expansion of the Downeaster rail service through a joint-sponsored effort to operate a fifth weekday roundtrip between Portland and Boston that was initiated in August 2007.
- ➤ Promotion of TDM measures including ridesharing, bicycling, walking, and the use of public transportation is estimated to cost \$400,000.

Table 4-2. Travel Demand Measure Costs

| | Estimated Cost |
|---|-----------------------|
| Park and Ride | |
| Dover Park & Ride Exit 9 | \$3.34M |
| Rochester Park & Ride Exit 13 | \$2.45M |
| Lee Park & Ride | \$0.40M |
| Total | \$6.18M |
| Transit and Rail Service | |
| Improved Seacoast Bus Service | \$8.86M |
| Expansion of Downeaster Rail | \$2.00M |
| Total | \$10.86M |
| Promotion of TDM Measures | |
| Promotion of bicycling, ride sharing, walking, etc. | \$0.40M |
| Mitigation Total | \$17.44M |

4.1.4 Construction Infrastructure and Utility Costs

The NHDOT developed a preliminary construction cost estimate based upon the preliminary concepts for the Preferred Alternative identified in

the 2007 FEIS. This initial 2007 FEIS cost estimate serves as the foundation for estimating the major construction items such as, but not limited to, earthwork, structures, drainage, pavement and select materials, signals, soundwalls, mobilization, maintenance-of-traffic, ITS, signing and lighting.

The 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 an eleven-year (2010 to 2021) 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 6% of the total construction cost, including costs for state personnel and contracted services.

Construction Contingencies - Construction contingencies for structural and roadway related construction elements are estimated to be 3%. This contingency is carried through the advancement of the various design engineering phases from preliminary to final plans. The contingency is reduced as the certainty of information (design elements and details, construction materials, quantities, geotechnical investigations, etc.) becomes more evident and ultimately is eliminated from the cost estimate at the final plans, specification and estimate stage of the contract plans and documents. The calculation of quantities for project bid items and the estimated unit costs (based upon the latest available market conditions) for each quantity serve as the basis in developing the engineers' opinion of the total project construction cost. The engineers' cost estimate includes increasing (or rounding upward) item quantities to the next significant digit for bidding purposes. Occasionally, the rounding is increased further to account for the limited information available to adequately estimate specific items. This rounding is based upon an evaluation of the available data and/or based upon previous experience and with logical expectations of 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 \$5.87M. The reimbursement costs for utility relocations in Contract Q are estimated to be \$2.35M (\$1.25M participating and \$1.1 non-participating) based on the information that is currently available with the design being 50% complete.

4.1.5 Cost Estimate Overview

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

Since the 2007 baseline cost estimate, significant design activities have progressed and the level of certainty for some of the project elements have become more quantifiable and more apparent. The current total estimated cost of the Newington – Dover Project, in 2014 dollars, is \$264.2M.

With construction beginning in 2010 and scheduled to end in 2021, the 2014 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 \$270.5M based on the projected year-of-expenditure (i.e. cash flow basis) and current expectations of construction related inflation. For the forecast years 2015 through 2021, 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 2014 Project Cost and the forecast Total Project Cost inflated through 2021. 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

| | Cost in Millions | | |
|--|---------------------|----------------------------------|--|
| PROJECT ELEMENTS | 2007 FEIS Costs | 2014 Current Cost Estimate | 2014 Projected Future Cost Estimate through 2021 (3% inflation for construction) |
| Final Design Engineering | \$13.8 | \$24.1 | \$24.1 |
| Right of Way Acquisitions | \$2.2(*) | \$8.7 | \$8.7 |
| Mitigation (Wetland, Transit and TDM) | \$16.5 | \$21.5 | \$21.5 |
| Construction | \$196.2 | \$209.9 | \$216.2 |
| Totals | \$228.7 | \$264.2 | \$270.5 |

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

Project Financing

As described in detail in Chapter 4, current estimates based upon the most up-to-date information on construction-related inflation the Newington – Dover project will require an estimated \$270.5M (in year of expenditure dollars) to fully fund all project elements. This chapter reviews the plan to finance the project, including funding sources and the funding plan.

5.1 Funding Sources

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

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

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

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

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. For transit, the capital costs and three years' of transit operations total \$5,267,454 Federal Funds with the 20% matching Turnpike funds totaling \$1,316,863. The NHDOT will extend transit operations an additional two years using turnpike only funds totaling \$2,272,000 to meet the commitments in the Report of Commissioner, FEIS, and ROD.

For promotion of TDM measures project wide, 80% federal funds totaling \$321,930 and 20% state Turnpike matching funds totaling \$80,483 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 \$2,670,114 in federal matching funds and \$667,528 in state Turnpike matching funds. Both the Lee and the Rochester P&R facilities will be designed and constructed with \$2,281,632 in 80% federal matching funds and \$570,407 in 20% state Turnpike matching funds allocated.

(These funding amounts are shown in Table 5-1.)

In addition to the obligated federal and matching state funding of \$58,009,892, noted in Table 5-1, the NHDOT has established a priority Capital Program totaling \$650.7M for the period from 2008 through 2024 to address critical bridges and improve safety and congestion on the New

Newington-Dover, New Hampshire Spaulding Turnpike Improvements 2014 Financial Plan Update

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

| Description / | 80% TCSP | 80% CMAQ / | 80% Federal Farmarks | 80% Federal Funding | 100% Federal Earmarks | 20% State Highway Matching Funds | 20% Matching Tumpike Funds | Total | Total | Total Expended To- Date | Total |
|-----------------------|-------------|--------------|-------------------------|------------------------|--------------------------|-------------------------------------|-------------------------------|-------------|--------------|-------------------------------|-------------|
| NH 053 (4) | 5 | | \$20,029,501 | | | | \$5,007,375 | \$25,036,86 | \$25,036,876 | \$25,036,876 | 0\$ |
| NH070 ⁽⁴⁾ | | | | | \$2,475,000 | | | \$2,475,000 | \$2,475,000 | \$2,475,000 | \$0 |
| NH080 (4) | | | | | \$1,715,000 | | | \$1,715,000 | \$1,715,000 | \$1,715,000 | \$ |
| NH 036 ⁽⁴⁾ | | | | | \$5,411,605 | | | \$5,411,605 | \$5,411,605 | \$5,411,605 | 0\$ |
| TCSP (4) | \$1,778,400 | | | | | | \$444,600 | \$2,223,000 | \$2,223,000 | \$2,223,000 | \$0 |
| 11238 J (1) | | | | \$2,960,000 | | | \$740,000 | \$3,700,000 | \$3,700,000 | \$3,700,000 | \$0 |
| 14500 (2) | | \$1,600,000 | | | | \$400,000 | | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$0 |
| TDM Promotion | - | \$321,930 | | | | | \$80,483 | \$402,413 | \$402,413 | \$117,148 | \$285,265 |
| Transit 5 yrs. (3) | 3) | \$5,267,454 | | | | | \$3,588,863 | \$8,856,317 | \$8,856,317 | \$4,872,641 | \$3,983,676 |
| Dover P&R | | \$2,670,114 | | | | | \$667,528 | \$3,337,642 | \$3,337,642 | \$3,337,642 | 0\$ |
| Lee P&R | | \$320,000 | | | | | \$80,000 | \$400,000 | \$ | 0\$ | \$400,000 |
| Hochester P&R | | \$1,961,632 | | | | | \$490,407 | \$2,452,039 | \$2,452,490 | \$2,2452,490 | \$0 |
| TOTAL | \$1,778,400 | \$12,141,130 | \$20,029,501 | \$2,960,000 | \$9,601,605 | \$400,000 | \$11,099,256 | \$58,009,82 | \$57,609,892 | \$53,340,951 | \$4,668,941 |
| | | | Total Fed | Total Federal Funds: | \$46,510,636 | | | | | | |

⁽¹⁾ Includes 11238 K, 20% Tumpike 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 \$2,272,000 (additional operating costs), from \$1,316,863 to a total of \$3,588,863.

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

Hampshire's three turnpikes within its Turnpike System. The projects are authorized by previous NH "Ten Year Plans" (TYP) from 2008-2017, HB 391 that was passed and the toll increase at Hampton approved effectively July 1, 2009, as well as those approved under the 2015-2024 TYP. A total of \$217.9M of these Turnpike Priority Program funds including the \$5,451,975 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

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

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

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

5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected \$117.9M in toll revenue in fiscal year 2014, and estimates to collect \$118.1M in 2015. The Bureau estimates a system-wide toll increase would provide the ability to accelerate several projects that are now funded as part of the recently approved Ten Year Plan as well as fund un-funded priorities on the Turnpike System that are identified in the TYP (2015-2024). This toll increase is estimated to generate

approximately \$33M in additional annual toll revenue. Bonds in the amount of \$102M are required to provide adequate revenue for the current and expanded program. This amount is within the Bureau's current legislatively approved bonding authority. A third bond issuance is envisioned for FY15.

The \$650.7M Capital Program is envisioned to be funded with \$297.2M (or 46%) of Turnpike revenue bonds (\$319.0M - \$21.8M set aside for reserves) and \$322.1M (or 50%) 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 (2014 dollars) including \$46.51M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$217.63M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2014 Dollars)

| | Total |
|---|---------------|
| Federal Funding | |
| 80% Federal Funds | |
| CMAQ/TDM | \$12,141,130 |
| TCSP | \$1,778,400 |
| Federal Funds | \$2,960,000 |
| Federal Earmarks | \$20,029,501 |
| Subtotal | \$36,909,031 |
| 100% Federal Funds | |
| Federal Earmarks | \$9,601,605 |
| Total Federal Funds | \$46,510,636 |
| tate Funding | |
| From Toll Revenues and Turnpike Revenue Bonds | |
| 20% Turnpike Matching Funds | \$11,099,256 |
| 100% Turnpike Funds | \$206,134,920 |
| Subtotal | \$217,234,176 |
| From 20% State Highway Matching Funds | \$400,000 |
| Total State Funds | \$217,634,176 |
| Total Project Funds Required (2014 Dollars) | \$264,144,812 |

Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the 2014 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.

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 \$264.1M (2014 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 \$46.51M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and 20% State matching amount which currently totals \$11.5M. The remaining source of project funding, totaling \$206.1M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

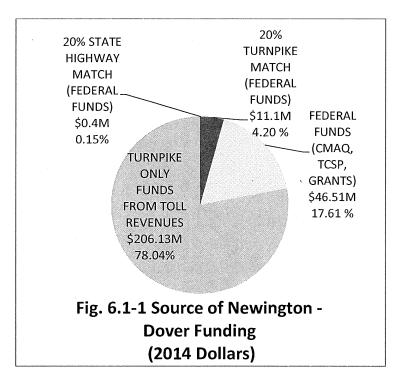


Figure 6.1-1 Source of Newington – Dover Funding (2014 Dollars)

Figure 6.1-2 identifies the project cost (2014 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.

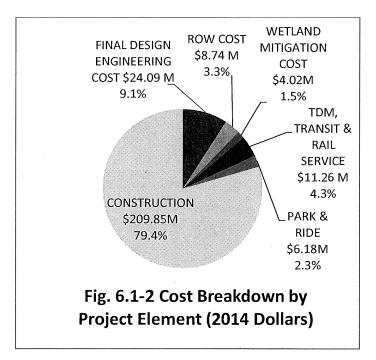
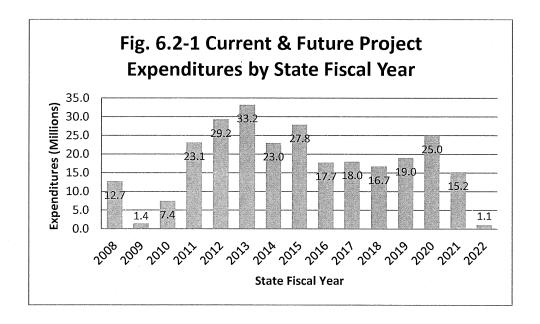


Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2014 Millions of dollars.

6.2 Cash Flow Plan

Figure 6.2-1 summarizes the Current and Projected Future Expenditures by State Fiscal Year from 2008 thru 2022 (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 2014 fiscal year to the year of advertisement.



The foldout, Figure 6.2-2 Project Implementation Plan, provides a more detailed overview of the current and projected future expenditures by State Fiscal Year from 2008 thru 2022. This figure shows the FEIS project cost estimates, the current 2014 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 2014, the project costs increased to \$264.2M. Currently when the project is completed in summer of 2021 the total estimated project cost is estimated to be \$270.5M. As the project continues to advance through the final design the known and quantifiable costs for each contract will become more apparent as more detailed information is collected and more recent cost data is determined. The actual total project cost is not truly known until construction is completed.

6.3 Forecasted Cost Compared to Allocations by Fiscal Year

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

| | Spaulding Turnpike Improvements Newington - Dover | DATE | TNON I | DATE | DESIGN STATUS | FEIS | ESTIMATE | ESTIMATE | ESTIMAT | FIMATE | ost Based on Inflation for Only) | ← | | ACTU: EXPENDIT | | | > | - | | - | Đ | FUTURE (PENDITURE | ES | | | -> | |
|---|--|--|---------------|---------------|-------------------------|--------------|-----------|-------------------|----------------------------|---------------------------|--|---------------|---------|-------------------|-------|-------------------|---------|------------|------------|----------|------------|----------------------|------------|------------|---------|------------|-----|
| | NHS-027-1(37), 11238 | CTISING DA | DURATION | COMPLETION DA | (2) | | RNT COST | 2012 CURRENT COST | 2013 CURRENT COST ESTIMATE | CURRENT COST ESTIMATE (1) | nditure C nates (3% truction C | FY 2008 | FY F | PY PY | FV | FY | FY | . FV | FY | FY | FY | FY | EV | FY | FY | FY | то |
| PROJECT NUMBER | DESCRIPTION OF ACTIVITY | ADVE | CONSTRUCTION | COMP | PERCENT (%) COMPLETE | 2007 COSTS | 2011 CURR | 2012 CURR | 2013 CURR | 2014 CURRE | Year-of-Expe Current Estin Cons | and Price | | 910 2011 | | 2013 OF DOLLAR | 2014 | FY 2015 | 2016 | 2017 | 2018 | 2019 | FY 2020 | 2021 | 2022 | 2023 | |
| | FINAL DESIGN ENGINEERING COST TOTALS | | 1 | 2 | 100 | 13.8 | 22.46 | 22.36 | 23.36 | 24.09 | 24.09 | 3.95 | 1.18 5. | _ | 3.95 | 3.45 | 2.25 | 0.30 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2 |
| | RIGHT OF WAY COSTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11238 | Corridor Wide Acquisitions and ROW Incidental Costs | | | | | 2.20 | 6.72 | 7.06 | 6.58 | 6.61 | 6.61 | 0.18 | 1. | .90 0.45 | 1.15 | 1.72 | 0.41 | 0.80 | | | | | | | | | 6 |
| 11238 J | Drive-In Theater acquisition (completed in 2007) | | 1 | | | | 1.86 | 1.86 | 1.86 | 1.86 | 1.86 | | | | | | | 8 1. | | | | | | | | 1 | 1 |
| 11238 J | Additional Advance ROW acquisitions | | | 1 | | | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | | | | | | | 2.13 | | | | | | | | | 1 |
| 11238 J | Federal Funds | | | | | | 1.71 | 1.71 | 1.71 | 1.71 | 1.71 | 1.49 | | .22 | | | | | | | | | | | | | 1. |
| 11238 K | 20% Turnpike match | | | | | | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.37 | | .05 | | | | | | | | | | - | | | 0 |
| | RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW) | | | | | 2.20 | 8.85 | 9.19 | 8.71 | 8.74 | 8.74 | 2.04 | 0.00 2 | 117 0.45 | 1.15 | 1.72 | 0.41 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8 |
| _ | MITIGATION COSTS | | $\overline{}$ | | | | | | | | | | | | | | | | | | | | | | | | |
| | Wetland Mitigation and Enhancement Costs | | 4 | | 1 | 4.60 | | | | | | | - | | - | | | - | | | | | | | | | 1 |
| | Tuttle Property Preservation (incl ROW) | | | | | -2.00 | 1.34 | 1.34 | 1.34 | 1.34 | 1.34 | | - | _ | 1 | | | | | | | | | | | | 1 |
| | Day Property Preservation (incl. ROW) | | + | | | 1 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | | - | _ | 1 | 1 | - | | | | | | | 1 | | | |
| 11238 J | Federal Funds | | 1 | 1 | | - | 1.25 | 1.25 | 1.25 | 1.25 | 1.25 | 1.07 | 0.18 | _ | + | 1 | | | | - 1 | | 1 | | 1 | 1 | | 1. |
| 11238 K | 20% Turnpike Match | | 1 | 1 | | | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | | 0.05 | _ | + | 1 | - | - | | | | | | 1 | 1 | | 0 |
| 11238 | Knight Brook ROW Preservation (Saba & Hilsop) Turnpike only Funds | | +- | 1 | 1 | | 2.00 | 1.65 | 1.65 | 1.65 | 1.65 | 9.21 | 0.00 | | 1.65 | | | | | | | | | | | | 1 |
| 11238 M | Railway Brook Restoration (Construct w/ Contract M) | May-2012 | 24 | Nov-2015 | | - | 1.28 | 0.80 | 0.80 | 0.80 | 0.80 | | | _ | 1.00 | | | 0.80 | | | | | | | 1 | | 0. |
| 11230 01 | subtotal | 3tay-2012 | 34 | NOV-2013 | - | 4.60 | 4.85 | 4.02 | 4.02 | 4.02 | 4.02 | | - | _ | - | | | 0.00 | | | | - | | + | - | | 4. |
| | Transit Service and Rail Service | - | + | - | - | 4.00 | 4.63 | 4.02 | 4.02 | 4.02 | 4.02 | | - | _ | + | | | | | | | | | + | - | | 1 |
| | Transit Service (5-year operation)(Currently Under 11238) | | - | - | | 5.50 | 8.88 | 8.86 | 8.86 | 8.86 | 8.86 | - | - | _ | + | | - | - | | - | | - | | 1 | | | 1 |
| | Federal CMAO funds | | + | - | - | 5,30 | 5.29 | 5.27 | 5.27 | 5.27 | 5.27 | - | | _ | + | 3.05 | 0.85 | 1.37 | | | | | | 1 / | 1 | 1 | 5. |
| | | | + | - | - | - | 1.32 | 1.32 | 1.32 | 1.32 | 1.32 | | - | _ | - | 0.76 | 0,21 | 0.34 | | | | - | | 1 / | 1 | 1 | 1. |
| - | 20% Turnpike Match (w/3 yrs operation) Turnpike Funds (Additional 2 years Transit Service Operation) | | + | - | - | | 2.28 | 2.27 | 2.27 | 2.27 | 2.27 | | - | -+- | + | 0.76 | 0,21 | 0.54 | 1.138 | 1.138 | | | | 1 | 1 | | 2 |
| 14500 | Rail Service (Completed 2007) | 1 | + | - | - | 1.70 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | | - | | + | | | | 1.136 | 1.136 | | | | 1 / | 1 | | - |
| 14500 | | 1 | 1 | 1 | | 1.70 | | | 1.60 | 1.60 | 1.60 | 1.60 | - 1 | | | 1 1 | . 1 | | | | | 1 1 | | 1 | | | 1. |
| | Federal CMAQ funds | 1 | | | | | 1.60 | 0.40 | 0,40 | 0,40 | 0.40 | 0.40 | - 1 | | | | | | | | | | | | 1 | | 0. |
| | 20% Matching Highway Funds | - | + | + | - | 7.00 | 0.40 | 10.86 | 10.86 | 10.86 | 10.86 | 0.40 | - | -+- | + | - | - | | - | \vdash | | - | - | + | - | | 10 |
| | subtotal | - | + | - | - | 7.20 | 10.88 | 10.86 | 10.86 | 10.86 | 10.86 | | - | _ | + | - | | | | | - | - | - | 1 | + | + | 10 |
| 14107 | Park and Ride (Total Cost including PE, ROW, Construction) | N | +- | - 24 | - | 2.40 | 2.40 | 1 | | - | 224 | | -+- | | + | - | | - | - | | - | - | | + | 1 | | 1 |
| 14287 | Dover Park and Ride @ Exit 9 (Completed 2008) CMAQ program Rochester Park and Ride @ Exit 13 | NA . | | NA NA | | 3,40 1,30 | 3.49 | 3.34 | | 1 | 3.34 | | | -+- | + | - | - | | - | | | - | - | 1 | - | | - |
| 20254 | | Apr-2013 | | Aug-201 | | 1.30 | 1.27 | 2.97 | 2.44 | 2.45 | 2.45 | | - | _ | 1 | - | | | | | | | | 1 | - | - | - |
| | Lee Park and Ride US 4/NH 125 | Nov-2011 | 4 | Jun-2012 | - | - | 0.085 | 0.085 | 0.400 | 0.40 | 0.40 | | - | _ | - | | | | | | - | - | | 1 ' | 1 | 1 | ١. |
| | Federal CMAQ funds | | - | | | | 3.87 | 5.12 | 4.94 | 4.94 | 4.94 | 2.67 | _ | | + | 0.58 | 1.32 | 0.213 | | | | - | | 4 | | | 4 |
| | 20% Turnpike match | | - | - | - | - | 0.97 | 1.28 | 1.24 | 1.24 | 1.24 | 0.67 | | | 1 | 0.15 | 0.33 | 0.053 | 0.04 | | _ | | | - | - | - | 1. |
| 200.00 | subtotal | - | - | | - | 4.70 | 4.85 | 6.40 | 6.18 | 6.18 | 6.18 | | | _ | - | - | | | | | | | | + | - | - | 6. |
| 14818 | Travel Demand Management (TDM) | | | | | | | | | | | | _ | | 1 | - | - 1 | | | | | | _ | 1 | 1 | - | - |
| | Federal CMAQ funds | | | - | | | 0.40 | 0.54 | 0.32 | 0.31 | 0.31 | | | | 1 | | 0.09 | 0.10 | 0.12 | | | - | | - | - | | 0. |
| | 20% Turnpike Matching Funds | | | - | - | _ | 0.10 | 0.13 | 0.08 | 0.08 | 0.08 | | | | - | | 0.02 | 0.03 | 0.03 | | | | | - | - | | 0. |
| | subtotal | | - | - | | - | 0.50 | 0.67 | 0.40 | 0.40 | 0.40 | | | | - | 1 | | | | | | - | _ | | - | | 0. |
| | | | + | - | _ | | _ | - | _ | _ | | \rightarrow | _ | _ | + | | | | | | | - | | + | - | - | - |
| - | MITIGATION COST TOTALS | | | | | 16.5 | 21.07 | 21.95 | 21.46 | 21.46 | 21.46 | 6.68 | 0.23 0 | 0.00 | 1.65 | 4.54 | 2.83 | 2.91 | 1.49 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21 |
| | CONSTRUCTION COSTS | | | | | | | | | | | | | | | | _ | | | | | | | | | | |
| 112381 | CONTRACT L- Const. Little Bay Sister Bridge & Hilton Drive | May 2016 | 0 30 | Nov-2013 | 100% | 51.2 | 52.5 | 54.1 | 54.1 | 57.5 | 57.5 | | _ | 19.0 | 10.49 | 12,00 | 3.14 | 3.84 | | | | | | 1 | | | 5 |
| HEST | CONTRACT E COUSE LANCE DRY SISTER DRINGE OF THIRDIN DELYC | may-2011 | 37 | 1004-2017 | 100 % | 31.2 | 343 | 34.1 | 24.1 | 312 | 313 | | -1- | 1700 | 17,40 | 12,00 | 3.14 | 3304 | | | - | 1 | | + | - | | 1 |
| | Federal Earmark and TCSP Grant | | 1 | | - | | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | | - | 15.2 | 16,20 | | | | _ | | | - | | + - | 1 | | 3 |
| - | | | + | - | 1 | - | | | | | | | - | | _ | | - | | _ | | - | - | - | 1 | - | - | 5 |
| | 20% Turnpike match Remaining Tumpike Funded Portion | | | | 1 | 1 | 15.7 | 5.4 | 5.4 | 5.4 | 5.4 20.7 | 1 | - | 3,80 | _ | 12.00 | 211 | 201 | | | | 1 | | + | 1 | 1 | 2/ |
| | kemaning Tumpike Punded Portion | 1 | 1 | 1 | 1 | 1 | 15.7 | 17.3 | 17.3 | 20.7 | 20.7 | | - | - | 1.08 | 12.00 | 3.14 | 3.04 | | | | | | + | 1 | 1 | 1 2 |
| | CONTRACTM. Court Evit 2 & Evit 4 Interchange Maniputer 45 | Mar. 2011 | 2 20 | Nov-201: | 100# | 50.9 | 54.3 | 48.7 | 48.8 | 49.9 | 49.9 | 1 | - | - | 2.99 | 11.48 | 14.33 | 14.89 | 621 | | | | | + - | 1 | 1 | 4 |
| 1112234 | CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington (4) | May-2012 | 39 | 1907-2013 | 100% | 30,9 | 34.3 | 48.7 | 40.0 | 47.7 | 49.9 | | - | - | 2.99 | 11.48 | 14.33 | 14.87 | 9.41 | | | | | 1 | | | 1 4 |
| 11238 M | CONTRACTO DANAS Para Parados I hala Dan Baridas | Sep-2014 | 1 24 | Sep-201 | 7 100% | 21.0 | 34.0 | 33.0 | 34.0 | 28.5 | 28.5 | 1 | - | - | 1 | | | 5.10 | 985 | 9.85 | 3.70 | | | 1 | | | 2 |
| | | Sep-2014 | 1 34 | 3ep-201 | 100% | 21.0 | 34.0 | 3301 | 34.0 | 20.3 | 40.3 | | | - | 1 | | | 2.10 | 7.00 | 1/03 | 3,70 | | | +- | 1 | 1 | 1 - |
| 11238 M 11238 O | CONTRACT 0 - Rehabilitate Existing Little Bay Bridge | | 6 47 | Nov-2020 | 80% | 47.1 | 42.2 | 47.8 | 49.2 | 46.4 | 49.2 | | - | -1- | 1 | | | | | 7.00 | 13.00 | 13.00 | 13.00 | 3.20 | 1 | | 4 |
| 11238 0 | | Sen-2016 | | 1.00-200 | 00% | 77.1 | 74.5 | 77.0 | - | 70.4 | 17.5 | 1 | - | -1- | 1 | | | | | | 25.00 | 2,5,00 | 2,00 | 1 | | | 1 |
| | CONTRACT Q - Const. Dover & Exit 6 Interchange Area | Sep-2016 | 4/ | | 1 | 26,0 | 26.8 | 26.8 | 29.0 | 27.6 | 31.1 | 1 | | | 1 | 1 | | | | | | 6.00 | 12.00 | 12.00 | 1.07 | | 3 |
| 11238 Q | CONTRACT Q - Const. Dover & Exit 6 Interchange Area | | | Ame. 2021 | 30.00 | 40.0 | 40.0 | 20.5 | 2730 | 21.35 | 31,1 | 1 | - | | 1 | | | | | | | 0.00 | 22.00 | 122.00 | 1.00 | 1 | 1 ' |
| 11238 0 | | | | Aug-2021 | 30% | | | 4 | 215.1 | 209.9 | 216.2 | | _ | 19.64 | 22.47 | 23.48 | 17.47 | 23.83 | 16.06 | 16.85 | 16.70 | 19.00 | 25.00 | 15.20 | 1.07 | 0.00 | 21 |
| 11238 Q | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction | Aug-2018 | | Aug-2021 | 30% | | 209.78 | 210.4 | | 2000 | 2.00 | - | | | | | | | | | | | | | | - | - |
| 11238 Q | CONTRACT Q - Const. Dover & Exit 6 Interchange Area | Aug-2018 | | Aug-202 | 30% | | 209.78 | 210.4 | 215.1 | | | 12.67 | 1.41 7 | 7.42 23.05 | 29,22 | 33.19 | 22.96 | 27.84 | 17.70 | 17.99 | 16.70 | 19.00 | 25.00 | 15.20 | 1.07 | 0.00 | 2 |
| 11238 Q 11238 Q 11238 S | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction | Aug-2018 | | Aug-202 | 30% | | 209.78 | 210.4 | 215.1 | | 1 | 12.67 | | | - | - | | | | | | | | | 200 | | - |
| 11238 Q 11238 Q 11238 S | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS | Aug-2018 | | Aug-202 | 30% | | 209.78 | 210.4 | 215.1 | | | 12,67 | | Arm | 141 | | | 100 | | П | | gumune | | | | - | |
| 11238 Q 11238 Q 11238 S | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS | Aug-2018 | | Aug-202 | 1 30% | | 209.78 | 210.4 | 218.1 | | | € | Ť | ACTI EXPEND | | - | -> | ← | | = | | FUTURE EXPENDITUR | ES . | | 1 | <u>_</u> | |
| 11238 Q 11238 Q 11238 S TOTAL EX | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) | Aug-2018 | | Aug-202 | 1 30% | 196.2 | | | | | | ← | | EXPEND | TURES | FV | > FV | FV I | FV | FV | | EXPENDITUR | | I FV | | - > | |
| 11238 Q 11238 Q 11238 S TOTAL EX | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS | Aug-2018 | | Aug-202 | 1 30% | | | 263.9 | | 264.2 | 270.5 | ← | FY 1 | EXPEND | FY | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | | FY | | FY 2021 | FY 2022 | - > | то |
| 11238 Q 11238 Q 11238 S TOTAL EX | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) | Aug-2018 tion) | | Aug-202 | 1 30% | 196.2 | | | | 264.2 | 270.5 | ← | | EXPEND | TURES | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | | EXPENDITUR | | FY 2021 | | - > | то |
| 11238 Q 11238 S 11238 S TOTAL EX | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACTS - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) OST (Engineering, Right of way, Mitigation and Construction) | Aug-2018 tion) | | Aug-202 | 1 30% | 196.2 | | | | 264.2 | 270.5 | ← | | EXPEND | TURES | FY 2013 | FY 2014 | | | | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | - > | то |
| 11238 Q 11238 S TOTAL EX | CONTRACT Q Const. Dover & Exit 6 Interchange Area CONTRACT S General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) OST (Engineering, Right of way, Mitigation and Construction) RREENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BES | Aug-2018 tion) | 8 33 | Aug-202 | 1 30% | 196.2 | 262.06 | 263.9 | 268.6 | | | FY 2008 | | EXPEND | TURES | FY 2013 | FY 2014 | | | | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | - > | то |
| 11238 Q 11238 S TOTAL EX TOTAL C (i) THE CUI AVAILABLE (2) ASAID THE TANK | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) OST (Engineering, Right of way, Mitigation and Construction) RRENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. ON, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR IT ON TRACT DESIGNS ARE 1005 COMPLETE AND UNDER CONSTRUCTION, CONTRACT OF | Aug-2018 tion) EXAMPLE- DESIGN IS | 8 33 | Aug-202 | 30% | 196.2 | | 263.9 | 268.6 | | | FY 2008 | | EXPEND | TURES | FV 2013 | FY 2014 | | | | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | - > | то |
| 11238 Q 11238 S TOTAL EX TOTAL C (i) THE CUI AVAILABLE (2) ASAID THE TANK | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) OST (Engineering, Right of way, Mitigation and Construction) RRENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. WIN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR E | Aug-2018 tion) EXAMPLE- DESIGN IS | 8 33 | Aug-202 | 30% | 196.2 | 262.06 | 263.9 ING TU | 268.6 JRNPII | Œ IMP | ROVEM | FY 2008 | | EXPEND | TURES | | | P | ROJE | CT IM | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | FY 2023 | то |
| 11238 Q 11238 S 11238 S TOTAL CO (I) THE CUI AVAILABLE (2) AS SHO THE 1." ANI | CONTRACT Q - Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) OST (Engineering, Right of way, Mitigation and Construction) RRENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. ON, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR IT ON TRACT DESIGNS ARE 1005 COMPLETE AND UNDER CONSTRUCTION, CONTRACT OF | Aug-2018 tion) EXAMPLE- DESIGN IS CTIVELY. | 8 33 | Aug-2021 | 30% | 196.2 | 262.06 | 263.9 ING TU | 268.6 JRNPII | | ROVEM | FY 2008 | | EXPEND | TURES | | | P | ROJE | | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | - > | топ |
| 11238 Q 11238 S | CONTRACT Q Const. Dover & Exit 6 Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS CONSTRUCTION COST TOTALS CONSTRUCTION COST TOTALS CONSTRUCTION COST TOTALS COST (Engineering, Right of way, Mitigation and Construction) REPORT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. WIN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR ID THE CONTRACT BEST CONSTRUCTION, CONTRACT TO THE LETTE, WIN, EACH OF THE DESIGN FOR CONTRACT WAY BY A CONSTRUCTION, CONTRACT TO THE LETTE, WILL THE DESIGN FOR CONTRACT AND UNDER CONSTRUCTION, CONTRACT TO THE LETTE, WILL THE DESIGN FOR CONTRACT AND AND CONTRACT SO THE CONTRACT BECOMES CONTRACT SO THE CONTRACT BECOMES OF CONTRACT AND AND CONTRACT BECOMES CONTRACT SO THE ENDOWN AND QUANTIFIABLE COSTS BECOME MORE APPLY. | Aug-2018 stion) EXAMPLE- DESIGN IS CTIVELY. REALTER AL REALTER | 8 33 | Aug-202) | 30% | 196.2 | 262.06 | 263.9 ING TU | 268.6 JRNPII | Œ IMP | ROVEM | FY 2008 | | EXPEND | TURES | | | P | ROJE | CT IM | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | FY 2023 | топ |
| 11238 Q 11238 S 11238 S TOTAL C (I) THE CUI AVAILABLE (2) AS SHOW 100% COMP (3) THE LEV TOTAL C | CONTRACT Q Const. Dover & Exit 6 Interchange Area CONTRACT S General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) REENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. WIN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION, FOR IS OF COMPLETE AND UNDER CONSTRUCTION, CONTRACT OF THE WHILE THE DESIGN FOR CONTRACTS "Q", & "S ARE ONLY 80% AND 30% COMPLETE, RESPECTED OF CERTAINTY WITH REGARD TO THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE | Aug-2018 stion) EXAMPLE- DESIGN IS CTIVELY. REALTER AL REALTER | 8 33 | Aug-202) | 30% | 196.2 | 262.06 | 263.9 ING TU | 268.6 JRNPII | Œ IMP | ROVEM | FY 2008 | | EXPEND | TURES | | | P | ROJE | CT IM | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | FY 2023 | топ |
| 11238 Q 11238 Q 11238 S 100TAL C2 100TAL C2 (I) THE CUS AVAILABLE (2) AS SHO THE L'ANI 100% COMP. (3) THE LEV THE PROJECTAL CO COMPLETE | CONTRACT Q Const. Dover & Exit 6 Interchange Area CONTRACT S General Sullivan Bridge Reconstruction CONSTRUCTION COST TOTALS XPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction) REENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST. WIN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION, FOR IS OF COMPLETE AND UNDER CONSTRUCTION, CONTRACT OF THE WHILE THE DESIGN FOR CONTRACTS "Q", & "S ARE ONLY 80% AND 30% COMPLETE, RESPECTED OF CERTAINTY WITH REGARD TO THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE SECOMES OF THE ACTUAL FINAL COST OF EACH CONTRACT SECOMES OF THE | Aug-2018 EXAMPLESESSION IN CITY EVEN IN THE SERVING IN | 8 33 | Aug-202) | 30% | 196.2 | 262.06 | 263.9 ING TU | 268.6 JRNPII | Œ IMP | ROVEM | FY 2008 | | EXPEND | TURES | | | P | ROJE | CT IM | FY 2018 | FY 2019 | FY 2020 | | FY 2022 | FY 2023 | топ |

| | | | , | | | | | | | STA | TE FIS | CAL YE | ARS (Jul | y 1 - Jun | e 30) | | | | | | | TOTALS |
|------------------|--|----------------------|-----------|----------------------|-------------------|------|------|--------|-------|-------|--------|--------|----------|-----------|-------|---------------|----------------|----------------|------|----------|---|---|
| | Spaulding Turnpike Improvements Newington - Dover | ATE | RATION | DATE | ← | | ijŢ | ACTUAL | 7 | | | | | | | FUTURE | | | | → | Federal | Year-of- Expenditure |
| | NHS-027-1(37), 11238 | ADVERTISING DATE | (MONTHS) | COMPLETION | FY 2008 and | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | Funding for Each Project Component | Costs Based on Current Estimates (3% t Inflation for |
| ROJECT NUMBER | PROJECT COMPONENTS | ADV | CONSTRUCT | cov | Prior Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | | Construction Only) |
| 3 | EDIAL DEGLON ENGINEEDING GOOD TOTAL G | | | | | 10 | | | | | | | | ons of C | | | | | | | | |
| | FINAL DESIGN ENGINEERING COST TOTALS | | | | 3.95 | 1.18 | 5.25 | 3.60 | 3.95 | 3.45 | 2.25 | 0.30 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24.09 |
| | RIGHT OF WAY COST | | | | | | | | | | | | | | | | | | | | | |
| 11238 | Corridor Wide Acquisitions and ROW Incidental Costs | | | | 0.18 | | 1.90 | 0.45 | 1.15 | 1.72 | 0.41 | 0.80 | | | | | | | | | 0.00 | 6.61 |
| 11238 J | Drive-In Theater acquisition (completed in 2007) | | | | 1.86 | | | | | | | | 1 == 1 | | | | | | | | 1.49 | 1.86 |
| 11238 J | Additional Advance ROW acquisitions | | | | | | 0.27 | | | | | | | | | | | | | | 0.22 | 0.27 |
| | RIGHT OF WAY COST TOTALS | | | | 2.04 | 0.00 | 2.17 | 0.45 | 1.15 | 1.72 | 0.41 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.71 | 8.74 |
| - 4 | MITIGATION COSTS | | - | | | | | | | | | | | | | | | | | | | |
| | Wetland Mitigation and Enhancement Costs | | | | 1.34 | 0.23 | | 0.00 | 1.65 | | | 0.80 | | | | | | | | | 1.25 | 4.02 |
| | Transit Service and Rail Service | | | | 2.00 | | | | | 3.81 | 1.06 | 1.71 | 1.14 | 1.14 | | | | | | | 6.87 | 10.86 |
| | Park and Ride (Dover, Rochester, Lee) | | 8 | | 3.34 | | | | | 0.73 | 1.65 | 0.27 | 0.20 | | | | | | | | 4.94 | 6.18 |
| | Travel Demand Management (TDM) | | - | | | 0.00 | | | 1.15 | | 0.12 | 0.13 | 0.15 | | | | | | | | 0.31 | 0.40 |
| | MITIGATION COST TOTALS CONSTRUCTION COSTS | | | | 6.68 | 0.23 | 0.00 | 0.00 | 1.65 | 4.54 | 2.83 | 2.91 | 1.49 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.37 | 21.46 |
| 11238 L | | Nr. 2010 | 20 | N: 2012 | | | | 10.00 | 10.40 | 12.00 | 244 | 204 | | | | | | | | | | |
| 11238 M | , , | May-2010 | - | Nov-2013 | | | | 19.00 | 19.48 | 12.00 | 3.14 | 3.84 | (2) | | | | | | | | 31.40 | 57.5 |
| 11238 O | CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington CONTRACT O - Rehabilitate Existing Little Bay Bridge | May-2012 | 39 | Nov-2015 Sep-2017 | | | | | 2.99 | 11.48 | 14.33 | 14.89 | 6.21 | 0.05 | 2.70 | | | | | | | 49.9 |
| 11238 Q | CONTRACT Q - Const. Dover & Exit 6 Interchange Area | Sep-2014 | 47 | Nov-2020 | | | | | | | | 5.10 | 9.85 | 9.85 | 3.70 | 12.00 | 12.00 | 2.00 | | | | 28.5 |
| 11238 S | CONTRACT G Const. Dover & Exit of Interchange Area CONTRACT S - General Sullivan Bridge Reconstruction | Sep-2016 Aug-2018 | 33 | Aug-2021 | | | | | | | | | | 7.00 | 13.00 | 13.00 | 13.00 | 3.20 | 1.07 | | | 49.2 |
| 112505 | CONSTRUCTION COST TOTALS | Aug-2016 | 33 | Aug-2021 | 0.00 | 0.00 | 0.00 | 19.00 | 22.47 | 23.48 | 17.47 | 23.83 | 16.06 | 16.85 | 16.70 | 6.00 19.00 | 12.00 25.00 | 12.00 15.20 | 1.07 | 0.00 | 21.40 | 31.1 |
| | | | | | | | | | | | _ | | _ | | | _ | | | _ | 0.00 | 31,40 | 216.17 |
| | TOTAL ESTIMATED EXPENDITURE EACH STATE FY | | | | 12.67 | 1.41 | 7.42 | 23.05 | 29.22 | 33.19 | 22.96 | 27.84 | 17.70 | 17.99 | 16.70 | 19.00 | 25.00 | 15.20 | 1.07 | 0.00 | | |
| | Federal Funds Allocated by Fiscal year | | | | 6.83 | 0.18 | 0.22 | 15.20 | 16.20 | 3.05 | 2.26 | 1.68 | 0.28 | | | | | | | | | 45.9 |
| | Turnpike Matching Funds by Fiscal Year | | | | 1.31 | 0.05 | 0.05 | 3.80 | 1.60 | 0.76 | 0.57 | 0.43 | 0.07 | | | | | | | | | 8.6 |
| | State Highway Matching Funds by Fiscal Year | | | | 0.40 | | | | | | | | | | | | | | 4 5 | 1 | | 0.4 |
| | Non-Matching Turnpike Funds by Fiscal Year | | | | 4.13 | 1.18 | 7.15 | 4.05 | 11.42 | | 20.13 | 20.29 | _ | 17.99 | 16.70 | 19.00 | 25.00 | - | 1.07 | | | 209.3 |
| _ | TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH F | ISCAL Y | EAR | | 5.44 | 1.23 | 7.20 | 7.85 | 13.02 | 29.41 | 20.70 | 20.72 | 17.42 | 17.99 | 16.70 | 19.00 | 25.00 | 15.20 | 1.07 | 0.00 | | 217.9 |
| | TOTAL COST (Engineering, Right of way, Mitigation and Constr | uction) | | | | | | | | | | | | | | | | | | | | 270.5 |
| | STATE FISCAL YEARS (July 1 - June 30) | | | - | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | | |
| | (8-2 2 9-11-12) | | | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | | |

Newington-Dover
FORECAST TURNPIKE FUNDING REVENUES

Figure 6.3

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 2021, the final year of construction. The total annual funding needed from the NH Turnpike System's Priority Capital Program to implement all project elements for each fiscal year is the summation of the allocations for the Turnpike matching funds and non-matching Turnpike funds. The annual Turnpike funds needed for each fiscal year ranges from a low of \$1.23M in 2009 when final design activities were initiated to a high of \$29.4M in 2013 when construction of two of the largest contracts are on-going at the same time. A total \$217.9M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2022.

Risk Management

7.2 Design Factors

7.2.1 Project Scope and Design

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

Regular weekly and monthly meetings, monthly status reports and schedule reviews are conducted as necessary throughout the design process. This oversight will help 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, Exit 6 traffic control modifications, and significant geotechnical accommodations for Contract Q 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 13, FY 14, and FY 15.

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 completed the acquisition of the twelve impacted properties. The right-of-way plans for Contract Q have been completed with 15 properties being impacted. The rights to 14 properties have been completed through FY14 for Contract Q.

The design development necessary for the future railroad improvements on the east side of the Spaulding Turnpike between Exits 3 and 4 is ongoing. The design will be utilized to establish the right-of-way needs and complete the right-of-way plans. The future railroad impacts are not associated with any of the current construction contracts and therefore the development of the right-of-way plans will be completed as appropriate.

With the acquisition of a majority of the properties completed, the risk of escalating right-of-way costs is being reduced. 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.

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 refined in Dover during FY15 through the continuation of verifying the existing utilities whether they are eligible for reimbursement and the estimated design and construction costs. The anticipated amount of reimbursable utility relocations has been estimated to be \$2.35M (\$1.25M participating and \$1.1M non-participating) based on the information available. The amount of reimbursable costs will be re-evaluated in FY15 with additional geotechnical evaluation being completed, relocation corridor studies being completed and relocation designs continuing.

7.3 Environmental Factors

7.3.1 Agency Regulation Changes and Delays

NHDOT has been successful in obtaining all the regulatory authorizations for the project to date (e.g., NEPA, ROD, NHDES Wetlands Permit, US ACOE CWA Section 404 Permit, and Section 106

MOA), Water Quality Certificate (WQC), Coastal Zone Management document and the US Coast Guard permit.

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

The current construction completion date of summer 2021 is beyond the expiration date of the NH Wetlands Dredge and Fill Permit in June, 2019. As the designs continue for Contracts Q and S, the construction timing for the wetland impacts will be better identified in meeting the 2019 expiration date. The Department intends to structure the remaining construction contracts such that the affected wetlands are addressed prior to the June 2019 wetland permit application expiration date. Should construction not be able to meet the expiration date, the Department will open discussions with NHDES on the additional time required to impact the wetlands to determine if another extension or if a new permit is required to complete the project.

7.5 Financing

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

7.5.1 Turnpike Revenue

New Hampshire has recognized the importance of secure project funding and has developed and will utilize a detailed cash flow model that projects and monitors cash flow resources and needs for the entire Turnpike Capital Program. The State's Legislature has authorized project amounts in the Capital Program for the design and construction of Turnpike projects. As part of the recently approved "10 Year Plan" (2015-2024) the entire project is now funded under the schedule contained herein. The Bureau estimates a system-wide toll increase would provide the ability to accelerate several projects that are now funded as part of the recently approved Ten Year Plan as well as fund un-funded priorities on the Turnpike System that are identified in the TYP (2015-2024). The

Governor and Executive Council approval will be required for any toll increases.

7.6 Construction

7.6.1 Unforeseen Issues

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

- ➤ Right-of-way issues with adjacent property owners, including the protection of the adjacent property owner from construction activities (i.e. impacts to private wells, buildings and foundations, impacts to property driveway access and business loss that can create delays or work stoppage if not resolved early in the construction process). The Department's Contract Administrator (CA) serves as a conduit between the property owner and the contractor during the various phases of construction. The CA can provide the owner information as to when the construction will occur and how it will be completed to minimize disruption to the property owners.
- Utility relocations often delay roadway construction projects, since utility companies are normally not an active party to contracts between highway agencies and roadway contractors. To minimize delays, the NHDOT 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. Contract M has encountered a modification in construction operations of the water and gas line relocations near Exit 3 due to the close proximity of the existing lines and the ledge removal required for the placement of the proposed lines. The contractor has completed hoe ramming the ledge for the placement of the proposed lines instead of traditional production blasting. This was deemed necessary to reduce the potential for impacts to service during construction. As a result of

- this unforeseen operation, the project completion date has been extended 70 days.
- Weather issues can create delays for the contractor and the utility companies assigned to relocate/construct utilities. Often utilities follow each other's schedules with materials and manpower. Unforeseen weather delays can have major impact to highway project contracts where a utility's manpower is diverted to address emergency outages and repairs.
- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or an environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program 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. During design development for Contract M, the volume and locations of muck have been estimated for bidding and will be more defined as construction encounters the muck condition. Contract M has discovered a previously thought to be fully mitigated hazardous materials site in the existing median at a former gas station. The site has subsequently been addressed in the field and construction continues in this area.
- Contract Q has identified soft soil issues and the potential for more elaborate and costly foundations which may result in increased design and construction costs.
- ➤ Local environmental permitting issues where requirements are more stringent that NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that occur over many years. The NHDOT has worked closely with permitting agencies throughout the development of the project to obtain the necessary permits to advance construction. These permits have specific environmental

conditions which are being addressed with the permitting agencies to their satisfaction prior to construction beginning. In addition to these specific conditions, there are several other environmental elements that are being incorporated into the project that will mitigate risk once construction commences. The specific environmental conditions and elements consist of:

- A Stormwater Pollution Prevention Plan that includes a Sediment Management Plan and a Soil Management Plan;
- Hazardous Materials research through the use of Initial Site Assessments (ISA's) and Preliminary Site Assessments (PSI's) prior to construction;
- Erosion, Sediment and Water Quality Control to include temporary and permanent slope stabilization as well as turbidity monitoring;
- Asbestos Abatement documentation prior to building demolition;
- Alteration of Terrain and Open Area controls with a limit of five acres of disturbance unless larger areas are requested and approved.
- ➤ 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.
- ➤ To date, Contract M 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 a design modification to the Railway Brook restoration that the Department is currently negotiating which may result in a cost increase of approximately \$0.23M.
- 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 L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M 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 shifts in work between Contract L and M have been incorporated.

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 completed the Contract L modifications as described above during FY13 which addressed the construction schedule. It is anticipated that these modifications will not result in delays or claims on the schedule.

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

Exhibits

| 8/29/2014 | Turnpike System Capital Program, Monthly Status Report – August 2014 |
|------------|---|
| 6/19/14 | Modified Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project) |
| 7/1/2013 | Construction Cost Index, Vol. 8, No. 1; Bureau of Construction |
| 12/28/13 | FHWA 2013 Financial Plan update letter |
| 8/7/14 | Fiscal Management Information System – Project Fund History Report |
| Dates vary | Construction Contract Estimates |

STATE OF NEW HAMPSHIRE INTER-DEPARTMENT COMMUNICATION

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

AT (OFFICE): DATE: Bureau of Turnpikes August 29, 2014

SUBJECT

TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

TO: Christopher D. Clement, Sr., Commissioner Patrick McKenna, Deputy Commissioner William P. Janelle, Director-Operations Marie Mullen, Director-Finance William H. Boynton, Information Officer David S. Smith, Bureau of Turnpikes Peter Salo, Bureau of Highway Design Margaret Blacker, Bureau of Turnpikes Leonard Russell, Bureau of Budget & Finance Keith A. Cota, Chief Project Manager Victoria Chase, Project Manager Denise Markow, Administrator TSMO

David J. Brillhart, Assistant Commissioner
William Cass, Director-Project Development
Dave Rodrigue, Asst. Director-Operations
Heather Walker, Bureau of Budget & Finance
John W. Corcoran, Jr., Bureau of Turnpikes
Mark W. Richardson, Admin-Bridge Design
Peter Stamnas, Project Manager
Robert Landry, Bridge Design
Nasser Yari, Turnpikes
Donald A. Lyford, Project Manager
Michael Dugas, Bureau of Highway Design

MEMORANDUM

Attached is the monthly status report for the Turnpike System Priority Capital Program. The report includes the capital improvement projects that are identified as priorities to address red-list bridges, improve safety and reduce congestion on the Turnpike System. The projects are authorized by previous TYP's from 2008-2017, HB 391 that was passed and the toll increase at Hampton approved effective July 1, 2009, as well as those approved under the 2015-2024 TYP. The report includes the status, schedules and financial information for these 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 as follows:

| | Rochester 10620G thru M (Turnpike Expansion, Exits 11-16) | \$126.3M (LRL) |
|----|--|----------------|
| | Merrimack 12105 (Souhegan River Bridge Rehabilitation) | |
| | Hampton Falls-Hampton 13408B&C (Taylor River Bridge/Dam Repl.) | \$ 15.2M (LRL) |
| 18 | Transport Paris-Hampton 13400B&C (Taylor River Bridge/Dam Repl.) | \$ 16.8M (PES) |
| | 2011 Contesta 157 12 11, Dece (1 75 Bridges at 1-67, Exit 12 and 14) | \$ 29.6M (DAL) |
| | Manchester 14966 (Exit 4, Millyard Bridges) | \$ 32.4M (KAC) |
| | Bedford 13527 (US 3 Bridge Replacement over FEET) | \$ 11.6M (VC) |
| | Newington-Dover 11238 (PE & ROW) | \$ 33.3M (KAC) |
| | Newington-Dover 11238 (LBB & Newington Construction) | \$132.5M (KAC) |
| | Newington-Dover 11238 (GSB, Dover & Maint Facility Const.) | \$ 84.2M (KAC) |
| | Hampton-North Hampton 15678A thru D (Conversion to ORT) | \$ 16.8M (CMW) |
| | Hooksett 15803 (Conversion to ORT) | \$ 22.5M (DSS) |
| | Bedford-Merrimack 16100 (Bedford Toll Improvements) | \$ 18.5M (DSS) |
| | Seabrook 15769 (NH 107 Road and Bridge Improvements at Exit 1) | \$ 3.5M (DSS) |
| | Portsmouth 15760 (I-95 Soundwall adjacent to Atlantic Heights) | \$ 2.9M (LRL) |
| | Bow-Concord 13742 (I-93 Corridor Widening) (PE only) | \$ 4.0M (DAL) |
| | Dover-Rochester 29440 (Toll Plaza Improvements) | \$ 15.0M (DSS) |
| | Manchester 16099 (Exit 6 & 7 Interchange Improvements) (PE & ROW only) | \$ 11.0M (KAC) |
| | Merrimack 29306 (Exit 12 Ramps Toll Plaza Removal) | \$ 0.50M (DSS) |
| | Nashua-Bedford 13761 (FEET Widening at 3 Locations) | \$ 70.0M (PES) |
| | Nashua-Bedford 29408 (ITS Deployment along the FEET) | \$ 4.1M (DM) |
| | Total- | \$ 650.7M |

All projects, or portions thereof, noted above are funded within the existing toll revenue structure.

NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2024

(STATUS REPORT - August 2014)

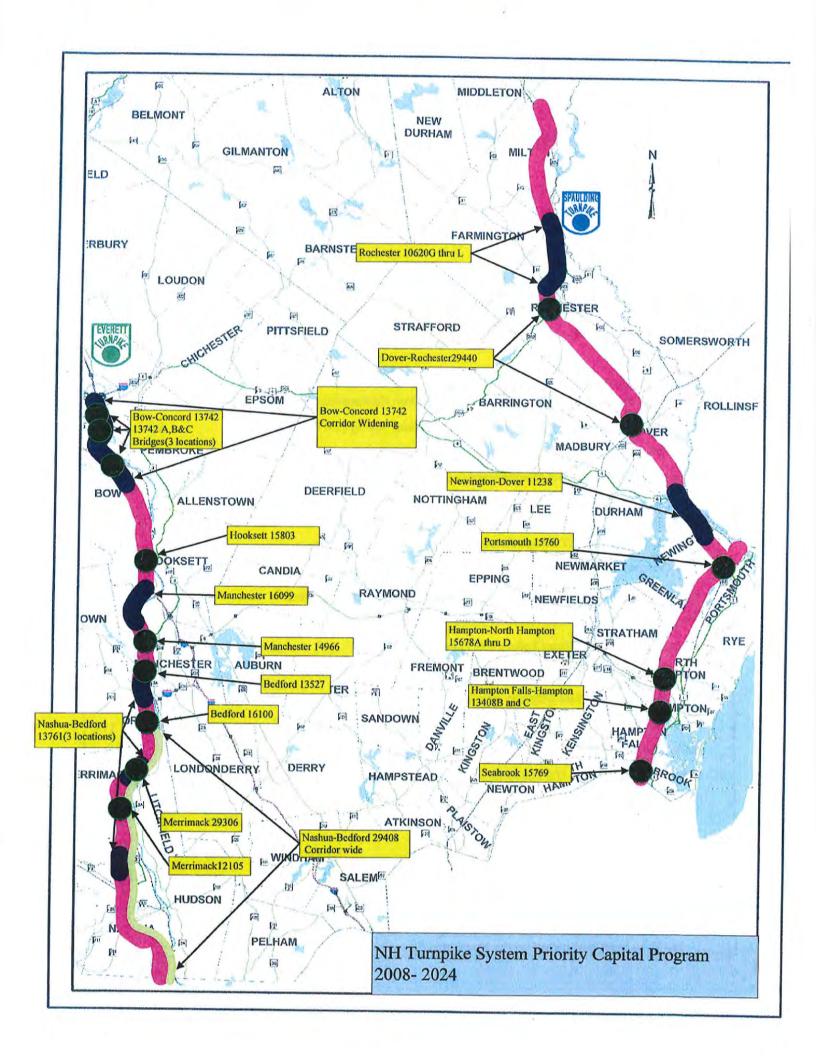


9/3/2014

NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2024

The following capital improvement projects are considered priorities to address Redlist bridges, improve safety and reduce congestion.

| 1 | | | | |
|-----|---|---------------|-----------|---------------|
| SP | AULDING TURNPIKE Rochester 10620G thru M Spaulding Turnpike Expansion - Exits 11 -16 | | \$ | 126.3 |
| | Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru | Ev:+ 6** | | |
| | | EXIL O | \$ | 250.0 |
| | Dover-Rochester 29440 Improvements at Dover & Rochester Toll Plaza | Sub-Total | <u>\$</u> | 15.0 391.3 |
| | | Oub-Total | Ψ | 391.3 |
| BLU | JE STAR TURNPIKE Hampton Falls-Hampton 13408B&C I-95 Bridge/Dam Replacement over Ta | ylor River | \$ | 16.8 |
| | Hampton- North Hampton 15678A thru D Open Road Tolling (ORT) - mainl | ine toll | \$ | 16.8 |
| | Seabrook 15769 NH 107 Bridge Widening over I-95 | | \$ | 3.5 |
| | Portsmouth 15760 I-95 SB Atlantic Heights Soundwall | | \$ | 2.9 |
| | | Sub-Total | \$ | 40.0 |
| F.E | EVERETT TURNPIKE | | | |
| | Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River | | \$ | 15.2 |
| | Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges) | | \$ | 29.6 |
| | Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges) | | \$ | 32.4 |
| | Bedford 13527 US 3 Bridge Replacement over FEET | | \$ | 11.6 |
| | Hooksett 15803 Open Road Tolling (ORT) - mainline toll | | \$ | 22.5 |
| | Bedford-Merrimack 16100 Tolling Improvements along the FEET | | \$ | 18.5 |
| | Bow-Concord 13742 I-93 widening from I-89 to Exit 16 (PE only) * | | \$ | 4.0 |
| | Manchester 16099 Exit 6 and Exit 7 (PE & ROW only) | | \$ | 11.0 |
| | Merrimack 29306 Removal of Exit 12 Ramp Toll Plaza | | \$ | 0.5 |
| | Nashua-Bedford 29408 ITS Deployment along the Central Turnpike | | \$ | 4.1 |
| | Nashua-Bedford 13761 FEET widening from Exit 8 to I-293 | ` | \$ | 70.0 |
| | | Sub-Total | \$ | 219.4 |
| | Total (millions | s of dollars) | \$ | 650.7 |
| | PE for Part A-Project Scoping was both federally funded under prior TYF Turnpike funding was approved under the 2015-2024 TYP for continuation development through Part B-NEPA Phase. Funding totals include federal funds totaling \$41.4M in earmark, TCSP, & that have been designated for the Newington-Dover project. | n of project | | |



2024 2025 Il Jan Jul Jan Jul 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 Jan Jul Jan</ Group By Summary Project Summary 8/13 Est. Construction - \$216.7 M [LBB, Exit 3, Exit 6, & GSB] TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM Rolled Up Progress External Tasks CONSTRUCTION SCHEDULES Split Est. Construction - \$26.7M (Total \$29.6M) Est. Construction - \$21.0M (Total \$22.5M) Est. Construction - \$10.6 M (Total \$11.6 M) 10/11 (5/24 Est. Construction - \$2.7M (Total \$2.9M) 10/4 Est. Construction - \$120.8M (Total \$126.3M) 712 Page 1 Est. Construction - \$16.3 M (Total \$16.8 M) 0 Rolled Up Milestone Est. Construction - \$14.9M (Total \$15.2M) 1/31 6/24 6/30 5/20 Rolled Up Task Summary 5/11 8/25 8/5 HOOKSETT 15803 Open Road Tolling at Mainline Plaza PORTSMOUTH 15760 I-95 Soundwall for NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion HAMPTON-NORTH HAMPTON 15678 ORT at Mainline Plaza ROCHESTER 10620G thru M NH 16 Expansion from Exit 12 to 16 Milestone Progress Replacement over Souhegan River BOW-CONCORD 13742 A,B & C I-93 Bridge Re-decking (4 Bridges) MERRIMACK 12105 FEET Bridge Task BEDFORD 13527 US 3 Bridge Replacement over FEET Project: PriorityTpkCapitalImproveSum Date: Tue 9/2/14 Atlantic Heights Task Name 0 9 2 9

Est. Construction - \$70.0M (Total \$65.2M) Est. Construction - \$15.0M (Total \$14.3M) Group By Summary Project Summary 10/26 111 Est. Construction - \$18.5M (Total \$17.8M) Est. Construction - \$13.8M (Total \$16.8M) Est Construction \$4.1M TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 7/23 (Fig. 11/4 Est. Construction - \$28.6 M (Total \$32.4 M) Rolled Up Progress 1/12 10/21 1/10 7/15 (ES) 12/12 Est. Construction - \$0.4 M (Total \$0.5 M) External Tasks Split CONSTRUCTION SCHEDULES Page 2 0 Rolled Up Milestone Rolled Up Task Summary Seabrook 15769 NH 107 Bridge Widening over I-95 Nashua-Bedford 13761 FEET Widening (3 Locations) Nashua-Bedford 29408 ITS Deployment along FEET HAMPTON FALLS-HAMPTON 13408-B and C I-95 Bridge/Dam Replcmnt Merrimack 29306 Exit 12 Ramps Toll Bedford-Merrimack 16100 Toll Plaza Improvements on FEET MANCHESTER 14966 Exit 4 Bridge Rehabilitation (5 Millyard Bridges) Progress Milestone Dover-Rochester 29440 Toll Plaza Improvements Task Project: PriorityTpkCapitalImproveSum Date: Wed 9/3/14 Plaza Removal Task Name ₽ 9 13 = 4 15 12 16

Newington-Dover

State Number: **Project Description:** 11238

Spaulding Turnpike Expansion / Little Bay Bridges Widening (3.5 miles from

Exit 1 (Gosling Road) Interchange in Newington to Toll Plaza in Dover)

Project Schedule / Milestones

9/21/2006 Joint Public Hearing 8/22/2007 Layout Approval 1/7/2008 **FEIS Distribution**

FEIS Publication in Federal Register 2/1/2008

10/24/2008 FHWA Record of Decision (ROD) Governor & Council Approval - Final Design Contract 12/18/2008

Notice to Proceed - Final Design Consultant 12/18/2008

Adv 11238L LBB Contract - \$54.1M 5/11/2010

Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$49.6M 5/29/2012 4/23/2013 Advertising of Rochester 20254 200-space Park and Ride at Exit 13 on Spaulding Tpk

11/15/2013 Completion of Newington-Dover 11238L

7/10/2013 Completion of Rochester 20254

9/23/2014 Adv 11238O LBB Rehabilitation & Bridge Approach Contract - \$28.5M

11/17/2015 Completion of 11238M (Anticipated)

9/6/2016 Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract - \$49.9M

9/28/2017 Completion of 11238O (Anticipated) 8/7/2018 Adv 11238S GSB Rehabilitation - \$31.0M

Adv 11238U Turnpike Maintenance Shed Construction Contract - \$4.0M 7/1/2019

Completion of 11238U (Anticipated) 7/1/2020 11/15/2020 Completion of 11238Q (Anticipated) 8/12/2021 Completion of 11238S (Anticipated)

Project Activity

• The 11238 Q, S and U contracts which were authorized under HB 391 but not funded, are now funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

• The Department has directed the contractor for the 11238M contract, A.J. Coleman, to finalize and resubmit the value engineering proposal for traffic control adjustments which would allow for placement of SB traffic onto the new LBB in fall of 2014 and NB traffic onto the bridge in June 2015. A resubmission is anticipated in the first week of September 2014.

• Park & Ride is complete and open to traffic. Final inspection was held on July 10, 2014 at the 200-space Park and Ride off Exit 13 in Rochester (project #20254). This project advertised April 23, 2013 using CMAQ program funds with 20% Turnpike match. Bids came in on May 23, with A. J. Coleman, Inc as the low bidder at \$1,349,572.60 (11.8% lower than estimate). This Park and Ride is an element of the Travel Demand Management aspect of the Newington-Dover improvements.

- Construction activities are on-going for the 11238L contract. This project advertised May 29, 2012 with mandatory pre-bid meeting held on June 15th, bids opened on June 28th. The bids came in \$4.57M lower than the engineer's estimate, resulting in a revised total project cost of \$49.5M. NTP provided on August 2012.
- Final Inspection for the New-Dover 11238-L contract was held on November 13, 2013. Construction operations have been completed for this contract. The Lcontract project advertised for bids on May 11, 2010, 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 \$54.2M. A pre-construction meeting was held on September 8, 2010 to kick-off the start of the project's construction.
- NHDES Wetland permit received initially on June 17, 2009 and the extension is nearing the expiration date. Options are being reviewed as the permit needs to be in place for advertising of the 11238O and 11238O contracts. The ACOE permit was received on 3/15/10. The USCG permit was received on April 20, 2010. Continued coordination between the BOE and DES regarding approvals for conditions imposed in the WQC are on-going.
- Inspection of the General Sullivan Bridge commenced on July 27, 2009 and has been completed. The Comprehensive Inspection and Rating report was submitted to Bridge Design. 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 was negotiated as extra work through VHB. Based upon contract negotiations to complete the remainder of the project's design, the Department recommended removing the GSB scope of engineering services from contract responsibilities and seek a specialty consultant to complete the GSB scope of engineering assessment and feasibility analysis. (Work On-Going)
- Railway Brook Restoration effort has been completed to the 100% design plan level. A coordination meeting was held on 2/18/10 and included the ACOE NHDES, NHF&GD to review the plans. Conservation easements from PDA has been acquired. Met with Newington Conservation Commission on August 11, 2011 and provided restoration plans for their information. A coordination meeting was held on 04/18/12, and included the ACOE, NHDES, NHF&GD to review the plans. Restoration work was included in the 11238M contract. (Under Construction)
- 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 contact advertising. Municipal Agreement with the Town of Newington for construction of the 11238m contract signed by Newington Board of Selectmen in August 2011. Second level Municipal Agreement for road transfer and sidewalk maintenance being developed for review by Town and Town Council. Agreement to be executed before construction of sidewalks for 11238M contract (2014).

- Financial management plan update for FY 14. VHB and Dept. working on it through the month of September 2014.
- . Completion of BMP manual and initiation of training to maintenance groups. VHB anticipates the training to start this fall once final refinements are made to the manual.

Estimate: \$250.OM

(\$216.7M Construction)

(\$124.2M Construction) Design and Construction

% Design Complete: 80% % Construction Complete:

11238L: 100% 11238M: 49% 112380: 0% 11238Q: 0% 11238S: 0% 11238U: 0%

Lead Person: Keith Cota Project Name: **Bow-Concord** Estimate: \$29.6M State Number: 13742A thru C (\$26.7M Construction) Project Description: I-93 Bridge Re-decking (4 Bridges) No.135/160, **Current Phase:** Design and Const. 136/160, 163/106 & 203/087 % Design Complete: 100% 13742A: 13742B: Project Schedule / Milestones 100% 10/11/2007 Consultant Selection Initiated 13742C: 100% 6/25/2008 Notice to Proceed - Preliminary/Final Design Consultant % Construction Complete: 11/17/2008 Review Draft Rehabilitation Study with Front Office 3% 13742A: 12/10/2008 Meeting with Concord City Staff 13742B: 86% 3/23/2009 Rec'd Draft Rehabilitation Study I-93 over I-89 bridges 13742C: 100% 8/25/2009 Adv Concord 13742C (Exit 14) Contract - \$4.3M Lead Person: Don Lyford 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 G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement 3/24/2010 4/9/2010 First weekend closure of Loudon Road at Exit 14 5/7/2010 Second weekend closure of Loudon Road at Exit 14 6/1/2010 Public Informational meeting, two I-93 bridges over I-89 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 7/19/2011 Adv Bow 13742B (I-89 Bridges) Contract 8/11/2011 Opened bids, Bow-Concord, 13742B (I-93 over I-89) Contract - \$15.5M 11/15/2011 Bow-Concord 13742A meeting with Concord Traffic Operations Committee 2/16/2012 Bow-Concord 13742A Public Informational meeting for Exit 12 bridge improvements 7/9/2012 Bow-Concord, 13742A, Exit 12, Concord City Council meeting 11/14/2012 G&C approval for MJ contract for Final Design Exit 12 bridge over I-93 2/15/2013 Pre-Preliminary Submission approved, Exit 12 8/9/2013 Preliminary Bridge Submission received, Exit 12 8/13/2013 Slope and Drain Submission received, Exit 12 5/6/2014 Advertise Bow-Concord 13742A (Exit 12) Construction Contract \$6.4 M 6/26/2015 13742B Construction Completion 6/10/2016 13742A Construction Completion

Project Activity

13742A:

- R.S. Audley has shifted NH 3A traffic, removed Phase 1 existing bridge deck and abutments, and rock excavation and cofferdams are under way.
- G&C approved July 2, 2014.
- Project design complete. Project advertised on May 6, 2014 and bids received on May 29,2014. R.S. Audley was low bid contractor at \$5.84M, \$0.3 M lower than engineers estimate.
- Concord City Council meeting, Council supports alternative A, just replace the bridge at 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.
- Reviewed Exit 12 options with Front Office. Review options with Concord before picking a preferred alternative

13742B:

- Audley has completed the installation of I-93 median barrier and is prepping for final paving and striping for later this fall 2014.
- G&C Approval granted on 9/14/11, construction start date of 9/20/11
- 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.
- 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.
- G&C approval of MJ design contract for I-93 over I-89 bridges on 6/25/08.

13742C:

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

Upcoming Events

G&C approval and start of construction operations for Exit 12 bridge replacement project anticipated in July 2014.

Manchester

State Number:

14966

Project Description: Exit 4 Bridge Replacement (5 Millyard Bridges)

Estimate:

\$32.4M

(\$28.6M Construction)

Current Phase: % Design Complete:

Design 100%

% Const. Complete:

Lead Person:

47% 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

11/14/2012 Special Committee Approval 7/23/2013 Adv construction Contract 11/18/2016 Construction Completion

Project Activity

• Construction operations initiated in fall of 2013 are ongoing and currently include Phase 1 bridge, retaining wall and site work along the westerly side of I-293 for bridges adjacent to Piscataquog River, as well as for new Exit 4 NB Off ramp bridge and

- Project advertised for construction on July 23, 2013. Bids received on August 15, 2013 with Severino Construction as the lowbidder and a construction cost at \$28.6 million, \$4.6 million lower than the engineers estimate. G&C approval received on Sept. 18, 2013. Pre-Con meeting held on October 18, 2013.
- A Pre-Ad coordination meeting was held on 5/21/13. Remaining project issues were discussed and solutions identified in preparation for ad date.
- Wetlands Permit Plans and Application sent to NHDES. DOT waiting for response. FEMA application for CLOMR along the Piscataquog River has been accepted by FEMA on November 16, 2012. CLOMR under review by FEMA consultant.
- Project to replace the I-293 mainline bridge over the NB On Ramp instead of widening/rehabilitating the existing resulting in minimal cost adjustment. Executive Office agreed to proceed with replacement.
- The Department held the Special Committee Public Hearing on September 29, 2011. Special Committee meet on November 14, 2012 and signed in favor of the layout.
- 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.
- · Soundwall south of Exit 4 along the westerly side have been incorporated into the project. Was presented at the public hearing for input and input was in support of adding the soundwall.

Hampton Falls - Hampton

State Number:

13408 B & C

Project Description:

I-95 Bridge Replacement over Taylor River Including Dam

Replacement or Removal

Estimate:

\$16.8 M

13408B (\$11.8 M Construction) 13408C (\$ 2.0 M Construction)

Current Phase: Design

Design 85%

% Complete: Lead Person:

Pete Stamnas

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)

8/27/2012 Notice to Proceed-Final Design Construction (HTA) 5/5/2015 Advertise 13408B Construction Contract - \$11.8 M

8/5/2015 Construction Start -13408B

10/30/2017 Construction Completion - 13408B

8/1/2018 Advertise 13408C Construction Contract - \$2.0M

10/15/2019 Construction Completion - 13408C

Project Activity

- Developing scope for Inflow Design Flood (IDF) for further dam hydraulic analysis
- 7/31/14 Met w/ Fish & Game on site to discuss fish ladder needs
- 7/21/14 Met w/ DES Dam Bureau to discuss Hydrology & Hydraulics
- 6/11/14 Hwy PPSE comments returned
- 5/12/14 Bridge PPSE comments returned
- 5/12/14 Bridge phasing meeting to improve ramp deceleration
- 5/7/14 Met w/ DES (wetlands & water quality) to discuss constructability
- 5/6/14 Conference call Fisheries (Mike Johnson, NOAA)
- 5/1/14 Received comments on PPSE submission from DES Dam Bureau
- 4/9/14 Public informational meeting held to present the new bridge location and explain breakout
- 2/2014 total project cost increased by \$2.9M Roadway/Dam estimates updated
- 2/2014 13408C created in STYP-RMS DAM project de-coupled from bridge project
- 2/11/14 60% meeting

Upcoming Events

- Environmental permitting Draft Permit under review by DOT target date for submission to DES 8/30/14
- · meet with DES staff to discuss impacts to prime wetlands
- 9/26/14 PSE submission submission delayed to sync with bridge PSE no impact to Ad date

| Project Name: | Rochester | Estimate: | \$126.3 M |
|--------------------------|---|--------------------------|-------------------------|
| State Number: | 10620D (PE & ROW) and 10620G thru M (Construction) | | (\$120.8M Construction) |
| Project Description: | Spaulding Turnpike Expansion - Exits 11 thru 16 | % Construction Complete: | , |
| | | 10620G: | 100% |
| | • | 10620K: | 100% |
| | | 10620H: | 100% |
| Project Schedule / Miles | tones | 106201: | 100% |
| 6/13/2000 | Public Hearing | 10620L: | 100% |
| 7/11/2001 | Final Environmental Assessment Completed | 10620J: | 100% |
| 6/20/2001 | Layout Approval | Lead Person: | Bob Landry |
| 10/16/2001 | FHWA Finding of No Significant Impact (FONSI) | | - |
| 9/7/2001 | Notice to Proceed - Final Design Consultant | % Design Complete: | |
| 10/16/2007 | Adv 10620G (Phase 1 Exit 11/12) (Bid Cost \$16.2M) | 10620M: | 95% |
| 12/12/2007 | Construction Start - 10620G | Lead Person: | Dave Smith |
| 2/4/2008 | ROW Plans (10620I & 10620J Contracts) | | |
| 11/4/2008 | Adv 10620K (Phase 2 Exit 11/12) Contract - (Bid Cost \$18.2 | M) | |
| 1/13/2009 | Adv 10620H (Exit 13) Contract - (Bid Cost \$24.7M) | | |
| 5/26/2009 | Adv 10620l (Phase 1 Exit 15) Contract - (Bid Cost \$30.8M) | | |
| 7/28/2009 | Public Informational Meeting for Wetland Package Revision | | |
| 10/6/2009 | 10620-G Construction Completion (Final Cost \$16.2M) | | |
| 3/9/2010 | Adv 10620L (Phase 2 Exit 14) Contract - (Bid Cost \$19.7M) | | |
| 9/14/2010 | Adv 10620J (Exit 16) Contract - (Bid Cost \$12.9M) | | |
| 7/2011 | 10620-K Construction Completion (Final Cost \$17.9M) | | |
| 6/8/2012 | 10620-H Construction Completion (Final Cost \$23.2M) | | |
| 10/2012 | 10620-I Construction Completion (Final Cost \$29.5M) | | |
| 2/2013 | 10620-L Construction Completion (Final Cost \$18.6M) | | |
| 6/2013 | 10620-J Construction Completion (Final Cost \$11.9M) | | |
| 8/2014 | 10620-M project advertise (\$3.5 M) | | |
| 9/2015 | 10620-M project completion | | |
| | · · | | |

Project Activity

- · All phases of roadway project are complete and open to traffic.
- Design development for construction of maintenance shed in Rochester at Exit 16 along Chestnut Hill Road Connector is ongoing, goal is to have construction underway in late fall 2014. The maintenance facility will be built under the Rochester 10620-M contract.
- Bureau of Traffic and VHB is working to complete a speed study for the Exit 11 to 16 section of Spaulding Tpk to assess the impacts of raising
 the speed limit from 55 to 65 mph. Study is expected to be complete by Summer 2014.

| Project Name: State Number: Project Description: | Bedford 16100 Improvement to Bedford Mainline Toll Plaza | Estimate: | 18.7M (\$18.2M Construction) |
|--|--|--------------------|---------------------------------|
| | • | % Design Complete: | 2% |
| | | % Const. Complete: | 0% |
| Project Schedule / Milest | tones | Lead Person: | Dave Smith |

| 8/1/2014 | Start procurement of engineering consultant for ORT improvements (9-months assumed timeframe) |
|-----------|---|
| 3/1/2015 | Initiate design efforts for Toll Plaza building relocation with Bureau of Public Works |
| 5/1/2015 | Complete selection and fee development for ORT improvements |
| 5/1/2015 | Start Design for ORT improvements |
| 7/1/2015 | Start of Toll Plaza Building Relocation |
| 9/13/2016 | Advertising of ORT contract |
| 11/1/2015 | Advertisement of Toll Plaza Building Relocation Contract |
| 11/1/2016 | Completion of Toll Plaza Building Relocation |
| 4/15/17 | Start of Construction for ORT Improvements |
| 5/22/2018 | Interim Completion Date for ORT opening |
| 9/4/2018 | Overall Construction Completion |

Project Activity

- This project is funded in the 2015-2024 draft TYP anticipated to be approved in July 2014.
- A two phase project is envisioned. First phase is to relocate the existing toll plaza building and reconfigure the
 parking area to accommodate widening of the plaza for ORT facilities. Second phase of work will be to construct the
 ORT conversion improvements at the toll plaza.

Upcoming Events

- Upon approval of the draft 2015-2024 TYP, solicitation for a design consultant will need to be initiated.
- Upon approval of the draft 2015-2024 TYP, initiate efforts with the Bureau of Public Works to develop the design of the toll building relocation.

Hampton-North Hampton

State Number:

15678A-D

Project Description: I-95 Toll Plaza Improvements to Implement Open Road Tolling

(ORT) & Rehabilitate Mainline Plaza.

Estimate:

\$16.8M

(\$16.3M Construction)

Current Phase:

Construction

% Design Complete: % Construction Complete:

> 15678A: 15678B:

100% 100%

15678C: 15678D: 100%

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 391Signed 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 - \$1.6M

9/1/2009 Advertise 15678B Contract - \$8.8M

11/2/2009 15678A - Intermediate Completion Date (toll plaza widening) 12/1/2009 15678A - Construction Completion Date (Final Cost \$4.38M) 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 (Final Cost \$8.56M) 5/20/2011 15678D Construction Completion (Final Cost \$1.66M)

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 was identified as one of the "Top Ten" projects in a national competition, the "People's Choice Award".

· All phases of project are complete and open to traffic.

Project Name:

Hooksett

State Number:

15803

Project Description: Hooksett (I-93) Toll Plaza Improvements to Implement Open

Road Tolling (ORT) & Rehabilitate Mainline Plaza.

Estimate:

\$22.5 M

(\$21.0M Construction)

(An additional \$2.9 M in Construction over the \$21.0 M is funded from the R&R Program for a

Total Construction Cost of \$23.9M) % Design Complete: 100%

% Const. Complete: 100% 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 Preliminary PS&E Submission 12/2011 4/29/2011 PS&E Submission

9/2011 Delivery of Permits Anticipated from Environmental Agencies

1/4/2012 **Public Informational Meeting**

1/31//2012 Advertisement of Construction Contract

2/23/2012 Bids Opened 3/28/2012 G&C Approval

3/30/2012 Pre-Construction meeting 4/3/2012 Start of Construction

5/22/2013 Interim Completion Date (Contractual opening Date 6/14/13)

10/4/2013 Overall Construction Completion

Project Activity

- The project has earned a National Recognition Award in the American Council of Engineering Companies (ACEC) 2014 Engineering Excellence Awards (EEA) competition. The National Recognition Award is a prestigious distinction honoring projects that demonstrate exceptional achievement in engineering.
- · Project is complete and open to traffic.

Merrimack

State Number:

12105

Project Description: F.E.E.T. Bridge Rehabilitation over Souhegan River

Estimate:

Lead Person:

\$15.2M

(\$14.9M Construction) Construction

Current Phase: % Design Complete: % Const. Complete:

100% 100% **Bob Landry**

Project Schedule / Milestones

12/11/2007

Notice to Proceed - Revised Scope (Final Design Consultant)

3/20/2008 8/5/2008

Public Informational Meeting Adv Construction Contract

8/26/2008 9/17/2008

Bid Opening 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

• Project is complete and open to traffic.

Project Name:

Bedford

State Number:

13527

Project Description: Central Turnpike; US 3 Bridge Replacement over FEET

Estimate:

\$11.6 M

(\$10.6 M Construction)

Current Phase:

Construction

RFP % Complete: 100%

Design-Build % Comp 100%

Lead Person:

Victoria Chase

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 G&C

10/18/2011 Construction started

7/2/2013 Construction Completion

Project Activity

Project is complete and open to traffic.

Seabrook

State Number:

15769

Project Description:

NH 107 Bridge Widening and Rehabilitation over I-95

(096/120)

Estimate:

\$3.5M

(\$3.3M Construction)

\$2.5 M

\$200K

\$3.5M

\$440k

Dave Smith

VHB, Inc.

% Design Complete: 100%

Turnpike Capital

Turnpike R&R

% Const. Complete: 100%

Lead Person:

Designer:

Construction Funding Participation:

DDR

Town

Project Schedule / Milestones

12/8/2010 2/9/2011

MOA signed between DDR, Town and State Design Coordination Meeting with DDR, VHB and State

3/10/2011 Coordination Meeting to discuss Scope with DDR/VHB/DOT Final Design Notice to Proceed from DDR 4/6/2011

5/4/2011 Conceptual Plan Submission 7/25/2001 Preliminary Submission

9/19/2011 Slope and Drain Submission

12/6/11 Combined Preliminary PS&E/PS&E Submission

1/11/12 Public Officials Meeting 4/17/2012 Project Advertising Date 6/20/2012 G&C Approval 6/22/2012 Pre-Construction meeting 7/2/2012 Start of Construction

7/21/2013 Interim Construction Completion Date (Additional Lane Complete on NH 107 Bridge over I-93) 11/8/2013 Interim Construction Completion Date (Completion of Rehab on northside of NH 107 Bridge)

6/2014 Overall Construction Completion Date

Project Activity

• Final inspection completed on June 11, 2014. Project is complete and open to traffic.

• In addition to the funding noted above, DDR, LLC (developer just to east of NH 107) and the Town of Seabrook participated in the construction funding of this contract in the amounts of \$2.6M and \$0.2M respectively. Additionally, \$0.5M of construction expenditures were funded out of the Turnpikes R&R program. Only the Turnpike Capital program funding is reflected above. Total project costs is \$6.6M.

Project Name:

Portsmouth

State Number: Project Description: 15760

I-95, INSTALL SOUND WALL ALONG SB SIDE OF I-95 IN

PORTSMOUTH ADJACENT TO ATLANTIC HEIGHTS

NEIGHBORHOOD (APPROX 2,000 LF)

Estimate:

\$2.9 M

100%

(\$2.7 M Construction)

Current Phase:

Lead Person:

Construction

Design % Complete: Const. % Complete:

100% **Bob Landry**

Project Schedule / Milestones

10/11/2011 Advertisement of Construction Contract 11/10/2011 Bids Open (R.M. Piper Successful Bidder)

1/11/2012 G&C Approval

1/18/2012 Construction Start Date

5/24/2013 Overall Construction Completion

Project Activity

· Project is complete and open to traffic.

Manchester

State Number: **Project Description:**

16099

Reconstruction of F.E.Everett Turnpike Exit 6 and Exit 7

Estimate:

\$11.0 M (PE & ROW only)

% Part A Complete:

Lead Person:

100%

% Part B Complete:

2%

Keith Cota

Project Schedule / Milestones

11/21/2011

12/26/2010

Approval of Part A design fee

3/8/2012 Authorization to Proceed for Part A design

7/18/2012 Public Informational Meeting (Manchester Community College) 9/18/2012 Public Informational Meeting (Manchester Community College)

Public Informational Meeting (City Hall Manchester) 12/12/2012 7/11/2013 Public Informational Meeting (Manchester Community College)

Approval of Part A Design consultant

12/11/2013 Public Informational Meeting (City Hall Manchester) 7/31/2014 Submission of Part B design draft scope and fee 10/1/2014 Target-Approval of Part B Design scope and fee 10/2/2014 Target-Authorization to Proceed for Part B design

Project Activity

- Draft scope and fee development by consultant for Part B-NEPA/Public Hearing phase. Department is working to develop scope and
- Public informational meetings to identify solutions to mobility and safety challenges at the Exit 6 and 7 interchanges through 2012 and
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

Upcoming Events

Coordination with consultant on development of Part B Scope and negotiation of fee.

Project Name:

Merrimack

State Number:

29306

Removal of Exit 12 Ramp Toll Plaza

Estimate:

\$0.45 M

(\$0.43 M Construction)

% Design Complete:

100%

% Construction Complete:

0%

Lead Person:

Dave Smith

Project Schedule / Milestones

05/20/14 Senate Bill 367 Signing into Law

07/15/14 Advertising Date for Construction Project

07/17/14 Turnpike project presentation to Merrimack Town Council

07/18/14 Last Day of Toll Collection 07/19/14 60-Day Period After Bill Signing

Bids Due for Construction Project 08/07/14

09/17/14 Anticipated Governor & Council Approval

09/18/14 Anticipated Start of Construction 12/12/14 Construction Completion Date

Project Activity

• R.M. Piper submitted the low-bid for the contract at \$388,891.00 which was \$150,009.55 (27.8%) lower than the Department's \$538,900.55 PSE estimate. Turnpikes assessed the variance in costs and recommended that the Department progress forward with awarding the bid to R. M. Piper, Inc.

Upcoming Events

- · Contractor development of documentation in support of G&C approval of contract
- Pre-construction meeting anticipated subsequent to G&C approval.

Nashua-Bedford

State Number:

Project Description:

13761

F.E.Everett Turnpike Widening from Exit 8 in Nashua to I-

293 in Bedford

Estimate:

Lead Person:

\$70 M

Peter Stamnas

(\$56M Construction) Design and Construction

% Part A Complete: % Part B Complete:

1% 0%

Project Schedule / Milestones

9/5/2014

Target Date - Approval of Part A Design consultant

11/14/2014 1/29/2015

Target Date - Approval of Part A design fee

10/2016

Target Date - Authorization to Proceed for Part A design Target Date - Public Informational Meeting

1/2017

Target Date - NEPA documentation complete

4/2017

Target Date - Solicit for Part B Final Design Contract

Project Activity

• The Department developed the F.E. Everett Tumpike Widening Feasibility Report and presented the findings to the Towns of Bedford, Merrimack and Manchester in November 2010.

This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

Upcoming Events

• Design Consultant Approval - Part A

Project Name:

Nashua-Bedford

State Number:

Project Description:

29408

Deployment of Intelligent Transpiration Systems along the

F. E. Everett Turnpike (FEET)

Estimate:

\$4.1 M

(\$4.0M Construction)

% Design Complete: % Construction Complet

0% 0%

Lead Person:

Denise Markow

Project Schedule / Milestones

September-14 Target-Approval of scope and fee September-14 Target-Authorization of Proceed

Project Activity

• TMC has initiated efforts to procure consultant services for the design development of the ITS deployment.

• This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

Upcoming Events

· Coordination with vendor for initiation of design efforts.

Bow-Concord

State Number:

13742

Project Description: I-93 widening from I-89 to Exit 16

Estimate:

\$4.0M (PE only)

% Part A Complete:

100% 5%

Don Lyford

% Part B Complete:

Lead Person:

Project Schedule / Milestones

3/14/2002 / 9/12/2002 /

Approval of Part A Design consultant
Approval of Part A design fee

2/6/2003

Authorization to Proceed for Part A design

5/18/2006

Community Transporation workshops in Pembroke, Bow & Concord

4/17/2007 4/10/2008

Public Informational Meeting

6/8/2012

Final Summary/Classification Report Approval of Part B Design consultant

9/12/2012

Submission of Part B design draft scope and fee

3/20/2013

Approval of Part B Design scope and fee

11/21/2013

Authorization to Proceed for Part B design

Oct-14

Public Informational Meeting

Fall 2015

Public Hearing

Project Activity

Base plan preparation and traffic modeling

· Development of alternatives and evaluation

Upcoming Events

- Project Planning Group Meetings
- Public Informational Meetings
- Public Hearing

Project Name:

Dover-Rochester

State Number: Project Description: 29440

Improvements at Dover and Rochester Toll

Estimate:

\$15.0 M

(\$14.0 M Construction)

Plazas

% Design Complete:

0%

Lead Person:

Dave Smith

Project Schedule / Milestones

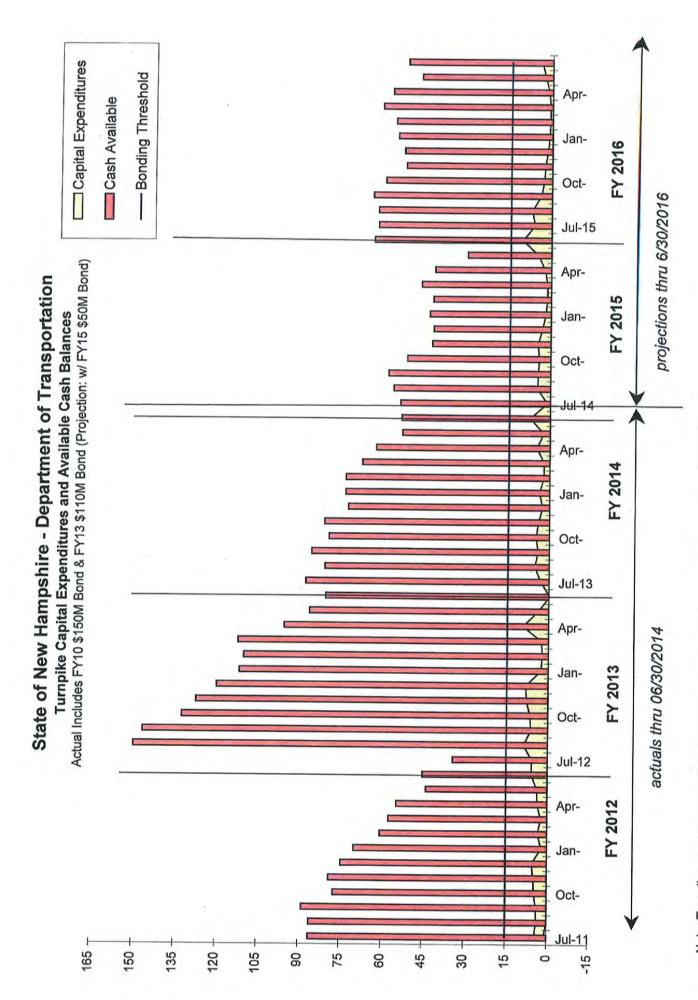
1/31/2014 AET Feasibility Study initiated by HNTB 8/26/2014 Submission of AET Study for Tpk review 9/30/2014 AET study results presented to Front Office

Project Activity

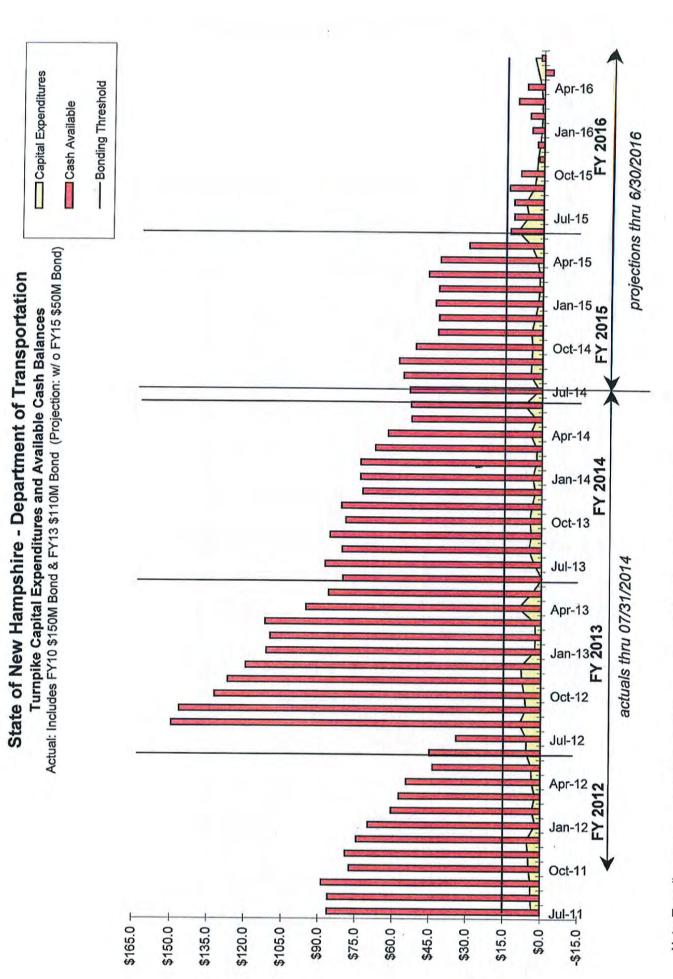
 HNTB has submitted the AET Feasibility Study. Department will review the study and determine proper tolling solution at the Dover and Rochester plazas between open road tolling and all electronic tolling alternatives.

Upcoming Events

- · Review of consultants AET Feasibility.
- Future procurement of consultants once scope of work developed by Department.

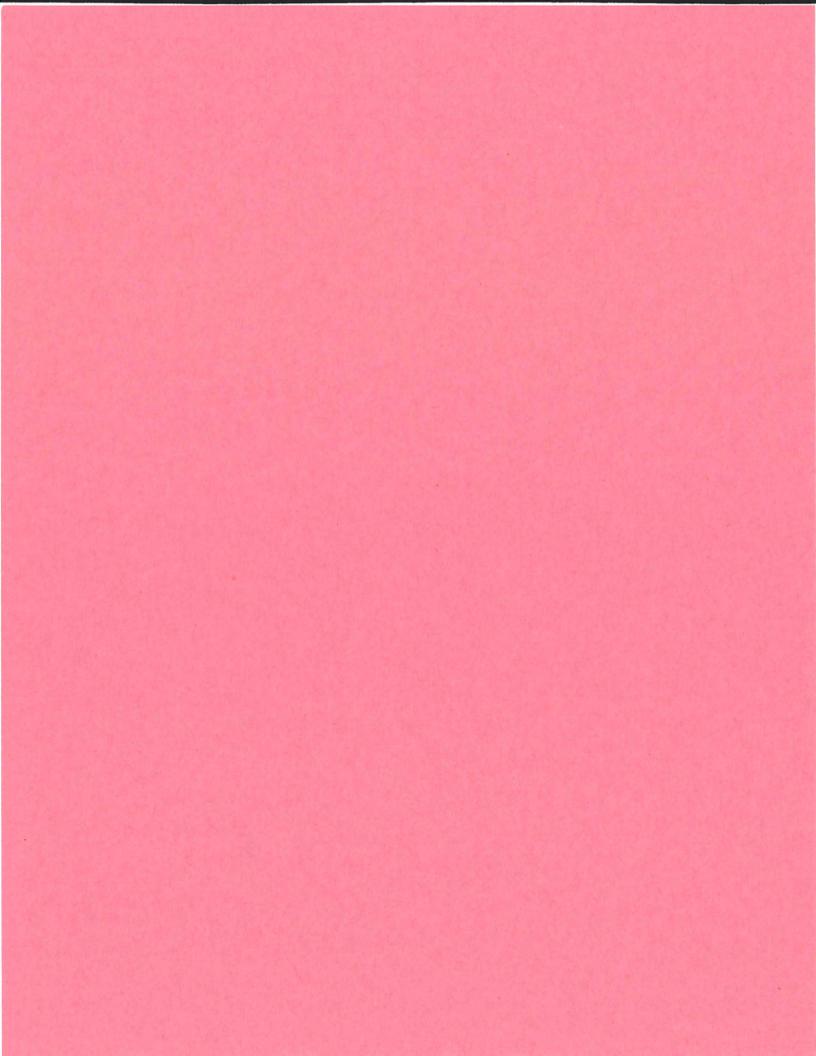


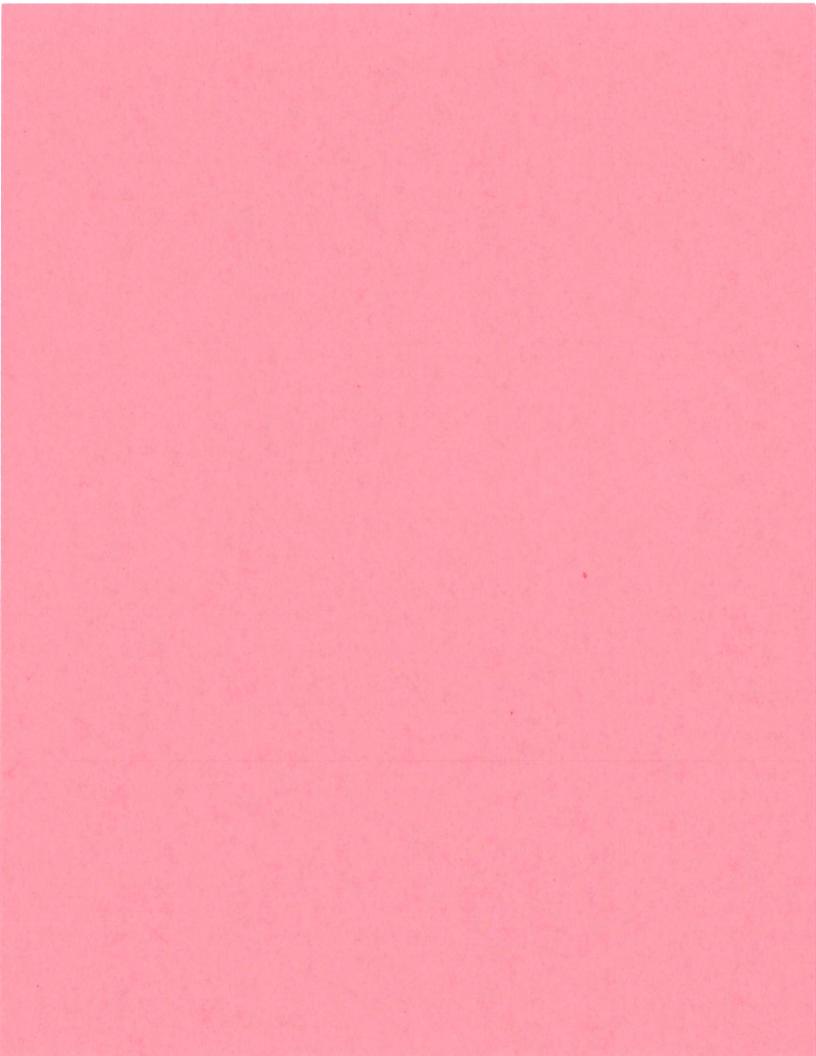
Note: Turnpike revenues, operating expenses, and debt service are not shown for clarity purposes.



Note: Turnpike revenues, operating expenses, and debt service are not shown for clarity purposes.

| | | | | | - | TURNPIKE | RIPIKE SYSTEM PRIORITY CAPITAL PROGRAM | RIORITY C | APITAL F | ROGRAN | | | | | | | | | 9/3/2014 |
|--|----------------|-------------|--------------|---------------------|------------|-----------|--|----------------|--------------|-----------|----------|----------|--------------------------|-------------|----------|----------|----------|----------|----------|
| | | - | | | | Car | Capital Program Projects Approved Under TYP | rojects Appro- | ved Under TY | ۵ | | | | | | | | | |
| | | | , | Actual Expenditures | ures | | | | | | | | Anticipated Expenditures | xpenditures | | | | | |
| Project | FY08 | F | Ł | λ± | FY12 | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | | FY23 | FY24 | Total |
| Rochester 10620G thru M | 1 | | 69 | 69 | \$ | | \$ 0.28 \$ | 2.16 | 1.34 | - | , | \$ | - es | \$ | s | ٠. | | | 126.44 |
| Merrimack 12105 | ı | ₩ | 8 | S | s | | \$ 0.08 \$ | | · | | _ | | s | -1 | S | | | | 15.37 |
| Hampton Falls-Hampton 13408B | | 63 | - | s | ş | \$ 0.55 | 0.93 | 0.80 | 4.37 | 4.99 \$ | 2.44 | \$ 1.02 | _ | 8 | + | | 1 | | 16.42 |
| Bow-Concord 13742A thru C | | 1 | ١ | ss. | | \$ 4.47 | \$ 5.70 \$ | | 3.84 | | - | , | | • | 7 | | - | • | 29.32 |
| Manchester 14966 | | s | \$ | 5 | \$ 1.02 | \$ 1.24 | 1 | 6.44 | 6.44 | 3.75 \$ | , | | · · | 69 | 50 | | | | 32.10 |
| Bedford 13527 | \$ 0.02 | \$ 0.08 | \$ 0.04 | ~ | \$ 4.80 | \$ 5.78 | \$ 0.41 \$ | ч | | | _ | | | S | - | | | 1 | 11.49 |
| Newington-Dover 11238 | sp. | \$ | \$ | 4 | s | \$ 23.31 | \$ 20.08 \$ | | | | 15.73 | \$ 29.17 | \$ 35.35 | s | 31 \$ | ş | | | 212.32 |
| Sub-Total Sub-Total | \$ | \$ 25.08 | \$ 61.72 | 72 \$ 45.91 | \$ 43.18 | \$ 44.48 | \$ 39.66 \$ | 41.03 \$ | 33.25 \$ | 26.58 \$ | 18.17 | 30.19 | \$ 36.33 | \$ 25.31 | 31 \$ | | | | 443.46 |
| | | | | | | | _ | | 10000 | - | | - | | | | | | | |
| | | | | | | Capital | Capital Program Projects Funded Under nous I Authorization | runded Chae | LIBORAL MICH | orization | | | | | | | | | |
| | | | * | al Exp | ١ | | | | | ****** | | | Anticipated Expenditures | xpenditures | | | | | 50 |
| Hooksett ORT 15803 | • | , S | s | v) | s | \$ 16,41 | \$ 2.80 \$ | 0.00 | , | - | | | | ج | \$ | \$ | • | | 22.50 |
| Hampton-North Hampton 15678 | 5 . | \$ 0.16 | 11.71 | \$ | \$ 0.22 | \$ 0.17 | \$ 0.32 \$ | | • | , | - | \$ | ۱ ده | * | €9 | | | | 16.84 |
| Portsmouth 15760 | | | \$ 0.00 | 0.14 | \$ 0.68 | \$ 2.03 | \$ 0.10 \$ | | | , | | | | - \$ | 69 | 45 | | , | 2.95 |
| Seabrook 15769 | \$. | 69 | \$ 0.02 | 2 \$ 0.03 | \$ 0.11 | \$ | \$ 1.00 \$ | | | - | - | | ٠ د٠ | · • | s | 49 | | | 3.45 |
| Sub-Total \$ | . \$ | \$ 0.16 | 0.16 \$ 11.8 | 3 \$ 5.65 \$ | \$ 3.00 \$ | | \$ 4.22 \$ | | • | • | * | | , | \$ | • | 4 | | • | 45.74 |
| | | | | | | | | | | | | | | | | | _ | | |
| | | | | | | Capital F | Capital Program Projects Approved Under TYP 2015-2024 | 's Approved U | nder TYP 201 | 5-2024 | | | | | | | | | |
| | | | 1 | Actual Expenditures | ures | | - | | | | | | Anticipated Expenditures | xpenditures | | | | | |
| Bow-Concord 13742 | | 1 43 | | · 69 | | • | \$ - 3 | | 1.00 \$ | 2.00 | - | | | • | 49 | | S | , | 4.00 |
| Bedford-Merrimack 16100 | 69 | • | | \$ 0.02 | \$ 0.02 | \$ 0.01 | \$ 0.01 | 0.30 | 3.80 | 9.10 \$ | 5.30 | | - | 49 | | | | 4 | 18.56 |
| Dover-Rochester 29440 | . 8 | - \$ | | . \$ | | . \$ | | • | | | | \$ 0.50 | 69 | ø | 7.00 \$ | 7.00 \$ | \$ | _ | 15.00 |
| Manchester 16099 | | | . \$ | \$ | . \$ | - 8 | \$. \$ | | 1.00 | 1.00 \$ | - | \$. | | 4 | 5 | 2.00 \$ | 4.00 \$ | 3.00 | 11.00 |
| Merrimack 29306 | | · \$ | 5 | . \$ | | - * | | \$ 05.0 | | \$ | | 5 . | 5 | 44 | | | - | | 0.50 |
| Nashua -Bedford 13761 | . 8 | - s | | | | | \$ \$ | | 1.00 | 4 | | \$ 3.00 | \$ 5.00 | s | 4.00 \$ | 18.00 \$ | 20.00 | 18.00 \$ | 70.00 |
| Nashua-Bedford 29408 | - \$ | - \$ | - \$ | \$ | \$ | | , , | 0.10 | 2.00 \$ | 2.00 | , | - | () | 49 | 49 | | , | | 4.10 |
| Sub-Total | - \$ | • \$ | • | \$ 0.02 | \$ 0.02 | 10.0 \$ | \$ 0.01 \$ | 2.90 \$ | 8.80 | 14.10 \$ | \$ 02.9 | 3.50 | \$ 5.50 | \$ | 11.00 \$ | 27,00 \$ | 24.00 \$ | 21.00 \$ | 123.16 |
| · Control of the cont | | | | | | | | | | | | | | | | | | - | |
| | | | | | | | Ancillary Projects Within Capital Program | ts Within Capi | Ital Program | | | | | | | | | | |
| | | | | Actual Expenditures | nres | | | | | | | | Anticipated Expenditures | xpenditures | | | | | |
| Manchester - Granite Street 10622 | 1.68 | \$ 0.08 | \$ 0.22 | . \$ 5 | | - | ٠, | , | , | , | , | | | | | | | \$ | 1.98 |
| Manchester 14048 | \$ 0.08 | 69 | | | , | | | | • | • | , | | | | | | | 60 | 0.10 |
| Dover Park'n'Ride 14287A | \$ 0.52 | • | 47 47 | · ** | | | | | | | - | | | | | | | 2 | 0.52 |
| Rochester Park and Ride 20254 | | | | | | \$ 0.13 | \$ 0.25 \$ | 0.02 | | | | | | | | | - | 4 | 0.40 |
| Manchester Airport Access Road 11512N | 0.68 | " | 8 | ., | 8 | , | ٠ | | | 1 | • | | | | | | | • | 2.02 |
| Seabrook-Portsmouth 11151F ITS (match funds) | | \$ 0.03 | \$ 0.08 | 62 | \$ 0.53 | 0,60 | \$ 0.05 | • | , | i | • | | | | | | | * | 1.40 |
| ETC System 14565, 14565A, 15355 (Vollmer, HNTB, C&B) | \$ 0.14 | | s | 44 | | | ì | | | , | • | | | - | | | | 4 | 1.90 |
| Statewide Toll Svcs 15729, 15730, 16245, 16261 (HNTB, Jacobs, Stantec, WSA) | s, Stantec, W. | (¥; | \$ 0.69 | 9 \$ 0.45 | \$ 0.71 | \$ 0.47 | \$ 0.23 \$ | 0.30 | | | ' | | | | - | _ | - | - | 2.85 |
| Statewide Toll Svcs 25224, 25226 (Jacobs, Stantec) | | | | | | | \$ 0.50 | 0.50 | 0.50 | 0.50 \$ | 0.50 | 5 0.50 | \$ 0.50 | • | 1,50 \$ | 2.50 \$ | 3.50 \$ | 4.50 | 3.50 |
| Manchester to Concord 14510Z | | | | | | - | \$ 0.23 | | | | | | | | | | | v) | 0.87 |
| Nashua DMV/EZPass WIC 15929 | | | | \$ 0.25 | | 0.11 | | | | | | | | | | | 1 | 9 | 0.36 |
| Hooksett Rest Areas Redevelopment 15970 | | | | | | - | \$ 0.39 \$ | | | | | | | | | | | 9 | 0.65 |
| Toll Collection Systemwide Upgrade (Xerox) 16498 | | | | | | 2.22 | - | | | | + | | | | | 1 | | \$ | 7.35 |
| Toll Collection System - Hooksett ORT Equipment 15803B | | | , | | | | 0.40 \$ | - | _ | - | - | 2.0 | | | 4 00 7 | 2 02 0 | 62.6 | 7 20 | 1.35 |
| e lino:-one | ١ | I | ı | ı | 1.24 | ٨ | 2.81 | 4.08 P | 0.00 | 0.00 | 0.50 | 0.00 | • | | * 00 | _11 | 0000 | | 200 |
| Total \$ | \$ 10.95 \$ | \$ 26.91 \$ | | 66.64 \$ 52.91 \$ | \$ 47.42 | \$ 70.26 | \$ 69.69 | 46.63 \$ | 42.55 | 41.18 \$ | 23.97 \$ | 34.19 | \$ 42.33 | \$ | 37.81 \$ | 29.60 \$ | \$ 09.72 | 25.50 \$ | 637.65 |
| | l | ١ | l | L | ۱ | | | | | | | | | | | | | | |







Estimate Dated: 6/19/2014

Project Number

11238 / * NHS-0271(037) *

Project Name/Road

NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK

Project Leader

Keith Cota

Posted to Ad Schedule

No

Estimate Type

Modified Project Agreement Estimate

Project Dates

Routing Date

11/21/2012

Ad Date

Supercede Details Dated

06/12/2014

Start Date

01/01/1997

Supercede Estimate Dated

06/12/2014

End Date

06/29/2018

On Shelf Date

Project Details

Project Status

Planned

Work Zone

Not Specified

Sponsor

NHDOT

Managed By

DOT

TPK *

Y

Sponsor Contact

Construction Type

Contract

Relationship

Parent

Is Regionally Sig.

Parent Name

Primary Program

Percent Bridge Funds

District

Org Code

3025,3054,7514

Work Class Series

100,200,300

Alternate Ref #

NH036

Project Description

NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL, PE and ROW Only

Project Scope

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



Estimate Dated: 6/19/2014

Estimate Description

This estimate Obligates the remaining SFY 2014 and 2015 ROW funds in the amount of \$1,208,000.00 (from \$7,530,000.00 to \$8,738,000.00). The total includes \$8,500,000.00 in acquisitions and \$238,000.00 in incidentals.

This estimate moves Advanced Construction funds in the amount of \$228,000.00 in SFY 2014 (from \$228,000.00 to \$0) to SFY 2015 (from \$80,000.00 to \$308,000.00)

The overall Grand Total remains unchanged at \$33,298,293.00.

Funding Instructions

PE

Haz Mat for "M" proj to ATC was auth by agree #-40006666 for Tech Assist by #A1054 (\$1,553.64), #A1056 (\$6,619.03), #A1066 (\$23,833.69), & for UST Assist by #A1078 (\$30,086.68), #4003933 #A1302 (\$2,992.85), #A1303 (\$24,689.82)

Sed. Manag Plan for "M" Auth in the amount of \$3,709.16 to ATC

Seacoast Commuter Options software Authorized in the amount of \$70,000 to Trapeze Software Inc. (Vendor #210634 R001)

DCS for \$19,125

-\$1,860,046 for M&N gas work PE is under DOT

\$9,130 for Northern Test Boring, Inc.

PE for VHB for General SullivanBridge \$600,000

Prop. Woodbury Ave Br. #114/107 replaces Br. #112/107, shown in the Roadway PE total

Shattuck Way Br. widening Br. #103/124

Prop. SB NH 16 Br. # 201/024 replaces Br. #201/025

Rehab NB NH 16 Br. #201/025 replaces Br. #201/024

Rehab Gen. Sul. Br. #200/023

Prop. US 4 Br. #182/036 replaces Br. #181/039

Const

Lee P'n'R \$68,000 SFY 2014

TDM \$160,00 SFY 2014

TDM \$80,000 each SFY for 2015, 2016, 2017

Funding Participation

| | | | | - |
|--------|--------------------|-------------------|-----------------|---|
| | Funding Percentage | Project Number | Program Dollars | |
| NH DOT | 100% | 11238 | \$33,298,293.00 | |
| FHWA | 0% | * NHS-0271(037) * | \$0.00 | |

Town List

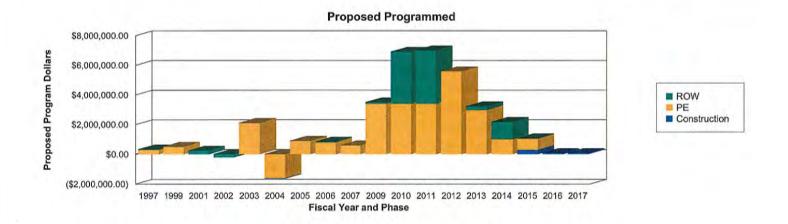


| Bridge Information | | |
|---------------------|-----------------|--------------|
| Bridge Name | NBI Number | Type of Work |
| Dover - 201/024 | 006502010002400 | |
| Dover - 201/025 | 006502010002500 | |
| Newington - 103/124 | 018501030012400 | |
| Newington - 112/107 | 018501120010700 | |
| Dover - 181/039 | 006501810003900 | |
| Dover - 200/023 | 006502000002300 | |



| TPK * 1997 1999 2003 2004 2005 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 Subtotal | \$300,000.00 \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$300,000.00 \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Existing Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 |
|--|--|---|--|--|
| 1997 1999 2003 2004 2005 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal TPK * 1997 2001 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| 1999 2003 2004 2005 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$500,000.00 \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| 2003 2004 2005 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$2,100,000.00 \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| 2004 2005 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$(1,600,000.00) \$900,000.00 \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
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| 2006 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$800,000.00 \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| 2007 2009 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$600,000.00 \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| 2009 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$3,400,000.00 \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2010 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$3,400,000.00 \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2011 2012 2013 2014 2015 Subtotal ROW TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$3,400,000.00 \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2012 2013 2014 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$5,582,732.76 \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2013 2014 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$2,976,267.24 \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0,00 \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2014 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$1,000,000.00 \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$1,000,000.00 \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 \$0.00 Change | \$0.00 \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| 2015 Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$733,293.00 \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$733,293.00 \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 \$0.00 Change \$0.00 | \$0.00 \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| Subtotal TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$24,092,293.00 Proposed Amount \$30,000.00 \$250,000.00 \$(200,000.00) | \$24,092,293.00 Existing Amount \$30,000.00 \$250,000.00 | \$0.00 Change \$0.00 | \$0.00 Est. Proposed Indirect \$0.00 \$0.00 |
| TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$30,000.00 \$250,000.00 \$(200,000.00) | Existing Amount \$30,000.00 \$250,000.00 | Change \$0.00 | Est. Proposed Indirect \$0.00 \$0.00 |
| TPK * 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$30,000.00 \$250,000.00 \$(200,000.00) | \$30,000.00 \$250,000.00 | \$0.00 | Indirect \$0.00 \$0.00 |
| 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$250,000.00 \$(200,000.00) | \$250,000.00 | | \$0.00 \$0.00 |
| 1997 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$250,000.00 \$(200,000.00) | \$250,000.00 | | \$0.00 |
| 2001 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$250,000.00 \$(200,000.00) | \$250,000.00 | | \$0.00 |
| 2002 2004 2006 2009 2010 2011 2013 2014 2015 | \$(200,000.00) | | 40.00 | |
| 2004 2006 2009 2010 2011 2013 2014 2015 | | | \$0.00 | \$0.00 |
| 2006 2009 2010 2011 2013 2014 2015 | \$(40,000.00) | \$(40,000.00) | \$0.00 | \$0.00 |
| 2009 2010 2011 2013 2014 2015 | \$40,000.00 | \$40,000.00 | \$0.00 | \$0.00 |
| 2010 2011 2013 2014 2015 | \$100,000.00 | \$100,000.00 | \$0.00 | \$0.00 |
| 2011 2013 2014 2015 | | | \$0.00 | \$0.00 |
| 2013 2014 2015 | \$3,500,000.00 | \$3,500,000.00 | | \$0.00 |
| 2014 2015 | \$3,600,000.00 | \$3,600,000.00 | \$0.00 \$0.00 | \$0.00 |
| 2015 | \$250,000.00 | \$250,000.00 | | |
| V 3 (36) | \$1,183,000.00 | \$1,183,000.00 | \$0.00 | \$0.00 |
| Subtotal | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| ********************** | \$8,738,000.00 | \$8,738,000.00 | \$0.00 | \$0.00 |
| Construction | Proposed Amount | Existing Amount | Change | Est. Proposed |
| TPK * | | | | Indirect |
| 2014 | \$0.00 | \$228,000.00 | \$(228,000.00) | \$0.00 |
| 2015 | \$308,000.00 | \$80,000.00 | \$228,000.00 | \$0.00 |
| 2016 | \$80,000.00 | \$80,000.00 | \$0.00 | \$0.00 |
| 2017 | \$80,000.00 | \$80,000.00 | \$0.00 | \$0.00 |
| Subtotal | \$468,000.00 | \$468,000.00 | \$0.00 | \$0.00 |
| Grand Total: | A 2 7 10 4 1 7 10 4 10 10 10 10 10 10 10 10 10 10 10 10 10 | MALE THE TRAFF. | | |





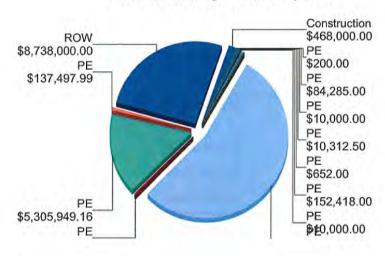


| Proposed Authorized Vendors | | | |
|--------------------------------|-----------------|-----------------|--------|
| | Proposed Amount | Existing Amount | Change |
| PE | | | |
| Concord Aviation Services | \$200.00 | \$200.00 | \$0.00 |
| New Hampshire Boring Inc | \$84,285.00 | \$84,285.00 | \$0.00 |
| Kta-Tator Inc | \$10,000.00 | \$10,000.00 | \$0.00 |
| City Of Portsmouth | \$10,312.50 | \$10,312.50 | \$0.00 |
| Springfield Terminal Railway | \$652.00 | \$652.00 | \$0.00 |
| City Of Dover | \$152,418.00 | \$152,418.00 | \$0.00 |
| Greenman-Pedersen Inc | \$10,000.00 | \$10,000.00 | \$0.00 |
| TF Bernier Inc | \$35,911.70 | \$35,911.70 | \$0.00 |
| Preservation Co | \$2,928.10 | \$2,928.10 | \$0.00 |
| Trapeze Software Group Inc | \$70,000.00 | \$70,000.00 | \$0.00 |
| GZA Geoenvironmental Inc | \$6,695.00 | \$6,695.00 | \$0.00 |
| Cardno ATC | \$30,086.68 | \$30,086.68 | \$0.00 |
| Fay Spofford & Thorndike Inc | \$91,596.14 | \$91,596.14 | \$0.00 |
| Public Service Co Of Nh | \$56,900.00 | \$56,900.00 | \$0.00 |
| Northern Test Boring Inc | \$9,130.00 | \$9,130.00 | \$0.00 |
| Vanasse Hangen Brustlin Inc | \$17,987,730.73 | \$17,987,730.73 | \$0.00 |
| Rockingham Planning Commission | \$90,000.00 | \$90,000.00 | \$0.00 |
| Transportation, Dept Of | \$5,305,949.16 | \$5,305,949.16 | \$0.00 |
| ATC Associates Inc | \$137,497.99 | \$137,497.99 | \$0.00 |
| Subtotal | \$24,092,293.00 | \$24,092,293.00 | \$0.00 |
| ROW | | | |
| Transportation, Dept Of | \$8,738,000.00 | \$8,738,000.00 | \$0.00 |
| Subtotal | \$8,738,000.00 | \$8,738,000.00 | \$0.00 |
| Construction | | | |
| Transportation, Dept Of | \$468,000.00 | \$468,000.00 | \$0.00 |
| Subtotal | \$468,000.00 | \$468,000.00 | \$0.00 |
| Grand Total: | \$33,298,293.00 | \$33,298,293.00 | \$0.00 |



Estimate Dated: 6/19/2014

Authorization By Phase Proposed



| Improvem | ent Type | | | |
|--------------|----------------|---|--|-------------------|
| | Bridge NBI# | State Improvement Type | Federal Improvement Type | Amount |
| Construction | AUTOMATOR A | | | |
| | - | Road-Reconstruction, Added Capacity | Road-Reconstruction, Added Capacity | \$468,000.00 |
| | | | | \$468,000.00 |
| PE | | | and the second section of the second | The second second |
| (| 06502010002500 | Preliminary Engineering | Preliminary Engineering | \$232,000.00 |
| (| 18501030012400 | Preliminary Engineering | Preliminary Engineering | \$55,000.00 |
| (| 06502000002300 | Preliminary Engineering | Preliminary Engineering | \$237,500.00 |
| | | Preliminary Engineering | Preliminary Engineering | \$87,000.00 |
| | | Preliminary Engineering | Preliminary Engineering | \$22,254,500.00 |
| | | Preliminary Engineering | Preliminary Engineering | \$600,000.00 |
| (| 06502010002400 | Preliminary Engineering | Preliminary Engineering | \$493,000.00 |
| | | Preliminary Engineering | Preliminary Engineering | \$133,293.00 |
| | | | | \$24,092,293.00 |
| ROW | | | | 77777 |
| | | Right Of Way-Acquisitions | Right of Way | \$8,500,000.00 |
| | | Right Of Way-Incidentals | Right of Way | \$238,000.00 |
| | | 1 - G 11 11 - 1 1 1 1 1 1 1 1 1 1 1 1 1 | 1,177 | \$8,738,000.00 |
| Grand Total: | | | | \$33,298,293.00 |



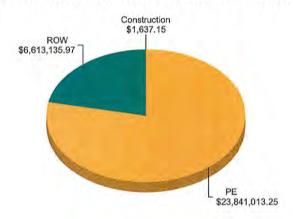
| | Proposed Amount | Existing Amount | Change | |
|-----------------|-----------------|-----------------|-----------------|--|
| | - 100 ADAM | | | |
| Obligated Funds | \$24,092,293.00 | \$24,092,293.00 | \$0.00 | |
| Advanced Funds | \$0.00 | \$0.00 | \$0.00 | |
| | \$24,092,293.00 | \$24,092,293.00 | \$0.00 | |
| W | _ | | | |
| Obligated Funds | \$8,738,000.00 | \$7,530,000.00 | \$1,208,000.00 | |
| Advanced Funds | \$0.00 | \$1,208,000.00 | \$-1,208,000.00 | |
| | \$8,738,000.00 | \$8,738,000.00 | \$0.00 | |
| Grand Total: | \$32,830,293.00 | \$32,830,293.00 | \$0.00 | |

| Improvement Category | | Advertises With | Team Members | |
|---|----------------------------|-----------------|--|--|
| Maintenance Preservation Modernization Expansion | 0 % 0 % 40 % 60 % | | Peter Salo Charles Blackman Wendy Johnson Jarrett Roseboom | |

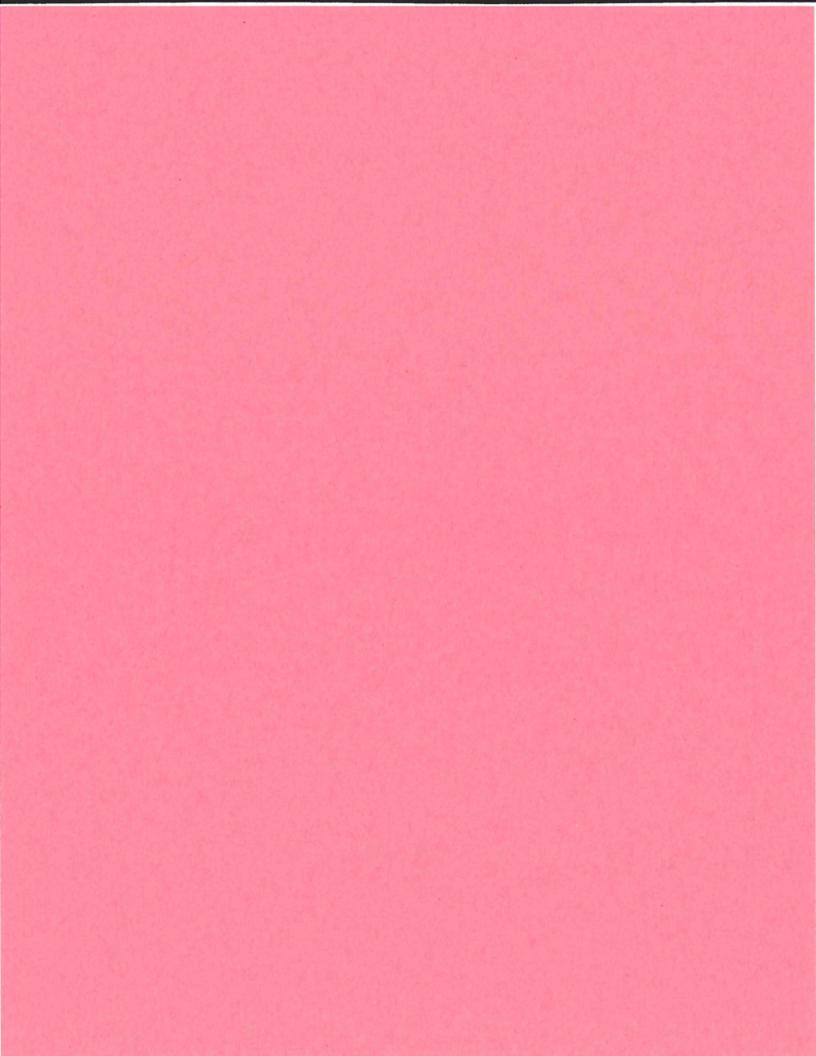


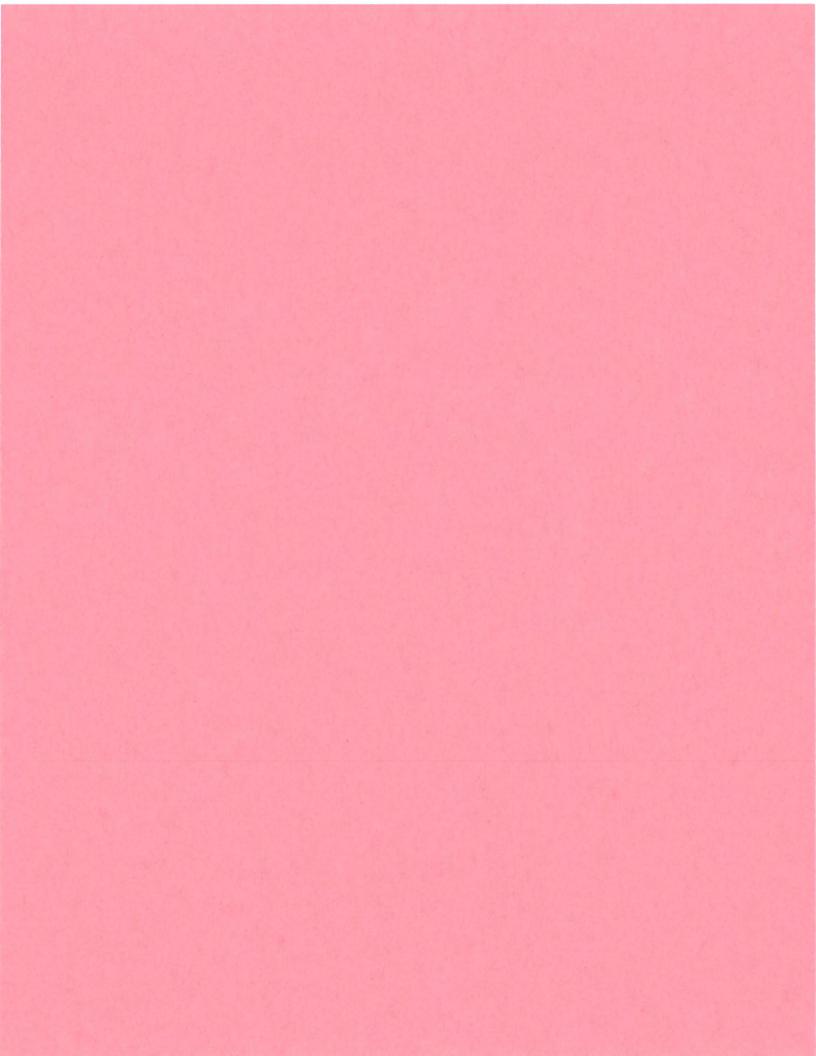
Estimate Dated: 6/19/2014

Expenditures by Phase (Data Warehouse)



| pproval | | | | | |
|----------------------------------|-------------------------------|------------------|-----------------|-----------|-----------|
| Routed By Date Routed Comments | Charles Blackman 18-JUN-14 | Rcvd by Proj | ect Programming | 19-JUN-14 | |
| Bureau | Sent To | Signed By | Action | Туре | Date |
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 19-JUN-14 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 18-JUN-14 |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 19-JUN-14 |





Construction Cost Index

New Hampshire Department of Transportation

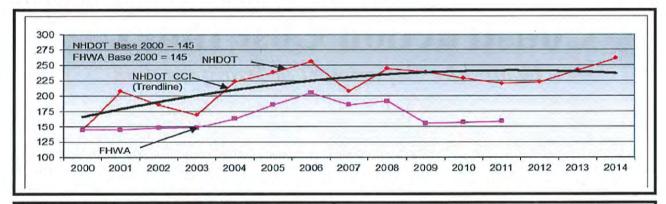


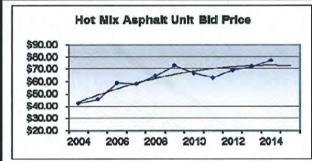
New Hampshire DOT Bureau of Construction 2nd Quarter, 2014

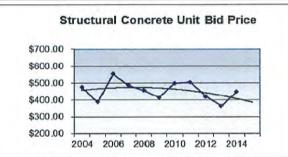


Construction Cost Indices for the 1st Half of 2014

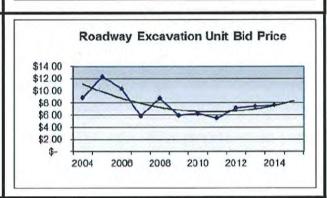
NHDOT Base 2000 = 145; FHWA Base 2000 = 145

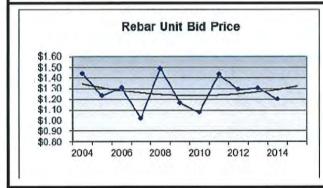












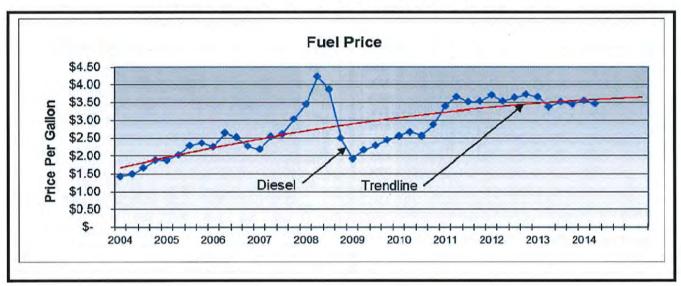


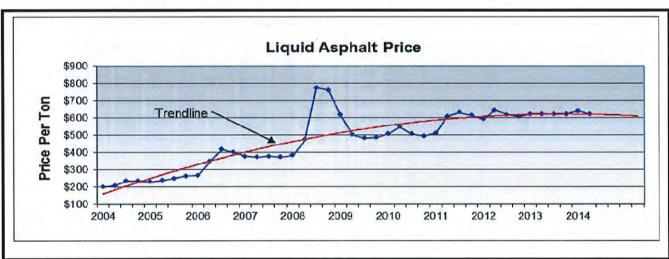
The Index has shown steady growth for the last 4 quarters. The 2nd Quarter of 2014 shows the CCI at an all-time high of 261 which is up 7.8% from the end of 2013. Fuel and Asphalt prices are near \$3.50 and \$620.00 respectively and in general have been level since the first quarter of 2011. Out of the 6 material categories tracked, 4 finished the quarter up in price and 2 finished down. Crushed Material is up 13.7% and has been trending steadily upward since 2012 while Structural Concrete was up 23% as part of a rebound following a 3 year slide. Hot Mix Asphalt was up 7.3% at \$77.15/ton. Roadway Excavation was up 2.0% to \$7.60 and has been rising steadily since 2011.

| The following Components shown) are used to comput NHDOT CCI: | |
|---|-----|
| Hot Mix Asphalt | 45% |
| Crushed Material | 15% |
| Roadway Excavation | 13% |
| Steel | 11% |
| Concrete | 12% |
| ReBar | 4% |

Structural Steel is trending down to \$1.26, falling (17%) below the 5 year average of \$1.51.

NHDOT Fuel & Liquid Asphalt Prices



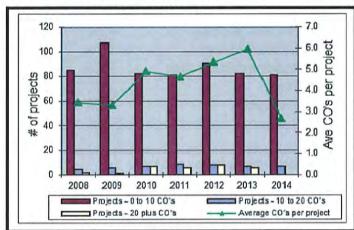


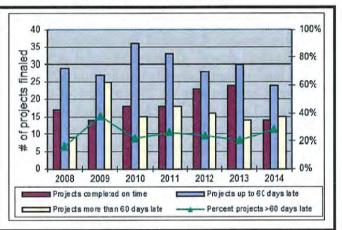
Construction Bureau Performance Measures

Compiled by State Fiscal Year

CHANGE ORDERS

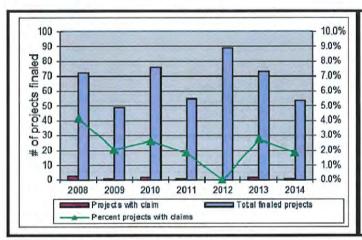
CONTRACT DURATION

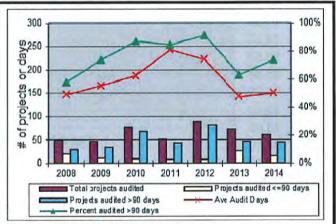




CONTRACTOR CLAIMS

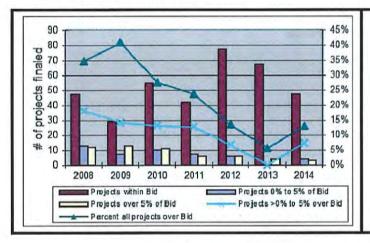
PROJECT AUDIT

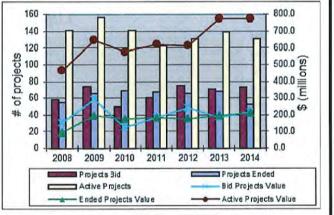


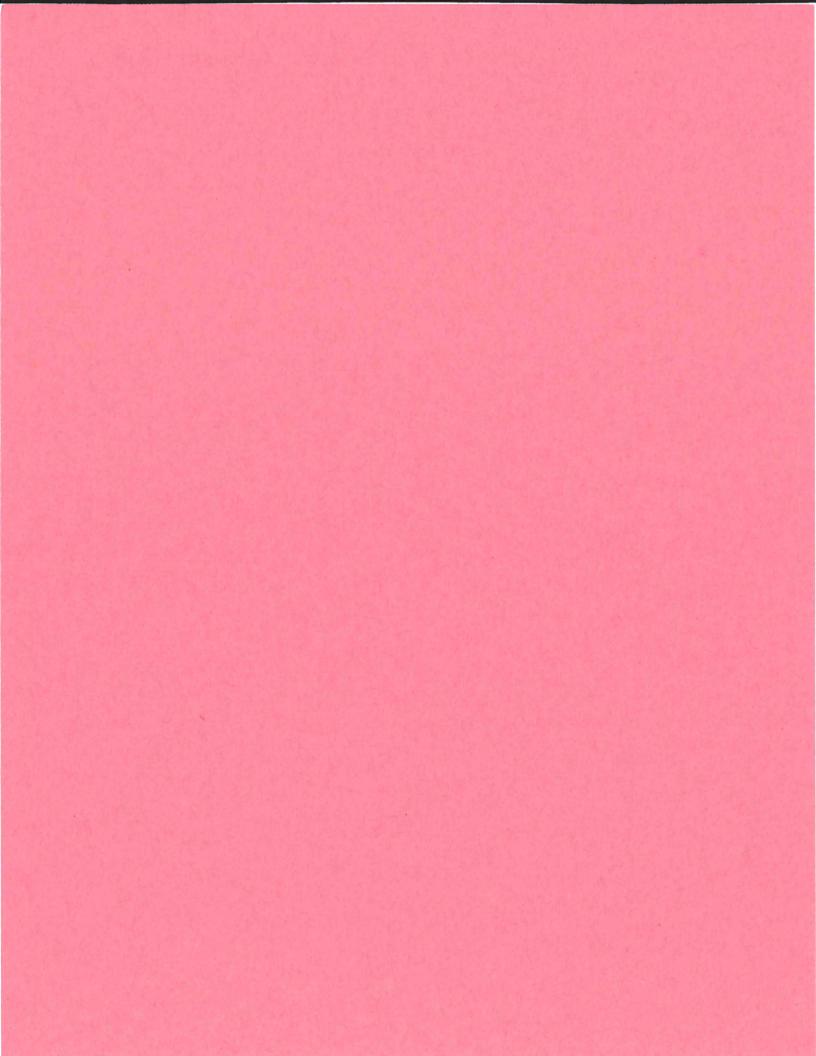


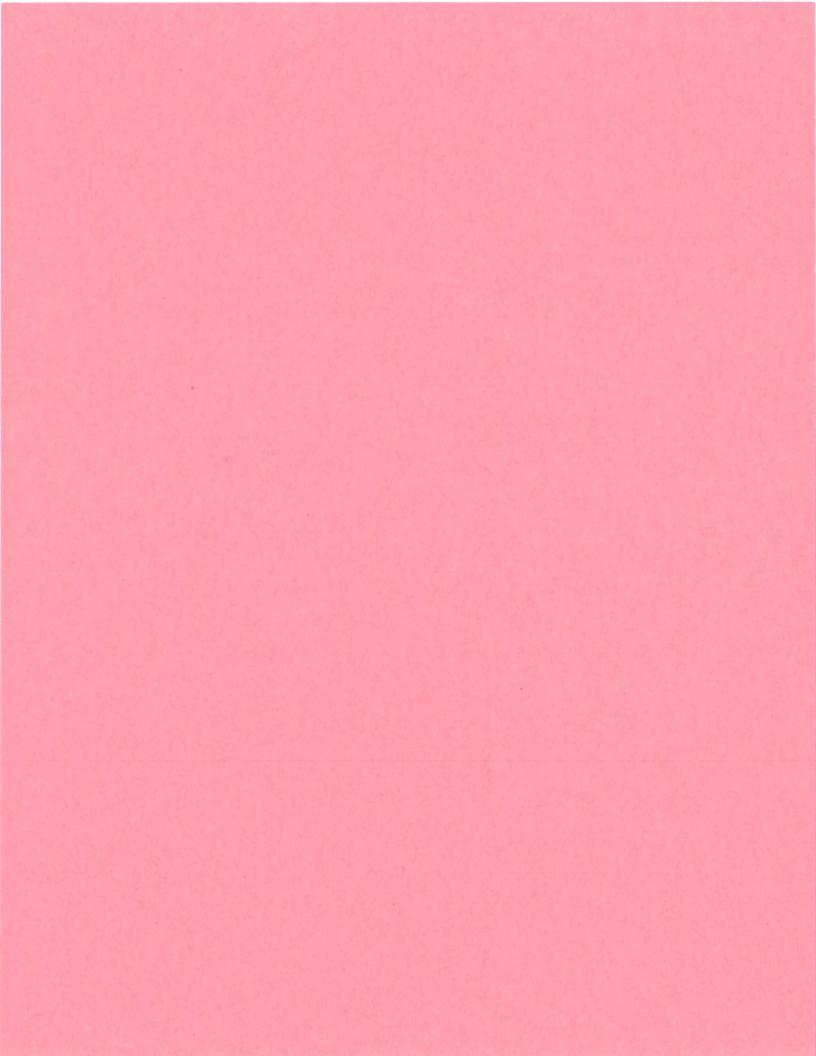
BIDS vs. FINAL AMOUNTS

PROJECT ACTIVITY











New Hampshire Division

October 28, 2013

53 Pleasant Street, Suite 2200 Concord, NH 03301 (603) 228-0417

In Reply Refer To: HDA-NH

Christopher D. Clement, Sr. Commissioner New Hampshire Department of Transportation 7 Hazen Drive Concord, NH 03301

Dear Mr. Clement:

Subject: 2013 Financial Plan Update, Federal Project NHS-027-1(37)

Project #11238 - Spaulding Turnpike Improvements, Newington to Dover

The New Hampshire Department of Transportation (NHDOT) submitted a 2013 Financial Plan Update (FPU) for the subject project on October 10, 2013. The Letter of Certification signed on September 30, 2013, attests to the accuracy of the information provided. The Federal Highway Administration (FHWA) review of the FPU concurs that the estimated cost of this project is \$271.3 million and substantial completion of the final segment of work is scheduled for summer 2019.

The FHWA has updated its Guidance for Major Project Financial Plans to comply with the provisions of the Moving Ahead for Progress in the 21st Century (MAP-21). Section 106 of title 23 U.S.C., as amended by section 1503 of MAP-21, allows Financial Plans to include a phasing plan when there are insufficient financial resources to complete the entire project. In addition, 23 U.S.C. 106 now requires recipients of Federal financial assistance to assess the appropriateness of a public-private partnership to deliver the project. In addition to these MAP-21 changes, the proposed Major Project Financial Plan Guidance also incorporates a recommendation included in a 2009 GAO report titled, "Federal-Aid Highway: FHWA Has Improved Its Risk Management Approach, but Needs to Improve Its Oversight of Project Costs" (GA-090-751). That report recommended that Financial Plans include the cost of financing the project. With your next Financial Plan Update, it is requested that the cost of financing the project be included.

Based on the review, the FPU is in accordance with the requirements of MAP-21. 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 next annual update will be as of June 30, 2014, and should be submitted to FHWA by September 30, 2014.

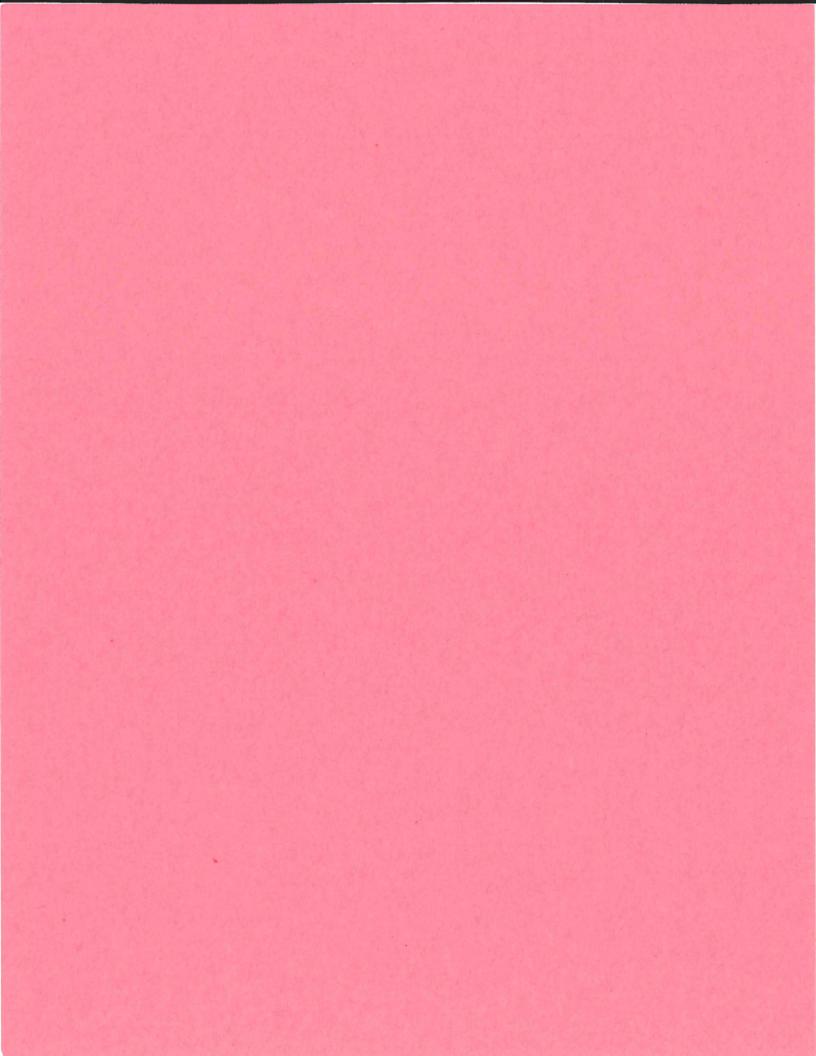
Any questions may be directed to Ms. Brigitte A. Mandel, Engineering, and Operations Team Leader.

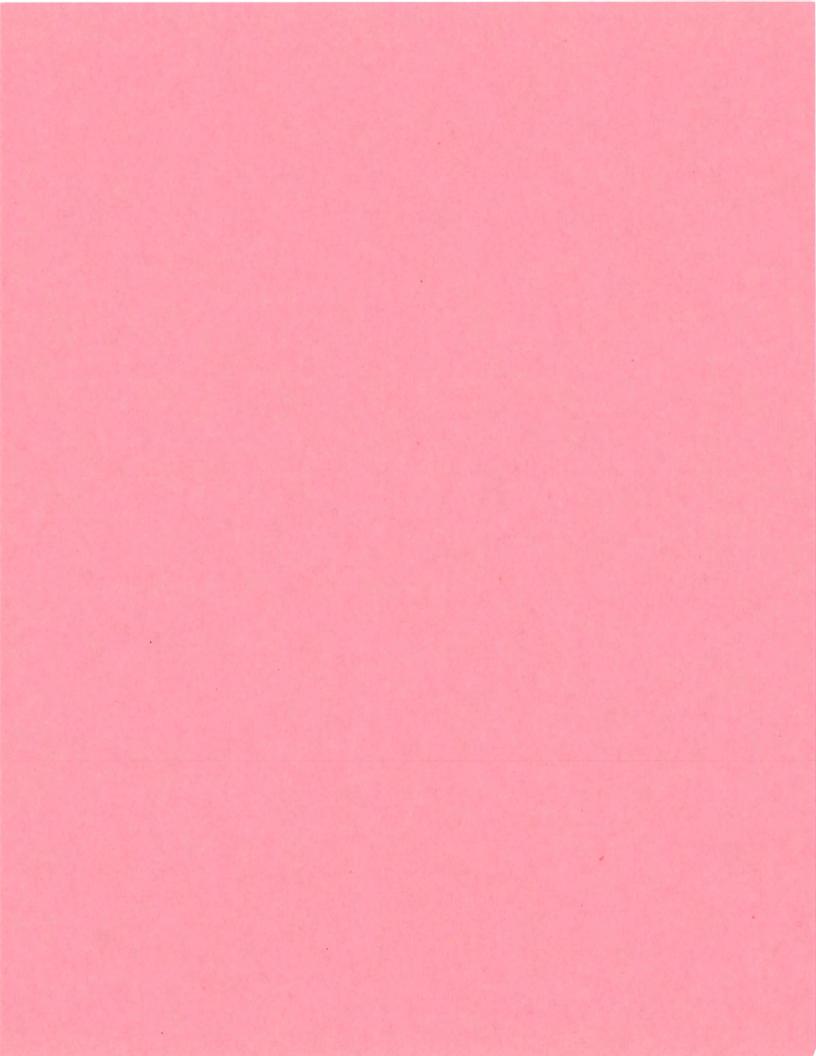
Sincerely,

Patrick A. Bauer Division Administrator

cc:

Christopher M. Waszczuk, Administrator, Bureau of Turnpikes, NHDOT William Cass, Director of Project Delivery, NHDOT Keith Cota, Chief Project Manager, NHDOT



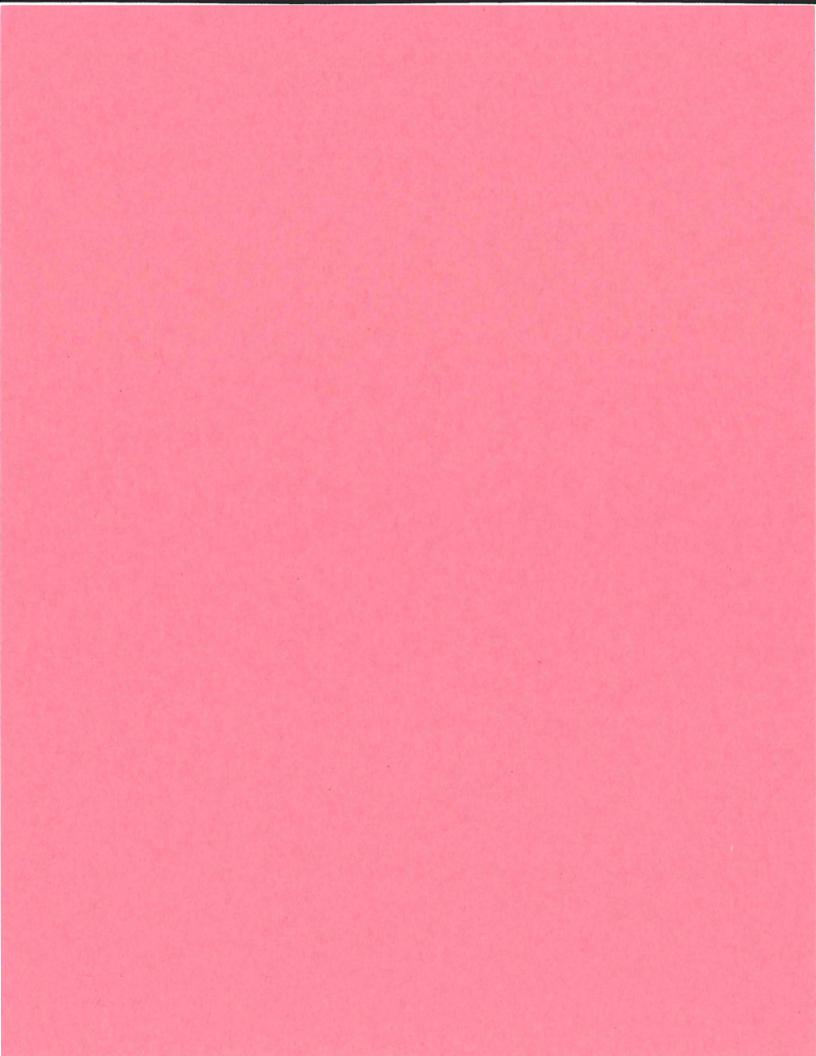


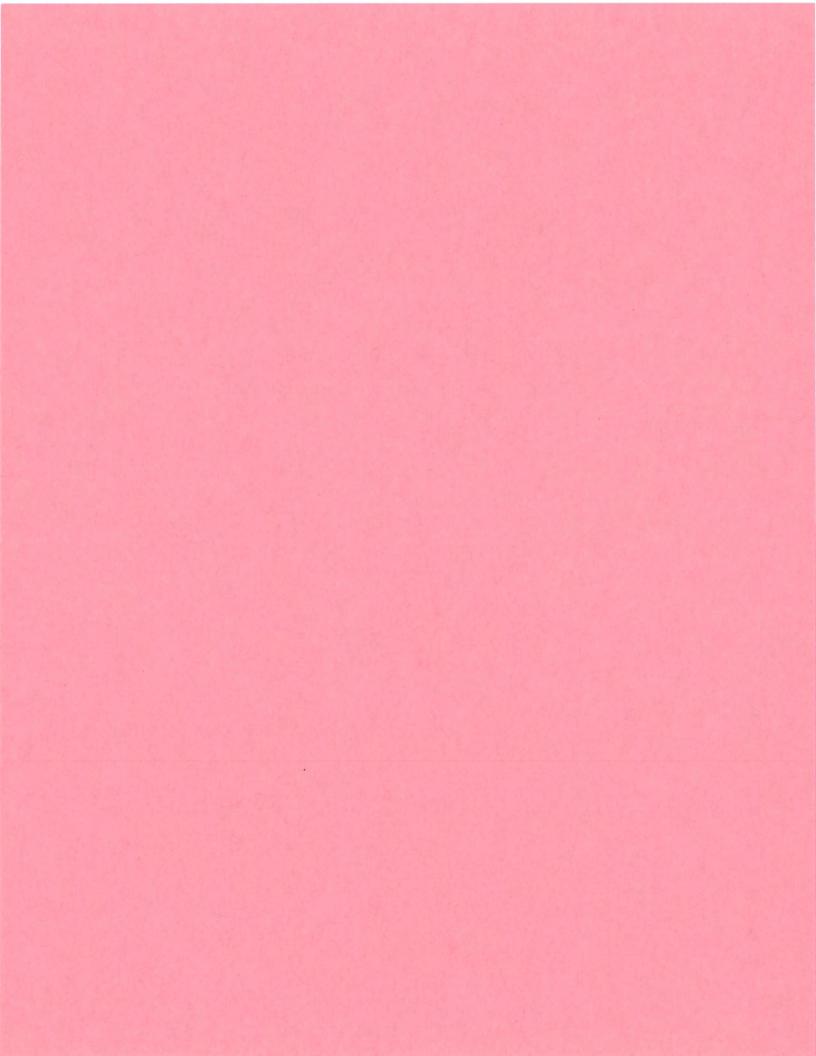
FEDERAL HIGHWAY ADMINISTRATION FISCAL MANAGEMENT INFORMATION SYSTEM

Report: FMISD13A Page 1 of 1

LIMITATION BY DEMO-ID

| | | FY 2014 | ပ | ost Center 00 NH | Limit Code Limit By Demo Id | 3y Demo Id | Reference Date | CURRENT |
|------------|--------------|------------------|----------------------|----------------------|-----------------------------|------------------|--------------------|------------------------|
| Demo Id | Prog Code | Total Lim Amt | Pending Fed Funds | Obligated Balance | Unobligated Balance | Formula Limit | Brought Forward | Net Brought Forward |
| NH037 | HY10 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| NH037 | LY10 | 115,941.01 | 00.00 | 115,941.01 | 00.00 | 00:00 | 115,941.01 | 115,941.01 |
| NH038 | HY10 | 29,731.00 | 0.00 | 0.00 | 29,731.00 | 00:00 | 29,731.00 | 29,731.00 |
| NH038 | LY10 | 475,497.20 | 0.00 | 0.00 | 475,497.20 | 00.00 | 475,497.20 | 475,497.20 |
| NH039 | LY10 | 679,896.01 | 00.00 | 0.00 | 679,896.01 | 00.00 | 679,896.01 | 679,896.01 |
| NH040 | HY10 | 44,413.00 | 45,774.56 | -1,361.56 | 00:00 | 00:00 | 44,413.00 | 44,413.00 |
| NH040 | LY10 | 158,379.63 | 181,750.21 | -23,370.58 | 00:00 | 00.00 | 158,379.63 | 158,379.63 |
| NH041 | LY10 | 444,921.00 | 0.00 | 0.00 | 444,921.00 | 00.00 | 444,921.00 | 444,921.00 |
| NH042 | LY10 | 103,000.02 | 00.00 | 102,999.99 | 0.03 | 0.00 | 103,000.02 | 103,000.02 |
| NH044 | HY10 | 0.00 | 00.00 | 0.00 | 00:00 | 0.00 | 0.00 | 00.00 |
| NH044 | LY10 | 359,350.45 | 00.0 | 0.00 | 359,350.45 | 0.00 | 359,350,45 | 359,350.45 |
| NH045 | LY10 | 471,321.00 | 00.0 | 370,753.20 | 100,567.80 | 00.00 | 471,321.00 | 471,321.00 |
| NH048 | HY10 | 260,064.00 | 00.0 | 0.00 | 260,064.00 | 0.00 | 260,064.00 | 260,064.00 |
| NH048 | LY10 | 1,107,784.00 | 00.00 | 0.00 | 1,107,784.00 | 0.00 | 1,107,784.00 | 1,107,784.00 |





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

AY ADMINISTRATION
T INFORMATION SYSTEM

Report: FMISN07A Page 1 of 16

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE AS OF AUGUST 29, 2014

| | | | | | | - Line Jakanasanananang pagapapan sarah | | | | |
|---------|----------------------------|----------------|--|--------------|----------------|---|----------------|---------------|----------------------------|----------------------|
| DEMO II | DEMO ID PUBLIC LAW SECTION | SECTION | SUBSECTION | PROG CODE | COST CENTER | TOTAL SUDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
| NH001 | Access Cont | trol Demo - K | Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M | Mo | | | | | | |
| | 95 599 | - V | ΝΑ | 1560 | HNOO | 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) | otch (NH) | | | | | | | | |
| | 93 87 | AN | ΨN | 1260 | HN00 | 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 Capa | icity Improven | Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge | ge - second | d bridge | • | | | | |
| | 100 202 | NA V | NA | 3130 | HN00 | 237,000.00 | 237,000.00 | | | |
| | 100 457 | Ϋ́ | NA | 3130 | HN00 | 3,763,000.00 | 3,763,000.00 | | | |
| | 101 164 | ΑΝ | ΨV | 3130 | HNOO | 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 | HN00 | -27,694.00 | -27,694.00 | | | |
| | 102 240 | 1003 | (C)1 | 3610 | HNOO | -1,792.00 | -1,792.00 | | | |
| | 102 240 | 1104 | (B)8 | 3610 | HN00 | 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 | HN00 | 11,973,600.00 | 11,973,600.00 | 11,970,500.00 | 3,100.00 | 3,100.00 |
| | 105 178 | 1602 | 355 | Q920 | HNOO | 8,378,453.26 | 8,378,453.26 | 8,378,453.26 | 00: | 00. |
| | 105 178 | 1602 | 355 | Q930 | HN00 | 4,446,564.74 | 4,446,564.74 | 4,446,564.74 | 00 | 00. |
| | | | DEMO ID NH003 | TOTAL | | 33,902,132.00 | 33,902,132.00 | 33,899,032.00 | 3,100.00 | 3,100.00 |
| NH004 | PE Demo - (| Conway Bypa | PE Demo - Conway Bypass (US-302/SR-16) (NH) | | | | | | | |
| | 102 240 | 1107 | (B)153 | 3670 | HN00 | 6,145,600.00 | 6,145,600.00 | 6,145,600.00 | 00 | 00. |

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO ID | DEMO ID PUBLIC LAW | SECTION | N SUBSECTION | PROG | COST | TOTAL JUDGET AUTHO | TOTAL | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED |
|---------|--------------------|--------------|---|----------|------|--------------------|---------------|---------------|----------------------------|-------------|
| | 101 516 | NA | NA | 5190 | HN00 | 1,700,000.00 | 1,700,000.00 | 1,700,000.00 | 00. | 00° |
| | 105 178 | 1602 | 1654 | Q920 | HN00 | 506,591.00 | 506,591.00 | | | |
| | 105 178 | 1602 | 356 | Q920 | HN00 | 5,464,613.00 | 5,464,613.00 | | | |
| | | | Program Code Q920 Total | | | 5,971,204.00 | 5,971,204.00 | 5,971,204.00 | 00. | 00. |
| | | | DEMO ID NH004 | TOTAL | | 13,816,804.00 | 13,816,804.00 | 13,816,804.00 | 00. | 00. |
| NH005 | Study of corr | idor protect | Study of corridor protection for NH Route 16 | | | | | | | |
| | 102 240 | 1003 | (0) | 3670 | HN00 | -46,156.00 | -46,156.00 | | | |
| | 102 240 | 1003 | (C)1 | 3670 | HN00 | -2,987.00 | -2,987.00 | | | |
| | 102 240 | 1107 | (B)152 | 3670 | HN00 | 2,000,000.00 | 2,000,000.00 | | | |
| | | | Program Code 3670 Total | | | 1,950,857.00 | 1,950,857.00 | 1,950,857.00 | 00. | 00. |
| | | | DEMO ID NH005 | TOTAL | | 1,950,857.00 | 1,950,857.00 | 1,950,857.00 | 00. | 00. |
| 900HN | North Conwa | ıy: Provide | North Conway: Provide congestion relief on US-302 and NH Route 16 | JH Route | 16 | | | | | |
| | | | DEMO ID NH006 | TOTAL | | | | | 00. | 00. |
| NH007 | Winchester: | Replaceme | Winchester: Replacement of Winchester Bridge | | | | | | | |
| | 102 240 | 1003 | (C) | 3650 | HN00 | -18,462.00 | -18,462.00 | | | |
| | 102 240 | 1003 | (C)1 | 3650 | HN00 | -1,195.00 | -1,195.00 | | | |
| | 102 240 | 1106 | (A)37 | 3650 | HN00 | 800,000.00 | 800,000.00 | | | |
| | | | Program Code 3650 Total | | | 780,343.00 | 780,343.00 | 780,342.98 | .02 | .02 |
| | | | DEMO ID NH007 | TOTAL | | 780,343.00 | 780,343.00 | 780,342.98 | .02 | .02 |
| 800HN | Hanover: Let | dyard Bridg | Hanover: Ledyard Bridge Reconstruction | | | | | | | |
| | 102 240 | 1003 | (C) | 3650 | HN00 | -180,008.00 | -180,008.00 | | | |
| | 102 240 | 1003 | (C)1 | 3650 | HN00 | -11,649.00 | -11,649.00 | | | |

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| UNOBLIGATED UNOBLIGATED OBLIGATIONS BUDGET AUTH FUNDS | | 7,608,343.00 .00 .00 | 7,608,343.00 .00 .00 | | | | | 3,901,714.00 .00 .00 | | | | 12,506,214.00 .00 .00 | 16,407,928.00 .00 | | | | | 9,754,286.363636 | 2,050,199.00 .00 | | 11,804,485.3636 | 36 |
|---|--|-------------------------|----------------------|--|------------|-----------|--------------|-------------------------|--------------|--------------|--------------|-------------------------|-------------------|---|-------------|------------|---------------|-------------------------|------------------|---------------|-----------------|---|
| 7,800,000.00 7,608,343.00 | 7,608,343.00 | | 7,608,343.00 | | -92,312.00 | -5,974.00 | 4,000,000.00 | 3,901,714.00 | 1,025,100.00 | 3,254,691.00 | 8,226,423.00 | 12,506,214.00 | 16,407,928.00 | | -230,779.00 | -14,935.00 | 10,000,000.00 | 9,754,286.00 | 2,050,199.00 | 11 804 485 00 | 00:001:100:1 | 00.00 |
| | 7,800,000.00 | 7,608,343.00 | 7,608,343.00 | | -92,312.00 | -5,974.00 | 4,000,000.00 | 3,901,714.00 | 1,025,100.00 | 3,254,691.00 | 8,226,423.00 | 12,506,214.00 | 16,407,928.00 | | -230,779.00 | -14,935.00 | 10,000,000.00 | 9,754,286.00 | 2,050,199.00 | 11.804.485.00 | | |
| CENTER | HN00 | | | | HN00 | HN00 | HN00 | | HN00 | HN00 | HN00 | | | | HN00 | HN00 | HN00 | | HNOO | | | PROJECTS |
| CODE | 3650 | | TOTAL | | 3650 | 3650 | 3650 | | Q920 | Q920 | Q920 | | TOTAL | | 3650 | 3650 | 3650 | | Q920 | TOTAL | | : TITLE 23 |
| SUBSECTION | (A)38 | Program Code 3650 Total | DEMO ID NH008 | Manchester: Manchester Airport Road Improvements | (c) | (C)1 | (A)47 | Program Code 3650 Total | 1653 | 1658 | 687 | Program Code Q920 Total | DEMO ID NH009 | Wetlands mitigation package for SR-101/51 | (c) | (C)1 | (A)48 | Program Code 3650 Total | 1656 | DEMO ID NH010 | | STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 |
| SECTION | 1106 | | | Manchester, | 1003 | 1003 | 1106 | | 1602 | 1602 | 1602 | | | igation packa | 1003 | 1003 | 1106 | | 1602 | | | JIMUM ALLO |
| DEMO ID PUBLIC LAW | 102 240 | | | Manchester: | 102 240 | 102 240 | 102 240 | | 105 178 | 105 178 | 105 178 | | | Wetlands mit | 102 240 | 102 240 | 102 240 | | 105 178 | | | STURRA MIN |
| DEMO ID | ACCOUNT AND ACCOUN | | | 600HN | | | | | | | | | | NH010 | | | | | | | | NH011 |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| | | | AL | .L DEM(| OND - SC A | OBLIGATED FUNDS BY D AS OF AUGUST 29, 2014 | ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE AS OF AUGUST 29, 2014 | ID STATE | | | |
|-------|-------------------------|--------------------------------|--|---------|---------------|---|---|---------------|--------------|-------------|--|
| | MA I OLIBITA DI OMER | NOITOBO | NOILOBABIA | PROG | COST | TOTAL | TOTAL | SNOITAGLIAG | UNOBLIGATED | UNOBLIGATED | |
| | ה רטבוכ באי | טבר מרכיות | | | | 7000 | | Operazione | בממפרו אמווו | | |
| | 100 17 | 149 | (C) & (D) | 3090 | HN00 | 2,328,214.00 | 2,328,214.00 | 2,328,214.00 | 00. | 00. | |
| | | | DEMO ID NH011 | TOTAL | | 6,208,572.00 | 6,208,572.00 | 6,208,572.00 | 00. | 00. | |
| NH012 | Reconstruc | t US-3 Carr | Reconstruct US-3 Carroll town line 2.1 miles north | | | | | | | | |
| | 105 178 | 1602 | 472 | Q920 | HN00 | 1,830,827.00 | 1,830,827.00 | 1,830,827.00 | 00. | 00. | |
| | | | DEMO ID NH012 | TOTAL | | 1,830,827.00 | 1,830,827.00 | 1,830,827.00 | 00' | 00. | |
| NH013 | Improve Brì | idge Street | Improve Bridge Street bridge, Plymouth | | | | | | | | |
| | 105 178 | 1602 | 1655 | Q920 | HN00 | 1,025,100.00 | 1,025,100.00 | | | | |
| | 105 178 | 1602 | 785 | Q920 | HN00 | 1,062,004.00 | 1,062,004.00 | | | | |
| | | | Program Code Q920 Total | | | 2,087,104.00 | 2,087,104.00 | 2,087,104.00 | 00. | 00. | |
| | | | DEMO ID NH013 | TOTAL | | 2,087,104.00 | 2,087,104.00 | 2,087,104.00 | 00. | 00. | |
| NH014 | Widen I-93 | from Salen | Widen I-93 from Salem to Manchester | | | | | | | | |
| | 105 178 | 1602 | 1652 | Q920 | HN00 | 1,204,492.00 | 1,204,492.00 | | | | |
| | 105 178 | 1602 | 916 | Q920 | HN00 | 9,594,929.00 | 9,594,929.00 | - | | | |
| | | | Program Code Q920 Total | | | 10,799,421.00 | 10,799,421.00 | 10,799,421.00 | 00. | 00. | |
| | | | DEMO ID NH014 | TOTAL | | 10,799,421.00 | 10,799,421.00 | 10,799,421.00 | 00. | 00. | |
| NH015 | Construct Orford Bridge | Orford Bridg | Φ | | | | | | | | |
| | 105 178 | 1602 | 1659 | Q920 | HN00 | 871,334.00 | 871,334.00 | | | | |
| | 105 178 | 1602 | 923 | Q920 | HN00 | 2,907,183.00 | 2,907,183.00 | | | | |
| | | | Program Code Q920 Total | | | 3,778,517.00 | 3,778,517.00 | 3,778,517.00 | 00. | 00. | |
| | | | DEMO ID NH015 | TOTAL | | 3,778,517.00 | 3,778,517.00 | 3,778,517.00 | 00 | 00. | |
| NH016 | | Construct Chestersfield Bridge | d Bridge | | | | | | | | |
| | 105 178 | 1602 | 1090 | Q920 | HN00 | 2,599,652.00 | 2,599,652.00 | 2,599,652.00 | 00. | 00. | |
| | | | | | | | | | | | |

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO ID | PUBLIC LAW | SECTION | SUBSECTION | NOI | PROG | COST | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|----------------------------|---------------|--|---|-------------|-----------|----------------------|----------------|--------------|----------------------------|----------------------|
| | | | DEMO ID | D ID NH016 | TOTAL | | 2,599,652.00 | 2,599,652.00 | 2,599,652.00 | 00. | 00. |
| NH017 | Construct the Keene bypass | e Keene byp | ass | | | | | | | | |
| | 105 178 | 1602 | 1206 | | Q920 | HN00 | 5,021,963.00 | 5,021,963.00 | 5,021,963.00 | 00 | 00' |
| | | | DEMC | DEMO ID NH017 | TOTAL | | 5,021,963.00 | 5,021,963.00 | 5,021,963.00 | 00. | 00. |
| NH018 | Construct Hindsale Bridge | indsale Bridç | Эе | | | | | | | | |
| | 105 178 | 1602 | 1247 | | Q920 | HN00 | 2,599,652.00 | 2,599,652.00 | 1,148,131.85 | 1,451,520.15 | 1,451,520.15 |
| | | | DEMC | DEMO ID NH018 | TOTAL | | 2,599,652.00 | 2,599,652.00 | 1,148,131.85 | 1,451,520.15 | 1,451,520.15 |
| NH019 | Improve 3 Pi | isquafaqua ƙ | River Bridges on | Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border | hire - Mair | ne border | | | | | |
| | 105 178 | 1602 | 1300 | | Q920 | HN00 | 1,691,414.00 | 1,691,414.00 | 1,691,414.00 | 00° | 00. |
| | | | DEMC | DEMO ID NH019 | TOTAL | | 1,691,414.00 | 1,691,414.00 | 1,691,414.00 | 00. | 00. |
| NH020 | Rehabilitate/ | reconstruct | Bath-Haverhill B | Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill | Haverhill | | | | | | |
| | 105 178 | 1602 | 1657 | | Q920 | HN00 | 666,314.00 | 666,314.00 | 666,314.00 | 00. | 00. |
| | | | DEMC | DEMO ID NH020 | TOTAL | | 666,314.00 | 666,314.00 | 666,314.00 | 00. | 00. |
| NH021 | High priority | highway and | High priority highway and bridge projects | | | | | | | | |
| | 105 178 | 1602 | 1822 | | Q920 | HN00 | 5,125,498.00 | 5,125,498.00 | 5,125,498.00 | 00. | 00. |
| | | | DEMO ID |) ID NH021 | TOTAL | | 5,125,498.00 | 5,125,498.00 | 5,125,498.00 | .00 | 00. |
| NH022 | Granite Stre | et Bridge Pr | Granite Street Bridge Project, New Hampshire | shire | | | | | | | |
| | 108 07 | | | | 55B0 | HN00 | 7,948,000.00 | 7,948,000.00 | 7,903,968.00 | 44,032.00 | 44,032.00 |
| | | | DEMC | DEMO ID NH022 | TOTAL | | 7,948,000.00 | 7,948,000.00 | 7,903,968.00 | 44,032.00 | 44,032.00 |
| NH023 | Bedford, Nev | w Hampshir | e Route 101 Cor | Bedford, New Hampshire Route 101 Corridor Safety Improvement | ovement F | Project | | | | | |
| | 108 199 | 115 | | | H170 | HN00 | 1,000,000.00 | 1,000,000.00 | 1,000,000.00 | 00 | 00 |
| | | | DEMO ID | 010 | TOTAL | | | | | | |

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO IC | DEMO ID PUBLIC LAW | / SECTION | SUBSECTION | PROG | COST | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|--------------------|-------------------|--|--|--------|----------------------|----------------|--------------|----------------------------|----------------------|
| | | | NH023 | And the same of th | | 1,000,000.00 | 1,000,000.00 | 1,000,000.00 | 00. | 00. |
| NH024 | Chocorua V | 'illage Transpor | Chocorua Village Transportation Improvement Project (NH) | Î | | | | | | |
| | 108 199 | 115 | | H170 | HN00 | 500,000.00 | 499,057.50 | 499,057.50 | 942.50 | 00. |
| | | | DEMO ID NH024 | TOTAL | | 500,000.00 | 499,057.50 | 499,057.50 | 942.50 | 00. |
| NH025 | Granite Stre | et and Bridge \ | Granite Street and Bridge Widening Project, New Hampshire | hire | | | | | | |
| | 108 199 | 115 | | H170 | HN00 | 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 Lo | indonderry Soul | NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation | /etland Cn | eation | | | | | |
| | 108 199 | 115 | | H170 | HN00 | 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. | 000 |
| NH027 | Town of Du | blin, New Hamp | Town of Dublin, New Hampshire Traffic Calming Project | | | | | | | |
| | 108 199 | 115 | | H170 | HN00 | 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 √ | /illage Intersect | Chocorua Village Intersect Improvement Project, New Hampshire | ampshire | | | | | | |
| | 108 447 | 117 | | H660 | HN00 | 200,000.00 | 190,883.48 | 190,883.48 | 9,116.52 | 00. |
| | | | DEMO ID NH028 | TOTAL | | 200,000.00 | 190,883.48 | 190,883.48 | 9,116.52 | 00. |
| NH029 | Crystal Lak | e Mitigation Pro | Crystal Lake Mitigation Project, New Hampshire | | | | | | | |
| | 108 447 | 117 | | 099H | HN00 | 1,000,000.00 | 983,926.00 | 983,926.00 | 16,074.00 | 00. |
| | | | DEMO ID NH029 | TOTAL | | 1,000,000.00 | 983,926.00 | 983,926.00 | 16,074.00 | 00' |
| NH030 | Draper's Co | orner Safety Imp | Draper's Corner Safety Improvements - Claremont, New Hampshire | Hampshir | Φ | | | | | |
| | 108 447 | 117 | | 099H | HN00 | 750,000.00 | 737,946.00 | 737,946.00 | 12,054.00 | 00. |
| | | | DEMO ID | TOTAL | | | | | | |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO IC | DEMO ID PUBLIC LAW | SECTION | SUBSECTION | PROG | COST | TOTAL UDGET AUTHO | TOTAL | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED |
|---------|---|------------------|---|--------------|--|----------------------|--------------|--------------|----------------------------|-------------|
| | Anna Anna Anna Anna Anna Anna Anna Anna | | NH030 | | Li La del del Companyo del Comp | 750,000.00 | 737,946.00 | 737,946.00 | 12,054.00 | 00. |
| NH031 | Hooksett Hig | ghway Recons | Hooksett Highway Reconstruction and Upgrade, New Hampshire | mpshire | | | | | | |
| | 108 447 | 117 | | 099H | HN00 | 4,000,000.00 | 3,935,712.00 | 3,935,712.00 | 64,288.00 | 00. |
| | | | DEMO ID NH031 | TOTAL | | 4,000,000.00 | 3,935,712.00 | 3,935,712.00 | 64,288.00 | 00. |
| NH032 | I-93 constru | ction and mitiç | I-93 construction and mitigation, New Hampshire | | | | | | | |
| | 108 447 | 117 | | H660 | HN00 | 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 Conwa | ay Village Stre | North Conway Village Streetscape Project, New Hampshire | ire | | | | | | |
| | 108 447 | 117 | | 099H | HN00 | 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 No | ıtch Pedestriaı | Pinkham Notch Pedestrian Safety, New Hampshire | | | | | | | |
| | 108 447 | 117 | | H660 | HN00 | 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 N | lotch Foot Brid | Pinkham's Notch Foot Bridge, New Hampshire | | | | | | | |
| | 108 447 | 117 | | H660 | HN00 | 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 T | urnpike/Little I | Spaulding Turnpike/Little Bay Bridges, New Hampshire | | | | | | | |
| | 108 447 | 117 | | 099Н | HN00 | 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 ar | nd upgrade int | Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin | ilin Industr | ial Drive in F | -ranklin | | | | |
| | 109 59 | 1702 | 131 | HY10 | HN00 | 160,000.00 | 160,000.00 | 136,875.99 | 23,124.01 | 23,124.01 |

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO II | DEMO ID PUBLIC LAW | SECTION | SUBSECTION | PROG | COST | TOTAL IUDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|--------------------|---|--|-------------|----------------|-----------------------|----------------|-------------|----------------------------|----------------------|
| | 109 59 | 1702 | 131 | LY10 | HN00 | 641,180.00 | 641,180.00 | 583,045.00 | 58,135.00 | 58,135.00 |
| | | | DEMO ID NH037 | TOTAL | | 801,180.00 | 801,180.00 | 719,920.99 | 81,259.01 | 81,259.01 |
| NH038 | Design and o | construction c | Design and construction of intersection of Rte 101A and Rte 13 in Milford | Rte 13 in I | Milford | | | | | |
| | 109 59 | 1702 | 389 | HY10 | HNOO | 160,000.00 | 160,000.00 | 107,145.00 | 52,855.00 | 52,855.00 |
| | 109 59 | 1702 | 389 | LY10 | HN00 | 641,180.00 | 641,180.00 | 107,547.80 | 533,632.20 | 533,632.20 |
| | | | DEMO ID NH038 | TOTAL | | 801,180.00 | 801,180.00 | 214,692.80 | 586,487.20 | 586,487.20 |
| NH039 | Relocation a | ind Reconstru | Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont | 03 and Nc | orth Street in | Claremont | | | | |
| | 109 59 | 1702 | 397 | HY10 | HN00 | 208,000.00 | 208,000.00 | 177,938.00 | 30,062.00 | 30,062.00 |
| | 109 59 | 1702 | 397 | LY10 | HN00 | 833,534.00 | 833,534.00 | 78,061.99 | 755,472.01 | 755,472.01 |
| | | | DEMO ID NH039 | TOTAL | | 1,041,534.00 | 1,041,534.00 | 255,999,99 | 785,534.01 | 785,534.01 |
| NH040 | Reconstructi | ion of NH 11 s | Reconstruction of NH 11 and NH 28 Intersection in Alton | | | | | | | |
| | 109 59 | 1702 | 731 | HY10 | HN00 | 112,000.00 | 112,000.00 | 50,038.44 | 61,961.56 | 61,961.56 |
| | 109 59 | 1702 | 731 | LY10 | HN00 | 448,826.00 | 448,826.00 | 226,380.79 | 222,445.21 | 222,445.21 |
| | | | DEMO ID NH040 | TOTAL | | 560,826.00 | 560,826.00 | 276,419.23 | 284,406.77 | 284,406.77 |
| NH041 | Improve Mer | Improve Meredith Village Traffic Rotary | Traffic Rotary | | | | | | | |
| | 109 59 | 1702 | 757 | HY10 | HN00 | 160,000.00 | 160,000.00 | 136,876.00 | 23,124.00 | 23,124.00 |
| | 109 59 | 1702 | 757 | LY10 | HN00 | 641,180.00 | 641,180.00 | 138,124.00 | 503,056.00 | 503,056.00 |
| | | | DEMO ID NH041 | TOTAL | | 801,180.00 | 801,180.00 | 275,000.00 | 526,180.00 | 526,180.00 |
| NH042 | Construct int | tersection at L | Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke | in Pembr | oke | | | | | |
| | 109 59 | 1702 | 810 | HY10 | HN00 | 112,000.00 | 112,000.00 | 95,813.00 | 16,187.00 | 16,187.00 |
| | 109 59 | 1702 | 810 | LY10 | HN00 | 448,826.00 | 448,826.00 | 408,130.97 | 40,695.03 | 40,695.03 |
| | | | DEMO ID NH042 | TOTAL | | 560,826.00 | 560,826.00 | 503,943.97 | 56,882.03 | 56,882.03 |
| | | | | | | | | | | |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO ID | PUBLIC LAW | SECTION | SUBSECTION | PROG CODE | COST CENTER | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|----------------|----------------|---|--------------|----------------|---------------------------------|----------------|--------------|----------------------------|----------------------|
| NH043 | Reconstruction | on and Impro | Reconstruction and Improvements to NH Route 110 in Berlin. | erlin. | | | | | | |
| | 109 59 | 1702 | 1171 | HY10 | HN00 | 273,751.00 | 273,751.00 | 273,751.00 | 00. | 00 |
| | 109 59 | 1702 | 1171 | L930 | HN00 | 162,520.00 | 162,520.00 | 162,520.00 | 00' | 00. |
| | 109 59 | 1702 | 1171 | LY10 | HNOO | 1,166,089.00 | 1,166,089.00 | 1,166,089.00 | 00. | 00. |
| | | | DEMO ID NH043 | TOTAL | | 1,602,360.00 | 1,602,360.00 | 1,602,360.00 | 00. | 00. |
| NH044 | South Road I | Viitigation in | South Road Mitigation in Londonderry. | | | | | | | |
| | 109 59 | 1702 | 1479 | HY10 | HN00 | 205,313.00 | 205,313.00 | 205,313.00 | 00. | 00. |
| | 109 59 | 1702 | 1479 | L930 | HNOO | 34,687.00 | 34,687.00 | 7,691.20 | 26,995.80 | 26,995.80 |
| | 109 59 | 1702 | 1479 | LY10 | HN00 | 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 | 728,220.75 | 473,549.25 | 473,549.25 |
| NH045 | Upgrade Sew | alls Falls Ro | Upgrade Sewalls Falls Road bridge over Merrimack River in Concord | r in Concc | pıq | | | | | |
| | 109 59 | 1702 | 1808 | HY10 | HN00 | 160,000.00 | 160,000.00 | 136,876.00 | 23,124.00 | 23,124.00 |
| | 109 59 | 1702 | 1808 | LY10 | HNOO | 641,180.00 | 641,180.00 | 482,477.20 | 158,702.80 | 158,702.80 |
| | | | DEMO ID NH045 | TOTAL | | 801,180.00 | 801,180.00 | 619,353.20 | 181,826.80 | 181,826.80 |
| NH046 | Construct Pa | rk and Ride, | Construct Park and Ride, Exit 5 on I-93 Londonderry, NH. | Ξ̈́ | | | | | | |
| | 109 59 | 1702 | 1972 | HY10 | HN00 | 320,000.00 | 320,000.00 | 273,751.00 | 46,249.00 | 46,249.00 |
| | 109 59 | 1702 | 1972 | LY10 | HN00 | 1,282,360.00 | 1,282,360.00 | 1,166,089.00 | 116,271.00 | 116,271.00 |
| | | | DEMO ID NH046 | TOTAL | | 1,602,360.00 | 1,602,360.00 | 1,439,840.00 | 162,520.00 | 162,520.00 |
| NH047 | Reconstruction | on and reloc | Reconstruction and relocation of the intersection of Maple Avenue a | e Avenue | and Charlest | nd Charleston Road in Claremont | | | | |
| | 109 59 | 1702 | 2301 | HY10 | HNOO | 80,000.00 | 80,000.00 | 68,438.00 | 11,562.00 | 11,562.00 |
| | 109 59 | 1702 | 2301 | LY10 | HN00 | 320,590.00 | 320,590.00 | 291,521.00 | 29,069.00 | 29,069.00 |
| | | | DEMO ID NH047 | TOTAL | | 400,590.00 | 400,590.00 | 359,959.00 | 40,631.00 | 40,631.00 |

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

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FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| | | | | | (| 70 01 700001 73, 70.14 | t-07 | | | |
|---------|--------------|----------------|---|--------------|------------------|---------------------------|-----------------|--------------|----------------------------|--|
| DEMO ID | PUBLIC LAW | SECTION | SUBSECTION | PROG CODE | COST | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
| NH048 | Replacement | t of Ash Stree | Replacement of Ash Street and Pillsbury Road Bridge. | | | | | | | No. of the second secon |
| | 109 59 | 1702 | 2391 | HY10 | HN00 | 304,000.00 | 304,000.00 | | 304,000.00 | 304,000.00 |
| | 109 59 | 1702 | 2391 | LY10 | HN00 | 1,218,242.00 | 1,218,242.00 | | 1,218,242.00 | 1,218,242.00 |
| | | | DEMO ID NH048 | TOTAL | | 1,522,242.00 | 1,522,242.00 | | 1,522,242.00 | 1,522,242.00 |
| NH049 | Construct Pe | destrian, Bic | Construct Pedestrian, Bicycle bridge in Keene. | | | | | | | |
| | 109 59 | 1702 | 2409 | HY10 | HN00 | 128,000.00 | 128,000.00 | 109,500.00 | 18,500.00 | 18,500.00 |
| | 109 59 | 1702 | 2409 | LY10 | HN00 | 512,944.00 | 512,944.00 | 466,435.00 | 46,509.00 | 46,509.00 |
| | | | DEMOID NH049 | TOTAL | | 640,944.00 | 640,944.00 | 575,935.00 | 65,009.00 | 65,009.00 |
| NH050 | Hampton Brid | dge Rehabilit | Hampton Bridge RehabilitationHampton, NH | | | | | | | |
| | 109 59 | 1702 | 2616 | HY10 | HN00 | 240,000.00 | 240,000.00 | 205,313.00 | 34,687.00 | 34,687.00 |
| | 109 59 | 1702 | 2616 | LY10 | HN00 | 961,770.00 | 961,770.00 | 874,567.00 | 87,203.00 | 87,203.00 |
| | | | DEMO ID NH050 | TOTAL | | 1,201,770.00 | 1,201,770.00 | 1,079,880.00 | 121,890.00 | 121,890.00 |
| NH051 | Environment | al mitigation | Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements | to offset e | fects of I-93 | improvements | | | | |
| | 109 59 | 1702 | 3383 | HY10 | HN00 | 240,000.00 | 240,000.00 | 205,313.00 | 34,687.00 | 34,687.00 |
| | 109 59 | 1702 | 3383 | LY10 | HNOO | 961,770.00 | 961,770.00 | 874,567.00 | 87,203.00 | 87,203.00 |
| | | | DEMO ID NH051 | TOTAL | | 1,201,770.00 | 1,201,770.00 | 1,079,880.00 | 121,890.00 | 121,890.00 |
| NH052 | Environment | al mitigation | Environmental mitigation at Crystal Lake in Manchester to offset eff | offset eff | fects of I-93 ii | ects of I-93 improvements | | | | |
| | 109 59 | 1702 | 3389 | HY10 | HN00 | 304,000.00 | 304,000.00 | 260,064.00 | 43,936.00 | 43,936.00 |
| | 109 59 | 1702 | 3389 | LY10 | HN00 | 1,218,242.00 | 1,218,242.00 | 1,107,784.00 | 110,458.00 | 110,458.00 |
| | | | DEMO ID NH052 | TOTAL | | 1,522,242.00 | 1,522,242.00 | 1,367,848.00 | 154,394.00 | 154,394.00 |
| NH053 | Construction | , including wi | Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion-Portsmouth, NH | ents, of ∐ | ittle Bay Bridદ્ | ge to eliminate congestio | nPortsmouth, NH | | | |
| | 109 59 | 1702 | 4514 | HY20 | HN00 | 4,000,000.00 | 4,000,000.00 | 4,000,000.00 | 00. | 00° |
| | | | | | | | | | | |

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

Y ADMINISTRATION INFORMATION SYSTEM

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE AS OF AUGUST 29, 2014

| DEMO ID |) PUBLIC LAW | SECTION | SUBSECTION | PROG CODE | COST | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED |
|---------|---------------|-----------------------------------|--|--------------|----------------|----------------------|----------------|---------------|----------------------------|--------------|
| | 109 59 | 1702 | 4514 | LY20 | HN00 | 24,000,000.00 | 16,029,501.00 | 16,029,501.00 | 7,970,499.00 | 00° |
| | | | DEMO ID NH053 | TOTAL | | 28,000,000.00 | 20,029,501.00 | 20,029,501.00 | 7,970,499.00 | 00 |
| NH054 | I-93 water qu | I-93 water quality study project. | oject. | | | | | | | |
| | 109 59 | 1702 | 4515 | HY20 | HN00 | 800,000.00 | 800,000.00 | 800,000.00 | 00. | 00. |
| | 109 59 | 1702 | 4515 | LY20 | HN00 | 4,800,000.00 | 3,205,901.00 | 2,648,566.80 | 2,151,433.20 | 557,334.20 |
| | | | DEMO ID NH054 | TOTAL | | 5,600,000.00 | 4,005,901.00 | 3,448,566.80 | 2,151,433.20 | 557,334.20 |
| NH055 | Reconfigurat | ion of Pelhar | Reconfiguration of Pelham Intersection to Improve Safety | > | | | | | | |
| | 109 59 | 1702 | 4516 | HY20 | HN00 | 400,000.00 | 400,000.00 | 400,000.00 | 00 | 00. |
| | 109 59 | 1702 | 4516 | LY20 | HN00 | 2,400,000.00 | 1,602,950.00 | 1,602,950.00 | 797,050.00 | 00. |
| | | | DEMO ID NH055 | TOTAL | | 2,800,000.00 | 2,002,950.00 | 2,002,950.00 | 797,050.00 | 00. |
| NH056 | Reconstructi | on of NH 11 | Reconstruction of NH 11 and NH 28 Intersection in Alton. | | | | | | | |
| | 109 59 | 1702 | 4517 | HY20 | HNOO | 280,000.00 | 280,000.00 | 278,100.85 | 1,899.15 | 1,899.15 |
| | 109 59 | 1702 | 4517 | LY20 | HNOO | 1,680,000.00 | 1,122,065.00 | 1,015,273.70 | 664,726.30 | 106,791.30 |
| | | | DEMO ID NH056 | TOTAL | | 1,960,000.00 | 1,402,065.00 | 1,293,374.55 | 666,625.45 | 108,690.45 |
| NH057 | Construct an | d upgrade in | Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin. | din Industr | ial Drive in F | ranklin. | | | | |
| | 109 59 | 1702 | 4518 | HY20 | HN00 | 400,000.00 | 400,000.00 | | 400,000.00 | 400,000.00 |
| | 109 59 | 1702 | 4518 | LY20 | HNOO | 2,400,000.00 | 1,602,950.00 | 126,058.99 | 2,273,941.01 | 1,476,891.01 |
| | | | DEMO ID NH057 | TOTAL | | 2,800,000.00 | 2,002,950.00 | 126,058.99 | 2,673,941.01 | 1,876,891.01 |
| NH058 | Design and c | sonstruction (| Design and construction of intersection of Rt. 101A and Rt. 13 in Milford. | ર્ય. 13 in M | ilford. | | | | | |
| | 109 59 | 1702 | 4519 | HY20 | HNOO | 400,000.00 | 400,000.00 | 138,225.00 | 261,775.00 | 261,775.00 |
| | 109 59 | 1702 | 4519 | LY20 | HN00 | 2,400,000.00 | 1,602,950.00 | | 2,400,000.00 | 1,602,950.00 |
| | | | DEMOID NH058 | TOTAL | | 2,800,000.00 | 2,002,950.00 | 138,225.00 | 2,661,775.00 | 1,864,725.00 |
| | | | | | | | | | | |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

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| DEMO | DEMO ID PUBLIC I AW | SECTION | SUBSECTION | PROG | COST | TOTAL HUDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED |
|-------|---------------------|----------------|--|------------|---------------|--------------------|----------------|--------------|----------------------------|--|
| 050HN | Relocation 8 | and reconstru | ction | 3 and Nort | h Street in (| Claremont. | | | · COMPA | The second secon |
| | 109 59 | 1702 | 4520 | HY20 | HN00 | 520,000.00 | 520,000.00 | | 520,000.00 | 520,000.00 |
| | 109 59 | 1702 | 4520 | LY20 | HN00 | 3,120,000.00 | 2,083,835.00 | | 3,120,000.00 | 2,083,835.00 |
| | | | DEMO ID NH059 | TOTAL | | 3,640,000.00 | 2,603,835.00 | | 3,640,000.00 | 2,603,835.00 |
| 090HN | Improve Me | redith Village | Improve Meredith Village Traffic Rotary | | | | | | | |
| | 109 59 | 1702 | 4521 | HY20 | HN00 | 320,000.00 | 320,000.00 | 320,000.00 | 00. | 00. |
| | 109 59 | 1702 | 4521 | LY20 | HN00 | 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 in | itersection at | Construct intersection at U.S. 3 and Pembroke Hill Road in Pembr | in Pembro | oke | | | | | |
| | 109 59 | 1702 | 4522 | HY20 | HN 00 | 280,000.00 | 280,000.00 | 187,056.00 | 92,944.00 | 92,944.00 |
| | 109 59 | 1702 | 4522 | LY20 | HN00 | 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 | 187,056.00 | 1,772,944.00 | 1,215,009.00 |
| NH062 | Reconstruct | tion and impr | Reconstruction and improvements to NH Route 110 in Berlin. | rlin. | | | | | | |
| | 109 59 | 1702 | 4523 | HY20 | HN00 | 720,000.00 | 720,000.00 | 720,000.00 | 00. | 00. |
| | 109 59 | 1702 | 4523 | LY20 | HN00 | 4,320,000.00 | 2,885,310.00 | 2,840,440.38 | 1,479,559.62 | 44,869.62 |
| | | | DEMO ID NH062 | TOTAL | | 5,040,000.00 | 3,605,310.00 | 3,560,440.38 | 1,479,559.62 | 44,869.62 |
| NH063 | South Road | Mitigation in | South Road Mitigation in Londonderry. | | | | | | , | |
| | 109 59 | 1702 | 4524 | HY20 | HN00 | 400,000.00 | 400,000.00 | | 400,000.00 | 400,000.00 |
| | 109 59 | 1702 | 4524 | LY20 | HN00 | 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 P | ark and Ride | Construct Park and Ride, Exit 5 on I-93 Londonderry, NH. | τ̈́ | | | | | | |
| | 109 59 | 1702 | 4525 | HY20 | HN00 | 400,000.00 | 400,000.00 | 400,000.00 | 00. | 00. |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| 755 DEMOO - 0300E107 - 1030 O - 0130 O | AS OF AUGUST 29, 2014 | |
|---|-----------------------|--|
| | | |

| DEMO ID | D PUBLIC LAW | SECTION | SUBSECTION | PROG CODE | COST | TOTAL UDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|-----------------|---------------|--|--------------|-------------|-----------------------|----------------|--------------|----------------------------|----------------------|
| | 109 59 | 1702 | 4525 | LY20 | HN00 | 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 | ນn and relocເ | Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont | le Avenue | and Charles | ton Road in Claremont | | | | |
| | 109 59 | 1702 | 4526 | HY20 | HN00 | 200,000.00 | 200,000.00 | 200,000.00 | 00 | 00. |
| | 109 59 | 1702 | 4526 | LY20 | HN00 | 1,200,000.00 | 801,475.00 | 801,475.00 | 398,525.00 | 00. |
| | | | DEMO ID NH065 | TOTAL | | 1,400,000.00 | 1,001,475.00 | 1,001,475.00 | 398,525.00 | 00. |
| 990HN | Replacement | of Ash Stree | Replacement of Ash Street and Pillsbury Road Bridge. | | | | | | | |
| | 109 59 | 1702 | 4527 | HY20 | HN00 | 280,000.00 | 280,000.00 | | 280,000.00 | 280,000.00 |
| | 109 59 | 1702 | 4527 | LY20 | HN00 | 1,680,000.00 | 1,122,065.00 | | 1,680,000.00 | 1,122,065.00 |
| | | | DEMO ID NH066 | TOTAL | | 1,960,000.00 | 1,402,065.00 | | 1,960,000.00 | 1,402,065.00 |
| NH067 | Hampton Bric | ige Rehabilit | Hampton Bridge RehabilitationHampton. | | | | | | | |
| | 109 59 | 1702 | 4528 | HY20 | HN00 | 600,000.00 | 600,000.00 | 600,000.00 | 00. | 00. |
| | 109 59 | 1702 | 4528 | LY20 | HN00 | 3,600,000.00 | 2,404,425.00 | 2,404,425.00 | 1,195,575.00 | 00. |
| | | | DEMO ID NH067 | TOTAL | | 4,200,000.00 | 3,004,425.00 | 3,004,425.00 | 1,195,575.00 | 00. |
| NH068 | Crystal Lake | Mitigation, M | Crystal Lake Mitigation, Manchester, NH | | | | | | | |
| | 109 115 | 112 | | LY60 | HN00 | 300,000.00 | 297,000.00 | 297,000.00 | 3,000.00 | 00. |
| | | | DEMO ID NH068 | TOTAL | | 300,000.00 | 297,000.00 | 297,000.00 | 3,000.00 | 00. |
| 690HN | Improvement | s to Alton Tr | Improvements to Alton Traffic Rotary, NH | | | | | | | |
| | 109 115 | 112 | | 1,460 | HN00 | 250,000.00 | 247,500.00 | 189,774.51 | 60,225.49 | 57,725.49 |
| | | | DEMO ID NH069 | TOTAL | | 250,000.00 | 247,500.00 | 189,774.51 | 60,225.49 | 57,725.49 |
| NH070 | Little Bay Bric | iges/Spauldi | Little Bay Bridges/Spaulding Turnpike, NH | | | | | | | |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| DEMO ID | DEMO ID PUBLIC LAW | SECTION | SUBSECTION | | PROG CODE | COST | TOTAL IUDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
|---------|--------------------|--|---|-------------|--------------|------|-----------------------|----------------|--------------|----------------------------|-------------------|
| | 109 115 | 112 | | | LY60 | HN00 | 2,500,000.00 | 2,475,000.00 | 2,475,000.00 | 25,000.00 | 00. |
| | | | DEMO ID NH070 | NH070 | TOTAL | | 2,500,000.00 | 2,475,000.00 | 2,475,000.00 | 25,000.00 | 00. |
| NH071 | Meredith Vill | Meredith Village Improvement Project, NH | ent Project, NH | | | | | | | | |
| | 109 115 | 112 | | | LY60 | HN00 | 800,000.00 | 375,000.00 | 375,000.00 | 425,000.00 | 00. |
| | | | DEMO ID NH071 | NH071 | TOTAL | | 800,000.00 | 375,000.00 | 375,000.00 | 425,000.00 | 00. |
| NH072 | New Hamps | hire Route 111. | New Hampshire Route 111A Intersection Safety improvements, NH | ety Improve | ements, NF | _ | | | | | |
| | 109 115 | 112 | | | LY60 | HN00 | 750,000.00 | 742,500.00 | 742,500.00 | 7,500.00 | 00. |
| | | | DEMO ID NH072 | NH072 | TOTAL | | 750,000.00 | 742,500.00 | 742,500.00 | 7,500.00 | 00. |
| NH073 | Rehabilitate | Route 1(a) Bric | Rehabilitate Route 1(a) Bridge, Hampton, NH | | | | | | | | |
| | 109 115 | 112 | | | LY60 | HN00 | 850,000.00 | 841,500.00 | 841,500.00 | 8,500.00 | 00. |
| | | | DEMO ID NH073 | NH073 | TOTAL | | 850,000.00 | 841,500.00 | 841,500.00 | 8,500.00 | 00. |
| NH074 | Replace Asr | ר Street/Pillsbur | Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH | ndonderry, | Ξ | | | | | | |
| | 109 115 | 112 | | | LY60 | HN00 | 500,000.00 | 00. | | 500,000.00 | 00: |
| | | ٠ | DEMO ID NH074 | NH074 | TOTAL | | 500,000.00 | 00 | | 500,000.00 | 00. |
| NH075 | South Road | South Road Mitigation, Londonderry, NH | donderry, NH | | | | | | | | |
| | 109 115 | 112 | | | LY60 | HN00 | 250,000.00 | 00. | | 250,000.00 | 00: |
| | | | DEMO ID NH075 | NH075 | TOTAL | | 250,000.00 | 00. | | 250,000.00 | 00. |
| NH076 | Sybiak Farm | Sybiak Farm Mittgation, Derry, NH | rry, NH | | | | | | | | |
| | 109 115 | 112 | | | TY60 | HN00 | 300,000.00 | 297,000.00 | 297,000.00 | 3,000.00 | 00. |
| | | | DEMO ID NH076 | 940HN | TOTAL | | 300,000.00 | 297,000.00 | 297,000.00 | 3,000.00 | 00. |
| NH077 | Chocorua Vi | illage Safety Im | Chocorua Village Safety Improvement Project, Tamworth, NH | t, Tamwort | ь, NH | | | | | | |

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

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

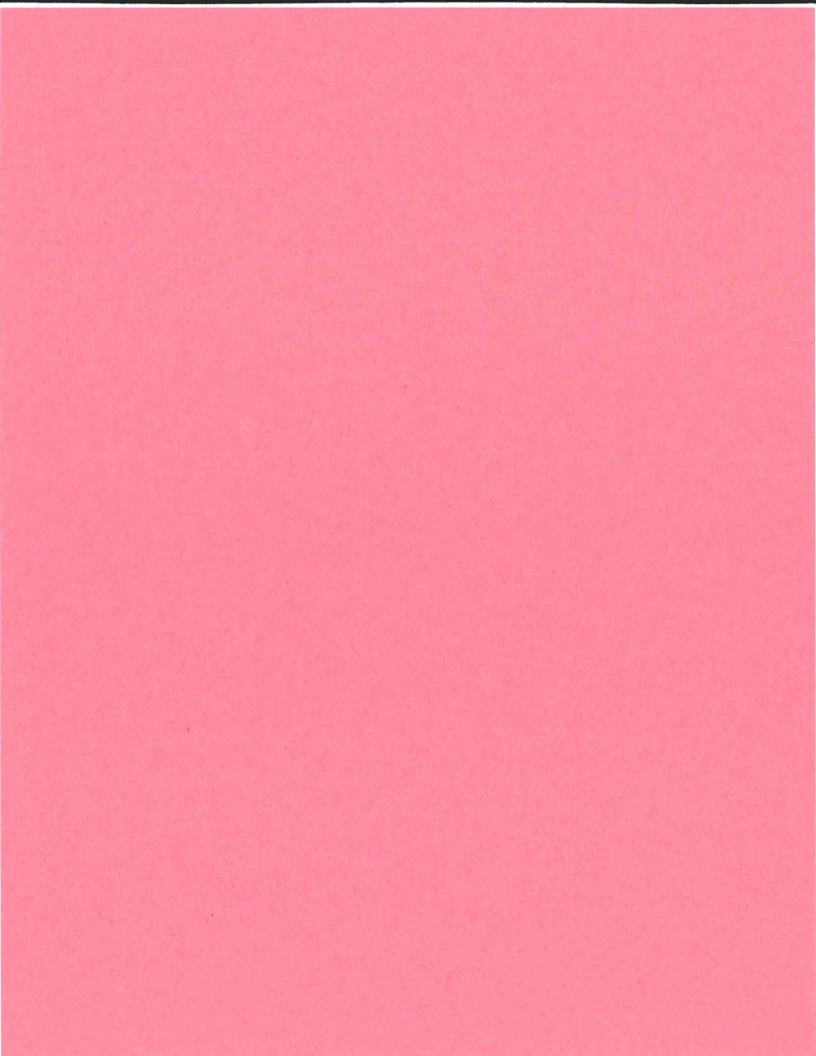
| UNOBLIGATED FUNDS | 00. | 00. | | 00. | 00. | | 00: | 00. | | 00: | 00. | | 9,480.00 | 9,480.00 | | 00. | 00. | | 00. | 00. | |
|----------------------------|-------------|---------------|--|-------------|---------------|---|--------------|---------------|---|--------------|---------------|---|------------|---------------|---------------------------------|------------|---------------|---|------------|---------------|--|
| UNOBLIGATED BUDGET AUTH | 00. | 00. | | 00. | 00. | | 00. | 00. | | 00. | 00' | | 9,480.00 | 9,480.00 | | 00. | 00. | | 00. | 00. | |
| OBLIGATIONS | 490,000.00 | 490,000.00 | | 784,000.00 | 784,000.00 | | 1,666,000.00 | 1,666,000.00 | | 1,715,000.00 | 1,715,000.00 | | 465,520.00 | 465,520.00 | | 499,915.00 | 499,915.00 | | 486,917.00 | 486,917.00 | |
| TOTAL FUNDS | 490,000.00 | 490,000.00 | | 784,000.00 | 784,000.00 | | 1,666,000.00 | 1,666,000.00 | | 1,715,000.00 | 1,715,000.00 | | 475,000.00 | 475,000.00 | | 499,915.00 | 499,915.00 | | 486,917.00 | 486,917.00 | |
| TOTAL UDGET AUTHO | 490,000.00 | 490,000.00 | | 784,000.00 | 784,000.00 | | 1,666,000.00 | 1,666,000.00 | | 1,715,000.00 | 1,715,000.00 | | 475,000.00 | 475,000.00 | | 499,915.00 | 499,915.00 | | 486,917.00 | 486,917.00 | |
| COST CENTER | HN00 | | | HN00 | | | HN00 | | | HN00 | | | HN00 | | | HN00 | | | HN00 | | |
| PROG CODE C | LY90 | TOTAL | | 1 1 1 | TOTAL | | 1790 | TOTAL | | LY90 | TOTAL | | 56A0 | TOTAL | | 56C0 | TOTAL | ts, NH | 56C0 | TOTAL | |
| SUBSECTION | | DEMO ID NH077 | Downtown Franklin Revitalization, Franklin, NH | | DEMO ID NH078 | Granite Street Reconstruction Project, NH | | DEMO ID NH079 | Little Bay Bridges/Spaulding Turnpike, NH | | DEMO ID NH080 | Town of Tamworth, Chocorua Village Safety Project, NH | | DEMO ID NH081 | worth, NH | | DEMO ID NH082 | Broad Street Parkway/Nashua River Bridge Enhancements, NH | | DEMO ID NH083 | Elm Street/Gas Light District Improvements, NH |
| SECTION | 129 | | ranklin Revi | 129 | | et Reconstru | 129 | | dges/Spaul | 129 | | ıworth, Cho | 125 | | ge, Somers | | | Parkway/N | | | ias Light Die |
| DEMO ID PUBLIC LAW | 110 161 | | Downtown Fi | 110 161 | | Granite Stree | 110 161 | | Little Bay Bri | 110 161 | | Town of Tam | 111 08 | | Berwick Bridge, Somersworth, NH | 111 117 | | Broad Street | 111 117 | | Elm Street/G |
| DEMO ID | Addresses - | | NH078 | | | 620HN | | | 080HN | | | NH081 | | | NH082 | | | NH083 | | | NH084 |

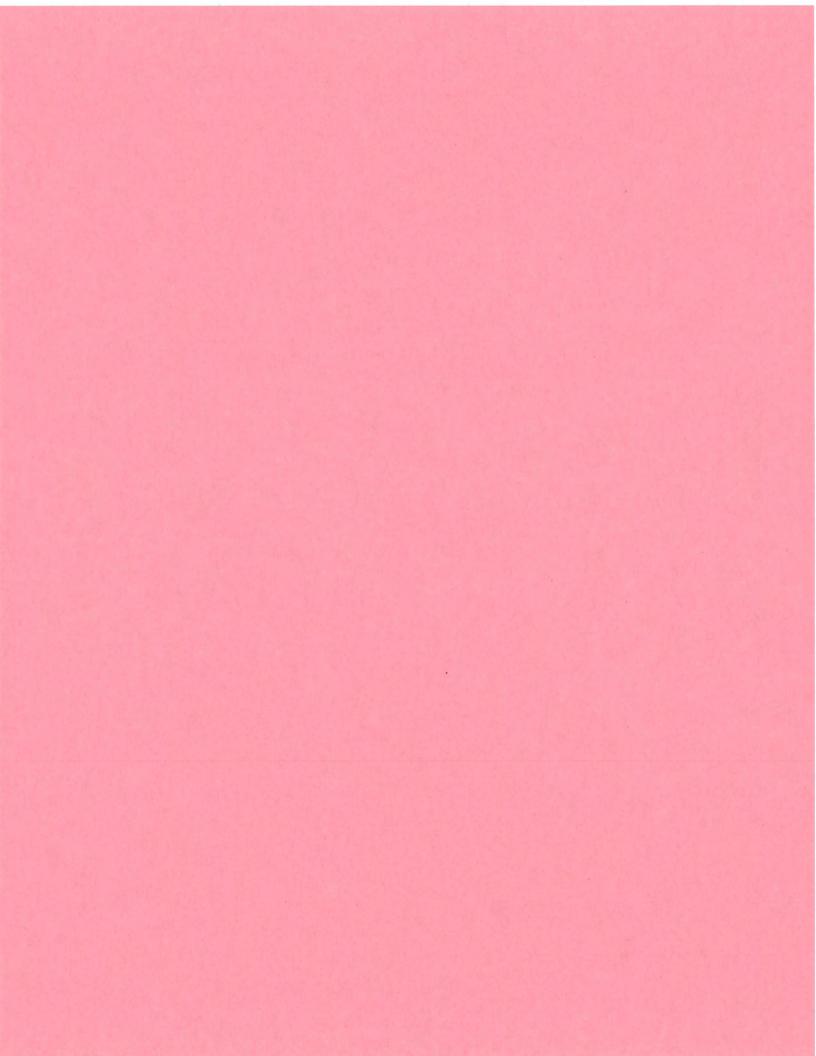
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FISCAL MANAGEMENT INFORMATION SYSTEM

Report: FMISN07A Page 16 of 16

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE

| | | | • | | | | | |
|---------|---|-------------|------|-----------------------|----------------|----------------|----------------------------|----------------------|
| DEMO ID | DEMO ID PUBLIC LAW SECTION SUBSECTION | PROG CODE C | COST | TOTAL IUDGET AUTHO | TOTAL FUNDS | OBLIGATIONS | UNOBLIGATED BUDGET AUTH | UNOBLIGATED FUNDS |
| | 111 117 | 5600 | HN00 | 999,829.00 | 999,829.00 | 76,374.00 | 923,455.00 | 923,455.00 |
| | DEMO ID NH084 | TOTAL | | 999,829.00 | 999,829.00 | 76,374.00 | 923,455.00 | 923,455.00 |
| NH085 | Hutchins Street Reconstruction, Berlin, NH | | | | | | | |
| | 111 117 | 26C0 | HN00 | 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 |
| 980HN | Lower Main Street Infrastructure Project, Claremont, NH | | | | | | | |
| | 111 117 | 56C0 | HN00 | 486,917.00 | 486,917.00 | 93,110.00 | 393,807.00 | 393,807.00 |
| | DEMO ID NH086 | TOTAL | | 486,917.00 | 486,917.00 | 93,110.00 | 393,807.00 | 393,807.00 |
| NH087 | Interstate 93 Quality Study, NH | | | | | | | |
| | DEMO ID NH087 | TOTAL | | | | | 00 | 00. |
| 666HN | | | | | | | | |
| | DEMO ID NH999 | TOTAL | | | | | 00. | 00. |
| | STATE TOTAL | | | 286,393,625.00 | 265,019,058.98 | 243,233,442.33 | 43,160,182.67 | 21,785,616.65 |







Estimate Dated: 10/17/2013

Project Number

11238L / A000(999)

Project Name/Road

NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK

Project Leader

Keith Cota

Posted to Ad Schedule

No

Estimate Type

Based on Bids (Rev. Project Agreement)

Project Dates

Routing Date

01/24/2013

Ad Date

05/11/2010

Supercede Details Dated

01/28/2013

Start Date

01/01/2010

Supercede Estimate Dated

01/25/2013

End Date

09/30/2014

On Shelf Date -

Project Details

Project Status

Planned

Work Zone

Significant

Sponsor

NHDOT

Managed By

DOT

Sponsor Contact

Construction Type

Contract

Relationship

Child

Is Regionally Sig.

Parent Name 11238

Primary Program

Ear-NH007

Percent Bridge Funds

100

District

.

Org Code

3025,7514

Work Class Series

200

Alternate Ref #

NH036, 053, 070, 080

Project Description

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

Project Scope

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



Estimate Dated: 10/17/2013

Estimate Description

This is a duplicate estimate of the September 12, 2012 Revised Project Agreement Estimate (Based on Bids) for Construction that is being routed as the last estimate in FMIS and the first estimate in STYP-RMS.

Funding Instructions

Funding for this project consists of the following: \$5,411,605 (ID # 44670) (NH036); \$4,000,000 (ID #44674) (NH053); \$1,778,400 (ID #44680) (Transportation & Community System Preservation); \$16,029,501 (ID #44676) (NH053); \$2,475,000 (ID #44677) (NH070); and \$1,715,000 (ID #44679) (NH080) totaling \$31,409,506 included under Federal Project No. A000(999). State ID Numbers 44674, 44680 and 44676 require a 20% Turnpike match. 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 are charged to the Newington-Dover 11238 project.

| Funding Participation | | | | |
|-----------------------|--------|--------------------|----------------|-----------------|
| | | Funding Percentage | Project Number | Program Dollars |
| | Other | 1% | | \$541,399.42 |
| | NH DOT | 41% | 11238L | \$22,197,376.42 |
| | FHWA | 58% | A000(999) | \$31,401,166.64 |

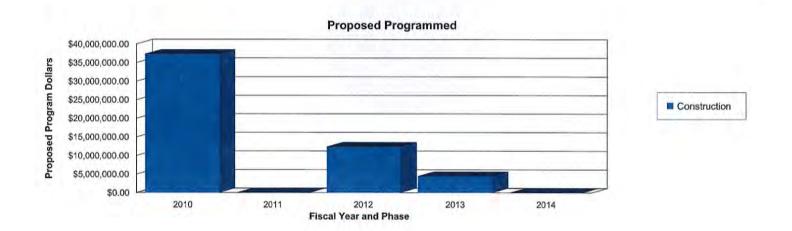
| Town List | | |
|-----------|-----------|--|
| Dover | Newington | |
| | 15,000 | |

| Bridge Information | | | |
|--------------------|-----------------|--------------|--|
| Bridge Name | NBI Number | Type of Work | |
| Dover - 200/023 | 006502000002300 | | |
| Dover - 201/024 | 006502010002400 | | |
| Dover - 201/025 | 006502010002500 | | |



Estimate Dated: 10/17/2013

| Project Total | | | | |
|-----------------|-----------------|-----------------|-------------------|---------------------------|
| Construction | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| Ear-NH007 | | | | |
| 2010 | \$0.00 | \$37,300,508.25 | \$(37,300,508.25) | \$0.00 |
| 2011 | \$0.00 | \$17,807.00 | \$(17,807.00) | \$0.00 |
| 2013 | \$0.00 | \$12,375,769.15 | \$(12,375,769.15) | \$0.00 |
| 2014 | \$0.00 | \$2,831,684.75 | \$(2,831,684.75) | \$0.00 |
| EAR-NH036 | | | 0.307,000,00 | |
| 2010 | \$5,411,605.00 | \$0.00 | \$5,411,605.00 | \$0.00 |
| EAR-NH053 | | | | 17,000 |
| 2010 | \$20,029,501.00 | \$0.00 | \$20,029,501.00 | \$0.00 |
| Ear-NH070 | | | | 1000000 |
| 2010 | \$2,475,000.00 | \$0.00 | \$2,475,000.00 | \$0.00 |
| Ear-NH080 | | | | 75999 |
| 2010 | \$1,715,000.00 | \$0.00 | \$1,715,000.00 | \$0.00 |
| NON-PAR (other) | | | | Wester 5. |
| 2010 | \$439,027.00 | \$0.00 | \$439,027.00 | \$0.00 |
| TCSP * | | | | 77.7 |
| 2010 | \$1,778,400.00 | \$0.00 | \$1,778,400.00 | \$0.00 |
| TPK * | | | | 25.54 |
| 2010 | \$5,451,975.25 | \$0.00 | \$5,451,975.25 | \$0.00 |
| 2011 | \$17,807.00 | \$0.00 | \$17,807.00 | \$0.00 |
| 2012 | \$12,375,769.15 | \$0.00 | \$12,375,769.15 | \$0.00 |
| 2013 | \$4,445,858.09 | \$0.00 | \$4,445,858.09 | \$0.00 |
| Subtotal | \$54,139,942.49 | \$52,525,769.15 | \$1,614,173.34 | \$0.00 |
| Grand Total: | \$54,139,942.49 | \$52,525,769.15 | \$1,614,173.34 | \$0.00 |



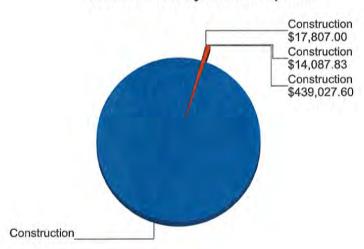


Estimate Dated: 10/17/2013

| Proposed Authorized Vendors | | | |
|-----------------------------|-----------------|-----------------|-----------------|
| | Proposed Amount | Existing Amount | Change |
| Construction | | | |
| Transportation, Dept Of | \$53,669,020.06 | \$0.00 | \$53,669,020.06 |
| Public Service Co of NH | \$17,807.00 | \$0.00 | \$17,807.00 |
| ATC Associates | \$14,087.83 | \$0.00 | \$14,087.83 |
| FairPoint | \$439,027.60 | \$0.00 | \$439,027.60 |
| Subtotal | \$54,139,942.49 | \$0.00 | \$54,139,942.49 |
| Grand Total: | \$54,139,942.49 | \$0.00 | \$54,139,942.49 |

PrjFnI Prev Authorized

Authorization By Phase Proposed





Estimate Dated: 10/17/2013

| Improvement Type | | | |
|------------------|--|---|-----------------|
| Bridge NBI # | State Improvement Type | Federal Improvement Type | Amount |
| - Marie | Road-Reconstruction, Added Capacity | Road-Reconstruction, Added Capacity | \$11,777,824.20 |
| | Force Account | Other | \$17,807.00 |
| | Inspection - Steel (non-bridge) | Other | \$2,000.00 |
| Tentre I | Bridge-New Construction | Bridge-New Construction | \$18,013,270.50 |
| 12 | Construction Engineering | Construction Engineering | \$720,530.82 |
| | Bridge-New Construction | Bridge-New Construction | \$18,618,714.76 |
| | Construction Engineering | Construction Engineering | \$702,298.32 |
| | Bridge-New Const-Steel Insp | Bridge-New Construction | \$115,000.00 |
| 54 | Bridge-New Const-Concrete Insp | Bridge-New Construction | \$5,000.00 |
| ria senie. | Bridge-Rehabilitation, No Added Capacity | Bridge-Rehabilitation, No Added Capacity | \$1,309,209.00 |
| - | Construction Engineering | Construction Engineering | \$52,368.36 |
| To Street | Bridge-Rehab, No Added Capacity -Concrete Insp | Bridge-Rehabilitation, No Added Capacity | \$5,000.00 |
| winter | Bridge-Rehab, No Added Capacity -Steel Insp | Bridge-Rehabilitation, No Added Capacity | \$15,000.00 |
| | Bridge-Rehabilitation, No Added Capacity | Bridge-Rehabilitation, No Added Capacity | \$94,322.19 |
| - | Construction Engineering | Construction Engineering | \$7,047.60 |
|) militares | Road-Restoration and Rehabilitation | Road-Restoration and Rehabilitation | \$1,128,525.00 |
| *** | Construction Engineering | Construction Engineering | \$45,141.00 |
| ter to the | Inspection - Concrete (non-bridge) | Other | \$5,000.00 |
| | Road-Restoration and Rehabilitation | Road-Restoration and Rehabilitation | \$585,068.00 |
| **** | Construction Engineering | Construction Engineering | \$23,402.72 |
| - | Inspection - Concrete (non-bridge) | Other | \$5,000.00 |
| - | Utilities | Utilities | \$399,116.00 |
| *** | Construction Engineering | Construction Engineering | \$39,911.60 |
| *** | Environmental Only | Environmental Only | \$14,087.83 |
| - | Force Account | Other | \$2,000.00 |
| | Construction Engineering | Construction Engineering | \$437,297.59 |
| | | | \$54,139,942.49 |
| rand Total: | | | \$54,139,942.49 |

| Authorization | | | | |
|-----------------|-----------------|-----------------|-----------------|----------------|
| | Proposed Amount | Existing Amount | Change | Est. Indirects |
| Construction | | | | |
| Obligated Funds | \$54,139,942.49 | \$0.00 | \$54,139,942.49 | \$0.00 |
| Advanced Funds | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | \$54,139,942.49 | \$0.00 | \$54,139,942.49 | \$0.00 |
| Grand Total: | \$54,139,942.49 | \$0.00 | \$54,139,942.49 | \$0.00 |



Estimate Dated: 10/17/2013

| Improvement Category | Advertises With | Team Members |
|--|-----------------|---|
| Maintenance 0 % Preservation 60 % Modernization 40 % Expansion 0 % | | Peter Salo Charles Blackman Bob Landry Robert Juliano Wendy Johnson |

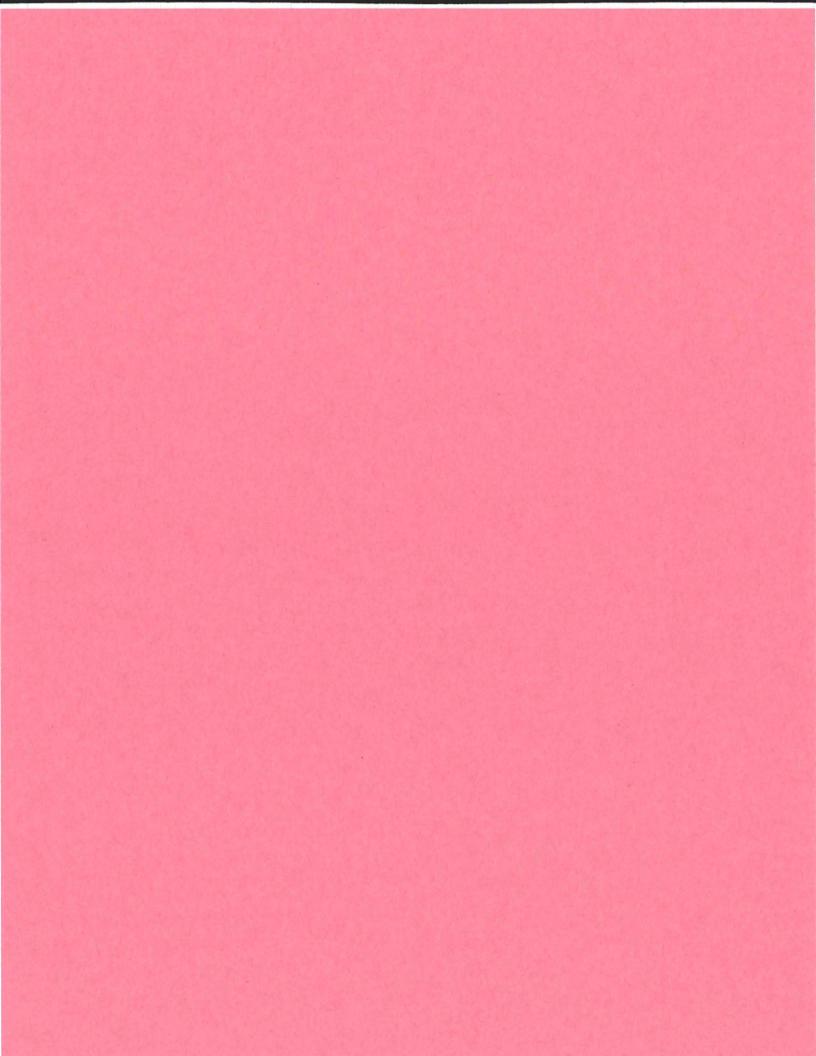
Expenditures by Phase (Data Warehouse)

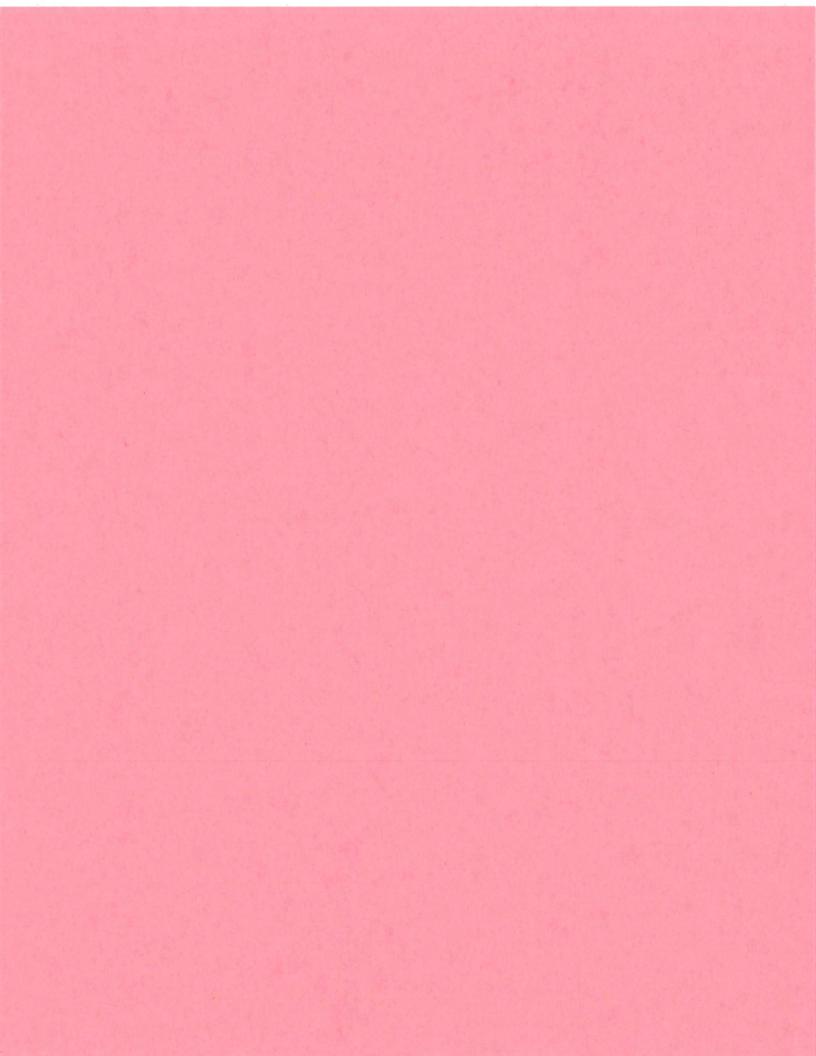




Estimate Dated: 10/17/2013

| Approval | | | | | |
|--------------------------------------|-------------------------------|------------------|-----------------|-----------|-----------|
| Routed By Date Routed Comments | Charles Blackman 25-JUN-13 | Rcvd by Proj | ect Programming | 19-SEP-13 | |
| Bureau | Sent To | Signed By | Action | Туре | Date |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 25-JUN-13 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 25-JUN-13 |
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 17-OCT-13 |







Estimate Dated: 6/4/2014

Project Number

11238M / ---

Project Name/Road

NEWINGTON, NH 16 / US 4 / SPLDG TPK

Project Leader

Keith Cota

Posted to Ad Schedule

Estimate Type

Based on Bids (Rev. Project Agreement)

Project Dates

Routing Date

02/01/2013

Ad Date

05/29/2012

Supercede Details Dated

10/28/2013

Start Date

01/01/2012

10/28/2013 Supercede Estimate Dated

End Date

05/27/2016

On Shelf Date

Project Details

Project Status

Planned

Work Zone

Not Specified

Sponsor

NHDOT

Managed By

DOT

Y TPK *

Sponsor Contact

Construction Type

Contract

Relationship **Parent Name** Child 11238

Is Regionally Sig.

Primary Program

Percent Bridge Funds

0

District

Org Code

3025,7514

Work Class Series

Alternate Ref #

200

Project Description

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

Project Scope

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



Estimate Dated: 6/4/2014

Estimate Description

This estimate Obligates an additional \$274,273.36 in Construction funds for SFY 2014, \$232,546.00 for Enpro for hazardous material removal at Exit 4, and \$41,727.36 for ATC for hazardous material inspection and oversight at Exit 4. This estimate also Advance Constructs \$51,732.54 for Unitil for additional work needed along Arboretum Drive. Total construction funds increase by \$326,005.90 (from \$49,600,676.35 to \$49,926,682.25).

Funding Instructions

This proj is funded by the Tpk Capital Prog. PE & ROW are charged to N-D 11238 ncome of \$73,674.26 (\$95,995.79-\$22,321.53 for RSA 228:22) from Newing. Sewer & \$346,110.95 (\$454,056.90 -\$56,960.00 (for Des. Eng.) -\$45,078.50 (for Const. Services) -\$5,907.45 for RSA 228:22) from Ports. Water PE for Haz Mat Service in the amount of \$4,222.74 by ATC CA #-40006666, Auth. #A1059.

\$41,727.36 by ATC CA #4003933, Auth #A1317

mprove:

Utils:

Unitil \$51,732.54 Pipe relo

Ports. Wat \$412,779.00 (Non-Par) + 10% CE (\$41,277.90) = \$454,056.70

Newing Sew \$87,268.90 (Non-Par) + 10% CE (\$8,726.89) = \$95,995.79

Ports. Water \$315,130.50 + 10% CE (\$31,513.05) =\$346,643.55

Newing Sewer \$4,200 + 10% CE (\$420) = \$4,620.00

Force Accounts: M&N Gas \$2,987,453; PSNH Lighting \$113,057; PSNH Trans \$483,100; NHDOT Bur. of Traffic \$5,000;

Proposed Brdg = no new brdg #

Woodbury Ave const cost = \$5,201,659.40

Brdg #112/107 to be removed

Enpro Haz Mat clean up = \$146,602.50+\$232,546

Funding Participation

| unuing Participation | | | | |
|----------------------|--------|--------------------|----------------|-----------------|
| | | Funding Percentage | Project Number | Program Dollars |
| | NH DOT | 100% | 11238M | \$49,926,682.25 |
| | FHWA | 0% | | \$0.00 |

Town List

Dover

Newington

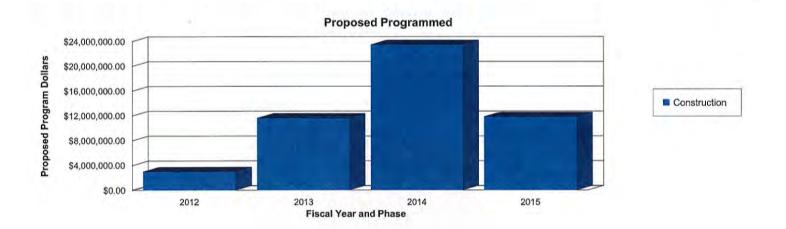
Bridge Information

| Bridge Name | NBI Number | Type of Work | |
|---------------------|-----------------|--------------|--|
| Newington - 112/107 | 018501120010700 | | |
| Newington - 103/124 | 018501030012400 | | |



Estimate Dated: 6/4/2014

| Project Total | | | | |
|-----------------|-----------------|-----------------|--------------|---------------------------|
| Construction | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| NON-PAR (other) | | | | 13,767 |
| 2013 | \$550,052.69 | \$550,052.69 | \$0.00 | \$0.00 |
| TPK * | | | | |
| 2012 | \$2,987,453.00 | \$2,987,453.00 | \$0.00 | \$0.00 |
| 2013 | \$11,078,547.94 | \$11,078,547.94 | \$0.00 | \$0.00 |
| 2014 | \$23,456,005.90 | \$23,130,000.00 | \$326,005.90 | \$0.00 |
| 2015 | \$11,854,622.72 | \$11,854,622.72 | \$0.00 | \$0.00 |
| Subtotal | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 | \$0.00 |
| Grand Total: | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 | \$0.00 |

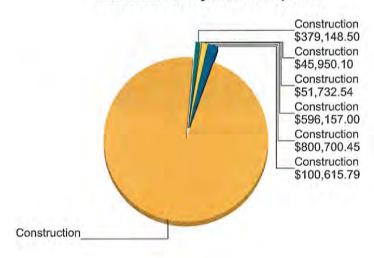




Estimate Dated: 6/4/2014

| Proposed Authorized Vendors | | | |
|-----------------------------|-----------------|------------------------|--------------|
| | Proposed Amount | Existing Amount | Change |
| Construction | | | |
| Town Of Newington | \$100,615.79 | \$100,615.79 | \$0.00 |
| Transportation, Dept Of | \$47,952,377.87 | \$47,952,377.87 | \$0.00 |
| Enpro Services Inc | \$379,148.50 | \$146,602.50 | \$232,546.00 |
| ATC Associates | \$45,950.10 | \$4,222.74 | \$41,727.36 |
| Unitil | \$51,732.54 | \$0.00 | \$51,732.54 |
| Public Service Co Of Nh | \$596,157.00 | \$596,157.00 | \$0.00 |
| City Of Portsmouth | \$800,700.45 | \$800,700.45 | \$0.00 |
| Subtotal | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 |
| Grand Total: | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 |

Authorization By Phase Proposed





Estimate Dated: 6/4/2014

| Bridge NBI# | State Improvement Type | Federal Improvement Type | Amount |
|-----------------|--|--|-----------------|
| | State improvement Type | rederal improvement Type | Amount |
| onstruction | 25.000.000.000 | | 0440 000 50 |
| | Environmental Only | Environmental Only | \$146,602.50 |
| 100 | Environmental Only | Environmental Only | \$4,222.74 |
| | Environmental Only | Environmental Only | \$41,727.36 |
| | Utilities | Utilities | \$51,732.54 |
| | Road-Reconstruction, Added Capacity | Road-Reconstruction, Added Capacity | \$35,829,882.50 |
| | Construction Engineering | Construction Engineering | \$2,143,042.95 |
| | Inspection - Concrete (non-bridge) | Other | \$5,000.00 |
| | Inspection - Steel (non-bridge) | Other | \$8,000.00 |
|) - | Bridge-New Construction | Bridge-New Construction | \$4,834,112.65 |
| - W | Construction Engineering | Construction Engineering | \$290,046.75 |
| | Bridge-New Const-Steel Insp | Bridge-New Construction | \$70,000.00 |
| | Bridge-New Const-Concrete Insp | Bridge-New Construction | \$7,500.00 |
| 018501030012400 | Bridge-Rehabilitation, Added Capacity | Bridge-Rehabilitation, Added Capacity | \$914,636.60 |
| 018501030012400 | Construction Engineering | Construction Engineering | \$54,878.19 |
| | Mitigation of Water Pollution Due To Highway Runoff | Mitigation of Water Pollution Due To Highway Runoff | \$757,382.30 |
| *** | Construction Engineering | Construction Engineering | \$45,442.93 |
| | Utilities | Utilities | \$412,779.00 |
| 1 | Construction Engineering | Construction Engineering | \$41,277.90 |
| | Utilities | Utilities | \$87,268.90 |
| - | Construction Engineering | Construction Engineering | \$8,726.89 |
| | Utilities | Utilities | \$315,130.50 |
| | Construction Engineering | Construction Engineering | \$31,513.05 |
| - | Utilities | Utilities | \$4,200.00 |
| | Construction Engineering | Construction Engineering | \$420.00 |
| | Force Account | Other | \$5,000.00 |
| | Force Account | Other | \$2,987,453.00 |
| - | Force Account | Other | \$113,057.00 |
| 200 | Force Account | Other | \$483,100.00 |
| | Environmental Only | Environmental Only | \$232,546.00 |
| | Entrangement and application | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | \$49,926,682.25 |
| rand Total: | | | \$49,926,682.25 |

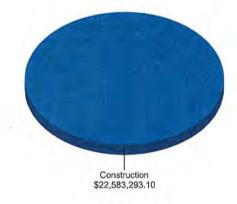
| | Proposed Amount | Existing Amount | Change | |
|-----------------|-----------------|-----------------|--------------|--|
| onstruction | | | | |
| Obligated Funds | \$38,020,326.99 | \$37,746,053.63 | \$274,273.36 | |
| Advanced Funds | \$11,906,355.26 | \$11,854,622.72 | \$51,732.54 | |
| | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 | |
| Grand Total: | \$49,926,682.25 | \$49,600,676.35 | \$326,005.90 | |



Estimate Dated: 6/4/2014

| Improvement Category | Advertises With | Team Members |
|--|-----------------|--|
| Maintenance 0 % Preservation 0 % Modernization 40 % Expansion 60 % | | Peter Salo Charles Blackman Bob Landry Wendy Johnson |

Expenditures by Phase (Data Warehouse)





Estimate Dated: 6/4/2014

Approval

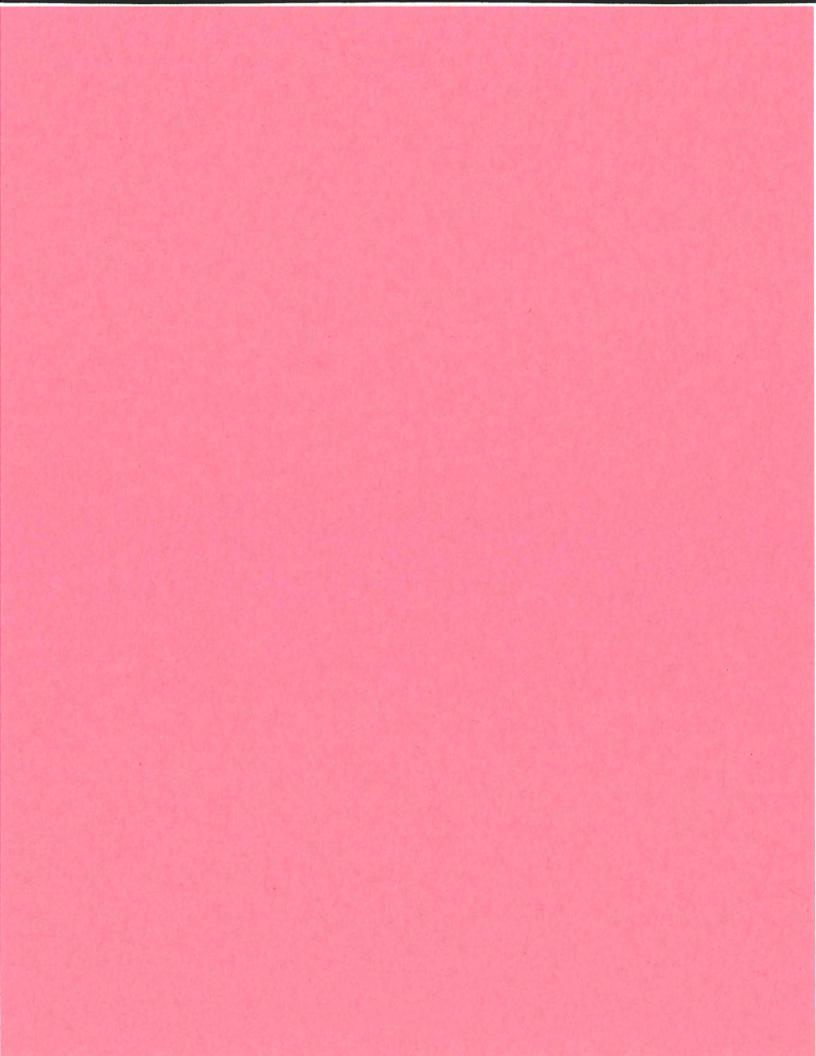
Routed By Charles Blackman

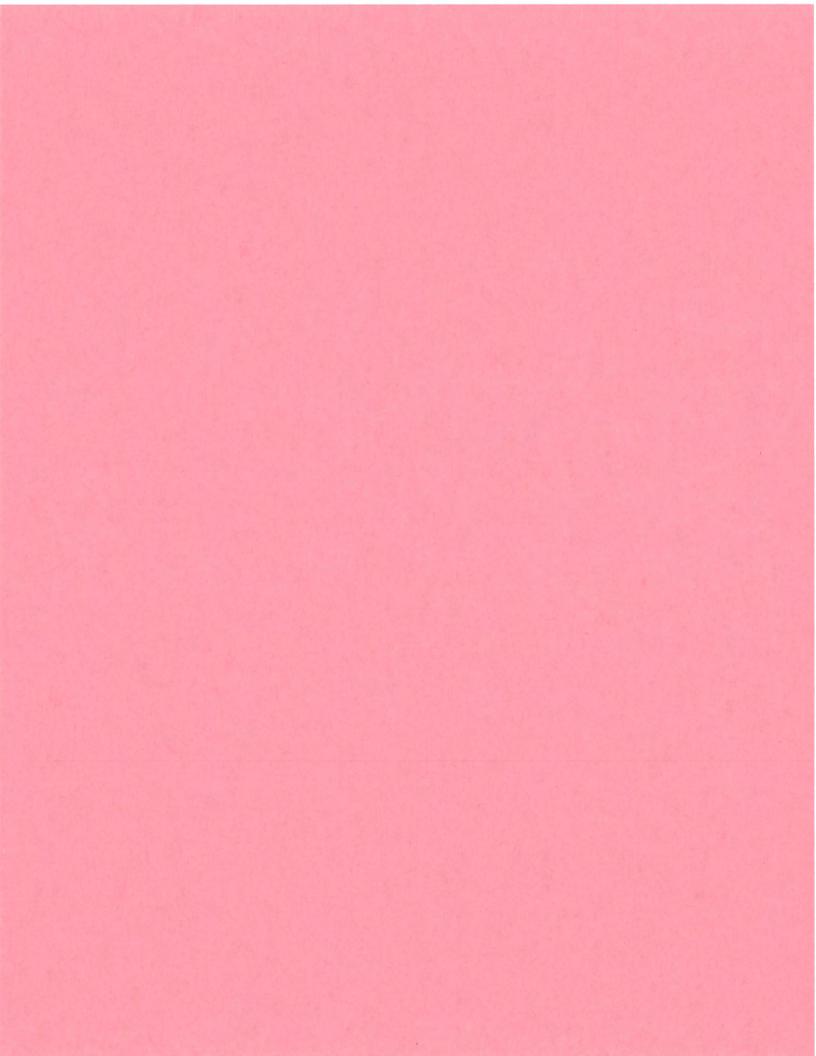
Rcvd by Project Programming 02-JUN-14

Date Routed 22-MAY-14

Comments

| Bureau | Sent To | Signed By | Action | Туре | Date |
|----------------|-------------------|-------------------|----------|---------|-----------|
| Turnpikes | David Smith | David Smith | Sign Off | APPROVE | 02-JUN-14 |
| Highway Design | Melodie Esterberg | Melodie Esterberg | Sign Off | APPROVE | 22-MAY-14 |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 29-MAY-14 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 22-MAY-14 |
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 04-JUN-14 |







Estimate Dated: 6/19/2014

Project Number

112380 / ---

Project Name/Road

NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK

Project Leader

Keith Cota

Posted to Ad Schedule

Yes

Estimate Type

Modified Project Agreement Estimate

Project Dates

Routing Date

02/04/2013

Ad Date

08/19/2014

Supercede Details Dated

12/27/2013

Start Date

11/12/2014

Supercede Estimate Dated

04/03/2013

End Date

11/03/2017

On Shelf Date

Project Details

Project Status

Planned

Work Zone

Significant

Sponsor

NHDOT

Managed By

DOT

Y

Sponsor Contact

Construction Type

Contract

Relationship

Parent Name

Child

Is Regionally Sig.

11238

o itogramany eng.

Primary Program TPK*

Percent Bridge Funds

unds 0

District --

Org Code

3025,7514

Work Class Series

Alternate Ref#

200

Project Description

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

Project Scope

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



Estimate Dated: 6/19/2014

Estimate Description

This estimate reduces Construction funds in the amount of \$5,483,809.70 (from \$33,983,809.70 to \$28,500,000.00), as a result of a more refined design with updated quantities and costs. The cash flow is also redistributed as follows: \$5,100,000.00 in SFY 2015, \$9,850,000.00 in SFY 2016, \$9,850,000.00 in SFY 2017, and \$3,700,000.00 in SFY 2018.

The project grand total is reduced in the amount of \$5,483,809.70 (from \$33,983,809.70 to \$28,500,000.00).

Funding Instructions

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

Funding Participation

| articipation | | | | | |
|--------------|--------|--------------------|----------------|-----------------|---|
| | | Funding Percentage | Project Number | Program Dollars | 7 |
| | NH DOT | 100% | 112380 | \$28,500,000.00 | |
| | FHWA | 0% | | \$0.00 | |

Town List

Dover Newington

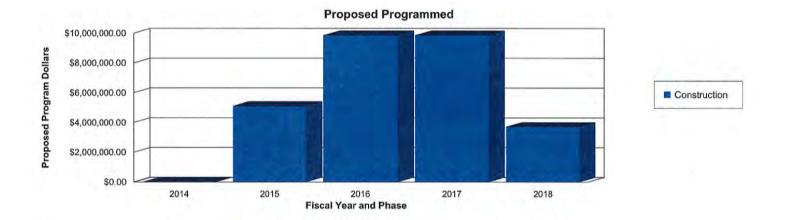
Bridge Information

| Bridge Name | NBI Number | Type of Work | |
|-----------------|-----------------|--------------|--|
| Dover - 201/024 | 006502010002400 | | |
| Dover - 201/025 | 006502010002500 | | |



Estimate Dated: 6/19/2014

| Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
|-----------------|--|---|--|
| | | | 100000000000000000000000000000000000000 |
| \$0.00 | \$9,751,000.00 | \$(9,751,000.00) | \$0.00 |
| \$5,100,000.00 | \$17,267,809.70 | \$(12,167,809.70) | \$0.00 |
| \$9,850,000.00 | \$6,965,000.00 | \$2,885,000.00 | \$0.00 |
| \$9,850,000.00 | \$0.00 | \$9,850,000.00 | \$0.00 |
| \$3,700,000.00 | \$0.00 | \$3,700,000.00 | \$0.00 |
| \$28,500,000.00 | \$33,983,809.70 | \$(5,483,809.70) | \$0.00 |
| \$28,500,000.00 | \$33,983,809.70 | \$(5,483,809.70) | \$0.00 |
| | \$0.00 \$5,100,000.00 \$9,850,000.00 \$9,850,000.00 \$3,700,000.00 | \$0.00 \$9,751,000.00 \$5,100,000.00 \$17,267,809.70 \$9,850,000.00 \$6,965,000.00 \$9,850,000.00 \$0.00 \$3,700,000.00 \$0.00 \$28,500,000.00 \$33,983,809.70 | \$0.00 \$9,751,000.00 \$(9,751,000.00) \$5,100,000.00 \$17,267,809.70 \$(12,167,809.70) \$9,850,000.00 \$6,965,000.00 \$2,885,000.00 \$9,850,000.00 \$0.00 \$9,850,000.00 \$3,700,000.00 \$0.00 \$3,700,000.00 \$28,500,000.00 \$33,983,809.70 \$(5,483,809.70) |





Estimate Dated: 6/19/2014

| Improvement Category | Advertises With | Team Members |
|--|-----------------|--|
| Maintenance 0 % Preservation 0 % Modernization 40 % Expansion 60 % | | David Smith Peter Salo Charles Blackman Bob Landry Wendy Johnson |

| A | n | n | r | o | v | a | ı |
|---|---|---|---|---|---|----|----|
| | r | r | м | • | м | ** | ×. |

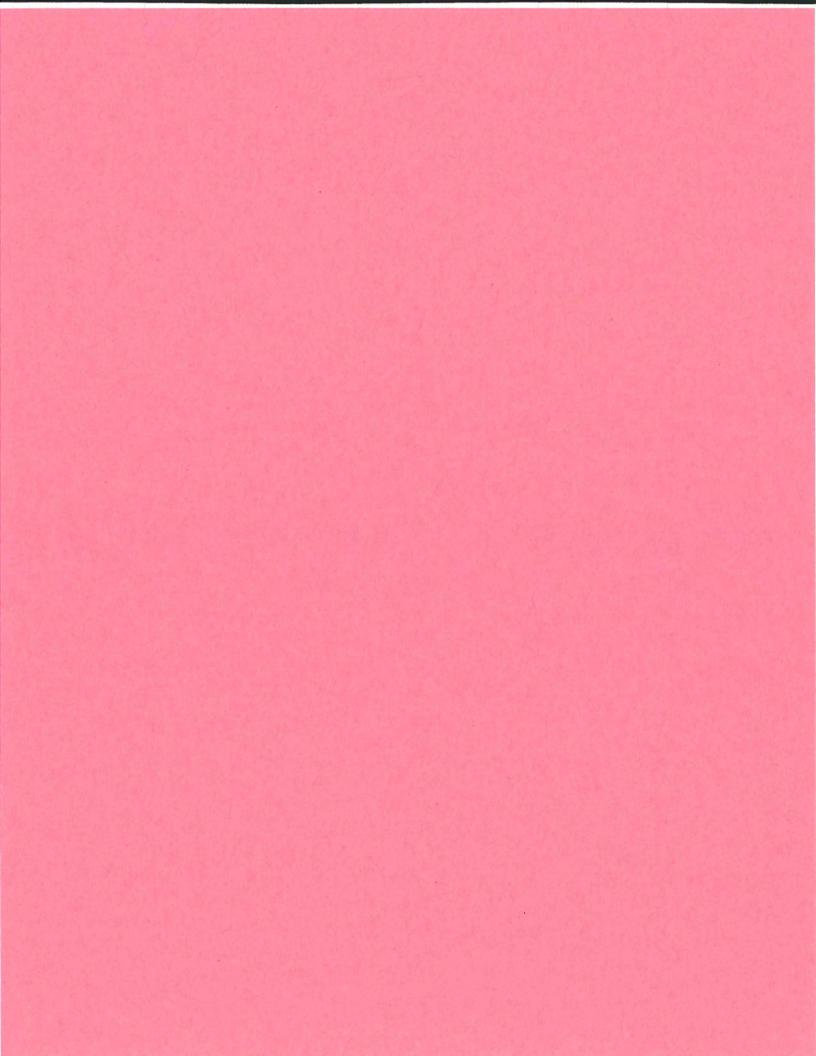
Routed By Charles Blackman

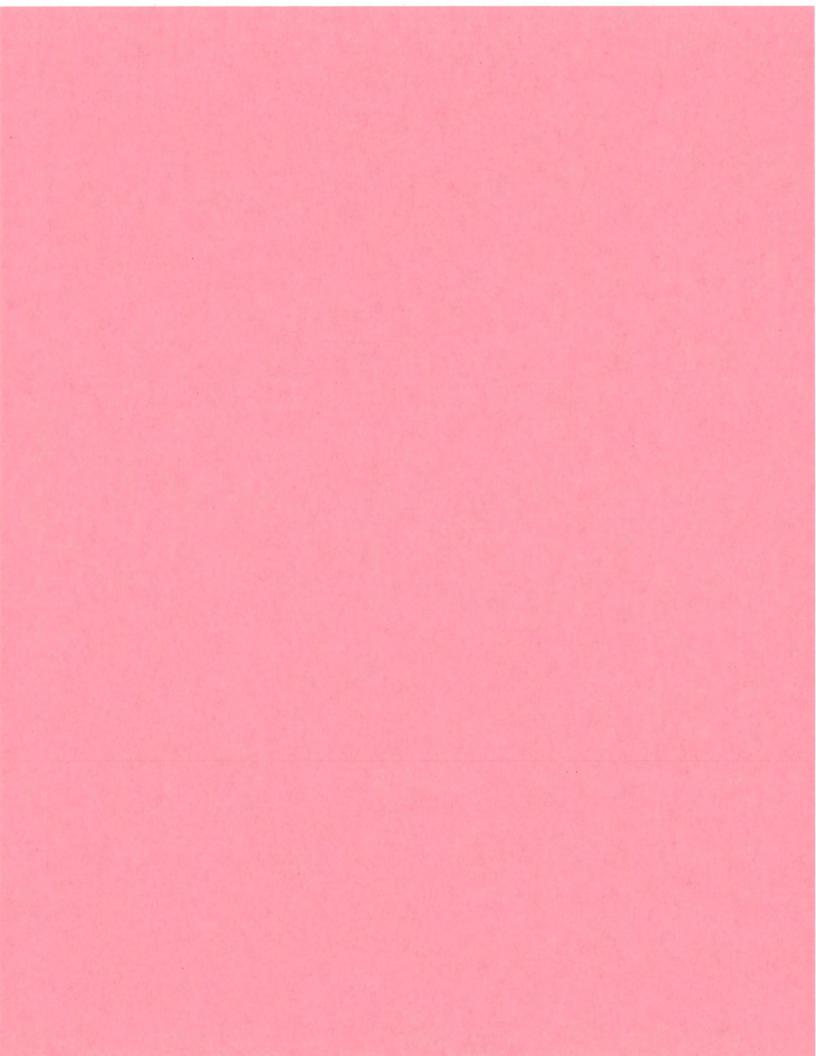
Rcvd by Project Programming 19-JUN-14

Date Routed 18-JUN-14

Comments Blackman, Charles-6/18/2014 1:04:46 PM->Reduced estimate and moved SFY \$ out of 2014.

| Bureau | Sent To | Signed By | Action | Type | Date |
|----------------|------------------|------------------|----------|---------|-----------|
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 19-JUN-14 |
| Bridge Design | Bob Landry | Bob Landry | Sign Off | APPROVE | 18-JUN-14 |
| Turnpikes | David Smith | David Smith | Sign Off | APPROVE | 18-JUN-14 |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 19-JUN-14 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 18-JUN-14 |







Estimate Dated: 6/3/2014

Project Number

11238Q / ---

Project Name/Road

NEWINGTON - DOVER, NH 16, US 4 & SPAULDING TURNPIKE

Project Leader

Keith Cota

Posted to Ad Schedule

Yes

Estimate Type

Modified Project Agreement Estimate

Project Dates

Routing Date

02/04/2013

Ad Date

07/30/2019

Supercede Details Dated

03/26/2014

Start Date

08/19/2015

Supercede Estimate Dated

06/22/2013

End Date

11/27/2020

On Shelf Date

06/16/2015

Project Details

Project Status

Non-Funded

Work Zone

Significant

Sponsor

NHDOT

Managed By

DOT

Sponsor Contact

Construction Type

Contract

Relationship

Child

Is Regionally Sig.

Y

Parent Name

11238

Primary Program

TPK *

Percent Bridge Funds

0

District

Org Code

3035,7514

Work Class Series

Alternate Ref #

200

Project Description

Reconstruct Spaulding Tpk from LBB to Dover Toll Booth and Exit 6 interchange, incl new soundwalls

Project Scope

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



Estimate Dated: 6/3/2014

Estimate Description

This estimate increases the advanced construction funds by \$7,332.60 (from \$0 to \$7,332.60) for FairPoint for future abandonment and filling of the telephone manholes that were not completed during the 11238L contract. The increase is applied entirely to SFY 2015 (from \$9,300,000.00 to \$9,307,332.60).

The Construction Grand Total increases by \$7,332.60 (from \$49,200,000.00 to \$49,207,332.60).

Note: The Grand Total of \$49,207,332.60 is based off the April 2012 Slope and Drain estimate and does not reflect costs associated with additional soil improvements that will be needed or utility relocations that will be required. The construction estimate will be updated when the PS&E submission is developed, which is currently expected to be in the summer of 2014.

Funding Instructions

This project is funded by the Turnpike Capital Program. The Advanced Construction total reflects an inflation rate of 3% from 2012 to July 2014. PE and ROW are charged to the Newington-Dover 11238 project.

Force Accounts:

FairPoint

\$7,332.60 for future abandonment and filling of the telephone manholes that were not completed during the 11238L contract (to be paid by FairPoint)

| Funding Participation | | | | |
|-----------------------|--------|--------------------|----------------|-----------------|
| | | Funding Percentage | Project Number | Program Dollars |
| | NH DOT | 100% | 11238Q | \$49,207,332.60 |

FHWA 0% \$0.00

Town List

Dover Newin

Dover Newington

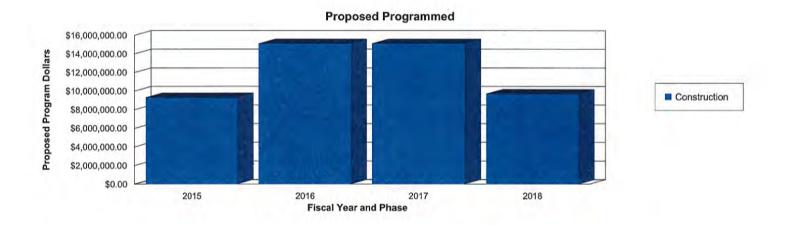
 Bridge Information
 NBI Number
 Type of Work

 Dover - 181/039
 006501810003900



Estimate Dated: 6/3/2014

| Project Total | | | | |
|---------------|-------------------|-----------------|------------|---------------------------|
| Construction | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| TPK * | | | | No. 2 (4) 44 |
| 2015 | \$9,307,332.60 | \$9,300,000.00 | \$7,332.60 | \$0.00 |
| 2016 | \$15,100,000.00 | \$15,100,000.00 | \$0.00 | \$0.00 |
| 2017 | \$15,100,000.00 | \$15,100,000.00 | \$0.00 | \$0.00 |
| 2018 | \$9,700,000.00 | \$9,700,000.00 | \$0.00 | \$0.00 |
| Subtotal | \$49,207,332.60 | \$49,200,000.00 | \$7,332.60 | \$0.00 |
| Grand Total: | _ \$49,207,332.60 | \$49,200,000.00 | \$7,332.60 | \$0.00 |

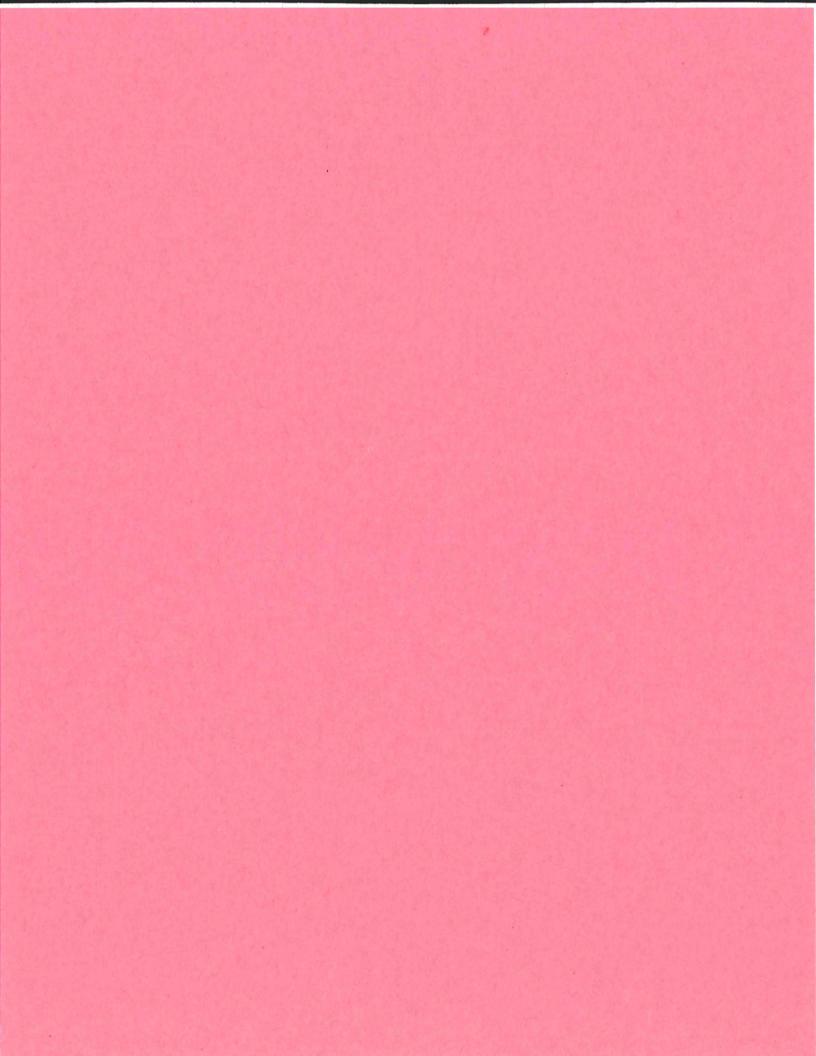


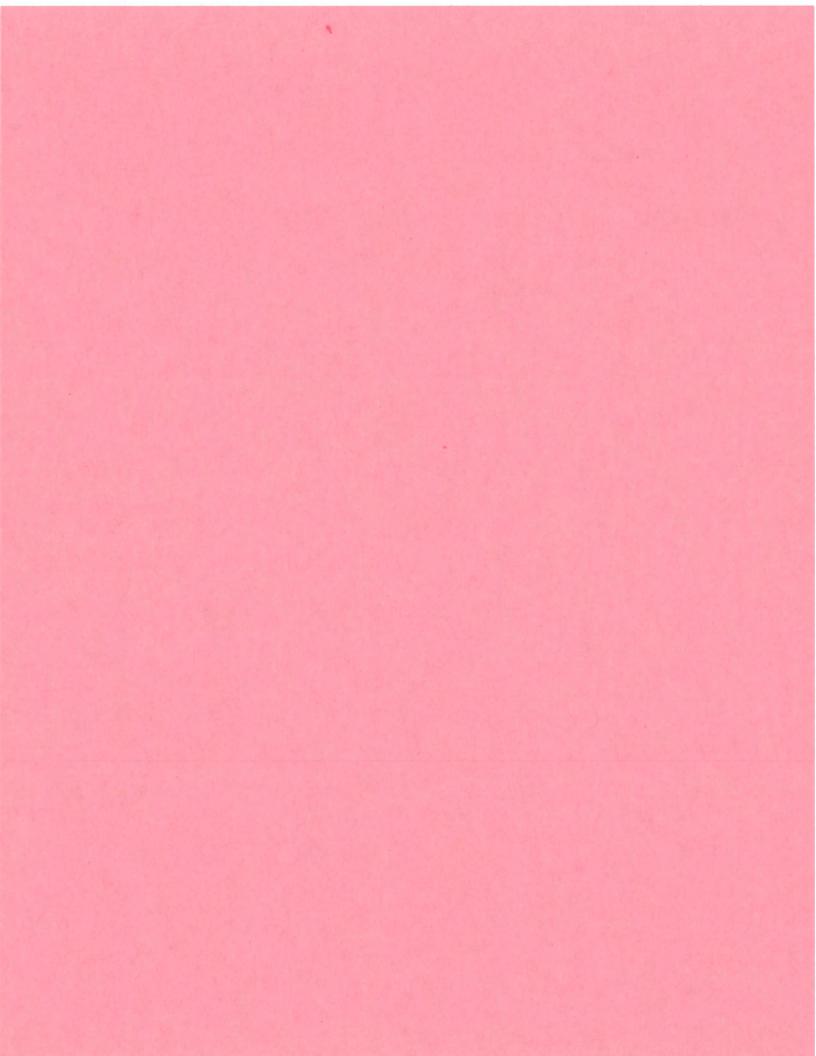


Estimate Dated: 6/3/2014

| Improvement Category | | Advertises With | Team Members |
|---|----------------------------|-----------------|---|
| Maintenance Preservation Modernization Expansion | 0 % 0 % 40 % 60 % | | Peter Salo Charles Blackman Bob Landry Wendy Johnson Jarrett Roseboom |

| proval | | | | | |
|----------------------------------|-------------------------------|-------------------|-----------------|-----------|-----------|
| Routed By Date Routed Comments | Charles Blackman 22-MAY-14 | Rcvd by Proj | ect Programming | 02-JUN-14 | |
| Bureau | Sent To | Signed By | Action | Туре | Date |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 29-MAY-14 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 22-MAY-14 |
| Highway Design | Melodie Esterberg | Melodie Esterberg | Sign Off | APPROVE | 22-MAY-14 |
| Turnpikes | David Smith | David Smith | Sign Off | APPROVE | 02-JUN-14 |
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 03-JUN-14 |







Estimate Dated: 6/3/2014

Project Number

112385 / ---

Project Name/Road

NEWINGTON - DOVER, SPAULDING TURNPIKE / LITTLE BAY BRIDGES

Project Leader

Keith Cota

Posted to Ad Schedule

Yes

Estimate Type

Modified Project Agreement Estimate

Project Dates

Routing Date

11/21/2012

Ad Date

03/06/2018

Supercede Details Dated Supercede Estimate Dated 03/31/2014

Start Date

11/09/2016

06/24/2013

End Date

10/30/2020

On Shelf Date

08/02/2016

Project Details

Project Status

Planned

Work Zone

Not Specified

Sponsor

NHDOT

Managed By

DOT

N

TPK *

Sponsor Contact

Construction Type

Contract

Relationship

Stand Alone

Is Regionally Sig.

Parent Name

Primary Program

Percent Bridge Funds

0

District

Org Code

7514

Work Class Series

100

Alternate Ref #

Pedestrian and, Bicycle Bridge Only

Project Description

General Sullivan Bridge Rehabilitation

Project Scope

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



Estimate Dated: 6/3/2014

Estimate Description

This estimate moves the entire PE amount of \$600,000.00 (from \$600,000.00 to \$0) from the 11238S project to the parent 11238 project.

This estimate moves the entire ROW amount of \$25,000.00 (from \$25,000.00 to \$0) from the 11238S project to the parent11238 project.

The project grand total is reduced by \$625,000.00 (from \$31,693,545.00 to \$31,068,545.00).

Funding Instructions

Turnpike funded effort

Const funds FY 2016 \$7,068,545 FY 2017 \$12,000,000

FY 2018 \$12,000,000

Funding Participation

| r didnig r articipation | | | | |
|-------------------------|--------|--------------------|----------------|-----------------|
| | | Funding Percentage | Project Number | Program Dollars |
| | NH DOT | 100% | 11238S | \$31,068,545.00 |
| | FHWA | 0% | | \$0.00 |

Town List

Dover

Newington

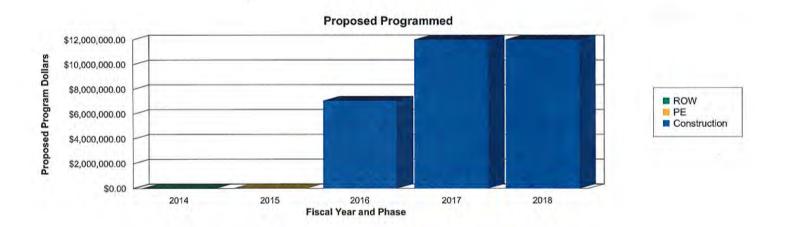
Bridge Information

| Bridge Name | NBI Number | Type of Work | |
|-----------------|-----------------|-------------------|--|
| Dover - 200/023 | 006502000002300 | A 1.13 - ST. 1.12 | |



Estimate Dated: 6/3/2014

| Project Total | | | | |
|---------------|-----------------|-----------------|----------------|---------------------------|
| PE | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| TPK * 2014 | \$0.00 | \$400,000.00 | \$(400,000.00) | \$0.00 |
| 2015 | \$0.00 | \$200,000.00 | \$(200,000.00) | \$0.00 |
| Subtotal | \$.00 | \$600,000.00 | \$(600,000.00) | \$0.00 |
| ROW | Proposed Amount | Existing Amount | <u>Change</u> | Est. Proposed Indirect |
| TPK * 2014 | \$0.00 | \$25,000.00 | \$(25,000.00) | \$0.00 |
| Subtotal | \$.00 | \$25,000.00 | \$(25,000.00) | \$0.00 |
| Construction | Proposed Amount | Existing Amount | <u>Change</u> | Est. Proposed Indirect |
| TPK * 2016 | \$7,068,545.00 | \$7,068,545.00 | \$0.00 | \$0.00 |
| 2017 | \$12,000,000.00 | \$12,000,000.00 | \$0.00 | \$0.00 |
| 2018 | \$12,000,000.00 | \$12,000,000.00 | \$0.00 | \$0.00 |
| Subtotal | \$31,068,545.00 | \$31,068,545.00 | \$0.00 | \$0.00 |
| Grand Total: | \$31,068,545.00 | \$31,693,545.00 | \$(625,000.00) | \$0.00 |





Proposed Authorized Vendors

Grand Total:

Grand Total:

NH DOT PROJECT ESTIMATE

Existing Amount

Proposed Amount

Estimate Dated: 6/3/2014

Change

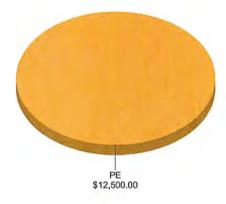
| | 8 | | |
|--------------------------------|------------------------|--------------------------|--------|
| | | | |
| | | | |
| | | | |
| Improvement Type | | | |
| Improvement Type Bridge NBI # | State Improvement Type | Federal Improvement Type | Amount |
| | State Improvement Type | Federal Improvement Type | Amount |
| | State Improvement Type | Federal Improvement Type | Amount |
| | State Improvement Type | Federal Improvement Type | Amount |
| Bridge NBI # | State Improvement Type | Federal Improvement Type | Amount |
| Bridge NBI # | State Improvement Type | Federal Improvement Type | Amount |



Estimate Dated: 6/3/2014

| Improvement Category | Advertises With | Team Members |
|--|-----------------|---|
| Maintenance 0 % Preservation 100 % Modernization 0 % Expansion 0 % | | Peter Salo Charles Blackman Bob Landry Robert Juliano Wendy Johnson |

Expenditures by Phase (Data Warehouse)





Estimate Dated: 6/3/2014

Approval

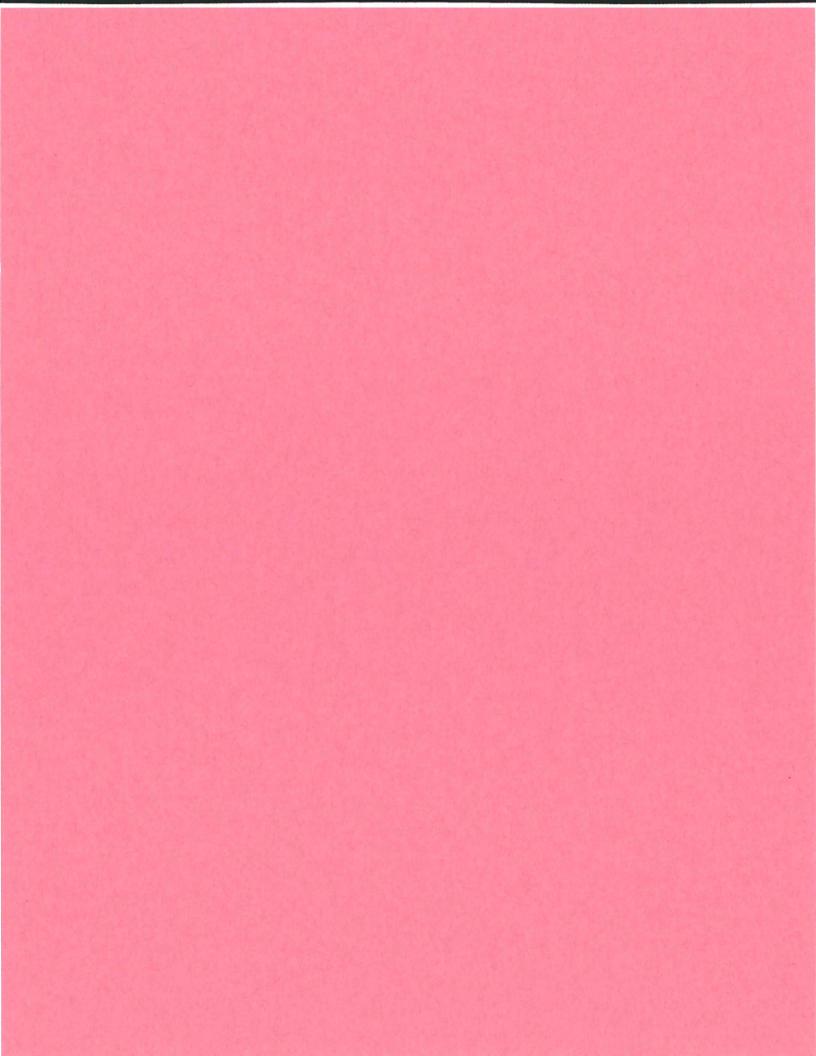
Routed By Charles Blackman

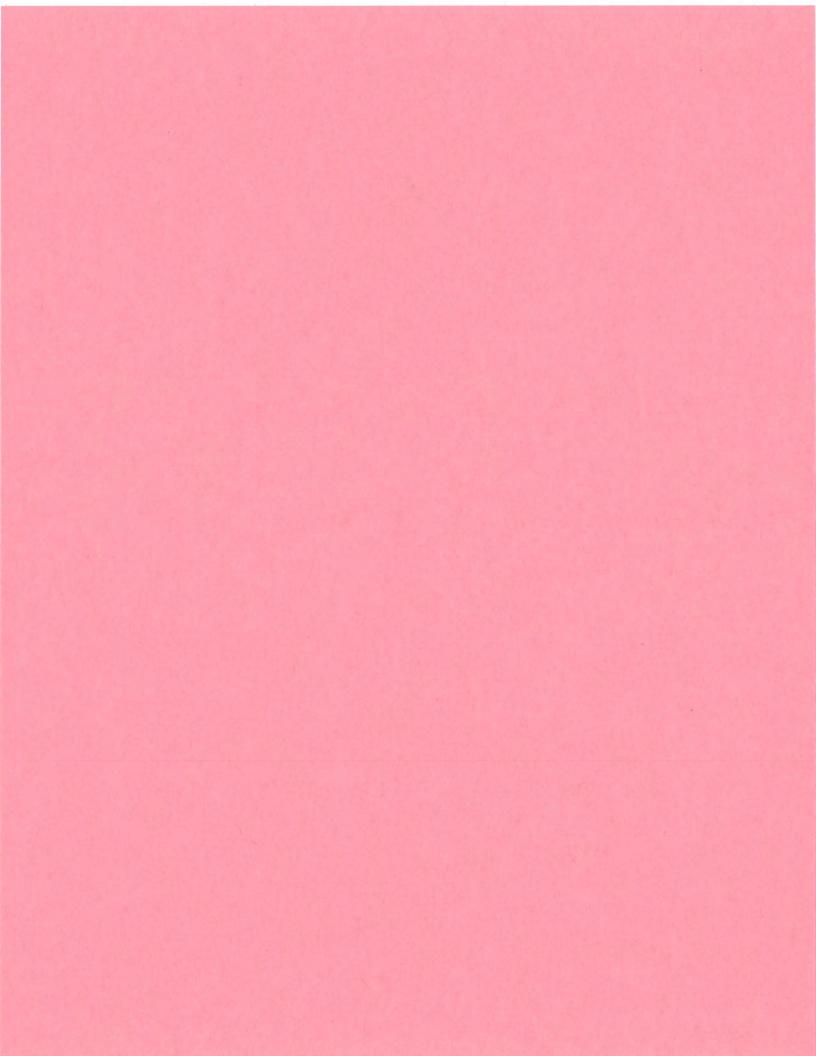
Rcvd by Project Programming 02-JUN-14

Date Routed 22-MAY-14

Comments Blackman, Charles-5/22/2014 7:53:00 AM->Moves PE and ROW from 11238S to 11238.

| Bureau | Sent To | Signed By | Action | Туре | Date |
|----------------|------------------|------------------|----------|---------|-----------|
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 03-JUN-14 |
| Bridge Design | Bob Landry | Bob Landry | Sign Off | APPROVE | 22-MAY-14 |
| Turnpikes | David Smith | David Smith | Sign Off | APPROVE | 02-JUN-14 |
| Highway Design | Keith Cota | Keith Cota | Sign Off | APPROVE | 29-MAY-14 |
| Highway Design | Charles Blackman | Charles Blackman | Sign Off | APPROVE | 22-MAY-14 |







Estimate Dated: 1/21/2014

Project Number

20254 / X-A002(056)

Project Name/Road

Rochester, US Route 202

Project Leader

Ron Grandmaison

Posted to Ad Schedule

Estimate Type

Modified Project Agreement Estimate

Project Dates

Routing Date

03/28/2011

Ad Date

04/23/2013

Supercede Details Dated

09/05/2013

Start Date

10/01/2011

09/05/2013 Supercede Estimate Dated

End Date

10/31/2014

On Shelf Date

Project Details

Project Status

Planned

Work Zone

Not Specified

Sponsor

NHDOT

Managed By

DOT

Sponsor Contact

Construction Type

Contract

Relationship

Stand Alone

Is Regionally Sig.

Parent Name

Primary Program

CMAQ *

Percent Bridge Funds

District

Org Code

3054,7513

Work Class Series

200

0

Alternate Ref#

10-16CMAQ, Application ID

Project Description

Const 201 space park-n-ride lot adjacent to US 202 (Washington St.) in the City of Rochester [10-16]

Project Scope

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.



Estimate Dated: 1/21/2014

Estimate Description

This Estimate adds a State of NH NON-PAR amount of \$15,000 in PE to allow payment of final Consultant invoices to complete the phase. The Consultant charges do not exceed the upset limit set forth in the task order.

Funding Instructions

Project will use CMAQ funds at 80% and the 20% match will use Turnpike Funds NOT Toll Credits. The DUNS number for the State of NH is 808591697.

| Fu | ndina | Partici | pation |
|----|-------|---------|--------|
| | | | |

| r unumg r articipation | | | | |
|------------------------|--------|--------------------|----------------|-----------------|
| | | Funding Percentage | Project Number | Program Dollars |
| | NH DOT | 20% | 20254 | \$446,098.17 |
| | FHWA | 80% | X-A002(056) | \$1,784,392.70 |

Town List

Rochester

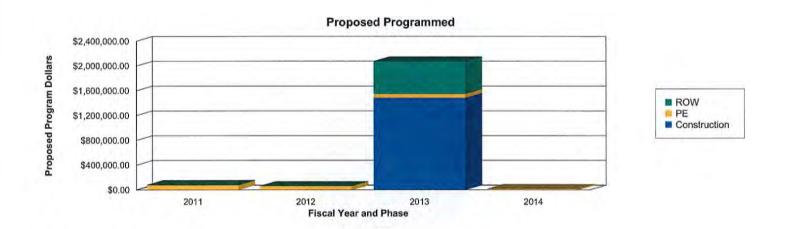
Bridge Information

| Bridge Name NBI Number Type of Work |
|-------------------------------------|
|-------------------------------------|



Estimate Dated: 1/21/2014

| Project Total | | | | |
|---------------|-----------------|-----------------|---------------|---|
| PE | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| CMAQ * | | | | 1500000 |
| 2011 | \$72,727.27 | \$72,727.27 | \$0.00 | \$7,272.73 |
| 2012 | \$60,000.00 | \$60,000.00 | \$0.00 | \$6,000.00 |
| 2013 | \$60,000.00 | \$60,000.00 | \$0.00 | \$6,000.00 |
| NON-PAR (dot) | 4 12 14 14 | | 23255753 | 13 6 |
| 2014 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Subtotal | \$207,727.27 | \$192,727.27 | \$15,000.00 | \$19,272.73 |
| ROW | Proposed Amount | Existing Amount | Change | Est. Proposed Indirect |
| CMAQ * | | | | ATTITUTE OF |
| 2011 | \$7,272.73 | \$7,272.73 | \$0.00 | \$727.27 |
| 2012 | \$1,834.78 | \$1,834.78 | \$0.00 | \$183.48 |
| 2013 | \$524,983.49 | \$524,983.49 | \$0.00 | \$52,498.35 |
| Subtotal | \$534,091.00 | \$534,091.00 | \$0.00 | \$53,409.10 |
| Construction | Proposed Amount | Existing Amount | <u>Change</u> | Est. Proposed Indirect |
| CMAQ * | | | | 100000000000000000000000000000000000000 |
| 2013 | \$1,488,672.60 | \$1,488,672.60 | \$0.00 | \$148,867.26 |
| Subtotal | \$1,488,672.60 | \$1,488,672.60 | \$0.00 | \$148,867.26 |
| Grand Total: | \$2,230,490.87 | \$2,215,490.87 | \$15,000.00 | \$221,549.09 |

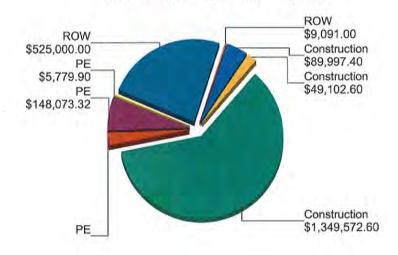




Estimate Dated: 1/21/2014

| Proposed Authorized Vendors | | | |
|--------------------------------|-----------------|-----------------|-------------|
| | Proposed Amount | Existing Amount | Change |
| PE | | | |
| Transportation, Dept Of | \$53,874.05 | \$38,874.05 | \$15,000.00 |
| Jacobs Engineering Group Inc | \$148,073.32 | \$148,073.32 | \$0.00 |
| Preservation Co | \$5,779.90 | \$5,779.90 | \$0.00 |
| Subtotal | \$207,727.27 | \$192,727.27 | \$15,000.00 |
| ROW | | | |
| Transportation, Dept Of | \$525,000.00 | \$525,000.00 | \$0.00 |
| NH DEPT OF TRANSPORTATION | \$9,091.00 | \$9,091.00 | \$0.00 |
| Subtotal | \$534,091.00 | \$534,091.00 | \$0.00 |
| Construction | | | |
| Transportation, Dept Of | \$89,997.40 | \$89,997.40 | \$0.00 |
| DES:Environmental Serv,Dept Of | \$49,102.60 | \$49,102.60 | \$0.00 |
| Alvin J Coleman & Son Inc | \$1,349,572.60 | \$1,349,572.60 | \$0.00 |
| Subtotal | \$1,488,672.60 | \$1,488,672.60 | \$0.00 |
| Grand Total: | \$2,230,490.87 | \$2,215,490.87 | \$15,000.00 |

Authorization By Phase Proposed





Estimate Dated: 1/21/2014

| Improveme | ent Type | | | |
|--------------|-------------|--------------------------------------|--------------------------------------|----------------|
| | Bridge NBI# | State Improvement Type | Federal Improvement Type | Amount |
| Construction | | | | |
| | | Construction Engineering | Construction Engineering | \$89,997.40 |
| | | Environmental Only | Environmental Only | \$49,102.60 |
| | 77 | Traffic Management/Engineering (HOV) | Traffic Management/Engineering (HOV) | \$1,349,572.60 |
| | | | | \$1,488,672.60 |
| E | | | | |
| | | Preliminary Engineering | Preliminary Engineering | \$207,727.27 |
| | | | | \$207,727.27 |
| row | | | | |
| | | Other | Other | \$525,000.00 |
| | | Right Of Way-Incidentals | Right of Way | \$9,091.00 |
| | | | | \$534,091.00 |
| Grand Total: | | | | \$2,230,490.87 |

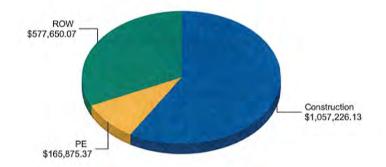
| Grand Total: | \$2,230,490.87 | \$2,215,490.87 | \$15,000.00 | \$222,095.35 |
|-----------------|-----------------|-----------------|-------------|----------------|
| | \$1,488,672.60 | \$1,488,672.60 | \$0.00 | \$149,413.52 |
| Advanced Funds | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Obligated Funds | \$1,488,672.60 | \$1,488,672.60 | \$0.00 | \$149,413.52 |
| Construction | | | | 486,411401. |
| | \$534,091.00 | \$534,091.00 | \$0.00 | \$53,409.10 |
| Advanced Funds | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Obligated Funds | \$534,091.00 | \$534,091.00 | \$0.00 | \$53,409.10 |
| ROW | | | | 4.44. |
| 15.017 | \$207,727.27 | \$192,727.27 | \$15,000.00 | \$19,272.73 |
| Advanced Funds | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Obligated Funds | \$207,727.27 | \$192,727.27 | \$15,000.00 | \$19,272.73 |
| PE | _ | | | |
| | Proposed Amount | Existing Amount | Change | Est. Indirects |



Estimate Dated: 1/21/2014

| mprovement Category | | Advertises With | Team Members |
|---------------------|-------|-----------------|--------------|
| Maintenance | 0 % | | |
| Preservation | 0 % | | |
| Modernization | 0 % | | |
| Expansion | 100 % | | |
| | | | |
| | | | |
| | | | |

Expenditures by Phase (Data Warehouse)





Estimate Dated: 1/21/2014

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| | | | |

Routed By

Ron Grandmaison

Rcvd by Project Programming 15-JAN-14

Date Routed 15-JAN-14

Comments FHWA Approval

Project Programming -> Project 20254 - Rochester submitted on 1/15/2014 has been

approved by LEIGH I. LEVINE of FHWA on 1/17/2014.

| Bureau | Sent To | Signed By | Action | Туре | Date |
|----------------|-------------------|-----------------|----------|---------|-----------|
| Other | Organization FHWA | Joan Castellano | Sign Off | ACCEPT | 21-JAN-14 |
| Highway Design | Ron Grandmaison | Ron Grandmaison | Sign Off | APPROVE | 15-JAN-14 |
| Finance | Bill Jennison | Joan Castellano | Sign Off | ACCEPT | 15-JAN-14 |

