2020 Financial Plan Update

Spaulding Turnpike Improvements

NHS-027-1(37), 11238

Newington to Dover

New Hampshire

September 2020

Federal Highway Administration

New Hampshire Department of Transportation

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

Newington to Dover, New Hampshire

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

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Bedford, New Hampshire

FHWA-NH-EIS-06-01-D

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

2020 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 2020 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 2020 Financial Plan Update and are included within this document.

The cost data in the 2020 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2020 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 2020 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 2020 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 2020 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 2020 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.

Victoria F. Sheehan — 10/11/2021

Commissioner — Date

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1

Introduction

1.4 Funding Overview

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

The State's Legislature passed House Bill 391 in June 2009, which increased the Project's authorization to $275M for engineering, right-of-way, and construction activities. In November 2009, the State issued $150M and in August 2012, the State issued $119.2M in Turnpike Revenue bonds[1] to pay for the project's expenditures, as well as other Turnpike capital projects.

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

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

2

Project Description

2.5 Project History

2.5.1 Major Milestones

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

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

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

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

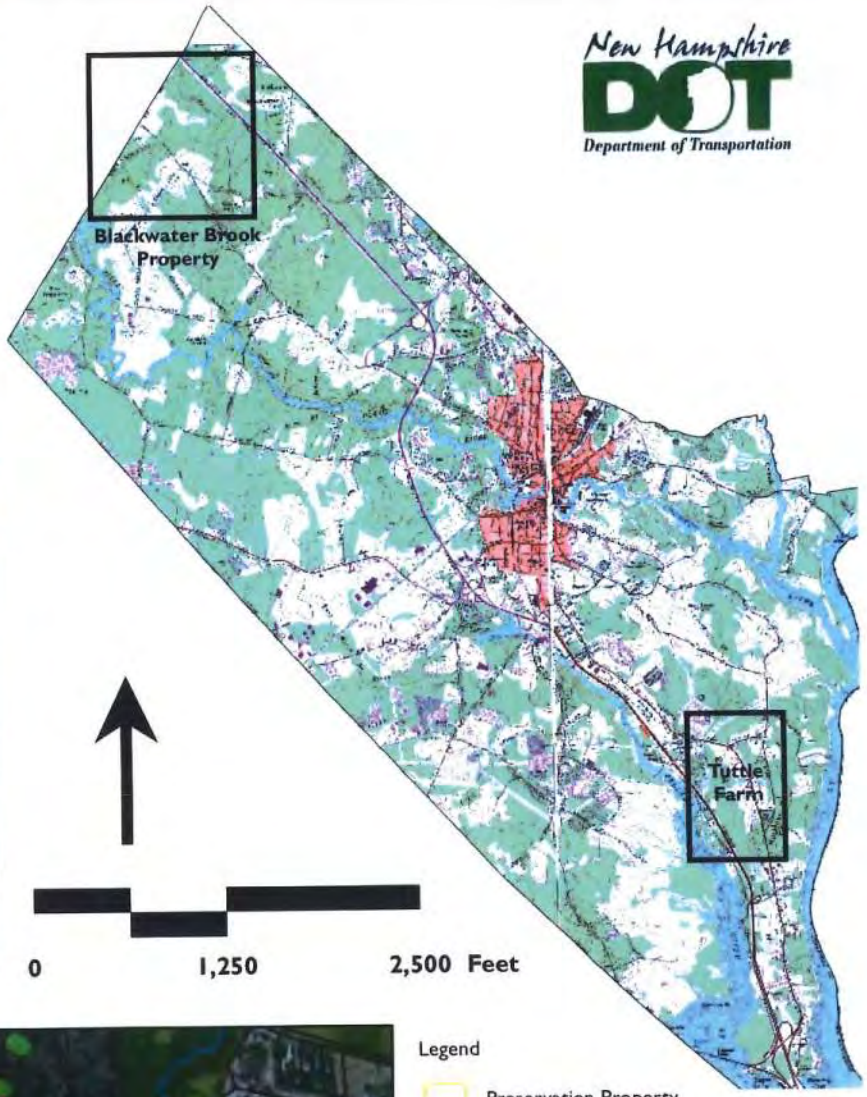
  Meetings were held on the following dates:
  May 27, 2009; August 25, 2009; March 16, 2010; August 19, 2010
  May 16, 2013; August 6, 2014; August 25, 2015, October 25, 2016,
  January 30, 2018, September 5, 2018.

2.5.2 Completed Activities

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

2.5.2.1 Mitigation Activities

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



Legend

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

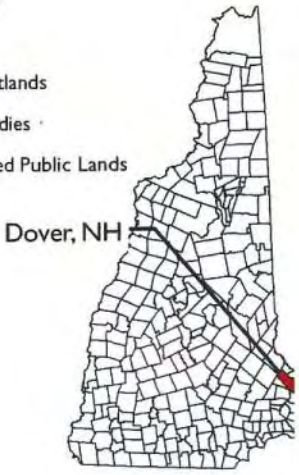


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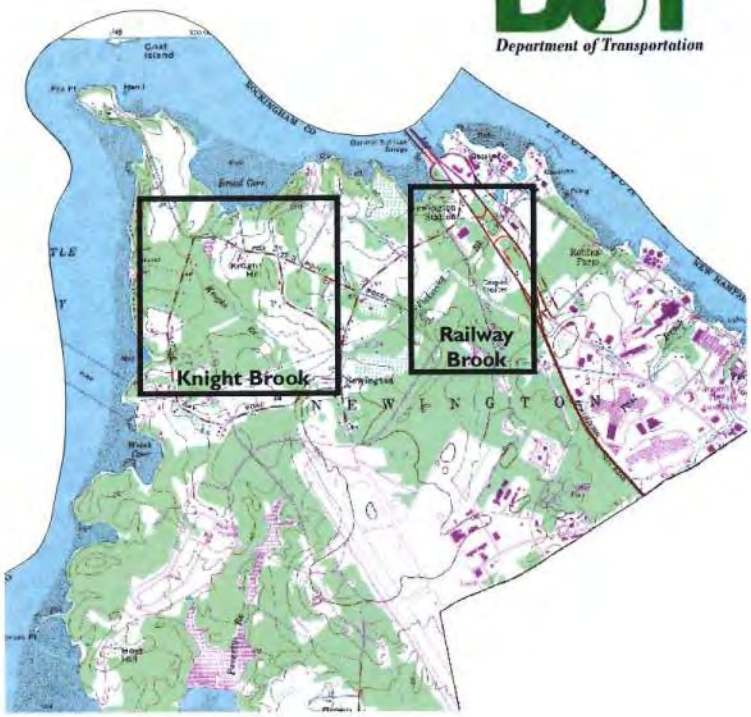
Figure 2.5-1
Dover Mitigation Sites

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

2.5.2.2 Final Design Engineering

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

New Hampshire DOT
Department of Transportation



Legend

- Preservation Property
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- Waterbodies
- Conserved Public Lands

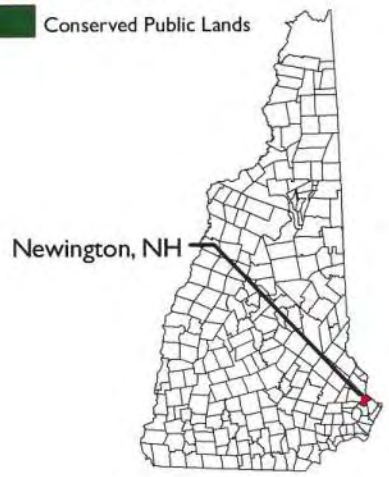

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Figure 2.6-1
Newington Mitigation Sites

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

2.5.2.3 Right-of-Way

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

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

2.5.2.4 Construction

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

2.6 Ongoing Activities

2.6.1 Mitigation

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

2.6.1.-1 Travel Demand Measures (TDM)

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

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

2.6.2 Final Design Engineering

The Type, Span and Location Study (TS&L) for the General Sullivan Bridge rehabilitation was completed in March 2017. Following the review of the TS&L and the continual deterioration of the bridge, the Department has initiated a Supplemental Environmental Impact Statement (SEIS) to evaluate rehabilitation and replacement options. It is anticipated that the SEIS will be completed in 2020 with the Supplemental Record of Decision (SROD) to be issued shortly thereafter. Following the issuance of the SROD, the preliminary and final design for the General Sullivan Bridge is anticipated to continue in FY 2020 and FY 2021.

2.6.3 Construction

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

2.7 Project Status Summary

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

Table 2-7. Project Status

PROJECT ELEMENT	% COMPLETE	STATUS OVERVIEW COMMENT
DESIGN		
CONTRACT L	100%	Contract L – New SB Little Bay Bridge is complete.
CONTRACT M	100%	Contract M – Exit 3 & 4 in Newington is complete.
CONTRACT O	100%	Contract O – The rehabilitation of the existing Little Bay Bridge is complete.
CONTRACT Q	100%	Contract Q – Exit 6/Mainline in Dover is in construction.
CONTRACT S	40%	Contract S – General Sullivan Bridge (GSB) rehabilitate substructure, replace superstructure, the inspections of the GSB were completed in 2009, 2012, 2014 and 2016. After structural evaluation, a SEIS evaluation of alternatives is ongoing. In 2018 a "targeted bridge inspection" resulted in closing of the GSB.
PROJECTWIDE SUMMARY	90%	All final design activities are completed except for Contract S which is in the SEIS stage and is anticipated to be completed in 2020. Following the issuance of the SROD, preliminary and final design are anticipated to occur in FY 2020 and FY 2021.

Table 2-7. Continued

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

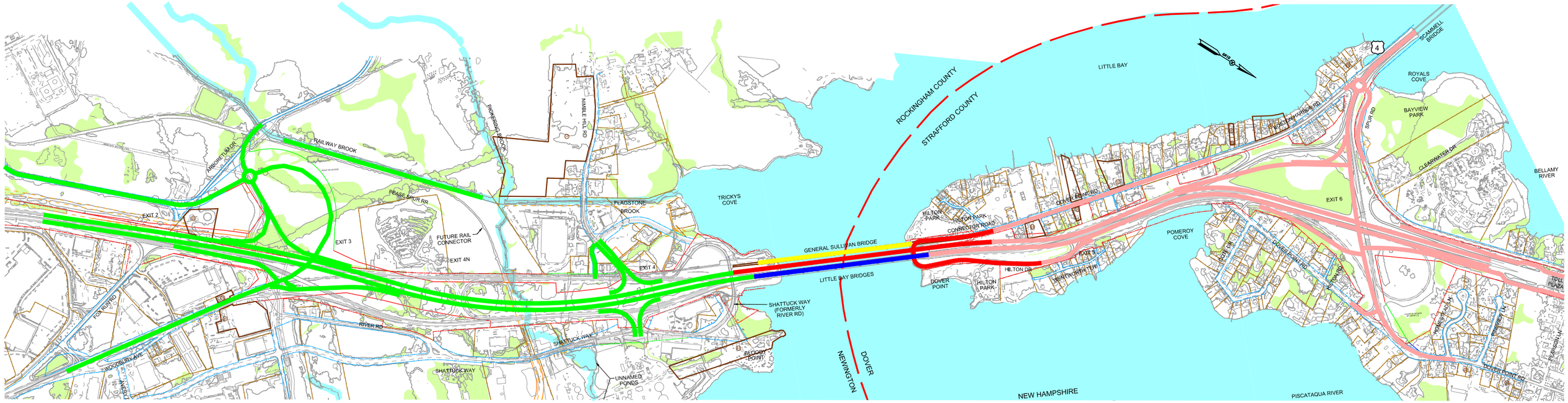
3

Implementation Plan

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

3.1 Project Phasing /Summary Project Schedule

The Department determined that five construction contracts are required to complete all the project's necessary infrastructure improvements. **Figure 3.1** depicts the current construction contract breakouts and construction duration schedule. Each contract identified in the schedule includes advertising and bid period, construction duration and the estimated construction costs in 2020 dollars. The overall project will take approximately fourteen years to complete. The first contract, Contract L, began in the fall of 2010 and the fifth and final contract, Contract "S", is currently scheduled for completion in 2024.



CONSTRUCTION SCHEDULE

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
11238L - CONTRACT L - NEW LITTLE BAY BRIDGE AND WENTWORTH TERRACE					$57.5 M											
11238O - CONTRACT O - REHAB LITTLE BAY BRIDGE									$21.9M							
11238M - CONTRACT M - NEWINGTON EXIT 3 & 4							$47.5 M									
11238Q - CONTRACT Q - DOVER AND EXIT 6												$70.6 M				
11238S - CONTRACT S - GENERAL SULLIVAN BRIDGE															$28.5 M	

UPDATED: 4/21/2021

NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION
COSTS ARE DEPICTED IN 2020 DOLLARS.

TOTAL COST ALL CONTRACTS = $226.0 M

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

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

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

Table 3-1. Project Schedule

NEWINGTON - DOVER CONSTRUCTION CONTRACTS	DESIGN STATUS PERCENT (%) COMPLETE	SCHEDULED CONTRACT ADVERTISING	ESTIMATED/ACTUAL CONSTRUCTION COMPLETION
CONTRACT L - New South Bound Little Bay Bridge	100%	May 2010	Nov-2013
CONTRACT O - Rehabilitate Existing Little Bay Bridge	100%	Sept-2014	Nov-2017
CONTRACT M - Exit 3 & 4 Interchange Area, Newington	100%	May 2012	Nov-2015
CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	100%	May 2016	Oct-2020
CONTRACT S - General Sullivan Bridge	40%	July 2021	June 2024

3.1.1 Implementation Responsibility

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

3.1.2 Status of Permits and Approvals

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

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

Table 3-2 presents information on the permitting status for the Project. Note that these permits were issued by the respective agencies based on the proposal to rehabilitate the General Sullivan Bridge. Given that the draft SEIS has identified a new alternative – replacement with a new structure (i.e., "Alternative 9") – all permits will need to be updated following issuance of the FHWA Supplemental Record of Decision. Given the project status and the time elapsed since the original permits were issued, it is assumed that the Department would submit new permit applications in 2020-2021.

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

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

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

4

Project Costs

This chapter provides a detailed description of cost elements for the Newington-Dover Project and identifies the initial 2007 baseline costs from the FEIS, the current 2020 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 $24.75M 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 $0.81M. Additional engineering and support services provided by NHDOT are estimated at $5.95M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total $2.2M and are included in the NHDOT engineering and support services estimated at $5.95M. (The estimate for the 11238-parent project, which includes nearly all the engineering and ROW costs, is included in Chapter 8 - Exhibits).

All final design activities have been completed except for Contract S which are ongoing and currently scheduled for completion in 2021. Construction activities have also been completed for Contract L, Contract M, and Contract O. Contract Q advertised in May 2016 with completion planned for October 2020. The additional inspections, load ratings and preliminary design efforts were completed for the General Sullivan Bridge as part of Contract S and as a result the Department has begun the SEIS as part of an environmental reevaluation of bridge alternatives. Refer to Section 2.6.2 for additional details on completed final design activities.

4.1.2 Right-of-Way Acquisition Costs

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

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

4.1.3 Mitigation Costs

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

4.1.3.1 Environmental Components

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

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

Table 4-1. Wetland Mitigation Costs

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

4.1.3.2 Travel Demand Measures

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

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

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

Table 4-2. Travel Demand Measure Costs

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

4.1.4 Construction Infrastructure and Utility Costs

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

The five contracts will be advanced over a fourteen-year (2010 – 2024) construction timetable with the cost estimates updated based upon the best available cost data at the time of the estimate or based upon the actual construction contract cost. The Newington-Dover project continues to progress toward completion with three contracts finished, one scheduled for completion in 2020 and the final contract, Contract S, the General Sullivan Bridge alternative being re-evaluated in a SEIS. The level of certainty of the actual final costs for the overall Newington – Dover project increase as contracts are completed and as the project designs are advanced through each of the design phase submissions and the known and quantifiable costs become more apparent.

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

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

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

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

4.1.5 Cost Estimate Overview

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

Since the 2007 baseline cost estimate, significant design activities have progressed and the level of certainty for some of the project elements have become more quantifiable and more apparent. The current total estimated cost of the Newington – Dover Project, in 2020 dollars, is $284.8M.

With construction beginning in 2010 and scheduled to end in 2024, the 2020 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 $286.6M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2021 through 2024, the NHDOT has assumed a 3% annual level of inflation for construction costs based upon Engineering News Record's material price index over the last 10 years. **Table 4-3** provides a comparison of the FEIS Project Cost, the current 2020 Project Cost and the forecast Total Project Cost inflated through 2024. While the double-digit construction cost escalations experienced from 2003 through 2008 have trended downward, the NHDOT will continue to monitor and adjust the project costs based upon the economic conditions and any changed field conditions or new information that develops. The cost containment section

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

Table 4-3. Project Cost Comparisons

	Cost in Millions		
PROJECT ELEMENTS	**2007 FEIS Costs**	**2020 Current Cost Estimate**	**2020 Projected Future Cost Estimate through 2024 (3% inflation for construction)**
Final Design Engineering	$13.80	$24.75	$24.75
Right of Way Acquisitions	$2.20(*)	$8.74	$8.74
Mitigation (Wetland, Transit and TDM)	$16.50	$25.33	$25.33
Construction	$196.20	$226.02	$227.77
Totals	**$228.70**	**$284.8**	**$286.6**

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

5

Project Financing

As described in detail in Chapter 4, current estimates based upon the most up-to-date information on construction-related inflation the Newington – Dover project will require an estimated $286.6M (in year of expenditure dollars) to fully fund all project elements. This chapter reviews the plan to finance the project, including funding sources and the funding plan.

5.1 Funding Sources

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

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

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

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

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

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

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

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

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

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

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

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

(1) Includes 11238 K, 20% Turnpike Matching Funds of $740,000 for the 11238 J Federal Funds of $2,960,000.
(2) 14500 CMAQ project comprised of 80% federal funds and 20% state highway matching funds. Federal funds in the amount of $1,600,000 were transferred from FHWA to FTA in a letter dated April 24, 2006.
(3) Transit Operation from the initial three-year CMAQ request for capital and operating costs have been extended to a total of eight years to correlate with the expected construction actives thru 2020.
(4) Federal funds for 11238L Project include a total of $31.4M based upon NH053, NH070, NH080, NH036, and TCSP.

Hampshire's three turnpikes within its Turnpike System. The projects are authorized by previous NH "Ten Year Plans" (TYP) from 2008-2019, HB 391 that was passed by the Legislature and the toll increase at Hampton approved effectively July 1, 2009, as well as those approved under the 2019-2028 TYP. A total of $261.8M of these Turnpike Priority Program funds including the $5,451,975 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

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

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

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

5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected $119.4M in toll revenue in fiscal year 2020 and estimates to collect $113.2M in 2021. Revenue Bonds proceeds of $50M were issued in June 2015 to support continued expenditures under the Capital Program. No bonds have been issued since, as toll revenue has been sufficient to support operations and construction needs.

The 968.7M Capital Program is envisioned to be funded with $302.9M (or 32%) of Turnpike revenue bonds ($319.7M – $16.8M set aside for reserves) and $1,195.8M (or 77%) of Turnpike toll revenue, as well as federal

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

Table 5-2 Project Funding Sources summarizes the sources of project wide funding (2020 dollars) including $50.09M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and $234.7M in total State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2020 Dollars)

	Total
Federal Funding	
80% Federal Funds	
CMAQ/TDM	$15,723,043
TCSP	$1,778,400
Federal Funds	$2,960,000
Federal Earmarks	$20,029,501
Subtotal	**$40,490,944**
100% Federal Funds	
Federal Earmarks	$9,601,605
Total Federal Funds	**$50,092,549**
State Funding	
From Toll Revenues and Turnpike Revenue Bonds	
20% Turnpike Matching Funds	$11,360,100
100% Turnpike Funds	$222,949,894
Subtotal	**$234,309,994**
From 20% State Highway Matching Funds	$400,000
Total State Funds	**$234,709,994**
Total Project Funds Required (2020 Dollars)	**$284,802,543**

6

Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the 2020 Financial Plan Update, and that the project is in the near final stages of design and construction, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

6.1 Sources and Uses of Funds

As discussed in Chapter 5 and based upon the Department's current plans, the Newington-Dover project components (engineering, right-of-way, mitigation and construction) will be funded with a combination of federal and state Turnpike funds. **Figure 6.1-1** identifies a summary of sources of project wide funding totaling $284.8 (2020 dollars) for the Newington–Dover project. The federal funds include a combination of TCSP Grant funds, federal Earmark funds, CMAQ federal funds and other federal program funds totaling approximately $50.09M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and 20% State matching amount which currently totals $11.76M. The remaining source of project funding, totaling $222.95M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

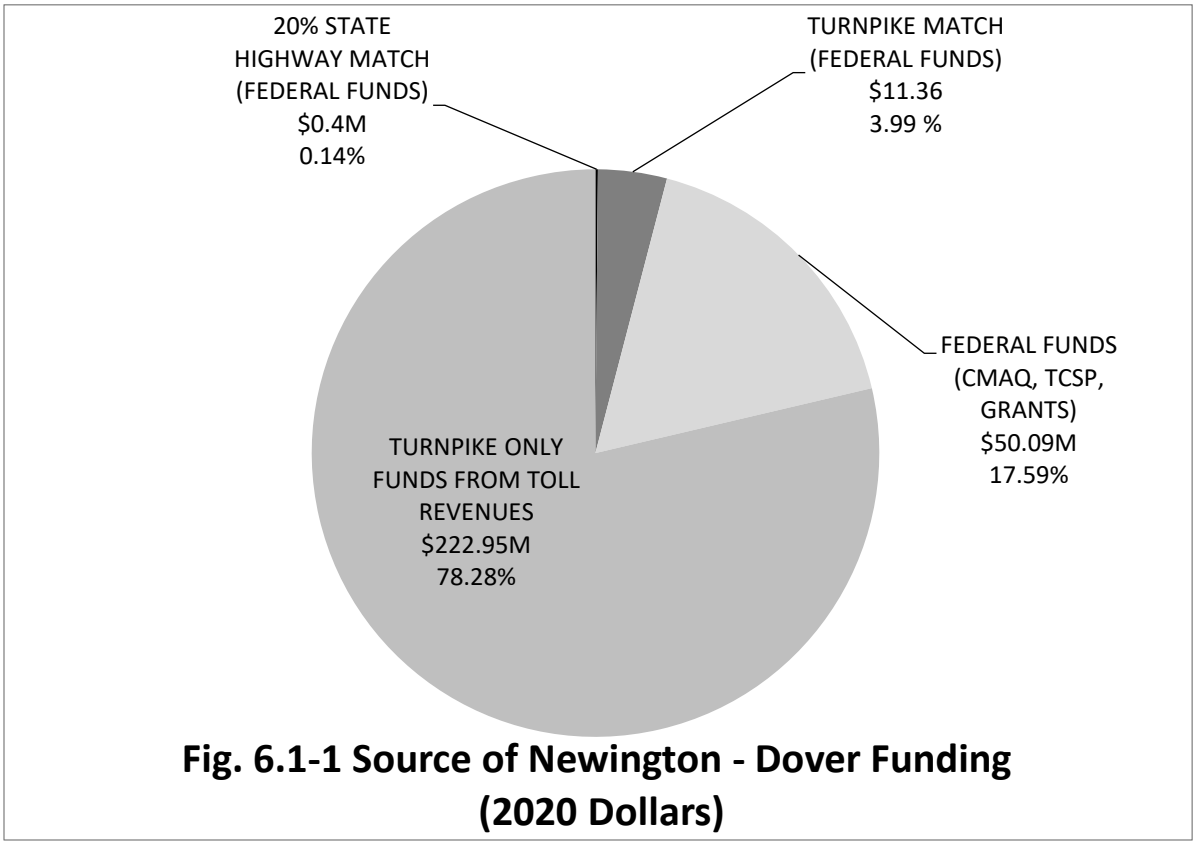


Fig. 6.1-1 Source of Newington - Dover Funding (2020 Dollars)

Figure 6.1-1 identifies the project cost (2020 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.

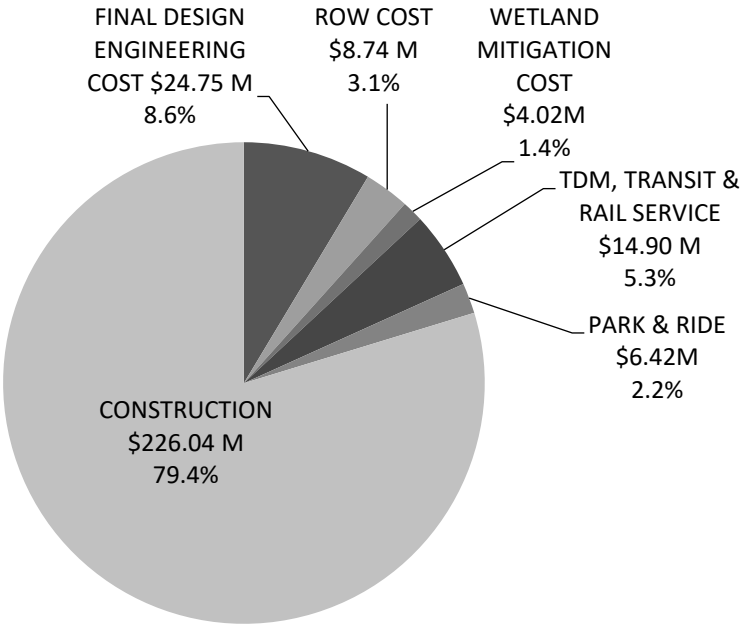
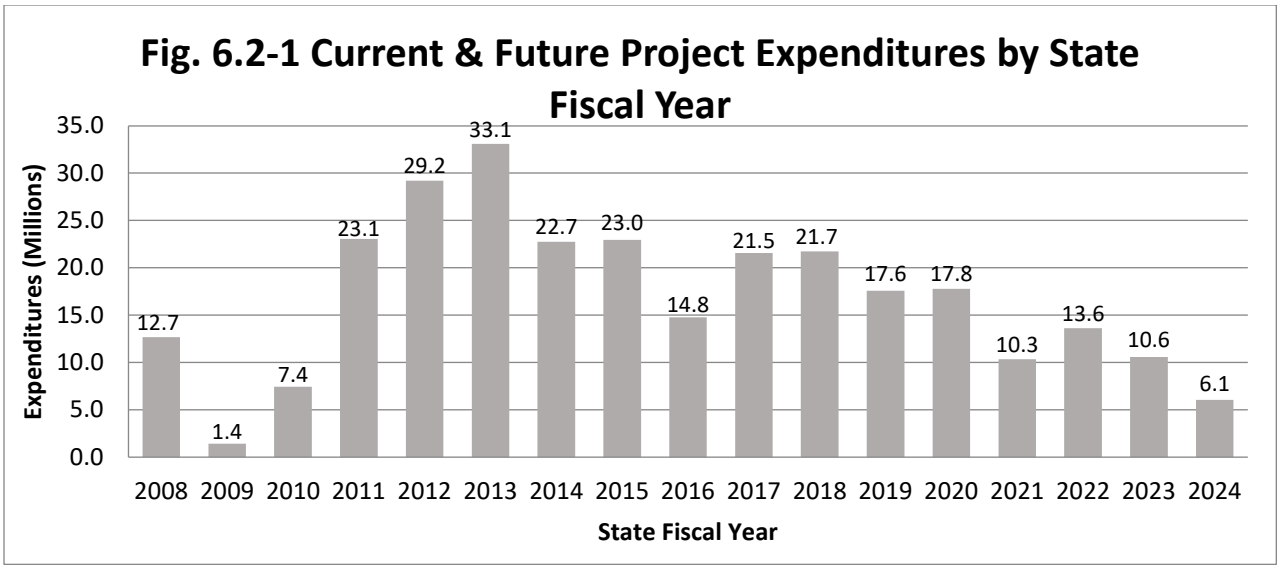


Fig. 6.1-2 Cost Breakdown by Project Element (2020 Dollars)

Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2020 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 2024 (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 2019 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 2024. This figure shows the FEIS project cost estimates, the current 2020 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 2020, the project costs increased to $284.8M. Currently when the project is completed in fall of 2024 the total estimated project cost is estimated to be $286.6M. As the project continues to advance through the final design the known and quantifiable costs for each contract will become more apparent as more detailed information is collected and more recent cost data is determined. The actual total project cost is not truly known until construction is completed.

6.3 Forecasted Cost Compared to Allocations by Fiscal Year

The completion of the Newington–Dover project is a high priority project for the State of New Hampshire. The project has been successfully advanced through the NEPA process. The plan is to finance the project with federal earmarks and grants, CMAQ federal funds for TDM elements and general cash reserves from Turnpike toll revenue as well as proceeds from Turnpike Revenue Bonds.

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

PROJECT NUMBER	DESCRIPTION OF ACTIVITY	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2) / PERCENT (%) COMPLETE	FEIS / 2007 COSTS	2011 CURRENT COST ESTIMATE	2012 CURRENT COST ESTIMATE	2013 CURRENT COST ESTIMATE	2014 CURRENT COST ESTIMATE	2015 CURRENT COST ESTIMATE	2016 CURRENT COST ESTIMATE	2017 CURRENT COST ESTIMATE (1)	2018 CURRENT COST ESTIMATE (1)	2019 CURRENT COST ESTIMATE (1)	2020 CURRENT COST ESTIMATE (1)	Year-of-Expenditure Cost Based on Current Estimates (3%/Inflation for Construction Only)	STATE FISCAL YEARS (July 1 - June 30) — ACTUAL EXPENDITURES: FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE EXPENDITURES: FY 2021	FY 2022	FY 2023	FY 2024	TOTALS
																		MILLIONS OF DOLLARS																
	FINAL DESIGN ENGINEERING COST TOTALS					13.8	22.46	22.36	23.36	24.09	24.09	24.75	24.75	24.75	24.75	24.75	24.75	3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.66	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.75
	RIGHT OF WAY COSTS																																	
11238	Corridor Wide Acquisitions and ROW Incidental Costs					2.20	6.72	7.06	6.58	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61	0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79									6.61
11238 J	Drive-In Theater acquisition (completed in 2007)						1.86	1.86	1.86	1.86	1.86	1.86	1.86	1.86	1.86	1.86	1.86																		
11238 J	Additional Advance ROW acquisitions						0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27																		
11238 J	Federal Funds						1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.49		0.22															1.71
11238 K	20% Turnpike match						0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.37		0.05															0.42
	RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW)					2.20	8.85	9.19	8.71	8.74	8.74	8.74	8.74	8.74	8.74	8.74	8.74	2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.74
	MITIGATION COSTS																																	
	Wetland Mitigation and Enhancement Costs					4.60																												
	Tuttle Property Preservation (incl ROW)						1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34																		
	Day Property Preservation (incl. ROW)						0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23																		
11238 J	Federal Funds						1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.07	0.18																1.25
11238 K	20% Turnpike Match						0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.27	0.05																0.32
11238	Knight Brook ROW Preservation (Saba & Hilsop) Turnpike only Funds						2.00	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65					1.65														1.65
11238 M	Railway Brook Restoration (Construct w/ Contract M)	May-2012	34	Jun-2015	-		1.28	0.80	0.80	0.80	1.00	0.96	0.80	0.80	0.80	0.80	0.80								0.80										0.80
	subtotal					4.60	4.85	4.02	4.02	4.02	4.22	4.18	4.02	4.02	4.02	4.02	4.02																		4.02
	Transit Service and Rail Service																																	
68069	Transit Service (8-years operation)					5.50	8.88	8.86	8.86	8.86	8.86	8.86	11.96	11.96	11.96	11.96	11.96																		
	Federal CMAQ funds						5.29	5.27	5.27	5.27	5.27	5.27	8.32	8.33	8.33	8.33	8.33						3.05	0.85	0.82	0.53		1.16	0.9	1.01					8.32
	20% Turnpike Match						1.32	1.32	1.32	1.32	1.32	1.32	2.51	2.50	2.50	2.50	2.50						0.76	0.21	0.20	0.56		0.43	0.24	0.10					2.51
	Turnpike Funds Only						2.28	2.27	2.27	2.27	2.27	2.27	1.13	1.13	1.13	0.00	1.13										1.13								1.13
14500	Rail Service *(Completed 2007)*					1.70	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00																		
	Federal CMAQ funds						1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60																	1.60
	20% Matching Highway Funds						0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40																	0.40
	subtotal					7.20	10.88	10.86	10.86	10.86	10.86	10.86	13.96	13.96	13.96	13.96	13.96																		13.96
	Park and Ride (Total Cost including PE, ROW, Construction)																																	
14287	Dover Park and Ride @ Exit 9 **(*Completed 2008) CMAQ program***	NA		NA		3.40	3.49	3.34	3.34	3.34	3.34	3.34	3.34	3.34	3.34	3.34	3.34																		
20254	Rochester Park and Ride @ Exit 13	Apr-2013	14	Aug-2014		1.30	1.27	2.97	2.44	2.45	2.10	2.10	2.10	2.10	2.10	2.10	2.10																		
	Lee Park and Ride US 4/NH 125	Jun-2020	11	########			0.085	0.085	0.40	0.40	0.40	0.40	0.40	0.40	0.98	0.98	0.98																		
	Federal CMAQ funds						3.87	5.12	4.94	4.94	4.67	4.67	4.67	4.67	5.13	5.13	5.13	2.67					0.50	1.14	0.05					0.16	0.62				5.13
	20% Turnpike match						0.97	1.28	1.24	1.24	1.17	1.17	1.17	1.17	1.29	1.29	1.29	0.67					0.12	0.28	0.01					0.04	0.16				1.29
	subtotal					4.70	4.85	6.40	6.18	6.18	5.84	5.84	5.84	5.84	6.42	6.42	6.42																		6.42
68069	**Travel Demand Management (TDM)**																																	
	Federal CMAQ funds						0.40	0.54	0.32	0.31	0.31	0.31	0.74	0.74	0.75	0.75	0.75							0.09	0.10	0.09	0.10	0.11	0.101	0.137					0.75
	20% Turnpike Matching Funds						0.10	0.13	0.08	0.08	0.08	0.08	0.19	0.19	0.19	0.19	0.19							0.02	0.03	0.02	0.03	0.03	0.03	0.04					0.19
	subtotal						0.50	0.67	0.40	0.40	0.40	0.40	0.93	0.93	0.93	0.93	0.93																		0.93
	MITIGATION COST TOTALS					16.5	21.07	21.95	21.46	21.45	21.32	21.28	24.76	24.75	25.33	25.33	25.33	6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.01	1.21	1.26	1.73	1.27	1.48	0.78	0.00	0.00	0.00	25.34
	CONSTRUCTION COSTS																																	
11238 L	**CONTRACT L -** Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013	100%	51.2	52.5	54.1	54.1	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5				19.0	19.48	12.00	3.14	3.84											57.50
	Federal Earmark and TCSP Grant						31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4				15.20	16.20													31.40
	20% Turnpike match						5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4				3.80	1.60													5.40
	Remaining Turnpike Funded Portion						15.7	17.3	17.3	20.7	20.7	20.7	20.7	20.7	20.7	20.7	20.70					1.68	12.00	3.14	3.84											20.70
11238 M	**CONTRACT M -** Const. Exit 3 & Exit 4 Interchanges, Newington **(4)**	May-2012	39	Nov-2015	100%	50.9	54.3	48.7	48.8	49.9	51.0	47.5	47.5	47.5	47.5	47.5	47.5					2.99	11.48	14.33	14.89	3.80										47.49
11238 O	**CONTRACT O -** Rehabilitate Existing Little Bay Bridge	Sep-2014	34	Nov-2017	100%	21.0	34.0	33.0	34.0	28.5	21.9	21.9	21.9	21.9	21.9	21.9	21.9								1.90	8.30	8.00	3.70							21.89
11238 Q	**CONTRACT Q -** Const. Dover & Exit 6 Interchange Area	May-2016	50	Oct-2020	100%	47.1	42.2	47.8	49.2	46.4	56.4	56.4	70.6	70.6	70.6	70.6	70.6										12.13	16.31	16.31	16.31	9.57				70.64
11238 S	**CONTRACT S -** General Sullivan Bridge Reconstruction	Jul-2021	27	Sep-2023	40%	26.0	26.8	26.8	29.0	27.6	29.0	29.9	30.8	31.36	28.52	28.52	30.25															13.62	10.59	6.05	30.25
	CONSTRUCTION COST TOTALS					196.2	209.78	210.4	215.1	209.9	215.8	213.2	228.3	228.85	226.0	226.0	227.8				19.00	22.47	23.48	17.47	20.63	12.10	20.13	20.01	16.31	16.31	9.57	13.62	10.59	6.05	227.77
	TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)																	12.67	1.41	7.42	23.05	29.22	33.08	22.73	22.95	14.76	21.55	21.74	17.58	17.80	10.35	13.62	10.59	6.05	286.60
																		ACTUAL EXPENDITURES													FUTURE EXPENDITURES				TOTALS
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)					228.70	262.16	263.90	268.64	264.17	269.90	267.97	286.52	287.09	284.80	284.80	286.59	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	

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

(2) EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. THE "L", "M", "O" AND "Q" CONTRACT DESIGNS ARE COMPLETE , CONSTRUCTION FOR CONTRACTS "L" "M" AND "O" ARE ALSO COMPLETE. CONTRACT "Q" IS CURRENTLY UNDER CONSTRUCTION. THE DESIGN FOR CONTRACT "S" is 40% COMPLETE.

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

(4) EXCLUDES RAILWAY BROOK MITIGATION CONSTRUCTION COST OF $0.80M WHICH IS CARRIED AS PART OF THE 11238M MITIGATION COSTS ABOVE

SPAULDING TURNPIKE IMPROVEMENTS

NHS-027-1(37), 11238

PROJECT IMPLEMENTATION PLAN

Current and Future Forecast Expenditures From 2008 thru 2024

2/24/2020

FIGURE 6.2-2

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 2024, the final year of construction. The total annual funding needed from the NH Turnpike System's Priority Capital Program to implement all project elements for each fiscal year is the summation of the allocations for the Turnpike matching funds and non-matching Turnpike funds. The annual Turnpike funds needed for each fiscal year ranges from a low of $1.23M in 2009 when final design activities were initiated to a high of $29.5M in 2013 when construction of two large contracts were on-going at the same time. A total $236.0M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2024.

PROJECT NUMBER	Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238 PROJECT COMPONENTS	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30) ACTUAL FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE FY 2021	FY 2022	FY 2023	FY 2024	Federal Funding for Each Project Component	TOTALS Year-of-Expenditure Costs Based on Current Estimates (3% Inflation for Construction Only)
					Millions of Dollars																		
	FINAL DESIGN ENGINEERING COST TOTALS				3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.66	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.75
	RIGHT OF WAY COST																						
11238	Corridor Wide Acquisitions and ROW Incidental Costs				0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79									0.00	6.61
11238 J	Drive-In Theater acquisition (completed in 2007)				1.86																	1.49	1.86
11238 J	Additional Advance ROW acquisitions						0.27															0.22	0.27
	RIGHT OF WAY COST TOTALS				2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.71	8.74
	MITIGATION COSTS																						
	Wetland Mitigation and Enhancement Costs				1.34	0.23		0.00	1.65			0.80										1.25	4.02
	Transit Service and Rail Service				2.00					3.81	1.06	1.02	1.09	1.13	1.59	1.10	1.15					9.93	13.96
	Park and Ride (Dover, Rochester, Lee)				3.34					0.62	1.42	0.06					0.20	0.78				5.13	6.42
68069	Travel Demand Management (TDM)										0.12	0.13	0.12	0.13	0.14	0.14	0.15					0.75	0.93
	MITIGATION COST TOTALS				6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.01	1.21	1.26	1.73	1.24	1.49	0.78	0.00	0.00	0.00	17.05	25.33
	CONSTRUCTION COSTS																						
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013				19.00	19.48	12.00	3.14	3.84										31.40	57.5
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	39	Nov-2015					2.99	11.48	14.33	14.89	3.80										47.5
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Sep-2014	34	Nov-2017								1.90	8.30	8.00	3.70								21.89
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	May-2016	50	Oct-2020										12.13	16.31	16.31	16.31	9.57					70.64
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Jul-2021	27	Sep-2023															13.62	10.59	6.05		30.25
	CONSTRUCTION COST TOTALS				0.00	0.00	0.00	19.00	22.47	23.48	17.47	20.63	12.10	20.13	20.01	16.31	16.31	9.57	13.62	10.59	6.05	31.40	227.77
	TOTAL ESTIMATED EXPENDITURE EACH STATE FY				12.67	1.41	7.42	23.05	29.22	33.08	22.73	22.95	14.76	21.55	21.74	17.56	17.81	10.35	13.62	10.59	6.05		
	Federal Funds Allocated by Fiscal year				6.83	0.18	0.22	15.20	16.20	3.54	2.08	0.97	0.63	0.10	1.27	1.00	1.31	0.62					50.16
	Turnpike Matching Funds by Fiscal Year				1.31	0.05	0.05	3.80	1.60	0.89	0.52	0.24	0.59	1.16	0.46	0.27	0.18	0.17					11.28
	State Highway Matching Funds by Fiscal Year				0.40																		0.40
	Non-Matching Turnpike Funds by Fiscal Year				4.13	1.18	7.15	4.05	11.42	28.65	20.13	21.74	13.55	20.29	20.01	16.29	16.32	9.56	13.62	10.59	6.05		224.7
	TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR				5.44	1.23	7.20	7.85	13.02	29.54	20.65	21.98	14.13	21.45	20.47	16.56	16.50	9.73	13.62	10.59	6.05		236.0
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)																						286.6
	STATE FISCAL YEARS (July 1 - June 30)				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		

Newington-Dover

FORECAST TURNPIKE FUNDING REVENUES

2/24/2020

Figure 6.3

7

Risk Management

7.2 Design Factors

7.2.1 Project Scope and Design

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

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

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

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

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

7.2.2 Right-of-Way

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

7.2.3 Utilities

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

To assure more timely and accurate information to reduce construction delays and utility conflicts, a Subsurface Utility Engineering (SUE) contractor was included within the design consultant scope of services. The SUE contractor provided "quality levels" (Level A through Level D) of information that benefit both the NHDOT and the affected utility companies by first, understanding if there is a conflict and second allowing for early opportunities to design around the conflict with the potential to reduce or eliminate construction delays, relocation costs, and contractor claims with fewer disruptions in utility service.
Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department refined the reimbursable utility relocations in Dover during FY16 to estimate the design and construction costs. The anticipated amount of reimbursable utility relocations has been estimated to be $5.36M ($1.62M participating and $3.74M non-participating) based on the information available. The amount of

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

7.3 Environmental Factors

7.3.1 Agency Regulation Changes and Delays

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

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

The current construction completion date of 2024 is beyond the expiration date of the NH Wetlands Dredge and Fill Permit in June 2019. As the design continues for Contract S, the construction timing for the wetland impacts will be better identified in applying for a new permit. The Department included language for Contract Q such that any disturbed wetlands are required to be filled prior to the June 2019 wetland permit expiration date. The contractor was able to fill all wetlands prior to the June 2019 date.

The current US Army Corps of Engineers (USACOE) Permit has an expiration date in June 2021. Contract S is scheduled to be the only remaining construction contract and as the design and construction scheduling is advanced, the Department will identify construction activities that may affect the conditions of the USACOE Permit. If the Department identifies permit concerns, they will open discussions with the US Army Corps of Engineers regarding the permit conditions and expiration date.

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

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

7.5 Financing

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

7.5.1 Turnpike Revenue

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

Under the Department's presentation to the House Finance Committee in 2009, Legislative approval of HB 391 was obtained with the understanding the $275 Million cost for the Newington-Dover Little Bay Project represents the entire authorized project costs to include all funds. With the total costs (including all funds) at $286.6 Million, the Department will be seeking Legislative authority to increase the overall project costs as represented in this report.

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

7.6 Construction

7.6.1 Unforeseen Issues

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

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

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

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

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

- A Stormwater Pollution Prevention Plan that includes a Sediment Management Plan and a Soil Management Plan;
- Hazardous Materials research using Initial Site Assessments (ISA's) and Preliminary Site Assessments (PSI's) prior to construction;
- Erosion, Sediment and Water Quality Control to include temporary and permanent slope stabilization as well as turbidity monitoring;
- Asbestos Abatement documentation prior to building demolition;
- Alteration of Terrain and Open Area controls with a limit of five acres of disturbance unless larger areas are requested and approved.

- Contract L encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There was one modest alteration to the contract that addressed the staged placement of the concrete bridge deck that the Department has negotiated a cost increase of approximately $0.4M.
- Contract M encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. However, the overall construction cost for Contract M was reduced by approximately $3.5M. This can be attributed primarily to price adjustments downward for fuel and asphalt costs, and reductions in quantities for the various paving and erosion control items.
- The Department has also reviewed coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M required the shift of a portion of the roadway work from Contract L to Contract M. This shift allowed the Contract M contractor to control the roadway work required to support the shift of traffic onto the SB Little Bay Bridges. These shifts in work between Contract L and M were incorporated.

7.6.2 Contractor Delays and Claims

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

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

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

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

8

Exhibits

5/9/2019	Turnpike System Capital Program, Monthly Status Report – February 2019
5/17/2017	Modified Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
12/31/2019	Construction Cost Index, Vol. 14, No. 2; Bureau of Construction
09/21/2020	Fiscal Management Information System – Project Fund History Report
Dates vary	Construction Contract Estimates
6/30/2020	Exhibit 8 Bond Interest Summary

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

FROM: John Corcoran Jr, P.E.
Turnpike Administrator

DATE: May 9, 2019
AT (OFFICE): Bureau of Turnpikes

SUBJECT: TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

TO:

Victoria Sheehan, Commissioner
Christopher M. Waszczuk, Deputy Commissioner
Dave Rodrigue, Director-Operations
Bill Oldenburg, Asst. Director-Project Dev.
John W. Corcoran, Jr., Admin-Turnpikes
William Lambert, Admin.-Bureau of Traffic
Keith A. Cota, Chief Project Manager
Donald A. Lyford, Project Manager
Susan Klasen, Administrator TSMO
Ron Grandmaison, Bureau of Highway Design
William A. Cass, Assistant Commissioner
Peter Stamnas, Director Proj. Development
Marie Mullen, Director-Finance
Michael Servetas, Asst. Director Operations
William H. Boynton, Information Officer
Bob Landry, Administrator-Bridge Design
Wendy Johnson, Project Manager
Margaret Blacker, Bureau of Turnpikes
Leonard Russell, Bureau of Budget & Finance

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 Ten Year Plan's starting with 2018-2028 to the present, as well as legislative bills over the same timeframe. The report includes the status, schedules and financial information for these projects based on information collected from the Project Managers or Project Leads. The capital projects are as follows:

Active Projects

▪ Newington-Dover 11238 Q, S & U projects (Exit 6, GSB & Maint Facility)	$110.4M	(KAC)
▪ Dover-Rochester 29440 (Toll Plaza Improvements)	$ 11.9M*	(JWC)
▪ Bedford-Merrimack 16100 (Plaza Conversion to Open Roll Tolling)	$ 16.5M	(JWC)
▪ Bow-Concord 13742 (I-93 Widening I-89 Interchange to Exit 14)	$ 71.4 M	(DAL)
▪ Manchester 16099 (Exit 6 & 7 Interchange Improvements)	$ 171.4M	(KAC)
▪ Nashua-Concord 29408 (ITS Deployment along the FEET)	$ 5.2 M	(SK)
▪ Nashua-Bedford 13761 (FEET Widening at 3 Locations)	$146.0M	(WAJ)
Total-	$ 532.8 M	

*Cost increase anticipated in the future due to update cost information

Completed Projects

▪ Hampton Falls-Hampton 13408B (Taylor River Bridge Replacement)	$ 13.6M	(WJ)
▪ Rochester 10620G thru M (Turnpike Expansion, Exits 11-16)	$128.6M	(LRL)
▪ Newington-Dover 11238 (PE & ROW)	$ 30.4M	(KAC)
▪ Newington-Dover 11238 (LBB SB, NB & Newington Construction)	$ 121.0M	(KAC)
▪ Manchester 14966 (Exit 4 Interchange Bridges)	$ 29.9M	(KAC)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	$ 15.4M	(LRL)
▪ Bow-Concord 13742 A,B&C (I-93 Bridges at I-89, Exit 12 and 14)	$ 29.8M	(DAL)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	$ 11.5M	(VC)
▪ Hampton-North Hampton 15678A thru D (Conversion to ORT)	$ 16.8M	(CMW)
▪ Hooksett 15803 (Conversion to ORT)	$ 22.0M	(DSS)
▪ Seabrook 15769 (NH 107 Road and Bridge Improvements at Exit 1)	$ 3.6M	(DSS)
▪ Portsmouth 15760 (I-95 Soundwall adjacent to Atlantic Heights)	$ 2.9M	(LRL)
▪ Merrimack 29306 (Exit 12 Ramps Toll Plaza Removal)	$ 0.5M	(DSS)
Total-	$426.0M	

All projects, or portions thereof, noted above are funded within the existing toll revenue structure. In addition to the projects noted above, there is $25.5M in "Ancillary Projects" funded under this Capital Program. For a complete listing of Ancillary Projects, see the expenditure summary within this report.

Future Capital Projects for Consideration

- System-wide AET implementation beyond initial locations at Bedford, Dover and Rochester
- Additional lane at NH 101 EB Off Ramp to the Side Ramp Toll Plaza at Exit 2 in Hampton
- Redlist Bridges not Addressed in Current TYP
- Hampton-Hampton Falls 41497 Additional ORT Lane at Hampton Toll Plaza estimate $7.3M
- Additional Lane along Spaulding Tpk from Exit 6 to Exit 12
- Hooksett's Exit 11 Toll Plaza Conversion to AET (pilot) or Expanded Plaza (additional lane/booth) with Roundabout at Ramp/Hackett Hill Road/Park & Ride Intersection.
- Advancement of Rochester Exit 10 Study from FY 22 to FY 19
- Additional Lane on I-95 High Level Bridge over Piscataqua River *(States of ME and NH are currently evaluating concepts, costs and feasibility of added capacity)*
- Additional Lane along Tpk Portion of I-293 (NH101 Interchange to I-93 Merge)
- ATMS Full Build-out along Corridors (FEET, I-95 and Spaulding)
- Type II Soundwall/Noise Mitigation program (part of full DOT program implementation)

NEW HAMPSHIRE TURNPIKE SYSTEM
PRIORITY CAPITAL PROGRAM
2008-2028

Status Report February 2019

NEW HAMPSHIRE TURNPIKE SYSTEM
PRIORITY CAPITAL PROGRAM
2018 -2028

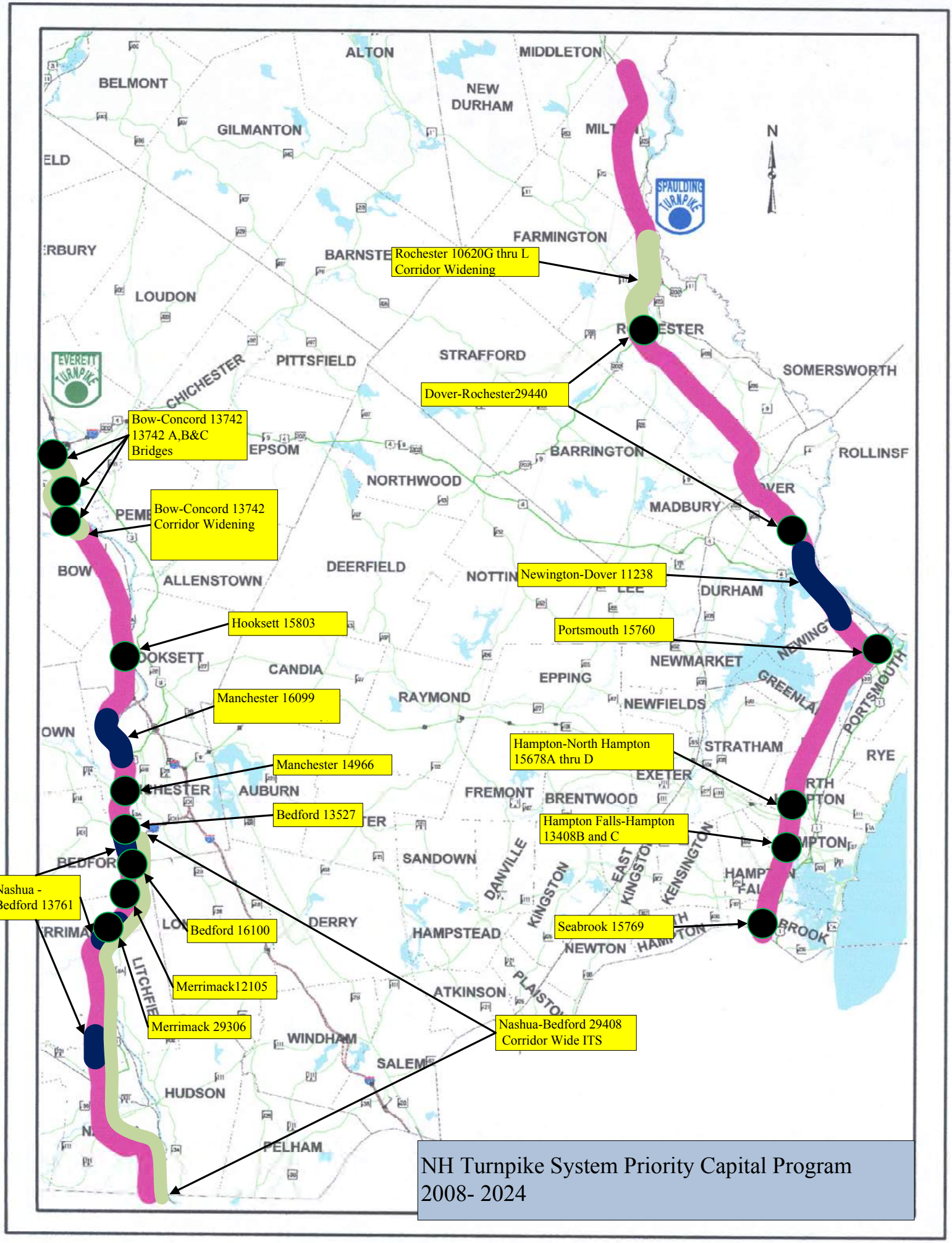
The following are active capital improvement projects within the 2018-2028 TYP considered priorities to address Redlist bridges, improve safety and reduce congestion.

SPAULDING TURNPIKE

Newington-Dover 11238-Q Exit 6 Interchange Reconstruction		$	70.6
Newington-Dover 11238-S General Sullivan Bridge Rehabilitation		$	32.3
Newington-Dover 11238-U Maintenance Facility Construction		$	7.5
Dover-Rochester 29440 Improvements at Dover & Rochester Toll Plaza		$	11.9
	Sub-Total	$	122.3

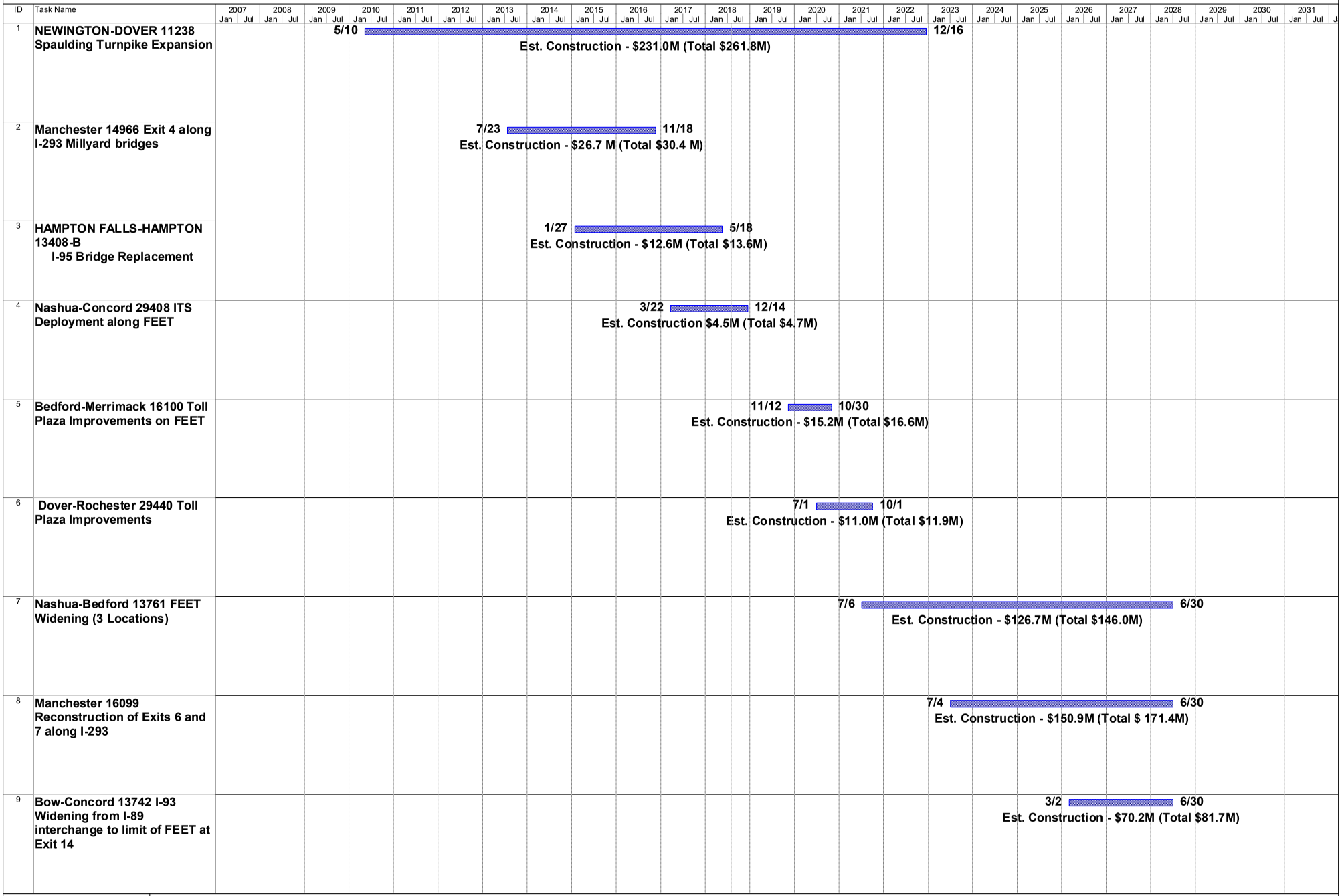
F.E. EVERETT TURNPIKE

Bedford-Merrimack 16100		$	16.5
Bow-Concord 13742 I-93 widening from I-89 to Exit 14		$	71.4
Manchester 16099 Exit 6 and Exit 7		$	171.4
Nashua-Bedford 29408 ITS Deployment along the Central Turnpike		$	5.2
Nashua-Bedford 13761 FEET widening from Exit 8 to I-293		$	146.0
	Sub-Total	$	410.5
	Total (millions of dollars)	$	532.8



NH Turnpike System Priority Capital Program 2008- 2024

TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM
CONSTRUCTION SCHEDULES



Project: PriorityTpkCapitalImproveSum
Date: Wed 8/1/18

Task	Rolled Up Milestone	Project Summary	Manual Task	Start-only	Progress		
Milestone	Rolled Up Progress	Group By Summary	Duration-only	Finish-only			
Summary	Split	Inactive Milestone	Manual Summary Rollup	External Tasks			
Rolled Up Task	External Tasks	Inactive Summary	Manual Summary	External Milestone			

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

Estimate: $261.8M ($231.0M Construction)

% Design Complete: 93%
% Construction Complete:

11238L:	100%
11238M:	100%
11238O:	100%
11238Q:	48%

Project Schedule / Milestones

9/21/2006	Joint Public Hearing
8/22/2007	Layout Approval
12/18/2008	Governor & Council Approval - Final Design Contract
5/11/2010	Status Report June 2018
5/29/2012	Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract
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-$52.5M
7/10/2013	Completion of Rochester 20254
9/23/2014	Adv 11238O LBB Rehabilitation & Bridge Approach Contract - $21.9M
5/20/2016	Completion of 11238M $46.7M
5/24/2016	Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract - $70.6M
11/10/2017	Completion of 1238O
7/9/2019	Adv 11238U Turnpike Maintenance Shed Construction Contract - $6.9M
11/26/2019	Adv 11238S GSB Rehabilitation - $32.3M
10/2/2020	Completion of 11238Q
10/2/2020	Completion of 11238U
12/12/2022	Completion of 11238S

Project Activity

- Preparing the Environmental Document for SHPO review in Jan 2019
- Municipal Agreement with Town of Newington has been completed, Town and State have signed off. Major components are sidewalks, roadway upgrades along Woodbury Ave and Gosling Road and maintenance responsibilites along surrounding roads.
- Construction activities for all aspects of the Exit 6 interchange reconstruction project are ongoing. Construction Start Letter for this project issued to Severino Construction on September 19, 2016. Bids were received for the Exit 6 interchange improvements on 6/23/16; bid cost for this project was 16.6% higher than Engineers Estimate at $67.1 M ($70.6 M with CE, inspection, etc.). Justification of the bid variance was attributed to significance of traffic control/phasing, geotechnical issues and risk to contractor for lengthy project, availability of and increasing cost of materials. Executive Office concurred in supporting the bid and approved project.
- R.S. Audley has completed the rehabilitation of the existing Little Bay bridge with "Completed and Accepted" memo issued 11/10/17. Final inspection was October 27, 2017. Construction bids for the 11238-O contract, rehabilitation of the existing Little Bay bridge, were received on October 23, 2014. R.S. Audley was the low bidder at $20,444,479.01, $7,741,325.29 below the engineers estimate.
- Approval to initiate the design process for a new Bureau of Turnpikes maintenance facility in Newington was provided by Dave Rodrigue in April 2017. Guidance was to develop and progress the design to include Bridge Maintenance and accommodate the Mechanical Services facilities. Discussion on the funding for the Mechanical Services portion will continue as the design progresses.
- G&C approval granted on August 26 and NTP provided on August 26, 2015 for the GSB scope and fee for Part B involving detailed bridge inspection, preliminary design, public involvement process and associated environmental & cultural services for the existing bridge.
- 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).
- Final Inspection for the New-Dover 11238-L contract was held on November 13, 2013. Construction operations have been completed for this contract. The L-contract 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.
- 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 11238Q 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.
- 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. 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.

Upcoming Events

- Design development for construction of maintenance shed in Newington have been initiated by the Bureau of Turnpikes. Goal is to have facility operational at conclusion of construction. The maintenance facility will be built under the Newington 11238U contract.
- Second phase Municipal Agreement with City of Dover ongoing.
- Public Informational Meeting for the GSB Rehabilitation March 2019

Project Name: **Bow-Concord**
State Number: **13742**
Project Description: I-93 Widening from I-89 to limit of FEET at Exit 14

Estimate: $81.7M ($70.2M Construction)
% Part A Complete: 100%
% Part B Completion 80%
% Part C Completion 0%
Lead Person: Don Lyford

3/14/2002	Approval of Part A Design consultant
9/12/2002	Approval of Part A design fee
2/6/2003	Authorization to Proceed for Part A design
5/18/2006	Community Transpiration workshops in Pembroke, Bow & Concord
4/17/2007	Public Informational Meeting
4/10/2008	Final Summary/classification Report
6/8/2012	Approval of Part B Design consultant
3/24/2014	Turn back to Consultant of comments from Concept Submittal
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
5/31/2017	Public Informational Meeting in Town of Bow
6/1/2017	Public Informational Meeting in City of Concord
2/14/2018	Public Informational Meeting in Town of Bow
2/15/2018	Public Informational Meeting in City of Concord
11/14/2018	**Joint Public Hearing in Concord**

Project Activity

- Funding was identified for PE, ROW and CON for this project and re-authorized under the 2019-2028 TYP. Initial Turnpike CON funding is available in FY 2026. All funding identified is within the existing Turnpike Bureau revenue structure and does not require a toll increase based on current schedules for the improvements.

- Status update provided to Executive Office on 12/14/15. MJ provided project history, schedule, reviewed layouts along corridor and current operational and infrastructure challenges were discussed.

- Development and evaluation of preliminary alternatives along corridor remains ongoing, as does refinement of traffic model and assessment of the current and future traffic conditions.

- Public Hearing held on November 14, 2018

Upcoming Events

- Finding of Necessity tentatively planned to be schedule in June-July 19

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

Estimate: $13.6 M
13408B ($12.6 M Construction)
Current Phase: Construction
% Complete: 100%
Lead Person: Wendy Johnson

Project Schedule / Milestones

8/10/2006	Notice to Proceed - Preliminary Design Consultant
10/29/2007	Public Informational Meeting - Hampton Falls
4/9/2014	Public Informational Meeting - Hampton Falls (Decouple Dam from Bridge)
1/27/2015	Advertise 13408B Construction Contract - $12.6 M (Construction)
4/16/2015	Pre-Construction Meeting
5/6/2015	Contract approved by G&C
6/29/2018	Construction Completion - 13408B

Project Activity (13408B)

- Project is complete and open to traffic.
- Construction bids for the 13408B contract were received on March 5, 2015. R.S. Audley was the low bidder at $11,798,426.89.

Project Name: **Manchester**
State Number: **16099**
Project Description: Reconstruction of F.E.Everett Turnpike Exit 6 and Exit 7

Estimate: $171.4M ($150.9M Construction)
% Part A Complete: 100%
% Part B Completion (NEPA/PH): 85%
% Part C Completion (Final Design/ROW/CON): 0%
Lead Person: Keith Cota

Project Schedule / Milestones

12/26/2010	Approval of Part A Design consultant
7/8/2012	Public Informational Meeting (Manchester Community College)
12/12/2012	Status Report February 2018
9/18/2012	Status Report June 2018
12/12/2012	Public Informational Meeting (City Hall Manchester)
7/11/2013	Public Informational Meeting (Manchester Community College)
12/11/2013	Public Informational Meeting (City Hall Manchester)
7/31/2014	Submission of Part B design draft scope and fee
10/15/2015	Approval of Part B Design scope & fee and NTP
8/10/2016	Public Informational Meeting
12/15/2016	Public Informational Meeting
6/7/2017	Combined Public Officials and Informational meeting
6/13/2018	Public Informational Meeting
Feb-Mar 2019	Anticipated Public Hearing
7/1/2023	Target advertising of first construction contract

Project Activity

- A contract extension of one year has been approved for the Part B agreement for this project. The team is progressing on identification of the preferred alternatives at both the Exit 6 and 7 interchanges.
- All PE and ROW for these contracts are now authorized under the 2017-2026 TYP at $10.4M. Initial CON funding is also authorized under the 2017-2026 TYP for the Exit 6 ($96.2M) and Exit 7 ($55.8M) interchanges in FY 2024 and 2026, respectively. All funding identified is within the existing Turnpike Bureau revenue structure and does not require a toll increase based on current schedules for the improvements.
- Technical Advisory Committee meetings are ongoing in support of project as well as coordination with FHWA and municipalities.
- G&C approved scope/fee in October 2015. Kick off meeting held for Part B project development efforts on 10/27/15. VHB has initiated efforts to support the NEPA document development and public participation process.
- Public informational meetings to identify solutions to mobility and safety challenges at the Exit 6 and 7 interchanges through 2015 and 2016.

Upcoming Events

- Continued development of NEPA documents and final selection of recommended layout with TAC, as well as public outreach. Progress towards public hearing.

Project Name: **Nashua-Concord**
State Number: **29408**
Project Description: Deployment of Intelligent Transportation Systems along

Estimate: $4.7 M ($4.5 M Construction)
% Design Complete: 100%
% Const. Complete: 68%
Lead Person: Susan Klasen

Project Schedule / Milestones **Project Schedule / Milestones**

8/7/14	Approval of scope and fee; Notice to Proceed provided to VHB
9/23/14	Kickoff Meeting with Consultant, TSMO and Turnpikes
5/1/2015	Public Hearing targeted for May 2018.
3/2/2016	RFP Advertising Date (not as part of the DOT ad schedule)
3/14/2016	Mandatory Pre-Bid Conference for Contractors/Consultants
4/22/2016	RFP Submissions Due
5/13/2016	RFP Reviews Completed
6/8/2016	Oral Presentations Completed
7/12/2016	RFP Selection
3/22/2017	G&C Approval for Tilson ATMS Vendor
10/30/2019	Completion Date

Project Activity

- August went to G&C for contract extension to October 30, 2019 and increase funding by $158, 226.00
- Coordination ongoing between TSMO and Tilson. Field deployment ongoing with initial infrastructure (foundations) installed at various locations along FEET corridor.
- Three vendor proposals were submitted (Tilson Technology, Green Mountain and McCourt Construction) and reviewed by the Selection and Technical committees.
- Held Mandatory Vendor Conference on March 14, 2016
- Front Office presentation on 2/29/16.
- DoIT review comments received 2/24/16.
- Department and VHB coordination continues on RFP document preparation and review of ITS layout/selection.
- Draft submittal of Communication plan received 2/6/15
- Review meeting held 1/13/15- submittal of Communication plan set for 2/6/15
- Concept draft plan complete and submitted on 12/23/14. Review meeting setup for 1/13/15.
- VHB has initiated efforts for the design of the ITS deployment along the FEET corridor and a kickoff meeting was held 9/23/14.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

Upcoming Events

- Spring 2019 installing foundation for camera poles and installing poles

Project Name: **Bedford**
State Number: **16100**
Project Description: Improvement to Bedford Mainline Toll Plaza

Estimate: 16.6M ($15.2M Construction)
% ORT Design Complete: 95%
% Const. 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
10/13/2014	AET study results presented to Front Office
1/8/2015	Start procurement for engineering consultant
4/21/2016	Status Report June 2018
11/12/19	Advertising of contract
04/15/20	Start of Construction
06/15/21	Overall Construction Completion

Project Activity

- Design efforts for ORT have been discontinued, AET feasibility is being assessed and the project ad date moved to November 2019 to allow for the study completion, future schedule assessment and subsequent design efforts.
- Consultants notified in mid-September 2015 of selection; HNTB selected consultant. HNTB and DOT fees opened October 22 at Consultant Committee meeting, fee negotiations and technical review of contract completed December 30. Bureau of Traffic is developing conceptual sign plans to facilitate geotech and overall design needs.
- Technical proposals from shortlisted groups were submitted June 30th for review and recommendation by Consultant Selection Committee on July 9th.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue
- The project will remove 6 median cash lanes (5 booths), construct 4 ORT lanes, add a new cash lane on the easterly side of the plaza and rehabilitate the existing toll plaza building.

Project Name: **Dover-Rochester**
State Number: **29440**
Project Description: Improvements at Dover and Rochester Toll Plazas

Estimate: $11.9 M ($11.0 M Construction)
% Design Complete: 1%
Lead Person: Dave Smith

Project Schedule / Milestones

1/31/2014	ORT v AET Feasibility Study initiated
8/26/2014	Submission of ORT v AET Study
10/13/2014	ORT v AET study results presented to Front Office, ORT selected
12/31/2016	Updated ORT v AET Feasibility Study initiated
7/15/2017	Updated ORT v AET study results presented to Front Office, AET selected
7/1/2018	AET Improvements identified as tolling solution in 2019-2028 TYP
6/1/2016	Start procurement of engineering consultant for ORT improvements
6/26/2018	Start procurement of engineering consultant for AET improvements
4/3/2019	Initiate scope and fee development for AET improvements
9/2/2019	Start Design for ORT improvements
7/9/2020	Advertising of improvement contract
10/02/20	Start of Construction for Improvements
10/30/21	Overall Construction Completion

Project Activity

- HNTB has been choosen as the Consultant
- Consultant committee short list three consultants Dec 18, 2018 and requested technincal proposal due 1/31/19
- Consultant solicitation process initiated for AET project development as the 2019-2028 TYP identified AET improvements at these two locations.
- Subseqeunt to updated study on AET v ORT implementation, 2019-2028 TYP signed into law on July 1, 2018. AET implementation is identified as tolling solution.
- RFP's from Shortlisted firms received October 3, 2016 and reviewed by Consultant Committee on October 13, 2016. Selection completed on October 13 by Committee and concurrence from Front Office provided October 31. Selection/non-selection notifications sent week of October 31. HNTB was selected firm.
- Workshop meeting with the City of Dover on March 2, 2016 to provide insight on project status and scope of improvements.
- Public informational meeting with the City of Dover held on August 25, 2015 providing insight on Newington-Dover project status, future conversion to ORT at Dover toll plaza project shared with public as well.
- Turnpikes and Highway Design evaluating locations, impacts and operational aspects for ORT conversion at the Dover plaza.
- Additional effort on feasibility study completed assessing rehab of toll plazas vs ORT and presented to Front Office 1/7/15. Decision to construct ORT at Dover and Rochester plazas supported by study and Front Office.
- This project was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

Upcoming Events

- HNTB and DOT developing cost estimate based on the Scope of Work

Project Name:	**Nashua-Merrimack-Bedford**	**Estimate:**	$146.0 M
State Number:	**13761**		($126.7 M Construction)
Project Description:	F.E. Everett Turnpike Widening from Exit 8 in Nashua to I-293 in Bedford		Design and Construction
		% Part A Complete:	98%
		% Part B Complete:	0%
Project Schedule / Milestones		**Lead Person:**	Wendy Johnson

9/5/2014	Approval of Part A Design Consultant
5/14/2015	Consultant Committee Mtg to set State fee
9/16/2015	Scope & Fee Negotiations Complete and Contract to DOT Business Office
3/9/2016	Governor and Executive Council Approval received, NTP issued to CHA to begin work
5/9/2016	Project Kick Off Meeting (Preliminary Design)
11/17/2016	Town Meeting Merrimack (Town Council Meeting)
12/14/2016	Town Meeting in Bedford
10/13/2017	Requested Commission for Hearing
3/2018 to 05/2018	Public Informational Meetings (03/29/18, 04/03/18, 05/01/18)
8/23/2018	Requested Commission for Hearing
8/31/2018	NEPA documentation complete prior to the Hearing
10/3/2018	Public Hearing
03/2019	Target Date for FONSI
03/2019	Target Date - Solicit for Part B Final Design Contract
3/31/2019	CHA/MJ Completion Date on Part A
12/15/2020	Target Date - Advertising for initial Construction Contract

Project Activity

- 11/02/18 - Revised Existing condition ROW plan was recorded at the Registry of Deeds to account for a revision to Parcel M147.
- 10/03/18 - Public Hearing held in Merrimack.
- 09/17/18 - Final Noise Report is issued.
- 08/31/18 - Environmental Study released for public comment.
- 07/30/18 - Air Quality Report is complete.
- 07/12/18 - Hired a third party reviewer (VHB) for the noise study.
- 07/09/18 - Existing condition ROW plan was recorded at the Registry of Deeds.
- 06/21/18 - Initial discussions between NHDOT and NHDES indicate there could be significant additional project costs associated with Per- and Polyfluoroalkyl substances (PFAS) – Regulated Emerging Contaminant.
- 05/01/18 - Public Informational Meeting held in Merrimack.
- 04/12/18 - Met with Cultural Resource Agencies; initial indication is there are no adverse effects, awaiting the formal documentation.
- 04/03/18 - Public Informational Meeting held in Nashua.
- 03/29/18 - Public Informational Meeting held in Bedford.
- 03/20/18 - Pre-Hearing utility meeting held.
- 03/05/18 - FHWA officially declines being the lead Federal Agency. The lead Federal Agency will now be the Army Corps of Engineers.

- 01/29/18 - Met with the Executive Office for alternative discussions for the side roads and the FEET. Will continue development of overall project documentation and plans towards goal of March 2018 public hearing. Noise evaluation, and environmental document are nearing completion with an anticipated first draft to be submitted to NHDOT in mid January 2018.
- 01/10/18 - Met with NRPC TTAC to discuss cost increase and possible 4th lane addition. The 4th lane will not be included in this project.

- 01/09/18 - Met with the Town of Merrimack, Public Works, to discuss Bridge replacement alternatives for Wire Road and Baboosic Lake Road.
- 06/26/17 - Met with the Executive Office to discuss cost and scope implications. The outcome is the removal of the Northern Extension (previously approved on 02/13/17). Further discussions on project timing and overall cost are still required.
- 02/13/17 - Met with the Executive Office for the selection and approval of Baboosic Brook Alternative (5b) and the northerly extension of the southbound project limits to match into the previously constructed 14966 project.
- 10/17/16 - Received guidance from the Executive Office that the re-use of the Prowse Bridge on this project is imprudent and cost-prohibitive and should be removed from continued evaluation.
- 10/09/15 - CHA submits the CADD files and aerial photogrammetry from Exit 8 in Nashua to I-293 in Bedford.
- 11/2010 - The Department developed the F.E. Everett Turnpike Widening Feasibility Report and presented the findings to the Towns of Bedford, Merrimack and Manchester.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

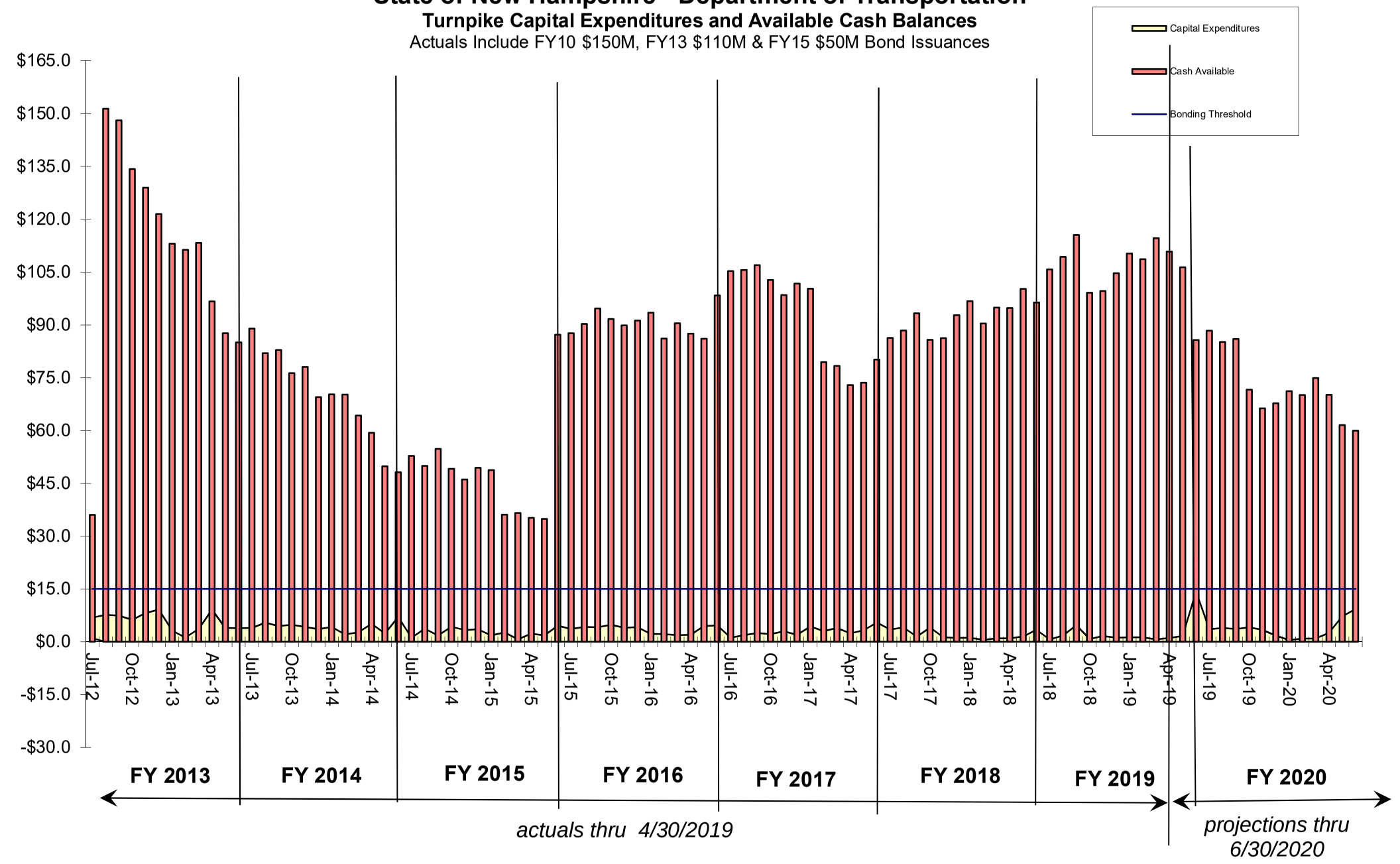
Upcoming Events

- Working on the Report of the Commissioner (ROC), it is routing in draft format.
- Need to request a Finding of Necessity meeting once the ROC is approved.
- Finding of Necessity approved 5-8-19

State of New Hampshire - Department of Transportation

Turnpike Capital Expenditures and Available Cash Balances

Actuals Include FY10 $150M, FY13 $110M & FY15 $50M Bond Issuances



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

PROJECT ESTIMATE

Estimate Dated:05/17/2017

Project Number	**11238 / * NHS-0271(037) ***
Project Name / Road	**NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK**
Project Manager	**Keith Cota**
PM Auth. Phases	**PE, ROW**
Type	**Modified Project Agreement Estimate**

Project Dates

Ad Information

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

Other Dates

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

Last Approved Estimate

Dated	09/02/2016
Type	Modified Project Agreement Estimate

Days to Approve

Routees	0 days
Project Finance	0 days
FHWA	---

Project Details

Estimate Type	Modified Project Agreement Estimate	**Mode**	Highway/Bridge
Bureau Type	Highway Design	**Work Zone**	Not Specified
Relationship	Parent	**Is Reg. Sig.**	Yes
Parent	---	**Project Status**	Planned
Managed By	DOT		
Town(s)	Dover, Newington		
Team List	Charles Blackman; Jarrett Roseboom; Peter Salo; Wendy Johnson		
Accounting Units	3025:HIGHWAY DESIGN BUREAU; 3054:CONSOLIDATED FEDERAL; 7514:SPAULDING TPK - US4 - NH16		
Work Series	100,300		
Bridges	006502000002300 Dover - 200/023, 006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025, 018501030012400 Newington - 103/124		
Alternate References	NH036,None Provided		
Advertises With	---		
Investment	Modification 40%; Expansion 60%;		

PROJECT ESTIMATE

Estimate Dated:05/17/2017

Project Description

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

Project Scope

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

Estimate Description

*** This Estimate was updated for the TYP and Inflation ***PE: Increase funds by $661,500

ROW: No Change

CONST: Reduce Construction funds by $378,000

This estimate increases PE by $661,500 (from $24,092,293 to $24,153,793) by moving $378,000 of SFY 2016 Construction funds to PE and increasing PE by 75% of $378,00 ($283,500) to help offset the project PE deficit.

The overall Grand Total increases by $283,500 (from $33,298,293 to $33,581,793) from the previously approved estimate.

Additional PE is less than 75% of current PE; no STYP action is required.

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 Sullivan Bridge $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
-$8,855.20 for Mcfarland and Johnson for Northern Long-Eared Bat survey

Const of $468,000 as:
-Lee P'n'R $68,000
-TDM $160,000 Initial
-TDM $80,000 * 3 years = $240,000

Minor STIP ammendment approved on 09/08/15.

PROJECT ESTIMATE

Estimate Dated:05/17/2017

Project Total

PE	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
1997	$300,000.00	$300,000.00	$0.00	$0.00
1999	$500,000.00	$500,000.00	$0.00	$0.00
2003	$500,000.00	$500,000.00	$0.00	$0.00
2005	$900,000.00	$900,000.00	$0.00	$0.00
2006	$800,000.00	$800,000.00	$0.00	$0.00
2007	$600,000.00	$600,000.00	$0.00	$0.00
2009	$3,400,000.00	$3,400,000.00	$0.00	$0.00
2010	$3,400,000.00	$3,400,000.00	$0.00	$0.00
2011	$3,400,000.00	$3,400,000.00	$0.00	$0.00
2012	$5,582,732.76	$5,582,732.76	$0.00	$0.00
2013	$2,976,267.24	$2,976,267.24	$0.00	$0.00
2014	$1,000,000.00	$1,000,000.00	$0.00	$0.00
2015	$733,293.00	$733,293.00	$0.00	$0.00
2016	$661,500.00	$661,500.00	$0.00	$0.00
Subtotal	**$24,753,793.00**	**$24,753,793.00**	**$0.00**	**$0.00**

ROW	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
1997	$30,000.00	$30,000.00	$0.00	$0.00
2001	$10,000.00	$10,000.00	$0.00	$0.00
2006	$40,000.00	$40,000.00	$0.00	$0.00
2009	$100,000.00	$100,000.00	$0.00	$0.00
2010	$3,500,000.00	$3,500,000.00	$0.00	$0.00
2011	$3,600,000.00	$3,600,000.00	$0.00	$0.00
2013	$250,000.00	$250,000.00	$0.00	$0.00
2014	$1,183,000.00	$1,183,000.00	$0.00	$0.00
2015	$25,000.00	$25,000.00	$0.00	$0.00
Subtotal	**$8,738,000.00**	**$8,738,000.00**	**$0.00**	**$0.00**

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
2016	$10,000.00	$10,000.00	$0.00	$0.00
2017	$80,000.00	$80,000.00	$0.00	$0.00
Subtotal	**$90,000.00**	**$90,000.00**	**$0.00**	**$0.00**

Grand Total:	**$33,581,793.00**	**$33,581,793.00**	**$0.00**	**$0.00**

Report Requested by: PMs and Project Finance.

Vendors

ATC Associates Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Associates, Inc. (Sediment Management Plan) 11238M	PE	$3,709.16	$3,709.16	$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service) 11238L	PE	$13,164.80	$13,164.80	$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service Technical Assistance) 11238M	PE	$59,689.03	$59,689.03	$0.00
N/A; N/A; ATC Associates (Marine Sediment Sampling & Testing)	PE	$60,935.00	$60,935.00	$0.00
	Sub Total	**$137,497.99**	**$137,497.99**	**$0.00**

Cardno ATC	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service UST Assistance) 11238M	PE	$30,086.68	$30,086.68	$0.00
	Sub Total	**$30,086.68**	**$30,086.68**	**$0.00**

City Of Dover	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Dover Community Services water/sewer	PE	$19,125.00	$19,125.00	$0.00
N/A; N/A; City of Dover water and sewer final design	PE	$133,293.00	$133,293.00	$0.00
	Sub Total	**$152,418.00**	**$152,418.00**	**$0.00**

City Of Portsmouth	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; City of Portsmouth (Water)	PE	$10,312.50	$10,312.50	$0.00
	Sub Total	**$10,312.50**	**$10,312.50**	**$0.00**

Concord Aviation Services	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Concord Aviation Services	PE	$200.00	$200.00	$0.00
	Sub Total	**$200.00**	**$200.00**	**$0.00**

Fay Spofford & Thorndike Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Fay, Spofford, & Thorndike (Perm. Message Board Contract)	PE	$26,828.07	$26,828.07	$0.00
N/A; N/A; Fay, Spofford, & Thorndike (Incident Management)	PE	$64,768.07	$64,768.07	$0.00
	Sub Total	**$91,596.14**	**$91,596.14**	**$0.00**

Greenman-Pedersen Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	PE	$10,000.00	$10,000.00	$0.00
	Sub Total	**$10,000.00**	**$10,000.00**	**$0.00**
GZA Geoenvironmental Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; GZA GeoEnvironmental, Inc. (Rock Core testing)	PE	$6,695.00	$6,695.00	$0.00
	Sub Total	**$6,695.00**	**$6,695.00**	**$0.00**
Kta-Tator Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; KTA -Tator, Inc. (Bridge Painting Consulting and Inspection) under Statewide 14936	PE	$10,000.00	$10,000.00	$0.00
	Sub Total	**$10,000.00**	**$10,000.00**	**$0.00**
Mcfarland-Johnson Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; MJ (Northern Long-Eared Bat survey)	PE	$8,855.20	$8,855.20	$0.00
	Sub Total	**$8,855.20**	**$8,855.20**	**$0.00**
Miovision Technologies Inc.	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Traffic data processing	PE	$3,600.00	$3,600.00	$0.00
	Sub Total	**$3,600.00**	**$3,600.00**	**$0.00**
New Hampshire Boring Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; NH Borings, Inc. (Groundwater Monitoring Wells)	PE	$13,215.00	$13,215.00	$0.00
N/A; N/A; NH Borings, Inc. (Geotechnical Investigations)	PE	$71,070.00	$71,070.00	$0.00
	Sub Total	**$84,285.00**	**$84,285.00**	**$0.00**
NHDOT	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; PE for 11238S	PE	$600,000.00	$600,000.00	$0.00
(M&N) Final Design; N/A; (M&N) Final Design	PE	$2,188,046.00	$2,188,046.00	$0.00
(M&N) Preliminary Engineering; N/A; (M&N) Preliminary Engineering	PE	$50,000.00	$50,000.00	$0.00
N/A; N/A; State of NH & Future Consultant (Final Design)	PE	$459,239.37	$459,239.37	$0.00
N/A; N/A; State of NH (Final Design)	PE	$1,984,085.81	$1,984,085.81	$0.00

N/A; N/A; State of NH (Prelim. Design)	PE	$673,622.78	$673,622.78	$0.00
N/A; N/A; Acquisitions	ROW	$25,000.00	$25,000.00	$0.00
N/A; N/A; Acquisitions	ROW	$1,375,000.00	$1,375,000.00	$0.00
N/A; N/A; Acquisitions of Mitigation Commitments (Newington) (Hislop and Saba Properties)	ROW	$3,600,000.00	$3,600,000.00	$0.00
N/A; N/A; Acquisitions (Tutle, Day & Knight Property Preservations)	ROW	$3,500,000.00	$3,500,000.00	$0.00
N/A; N/A; Incidentals	ROW	$238,000.00	$238,000.00	$0.00
N/A; N/A; Travel Demand Management (TDM) 2017	Construction	$80,000.00	$80,000.00	$0.00
N/A; N/A; Travel Demand Management (TDM) 2016	Construction	$1,000.00	$1,000.00	$0.00
N/A; N/A; Travel Demand Management (TDM) 2014	Construction	$1,000.00	$1,000.00	$0.00
N/A; N/A; Travel Demand Management (TDM) 2015	Construction	$1,000.00	$1,000.00	$0.00
N/A; N/A; Travel Demand Management (TDM) 2013	Construction	$1,000.00	$1,000.00	$0.00
N/A; N/A; Lee (Bus & Park'n'Ride Alternatives)	Construction	$6,000.00	$6,000.00	$0.00
	Sub Total	**$14,782,993.96**	**$14,782,993.96**	**$0.00**

Northern Test Boring Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Northern Test Boring - borings for route 4	PE	$9,130.00	$9,130.00	$0.00
	Sub Total	**$9,130.00**	**$9,130.00**	**$0.00**

Preservation Co	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Preservation Company	PE	$2,928.10	$2,928.10	$0.00
	Sub Total	**$2,928.10**	**$2,928.10**	**$0.00**

Public Service Co Of Nh	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; PSNH (Transmission)	PE	$56,900.00	$56,900.00	$0.00
	Sub Total	**$56,900.00**	**$56,900.00**	**$0.00**

Rockingham Planning Commission	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Rockingham Planning Commission (Seacoast Model Update	PE	$90,000.00	$90,000.00	$0.00
	Sub Total	**$90,000.00**	**$90,000.00**	**$0.00**

Springfield Terminal Railway	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Pan Am Meetings	PE	$652.00	$652.00	$0.00

	Sub Total	**$652.00**	**$652.00**	**$0.00**
TF Bernier Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; T. F. Bernier, Inc. (Survey) 16350	PE	$2,355.46	$2,355.46	$0.00
N/A; N/A; T. F. Bernier, Inc. (Survey) 15343	PE	$33,556.24	$33,556.24	$0.00
	Sub Total	**$35,911.70**	**$35,911.70**	**$0.00**
Trapeze Software Group Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; 2 year Seacoast Commuter Options extension	PE	$70,000.00	$70,000.00	$0.00
	Sub Total	**$70,000.00**	**$70,000.00**	**$0.00**
Vanasse Hangen Brustlin Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Vanasse Hangen Brustlin (ITS/ Security Camera Assess.)	PE	$4,960.53	$4,960.53	$0.00
N/A; N/A; Vanasse Hangen Brustlin (Final Design)	PE	$15,070,194.12	$15,070,194.12	$0.00
N/A; N/A; Vanasse Hangen Brustlin (Prelim. Design)	PE	$2,912,576.08	$2,912,576.08	$0.00
	Sub Total	**$17,987,730.73**	**$17,987,730.73**	**$0.00**
	Grand Total	**$33,581,793.00**	**$33,581,793.00**	**$0.00**

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

Improvement Type

Phase

Federal IT

Bridge NBI #	State Improvement Type		Amount
PE			
(15) Preliminary Engineering			
N/A	(15) Preliminary Engineering		$300,000.00
N/A	(15) Preliminary Engineering		$900,000.00
N/A	(15) Preliminary Engineering		$733,293.00
N/A	(15) Preliminary Engineering		$800,000.00
N/A	(15) Preliminary Engineering		$3,400,000.00
N/A	(15) Preliminary Engineering		$500,000.00
N/A	(15) Preliminary Engineering		$5,582,732.76
N/A	(15) Preliminary Engineering		$3,400,000.00
N/A	(15) Preliminary Engineering		$500,000.00
N/A	(15) Preliminary Engineering		$3,400,000.00
N/A	(15) Preliminary Engineering		$1,000,000.00
N/A	(15) Preliminary Engineering		$600,000.00
N/A	(15) Preliminary Engineering		$1,666,267.24
006502010002500	(15) Preliminary Engineering		$232,000.00
018501030012400	(15) Preliminary Engineering		$110,000.00
006502000002300	(15) Preliminary Engineering		$475,000.00
006502010002400	(15) Preliminary Engineering		$493,000.00
N/A	(15) Preliminary Engineering		$661,500.00
		Fed. IT Subtotal:	**$24,753,793.00**
		Phase Subtotal:	**$24,753,793.00**
ROW			
(16) Right of Way			
N/A	(81) Right Of Way-Incidentals		$238,000.00
N/A	(83) Right Of Way-Acquisitions		$40,000.00
N/A	(83) Right Of Way-Acquisitions		$10,000.00
N/A	(83) Right Of Way-Acquisitions		$30,000.00
N/A	(83) Right Of Way-Acquisitions		$250,000.00
N/A	(83) Right Of Way-Acquisitions		$1,183,000.00
N/A	(83) Right Of Way-Acquisitions		$25,000.00
N/A	(83) Right Of Way-Acquisitions		$3,600,000.00
N/A	(83) Right Of Way-Acquisitions		$100,000.00
N/A	(83) Right Of Way-Acquisitions		$3,262,000.00
		Fed. IT Subtotal:	**$8,738,000.00**
		Phase Subtotal:	**$8,738,000.00**
Construction			
(03) Road-Reconstruction, Added Capacity			
N/A	(3) Road-Reconstruction, Added Capacity		$10,000.00
N/A	(3) Road-Reconstruction, Added Capacity		$80,000.00
		Fed. IT Subtotal:	**$90,000.00**
		Phase Subtotal:	**$90,000.00**

Grand Total: **$33,581,793.00**

Report Requested by: PMs and Project Finance.

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

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.

Report Requested by: FHWA and Project Finance.

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

Funding Changes

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

Grand Total:

Report Requested by: Project Finance.

Change Authorization

	Proposed Amount	Existing Amount	Change
PE			
Obligated Funds	$24,753,793.00	$24,753,793.00	$0.00
	$24,753,793.00	**$24,753,793.00**	**$0.00**
ROW			
Obligated Funds	$8,738,000.00	$8,738,000.00	$0.00
	$8,738,000.00	**$8,738,000.00**	**$0.00**
Grand Total:	**$33,491,793.00**	**$33,491,793.00**	**$0.00**

Report Requested by Project Programming for FMIS Comparisons.

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

Fed. State Other Allocation

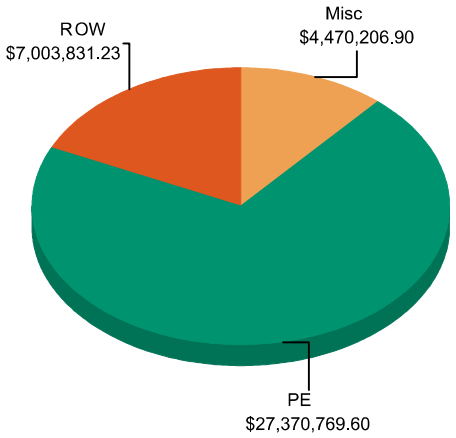
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
PE						
Preliminary Engineering	0100	$0.00	$300,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$900,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$733,293.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$800,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$3,400,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$500,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$5,582,732.76	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$3,400,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$500,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$3,400,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$1,000,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$600,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$1,666,267.24	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$232,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$110,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$475,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$493,000.00	0.00	0.00	$0.00
Preliminary Engineering	0100	$0.00	$661,500.00	0.00	0.00	$0.00
		$0.00	**$24,753,793.00**	**0.00**	**0.00**	**$0.00**
ROW						
Right Of Way-Acquisitions	0100	$0.00	$40,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$10,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$30,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$250,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$1,183,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$25,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$3,600,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$100,000.00	0.00	0.00	$0.00
Right Of Way-Acquisitions	0100	$0.00	$3,262,000.00	0.00	0.00	$0.00
Right Of Way-Incidentals	0100	$0.00	$238,000.00	0.00	0.00	$0.00
		$0.00	**$8,738,000.00**	**0.00**	**0.00**	**$0.00**
Construction						
Road-Reconstruction, Added Capacity	0100	$0.00	$10,000.00	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	0100	$0.00	$80,000.00	0.00	0.00	$0.00

	$0.00	**$90,000.00**	**0.00**	**0.00**	**$0.00**
Grand Total:	**$0.00**	**$33,581,793.00**	**0.00**	**0.00**	**$0.00**

Report Requested by: Project Finance.

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

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	**Phase**	**Programmed**	**Indirects**	**Total**
	PE	$24,753,793.00	$0.00	$24,753,793.00
	ROW	$8,738,000.00	$0.00	$8,738,000.00
	Construction	$90,000.00	$0.00	$90,000.00
		$33,581,793.00	**$0.00**	**$33,581,793.00**
Grand Total:		**$33,581,793.00**	**$0.00**	**$33,581,793.00**

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

PROJECT ESTIMATE

Estimate Dated:05/17/2017

Program Code

Federal IT / State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Preliminary Engineering					
Preliminary Engineering	0100	$24,753,793.00	$0.00	$0.00	$0.00
		$24,753,793.00	**$0.00**	**$0.00**	**$0.00**
Right of Way					
Right Of Way-Acquisitions	0100	$8,500,000.00	$0.00	$0.00	$0.00
Right Of Way-Incidentals	0100	$238,000.00	$0.00	$0.00	$0.00
		$8,738,000.00	**$0.00**	**$0.00**	**$0.00**
Grand Total		**$33,491,793.00**	**$0.00**	**$0.00**	**$0.00**

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Carol Macuch	05/17/2017	

Routed On 05/17/2017 **By** Carol Macuch

Completed On 05/17/2017

Project Finance

Work Started On 05/17/2017 **By** Pamela Mack

Review Completed On 05/17/2017 **By** ---

FHWA

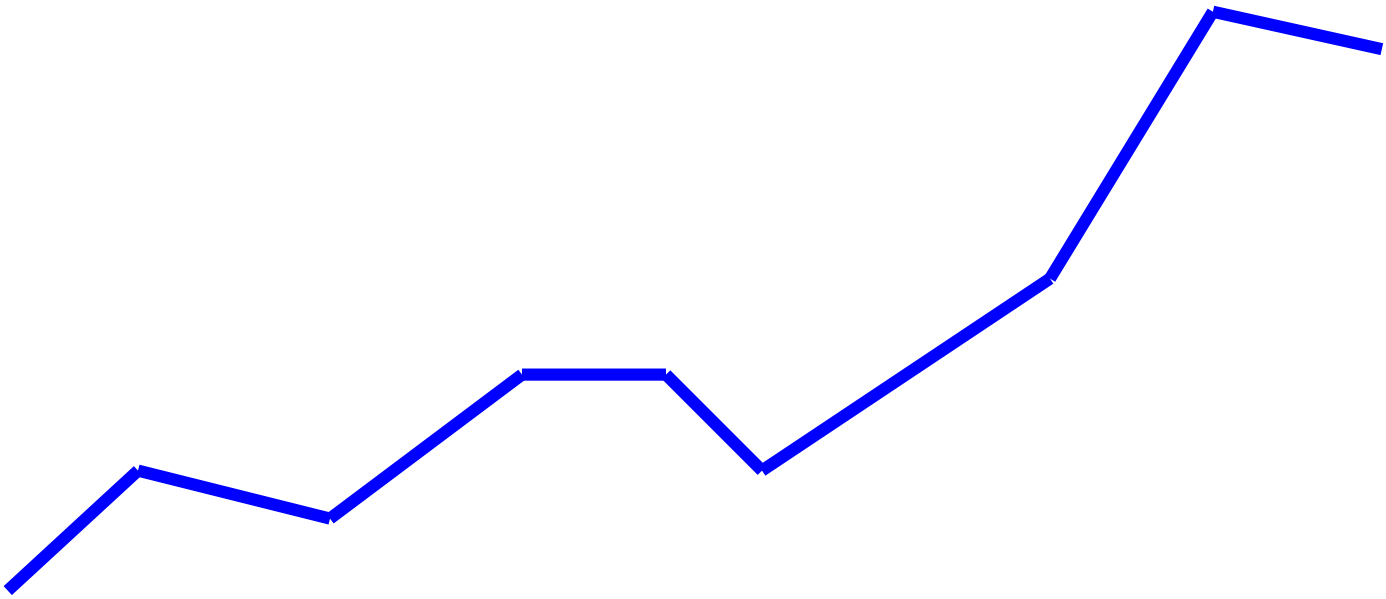
Reviewed FHWA On --- **By** ---

Recommended FHWA On --- **By** ---

Authorized FHWA On --- **By** ---

Construction Cost Index

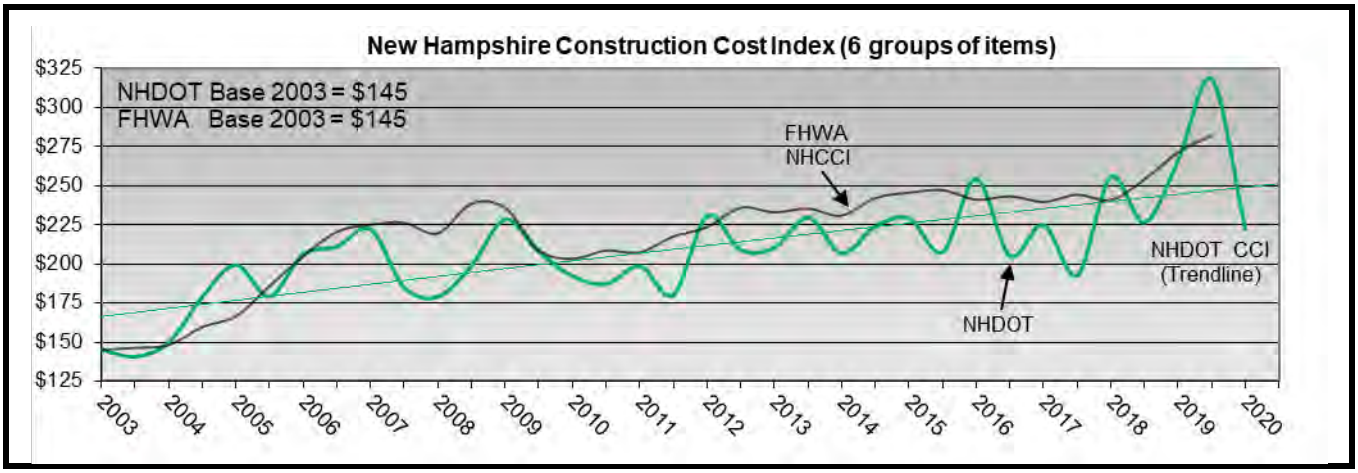
New Hampshire Department of Transportation



New Hampshire DOT Bureau of Construction
2nd Half, 2019

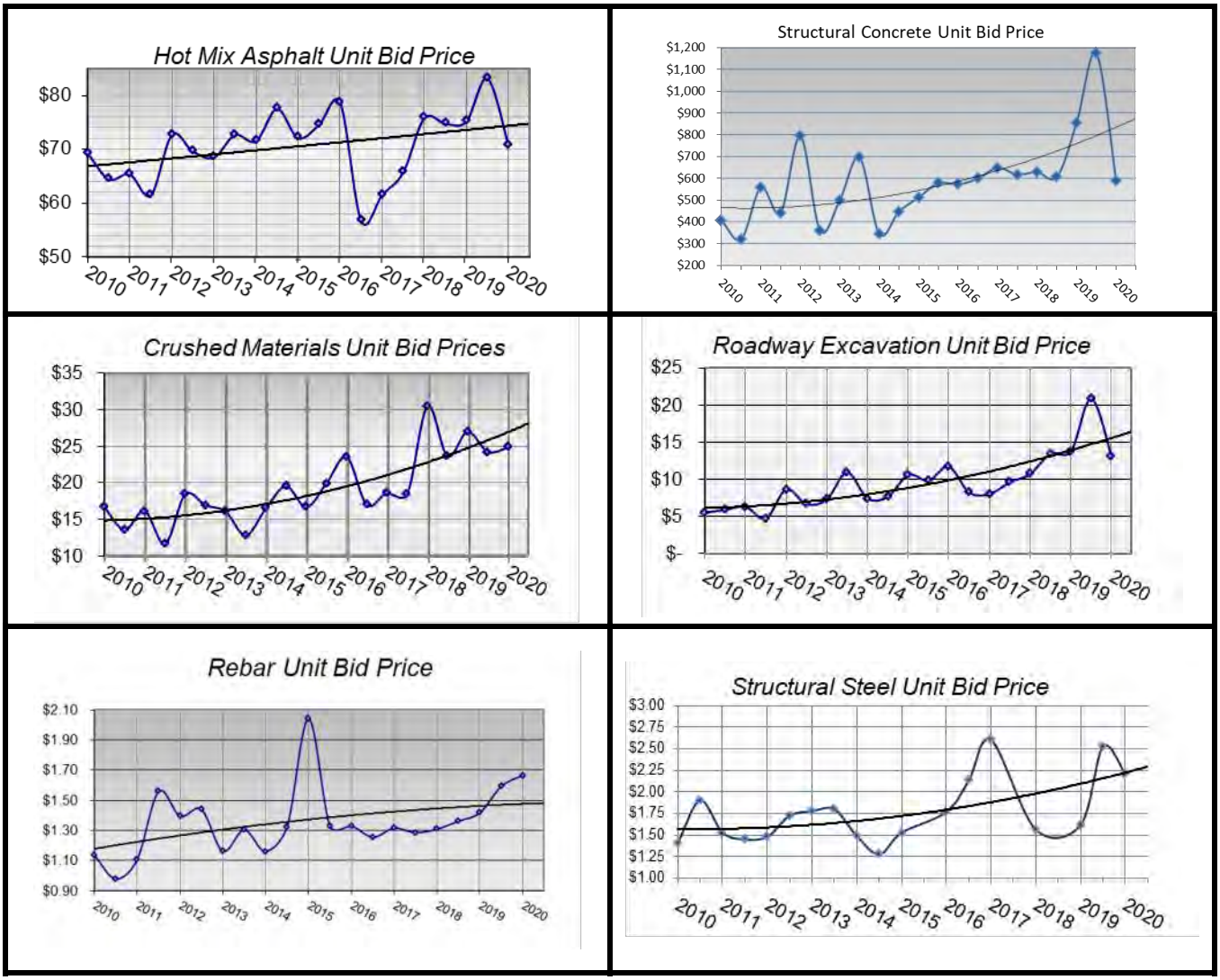
Volume 14, No. 2

December 31st, 2019



The graph above displays the average changes of the six item groups as displayed below. FHWA recalculated their National Highway Construction Cost Index (NHCCI v2.0) during 2016. New Hampshire CCI was also recalculated and aligned to FHWA's base year of 2003 and the base price of $145.

The prices below reflect six month average unit prices.

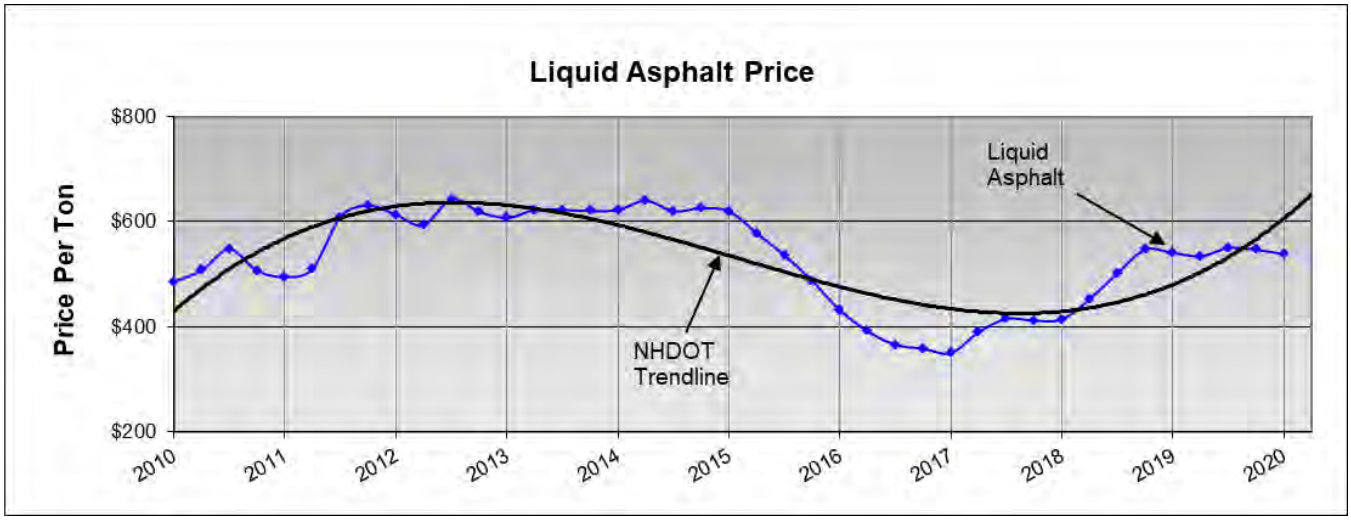


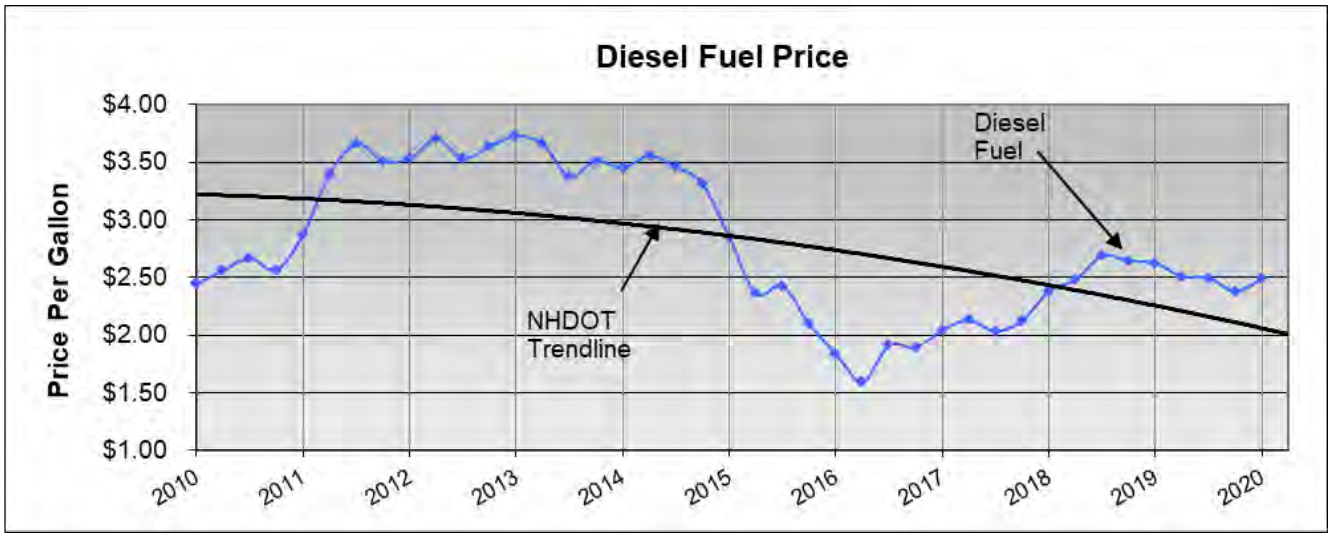
The New Hampshire CCI for the second half of 2019 closed at (222), down from (266) for the second half of 2018. 2019 saw a mid year high of (318). The second half of 2019 average price for roadway excavation of $13.07 was down 64 cents and 4.6% from 2018. Crushed material was down 7.9% from $26.99 to $24.87. With one project bid structural steel rose 36% from the second half of 2018 of $1.62 to an end of year average of $2.20. Hot mix asphalt dropped 5.9 % to $70.71. The structural concrete ended the year at $587.24 down 31.3%. Reinforcing steel was up 25 cents to $1.67, a 17.5 % increase.

The following Components (weighted as shown) are used to compute he NHDOT CCI.	
Crushed Material	14.49%
Hot Mix	49.30%
Roadway Excavation	12.35%
ReBar	3.50%
Steel	10.24%
Concrete	10.13%

Fuel price dropped 14 cent to $2.47 showing a price reduction of 5.41% for all of 2019. The 2019 fourth quarter average asphalt price was down 0.46% or $2.50 from the 2018 fourth quarter average with an ending price of $538.83.

NHDOT Fuel & Liquid Asphalt Prices



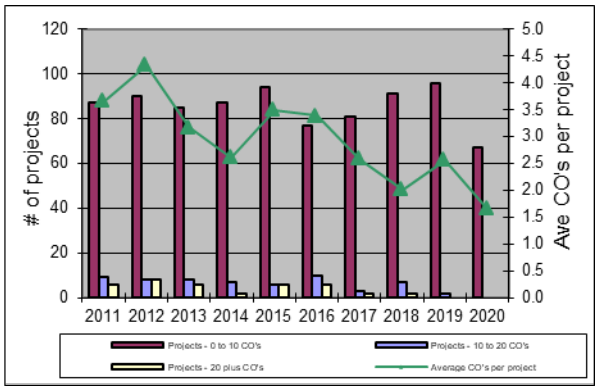


Construction Bureau Performance Measures

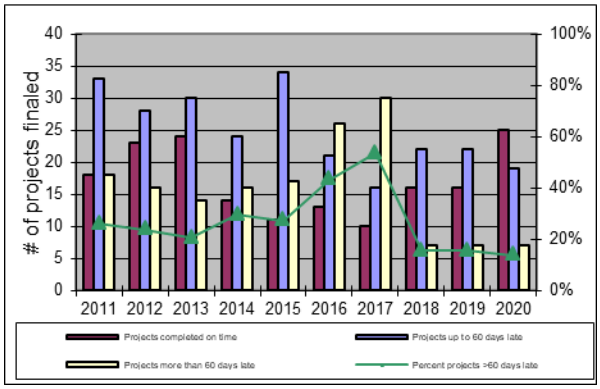
Compiled by State Fiscal Year FY20

July 1st thru December 31st

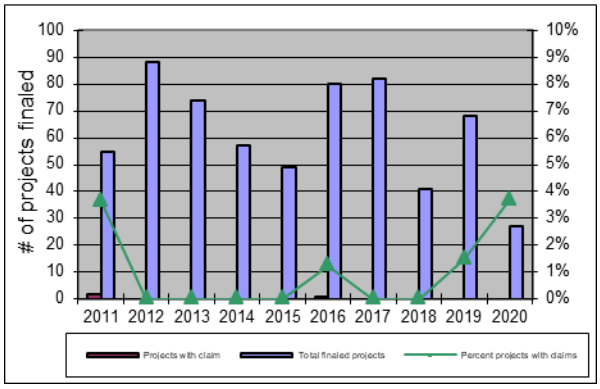
CHANGE ORDERS



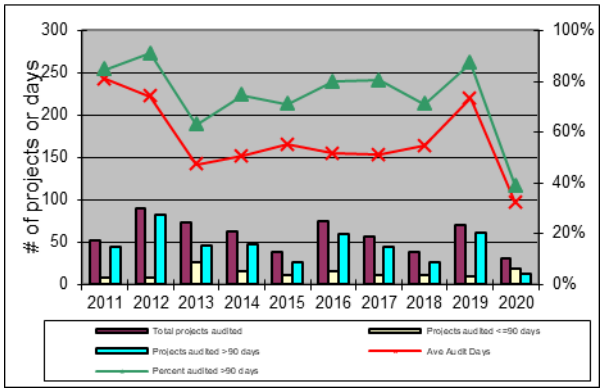
CONTRACT DURATION



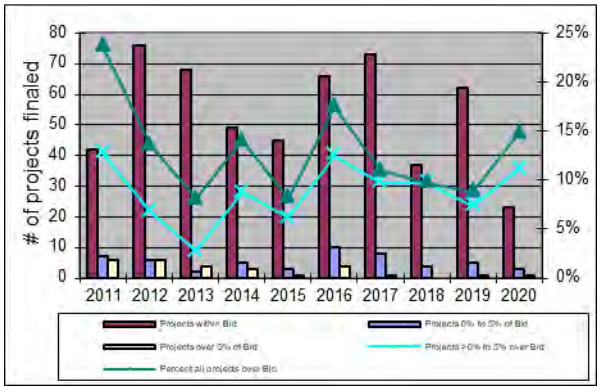
CONTRACTOR CLAIMS



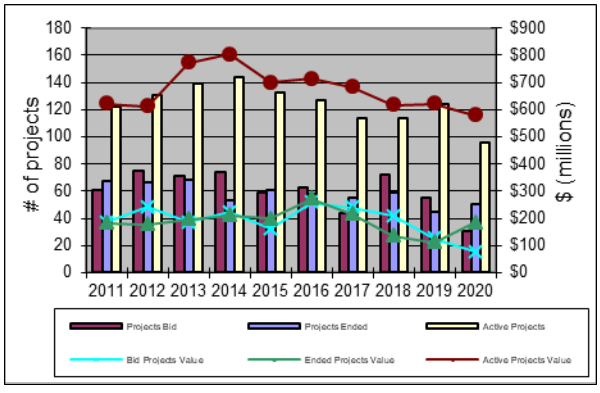
PROJECT AUDIT



IDS vs. FINAL AMOUNTS



PROJECT ACTIVITY



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Uexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
	Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M				11,700,005.00	0.00	11,700,000.00	0.00	11,700,000.00	0.00		09/30/1991	02/28/1989	0121023-02, 0121025-02, 0121026-01, 0121027-02, 0121028-02, 0121029-01, 0121030-01
NH001		1560									Y			
NH001		1560	0980078	.	0.00	0.00	0.00	0.00	0.00	0.00				
NH001		1560	0950599	.	0.00	11,700,000.00	0.00	0.00	0.00	0.00				
Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M Total:					**11,700,005.00**	**11,700,000.00**	**11,700,000.00**	**0.00**	**11,700,000.00**	**0.00**				
	Franconia Notch (NH)				18,825,599.00	0.00	14,119,200.00	0.00	14,119,200.00	0.00		09/30/1994	08/20/1993	0301011-03, 0331013-02, 0441001-02, 0441003-01, 0441004-02, 0441005-01, 0441006-02
NH002		1260									Y			
NH002		1260	0930087	.	0.00	14,119,200.00	0.00	0.00	0.00	0.00				
Franconia Notch (NH) Total:					**18,825,599.00**	**14,119,200.00**	**14,119,200.00**	**0.00**	**14,119,200.00**	**0.00**				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				10,899,097.20	0.00	4,135,548.50	0.00	4,135,548.50	0.00		09/07/2016	08/21/2016	5315021-01
NH003		3130									Y			
NH003		3130	1000457	.	0.00	3,763,000.00	0.00	0.00	0.00	0.00				
NH003		3130	1000202	.	0.00	237,000.00	0.00	0.00	0.00	0.00				
NH003		3130	1010164	.	0.00	135,548.50	0.00	0.00	0.00	0.00				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				1,463,142.51	0.00	1,170,514.00	0.00	1,170,514.00	0.00		05/05/2017	03/24/2017	5315021, A002939, A002940
NH003		3610									Y			
NH003		3610	1020240	1003.(C)1	0.00	-1,792.00	0.00	0.00	0.00	0.00				
NH003		3610	1020240	1003.(C)	0.00	-27,694.00	0.00	0.00	0.00	0.00				
NH003		3610	1020240	1104.(B)8	0.00	1,200,000.00	0.00	0.00	0.00	0.00				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Uexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				13,393,117.04	0.00	11,326,051.50	0.00	11,326,051.50	0.00		05/05/2017	03/24/2017	5315021-01, 5315051, 5315052, A000116, A000199, A002933, A002939, A003321
NH003		45A0									Y			
NH003		45A0	1060346	378.	0.00	11,326,051.50	0.00	0.00	0.00	0.00				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				10,602,622.11	0.00	8,378,453.26	0.00	8,378,453.26	0.00		05/05/2017	03/24/2017	5315021, 5315050, 5315054-01, 5315055, A000047, A002937, A002939, A002940, A003321
NH003		Q920									Y			
NH003		Q920	1050178	1602.355	0.00	8,378,453.26	0.00	0.00	0.00	0.00				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				5,558,205.91	0.00	4,446,564.74	0.00	4,446,564.74	0.00		05/05/2017	03/24/2017	A002937, A002939, A003321
NH003		Q930									Y			
NH003		Q930	1050178	1602.355	0.00	4,446,564.74	0.00	0.00	0.00	0.00				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				901,615.15	0.00	647,548.50	0.00	647,548.50	0.00		01/14/2019	03/23/2020	A004543
NH003		RN49									Y			
NH003		RN49	114-0113	125.	0.00	647,548.50	0.00	0.00	0.00	0.00				
	Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge				3,797,451.50	0.00	3,797,451.50	0.00	3,080,955.96	716,495.54		01/14/2019	03/23/2020	A004543
NH003		RNJ9									Y			
NH003		RNJ9	114-0113	125.	0.00	3,797,451.50	0.00	0.00	0.00	0.00				
Repurposed-Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge Total:					**46,615,251.42**	**33,902,132.00**	**33,902,132.00**	**0.00**	**33,185,636.46**	**716,495.54**				
	PE Demo - Conway Bypass (US-302/SR-16) (NH)				7,682,001.12	0.00	6,145,600.00	0.00	6,145,600.00	0.00		07/28/2016	03/23/2019	0153001, 0153002-02
NH004		3670									Y			
NH004		3670	1020240	1107.(B)153	0.00	6,145,600.00	0.00	0.00	0.00	0.00				
	PE Demo - Conway Bypass (US-302/SR-16) (NH)				2,125,000.00	0.00	1,700,000.00	0.00	1,700,000.00	0.00		09/30/1996	07/10/1996	9117001-01
NH004		5190									Y			

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

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NH004		5190	1010516	.	0.00	1,700,000.00	0.00	0.00	0.00	0.00				
NH004	PE Demo - Conway Bypass (US-302/SR-16) (NH)	Q920			6,001,606.93	0.00	5,942,141.86	29,062.14	5,889,698.87	52,442.99	Y	07/28/2016	03/23/2019	0153001
NH004		Q920	1050178	1602.356	0.00	5,464,613.00	0.00	0.00	0.00	0.00				
NH004		Q920	1050178	1602.1654	0.00	506,591.00	0.00	0.00	0.00	0.00				
PE Demo - Conway Bypass (US-302/SR-16) (NH) Total:					**15,808,608.05**	**13,816,804.00**	**13,787,741.86**	**29,062.14**	**13,735,298.87**	**52,442.99**				
NH005	Study of corridor protection for NH Route 16	3670			2,438,571.00	0.00	1,950,857.00	0.00	1,950,857.00	0.00	N	03/16/2007	03/05/2007	0152001, 0152003
NH005		3670	1020240	1003.(C)	0.00	-46,156.00	0.00	0.00	0.00	0.00				
NH005		3670	1020240	1003.(C)1	0.00	-2,987.00	0.00	0.00	0.00	0.00				
NH005		3670	1020240	1107.(B)152	0.00	2,000,000.00	0.00	0.00	0.00	0.00				
Study of corridor protection for NH Route 16 Total:					**2,438,571.00**	**1,950,857.00**	**1,950,857.00**	**0.00**	**1,950,857.00**	**0.00**				
NH006	North Conway: Provide congestion relief on US-302 and NH Route 16	3670			0.00	0.00	0.00	0.00	0.00	0.00	N			
NH006		3670	1020240	1003.(C)	0.00	0.00	0.00	0.00	0.00	0.00				
NH006		3670	1020240	1003.(C)1	0.00	0.00	0.00	0.00	0.00	0.00				
NH006		3670	1020240	1107.(B)153	0.00	0.00	0.00	0.00	0.00	0.00				
North Conway: Provide congestion relief on US-302 and NH Route 16 Total:					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**				
NH007	Repurposed-Winchester: Replacement of Winchester Bridge	3650			700,161.48	0.00	679,414.69	0.00	679,414.69	0.00	Y	01/04/2017	12/13/2016	0037001-03, 0111005
NH007		3650	1020240	1003.(C)1	0.00	-1,195.00	0.00	0.00	0.00	0.00				
NH007		3650	1020240	1003.(C)	0.00	-18,462.00	0.00	0.00	0.00	0.00				
NH007		3650	1020240	1106.(A)37	0.00	699,071.69	0.00	0.00	0.00	0.00				
NH007	Repurposed-Winchester: Replacement of Winchester Bridge	RPE2			0.00	0.00	0.00	100,928.31	0.00	0.00	Y			
NH007		RPE2	116-0006	.	0.00	100,928.31	0.00	0.00	0.00	0.00				
Repurposed-Winchester: Replacement of Winchester Bridge Total:					**700,161.48**	**780,343.00**	**679,414.69**	**100,928.31**	**679,414.69**	**0.00**				
NH008	Hanover: Ledyard Bridge Reconstruction	3650			9,510,428.00	0.00	7,608,343.00	0.00	7,608,343.00	0.00	Y	11/21/2001	09/20/2001	0038001

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Uexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
NH008		3650	1020240	1003.(C)1	0.00	-11,649.00	0.00	0.00	0.00	0.00				
NH008		3650	1020240	1003.(C)	0.00	-180,008.00	0.00	0.00	0.00	0.00				
NH008		3650	1020240	1106.(A)38	0.00	7,800,000.00	0.00	0.00	0.00	0.00				
Hanover: Ledyard Bridge Reconstruction Total:					**9,510,428.00**	**7,608,343.00**	**7,608,343.00**	**0.00**	**7,608,343.00**	**0.00**				
NH009	Manchester: Manchester Airport Road Improvements	3650			4,877,142.52	0.00	3,901,714.00	0.00	3,901,714.00	0.00	N	06/16/2014	05/30/2014	0047001
NH009		3650	1020240	1106.(A)47	0.00	4,000,000.00	0.00	0.00	0.00	0.00				
NH009		3650	1020240	1003.(C)	0.00	-92,312.00	0.00	0.00	0.00	0.00				
NH009		3650	1020240	1003.(C)1	0.00	-5,974.00	0.00	0.00	0.00	0.00				
NH009	Manchester: Manchester Airport Road Improvements	Q920			15,632,767.50	0.00	12,506,214.00	0.00	12,506,214.00	0.00	N	06/16/2014	05/30/2014	0047001
NH009		Q920	1050178	1602.1658	0.00	3,254,691.00	0.00	0.00	0.00	0.00				
NH009		Q920	1050178	1602.1653	0.00	1,025,100.00	0.00	0.00	0.00	0.00				
NH009		Q920	1050178	1602.687	0.00	8,226,423.00	0.00	0.00	0.00	0.00				
Manchester: Manchester Airport Road Improvements Total:					**20,509,910.02**	**16,407,928.00**	**16,407,928.00**	**0.00**	**16,407,928.00**	**0.00**				
NH010	Wetlands mitigation package for SR-101/51	3130			0.00	0.00	0.00	0.00	6,442,394.27	-6,442,394.27	Y			
	Wetlands mitigation package for SR-101/51				12,192,857.48	0.00	9,754,286.00	0.00	9,754,286.00	0.00		05/28/2020	05/15/2020	0037000-01, 0048001-03, 0048002-02, 0048003, 0048004, 0048005-02, 0182091-03, 0182093-02, 0182098
NH010		3650									Y			
NH010		3650	1020240	1003.(C)1	0.00	-14,935.00	0.00	0.00	0.00	0.00				
NH010		3650	1020240	1003.(C)	0.00	-230,779.00	0.00	0.00	0.00	0.00				
NH010		3650	1020240	1106.(A)48	0.00	10,000,000.00	0.00	0.00	0.00	0.00				
NH010	Wetlands mitigation package for SR-101/51	3670			0.00	0.00	0.00	0.00	367,637.54	-367,637.54	Y			
NH010	Wetlands mitigation package for SR-101/51	Q920			2,562,748.75	0.00	2,050,199.00	0.00	2,050,199.00	0.00	Y	12/29/2003	01/05/2004	0182108, 0182124
NH010		Q920	1050178	1602.1656	0.00	2,050,199.00	0.00	0.00	0.00	0.00				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Uexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
Wetlands mitigation package for SR-101/51 Total:					**14,755,606.23**	**11,804,485.00**	**11,804,485.00**	**0.00**	**18,614,516.81**	**-6,810,031.81**				
	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS				4,850,446.00	0.00	3,880,358.00	0.00	3,880,358.00	0.00		09/30/1996	06/30/1996	0200801-01, 0200802-01, 0200803-01, 0200804-01, 0200806-01, 0200807-01
NH011		3080									Y			
NH011		3080	1000017	149.(C) & (D)	0.00	3,880,358.00	0.00	0.00	0.00	0.00				
	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS				2,910,266.00	0.00	2,328,214.00	0.00	2,328,214.00	0.00		09/30/1996	07/10/1996	0200801-02, 0200802-02, 0200803-02, 0200804-02, 0200806-02, 0200807-02
NH011		3090									Y			
NH011		3090	1000017	149.(C) & (D)	0.00	2,328,214.00	0.00	0.00	0.00	0.00				
STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS Total:					**7,760,712.00**	**6,208,572.00**	**6,208,572.00**	**0.00**	**6,208,572.00**	**0.00**				
	Reconstruct US-3 Carroll town line 2.1 miles north				2,288,533.75	0.00	1,830,827.00	0.00	1,830,827.00	0.00		11/25/2014	11/07/2014	0351008, A000315
NH012		Q920									Y			
NH012		Q920	1050178	1602.472	0.00	1,830,827.00	0.00	0.00	0.00	0.00				
Reconstruct US-3 Carroll town line 2.1 miles north Total:					**2,288,533.75**	**1,830,827.00**	**1,830,827.00**	**0.00**	**1,830,827.00**	**0.00**				
	Improve Bridge Street bridge, Plymouth				2,608,880.01	0.00	2,087,104.00	0.00	2,087,104.00	0.00		06/12/2013	06/11/2013	0221001, A000004, A000059
NH013		Q920									Y			
NH013		Q920	1050178	1602.1655	0.00	1,025,100.00	0.00	0.00	0.00	0.00				
NH013		Q920	1050178	1602.785	0.00	1,062,004.00	0.00	0.00	0.00	0.00				
Improve Bridge Street bridge, Plymouth Total:					**2,608,880.01**	**2,087,104.00**	**2,087,104.00**	**0.00**	**2,087,104.00**	**0.00**				
	Widen I-93 from Salem to Manchester				13,499,276.75	0.00	10,799,421.00	0.00	10,799,421.00	0.00		02/21/2019	02/08/2019	0931174, 0931192
NH014		Q920									Y			
NH014		Q920	1050178	1602.1652	0.00	1,204,492.00	0.00	0.00	0.00	0.00				
NH014		Q920	1050178	1602.916	0.00	9,594,929.00	0.00	0.00	0.00	0.00				
Widen I-93 from Salem to Manchester Total:					**13,499,276.75**	**10,799,421.00**	**10,799,421.00**	**0.00**	**10,799,421.00**	**0.00**				
	Construct Orford Bridge				4,723,147.52	0.00	3,778,517.00	0.00	3,778,517.00	0.00		05/14/2007	04/24/2007	0301013
NH015		Q920									Y			
NH015		Q920	1050178	1602.1659	0.00	871,334.00	0.00	0.00	0.00	0.00				
NH015		Q920	1050178	1602.923	0.00	2,907,183.00	0.00	0.00	0.00	0.00				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
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Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Uexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
Construct Orford Bridge Total:					**4,723,147.52**	**3,778,517.00**	**3,778,517.00**	**0.00**	**3,778,517.00**	**0.00**				
	Construct Chestersfield Bridge				3,249,563.78	0.00	2,599,652.00	0.00	2,599,652.00	0.00		12/19/2006	12/14/2006	0121033
NH016		Q920									Y			
NH016		Q920	1050178	1602.1090	0.00	2,599,652.00	0.00	0.00	0.00	0.00				
Construct Chestersfield Bridge Total:					**3,249,563.78**	**2,599,652.00**	**2,599,652.00**	**0.00**	**2,599,652.00**	**0.00**				
	Construct the Keene bypass				6,277,454.26	0.00	5,021,963.00	0.00	5,021,963.00	0.00		12/19/2017	12/06/2017	0111004, 0111006
NH017		Q920									Y			
NH017		Q920	1050178	1602.1206	0.00	5,021,963.00	0.00	0.00	0.00	0.00				
Construct the Keene bypass Total:					**6,277,454.26**	**5,021,963.00**	**5,021,963.00**	**0.00**	**5,021,963.00**	**0.00**				
	Construct Hindsale Bridge				1,917,869.02	0.00	1,148,131.85	1,451,520.15	1,148,131.85	0.00		02/26/2018	06/21/2018	2000019, A000120
NH018		Q920									Y			
NH018		Q920	1050178	1602.1247	0.00	2,599,652.00	0.00	0.00	0.00	0.00				
Construct Hindsale Bridge Total:					**1,917,869.02**	**2,599,652.00**	**1,148,131.85**	**1,451,520.15**	**1,148,131.85**	**0.00**				
	Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border				2,114,268.50	0.00	1,691,414.00	0.00	1,691,414.00	0.00		08/14/2003	07/21/2003	0951050
NH019		Q920									Y			
NH019		Q920	1050178	1602.1300	0.00	1,691,414.00	0.00	0.00	0.00	0.00				
Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border Total:					**2,114,268.50**	**1,691,414.00**	**1,691,414.00**	**0.00**	**1,691,414.00**	**0.00**				
	Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill				832,892.50	0.00	666,314.00	0.00	666,314.00	0.00		01/12/2011	08/25/2010	000S332
NH020		Q920									Y			
NH020		Q920	1050178	1602.1657	0.00	666,314.00	0.00	0.00	0.00	0.00				
Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill Total:					**832,892.50**	**666,314.00**	**666,314.00**	**0.00**	**666,314.00**	**0.00**				
	High priority highway and bridge projects				6,381,823.74	0.00	5,125,498.00	0.00	5,125,498.00	0.00		06/16/2014	05/30/2014	000S251, 0011009, 0047001, 0121047, 0931200, A000202, A000314, A000317, A000318, A000330
NH021		Q920									Y			
NH021		Q920	1050178	1602.1822	0.00	5,125,498.00	0.00	0.00	0.00	0.00				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
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JC
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High priority highway and bridge projects Total:					**6,381,823.74**	**5,125,498.00**	**5,125,498.00**	**0.00**	**5,125,498.00**	**0.00**				
	Repurposed Granite Street Bridge Project, New Hampshire				7,903,968.00	0.00	7,903,968.00	0.00	7,903,968.00	0.00		01/04/2011	10/14/2010	A000171
NH022		55B0									Y			
NH022		55B0	1080007	.	0.00	7,903,968.00	0.00	0.00	0.00	0.00				
	Repurposed Granite Street Bridge Project, New Hampshire				55,040.00	0.00	44,032.00	0.00	0.00	44,032.00		10/29/2019	03/30/2020	A004311
NH022		RN49									Y			
NH022		RN49	114-0113	125.	0.00	44,032.00	0.00	0.00	0.00	0.00				
Repurposed Granite Street Bridge Project, New Hampshire Total:					**7,959,008.00**	**7,948,000.00**	**7,948,000.00**	**0.00**	**7,903,968.00**	**44,032.00**				
	Bedford, New Hampshire Route 101 Corridor Safety Improvement Project				1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00	0.00		11/09/2011	04/06/2011	A000297
NH023		H170									Y			
NH023		H170	1080199	115.	0.00	1,000,000.00	0.00	0.00	0.00	0.00				
Bedford, New Hampshire Route 101 Corridor Safety Improvement Project Total:					**1,000,000.00**	**1,000,000.00**	**1,000,000.00**	**0.00**	**1,000,000.00**	**0.00**				
	Chocorua Village Transportation Improvement Project (NH)				499,057.50	0.00	499,057.50	0.00	499,057.50	0.00		11/15/2012	10/09/2012	A000299, A000395
NH024		H170									Y			
NH024		H170	1080199	115.	0.00	499,057.50	0.00	0.00	0.00	0.00				
Chocorua Village Transportation Improvement Project (NH) Total:					**499,057.50**	**499,057.50**	**499,057.50**	**0.00**	**499,057.50**	**0.00**				
	Granite Street and Bridge Widening Project, New Hampshire				7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00	0.00		11/29/2010	11/09/2010	A000294, A000338
NH025		H170									Y			
NH025		H170	1080199	115.	0.00	7,000,000.00	0.00	0.00	0.00	0.00				
Granite Street and Bridge Widening Project, New Hampshire Total:					**7,000,000.00**	**7,000,000.00**	**7,000,000.00**	**0.00**	**7,000,000.00**	**0.00**				
	NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation				463,126.63	0.00	463,126.63	0.00	463,126.63	0.00		08/26/2016	08/16/2016	0931205
NH026		H170									Y			
NH026		H170	1080199	115.	0.00	463,126.63	0.00	0.00	0.00	0.00				
	NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation				36,873.37	0.00	36,873.37	0.00	4,385.53	32,487.84		04/01/2020	05/15/2020	A004375
NH026		RPS9									Y			

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NH026		RPS9	114-0113	125.	0.00	36,873.37	0.00	0.00	0.00	0.00				
NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation Total:					**500,000.00**	**500,000.00**	**500,000.00**	**0.00**	**467,512.16**	**32,487.84**				
	Town of Dublin, New Hampshire Traffic Calming Project				304,578.90	0.00	297,204.37	0.00	297,204.37	0.00		02/25/2015	03/05/2014	A000300
NH027		H170									Y			
NH027		H170	1080199	115.	0.00	297,204.37	0.00	0.00	0.00	0.00				
	Town of Dublin, New Hampshire Traffic Calming Project				3,494.54	0.00	2,795.63	0.00	0.00	2,795.63		08/15/2019	09/14/2020	0131039
NH027		RPS0									Y			
NH027		RPS0	115-0031	422.	0.00	2,795.63	0.00	0.00	0.00	0.00				
Town of Dublin, New Hampshire Traffic Calming Project Total:					**308,073.44**	**300,000.00**	**300,000.00**	**0.00**	**297,204.37**	**2,795.63**				
	Chocorua Village Intersect Improvement Project, New Hampshire				190,883.48	0.00	190,883.48	0.00	190,883.48	0.00		08/09/2012	08/05/2009	A000443
NH028		H660									Y			
NH028		H660	1080447	117.	0.00	190,883.48	0.00	0.00	0.00	0.00				
Chocorua Village Intersect Improvement Project, New Hampshire Total:					**190,883.48**	**190,883.48**	**190,883.48**	**0.00**	**190,883.48**	**0.00**				
	Crystal Lake Mitigation Project, New Hampshire				983,926.00	0.00	983,926.00	0.00	983,926.00	0.00		11/14/2011	09/10/2007	A000576
NH029		H660									N			
NH029		H660	1080447	117.	0.00	983,926.00	0.00	0.00	0.00	0.00				
Crystal Lake Mitigation Project, New Hampshire Total:					**983,926.00**	**983,926.00**	**983,926.00**	**0.00**	**983,926.00**	**0.00**				
	Repurposed Draper's Corner Safety Improvements - Claremont, New Hampshire				706,739.92	0.00	706,739.92	0.00	706,739.92	0.00		08/26/2016	08/25/2016	A000418
NH030		H660									Y			
NH030		H660	1080447	117.	0.00	706,739.92	0.00	0.00	0.00	0.00				
	Repurposed Draper's Corner Safety Improvements - Claremont, New Hampshire				39,007.60	0.00	31,206.08	0.00	0.00	31,206.08		08/15/2019	09/14/2020	0131039
NH030		RPS9									Y			
NH030		RPS9	114-0113	125.	0.00	31,206.08	0.00	0.00	0.00	0.00				
Repurposed Draper's Corner Safety Improvements - Claremont, New Hampshire Total:					**745,747.52**	**737,946.00**	**737,946.00**	**0.00**	**706,739.92**	**31,206.08**				

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	Hooksett Highway Reconstruction and Upgrade, New Hampshire				3,935,712.00	0.00	3,935,712.00	0.00	3,935,712.00	0.00		11/17/2017	10/26/2017	A000407
NH031		H660									Y			
NH031		H660	1080447	117.	0.00	3,935,712.00	0.00	0.00	0.00	0.00				
	Hooksett Highway Reconstruction and Upgrade, New Hampshire				0.00	0.00	0.00	0.00	0.00	0.00		09/03/2020	06/15/2020	0241014
NH031		LY10									Y			
Hooksett Highway Reconstruction and Upgrade, New Hampshire Total:					**3,935,712.00**	**3,935,712.00**	**3,935,712.00**	**0.00**	**3,935,712.00**	**0.00**				
	I-93 construction and mitigation, New Hampshire				737,946.00	0.00	737,946.00	0.00	737,946.00	0.00		12/18/2014	08/26/2014	A000131
NH032		H660									Y			
NH032		H660	1080447	117.	0.00	737,946.00	0.00	0.00	0.00	0.00				
I-93 construction and mitigation, New Hampshire Total:					**737,946.00**	**737,946.00**	**737,946.00**	**0.00**	**737,946.00**	**0.00**				
	North Conway Village Streetscape Project, New Hampshire				983,928.00	0.00	983,928.00	0.00	983,928.00	0.00		04/26/2018	08/24/2017	0272037
NH033		H660									Y			
NH033		H660	1080447	117.	0.00	983,928.00	0.00	0.00	0.00	0.00				
North Conway Village Streetscape Project, New Hampshire Total:					**983,928.00**	**983,928.00**	**983,928.00**	**0.00**	**983,928.00**	**0.00**				
	Pinkham Notch Pedestrian Safety, New Hampshire				147,589.00	0.00	147,589.00	0.00	147,589.00	0.00		10/23/2008	08/13/2008	A000437
NH034		H660									Y			
NH034		H660	1080447	117.	0.00	147,589.00	0.00	0.00	0.00	0.00				
Pinkham Notch Pedestrian Safety, New Hampshire Total:					**147,589.00**	**147,589.00**	**147,589.00**	**0.00**	**147,589.00**	**0.00**				
	Pinkham's Notch Foot Bridge, New Hampshire				147,589.00	0.00	147,589.00	0.00	147,589.00	0.00		10/21/2008	03/19/2008	A000438
NH035		H660									Y			
NH035		H660	1080447	117.	0.00	147,589.00	0.00	0.00	0.00	0.00				
Pinkham's Notch Foot Bridge, New Hampshire Total:					**147,589.00**	**147,589.00**	**147,589.00**	**0.00**	**147,589.00**	**0.00**				
	Spaulding Turnpike/Little Bay Bridges, New Hampshire				5,411,605.00	0.00	5,411,605.00	0.00	5,411,605.00	0.00		09/21/2018	02/15/2012	A000999
NH036		H660									Y			
NH036		H660	1080447	117.	0.00	5,411,605.00	0.00	0.00	0.00	0.00				
Spaulding Turnpike/Little Bay Bridges, New Hampshire Total:					**5,411,605.00**	**5,411,605.00**	**5,411,605.00**	**0.00**	**5,411,605.00**	**0.00**				

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	Repurposed-Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				171,094.99	0.00	136,875.99	0.00	136,875.99	0.00		11/27/2018	11/19/2018	A000737
NH037	Franklin	HY10									Y			
NH037		HY10	1090059	1702.131	0.00	136,875.99	0.00	0.00	0.00	0.00				
	Repurposed-Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				690,721.01	0.00	579,445.01	0.00	579,445.01	0.00		11/27/2018	11/19/2018	A000737
NH037	Franklin	LY10									Y			
NH037		LY10	1090059	1702.131	0.00	579,445.01	0.00	0.00	0.00	0.00				
	Repurposed-Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				81,259.00	0.00	81,259.00	0.00	0.00	81,259.00		05/04/2020	08/25/2020	A002084
NH037	Franklin	RPF2									Y			
NH037		RPF2	116-0006	125.	0.00	81,259.00	0.00	0.00	0.00	0.00				
	Repurposed-Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				3,600.00	0.00	3,600.00	0.00	0.00	3,600.00		05/04/2020	08/25/2020	A002084
NH037	Franklin	RPS2									Y			
NH037		RPS2	116-0006	125.	0.00	3,600.00	0.00	0.00	0.00	0.00				
Repurposed-Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin Total:					**946,675.00**	**801,180.00**	**801,180.00**	**0.00**	**716,321.00**	**84,859.00**				
	Design and construction of intersection of Rte 101A and Rte 13 in Milford				98,883.25	0.00	79,106.60	80,893.40	79,106.60	0.00		07/14/2020	06/29/2020	A000416
NH038		HY10									Y			
NH038		HY10	1090059	1702.389	0.00	160,000.00	0.00	0.00	0.00	0.00				
	Design and construction of intersection of Rte 101A and Rte 13 in Milford				135,062.19	0.00	93,649.75	547,530.25	93,649.75	0.00		07/14/2020	06/29/2020	A000416, A000565
NH038		LY10									Y			
NH038		LY10	1090059	1702.389	0.00	641,180.00	0.00	0.00	0.00	0.00				
Design and construction of intersection of Rte 101A and Rte 13 in Milford Total:					**233,945.44**	**801,180.00**	**172,756.35**	**628,423.65**	**172,756.35**	**0.00**				
	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont				222,422.51	0.00	177,938.00	30,062.00	177,938.00	0.00		08/15/2019	09/14/2020	0131039
NH039		HY10									N			
NH039		HY10	1090059	1702.397	0.00	208,000.00	0.00	0.00	0.00	0.00				

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	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont				147,577.49	0.00	118,061.99	715,472.01	92,457.12	25,604.87		08/15/2019	09/14/2020	0131039
NH039		LY10									N			
NH039		LY10	1090059	1702.397	0.00	833,534.00	0.00	0.00	0.00	0.00				
Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont Total:					**370,000.00**	**1,041,534.00**	**295,999.99**	**745,534.01**	**270,395.12**	**25,604.87**				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton				50,038.44	0.00	50,038.44	0.00	50,038.44	0.00		03/24/2015	03/18/2015	A000500
NH040		HY10									Y			
NH040		HY10	1090059	1702.731	0.00	50,038.44	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton				405,191.15	0.00	223,980.79	0.00	223,980.79	0.00		03/24/2015	03/18/2015	A000500, A000509
NH040		LY10									Y			
NH040		LY10	1090059	1702.731	0.00	223,980.79	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton				0.00	0.00	0.00	0.00	0.00	0.00				
NH040		RPS9									Y			
NH040		RPS9	114-0113	125.	0.00	0.00	0.00	0.00	0.00	0.00				
Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton Total:					**455,229.59**	**274,019.23**	**274,019.23**	**0.00**	**274,019.23**	**0.00**				
	Improve Meredith Village Traffic Rotary				171,095.00	0.00	136,876.00	23,124.00	94,923.04	41,952.96		09/03/2020	06/15/2020	0241014
NH041		HY10									Y			
NH041		HY10	1090059	1702.757	0.00	160,000.00	0.00	0.00	0.00	0.00				
	Improve Meredith Village Traffic Rotary				599,454.77	0.00	578,673.82	62,506.18	578,673.82	0.00		09/03/2020	06/15/2020	0241014
NH041		LY10									Y			
NH041		LY10	1090059	1702.757	0.00	641,180.00	0.00	0.00	0.00	0.00				
Improve Meredith Village Traffic Rotary Total:					**770,549.77**	**801,180.00**	**715,549.82**	**85,630.18**	**673,596.86**	**41,952.96**				
	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke				105,813.00	0.00	95,813.00	0.00	95,813.00	0.00		08/26/2016	08/22/2016	A000414
NH042		HY10									Y			
NH042		HY10	1090059	1702.810	0.00	95,813.00	0.00	0.00	0.00	0.00				

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	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in				401,934.69	0.00	377,934.69	0.00	377,934.69	0.00		08/26/2016	08/22/2016	A000414
NH042	Pembroke	LY10									Y			
NH042		LY10	1090059	1702.810	0.00	377,934.69	0.00	0.00	0.00	0.00				
	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in				87,078.31	0.00	87,078.31	0.00	86,778.18	300.13		07/19/2018	09/04/2020	A004201
NH042	Pembroke	RPS9									Y			
NH042		RPS9	114-0113	125.	0.00	87,078.31	0.00	0.00	0.00	0.00				
Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke Total:					**594,826.00**	**560,826.00**	**560,826.00**	**0.00**	**560,525.87**	**300.13**				
	Reconstruction and Improvements to NH Route				342,188.75	0.00	273,751.00	0.00	273,751.00	0.00		07/19/2018	06/21/2018	A000052
NH043	110 in Berlin.	HY10									Y			
NH043		HY10	1090059	1702.1171	0.00	273,751.00	0.00	0.00	0.00	0.00				
	Reconstruction and Improvements to NH Route				203,150.00	0.00	162,520.00	0.00	162,520.00	0.00		07/19/2018	06/21/2018	A000052
NH043	110 in Berlin.	L930									Y			
NH043		L930	1090059	1702.1171	0.00	162,520.00	0.00	0.00	0.00	0.00				
	Reconstruction and Improvements to NH Route				1,457,610.93	0.00	1,166,089.00	0.00	1,166,089.00	0.00		07/19/2018	06/21/2018	A000052
NH043	110 in Berlin.	LY10									Y			
NH043		LY10	1090059	1702.1171	0.00	1,166,089.00	0.00	0.00	0.00	0.00				
Reconstruction and Improvements to NH Route 110 in Berlin. Total:					**2,002,949.68**	**1,602,360.00**	**1,602,360.00**	**0.00**	**1,602,360.00**	**0.00**				
	Repurposed South Road				147,634.41	0.00	118,107.53	0.00	118,107.53	0.00		08/26/2016	08/16/2016	0931205
NH044	Mitigation in Londonderry.	HY10									Y			
NH044		HY10	1090059	1702.1479	0.00	118,107.53	0.00	0.00	0.00	0.00				
	Repurposed South Road				7,691.20	0.00	7,691.20	0.00	7,691.20	0.00		08/26/2016	08/16/2016	0931205
NH044	Mitigation in Londonderry.	L930									Y			
NH044		L930	1090059	1702.1479	0.00	7,691.20	0.00	0.00	0.00	0.00				
	Repurposed South Road				644,020.69	0.00	515,216.55	0.00	515,216.55	0.00		08/26/2016	08/16/2016	0931205
NH044	Mitigation in Londonderry.	LY10									Y			
NH044		LY10	1090059	1702.1479	0.00	515,216.55	0.00	0.00	0.00	0.00				
	Repurposed South Road				26,995.80	0.00	26,995.80	0.00	26,995.80	0.00		04/01/2020	05/15/2020	A004375
NH044	Mitigation in Londonderry.	RPF9									Y			

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NH044		RPF9	114-0113	125.	0.00	26,995.80	0.00	0.00	0.00	0.00				
	Repurposed South Road Mitigation in Londonderry.				533,758.92	0.00	533,758.92	0.00	0.00	533,758.92		04/01/2020	05/15/2020	A004375
NH044		RPS9									Y			
NH044		RPS9	114-0113	125.	0.00	533,758.92	0.00	0.00	0.00	0.00				
Repurposed South Road Mitigation in Londonderry. Total:					**1,360,101.02**	**1,201,770.00**	**1,201,770.00**	**0.00**	**668,011.08**	**533,758.92**				
	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord				171,095.00	0.00	136,876.00	23,124.00	136,876.00	0.00		08/12/2020	09/14/2020	5099021
NH045		HY10									Y			
NH045		HY10	1090059	1702.1808	0.00	160,000.00	0.00	0.00	0.00	0.00				
	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord				728,806.25	0.00	583,045.00	58,135.00	579,355.83	3,689.17		08/12/2020	09/14/2020	5099021
NH045		LY10									Y			
NH045		LY10	1090059	1702.1808	0.00	641,180.00	0.00	0.00	0.00	0.00				
Upgrade Sewalls Falls Road bridge over Merrimack River in Concord Total:					**899,901.25**	**801,180.00**	**719,921.00**	**81,259.00**	**716,231.83**	**3,689.17**				
	Repurposed Construct Park and Ride, Exit 5 on I-93– Londonderry, NH.				342,188.75	0.00	273,751.00	0.00	273,751.00	0.00		04/01/2020	05/15/2020	A000210, A004375
NH046		HY10									Y			
NH046		HY10	1090059	1702.1972	0.00	273,751.00	0.00	0.00	0.00	0.00				
	Repurposed Construct Park and Ride, Exit 5 on I-93– Londonderry, NH.				1,431,519.38	0.00	1,166,089.00	0.00	1,166,089.00	0.00		04/01/2020	05/15/2020	A000210, A004375
NH046		LY10									Y			
NH046		LY10	1090059	1702.1972	0.00	1,166,089.00	0.00	0.00	0.00	0.00				
	Repurposed Construct Park and Ride, Exit 5 on I-93– Londonderry, NH.				162,520.00	0.00	162,520.00	0.00	103,229.31	59,290.69		04/01/2020	05/15/2020	A004375
NH046		RPS9									Y			
NH046		RPS9	114-0113	125.	0.00	162,520.00	0.00	0.00	0.00	0.00				
Repurposed Construct Park and Ride, Exit 5 on I-93– Londonderry, NH. Total:					**1,936,228.13**	**1,602,360.00**	**1,602,360.00**	**0.00**	**1,543,069.31**	**59,290.69**				
	Repurposed Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont				85,547.50	0.00	68,438.00	0.00	68,438.00	0.00		08/26/2016	08/25/2016	A000418
NH047		HY10									Y			

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NH047		HY10	1090059	1702.2301	0.00	68,438.00	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont				364,401.25	0.00	291,521.00	0.00	291,521.00	0.00		08/26/2016	08/25/2016	A000418
NH047		LY10									Y			
NH047		LY10	1090059	1702.2301	0.00	291,521.00	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont				50,788.75	0.00	40,631.00	0.00	1,139.63	39,491.37		08/15/2019	09/14/2020	0131039
NH047		RPS9									Y			
NH047		RPS9	114-0113	125.	0.00	40,631.00	0.00	0.00	0.00	0.00				
Repurposed Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont Total:					**500,737.50**	**400,590.00**	**400,590.00**	**0.00**	**361,098.63**	**39,491.37**				
	Replacement of Ash Street and Pillsbury Road Bridge.				260,064.00	0.00	260,064.00	43,936.00	260,064.00	0.00		04/01/2020	05/15/2020	A004375
NH048		HY10									Y			
NH048		HY10	1090059	1702.2391	0.00	304,000.00	0.00	0.00	0.00	0.00				
	Replacement of Ash Street and Pillsbury Road Bridge.				1,262,178.00	0.00	1,107,783.20	110,458.80	1,107,702.36	80.84		04/01/2020	05/15/2020	A004375
NH048		LY10									Y			
NH048		LY10	1090059	1702.2391	0.00	1,218,242.00	0.00	0.00	0.00	0.00				
Replacement of Ash Street and Pillsbury Road Bridge. Total:					**1,522,242.00**	**1,522,242.00**	**1,367,847.20**	**154,394.80**	**1,367,766.36**	**80.84**				
	Repurposed Construct Pedestrian, Bicycle bridge in Keene.				1,781,114.90	0.00	109,500.00	0.00	109,500.00	0.00		06/03/2015	05/22/2015	A000586
NH049		HY10									Y			
NH049		HY10	1090059	1702.2409	0.00	109,500.00	0.00	0.00	0.00	0.00				
	Repurposed Construct Pedestrian, Bicycle bridge in Keene.				583,043.75	0.00	466,435.00	0.00	466,435.00	0.00		06/03/2015	05/22/2015	A000586
NH049		LY10									Y			
NH049		LY10	1090059	1702.2409	0.00	466,435.00	0.00	0.00	0.00	0.00				
	Repurposed Construct Pedestrian, Bicycle bridge in Keene.				81,261.25	0.00	65,009.00	0.00	65,009.00	0.00		09/19/2019	06/15/2020	0111007
NH049		RPS9									Y			
NH049		RPS9	114-0113	125.	0.00	65,009.00	0.00	0.00	0.00	0.00				

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Repurposed	**Construct Pedestrian, Bicycle bridge in Keene. Total:**				**2,445,419.90**	**640,944.00**	**640,944.00**	**0.00**	**640,944.00**	**0.00**				
	Repurposed Hampton Bridge Rehabilitation--Hampton, NH				256,641.25	0.00	205,313.00	0.00	205,313.00	0.00		02/17/2015	01/29/2015	A000229
NH050		HY10									Y			
NH050		HY10	1090059	1702.2616	0.00	205,313.00	0.00	0.00	0.00	0.00				
	Repurposed Hampton Bridge Rehabilitation--Hampton, NH				1,093,208.75	0.00	874,567.00	0.00	874,567.00	0.00		02/17/2015	01/29/2015	A000229
NH050		LY10									Y			
NH050		LY10	1090059	1702.2616	0.00	874,567.00	0.00	0.00	0.00	0.00				
	Repurposed Hampton Bridge Rehabilitation--Hampton, NH				121,890.00	0.00	121,890.00	0.00	14,136.80	107,753.20		03/11/2020	09/04/2020	A004490
NH050		RPS9									Y			
NH050		RPS9	114-0113	125.	0.00	121,890.00	0.00	0.00	0.00	0.00				
Repurposed	**Hampton Bridge Rehabilitation--Hampton, NH Total:**				**1,471,740.00**	**1,201,770.00**	**1,201,770.00**	**0.00**	**1,094,016.80**	**107,753.20**				
	Repurposed Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements				273,086.23	0.00	205,313.00	0.00	205,313.00	0.00		04/01/2020	05/15/2020	A000572, A004375
NH051		HY10									Y			
NH051		HY10	1090059	1702.3383	0.00	205,313.00	0.00	0.00	0.00	0.00				
	Repurposed Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements				1,093,208.00	0.00	874,567.00	0.00	874,567.00	0.00		04/01/2020	05/15/2020	A000572, A004375
NH051		LY10									Y			
NH051		LY10	1090059	1702.3383	0.00	874,567.00	0.00	0.00	0.00	0.00				
	Repurposed Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements				121,890.00	0.00	121,890.00	0.00	0.00	121,890.00		04/01/2020	05/15/2020	A004375
NH051		RPS9									Y			
NH051		RPS9	114-0113	125.	0.00	121,890.00	0.00	0.00	0.00	0.00				
Repurposed	**Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements Total:**				**1,488,184.23**	**1,201,770.00**	**1,201,770.00**	**0.00**	**1,079,880.00**	**121,890.00**				

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	Repurposed Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements				325,080.00	0.00	260,064.00	0.00	260,064.00	0.00		04/01/2020	05/15/2020	A000574, A004375
NH052		HY10									Y			
NH052		HY10	1090059	1702.3389	0.00	260,064.00	0.00	0.00	0.00	0.00				
	Repurposed Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements				1,384,730.00	0.00	1,107,784.00	0.00	1,107,784.00	0.00		04/01/2020	05/15/2020	A000574, A004375
NH052		LY10									Y			
NH052		LY10	1090059	1702.3389	0.00	1,107,784.00	0.00	0.00	0.00	0.00				
	Repurposed Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements				154,394.00	0.00	154,394.00	0.00	0.00	154,394.00		04/01/2020	05/15/2020	A004375
NH052		RPS9									Y			
NH052		RPS9	114-0113	125.	0.00	154,394.00	0.00	0.00	0.00	0.00				
Repurposed Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements Total:					**1,864,204.00**	**1,522,242.00**	**1,522,242.00**	**0.00**	**1,367,848.00**	**154,394.00**				
	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH				5,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00	0.00		09/21/2018	02/15/2012	A000999
NH053		HY20									Y			
NH053		HY20	1090059	1702.4514	0.00	4,000,000.00	0.00	0.00	0.00	0.00				
	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH				20,036,876.25	0.00	16,029,501.00	0.00	16,029,501.00	0.00		09/21/2018	02/15/2012	A000999
NH053		LY20									Y			
NH053		LY20	1090059	1702.4514	0.00	16,029,501.00	0.00	0.00	0.00	0.00				
Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH Total:					**25,036,876.25**	**20,029,501.00**	**20,029,501.00**	**0.00**	**20,029,501.00**	**0.00**				
	I-93 water quality study project.				1,000,000.00	0.00	800,000.00	0.00	800,000.00	0.00		07/21/2020	04/16/2019	A000427
NH054		HY20									N			
NH054		HY20	1090059	1702.4515	0.00	800,000.00	0.00	0.00	0.00	0.00				
	I-93 water quality study project.				3,160,500.00	0.00	2,806,066.80	399,834.20	2,285,121.81	520,944.99		07/21/2020	04/16/2019	A000427
NH054		LY20									N			

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NH054		LY20	1090059	1702.4515	0.00	3,205,901.00	0.00	0.00	0.00	0.00				
I-93 water quality study project. Total:					**4,160,500.00**	**4,005,901.00**	**3,606,066.80**	**399,834.20**	**3,085,121.81**	**520,944.99**				
	Reconfiguration of Pelham Intersection to Improve Safety				472,901.65	0.00	400,000.00	0.00	400,000.00	0.00		11/07/2016	09/20/2016	A000415
NH055		HY20									Y			
NH055		HY20	1090059	1702.4516	0.00	400,000.00	0.00	0.00	0.00	0.00				
	Reconfiguration of Pelham Intersection to Improve Safety				1,179,597.60	0.00	1,178,499.25	424,450.75	1,178,499.25	0.00		11/07/2016	09/20/2016	A000415
NH055		LY20									Y			
NH055		LY20	1090059	1702.4516	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
Reconfiguration of Pelham Intersection to Improve Safety Total:					**1,652,499.25**	**2,002,950.00**	**1,578,499.25**	**424,450.75**	**1,578,499.25**	**0.00**				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton.				347,626.06	0.00	278,100.85	0.00	278,100.85	0.00		03/24/2015	03/18/2015	A000500
NH056		HY20									Y			
NH056		HY20	1090059	1702.4517	0.00	278,100.85	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton.				922,926.05	0.00	922,926.05	0.00	922,926.05	0.00		03/24/2015	03/18/2015	A000500
NH056		LY20									Y			
NH056		LY20	1090059	1702.4517	0.00	922,926.05	0.00	0.00	0.00	0.00				
	Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton.				0.00	0.00	0.00	0.00	0.00	0.00				
NH056		RPS9									Y			
NH056		RPS9	114-0113	125.	0.00	0.00	0.00	0.00	0.00	0.00				
Repurposed Reconstruction of NH 11 and NH 28 Intersection in Alton. Total:					**1,270,552.11**	**1,201,026.90**	**1,201,026.90**	**0.00**	**1,201,026.90**	**0.00**				
	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				400,000.00	0.00	400,000.00	0.00	400,000.00	0.00		11/27/2018	11/19/2018	A000737
NH057	Franklin.	HY20									Y			
NH057		HY20	1090059	1702.4518	0.00	400,000.00	0.00	0.00	0.00	0.00				
	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in				1,598,550.04	0.00	1,598,550.04	4,399.96	1,598,550.04	0.00		11/27/2018	11/19/2018	A000737
NH057	Franklin.	LY20									Y			
NH057		LY20	1090059	1702.4518	0.00	1,602,950.00	0.00	0.00	0.00	0.00				

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Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin. Total:					**1,998,550.04**	**2,002,950.00**	**1,998,550.04**	**4,399.96**	**1,998,550.04**	**0.00**				
	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.				133,500.00	0.00	106,800.00	293,200.00	106,800.00	0.00		07/14/2020	06/29/2020	A000416, A000565, A000618
NH058		HY20									Y			
NH058		HY20	1090059	1702.4519	0.00	400,000.00	0.00	0.00	0.00	0.00				
	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.				1,094,466.00	0.00	875,572.80	727,377.20	875,572.80	0.00		06/08/2020	05/29/2020	A000565
NH058		LY20									Y			
NH058		LY20	1090059	1702.4519	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
Design and construction of intersection of Rt. 101A and Rt. 13 in Milford. Total:					**1,227,966.00**	**2,002,950.00**	**982,372.80**	**1,020,577.20**	**982,372.80**	**0.00**				
	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.				0.00	0.00	0.00	520,000.00	0.00	0.00				
NH059		HY20									N			
NH059		HY20	1090059	1702.4520	0.00	520,000.00	0.00	0.00	0.00	0.00				
	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.				0.00	0.00	0.00	2,083,835.00	0.00	0.00				
NH059		LY20									N			
NH059		LY20	1090059	1702.4520	0.00	2,083,835.00	0.00	0.00	0.00	0.00				
Relocation and reconstruction of intersection at Route 103 and North Street in Claremont. Total:					**0.00**	**2,603,835.00**	**0.00**	**2,603,835.00**	**0.00**	**0.00**				
	Improve Meredith Village Traffic Rotary				383,091.14	0.00	320,000.00	0.00	304,800.65	15,199.35		09/03/2020	06/15/2020	0241014
NH060		HY20									Y			
NH060		HY20	1090059	1702.4521	0.00	320,000.00	0.00	0.00	0.00	0.00				
	Improve Meredith Village Traffic Rotary				1,254,550.00	0.00	1,254,550.00	27,810.00	1,254,550.00	0.00		09/03/2020	06/15/2020	0241014
NH060		LY20									Y			
NH060		LY20	1090059	1702.4521	0.00	1,282,360.00	0.00	0.00	0.00	0.00				
	Improve Meredith Village Traffic Rotary				0.00	0.00	0.00	0.00	0.00	0.00				
NH060		RPS9									Y			
NH060		RPS9	114-0113	125.	0.00	0.00	0.00	0.00	0.00	0.00				
Improve Meredith Village Traffic Rotary Total:					**1,637,641.14**	**1,602,360.00**	**1,574,550.00**	**27,810.00**	**1,559,350.65**	**15,199.35**				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
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	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in				268,246.06	0.00	268,246.06	0.00	268,246.06	0.00		08/26/2016	08/22/2016	A000414
NH061	Pembroke	HY20									Y			
NH061		HY20	1090059	1702.4522	0.00	268,246.06	0.00	0.00	0.00	0.00				
	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in				832,894.28	0.00	782,161.33	0.00	782,161.33	0.00		08/26/2016	08/22/2016	A000414
NH061	Pembroke	LY20									Y			
NH061		LY20	1090059	1702.4522	0.00	782,161.33	0.00	0.00	0.00	0.00				
	Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in				351,657.31	0.00	351,657.31	0.00	33,279.43	318,377.88		07/19/2018	09/04/2020	A004201
NH061	Pembroke	RPS9									Y			
NH061		RPS9	114-0113	125.	0.00	351,657.31	0.00	0.00	0.00	0.00				
Repurposed Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke Total:					**1,452,797.65**	**1,402,064.70**	**1,402,064.70**	**0.00**	**1,083,686.82**	**318,377.88**				
	Reconstruction and improvements to NH Route 110				900,000.00	0.00	720,000.00	0.00	720,000.00	0.00		07/19/2018	06/21/2018	A000052
NH062	in Berlin.	HY20									Y			
NH062		HY20	1090059	1702.4523	0.00	720,000.00	0.00	0.00	0.00	0.00				
	Reconstruction and improvements to NH Route 110				3,550,550.51	0.00	2,840,440.38	44,869.62	2,840,440.38	0.00		07/19/2018	06/21/2018	A000052, A001225, A002316
NH062	in Berlin.	LY20									Y			
NH062		LY20	1090059	1702.4523	0.00	2,885,310.00	0.00	0.00	0.00	0.00				
Reconstruction and improvements to NH Route 110 in Berlin. Total:					**4,450,550.51**	**3,605,310.00**	**3,560,440.38**	**44,869.62**	**3,560,440.38**	**0.00**				
	South Road Mitigation in				0.00	0.00	0.00	400,000.00	0.00	0.00				
NH063	Londonderry.	HY20									Y			
NH063		HY20	1090059	1702.4524	0.00	400,000.00	0.00	0.00	0.00	0.00				
	South Road Mitigation in				0.00	0.00	0.00	1,602,950.00	0.00	0.00		07/19/2018	06/21/2018	A000052
NH063	Londonderry.	LY20									Y			
NH063		LY20	1090059	1702.4524	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
South Road Mitigation in Londonderry. Total:					**0.00**	**2,002,950.00**	**0.00**	**2,002,950.00**	**0.00**	**0.00**				
	Construct Park and Ride, Exit 5				500,000.00	0.00	400,000.00	0.00	400,000.00	0.00		01/05/2012	12/15/2010	A000485
NH064	on I-93-- Londonderry, NH.	HY20									Y			
NH064		HY20	1090059	1702.4525	0.00	400,000.00	0.00	0.00	0.00	0.00				

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	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.				2,003,687.50	0.00	1,602,950.00	0.00	1,602,950.00	0.00		01/05/2012	12/15/2010	A000485
NH064		LY20									Y			
NH064		LY20	1090059	1702.4525	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH. Total:					**2,503,687.50**	**2,002,950.00**	**2,002,950.00**	**0.00**	**2,002,950.00**	**0.00**				
	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont				250,000.00	0.00	200,000.00	0.00	200,000.00	0.00		08/26/2016	08/25/2016	A000418
NH065		HY20									Y			
NH065		HY20	1090059	1702.4526	0.00	200,000.00	0.00	0.00	0.00	0.00				
	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont				811,876.38	0.00	649,501.10	151,973.90	649,501.10	0.00		08/26/2016	08/25/2016	A000418
NH065		LY20									Y			
NH065		LY20	1090059	1702.4526	0.00	801,475.00	0.00	0.00	0.00	0.00				
Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont Total:					**1,061,876.38**	**1,001,475.00**	**849,501.10**	**151,973.90**	**849,501.10**	**0.00**				
	Replacement of Ash Street and Pillsbury Road Bridge.				280,000.00	0.00	280,000.00	0.00	280,000.00	0.00		04/01/2020	05/15/2020	A004375
NH066		HY20									Y			
NH066		HY20	1090059	1702.4527	0.00	280,000.00	0.00	0.00	0.00	0.00				
	Replacement of Ash Street and Pillsbury Road Bridge.				1,122,065.00	0.00	1,122,065.00	0.00	1,122,065.00	0.00		04/01/2020	05/15/2020	A004375
NH066		LY20									Y			
NH066		LY20	1090059	1702.4527	0.00	1,122,065.00	0.00	0.00	0.00	0.00				
Replacement of Ash Street and Pillsbury Road Bridge. Total:					**1,402,065.00**	**1,402,065.00**	**1,402,065.00**	**0.00**	**1,402,065.00**	**0.00**				
	Hampton Bridge Rehabilitation--Hampton.				750,000.00	0.00	600,000.00	0.00	600,000.00	0.00		05/03/2012	04/23/2012	A000569
NH067		HY20									Y			
NH067		HY20	1090059	1702.4528	0.00	600,000.00	0.00	0.00	0.00	0.00				
	Hampton Bridge Rehabilitation--Hampton.				3,005,531.25	0.00	2,404,425.00	0.00	2,404,425.00	0.00		05/03/2012	04/23/2012	A000569
NH067		LY20									Y			
NH067		LY20	1090059	1702.4528	0.00	2,404,425.00	0.00	0.00	0.00	0.00				
Hampton Bridge Rehabilitation--Hampton. Total:					**3,755,531.25**	**3,004,425.00**	**3,004,425.00**	**0.00**	**3,004,425.00**	**0.00**				
	Crystal Lake Mitigation, Manchester, NH				297,053.82	0.00	297,000.00	0.00	297,000.00	0.00		11/14/2011	10/26/2011	A000575
NH068		LY60									N			

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NH068		LY60	1090115	112.	0.00	297,000.00	0.00	0.00	0.00	0.00				
Crystal Lake Mitigation, Manchester, NH Total:					**297,053.82**	**297,000.00**	**297,000.00**	**0.00**	**297,000.00**	**0.00**				
	Improvements to Alton Traffic Rotary, NH				189,774.51	0.00	189,774.51	0.00	189,774.51	0.00		03/24/2015	03/18/2015	A000500, A000510
NH069		LY60									Y			
NH069		LY60	1090115	112.	0.00	189,774.51	0.00	0.00	0.00	0.00				
	Improvements to Alton Traffic Rotary, NH				57,725.49	0.00	57,725.49	0.00	57,725.49	0.00		07/06/2020	09/04/2020	A000208
NH069		RPS0									Y			
NH069		RPS0	115-0031	422.	0.00	57,725.49	0.00	0.00	0.00	0.00				
Improvements to Alton Traffic Rotary, NH Total:					**247,500.00**	**247,500.00**	**247,500.00**	**0.00**	**247,500.00**	**0.00**				
	Little Bay Bridges/Spaulding Turnpike, NH				2,475,000.00	0.00	2,475,000.00	0.00	2,475,000.00	0.00		09/21/2018	02/15/2012	A000999
NH070		LY60									Y			
NH070		LY60	1090115	112.	0.00	2,475,000.00	0.00	0.00	0.00	0.00				
Little Bay Bridges/Spaulding Turnpike, NH Total:					**2,475,000.00**	**2,475,000.00**	**2,475,000.00**	**0.00**	**2,475,000.00**	**0.00**				
	Meredith Village Improvement Project, NH				375,000.00	0.00	375,000.00	0.00	340,581.60	34,418.40		09/03/2020	06/15/2020	0241014
NH071		LY60									Y			
NH071		LY60	1090115	112.	0.00	375,000.00	0.00	0.00	0.00	0.00				
Meredith Village Improvement Project, NH Total:					**375,000.00**	**375,000.00**	**375,000.00**	**0.00**	**340,581.60**	**34,418.40**				
	New Hampshire Route 111A Intersection Safety Improvements, NH				627,213.92	0.00	627,213.92	0.00	627,213.92	0.00		11/07/2016	09/20/2016	A000415
NH072		LY60									Y			
NH072		LY60	1090115	112.	0.00	627,213.92	0.00	0.00	0.00	0.00				
	New Hampshire Route 111A Intersection Safety Improvements, NH				144,107.60	0.00	115,286.08	0.00	20,035.13	95,250.95		08/19/2020	09/04/2020	5399011
NH072		RPS0									Y			
NH072		RPS0	115-0031	422.	0.00	115,286.08	0.00	0.00	0.00	0.00				
New Hampshire Route 111A Intersection Safety Improvements, NH Total:					**771,321.52**	**742,500.00**	**742,500.00**	**0.00**	**647,249.05**	**95,250.95**				
	Rehabilitate Route 1(a) Bridge, Hampton, NH				841,500.00	0.00	841,500.00	0.00	841,500.00	0.00		03/27/2012	03/15/2012	A000570
NH073		LY60									Y			
NH073		LY60	1090115	112.	0.00	841,500.00	0.00	0.00	0.00	0.00				
Rehabilitate Route 1(a) Bridge, Hampton, NH Total:					**841,500.00**	**841,500.00**	**841,500.00**	**0.00**	**841,500.00**	**0.00**				

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	Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH				0.00	0.00	0.00	0.00	0.00	0.00				
NH074		LY60									N			
NH074		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH Total:					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**				
	South Road Mitigation, Londonderry, NH				0.00	0.00	0.00	0.00	0.00	0.00				
NH075		LY60									N			
NH075		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
South Road Mitigation, Londonderry, NH Total:					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**				
	Sybiak Farm Mitigation, Derry, NH				297,000.00	0.00	297,000.00	0.00	297,000.00	0.00		11/14/2011	10/26/2011	A000573
NH076		LY60									N			
NH076		LY60	1090115	112.	0.00	297,000.00	0.00	0.00	0.00	0.00				
Sybiak Farm Mitigation, Derry, NH Total:					**297,000.00**	**297,000.00**	**297,000.00**	**0.00**	**297,000.00**	**0.00**				
	Repurposed-Chocorua Village Safety Improvement Project, Tamworth, NH				418,581.23	0.00	418,581.23	0.00	418,581.23	0.00		08/09/2016	05/31/2016	A000982
NH077		LY90									Y			
NH077		LY90	1100161	129.	0.00	418,581.23	0.00	0.00	0.00	0.00				
	Repurposed-Chocorua Village Safety Improvement Project, Tamworth, NH				0.00	0.00	0.00	71,418.77	0.00	0.00				
NH077		RPS2									Y			
NH077		RPS2	116-0006	125.	0.00	71,418.77	0.00	0.00	0.00	0.00				
Repurposed-Chocorua Village Safety Improvement Project, Tamworth, NH Total:					**418,581.23**	**490,000.00**	**418,581.23**	**71,418.77**	**418,581.23**	**0.00**				
	Repurposed-Downtown Franklin Revitalization, Franklin, NH				781,291.95	0.00	778,242.88	0.00	778,242.88	0.00		02/23/2016	10/20/2015	A000806
NH078		LY90									Y			
NH078		LY90	1100161	129.	0.00	778,242.88	0.00	0.00	0.00	0.00				
	Repurposed-Downtown Franklin Revitalization, Franklin, NH				5,757.12	0.00	5,757.12	0.00	0.00	5,757.12		05/04/2020	08/25/2020	A002084
NH078		RPS2									Y			
NH078		RPS2	116-0006	125.	0.00	5,757.12	0.00	0.00	0.00	0.00				
Repurposed-Downtown Franklin Revitalization, Franklin, NH Total:					**787,049.07**	**784,000.00**	**784,000.00**	**0.00**	**778,242.88**	**5,757.12**				

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	Granite Street Reconstruction Project, NH				4,939,327.15	0.00	1,666,000.00	0.00	1,666,000.00	0.00		11/02/2010	06/28/2010	A000339
NH079		LY90									Y			
NH079		LY90	1100161	129.	0.00	1,666,000.00	0.00	0.00	0.00	0.00				
Granite Street Reconstruction Project, NH Total:					**4,939,327.15**	**1,666,000.00**	**1,666,000.00**	**0.00**	**1,666,000.00**	**0.00**				
	Little Bay Bridges/Spaulding Turnpike, NH				1,715,000.00	0.00	1,715,000.00	0.00	1,715,000.00	0.00		09/21/2018	02/15/2012	A000999
NH080		LY90									Y			
NH080		LY90	1100161	129.	0.00	1,715,000.00	0.00	0.00	0.00	0.00				
Little Bay Bridges/Spaulding Turnpike, NH Total:					**1,715,000.00**	**1,715,000.00**	**1,715,000.00**	**0.00**	**1,715,000.00**	**0.00**				
	Town of Tamworth, Chocorua Village Safety Project, NH				466,813.01	0.00	465,520.00	9,480.00	465,520.00	0.00		08/09/2016	05/31/2016	A000982
NH081		56A0									Y			
NH081		56A0	1110008	125.	0.00	475,000.00	0.00	0.00	0.00	0.00				
Town of Tamworth, Chocorua Village Safety Project, NH Total:					**466,813.01**	**475,000.00**	**465,520.00**	**9,480.00**	**465,520.00**	**0.00**				
	Berwick Bridge, Somersworth, NH				1,854,558.04	0.00	499,915.00	0.00	499,915.00	0.00		07/10/2019	01/28/2019	A000460
NH082		56C0									Y			
NH082		56C0	1110117	.	0.00	499,915.00	0.00	0.00	0.00	0.00				
Berwick Bridge, Somersworth, NH Total:					**1,854,558.04**	**499,915.00**	**499,915.00**	**0.00**	**499,915.00**	**0.00**				
	Broad Street Parkway/Nashua River Bridge Enhancements, NH				486,917.00	0.00	486,917.00	0.00	486,917.00	0.00		05/05/2017	03/24/2017	A002939
NH083		56C0									Y			
NH083		56C0	1110117	.	0.00	486,917.00	0.00	0.00	0.00	0.00				
Broad Street Parkway/Nashua River Bridge Enhancements, NH Total:					**486,917.00**	**486,917.00**	**486,917.00**	**0.00**	**486,917.00**	**0.00**				
	Elm Street/Gas Light District Improvements, NH				981,073.82	0.00	981,073.82	18,755.18	943,704.25	37,369.57		09/15/2020	06/18/2020	A001086
NH084		56C0									Y			
NH084		56C0	1110117	.	0.00	999,829.00	0.00	0.00	0.00	0.00				
Elm Street/Gas Light District Improvements, NH Total:					**981,073.82**	**999,829.00**	**981,073.82**	**18,755.18**	**943,704.25**	**37,369.57**				
	Hutchins Street Reconstruction, Berlin, NH				985,752.47	0.00	773,109.60	5,957.40	773,109.60	0.00		08/01/2019	03/01/2017	A001088
NH085		56C0									Y			
NH085		56C0	1110117	.	0.00	779,067.00	0.00	0.00	0.00	0.00				
Hutchins Street Reconstruction, Berlin, NH Total:					**985,752.47**	**779,067.00**	**773,109.60**	**5,957.40**	**773,109.60**	**0.00**				

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	Lower Main Street Infrastructure Project, Claremont, NH				2,732,666.12	0.00	486,917.00	0.00	486,910.74	6.26		09/19/2019	12/12/2019	A002723
NH086		56C0									Y			
NH086		56C0	1110117	.	0.00	486,917.00	0.00	0.00	0.00	0.00				
Lower Main Street Infrastructure Project, Claremont, NH Total:					**2,732,666.12**	**486,917.00**	**486,917.00**	**0.00**	**486,910.74**	**6.26**				
	Interstate 93 Quality Study, NH				0.00	0.00	0.00	0.00	0.00	0.00		07/21/2020	04/16/2019	A000427
NH087		LY60									N			
NH087		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
Interstate 93 Quality Study, NH Total:					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**				
Recipient 0033 Total:					**314,215,766.81**	**264,531,213.81**	**254,468,149.59**	**10,063,064.22**	**258,198,331.65**	**-3,730,182.06**				
Grand Total:					**314,215,766.81**	**264,531,213.81**	**254,468,149.59**	**10,063,064.22**	**258,198,331.65**	**-3,730,182.06**				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES
UNOBLIGATED AND UNEXPENDED BALANCE
JC
AS OF SEPTEMBER 21, 2020

Parameters:

Recipient(s): 0033

Program Cods(s):

Fund Source(s):

Recode(s):

PROJECT ESTIMATE

Estimate Dated:09/14/2018

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

Project Dates

Ad Information

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

Other Dates

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

Last Approved Estimate

Dated	05/16/2016
Type	Revised Based on Bids

Days to Approve

Routees	0 days
Project Finance	3 days
FHWA	7 days

Project Details

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

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Project Description

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

Project Scope

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

Estimate Description

Requesting to close per FV, expenditures = obligations

Total Project $ Change: ($1,637,907.94)
Total Federal $ Change: ($0.00)
Total State/Local $ Change: ($0.00)
Total Non-Par $ Change: ($1,637,907.94)

Total Non-PAR $: $18,960,030.11
The total non-participating expenditures in this project are not match to Federal-Aid funding, but are for incurred project costs paid by NH Turnpikes in the amount of $18,528,335.11 for the Little Bay bridge; plus, $431,695.00 pertaining to a FA for telecommunication work fully reimbursed to the state by FairPoint.

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

NEPA 12/20/2007

Funding Instructions

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

Indirect Costs:

FY 2010 $68,517.17
FY 2011 - 2016 $3,278,761.63

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

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

Total Project Costs: $55,821,511.43

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Project Total

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

Report Requested by: PMs and Project Finance.

Vendors

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

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

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

Improvement Type

Phase

Federal IT

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

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

Report Requested by: PMs and Project Finance.

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

Net Change Obl. Adv Const

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

Report Requested by: FHWA and Project Finance.

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

Funding Changes

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

Report Requested by: Project Finance.

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Change Authorization

	Proposed Amount	Existing Amount	Change
Construction			
Obligated Funds	$55,821,511.36	$57,459,419.37	$-1,637,908.01
	$55,821,511.36	**$57,459,419.37**	**$-1,637,908.01**
Grand Total:	**$55,821,511.36**	**$57,459,419.37**	**$-1,637,908.01**

Report Requested by Project Programming for FMIS Comparisons.

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

Fed. State Other Allocation

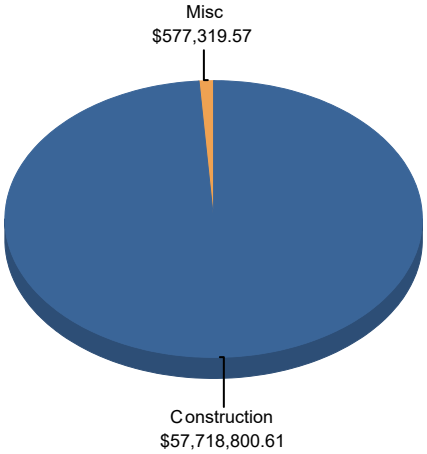
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Bridge-New Construction	LY20	$12,677,299.02	$3,169,324.76	0.00	0.00	$0.00
Bridge-New Construction	L680	$0.00	$7,702,918.62	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	L680	$0.00	$686,225.31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

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

Report Requested by: Project Finance.

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

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Dollars by Entity

FHWA	Phase	Programmed	Indirects	Total
	Construction	$28,557,861.38	$2,851,644.62	$31,409,506.00
		$28,557,861.38	**$2,851,644.62**	**$31,409,506.00**

NH DOT	Phase	Programmed	Indirects	Total
	Construction	$23,916,371.26	$495,634.10	$24,412,005.36
		$23,916,371.26	**$495,634.10**	**$24,412,005.36**

Grand Total:	$52,474,232.64	$3,347,278.72	$55,821,511.36

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

New Hampshire DOT
Department of Transportation

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Program Code

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

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

PROJECT ESTIMATE

Estimate Dated:09/14/2018

Approval

Initial Review

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

Routed On 09/14/2018 **By** George Poulin

Completed On 09/14/2018

Project Finance

Work Started On 09/14/2018 **By** Joan Castellano

Review Completed On 09/17/2018 **By** Joan Castellano

FHWA

Reviewed FHWA On 09/18/2018 **By** KARIM NAJI

Recommended FHWA On 09/18/2018 **By** KARIM NAJI

Authorized FHWA On 09/21/2018 **By** Ralph Estey

PROJECT ESTIMATE

Estimate Dated:09/19/2016

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

Project Dates

Ad Information

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

Other Dates

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

Last Approved Estimate

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

Days to Approve

Routees	5 days
Project Finance	0 days
FHWA	---

Project Details

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Project Description

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

Project Scope

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

Estimate Description

PE: N/A

ROW: N/A

CONST: Reduced by $3,500,000.

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

Funding Instructions

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

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

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

DUNS # for the State of NH is #808591697

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Project Total

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

Report Requested by: PMs and Project Finance.

Vendors

AJ COLEMAN & SON INC	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; RD ($35,829,882.50); Woodbury Bridge ($4,834,112.65); Shattuck Bridge ($914,636.60); Railway Brook ($757,382.30); NonPar Water ($412,779); NonPar Sewer ($87,268.90); Par Water ($315,130.50); Par Sewer ($4,200)+ CO ($848,878.30)	Construction	$40,504,270.75	$44,004,270.75	$(3,500,000.00)
	Sub Total	**$40,504,270.75**	**$44,004,270.75**	**$-3,500,000.00**

ATC Associates	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Exit 4 Haz waste	Construction	$41,727.36	$41,727.36	$0.00
N/A; N/A; ATC Associates, Inc - Hazardous Waste	Construction	$4,222.74	$4,222.74	$0.00
	Sub Total	**$45,950.10**	**$45,950.10**	**$0.00**

Cardno ATC	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; ATC Exit 4 Haz waste investigation for Newington Country Store	Construction	$10,270.07	$10,270.07	$0.00
N/A; N/A; ATC Exit 4 Haz waste well installation and monitoring Newington Country Store	Construction	$10,004.83	$10,004.83	$0.00
N/A; N/A; Test Pits, sampling, techincal work at BMP 1547	Construction	$4,839.43	$4,839.43	$0.00
	Sub Total	**$25,114.33**	**$25,114.33**	**$0.00**

Enpro Services Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Enpro Exit 4 Haz waste	Construction	$232,546.00	$232,546.00	$0.00
N/A; N/A; Enpro Hazardous Waste removal	Construction	$146,602.50	$146,602.50	$0.00
	Sub Total	**$379,148.50**	**$379,148.50**	**$0.00**

GRANITE STATE GAS TRANSMISSIO	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Granite State Gas Transmission, Inc. for Arboretum Drive pipe relocation	Construction	$51,732.54	$51,732.54	$0.00
	Sub Total	**$51,732.54**	**$51,732.54**	**$0.00**

Greenman-Pedersen Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Construction Engineering	Construction	$298,653.73	$298,653.73	$0.00

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

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Improvement Type

Phase

Federal IT

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

Report Requested by: PMs and Project Finance.

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.

Report Requested by: FHWA and Project Finance.

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

Funding Changes

	Primary			Indirects		
Fiscal Year	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Grand Total:						

Report Requested by: Project Finance.

Change Authorization

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

Report Requested by Project Programming for FMIS Comparisons.

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Fed. State Other Allocation

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

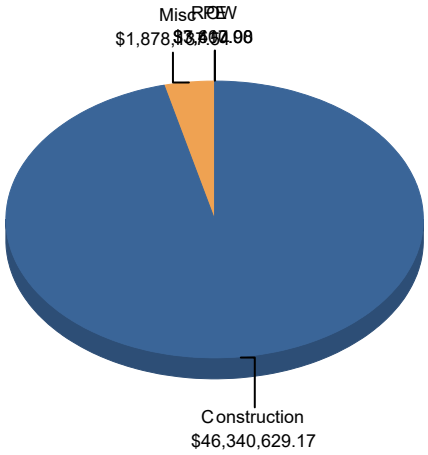
Report Requested by: Project Finance.

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

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

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

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Program Code

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

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

PROJECT ESTIMATE

Estimate Dated:09/19/2016

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	09/19/2016	
Turnpikes	David Smith	David Smith	09/14/2016	

Routed On 09/14/2016 **By** Charles Blackman

Completed On 09/19/2016

Project Finance

Work Started On 09/19/2016 **By** Kate Dobens

Review Completed On 09/19/2016 **By** ---

FHWA

Reviewed FHWA On --- **By** ---

Recommended FHWA On --- **By** ---

Authorized FHWA On --- **By** ---

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Project Number	**11238O / ---**
Project Name / Road	**NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK**
Project Manager	**Keith Cota**
PM Auth. Phases	**Construction**
Type	**Revised Based on Bids**

Project Dates

Ad Information

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

Other Dates

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

Last Approved Estimate

Dated	11/26/2018
Type	Revised Based on Bids

Days to Approve

Routees	0 days
Project Finance	0 days
FHWA	---

Project Details

Estimate Type	Revised Based on Bids	**Mode**	Highway/Bridge
Bureau Type	Highway Design	**Work Zone**	Significant
Relationship	Child	**Is Reg. Sig.**	Yes
Parent	11238	**Project Status**	Active
Managed By	DOT	**MATS Codes**	70, 1400, 1600, 1800, 3000, 3400, 4200, 460
Town(s)	Dover, Newington		
Team List	Bob Landry; John Corcoran; Wendy Johnson		
Accounting Units	3025:HIGHWAY DESIGN BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
Work Series	200		
Bridges	006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025		
Alternate References	---		
Advertises With	---		
Investment	Modification 100%;		

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Project Description

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

Project Scope

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

Estimate Description

This estimate requests the following:

PE: No change

ROW: No change

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

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

Funding Instructions

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

Construction - 100% Turnpikes (Work completed)

Bridge #201/024 is NB NH 16 over Little Bay
Bridge #201/025 is SB NH 16 over Little Bay

The DUNS number for NHDOT is #808591697

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

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

Project Total

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

Report Requested by: PMs and Project Finance.

Vendors

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

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

Report Requested by: PMs.

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

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Improvement Type

Phase

Federal IT

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

Report Requested by: PMs and Project Finance.

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

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.

Report Requested by: FHWA and Project Finance.

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

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Funding Changes

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Grand Total:						

Report Requested by: Project Finance.

Change Authorization

	Proposed Amount	Existing Amount	Change
Construction			
Obligated Funds	$21,877,620.33	$21,877,885.59	$-265.26
	$21,877,620.33	**$21,877,885.59**	**$-265.26**
Grand Total:	**$21,877,620.33**	**$21,877,885.59**	**$-265.26**

Report Requested by Project Programming for FMIS Comparisons.

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

Fed. State Other Allocation

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

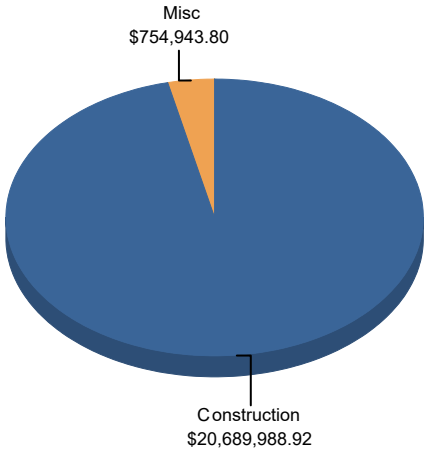
Report Requested by: Project Finance.

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

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

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

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

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Program Code

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

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

PROJECT ESTIMATE

Estimate Dated:04/09/2020

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	04/09/2020	

Routed On 04/09/2020 **By** Keith Cota

Completed On 04/09/2020

Project Finance

Work Started On 04/10/2020 **By** Pamela Mack

Review Completed On 04/10/2020 **By** ---

FHWA

Reviewed FHWA On --- **By** ---

Recommended FHWA On --- **By** ---

Authorized FHWA On --- **By** ---

PROJECT ESTIMATE

Estimate Dated:10/22/2020

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

Project Dates

Ad Information

Ad Date	05/24/2016
Post to Ad Schedule	Yes
Ad Date Explanation	N/A

Other Dates

On Shelf	---
Project Start	09/22/2014
Project End	12/31/2022

Last Approved Estimate

Dated	06/20/2019
Type	Revised Based on Bids

Days to Approve

Routees	0 days
Project Finance	0 days
FHWA	---

Project Details

Estimate Type	Revised Based on Bids	**Mode**	Highway/Bridge
Bureau Type	Highway Design	**Work Zone**	Significant
Relationship	Child	**Is Reg. Sig.**	Yes
Parent	11238	**Project Status**	Active
Managed By	DOT	**MATS Codes**	70, 1400, 1600, 1800, 3000, 3400, 4200, 500
Town(s)	Dover, Newington		
Team List	Bob Landry; Charles Blackman; David Smith; Jarrett Roseboom		
Accounting Units	3035:CONSTRUCTION BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
Work Series	200		
Bridges	006501740003400 Dover - 174/034, 006501810003900 Dover - 181/039		
Alternate References	---		
Advertises With	---		
Investment	Modification 40%; Expansion 60%;		

PROJECT ESTIMATE

Estimate Dated:10/22/2020

Project Description

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

Project Scope

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

Estimate Description

This estimate is to update the vendors

PE: No change

ROW: No change

CON: No change

Funding Instructions

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

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

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

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

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

Project Total

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
NON-PAR (other)				
2017	$2,307,369.84	$2,307,369.84	$0.00	$0.00
2018	$1,431,163.56	$1,431,163.56	$0.00	$0.00
TPK *				
2017	$9,824,123.76	$9,824,123.76	$0.00	$0.00
2018	$14,883,124.74	$14,883,124.74	$0.00	$0.00
2019	$16,314,288.30	$16,314,288.30	$0.00	$0.00
2020	$16,314,288.30	$16,314,288.30	$0.00	$0.00
2021	$9,569,360.60	$9,569,360.60	$0.00	$0.00
Subtotal	**$70,643,719.10**	**$70,643,719.10**	**$0.00**	**$0.00**
Grand Total:	**$70,643,719.10**	**$70,643,719.10**	**$0.00**	**$0.00**

Report Requested by: PMs and Project Finance.

Vendors

ASTI Transportation Systms Inc	Phase	Proposed Amount	Existing Amount	Change
ASTI ; N/A; ITS Data Intergration	Construction	$12,000.00	$12,000.00	$0.00
	Sub Total	**$12,000.00**	**$12,000.00**	**$0.00**
CITY OF DOVER	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; CE	Construction	$178,025.40	$178,025.40	$0.00
N/A; N/A; City of Dover Non Par Sewer	Construction	$0.00	$3,252,628.00	$(3,252,628.00)
N/A; N/A; City of Dover Non Par Water	Construction	$0.00	$307,880.00	$(307,880.00)
	Sub Total	**$178,025.40**	**$3,738,533.40**	**$-3,560,508.00**
EVERSOURCE ENERGY	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
Eversource Engergy; N/A; DMV parking lot lighting	Construction	$11,266.00	$11,266.00	$0.00
	Sub Total	**$11,266.00**	**$11,266.00**	**$0.00**
NHDOT	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Roadway	Construction	$0.00	$53,500,506.01	$(53,500,506.01)
N/A; N/A; Route 4 Bridge	Construction	$0.00	$5,101,748.40	$(5,101,748.40)
N/A; N/A; Signal alt A option B	Construction	$0.00	$14,500.00	$(14,500.00)
N/A; N/A; Signal alt B option B	Construction	$0.00	$20,000.00	$(20,000.00)
City of Dover; N/A; VHB water inspection Par	Construction	$62,823.00	$62,823.00	$0.00
City of Dover; N/A; City of Dover Par Water	Construction	$0.00	$1,553,221.00	$(1,553,221.00)
N/A; N/A; Roadway CE = roadway + ret wall 6 + soundwall foundation + Dover Par Water, RTTM, signals alt A option B, signals alt B option B, Woodbury Ave	Construction	$2,943,053.57	$2,943,053.57	$0.00
N/A; N/A; Bridge CE = Scammell + Route 4	Construction	$256,535.78	$256,535.78	$0.00
N/A; N/A; Scammel Bridge	Construction	$0.00	$28,967.20	$(28,967.20)
N/A; N/A; Bridge Concrete Inspection	Construction	$20,000.00	$20,000.00	$0.00
N/A; N/A; OHSS inspection	Construction	$8,000.00	$8,000.00	$0.00
N/A; N/A; Bridge Steel Inspection	Construction	$5,000.00	$5,000.00	$0.00
N/A; N/A; Roadway and Soundwall Foundation Concrete Inspection	Construction	$5,000.00	$5,000.00	$0.00
N/A; N/A; Woodbury Ave	Construction	$0.00	$1,120,705.74	$(1,120,705.74)
N/A; N/A; RTTM	Construction	$0.00	$683,965.00	$(683,965.00)

N/A; N/A; Soundwall Foundations	Construction	$0.00	$102,400.00	$(102,400.00)
N/A; N/A; Ret Wall 6	Construction	$0.00	$460,494.00	$(460,494.00)
N/A; N/A; Roadway Construction Engineering Bid Items	Construction	$0.00	$963,500.00	$(963,500.00)
N/A; N/A; Bridge Construction Engineering Bid Items	Construction	$0.00	$31,500.00	$(31,500.00)
	Sub Total	**$3,300,412.35**	**$66,881,919.70**	**$-63,581,507.35**

Severino Trucking Co Inc	**Phase**	**Proposed Amount**	**Existing Amount**	**Change**
N/A; N/A; Roadway	Construction	$53,500,506.01		$53,500,506.01
N/A; N/A; Ret Wall 6	Construction	$460,494.00		$460,494.00
N/A; N/A; Bridge Construction Engineering Bid Itesm	Construction	$31,500.00		$31,500.00
City of Dover; N/A; City of Dover Non-Par Water	Construction	$307,880.00		$307,880.00
N/A; N/A; Signal Alt B option B	Construction	$20,000.00		$20,000.00
City of Dover; N/A; City of Dover Par Water	Construction	$1,553,221.00		$1,553,221.00
N/A; N/A; Roadway Construction Engineering Bid Itesm	Construction	$963,500.00		$963,500.00
N/A; N/A; Route 4 Bridge	Construction	$5,101,748.40		$5,101,748.40
N/A; N/A; Scammel Bridge	Construction	$28,967.20		$28,967.20
City of Dover; N/A; City of Dover Non-Par Sewer	Construction	$3,252,628.00		$3,252,628.00
N/A; N/A; RTTM	Construction	$683,965.00		$683,965.00
N/A; N/A; Woodbury Ave	Construction	$1,120,705.74		$1,120,705.74
N/A; N/A; Soundwall Foundations	Construction	$102,400.00		$102,400.00
N/A; N/A; Signal Alt A option B	Construction	$14,500.00		$14,500.00
	Sub Total	**$67,142,015.35**		**$67,142,015.35**
	Grand Total	**$70,643,719.10**	**$70,643,719.10**	**$0.00**

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

Improvement Type

Phase

Federal IT

Bridge NBI #	State Improvement Type		Amount
Construction			
(01) Road-New Construction			
N/A	(1) Road-New Construction		$562,894.00
		Fed. IT Subtotal:	**$562,894.00**
(03) Road-Reconstruction, Added Capacity			
N/A	(3) Road-Reconstruction, Added Capacity		$4,132,524.00
N/A	(3) Road-Reconstruction, Added Capacity		$11,968,288.92
N/A	(3) Road-Reconstruction, Added Capacity		$15,614,288.30
N/A	(3) Road-Reconstruction, Added Capacity		$15,714,288.30
N/A	(3) Road-Reconstruction, Added Capacity		$7,058,612.58
		Fed. IT Subtotal:	**$54,488,002.10**
(04) Road-Reconstruction, No Added Capacity			
N/A	(4) Road-Reconstruction, No Added Capacity		$1,804,670.74
		Fed. IT Subtotal:	**$1,804,670.74**
(08) Bridge-New Construction			
006501810003900	(8) Bridge-New Construction		$3,000,000.00
006501810003900	(8) Bridge-New Construction		$31,500.00
006501810003900	(53) Bridge-New Const-Steel Insp		$5,000.00
006501810003900	(52) Bridge-New Const-Concrete Insp		$20,000.00
		Fed. IT Subtotal:	**$3,056,500.00**
(13) Bridge-Rehabilitation, Added Capacity			
006501810003900	(13) Bridge-Rehabilitation, Added Capacity		$2,101,748.40
		Fed. IT Subtotal:	**$2,101,748.40**
(14) Bridge-Rehabilitation, No Added Capacity			
006501740003400	(14) Bridge-Rehabilitation, No Added Capacity		$28,967.20
		Fed. IT Subtotal:	**$28,967.20**
(17) Construction Engineering			
N/A	(17) Construction Engineering		$118,683.60
N/A	(17) Construction Engineering		$59,341.80
N/A	(17) Construction Engineering		$611,754.28
N/A	(17) Construction Engineering		$600,000.00
N/A	(17) Construction Engineering		$700,000.00
N/A	(17) Construction Engineering		$700,000.00
N/A	(17) Construction Engineering		$317,578.20
006501810003900	(17) Construction Engineering		$75,087.42
006501810003900	(17) Construction Engineering		$180,000.00
006501740003400	(17) Construction Engineering		$1,448.36
		Fed. IT Subtotal:	**$3,363,893.66**
(43) Utilities			
N/A	(43) Utilities		$11,266.00
		Fed. IT Subtotal:	**$11,266.00**
(44) Other			
N/A	(77) Force Account		$2,188,686.24
N/A	(77) Force Account		$1,371,821.76
N/A	(77) Force Account		$1,553,221.00
N/A	(77) Force Account		$62,823.00

N/A	(44) Other		$36,225.00
N/A	(60) Inspection - Concrete (non-bridge)		$5,000.00
N/A	(61) Inspection - Steel (non-bridge)		$8,000.00
		Fed. IT Subtotal:	**$5,225,777.00**
		Phase Subtotal:	**$70,643,719.10**
Grand Total:			**$70,643,719.10**

Report Requested by: PMs and Project Finance.

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

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Construction	Road-Reconstruction, Added Capacity	$1,683,098.06	$-328,611,110.66
Construction	Road-Reconstruction, No Added Capacity	$1,804,670.74	$-12,632,695.18

Report Requested by: FHWA and Project Finance.

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

Funding Changes

		Primary			Indirects		
	Fiscal Year	**Change in Program**	**Change in Obligation**	**Change in Advance Construction**	**Change in Program**	**Change in Obligation**	**Change in Advance Construction**
Construction							
	2019	$0.00	$16,314,288.30	-16,314,288.30	$0.00	$0.00	$0.00
	2020	$0.00	$16,314,288.30	-16,314,288.30	$0.00	$0.00	$0.00
	2021	$0.00	$9,569,360.60	$-9,569,360.60	$0.00	$0.00	$0.00
		$0.00	**$42,197,937.20**	**$-42,197,937.20**	**$0.00**	**$0.00**	**$0.00**
Grand Total:		**$0.00**	**$42,197,937.20**	**$-42,197,937.20**	**$0.00**	**$0.00**	**$0.00**

Report Requested by: Project Finance.

Change Authorization

		Proposed Amount	**Existing Amount**	**Change**
Construction				
Advanced Funds		$0.00	$42,197,937.20	$-42,197,937.20
Obligated Funds		$70,643,719.10	$28,445,781.90	$42,197,937.20
		$70,643,719.10	**$70,643,719.10**	**$0.00**
	Grand Total:	**$70,643,719.10**	**$70,643,719.10**	**$0.00**

Report Requested by Project Programming for FMIS Comparisons.

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

Fed. State Other Allocation

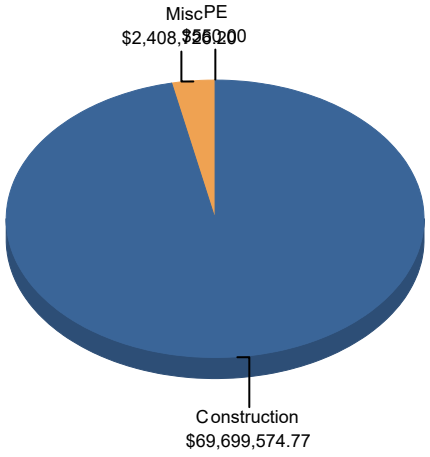
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
Construction						
Road-Reconstruction, Added Capacity	0100	$0.00	$4,132,524.00	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	0100	$0.00	$11,968,288.92	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	0100	$0.00	$15,614,288.30	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	0100	$0.00	$15,714,288.30	0.00	0.00	$0.00
Road-Reconstruction, Added Capacity	0100	$0.00	$7,058,612.58	0.00	0.00	$0.00
Bridge-New Construction	0100	$0.00	$3,000,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$611,754.28	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$600,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$700,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$700,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$317,578.20	0.00	0.00	$0.00
Inspection - Concrete (non-bridge)	0100	$0.00	$5,000.00	0.00	0.00	$0.00
Inspection - Steel (non-bridge)	0100	$0.00	$8,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$75,087.42	0.00	0.00	$0.00
Bridge-New Const-Steel Insp	0100	$0.00	$5,000.00	0.00	0.00	$0.00
Bridge-New Const-Concrete Insp	0100	$0.00	$20,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$180,000.00	0.00	0.00	$0.00
Construction Engineering	0100	$0.00	$1,448.36	0.00	0.00	$0.00
Bridge-Rehabilitation, No Added Capacity	0100	$0.00	$28,967.20	0.00	0.00	$0.00
Road-New Construction	0100	$0.00	$562,894.00	0.00	0.00	$0.00
Force Account	0100	$0.00	$1,553,221.00	0.00	0.00	$0.00
Force Account	0100	$0.00	$2,188,686.24	0.00	0.00	$0.00
Bridge-Rehabilitation, Added Capacity	0100	$0.00	$2,101,748.40	0.00	0.00	$0.00
Bridge-New Construction	0100	$0.00	$31,500.00	0.00	0.00	$0.00
Road-Reconstruction, No Added Capacity	0100	$0.00	$1,804,670.74	0.00	0.00	$0.00
Force Account	0100	$0.00	$62,823.00	0.00	0.00	$0.00

Force Account	0100	$0.00	$1,371,821.76	0.00	0.00	$0.00
Construction	0100	$0.00	$118,683.60	0.00	0.00	$0.00
Engineering Construction Engineering	0100	$0.00	$59,341.80	0.00	0.00	$0.00
Other	0100	$0.00	$36,225.00	0.00	0.00	$0.00
Utilities	0100	$0.00	$11,266.00	0.00	0.00	$0.00
		$0.00	**$70,643,719.10**	**0.00**	**0.00**	**$0.00**
Grand Total:		**$0.00**	**$70,643,719.10**	**0.00**	**0.00**	**$0.00**

Report Requested by: Project Finance.

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

Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	$70,643,719.10	$0.00	$70,643,719.10
		$70,643,719.10	**$0.00**	**$70,643,719.10**
Grand Total:		**$70,643,719.10**	**$0.00**	**$70,643,719.10**

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

PROJECT ESTIMATE

Estimate Dated:10/22/2020

Program Code

Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
Bridge-New Construction					
Bridge-New Const-Concrete Insp	0100	$20,000.00	$0.00	$0.00	$0.00
Bridge-New Construction	0100	$3,031,500.00	$0.00	$0.00	$0.00
Bridge-New Const-Steel Insp	0100	$5,000.00	$0.00	$0.00	$0.00
		$3,056,500.00	**$0.00**	**$0.00**	**$0.00**
Bridge-Rehabilitation, Added Capacity					
Bridge-Rehabilitation, Added Capacity	0100	$2,101,748.40	$0.00	$0.00	$0.00
		$2,101,748.40	**$0.00**	**$0.00**	**$0.00**
Bridge-Rehabilitation, No Added Capacity					
Bridge-Rehabilitation, No Added Capacity	0100	$28,967.20	$0.00	$0.00	$0.00
		$28,967.20	**$0.00**	**$0.00**	**$0.00**
Construction Engineering					
Construction Engineering	0100	$3,363,893.66	$0.00	$0.00	$0.00
		$3,363,893.66	**$0.00**	**$0.00**	**$0.00**
Other					
Force Account	0100	$5,176,552.00	$0.00	$0.00	$0.00
Inspection - Concrete (non-bridge)	0100	$5,000.00	$0.00	$0.00	$0.00
Inspection - Steel (non-bridge)	0100	$8,000.00	$0.00	$0.00	$0.00
Other	0100	$36,225.00	$0.00	$0.00	$0.00
		$5,225,777.00	**$0.00**	**$0.00**	**$0.00**
Road-New Construction					
Road-New Construction	0100	$562,894.00	$0.00	$0.00	$0.00
		$562,894.00	**$0.00**	**$0.00**	**$0.00**
Road-Reconstruction, Added Capacity					
Road-Reconstruction, Added Capacity	0100	$54,488,002.10	$0.00	$0.00	$0.00
		$54,488,002.10	**$0.00**	**$0.00**	**$0.00**
Road-Reconstruction, No Added Capacity					
Road-Reconstruction, No Added Capacity	0100	$1,804,670.74	$0.00	$0.00	$0.00
		$1,804,670.74	**$0.00**	**$0.00**	**$0.00**
Utilities					
Utilities	0100	$11,266.00	$0.00	$0.00	$0.00
		$11,266.00	**$0.00**	**$0.00**	**$0.00**
Grand Total		**$70,643,719.10**	**$0.00**	**$0.00**	**$0.00**

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

PROJECT ESTIMATE

Estimate Dated:10/22/2020

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Jennifer Reczek	Jennifer Reczek	10/22/2020	

Routed On 10/22/2020 **By** Jennifer Reczek

Completed On 10/22/2020

Project Finance

Work Started On 10/23/2020 **By** Joan Castellano

Review Completed On 10/23/2020 **By** ---

FHWA

Reviewed FHWA On --- **By** ---

Recommended FHWA On --- **By** ---

Authorized FHWA On --- **By** ---

PROJECT ESTIMATE

Estimate Dated:08/02/2019

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

Project Dates

Ad Information

Ad Date	07/20/2021
Post to Ad Schedule	Yes
Ad Date Explanation	Advertising adjusted to accommodate Supplemental EIS and final design engineering phase. End date changed to G&C approval.

Other Dates

On Shelf	---
Project Start	07/31/2017
Project End	10/29/2021

Last Approved Estimate

Dated	06/19/2019
Type	Programming

Days to Approve

Routees	0 days
Project Finance	0 days
FHWA	---

Project Details

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

PROJECT ESTIMATE

Estimate Dated:08/02/2019

Project Description

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

Project Scope

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

Estimate Description

Construction: Programmed funding reduced to estimated cost of Alternative 9 and shift construction funding from FY 20/21/22 to FY's 22, 23 and 24.

This Estimate was updated for funding setside in the draft TYP 2021-2030 and Turnpikes Capital Program.

Funding Instructions

FY 2020 reduced by $300K to match bottom line of estimated project cost included in TYP 2019-2028 and 2018 Turnpikes Capital Program.

Const funds
FY 2020 $12,740,000
FY 2021 $13,040,000
FY 2022 $6,520,000

Turnpike funded under Capital Program

2 1/2 year construction program

Const funds as of June 19, 2019
FY 2020 $13,040,000
FY 2021 $13,040,000
FY 2022 $6,520,000

Const funds as of August 2, 2019
FY 2022 - $13,612,000 (45%)
FY 2023 - $10,585,000 (35%)
FY 2024 - $ 6,050,000 (20%)
Total $30,250,000*

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

PROJECT ESTIMATE

Estimate Dated:08/02/2019

Project Total

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
TPK *				
2020	$0.00	$12,740,000.00	$(12,740,000.00)	$0.00
2021	$0.00	$13,040,000.00	$(13,040,000.00)	$0.00
2022	$13,615,000.00	$6,520,000.00	$7,095,000.00	$0.00
2023	$10,585,000.00	$0.00	$10,585,000.00	$0.00
2024	$6,050,000.00	$0.00	$6,050,000.00	$0.00
Subtotal	**$30,250,000.00**	**$32,300,000.00**	**$(2,050,000.00)**	**$0.00**
Grand Total:	**$30,250,000.00**	**$32,300,000.00**	**$(2,050,000.00)**	**$0.00**

Report Requested by: PMs and Project Finance.

Vendors

NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Bridge Rehab	Construction	$30,250,000.00	$32,300,000.00	$(2,050,000.00)
	Sub Total	**$30,250,000.00**	**$32,300,000.00**	**$-2,050,000.00**
	Grand Total	**$30,250,000.00**	**$32,300,000.00**	**$-2,050,000.00**

Report Requested by: PMs.

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

Improvement Type

Phase

Federal IT

Bridge NBI #	State Improvement Type		Amount
Construction			
(11) Bridge-Replacement, No Added Capacity			
006502000002300	(11) Bridge-Replacement, No Added Capacity		$10,585,000.00
006502000002300	(11) Bridge-Replacement, No Added Capacity		$6,050,000.00
		Fed. IT Subtotal:	**$16,635,000.00**
(14) Bridge-Rehabilitation, No Added Capacity			
006502000002300	(14) Bridge-Rehabilitation, No Added Capacity		$13,615,000.00
		Fed. IT Subtotal:	**$13,615,000.00**
		Phase Subtotal:	**$30,250,000.00**
Grand Total:			**$30,250,000.00**

Report Requested by: PMs and Project Finance.

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

PROJECT ESTIMATE

Estimate Dated:08/02/2019

Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.

Report Requested by: FHWA and Project Finance.

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

Funding Changes

		Primary			Indirects		
	Fiscal Year	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
Construction							
	2022	$7,095,000.00	$0.00	$0.00	$0.00	$0.00	$0.00
	2023	$10,585,000.00	$0.00	$0.00	$0.00	$0.00	$0.00
	2024	$6,050,000.00	$0.00	$0.00	$0.00	$0.00	$0.00
		$23,730,000.00	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Grand Total:		**$23,730,000.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**

Report Requested by: Project Finance.

Change Authorization

	Proposed Amount	Existing Amount	Change
Grand Total:			

Report Requested by Project Programming for FMIS Comparisons.

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

PROJECT ESTIMATE

Estimate Dated:08/02/2019

Fed. State Other Allocation

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

Report Requested by: Project Finance.

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

Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	$30,250,000.00	$0.00	$30,250,000.00
		$30,250,000.00	**$0.00**	**$30,250,000.00**
Grand Total:		**$30,250,000.00**	**$0.00**	**$30,250,000.00**

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

Program Code

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

Report used for FMIS verification.

* Includes all AC and Obligate costs including all matches.

PROJECT ESTIMATE

Estimate Dated:08/02/2019

Approval

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	08/02/2019	

Routed On 08/02/2019 **By** Keith Cota

Completed On 08/02/2019

Project Finance

Work Started On 08/05/2019 **By** Pamela Mack

Review Completed On 08/05/2019 **By** ---

FHWA

Reviewed FHWA On --- **By** ---

Recommended FHWA On --- **By** ---

Authorized FHWA On --- **By** ---

Bond Interest Payments
Newington-Dover 11238 Turnpike System Costs

Newington-Dover				
2009A- 30 Year Interest Bond Cost Summary				
Project #	2009A Bond Proceeds	W/Out BAB's Interest Allocation**	BABS Credit*	Total Bond Payment W/ BABS Credit
11238	12,620,791.82	15,885,421.26	(4,846,821.68)	11,038,599.58

** Includes savings from 2019A Refunding.

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

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

Newington-Dover	
Bond Summary	Total Interest
2009A*	11,038,599.58
2012C	34,100,566.39
2015A	7,198,715.05
Total Costs	52,337,881.02

* As of 06/30/2020

Prepared by: Lauren O'Sullivan 11.30.2020
Reviewed by: Sandy Eldredge 12/1/2020
DOT sign-off: Marie A. Mullen 12/1/2020


vhb