

2012 Financial Plan Update

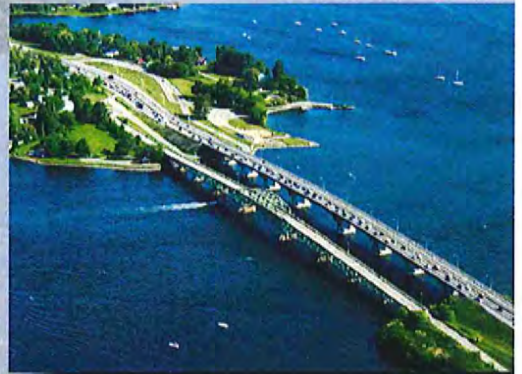


Spaulding Turnpike Improvements NHS-027-1(37), 11238

Newington to Dover

New Hampshire

September 2012



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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FHWA-NH-EIS-06-01-D

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

2012 FINANCIAL PLAN UPDATE

LETTER OF CERTIFICATION

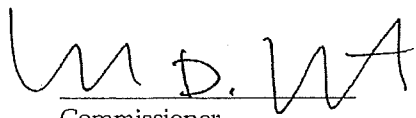
The New Hampshire Department of Transportation developed a comprehensive Initial Financial Plan for the Newington-Dover, Spaulding Turnpike Improvements Project in 2010 as agreed with the Federal Highway Administration in accordance with the FHWA Financial Plan Guidance which was issued on May 23, 2000 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 2012 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 2012 Financial Plan Update and are included within this document.

The cost data in the 2012 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2012 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 2012 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 2012 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 2012 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 2012 Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Initial Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.


Commissioner

9/26/2012
Date

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Introduction

1.4 Funding Overview

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

The State's Legislature passed House Bill 391 in June 2009, which increased the Project's authorization to \$275M for engineering, right-of-way, and construction activities. In November 2009, the State issued \$150M and in August 2012, the State issued \$110M in Turnpike Revenue bonds to pay for the project's expenditures, as well as other Turnpike capital projects.

An additional bond issuance of \$50M is planned in fiscal year 2015, to provide adequate revenue for the project and overall Turnpike capital program. A future system wide toll increase in FY 14 is also being contemplated to support the additional bonds and capital program.

Project Description

2.5 Project History

2.5.1 Major Milestones

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

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

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

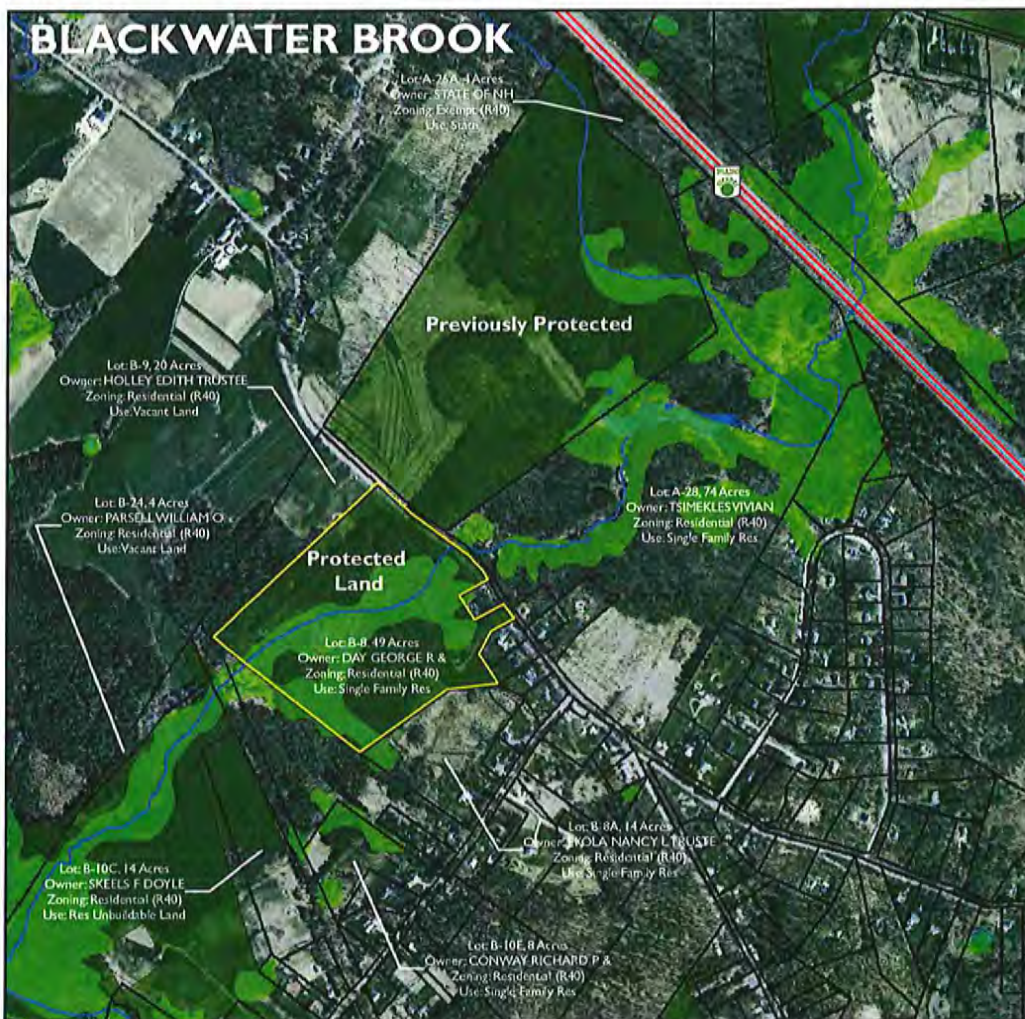
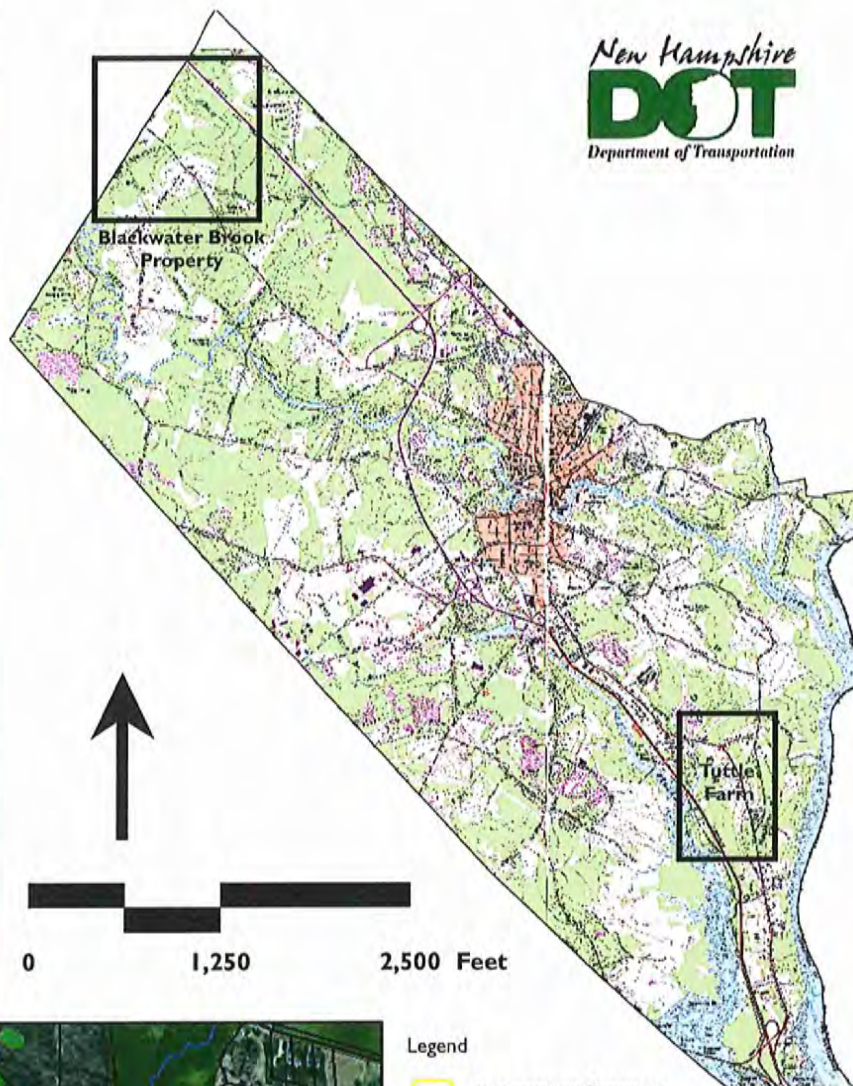
- August 22, 2012 – Contract M Construction Contract Awarded
- September, 2012 Contract M Construction Commences

2.5.2 Completed Activities

Since the Final Environmental Impact Statement (FEIS) was published in December of 2007 and the ROD issued in October of 2008, the NHDOT has continued to advance various project components. The NHDOT utilized a Quality Based Selection process and contracted for final design services with a design consultant in December 2008 to complete the necessary contract plans and construction documents for the construction of the project. It is anticipated that all final design activities will be completed in 2016 with construction support services to continue through construction as needed.

2.5.2.1 Mitigation Activities

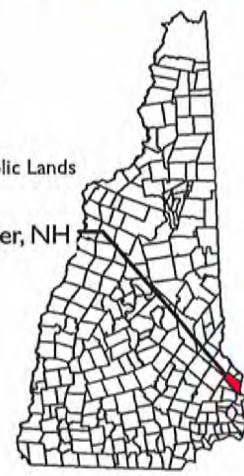
- The acquisition of Tuttle and Day **Figure 2.5-1** properties, totaling 135 acres, in Dover was completed to fulfill the proposed wetland mitigation requirement in Dover.
- The NHDOT has provided approximately \$2.0 M in support for the expansion of the Downeaster rail service through a joint-sponsored effort with the Northern New England Passenger Rail Authority to operate a fifth weekday roundtrip between Portland, Maine and Boston, Massachusetts. The NHDOT advanced this effort through the CMAQ program, where funding was transferred to FTA in 2006, and service was initiated in August 2007.
- In 2008, the NHDOT completed construction of a 416 space 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 fulfill the wetlands mitigation package in Newington.



Legend

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

Dover, NH



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Figure 2.5-1
Dover Mitigation Sites

- To improve bus service in the seacoast area, Bus Alternative 3 was implemented and involves improving connectivity and reducing headway for three existing bus routes in the seacoast area. A CMAQ application was submitted in December 2009 and subsequently approved to implement Bus Alternative 3, which is now estimated to cost \$6.58M (including operating expenses for three years). An additional \$2.28M is estimated to be required to cover operating expenses for an additional 2-year period to fund a total of 5 years of operating costs.

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 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.
- 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.

- The Preliminary Bridge Phase submission was completed in June, 2012 on the existing Little Bay Bridges for Contract O.

2.5.2.3 Right-of-Way

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

2.5.2.4 Construction

- The restriping of the Turnpike SB barrel and the SB on-ramp at Exit 6 (as part of a Transportation System Management (TSM) action) was completed in the summer of 2008 to improve the traffic operations in this area.
- In 2006, safety improvements, totaling \$7.9M, were completed to the Exit 4 interchange in Newington. Various elements of these improvements are proposed to be retained as part of the Newington-Dover 11238 Contract "M", Exit 4 interchange reconstruction.

- Construction commenced in September 2010 for Contract "L". Through June 2012, the Pomeroy Cove pathway and the pedestrian bridge have been completed and opened, the temporary trestle for the Little Bay Bridge was completed, the construction of the eastern half of the Little Bay Bridge was completed to the concrete deck along with miscellaneous roadway, stormwater quality features, soundwall elements and retaining wall elements.

2.6 Ongoing Activities

2.6.1 Mitigation

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

2.6.1.1 Environmental Components

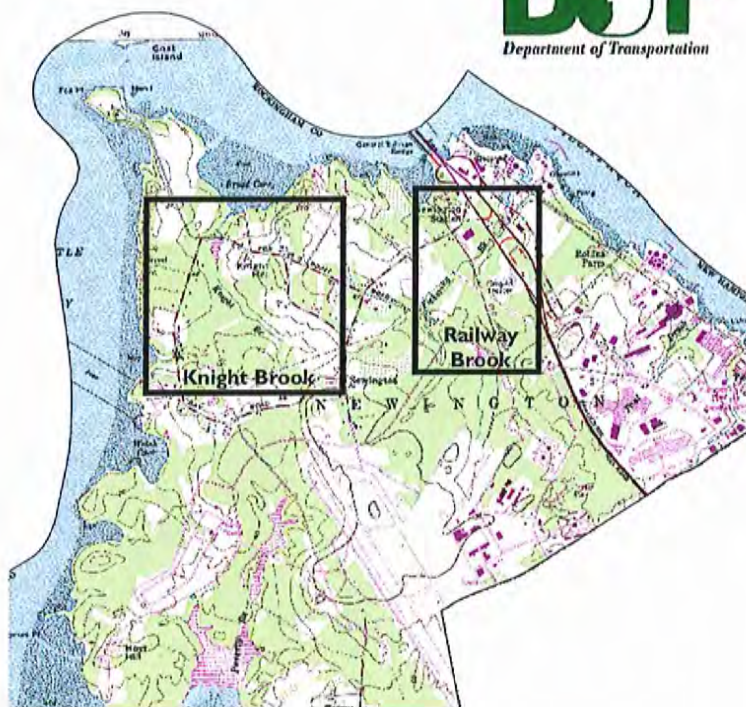
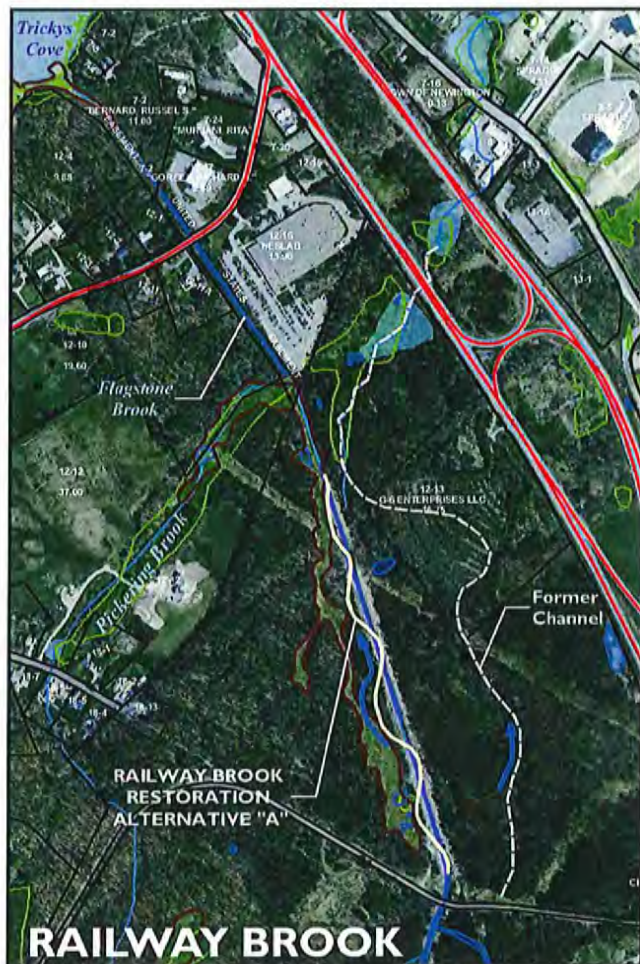
The Stream Restoration design for 3,100 feet of Railway Brook in Newington **Figure 2.6-1** was completed as part of Contract M with construction overview to commence with the involvement of the Interdisciplinary Oversight Team.

2.6.1.2 Travel Demand Measures

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

- A new Park-and-Ride facility that will provide approximately 200 spaces has been identified at Exit 13 in Rochester. The project is being advertised for construction in the spring of 2013 with construction starting in the summer of 2013.
- A new shared Park and Ride facility is under consideration along the US 4 corridor near the NH 125/US 4 Lee Traffic Circle. The CMAQ application that was submitted in December of 2009 for the construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza was not approved. An alternative Park and Ride location is under investigation. This project will apply for CMAQ funds during the next biennial solicitation process.





Legend

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

Newington, NH



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Figure 2.6-1
Newington Mitigation Sites

2.6.2 Final Design Engineering

The Preliminary PS&E Highway Design Submission for Contract Q is currently underway.

The Preliminary PS&E bridge design for Contract O, rehabilitation of the existing Little Bay Bridges, is currently underway.

The TS&L Report for the US Route 4 bridge over the Spaulding Turnpike is currently under Department review.

The Preliminary Bridge designs for the General Sullivan Bridge are currently underway.

During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first one is located 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 located in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road and is to be designed within Contract Q. This roundabout eliminates the Spur Road Connector and the US Route 4 bridge over the Spur Road Connector and provides improved access to the local neighborhoods north and south of US Route 4. The new roundabouts provide improvements to highway capacity, reduced environmental impacts and reduced overall costs.

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.

Delays were encountered during construction of Contract L and in the utility relocation design project development for Contract M which resulted in significant concerns in the ability for these two contracts to collaborate and meet the traffic shift onto the new southbound Little Bay Bridge in the fall of 2013. Therefore, the Department determined that a

portion of the roadway work within Contract L would be shifted to Contract M and Contract M will have the sole responsibility to shift traffic onto the southbound Little Bay Bridge in 2014 after the completion of Contract L in late fall of 2013.

The Department is advancing the geotechnical engineering program for Contract Q and has determined that significant consolidation of the existing soils will occur once loaded with the new roadway embankment and traffic. Therefore, the Department has included two test embankment areas in the Exit 6 SB on-ramp area in Contract M. These areas will be utilized to monitor various engineering solutions that are implemented in the test embankments for evaluation and the determination of the solution to be incorporated into Contract Q.

The identification of the utility impacts for Contract Q is ongoing.

The Department has coordinated the relocation of the Granite State Gas Transmission Company (GSGT) line located under the existing southbound Little Bay Bridge. GSGT Company received approval for relocation under the Little Bay via direct bore to be completed in the winter of 2012. (PUC Commission Order, August 24, 2012).

The Department determined that utilizing "quiet pavement" along the Turnpike mainline will reduce road noise. A noise wall type study was completed and the Department has determined that a transparent noise wall will be constructed adjacent to Pomeroy Cove to continue to provide aesthetically pleasing views of the cove. These project elements will be incorporated within Contract Q.

2.6.3 Right-of-Way

Additional right-of-way and permanent and temporary easements will be required for six properties along the railroad corridor in Newington and 15 properties for Contract Q.

2.6.4 Construction

Contract L construction continued through FY 2012 with the eastern half of the Little Bay Bridge being completed along with various roadway, soundwall and retaining wall work. In FY 2013, the Department anticipates the western half of the bridge will nearly be completed along

with near completion of the roadway, soundwall and retaining wall work.

Construction activities in association with Contract M include the relocation of the M & N gas line and embankment placement in the Exit 3 area as well as the placement of the test embankment at the Exit 6 SB onramp

2.7 Project Status Summary

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

Table 2-7. Project Status

PROJECT ELEMENT	% COMPLETE	STATUS OVERVIEW COMMENT
DESIGN		
CONTRACT L	100%	Contract L – New SB Little Bay Bridge is in construction.
CONTRACT M	100%	Contract M – Exit 3 & 4 in Newington is in construction
CONTRACT O	30%	Contract O – Rehabilitate the existing Little Bay Bridge. The Preliminary PS&E Bridge Design phase activities are ongoing.
CONTRACT Q	60%	Contract Q – Exit 6/Mainline in Dover, the Preliminary PS&E Design phase is currently ongoing.
CONTRACT S	25%	Contract S – General Sullivan Bridge (GSB) rehabilitation, the inspections of the GSB were completed in 2009 and 2012 with the Preliminary Bridge Design Phase activities are ongoing.
PROJECT WIDE SUMMARY	70%	Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2016.
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	7%	Anticipate 15 parcels impacted; one acquired; right-of-way plans targeted for completion in the fall of 2012
CONTRACT S	100%	0 parcels impacted.

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Future RR Parcels - Newington	0%	Design continues to determine impacts, approximately 6 parcels impacted
PROJECT WIDE SUMMARY	46%	17 of 37 parcels acquired for construction.

Table 2-7. Continued

MITIGATION		
ENVIRONMENTAL	100%	Tuttle and Day Properties preservation completed in 2009; Saba and Hislop Properties (Knight Brook watershed) acquired in 2012; Railway Brook restoration design completed in Contract M.
TRANSIT	100%	Funding for Transit service operation was completed in 2012 and will extend through 2015.
RAIL	100%	Downeaster Rail expansion completed in 2007.
TDM	0%	Promotion of ridesharing, bicycling, and walking have tentative agreement in place for FY13
PARK & RIDE	70%	Dover P&R was completed in 2008; Rochester P&R final design to be completed in 2013 and Lee P&R is under engineering and ROW review.
PROJECT WIDE	80%	Environmental, Rail and Park & Ride work initiated or completed.
SUMMARY		
CONSTRUCTION		
CONTRACT L	75%	Construction activities initiated in September 2010.
CONTRACT M	2%	Construction activities initiated in September 2012.
CONTRACT O	0%	No Construction activities have been initiated.
CONTRACT Q	0%	No Construction activities have been initiated.
CONTRACT S	0%	No Construction activities have been initiated.
PROJECT WIDE	17%	Construction activities have been initiated.
SUMMARY		

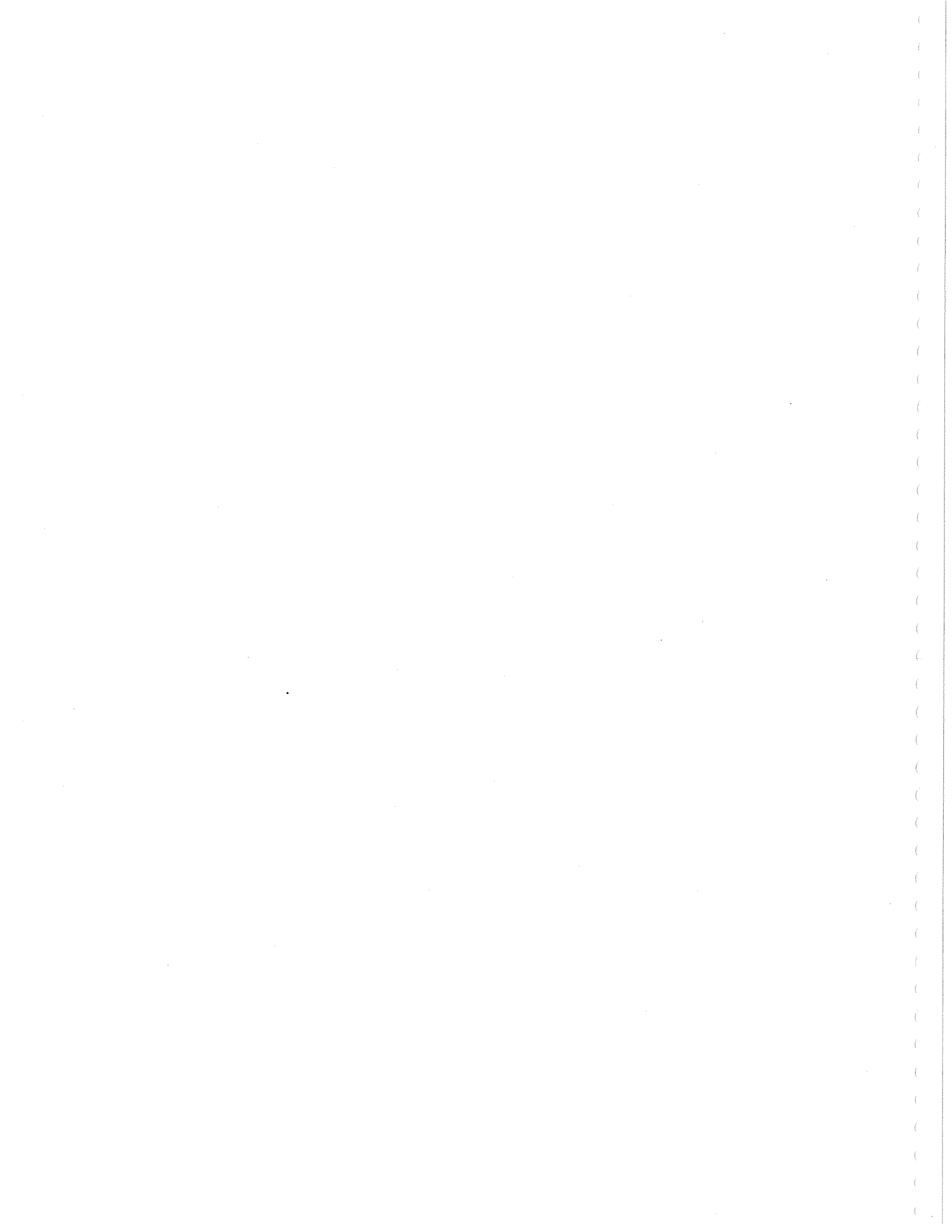
Implementation Plan

Based upon the currently planned traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the summer of 2019 with the Newington Exit 3 and 4 interchanges completed and open to traffic in summer of 2015, the Dover Exit 6 interchange open to traffic in spring of 2017 and the remainder of the project including the rehabilitation of the General Sullivan Bridge to a pedestrian path completed in the summer of 2019. This chapter provides information on the planned schedule for the execution of all elements of the Newington-Dover Project as well as the assignment of project responsibilities and status of the necessary permits.

3.1 Project Phasing /Summary Project Schedule

It is anticipated that five construction contracts will be required to complete all of the project's necessary infrastructure improvements. **Figure 3.1** depicts the current construction contract breakouts and construction duration schedule. Each contract identified in the schedule includes advertising and bid period, construction duration and the estimated construction costs in 2012 dollars. The overall project will take approximately nine years to complete. The first contract, Contract L, began in the fall of 2010 and the fifth and final contract, Contract "S", is currently scheduled for completion in the summer of 2019.

This initial construction schedule and the limits of each construction contract will be evaluated throughout the advancement of the design to identify factors such as permitting conditions, changed field conditions, and funding availability that could affect the design or construction schedules. **Table 3-1 (Project Schedule)** provides the current design status of each of the proposed construction contracts as they are advanced through each of the design/submission phases. Construction contracts currently envisioned may be combined or limits revised to



1. The following information was obtained from the records of the Department of Social Services, State of New York, for the period from January 1, 1960, to December 31, 1960:

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

Table 3-1. Project Schedule

NEWINGTON - DOVER CONSTRUCTION CONTRACTS	DESIGN STATUS PERCENT (%) COMPLETE	SCHEDULED CONTRACT ADVERTISING	ESTIMATED CONSTRUCTION COMPLETION
CONTRACT L - New South Bound Little Bay Bridge	100%	May-2010	Nov-2013
CONTRACT O - Rehabilitate Existing Little Bay Bridge	30%	Apr-2014	June-2016
CONTRACT M - Exit 3 & 4 Interchange Area, Newington	100%	May-2012	July-2015
CONTRACT Q - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	60%	Feb-2014	June-2017
CONTRACT S - General Sullivan Bridge Rehab.	25%	Nov-2016	June-2019

3.1.1 Implementation Responsibility

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

3.1.2 Status of Permits and Approvals

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

The Risk Management section (see Chapter 7) notes that early and frequent communication with regulatory and permitting agencies as well as oversight by the NHDOT's Bureau of Environment was implemented during the advancement of the FEIS to facilitate the permitting process.

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

AGENCY	PERMIT / NOTIFICATION	PERMIT SUBMITTED	PERMIT RECEIVED
US Army Corps of Engineers	Section 404 Permit for discharge of Dredged or Fill Material into waters of the United States	August 2006	March 2010
US Coast Guard	Bridge Permit	April 2009	April 2010
NH Department of Environmental Services	Section 401 Water Quality Certification	February 2008	Feb 2010
NH Department of Environmental Services	Wetlands Dredge and Fill Permit	August 2006	June 2009
NH Department of Environmental Services	Coastal Program-Coastal Zone Management Documentation submitted	December 2008	Feb 2010

4

Project Costs

This chapter provides a detailed description of cost elements for the Newington-Dover Project and identifies the initial 2007 baseline costs from the FEIS, the current 2012 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 \$22.36M and includes costs associated with contracted consultant design services, reimbursable utility relocation design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of \$14.96M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$3.26M. The utility relocation design services total \$1.93M. Additional engineering and support services provided by NHDOT are estimated at \$2.21M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. (The estimate for the 11238 parent project, which includes nearly all the engineering and ROW costs, is included in Chapter 8 - Exhibits).

Significant final design activities have progressed including the completion of the new Little Bay Bridge, "Contract L", which advertised in May, 2010, the completion of Contract M, which advertised in May 2012, and the advancement of the Contract Q Preliminary PS&E submission. 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 \$9.19M. These costs are associated with property appraisals, property acquisitions, administration, and management include an inflation factor of 3%. Approximately 37 partial and 3 full property acquisitions and easements will be necessary for the project. Completed early right-of-way acquisitions totaling \$3.70M include the former drive-in theater property in Newington and the Day and Tuttle properties in Dover. The Day and Tuttle property acquisitions are not included in the \$9.19M right-of-way total, but are included as part of the project wide mitigation and enhancement costs.

4.1.3 Mitigation Costs

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

4.1.3.1 Environmental Components

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

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

Table 4-1. Wetland Mitigation Costs

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

4.1.3.2 Travel Demand Measures

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

- A new Park-and-Ride facility at Exit 9 in Dover was constructed as a separate project (Project #14287). Design and Construction costs totaled \$3.34M.
- A new Park-and-Ride facility at Exit 13 in Rochester is under design as a separate project (Project #20254). Design and Construction costs are estimated at 2.97M.

- A new Park-and-Ride facility at US 4/NH 125 in Lee is planned as a separate project once funding is approved. Design and Construction costs are estimated at \$85,000.
- Bus alternatives to improve bus service in the seacoast area will be advanced with capital investments and operating subsidies for a maximum of five years. Costs are estimated to total \$8.86M (Project #11238).
- The NHDOT has provided \$2.0M in support of the expansion of the Downeaster rail service through a joint-sponsored effort to operate a fifth weekday roundtrip between Portland and Boston that was initiated in August 2007.
- Promotion of TDM measures including ridesharing, bicycling, walking, and the use of public transportation is estimated to cost \$674,000.

Table 4-2. Travel Demand Measure Costs

	Estimated Cost
Park and Ride	
Dover Park & Ride Exit 9	\$3.34M
Rochester Park & Ride Exit 13	\$2.97M
Lee Park & Ride	\$0.085M
Total	\$6.395M
Transit and Rail Service	
Improved Seacoast Bus Service	\$8.86M
Expansion of Downeaster Rail	\$2.00M
Total	\$10.86M
Promotion of TDM Measures	
Promotion of bicycling, ride sharing, walking, etc.	\$0.67M
Mitigation Total	\$17.925M

4.1.4 Construction Infrastructure and Utility Costs

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

soundwalls, mobilization, maintenance-of-traffic, ITS, and signing and lighting.

The current construction cost estimate is based upon the best available cost data at the time of the estimate or based upon the actual construction contract award cost. Each of the construction contracts are currently being advanced over a ten-year (2010 to 2019) design engineering period. With the anticipated five construction contracts being at various stages of design completion over the design period, the level of certainty with regard to the actual final cost of each contract becomes greater as the project designs are advanced through each of the design phase submissions and the known and quantifiable costs become more apparent.

Construction Administration and inspection - The construction inspection, administration and related contingency costs were estimated to be 10% of the total construction costs as part of the 2007 FEIS. The construction administration and inspection costs are currently estimated as 4% of the total construction cost, including costs for state personnel and contracted services.

Construction Contingencies - Construction contingencies for structural and roadway related construction elements are estimated to be 7%. This contingency is carried through the advancement of the various design engineering phases from preliminary to final plans. The contingency is reduced as the certainty of information (design elements and details, construction materials, quantities, geotechnical investigations, etc.) becomes more evident and ultimately is eliminated from the cost estimate at the final plans, specification and estimate stage of the contract plans and documents. The calculation of quantities for project bid items and the estimated unit costs (based upon the latest available market conditions) for each quantity serve as the basis in developing the engineers' opinion of the total project construction cost. The engineers' cost estimate includes increasing (or rounding upward) item quantities to the next significant digit for bidding purposes. Occasionally, the rounding is increased further to account for the limited information available to adequately estimate specific items. This rounding is based upon an evaluation of the available data and/or based upon previous experience and with logical expectations of final outcome.

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

the existing utilities is almost complete. The reimbursable cost for the utility relocation in Contract M is estimated to be approximately \$4M. The reimbursement costs for utility relocations in Contract Q are estimated to be less than \$ 0.15M based on the limited information that is currently available with the design being 60% 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 2012 dollars, is \$259.3M.

With construction beginning in 2010 and scheduled to end in 2019, the 2012 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 \$265.0.0M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2013 through 2019, 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 2012 Project Cost and the forecast Total Project Cost inflated through 2019. 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	2010 Current Cost Estimate	2010 Projected Future Cost Estimate through 2019 (3% inflation for construction)	2011 Current Cost Estimate	2011 Projected Future Cost Estimate through 2019 (3% inflation for construction)	2012 Current Cost Estimate through 2019 (3% inflation for construction)
Final Design Engineering	\$13.8	\$20.4	\$20.4	\$22.5	\$22.5	\$22.4
Right of Way Acquisitions	\$2.2(*)	\$8.9	\$8.9	\$8.9	\$8.9	\$9.2
Mitigation (Wetland, Transit and TDM)	\$16.5	\$20.9	\$20.9	\$21.1	\$21.1**	\$21.9
Construction	\$196.2	\$207.2	\$221.1	\$209.7	\$217.8	\$205.8
Totals	\$228.7	\$257.4	\$271.3	\$262.1	\$270.1	\$259.3

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

(**)Decrease from 2011 estimate cost of \$1.28M to \$0.80M from actual Railway Brook restoration bid cost-- see Table 4-1

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 \$265.0M (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 Capitol Program. In addition, New Hampshire has secured special federal designations from four federal earmarks via congressional action and a federal grant directed from the Transportation, Community and System Preservation Program (TCSP). These earmarks are being provided by the Federal Highway Administration (FHWA) and directed toward the construction of the new independent sister bridge adjacent to the existing Little Bay Bridge and the approach roadway work, identified as Newington-Dover Contract L. Additionally, the NHDOT in conjunction with the FHWA has authorized additional federal funds for the early right-of-way acquisition of impacted properties as well as right-of-way preservation costs associated with wetland mitigation. Applications for federal Congestion Mitigation and Air Quality (CMAQ) funding have been approved to afford improved transit service as well as for the construction of two park and ride facilities.

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

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

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. For transit, the capital costs and three years' of transit operations total \$5,267,453 Federal Funds with the 20% matching Turnpike funds totaling \$1,316,863. The NHDOT will extend transit operations an additional two years using turnpike only funds totaling \$2,273,000 to meet the commitments in the Report of Commissioner, FEIS, and ROD.

For promotion of TDM measures project wide, 80% federal funds totaling \$539,200 and 20% state Turnpike matching funds totaling \$134,800 will be needed and are envisioned under the CMAQ Program.

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

The NHDOT completed the Dover P&R in 2008 using \$2,670,114 in federal matching funds and \$667,528 in state Turnpike matching funds. Both the Lee and the Rochester P&R facilities will be designed with \$2,445,760 in 80% federal matching funds and \$611,440 in 20% state Turnpike matching funds allocated.

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

In addition to the obligated federal and matching state funding of \$58,487,639, noted above, the NHDOT has established a priority Capitol Program totaling \$541.8M for the period from 2008 through 2018 to address critical bridges and improve safety and congestion on the New

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

Description / ID #	80% TCSP Grant	80% CMAQ / TDM	80% Federal Earmarks	80% Federal Funding	100% Federal Earmarks	20% State Highway Matching Funds	20% Matching Turnpike Funds	Total	Total Authorized	Total Expended To-Date ⁴	Total Remaining
NH 053			\$20,029,501				\$5,007,375	\$25,036,876	\$25,036,876	\$25,036,876	\$0
NH070					\$2,475,000			\$2,475,000	\$2,475,000	\$2,475,000	\$0
NH080					\$1,715,000			\$1,715,000	\$1,715,000	\$1,715,000	\$0
NH 036					\$5,411,605			\$5,411,605	\$5,411,605	\$5,411,605	\$0
TCSP	\$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		\$539,200					\$134,800	\$674,000	\$0	\$0	\$674,000
Transit 5 yrs. ⁽³⁾		\$5,267,453					\$3,589,863	\$8,857,316	\$0	\$0	\$8,857,316
Dover P&R		\$2,670,114					\$667,528	\$3,337,642	\$3,337,642	\$3,337,642	\$0
Lee P&R		\$68,000					\$17,000	\$85,000	\$0	\$0	\$85,000
Rochester P&R		\$2,377,760					\$594,440	\$2,972,200	\$0	\$0	\$2,972,200
TOTAL	\$1,778,400	\$12,522,527	\$20,029,501	\$2,960,000	\$9,601,605	\$400,000	\$11,195,600	\$58,487,639	\$45,899,123	\$45,899,123	\$12,588,516
Total Federal Funds: \$46,892,033											

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

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

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

Hampshire's three turnpikes within its Turnpike System. A total of \$174.4M of these Turnpike Priority Program funds including the \$5,451,975 state matching share of federal funds is currently programmed by NHDOT for construction of 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 \$116.8M in toll revenue in fiscal year 2012, and estimates to collect \$115.9M in 2013. The Bureau estimates a system-wide toll increase will be required to support the debt service on bonds needed to complete the entire \$541.8M Capital Program, as well as a potential \$370M expansion of the program. This toll increase, contemplated for FY14, is estimated to generate approximately \$27M annually. Bonds in the amount of \$370M are required to provide adequate revenue for the current Capital Program with additional bonding authority required to support the expanded program. A \$150M bond issuance was

completed in November 2009 with a second \$110M bond issuance completed in August 2012. A third issuance is envisioned in FY 15.

The \$541.8M Capital Program is envisioned to be funded with \$351M (or 65%) of Turnpike revenue bonds (\$370M - \$19M set aside for reserves) and \$159.4M (or 30%) of Turnpike toll revenue, as well as federal earmarks and grants for the Little Bay Bridge totaling \$31.4M in federal dollars.

Table 5-2 Project Funding Sources summarizes the sources of project wide funding (2012 dollars) including \$46.89M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$212.37M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2012 Dollars)

	Total
Federal Funding	
80% Federal Funds	
CMAQ/TDM	\$12,522,527
TCSP	\$1,778,400
Federal Funds	\$2,960,000
Federal Earmarks	\$20,029,501
Subtotal	\$37,290,428
100% Federal Funds	
Federal Earmarks	\$9,601,605
Total Federal Funds	\$46,892,033
State Funding	
From Toll Revenues and Turnpike Revenue Bonds	
20% Turnpike Matching Funds	\$11,195,606
100% Turnpike Funds	\$200,776,361
Subtotal	\$211,971,967
From 20% State Highway Matching Funds	\$400,000
Total State Funds	\$212,371,967
Total Project Funds Required (2012 Dollars)	\$259,264,000

6

Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the 2012 Financial Plan Update, and that the project is in the middle stages of design, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

6.1 Sources and Uses of Funds

As discussed in Chapter 5 and based upon the Department's current plans, the Newington-Dover project components (engineering, right-of-way, mitigation and construction) will be funded with a combination of federal and state Turnpike funds. **Figure 6.1-1** identifies a summary of sources of project wide funding totaling \$259.26M (2012 dollars) for the Newington-Dover project. The federal funds include a combination of TCSP Grant funds, federal Earmark funds, CMAQ federal funds and other federal program funds totaling approximately \$46.89M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and State matching amount which currently totals \$11.60M. The remaining source of project funding, totaling \$200.77M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

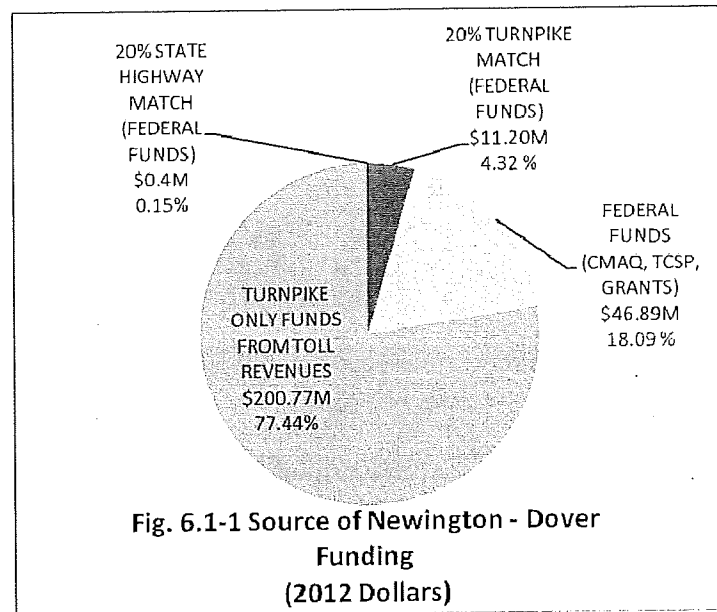


Figure 6.1-2 below identifies the project cost (2012 dollars) of the major project components. These components include preliminary and final design engineering costs related to the development of final plans and contract documents prepared by project consultants and NHDOT personnel; right-of-way costs associated with the necessary property acquisitions to facilitate all of the construction and mitigation elements; Mitigation costs including wetland mitigation; Travel Demand Management measures such as improved rail and transit services as well as new park and ride facilities; and project construction costs related to the roadway and bridge improvements.

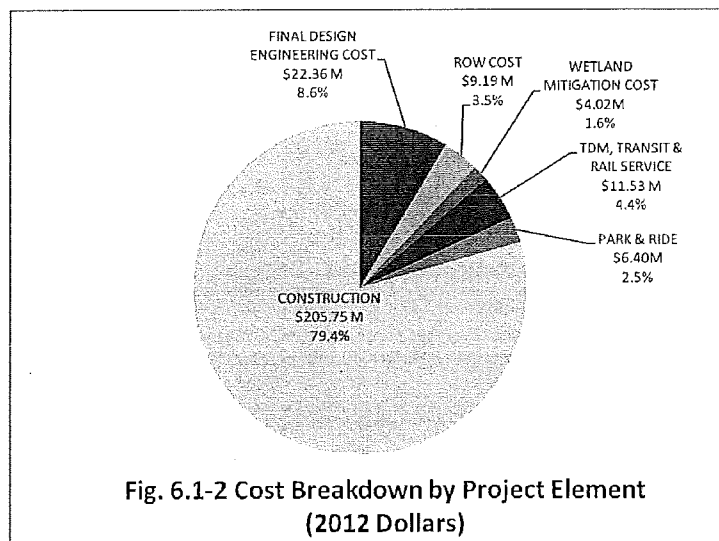
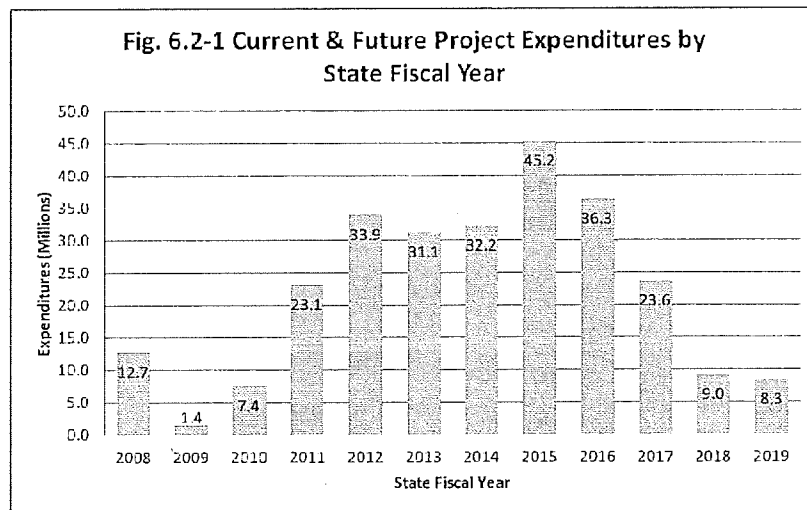


Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2012 Millions of dollars.

6.2 Cash Flow Plan

Figure 6.2-1 summarizes the Current and Projected Future Expenditures by State Fiscal Year from 2008 thru 2019 (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 2012 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 2019. This figure shows the FEIS project cost estimates, the current 2012 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 2012, the project costs increased to \$259.3M. Currently when the project is completed in summer of 2019 the total estimated project cost is estimated to be \$265.0M. 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		ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2)	FEIS	2011 CURRENT COST ESTIMATE	2012 CURRENT COST ESTIMATE (1)	Year-of-Expenditure Cost Based on Current Estimates (3% Inflation for Construction Only)	STATE FISCAL YEARS (July 1 - June 30)													TOTALS
										ACTUAL EXPENDITURES					FUTURE EXPENDITURES								
					FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019							
PROJECT NUMBER	DESCRIPTION OF ACTIVITY				PERCENT (%) COMPLETE	2007 COSTS																	
FINAL DESIGN ENGINEERING COST TOTALS						13.8	22.46	22.36	22.36	3.95	1.18	5.25	3.60	3.95	3.45	0.98	0.00	0.00	0.00	0.00	0.00	22.36	
RIGHT OF WAY COSTS																							
11238	Corridor Wide Acquisitions and ROW Incidental Costs					2.20	6.72	7.06	7.06	0.18		1.90	0.45	1.15	3.38							7.06	
11238 J	Drive-In Theater acquisition (completed in 2007)						1.86	1.86	1.86														
11238 J	Additional Advance ROW acquisitions						0.27	0.27	0.27														
11238 J	Federal Funds						1.71	1.71	1.71	1.49		0.22										1.71	
11238 K	20% Turnpike match						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	9.19	2.04		2.17	0.45	1.15	3.38	0.00	0.00	0.00	0.00	0.00		9.19	
MITIGATION COSTS																							
	Wetland Mitigation and Enhancement Costs					4.60																	
	Tuttle Property Preservation (incl ROW)						1.34	1.34	1.34														
	Day Property Preservation (incl. ROW)						0.23	0.23	0.23														
11238 J	Federal Funds						1.25	1.25	1.25	1.07	0.18											1.25	
11238 K	20% Turnpike Match						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	
11238 M	Railway Brook Restoration (Construct w/ Contract M)	May-2012	34	Jul-2015	-		1.28	0.80	0.80					0.80								0.80	
	subtotal					4.60	4.85	4.02	4.02													4.02	
	Transit Service and Rail Service																						
	Transit Service (5-year operation)(Currently Under 11238)					5.50	8.88	8.86	8.86														
	Federal CMAQ funds						5.29	5.27	5.27					2.56	0.90	0.90	0.90					5.27	
	20% Turnpike Match (w/3 yrs operation)						1.32	1.32	1.32			0.64	0.23	0.23	0.23							1.32	
	Turnpike Funds (Additional 2 years Transit Service Operation)						2.28	2.27	2.27								1.136	1.136				2.27	
14500	Rail Service (Completed 2007)					1.70	2.00	2.00	2.00													1.60	
	Federal CMAQ funds						1.60	1.60	1.60	1.60												1.60	
	20% Matching Highway Funds						0.40	0.40	0.40	0.40												0.40	
	subtotal					7.20	10.88	10.86	10.86													10.86	
	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														
20254	Rochester Park and Ride @ Exit 13	Feb-2013	11	Jul-2014		1.30	1.27	2.97	2.97														
	Lee Park and Ride US 4/NH 125	Nov-2011	4	Jun-2012			0.085	0.085	0.085														
	Federal CMAQ funds						3.87	5.12	5.12	2.67				0.79	1.59	0.068						5.12	
	20% Turapike match						0.97	1.28	1.28	0.67				0.20	0.40	0.017						1.28	
	subtotal					4.70	4.85	6.40	6.40													6.40	
	Travel Demand Management (TDM)																						
	Federal CMAQ funds						0.40	0.54	0.54					0.11	0.11	0.11	0.11	0.11				0.54	
	20% Turnpike Matching Funds						0.10	0.13	0.13					0.03	0.03	0.03	0.03	0.03				0.13	
	subtotal						0.50	0.67	0.67													0.67	
MITIGATION COST TOTALS						16.5	21.07	21.95	21.95	6.68	0.23		0.00	4.84	2.25	4.06	1.35	1.27	1.27	0.00		21.95	
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				19.0	19.48	12.00	3.62						54.1	
	Federal Earmark and TCSP Grant						31.4	31.4	31.4				15.20	16.20								31.4	
	20% Turnpike match						5.4	5.4	5.4				3.80	1.60								5.4	
	Remaining Turnpike Funded Portion						15.7	17.3	17.3				1.68	12.00	3.62							17.3	
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington (4)	May-2012	34	Jul-2015	100%	50.9	54.3	48.7	48.7					2.99	11.48	22.33	11.85					48.7	
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Apr-2014	22	Jun-2016	30%	21.0	34.0	34.0	35.0								17.51	17.51				35.0	
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Feb-2014	36	Jun-2017	60%	47.1	42.2	42.2	43.5						1.21	14.49	14.49	13.28				43.5	
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Nov-2016	39	Jun-2019	25%	26.0	26.8	26.8	30.2									3.09	9.28	9.28	8.51	30.2	
CONSTRUCTION COST TOTALS						196.2	209.78	205.8	211.5				19.00	22.47	23.48	27.16	43.85	35.09	22.56	9.28	8.51	211.5	
TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)										12.67	1.41	7.42	23.05	32.41	32.56	32.19	45.20	36.36	23.83	9.28	8.51	265.0	
										ACTUAL EXPENDITURES					FUTURE EXPENDITURES					TOTALS			
TOTAL COST (Engineering, Right of way, Mitigation and Construction)						228.7	262.06	259.3	265.0	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		
(1) THE CURRENT CONSTRUCTION COST ESTIMATE SHOWN FOR EACH CONTRACT IS BASED UPON THE BEST AVAILABLE COST DATA AT THE TIME OF THE ESTIMATE OR THE ACTUAL CONTRACT AWARD COST.						SPAULDING TURNPIKE IMPROVEMENTS NHS-027-1(37), 11238									PROJECT IMPLEMENTATION PLAN Current and Future Forecast Expenditures From 2008 thru 2019								
(2) AS SHOWN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR EXAMPLE: THE "L" AND "M" CONTRACT DESIGNS ARE 100% COMPLETE AND UNDER CONSTRUCTION, WHILE THE DESIGN FOR CONTRACTS "O", "Q", & "S ARE ONLY 30%, 55% & 25% COMPLETE, RESPECTIVELY.																							
(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 TRULY KNOWN UNTIL THE CONSTRUCTION IS ACTUALLY COMPLETED.																							
(4) EXCLUDES RAILWAY BROOK MITIGATION CONSTRUCTION COST OF \$0.8M WHICH IS CARRIED AS PART OF THE 11238M MITIGATION COSTS ABOVE																							
																					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 2018, the final year of construction. The total annual funding needed from the NH Turnpike System's Priority Capital Program to implement all project elements for each fiscal year is the summation of the allocations for the Turnpike matching funds and non-matching Turnpike funds. The annual Turnpike funds needed for each fiscal year ranges from a low of \$1.23M in 2009 when final design activities were initiated to a high of \$44.12M in 2015 when construction of three contracts are on-going at the same time. A total \$217.6M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2019.

PROJECT NUMBER	Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30)												Federal Funding for Each Project Component	TOTALS Year-of- Expenditure Costs Based on Current Estimates (3% Inflation for Construction Only)
					ACTUAL EXPENDITURES					FUTURE EXPENDITURES								
					FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		
Millions of Dollars																		
	FINAL DESIGN ENGINEERING COST TOTALS				3.95	1.18	5.25	3.60	3.95	3.45	0.98	0.00	0.00	0.00	0.00	0.00	22.36	
	RIGHT OF WAY COST																	
11238	Corridor Wide Acquisitions and ROW Incidental Costs				0.18		1.90	0.45	1.15	3.38							7.06	
11238 J	Drive-In Theater acquisition (completed in 2007)				1.86												1.86	
11238 J	Additional Advance ROW acquisitions						0.27										0.27	
	RIGHT OF WAY COST TOTALS				2.04	0.00	2.17	0.45	1.15	3.38	0.00	0.00	0.00	0.00	0.00	0.00	9.19	
	MITIGATION COSTS																	
	Wetland Mitigation and Enhancement Costs				1.34	0.23		0.00	1.65		0.80						4.02	
	Transit Service and Rail Service				2.00				3.19	1.13	1.13	1.13	1.14	1.14			10.86	
	Park and Ride (Dover, Rochester, Lee)				3.34					0.98	1.99	0.09					6.40	
	Travel Demand Management (TDM)									0.13	0.13	0.13	0.13	0.13			0.67	
	MITIGATION COST TOTALS				6.68	0.23	0.00	0.00	4.84	2.25	4.06	1.35	1.27	1.27	0.00	0.00	21.95	
	CONSTRUCTION COSTS																	
11238 L	CONTRACT L- Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013				19.00	19.48	12.00	3.62						54.1	
11238 M	CONTRACT M- Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	34	Jul-2015					2.99	11.48	22.33	11.85					48.7	
11238 O	CONTRACT O- Rehabilitate Existing Little Bay Bridge	Apr-2014	22	Jun-2016								17.51	17.51				35.0	
11238 Q	CONTRACT Q- Const. Dover & Exit 6 Interchange Area	Feb-2014	36	Jun-2017							1.21	14.49	14.49	13.28			43.5	
11238 S	CONTRACT S- General Sullivan Bridge Reconstruction	Nov-2016	39	Jun-2019								3.09	9.28	9.28	8.51		30.2	
	CONSTRUCTION COST TOTALS				0.00	0.00	0.00	19.00	22.47	23.48	27.16	43.85	35.09	22.56	9.28	8.51	211.5	
	TOTAL ESTIMATED EXPENDITURE EACH STATE FY				12.67	1.41	7.42	23.05	32.41	32.56	32.19	45.20	36.36	23.83	9.28	8.51		
	Federal Funds Allocated by Fiscal Year				6.83	0.18	0.22	15.20	18.76	1.80	2.60	1.08	0.11	0.11			46.9	
	Turnpike Matching Funds by Fiscal Year				1.31	0.05	0.05	3.80	2.24	0.45	0.65	0.27	0.03	0.03			8.9	
	State Highway Matching Funds by Fiscal Year				0.40												0.4	
	Non-Matching Turnpike Funds by Fiscal Year				4.13	1.18	7.15	4.05	11.42	30.31	28.94	43.85	36.23	23.70	9.28	8.51	208.7	
	TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR				5.44	1.23	7.20	7.85	13.66	30.76	29.59	44.12	36.26	23.73	9.28	8.51	217.6	
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)																265.0	
	STATE FISCAL YEARS (July 1 - June 30)				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		

Newington-Dover
FORECAST TURNPIKE FUNDING REVENUES
Figure 6.3

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, structural design and estimating; traffic evaluations and signal design; Intelligent Transportation Systems (ITS); context sensitive solutions; hazardous waste investigations, development of mitigation plans; permitting applications; signage; maintenance-of-traffic; construction phasing; pavement markings; soundwalls; utility evaluation and coordination. Department staff responsibilities include geotechnical investigations and recommendations; lighting design; project controls (scope, schedule, reporting, overall management; risk analysis; construction cost trends/pricing); public involvement; communications; and design reviews.

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

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

Drive extension, General Sullivan and Little Bay Bridge inspections that are necessary for incorporation into the project. It is envisioned that these modifications will be incorporated within the final design engineering costs during FY 13.

7.2.2 Right-of-Way

Obtaining the necessary right-of-way and property easements are critical to maintaining the contract advertising and construction schedules. Delays in property acquisition can lead to cost increases as the purchase price is affected by the escalation in real estate values. The NHDOT has proceeded with many total acquisitions in advance of the final design. In addition, relocations and parcel acquisitions that are time sensitive or identified as more complex are being addressed early-on.

For Contract "L" which was advanced on an accelerated design schedule, the NHDOT completed early right-of-way appraisals for the four impacted properties based upon preliminary design and right-of-way plans. For Contract M, the NHDOT has completed the acquisition of the twelve impacted properties. The right-of-way plans for Contract Q are currently being prepared. With the acquisition of a majority of the properties completed, the risk of escalating right-of-way costs is being reduced. NHDOT has also undertaken a comprehensive screening of impacted properties to address potential hazardous material risks which could delay the project and increase costs.

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

7.2.3 Utilities

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

To assure more timely and accurate information to reduce construction delays and utility conflicts, a Subsurface Utility Engineering (SUE) contractor is included within the design consultant scope of services. The SUE contractor provides "quality levels" (Level A through Level D) of information that benefit both the NHDOT and the affected utility companies by first, understanding if there is a conflict and second allowing for early opportunities to design around the conflict with the potential to reduce or eliminate construction delays, relocation costs, and contractor claims with fewer disruptions in utility service.

Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department expects that additional reimbursable utilities will be identified in Dover during FY13 through the continuation of verifying the existing utilities whether they are eligible for reimbursement. The anticipated amount of reimburseable utility relocations is expected to be minor (\$0.15 M).

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 eliminated.

7.5 Financing

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

7.5.1 Turnpike Revenue

New Hampshire has recognized the importance of secure project funding and has developed and will utilize a detailed cash flow model that projects and monitors cash flow resources and needs for the entire Turnpike Capital Program. The State's Legislature has authorized project amounts in the Capital Program for the design and construction of Turnpike projects. A System wide toll increase is needed to support the Capital Program and future bonding required to support the program. The Governor and Executive Council approval will be required for any toll increases.

7.6 Construction

7.6.1 Unforeseen Issues

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

- Right-of-way issues with adjacent property owners, including the protection of the adjacent property owner from construction activities (i.e. impacts to private wells, buildings and foundations, impacts to property driveway access and business loss that can create delays or work stoppage if not resolved early in the construction process). The Department's Contract Administrator (CA) serves as a conduit between the property owner and the contractor during the various phases of construction. The CA can provide the owner information as to when the construction will occur and how it will be completed to minimize disruption to the property owners.
- Utility relocations often delay roadway construction projects, since utility companies are normally not an active party to contracts between highway agencies and roadway contractors. To minimize delays, the NHDOT CA facilitates communications among parties involved in the contract including the contractor, the utility companies, other NHDOT departments and the affected public. The CA has regular meetings with the contractor and the affected utilities to facilitate coordination of the contractor's means and methods with the utility companies' work plan, which provides the duration that each phase of the relocation will take. These meetings also serve as a

forum to communicate with all parties in order to improve the efficiency of the construction and utility work.

- Weather issues can create delays for the contractor and the utility companies assigned to relocate/construct utilities. Often utilities follow each other's schedules with materials and manpower. Unforeseen weather delays can have major impact to highway project contracts where a utility's manpower is diverted to address emergency outages and repairs.
- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or a environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program is currently advancing geotechnical investigations as each construction contract is progressed through the various design phases. While possible, it is unlikely that unforeseen natural/cultural resource, hazardous material sites or changes to geotechnical subsurface findings would create significant cost escalation or schedule delays for the Newington-Dover project. During construction of Contract L the contractor and the Department have determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability. During design development for Contract M, the volume and locations of muck have been estimated for bidding and will be more defined as construction encounters the muck condition.
- Local environmental permitting issues where requirements are more stringent than NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that occur over many years. The NHDOT has worked closely with permitting agencies throughout the development of the project to obtain the necessary permits to advance construction. These permits have specific environmental conditions which are being addressed with the permitting agencies to their satisfaction prior to construction beginning. In addition to these specific conditions, there are several other environmental elements that are being incorporated into the project that will mitigate risk once construction commences. The specific environmental conditions and elements consist of:

- A Stormwater Pollution Prevention Plan that includes a Sediment Management Plan and a Soil Management Plan;
 - Hazardous Materials research through the use of Initial Site Assessments (ISA's) and Preliminary Site Assessments (PSI's) prior to construction;
 - Erosion, Sediment and Water Quality Control to include temporary and permanent slope stabilization as well as turbidity monitoring;
 - Asbestos Abatement documentation prior to building demolition;
 - Alteration of Terrain and Open Area controls with a limit of five acres of disturbance unless larger areas are requested and approved.
- To date, Contract L has encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There has been one modest alteration and potential cost increase to the contract to address the staged placement of the concrete bridge deck that the Department has negotiated which may result in a cost increase of approximately \$0.4M.
- Where Contract M has just started, no changes have been identified.
- The Department has also reviewed the current coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M requires the shift of a portion of the roadway work from Contract L to Contract M. This shift provides for the Contract M contractor to control the roadway work required to support the shift of traffic onto the SB Little Bay Bridges. These shifts in work between Contract L and M have been incorporated.

7.6.2 Contractor Delays and Claims

The issues described above may lead to construction scheduling delays potential contractor claims against the project where the contractor feels that they have incurred additional costs in the performance of his work. These issues are best managed and addressed through early and often

communication between the contractor, contract administrator, and other stakeholders.

The Department will be completing the Contract L modifications as described above during FY13 which will address the construction schedule. It is anticipated that these modifications will not result in delays or claims on the schedule.

8

Exhibits

7/25/2012	Turnpike System Capital Program, Monthly Status Report – July 2012
3/27/12	Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
7/1/2012	Construction Cost Index, Vol. 7, No.1; Bureau of Construction
10/11/11	FHWA Financial Plan update letter
9/6/12	Fiscal Management Information System – Project Fund History Report
Dates vary	Construction Contract Estimates

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

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

AT (OFFICE): Bureau of Turnpikes
DATE: July 25, 2012

SUBJECT: TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

TO: Christopher D. Clement, Sr., Commissioner	David J. Brillhart, Assistant Commissioner
Michael P. Pillsbury, Deputy Commissioner	Patrick McKenna, Director-Finance
William J. Cass, Director-Project Development	William P. Janelle, Director-Operations
Craig Green, Asst. Director-Project Development	Dave Rodrigue, Asst. Director-Operations
David S. Smith, Bureau of Turnpikes	William H. Boynton, Information Officer
John W. Corcoran, Jr., Bureau of Turnpikes	Mark W. Richardson, Admin-Bridge Design
Margaret Blacker, Bureau of Turnpikes	L. Robert Landry, Bridge Design
Leonard Russell, Bureau of Budget & Finance	Nasser Yari, Turnpikes
Keith A. Cota, Chief Project Manager	Donald A. Lyford, Project Manager
Alex V. Vogt, Project Manager	Michael Dugas, Bureau of Highway Design
Dave Bernier, Bureau of Traffic	Peter Salo, Bureau of Highway Design
Nicholas Alexander, Bureau of Planning	Peter Stamnas, Project Manager
Mary Ellen Emmerling, 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 considered priorities to address red-list bridges, improve safety and reduce congestion on the Turnpike System, to include the projects authorized by HB 391. The report includes the status, schedules and financial information for the priority projects. The aforementioned has been compiled from updated information collected from the Project Managers or Project Leads on the various projects, and is produced on a monthly basis. The capital projects are listed as follows:

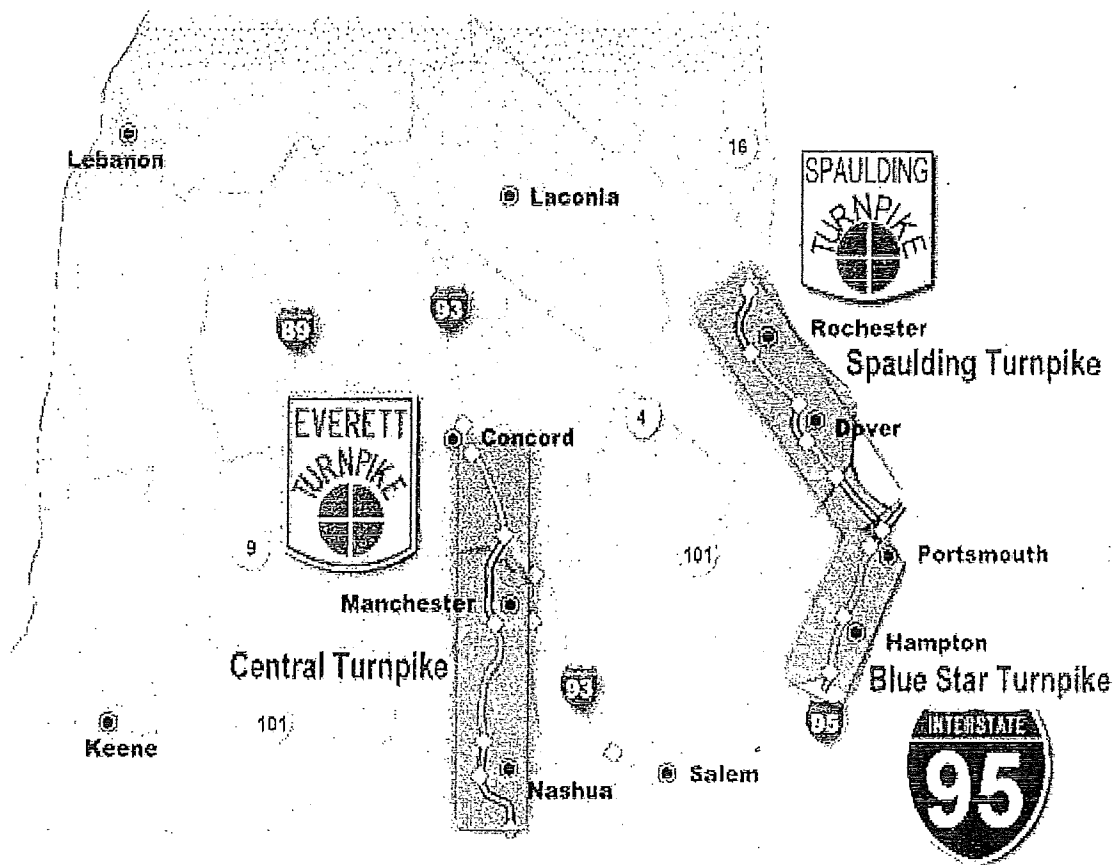
▪ Rochester 10620G thru L (Turnpike Expansion, Exits 11-16)	\$128.5M (PM-LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	\$ 15.2M (LP-LRL)
▪ Hampton Falls-Hampton 13408B (Taylor River Bridge Replacement)	\$ 12.2M (PM-PES)
▪ Bow-Concord 13742A,B&C (I-93 Bridges at I-89, Exit 12 and 14)	\$ 27.2M (PM-DAL)
▪ Manchester 14966 (Exit 4, Millyard Bridges)	\$ 39.0M (PM-KAC)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	\$ 12.6M (PM-AVV)
▪ Newington-Dover 11238 (PE & ROW)	\$ 31.5M (PM-KAC)
▪ Newington-Dover 11238 (LBB & Newington Construction)	\$137.6M (PM-KAC)
▪ *Newington-Dover 11238 (GSB & Dover Construction)	\$ 73.2M (PM-KAC)
▪ Hampton-North Hampton 15678A thru D (ORT Conversion)	\$ 16.8M (PM-CMW)
▪ Hooksett 15803 (ORT Conversion)	\$ 22.5M (PM-DSS)
▪ *Bedford (ORT Conversion)	\$ 18.7M (PM-CMW)
▪ Seabrook 15769 (NH 107 Road and Bridge Improvements at Exit 1)	\$ 3.6M (PM-DSS)
▪ Portsmouth 15760 (I-95 Soundwall adjacent to Atlantic Heights)	\$ 3.2M (PM-LRL)
Total - \$541.8M	

HB 391, which includes the ORT projects, remaining portion of Newington-Dover, and I-95 acquisition, was passed and the toll increase at Hampton was approved effective July 1, 2009. The projects, projected expenditures, and additional revenue are included in the report. A future system-wide toll increase will be needed to support the HB 391 projects that are shown with an (*) asterisk.

In addition to the capital expenditure report and drawdown charts at the rear of this report, the last page reflects the current overall status of the funded portion of the Turnpike System Priority Capital Program.

NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2018

(STATUS REPORT - July 2012)



NEW HAMPSHIRE TURNPIKE SYSTEM

PRIORITY CAPITAL PROGRAM

2008 -2018

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

SPAULDING TURNPIKE

Rochester 10620G thru L Spaulding Turnpike Expansion - Exits 11 -16	\$	128.5
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6	** \$	242.3
Sub-Total	\$	370.8

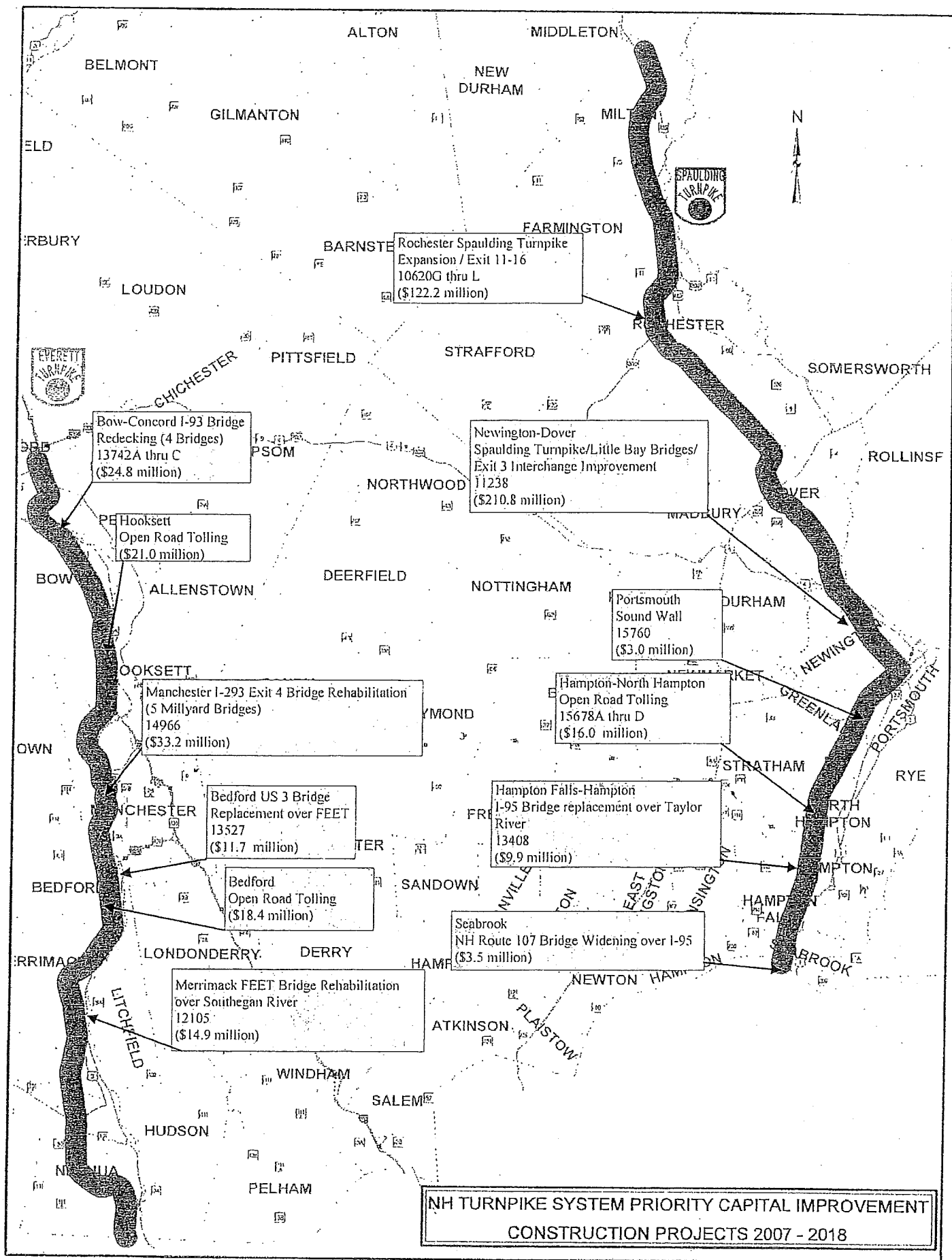
BLUE STAR TURNPIKE

Hampton Falls-Hampton 13408B I-95 Bridge Replacement over Taylor River	\$	12.2
Hampton- North Hampton 15678A thru D Open Road Tolling (ORT) - mainline toll	\$	16.8
Seabrook 15769 NH 107 Bridge Widening over I-95	\$	3.6
Portsmouth 15760 I-95 Soundwall	\$	3.2
Sub-Total	\$	35.8

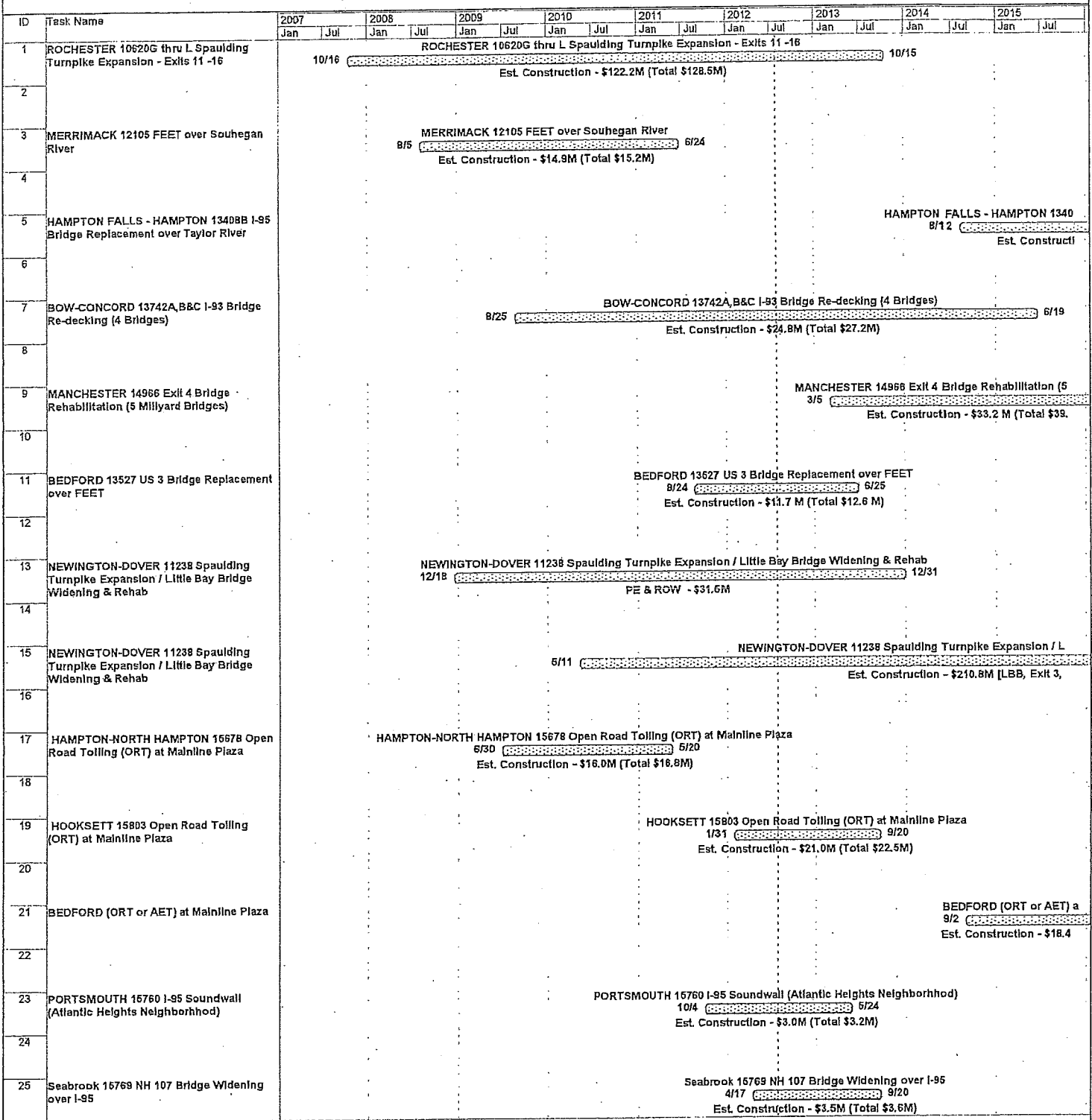
F.E. EVERETT TURNPIKE

Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River	\$	15.2
Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges)	\$	27.2
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	\$	39.0
Bedford 13527 US 3 Bridge Replacement over FEET	\$	12.6
Hooksett Open Road Tolling (ORT) - mainline toll	\$	22.5
Bedford Open Road Tolling (ORT) - mainline toll	\$	18.7
Sub-Total	\$	135.2
Total	\$	541.8
		(millions of dollars)

** Funding totals include federal funds totaling \$41.4M in earmark, TCSP, & CMAQ funds that have been designated for the Newington-Dover project.



TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM



7/25/2012

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

Estimate: 128.5
 (\$122.2M Construction)
 Current Phase: Construction
 % Design Complete: 100%
 % Construction Complete:

10620G: 100%
 10620K: 100%
 10620H: 100%
 10620I: 89%
 10620L: 85%
 10620J: 70%

Lead Person: Bob Landry

Project Schedule / Milestones

6/13/2000 Public Hearing
 7/11/2001 Final Environmental Assessment Completed
 6/20/2001 Layout Approval
 10/16/2001 FHWA Finding of No Significant Impact (FONSI)
 9/7/2001 Notice to Proceed - Final Design Consultant
 10/16/2007 Adv 10620G (Phase 1 Exit 11/12) Contract - \$16.2M
 12/12/2007 Construction Start - 10620G
 2/4/2008 ROW Plans (10620I & 10620J Contracts)
 11/4/2008 Adv 10620K (Phase 2 Exit 11/12) Contract - \$18.2M
 1/13/2009 Adv 10620H (Exit 13) Contract - \$24.7M
 5/26/2009 Adv 10620I (Phase 1 Exit 15) Contract - \$30.8M
 7/28/2009 Public Informational Meeting for Wetland Package Revision
 10/6/2009 10620-G Construction Completion
 3/9/2010 Adv 10620L (Phase 2 Exit 14) Contract - \$19.7M
 9/14/2010 Adv 10620J (Exit 16) Contract - \$12.9M
 7/2011 10620-K Construction Completion
 6/8/2012 10620-H Construction Completion
 10/2012 10620-I Construction Completion
 6/2013 10620-L Construction Completion
 10/2013 10620-J Construction Completion

Project Activity

- Rochester 10620G: Project is complete and open to traffic.
- Rochester 10620K: Project is complete and open to traffic.
- Rochester 10620H: Project is complete and open to traffic.
- Rochester 10620L: Base and binder courses are completed on all Route 16 SB and on NB except some shoulder binder. Wearing course is completed on Route 11. Up to binder course and some wearing course has been completed on Ten Rod Road. Base and Binder is completed on Exit 14 SB on ramp. Signal work has been completed on both intersection with some minor touch ups. Exit 14 & 15 NB off ramps are completed up to binder grade. Exit 15 SB on ramp partially completed and paved to binder and contractor has completed fill, drainage and selects on first 300' of ramp. Exit 14 SB on ramp is completed with curbing (not slip ramp). There is no traffic change on Route 16 yet but it is ready to swap Route 16 SB barrel (Waiting for 15 SB ramp completion). Exit 14 SB on ramp traffic is now using permanent on-ramp. Working on Industrial Drive for preparing subgrade on new alignment section. All drainage installation completed. Started to install signs on Rt 16 NB and Farmington Road.
- Rochester 10620J: Audley has completed and paved a portion of the NB and has shifted ramp traffic onto the new Exit 16 NB off ramp. They expect to have all of NB paved this month.
- Rochester 10620I: Evroks has placed the structural steel on the NB river bridge and plans to place the deck in 2 weeks. Severino plans to have all on NB paved except in the area of the river bridge this month.

Newington-Dover

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: \$242.3M
 (\$210.8M Construction)
 Current Phase: Design and Construction
 % Design Complete: 77%
 % Construction Complete:
 11238L: 75%
 11238M: 0%
 11238O: 0%
 11238Q: 0%
 11238S: 0%
 Lead Person: Keith Cota

Project Schedule / Milestones

9/21/2006 Joint Public Hearing
 8/22/2007 Layout Approval
 1/7/2008 FEIS Distribution
 2/1/2008 FEIS Publication in Federal Register
 10/24/2008 FHWA Record of Decision (ROD)
 12/18/2008 Governor & Council Approval - Final Design Contract
 12/18/2008 Notice to Proceed - Final Design Consultant
 5/11/2010 Adv LBB Contract - \$54.1M
 2/15/2011 TDM Elements (Bus Alternatives, Rochester & Lee park'n'rides) - (total \$11.06M; fed \$7.02M; tpk \$4.04M)
 5/29/2012 Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$49.5M
 4/1/2014 Adv 11238O LBB Rehabilitation & Bridge Approach Contract - \$34.0M

Authorized
under
HB 391

2/1/2014 Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract -
 \$42.2M (ad date is dependent upon project funding)
 11/1/2016 Adv 11238S GSB Rehabilitation - \$31.0M (ad date is dependent upon project
 funding)
 7/17/2015 Completion of 11238M (Anticipated)
 6/1/2016 Completion of 11238O (Anticipated)
 6/17/2017 Completion of 11238Q (Anticipated)
 9/1/2019 Construction Completion

Project Activity

- The M-contract project advertised for bids on May 29, 2010 with mandatory pre-bid meeting held on June 15th and bids opened on June 28th. The bids came in \$4.57M lower than the engineer's estimate, resulting in a revised total project cost of \$49.5M. Contract award anticipated in August 2013 with completion of work in July 2015. (ON-GOING) Municipal Agreement with the Town of Newington entered into for construction on June 15th.
- The L-contract project advertised for bids on May 11, 2010, with bids opened on June 17th. The bids came in \$5.34M lower than the engineer's estimate, resulting in a revised total project cost of \$52.5M. A pre-construction meeting was held on September 8, 2010 to kick-off the start of the project's construction. Contractor completed Pomeroy Cove access trail and closed Wentworth Terrace/Hilton Park access under existing LBB for work on temporary trestles and substructure of new bridge. (ON-GOING)
- NHDES Wetland permit was received on June 17, 2009 and the ACOE provisional permit was received on June 19, 2009. The Final WQC dated February 3, 2010 was received. The CZMA federal consistency certificate dated 2/5/10 was also received. An internal meeting was held on 2/19/10 to review the WQC conditions and coordinate responsibilities. BOE has forwarded requested updated information (Railway Brook restoration plans, revised channel impacts) to ACOE with a request for the final ACOE permit. The ACOE permit was received on 3/15/10. The USCG permit was received on April 20, 2010. All the necessary permits have been received to permit the first contract to advertise for bids. Continued coordination between the BOE and DES regarding approvals for conditions imposed in the WQC are on-going. (ON-GOING)
- Inspection of the General Sullivan Bridge commenced on July 27, 2009 and has been completed. The Comprehensive Inspection and Rating report has been submitted to Bridge Design for comments and approval. Meeting held on August 11, 2010 to discuss GSB condition, deck study type, and rehabilitation recommendations. Evaluation of interim repairs for span 7 (from Dover side) due to structural condition of the deck, an in-depth underwater inspection of the pier substructure for LBB and GSB, an expert paint assessment with estimate and subsequent bridge inspection needs are being negotiated as extra work through VHB. Contract modifications including fee is anticipated for execution in February 2011 (Work On-Going)
- Railway Brook Restoration effort has been completed to the 100% design plan level. A coordination meeting was held on 2/18/10 and included the ACOE, NHDES, NHF&GD to review the plans. Restoration work is planned to be included in the Newington 11238M contract. Conservation easements from PDA is being appraised and request for ROW land transfer through FAA is underway. *Met with Newington Conservation Commission on August 11, 2011 and provided restoration plans for their information.* A coordination meeting was held on 04/18/12, and included the ACOE, NHDES, NHF&GD to review the plans. (Completed)
- ROW has completed the appraisal and negotiations for conservation easements on Knight Brook parcels. (Completed)

Newington-Dover

- First phase Municipal Agreement with the City of Dover for the 11238L contract was signed by the City Manager and executed by the Department on June 9, 2010. Second phase Municipal Agreement with City of Dover anticipated to be executed prior to 11238Q contract advertising. *Draft Municipal Agreement for the Town of Newington was presented to the Newington Board of Selectmen on August 1, 2011. Agreement under review by Town and Town Council. Agreement to be executed before advertising of 11238M contract (2012).*
- Roundabout at the junction of US Rte 4 and Boston Harbor Road/Spur Road has been incorporated into the planned improvements at Exit 6. Meetings were held with Dover TAC (May 2010), and Dover Planning Board (August 2010) to review and discuss the roundabout alternative at Boston Harbor Road. Dover City Council endorsed roundabout alternative (5/4 vote) on October 13th, 2010. On October 27th, the Department requested CHA to integrate the US Rte 4 roundabout into the Exit 6 improvements (11238Q).

Upcoming Events

- 200-space Park'n'Ride off Exit 13 in Rochester (#20254) is scheduled to advertise on August 28, 2012 using CMAQ program funds with Turnpike match.
- Need to enter into a Phase II Municipal Agreement with Newington to address roadway reclassification and sidewalk enhancements. Anticipated to execute second agreement by fall of 2012.
- Preliminary ROW Plan submission for the Exit 6 area (11238Q) identifying the ROW acquisitions and easements in Dover for the Summer of 2012.
- Contact amendment being reviewed for extra Scope & Fee development for underwater inspections of the LBB & GSB, construction erosion control measures and water quality design. Fee amendment is anticipated to address several other out-of-scope work efforts that will require G&C approval, anticipated for August/September 2012. Estimated amount of contract increase is \$1.6 M.
- Public Informational Meeting is being set up for August 2012 in City of Dover to overview the status of the whole program investment in Newington and Dover.

7/25/2012

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

Estimate: \$16.8M
(\$16.0M Construction)

Current Phase: Construction

% Design Complete: 100%

% Construction Complete:

15678A: 100%

15678B: 100%

15678C: 100%

15678D: 100%

Lead Person: John Corcoran

Project Schedule / Milestones

12/17/2008 HNTB Preliminary Assessment of ORT
1/8/2009 HB 391 Introduced to Implement ORT at Hampton
5/28/2009 15678C ORT RFP Issued
6/10/2009 Public Informational Meeting - Hampton
6/11/2009 Public Informational Meeting - North Hampton
6/30/2009 HB 391 Signed into Law by Governor
6/30/2009 Advertise 15678A Contract - \$4.84M
7/1/2009 ORT Vendor Proposals Due
7/20/2009 ORT Vendor Selection
8/19/2009 G&C Approval & NTP - 15678C ORT Vendor Contract - \$1.6M
9/1/2009 Advertise 15678B Contract - \$8.8M
11/2/2009 15678A - Intermediate Completion Date (toll plaza widening)
12/1/2009 15678A - Construction Completion Date
5/1/2010 15678B - Intermediate Completion Date (ORT lanes availability)
6/17/2010 ORT Lanes Operational
6/29/2010 Advertise 15678D Contract - \$3.8M (\$1.6M Capital, \$2.2M R&R)
7/30/2010 15678B Construction Completion
5/20/2011 15678D Construction Completion

Project Activity

- The project was selected as the regional winner in the 2011 America's Transportation Awards competition under the "On Time Small Project" category. The America's Transportation Awards were created to celebrate transportation improvements delivered by state departments of transportation "On Time and Under Budget" and with "Innovative Management." As a regional winner, the ORT project was identified as one of the "Top Ten" projects in a national competition, the "People's Choice Award".
- All phases of project are complete and open to traffic.

7/25/2012

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

Estimate: \$15.2M
(\$14.9M Construction)
Current Phase: Construction
% Design Complete: 100%
% Const. Complete: 100%
Lead Person: Bob Landry

Project Schedule / Milestones

12/11/2007	Notice to Proceed - Revised Scope (Final Design Consultant)
3/20/2008	Public Informational Meeting
8/5/2008	Adv Construction Contract
8/26/2008	Bid Opening
9/17/2008	Contract Award
9/17/2008	Construction Start
5/30/2011	Bridge & Roadway Work Substantially Complete (Open to Final Traffic Configuration)
6/24/2011	Final Completion Date

Note: there were \$500k in expenditures on this contract prior to the initiation of the 2008 to 2018 Capital Program. These expenditures are not reflected in the costs above or in the turnpike model.

Project Activity

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

7/25/2012

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

Estimate: \$12.2M
(\$9.9M Construction)
Current Phase: Design
% Complete: 30%
Lead Person: Pete Stamnas

Project Schedule / Milestones

8/10/2006 Notice to Proceed - Preliminary Design Consultant
10/29/2007 Public Informational Meeting - Hampton Falls
7/15/2009 Draft Feasibility Study available for Project Partners Review
7/27/2009 Draft Feasibility Study available for Public Comment
11/10/2009 Public Informational Meeting - Hampton (Presentation of Feasibility Study)
6/15/2010 Public Informational Meeting - Hampton Falls (Presentation of Preferred Alternative)
8/12/2014 Advertise Construction Contract - \$9.9M
11/15/2014 Construction Start
10/30/2017 Construction Completion

Project Activity

- Scope and fee with HTA for final design is complete.
- Department fee established on 7/14/11 and confirmed by Executive Office
- HTA selected as top rated firm by Consultant Selection Committee on 2/24/11
- Request for Technical Proposals sent to Short List on 11/30/10
- Approval of Short listed firms completed on 11/3/10 for final design phase of improvements

Upcoming Events

- G&C Target date for Design Contract Approval is 9/19/12

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

Estimate: \$27.2M
 (\$24.8M Construction)
 Current Phase: Design and Const.

% Design Complete:
 13742A: 20%
 13742B: 100%
 13742C: 100%

Project Schedule / Milestones

10/11/2007	Consultant Selection Initiated	% Construction Complete:	
6/25/2008	Notice to Proceed - Preliminary/Final Design Consultant	13742A:	0%
11/17/2008	Review Draft Rehabilitation Study with Front Office	13742B:	26%
12/10/2008	Meeting with Concord City Staff	13742C:	100%
3/12/2009	Preliminary Submission, Exit 14 bridge		
3/23/2009	Rec'd Draft Rehabilitation Study I-93 over I-89 bridges	Lead Person:	Don Lyford
5/29/09	Preliminary PS&E Submission - Exit 14		
7/17/09	PS&E Submission - Exit 14		
8/25/2009	Adv Concord 13742C (Exit 14) Contract - \$4.3M		
9/17/2009	Opened bids, Concord 13742C (Exit 14) Contract - \$4.8M		
9/17/2009	Public Officials/Public Informational meeting, Exit 14 bridge		
9/28/2009	Review Draft Rehabilitation Study I-93 bridges over I-89 with Front Office		
10/6/2009	Direction from the Commissioners Office to replace the I-93 bridges over I-89 due to their poor condition		
3/24/2010	G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement		
4/9/2010	Target date for first weekend closure of Loudon Road at Exit 14		
5/7/2010	Target date for second weekend closure of Loudon Road at Exit 14		
6/1/2010	Public Informational meeting, two I-93 bridges over I-89		
8/23/2010	Review Draft Rehabilitation Study Exit 12 with Front Office		
10/6/10	Public Informational meeting, two I-93 bridges over I-89		
7/19/2011	Adv Bow 13742B (I-89 Bridges) Contract		
8/11/2011	Opened bids, Bow-Concord, 13742B (I-93 over I-89) Contract - \$15.5M		
11/15/2011	Bow-Concord 13742A meeting with Concord Traffic Operations Committee		
2/16/2012	Bow-Concord 13742A Public Informational meeting for Exit 12 bridge improvements		
9/10/2013	Advertise Bow-Concord 13742A (Exit 12) Construction Contract \$4.5 M		
9/2014	13742A Construction Completion		
6/2015	13742B Construction Completion		

Project Activity

13742A:

- Public Informational meeting held for NH 3A Bridge Replacement over I-93 (Exit 12) meeting on February 16, 2012
- Discussed interchange alternatives with Executive Office and City of Concord regarding Exit 12 during the month of November 2011. Roundabout alternative was supported by both groups and is to be taken to Public Informational meeting in near future.
- Draft Bridge Rehabilitation Study for Exit 12 has been submitted.
- Review of Exit 12 bridge options with the Front Office. Additional information regarding the future configuration of the interchange is needed before a decision can be made about a rehab vs. rebuild option.
- Reviewed Exit 12 options with Front Office. Review options with Concord before picking a preferred alternative

13742B:

- Audley has resumed construction and is working on the widening along the I-93 SB barrel for both the road and bridge, as well as the reconstruction of the I-93 to I-89 Slip Ramp.
- G&C Approval granted on 9/14/11, construction start date of 9/20/11
- Received bids for the Bow-Concord, 13742B, I-93 over I-89 bridge replacement project. Audley low bid at \$14.7M (\$0.4 under estimate)
- Advertised for bids July 19, 2011, bids to be opened August 11, 2011
- Wetland Permit Applications submitted to NHDES on 4/27/11. Approvals received on 7/18/11.
- PSE plans submitted for review and comments returned to MJ on June 10, 2011.
- Bow, 13742B, construction cost increased to \$14M and overall 13742A cost increased due to the change to reconstruct the I-93 bridges over I-89.
- Memo from Commissioners Office noting that due to the overall poor condition of the bridges over I-89, we should pursue a full replacement of both bridges.
- Reviewed I-89 existing bridge conditions with Front Office to determine if we should recommend simple bridge deck replacement or more costly substructure repairs or replacement.
- G&C approval of MJ design contract for I-93 over I-89 bridges on 6/25/08.

13742C:

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

Upcoming Events

- Negotiation of Final Design contract with MJ for I-93 Bridge Replacement at Exit 12

7/25/2012

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

Estimate: \$39.0M
(\$33.2M Construction)
Current Phase: Design
% Complete: 65%
Lead Person: Keith Cota

Project Schedule / Milestones

10/18/2007 Consultant Selection Started
4/24/2008 Department Fee is Established For Consultant Services
4/29/2008 Consultant Scope & Fee Proposal Received
3/4/2009 Notice to Proceed - Preliminary Design Consultant
5/15/2009 City Staff Meeting
11/24/2009 Mayor & Alderman Meeting
1/28/2010 Public Informational Meeting
3/16/2011 Notice to Proceed - Final Design Consultant
9/29/2011 Public Hearing
7/23/2013 Adv construction Contract
7/15/2016 Construction Completion

Project Activity

- 60% Meeting held on July 19th, 2012.
- ROW plans submitted to ROW Bureau in June 2012.
- Slope and Drain plans were returned to the Consultant in early March 2012.
- An Executive Office presentation has been setup for 2/21/12 to discuss advantages of a complete replacement of the I-293 mainline bridge over the NB On Ramp instead of widening/rehabilitating the existing. Finding was in support of the bridge replacement using concrete girders.
- Slope and Drain plans were submitted to the Department on February 2, 2012.
- The Department held the Special Committee Public Hearing on September 29, 2011.
- Evaluated bridge rehabilitation/widening vs. replacement for I-293 NB/SB bridges over the south and north branch of the Piscataquog River. Executive Office agreed to proceed with replacement options at added cost of approximately \$600,000.
- Investigated feasibility of extending of soundwall south of Exit 4 along the westerly side. Soundwall determined to meet benefit/cost analysis. Will be presented at the public hearing for input.
- The project improvements have been reviewed and decision made to combine the Exit 4 NB Off Ramp bridge Replacement and the I-293 Mainline/Exit 4 Interchange Reconstruction into a single construction contract to take advantage of the efficiencies of design and construction operations.
- Development of environmental study has been completed for public input during the public hearing input phase.

Upcoming Events

- Utility Submission is anticipated beginning of August 2012.
- Wetlands Permit Application anticipated in August 2012.

7/25/2012

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

Estimate: 12.6 M
(\$11.7 M Construction)
Current Phase: Construction
RFP % Complete: 100%
Design-Build % Complete: 52%
Lead Person: Alex Vogt

Project Schedule / Milestones

3/27/2008 Public Informational Meeting
3/25/2009 Public Hearing
3/3/2010 Consultant Award for Design Build services
3/10/2010 Layout Approval (Special Committee)
9/23/2010 RFQ (Request for Qualifications) Design Build
11/4/2010 Design Builders submit qualifications
11/29/2010 Short list Design Builders
2/17/2011 RFP (Request for Proposals) Design Build
5/26/2011 Technical and price proposals due
7/7/2011 Price Proposals Opening, Best Value Determined
8/24/2011 Award Design Build Contract
6/25/2013 Construction Completion

Project Activity

- Construction operations are ongoing to include removal of ledge along FEET, east and west bridge abutment construction and earthwork operations.
- Contract Awarded at G&C August 24, 2011, construction start date of 10/18/11
- On September 16, 2009, Vanasse, Hangen, Brustlin, Inc. was selected for the proposed design build services.
- The Report of the Commissioner was signed on January 19, 2010.
- Special Committee meeting for layout approved March 10, 2010
- Design Build kick off meeting was held on April 15, 2010
- RFQ released on September 23, 2010, Informational meeting held September 28, 2010
- Design Build Teams submitted qualifications for bidding on November 4, 2010

Design Build Teams have been short listed to the following:

- Beck and Bellucci/Weaver Bros./TY Lin
- Middlesex Corp./FST Inc./MJ Inc.
- ED Swett/Continental/LBG

- RFP issued to short listed firms 2/17/2011
- Bidders submitted Technical and Price Proposal Packages on 5/26/2011
- Price proposal opening, Best Value Determined 7/07/2011, ED Swett was the Best Value Bidder approximately \$1.3 million under engineer's estimate.

Upcoming Events

- Construction completion June 25, 2013

7/25/2012

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

Estimate: \$22.5 M
 (\$21.0M Construction)

(An additional \$2.9 M in Construction over the \$21.0 M is funded from the R&R Program for a Total Construction Cost of \$23.9M)

% Design Complete: 100%

% Const. Complete: 18%

Lead Person: Dave Smith

Project Schedule / Milestones

7/1/2010 Notice to Proceed - Final Design Consultant
 9/2011 Preliminary Submission
 10/2011 Slope and Drain Submission
 12/2011 Preliminary PS&E Submission
 4/29/2011 PS&E Submission
 9/2011 Delivery of Permits Anticipated from Environmental Agencies
 1/4/2012 Public Informational Meeting
 1/31/2012 Advertisement of Construction Contract
 2/23/2012 Bids Due
 3/28/2012 G&C Approval
 3/30/2012 Pre-Construction meeting
 4/3/2012 Start of Construction
 6/14/2013 Interim Completion Date-ORT Opened Prior to July 4th 2013
 10/2013 Overall Construction Completion

Project Activity

- Phase 1 Road and Plaza construction has been ongoing to include roadway and toll plaza widening, installation of toll booths, drainage installations, high mast light removal and toll plaza rehabilitation. Phase 1 bridge rehabilitation work (rehab of easterly and westerly portions of bridges) has been initiated at Hackett Hill Road, Ramp A-B and Cross Road locations. Additionally, Phase 2 bridge work at Cross Street (bridge deck rehab) has been initiated (this work was not anticipated until fall 2012).
- G&C approval was granted on March 28, 2012, Pre-construction meeting held on March 30 with April 3, 2012 as official start of construction.
- The project was presented at the SNHRPC and Hooksett Planning Board meetings on February 28 and March 5, respectively.
- The project was advertised on January 31, 2012 and bids on February 23, 2012. RS Audley was the low bidder.
- The Department held a Public Informational meeting on January 4, 2012.
- Approval to advertise the project was given late December 2011, noting available funding from prior efficiencies in operations and decreases in construction bids of prior capital program projects.
- Department received notification that Hooksett 15803 ORT contract was not selected as chosen candidate for Tiger III grant funding.
- Final plans were submitted in mid-December 2011 and comments return to HNTB on 12/23/11.
- Developed Tiger III grant application to pursue \$10 million in funding to support the project. The application was submitted on October 31, 2011, with decision anticipated by FHWA on successful application by December 1, 2011.
- Approval of Wetland Permit received from NHDES on September 16, 2011 pending a 20-day comment period due to the proximity of the improvements to prime wetlands.
- Met with property on SW quadrant of Pine Street and secured easement through negotiation of compensation. ROW easement acquisition complete in October 2011.
- Rehabilitation of the Hooksett Toll Plaza Building was removed from the ORT contract and advertised by the Bureau of Public Works as a standalone contract. This was done to allow for completion of the work without delay given the significant safety and security improvements which the rehab will address. Additionally, the work will be completed by a building contractor, likely at a reduced cost compared to that if it was included with ORT contract requiring their oversight and markup.
- On-shelf project advertising date was moved from July 19 2011 to January 2012 to allow the Dept. to further evaluate funding alternatives for the proposed improvements.
- Bureau of ROW appraised the easement required in SW quadrant of Pine Street to accommodate maintenance operations associated with ORT. Turnpikes has reviewed the appraisal and has developed a plot plan. The Bureau of ROW is working to develop the deed to support discussions with the property owner.
- HNTB is addressing "out-of-scope" work efforts and has sent spreadsheets to NHDOT. Currently, all efforts can be accommodated within the current fee due to past efficiencies in design and consolidation to a single contract (original scope and fee identified two construction contracts). Turnpikes has drafted amendment letter for Executive Office approval for reallocation of funding within the fee limit for the project, however is on hold pending information from HNTB.
- Wetland permit and shoreland applications submitted to NHDES on 3/11/11. Permits had target dates for approval in mid June 2011, however permit target date moved to August 2011 as a result in the delay of the project.

7/25/2012

Project Name: Portsmouth
State Number: 15760
Project Description: I-95, INSTALL SOUND WALL ALONG SB SIDE OF I-95 IN
PORTSMOUTH ADJACENT TO ATLANTIC HEIGHTS
NEIGHBORHOOD (APPROX 2,000 LF)

Estimate: 3.2 M
(\$3.0 M Construction)
Current Phase: Construction
Design % Complete: 100%
Const. % Complete: 26%
Lead Person: Bob Landry

Project Schedule / Milestones

Notice to Proceed - Final Design Consultant
Preliminary Submission
Slope and Drain Submission
Preliminary PS&E Submission
PS&E Submission
Public Informational Meeting
10/11/2011 Advertisement of Construction Contract
5/24/2013 Overall Construction Completion

Project Activity

- The contractor has completed demolition of the existing brush curb and deck over the railroad siding now that we have a railroad flagger on site.

The new deck has been placed Sta 525+94 - 529+70. The new barrier wall, including lighting conduit and anchor assemblies for the sound wall, has been placed Sta 525+94 - 528+97. One new light pole pedestal was also included in the barrier wall placement at Sta 526+19.

The Galvanode DAS passive cathodic protection anodes have been incorporated into the new deck.

Work currently underway has been accessed from below the bridge with no lane closures or other impacts to traffic on I-95.

Upcoming Events

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

Estimate: \$6.9 M Total (\$4.2M Tpk)
 \$6.7 M Construction (\$4.0M Construction Tpk)
Current Phase: Construction
% Design Complete: 100%
% Const. Complete: 2%

Project Schedule / Milestones

12/8/2010 MOA signed between DDR, Town and State
 2/9/2011 Design Coordination Meeting with DDR, VHB and State
 3/10/2011 Coordination Meeting to discuss Scope with DDR/VHB/DOT
 4/6/2011 Final Design Notice to Proceed from DDR
 5/4/2011 Conceptual Plan Submission
 7/25/2011 Preliminary Submission
 9/19/2011 Slope and Drain Submission
 12/6/11 Combined Preliminary PS&E/PS&E Submission
 4/17/2012 Project Advertising Date
 6/20/2012 G&C Approval
 6/22/2012 Pre-Construction meeting
 7/2/2012 Start of Construction
 7/21/2013 Interim Construction Completion Date (Additional Lane Complete on Bridge)
 6/2014 Overall Construction Completion Date

Construction Funding Participation:

DDR	\$2.5 M
Town	\$200K
Turnpike Capital	\$3.5M
Turnpike R&R	\$440k
Lead Person:	Dave Smith
Designer:	VHB, Inc.

Project Activity

- Contractor has started installation of traffic control signage and clearing/grubbing.
- Pre-Construction meeting to kickoff construction phase held on June 22 at the Town Office in Seabrook. G&C approval granted on June 20th.
- Bids were received on May 10, 2012. RS Audley, Inc was the successful bidder at a cost 2.5% lower than the engineers estimate.
- Funding from the Town and DDR was received the week prior to advertising and the project advertised on April 17, 2012.
- Sidewalk Maintenance and Municipal Work Zone Agreements signed by Town of Seabrook and NHDOT Executive Office.
- Received wetland permit approval on January 25, 2012. Environmental permit process is complete.
- Outstanding Issues meeting held on January 19, 2012 in anticipation of advertising of project.
- On January 18, 2012, the Town of Seabrook agreed to accept the responsibility of sidewalk maintenance. Sidewalks will now be included in the project upon sign off of Municipal Sidewalk Maintenance Agreement.
- Public Officials Meeting was held on January 11, 2012.
- Submittal of Combined PPSE/PSE plan set on December 6, 2011 and comments returned on January 6, 2012.
- Submittal of NHDES Wetland permit Application package on November 16, 2011 with anticipated approval from environmental group on January 17, 2012.
- 60% Coordination meeting held on October 3.
- Slope and Drain plans submitted by VHB on September 22, 2011 and returned by Dept. on October 6, 2011.
- Project was be presented at the August 19th Natural Resource Committee meetings to introduce the project and discuss relevant issues.
- Project was be presented at the July 14th State Historic Preservation Organization (SHPO) Committee meeting to introduce the project and discuss relevant issues. No issues raised. Memo of No Effect signed 9/16/11.
- M&R provided the pavement recommendations and Traffic provided OH and ground mounted sign information to support progression of project.
- Preliminary Submission was delivered to Turnpikes on 7/25/11 and returned to VHB on 8/8/11.
- Geotechnical investigations are underway by Sub-consultant to VHB. Completion of field work anticipated end of August 2011.
- Field investigations to support bridge deck evaluation have been completed by M&R Statewide Consultant "Terracon" to determine the condition of the superstructure. "Notice to Proceed" given on 4/29/11 and document anticipated 6/21/11.
- Conceptual (20%) Plan submission provided by VHB on 5/4/11. NHDOT reviewed submission and provided comments to VHB on 5/17/11.
- NHDOT and VHB negotiated scope and fee for rehabilitation. "Notice To Proceed" given to VHB on the Bridge Rehabilitation on 4/23/11.
- Town responded with regard to sidewalk maintenance and declined the acceptance of maintenance efforts in a letter dated March 18, 2011. DOT replied in a letter dated March 23, 2011, noting that sidewalks will not be built but grassed panels provided for future sidewalks if town accepts maintenance (a sidewalk is provided on the southside of the bridge).
- VHB and NHDOT agreed on Scope and Fee for design of improvements. "Notice to Proceed" given to VHB by DDR on April 6, 2011.

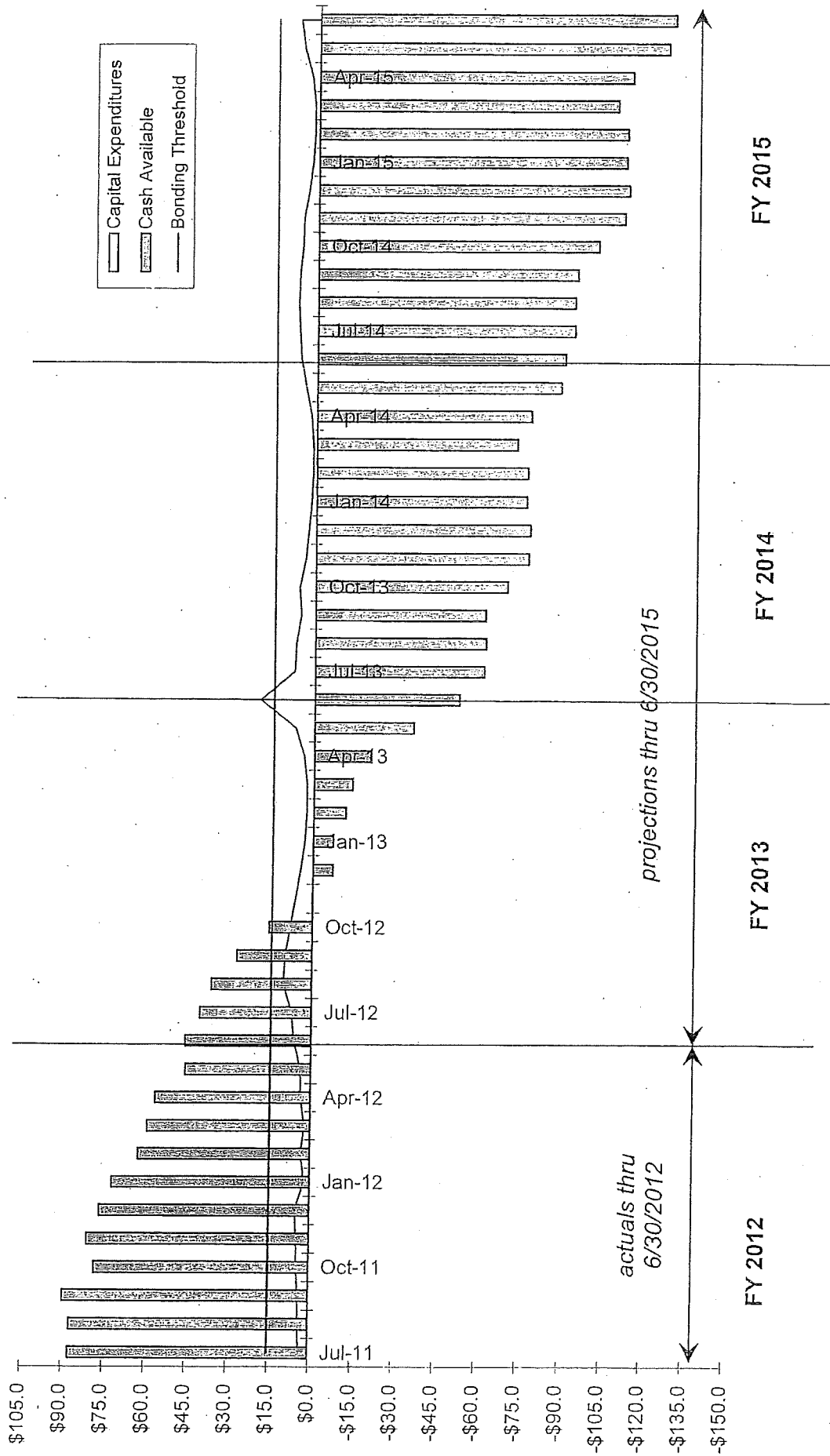
TURNPIKE SYSTEM PRIORITY-CAPITAL PROGRAM

Project	Actual Expenditures					Anticipated Expenditures per State Fiscal Year (millions)								Total
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18			
Rochester 10620G thru L	\$ 6.96	\$ 17.30	\$ 35.25	\$ 32.02	\$ 22.04	\$ 12.32	\$ 1.58	\$ -	\$ -	\$ -	\$ -	\$ 127.48		
Merrimack 12105	\$ 0.19	\$ 6.07	\$ 4.96	\$ 3.50	\$ 0.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15.24		
Hampton Falls-Hampton 13408B	\$ 0.15	\$ 0.07	\$ 0.07	\$ 0.02	\$ 0.03	\$ 1.00	\$ 0.60	\$ 2.29	\$ 3.31	\$ 3.31	\$ 1.62	\$ 12.46		
Bow-Concord 13742A thru C	\$ 0.08	\$ 0.30	\$ 4.16	\$ 1.73	\$ 4.13	\$ 3.99	\$ 4.64	\$ 6.01	\$ 2.09	\$ -	\$ -	\$ 27.13		
Manchester 14966	\$ 0.08	\$ 0.05	\$ 0.47	\$ 0.44	\$ 1.02	\$ 2.25	\$ 9.33	\$ 12.69	\$ 12.69	\$ -	\$ -	\$ 38.99		
Bedford 13527	\$ 0.02	\$ 0.08	\$ 0.04	\$ 0.37	\$ 4.80	\$ 6.19	\$ 0.77	\$ -	\$ -	\$ -	\$ -	\$ 12.26		
Newington-Dover 11238	\$ 0.39	\$ 1.20	\$ 6.77	\$ 7.83	\$ 10.65	\$ 32.70	\$ 21.59	\$ 33.56	\$ 21.83	\$ 0.59	\$ -	\$ 137.13		
Manchester - Granite Street 10622	\$ 1.68	\$ 0.08	\$ 0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.98		
Manchester 14048	\$ 0.06	\$ 0.02	\$ 0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.10		
Dover Park'n'Ride 14287A	\$ 0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.52		
Rochester Park and Ride 20254					\$ -	\$ 0.25								
Manchester Airport Access Road 11512N	\$ 0.68	\$ (0.22)	\$ 1.13	\$ 0.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.02		
Seabrook-Portsmouth 11151F ITS (match funds)	\$ -	\$ 0.03	\$ 0.08	\$ 0.16	\$ 0.53	\$ 0.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.39		
ETC System (Vollmer, HNTB, C&B)	\$ 0.14	\$ 0.57	\$ 1.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.92		
Statewide Toll Services Consultant (W-S, HNTB, Jacobs)	\$	\$ 0.09	\$ 0.41	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 4.50		
Manchester to Concord 14510Z				\$	\$ -	\$ 0.77				\$ 0.77		\$		
Nashua DMV/EZPass WIC 15929				\$ 0.25								\$ 0.25		
Manchester 16099 Corridor Study				\$	\$ -	\$ 1.00	\$ 1.00					\$ 2.00		
Toll Collection Systemwide Upgrade (Xerox) 16498						\$ 7.23				\$ 7.23		\$		
Toll Collection System - Hooksett ORT Equipment 15803B					\$ 1.35							\$ 1.35		
Total	\$ 10.95	\$ 25.64	\$ 54.79	\$ 47.25	\$ 44.20	\$ 70.14	\$ 40.00	\$ 55.05	\$ 40.42	\$ 4.40	\$ 2.12	\$ 394.73		
HB391 Project Authorizations - Funded														
Hooksett ORT 15803	\$ -	\$ -	\$ 0.10	\$ 1.20	\$ 2.44	\$ 12.53	\$ 6.14	\$ -	\$ -	\$ -	\$ -	\$ 22.41		
Hampton-North Hampton 15678	\$ 0.00	\$ 0.16	\$ 11.71	\$ 4.27	\$ 0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.36		
Portsmouth 15760	\$ -	\$ -	\$ 0.00	\$ 0.14	\$ 0.68	\$ 2.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.12		
Seabrook 15769	\$ -	\$ -	\$ 0.02	\$ 0.03	\$ 0.11	\$ 0.84	\$ 2.66	\$ -	\$ -	\$ -	\$ -	\$ 3.66		
Sub-Total	\$ 0.00	\$ 0.16	\$ 11.83	\$ 5.65	\$ 3.45	\$ 15.67	\$ 8.80	\$ -	\$ -	\$ -	\$ -	\$ 45.55		
Total	\$ 10.95	\$ 25.80	\$ 66.62	\$ 52.90	\$ 47.65	\$ 85.81	\$ 48.80	\$ 55.05	\$ 40.42	\$ 4.40	\$ 2.12	\$ 440.28		
Turnpike Capital Program 2008-2018 (in millions)														
\$	\$ 25.64	\$ 54.79	\$ 47.25	\$ 44.20	\$ 40.00	\$ 70.14	\$ 40.00	\$ 55.05	\$ 40.42	\$ 4.40	\$ 2.12	\$ 394.73		
\$	\$ 0.16	\$ 11.83	\$ 5.65	\$ 3.45	\$ 8.80	\$ 15.67	\$ 8.80	\$ -	\$ -	\$ -	\$ -	\$ 45.55		
\$	\$ 25.80	\$ 66.62	\$ 52.90	\$ 47.65	\$ 48.80	\$ 85.81	\$ 48.80	\$ 55.05	\$ 40.42	\$ 4.40	\$ 2.12	\$ 440.28		

HB391 Project Authorizations - Unfunded																
Newington-Dover 11238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.86	\$ 13.11	\$ 20.11	\$ 25.11	\$ 12.00	\$ -	\$ -	\$ -	\$ -	\$ 73.20
Bedford ORT 16100	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.02	\$ 0.15	\$ 0.15	\$ 5.86	\$ 12.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18.54
Total	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.02	\$ 0.15	\$ 3.01	\$ 18.97	\$ 32.46	\$ 25.11	\$ 12.00	\$ -	\$ -	\$ -	\$ -	\$ 91.74

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

State of New Hampshire - Department of Transportation Turnpike Capital Expenditures and Available Cash Balances Actual (Includes FY10 \$150M Bond) & Projection w/ o FY13 \$120M Bond or FY15 \$50M Bond

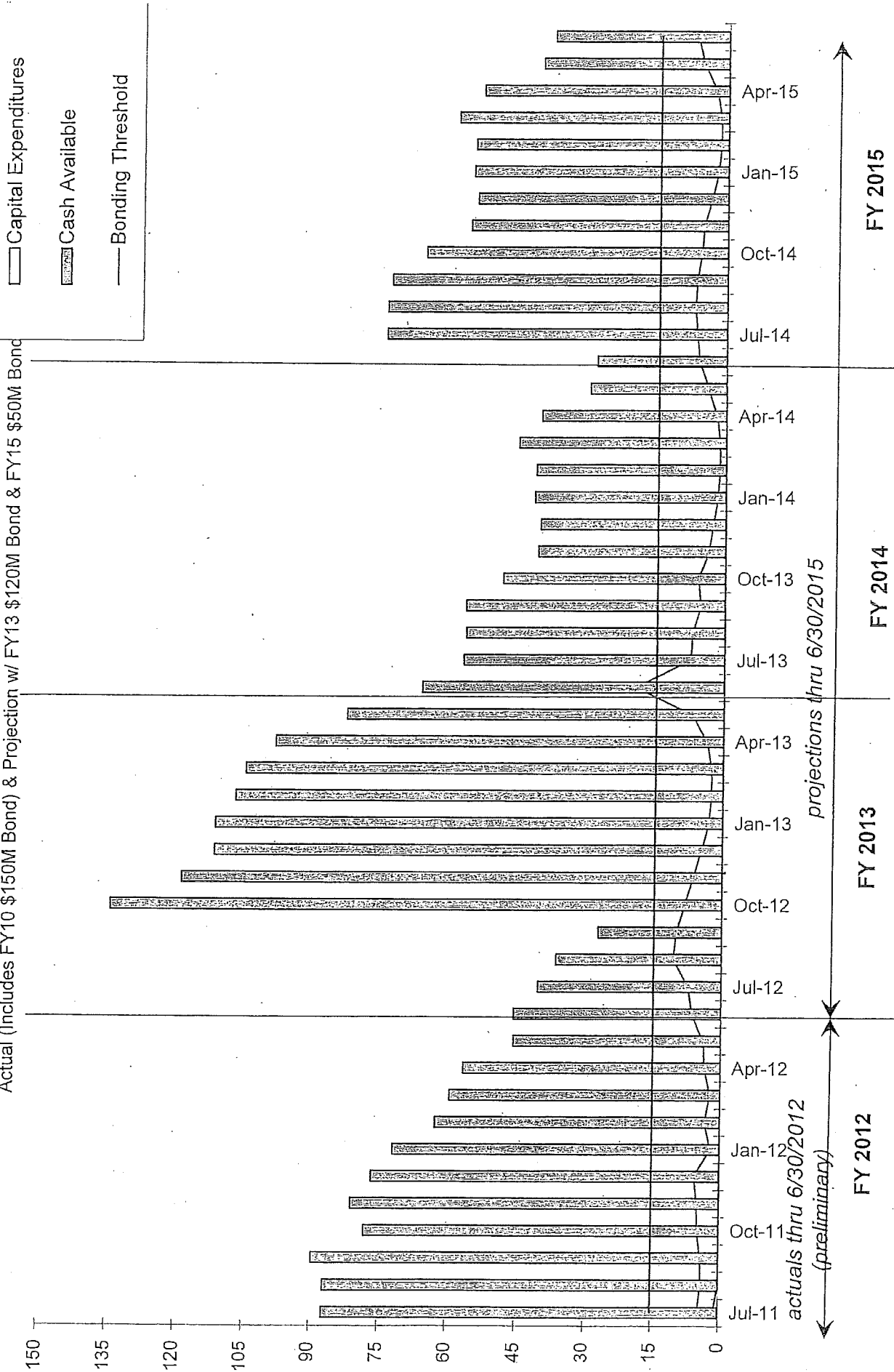


Note: Turnpike revenues, operating expenses, and debt service are not shown for clarity purposes.

State of New Hampshire - Department of Transportation

Turnpike Capital Expenditures and Available Cash Balances

Actual (Includes FY10 \$150M Bond) & Projection w/ FY13 \$120M Bond & FY15 \$50M Bond



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

Capital Program Status Report

Completed Construction Projects						
# of Projects in this Phase	Project	Description	Project #	Engineer's Estimate (PS&E) (millions)	Construction Bid Cost (millions)	Final Construction Cost (millions)
1	Rochester	Spaulding Tpk-Exit 11 and 12 (Phase 1)	10520G	\$17.96	\$16.65	\$16.24
2	Rochester	Spaulding Tpk-Exit 11 and 12 (Phase 2)	10520K	\$19.54	\$18.21	\$17.87
3	Rochester	Spaulding Tpk-Exit 13	10520H	\$29.19	\$24.16	\$23.01
4	Hampton-North Hampton	Hampton Plaza ORT Conversion (Phase 1)	15578A	\$4.65	\$4.84	\$4.35
5	Hampton-North Hampton	Hampton Plaza ORT Conversion (Phase 1)	15578B	\$8.85	\$8.85	\$8.55
6	Hampton-North Hampton	Hampton Plaza ORT Conversion (ORT Technology)	15578C	\$2.00	\$1.99	\$1.73
7	Hampton-North Hampton	Hampton Plaza ORT Conversion (Plaza Rehab)	15578D	\$2.00	\$1.60	\$1.60
8	Merrimack	F.E. Everett Tpk Bridge Rehab over Souhegan River	12105	\$13.91	\$15.20	\$14.91
9	Concord	I-93 Exit 14 Bridge Rehabilitation	13527C	\$4.32	\$4.78	\$4.70
Total Costs				\$102.43	\$96.27	\$92.98
Savings vs. Prior Estimate (millions)					\$6.06	\$3.29
% Savings vs. Prior Estimate/Bid Price					6.0%	3.4%

Funded Projects Under Construction					
# of Projects in this Phase	Project	Description	Project #	Engineer's Estimate (PS&E) (millions)	Construction Bid Cost (millions)
1	Rochester	Spaulding Tpk-Exit 15	10520I	\$35.02	\$30.80
2	Rochester	Spaulding Tpk-Exit 16	10520J	\$16.22	\$12.90
3	Rochester	Spaulding Tpk-Exit 14	10520L	\$23.30	\$19.58
4	Newington-Dover	New Little Bay Bridge along Spaulding Tpk	11238L	\$57.83	\$52.51
5	Newington-Dover	Spaulding Tpk-Exit 3 and 4 Interchange Reconstruction	11238M	\$54.28	\$49.45
6	Bow-Concord	I-93 Bridge Replacements over I-89	13742B	\$15.87	\$15.47
7	Portsmouth	I-95 SB Soundwall north of Exit 7	15760	\$2.59	\$2.86
8	Bedford	US 3 Bridge Replacement over F. E. Everett Tpk	13527	\$13.08	\$11.72
9	Hooksett	Hooksett Toll Plaza ORT Conversion	15803	\$21.93	\$20.97
10	Seabrook	NH 107 Road and Bridge Widening over I-95 at Exit 1	15769	\$6.89	\$6.73
Total Under Construction				\$247.01	\$223.00
Savings vs. Prior Estimate (millions)					\$24.01
% Savings vs. Prior Estimate					9.7%

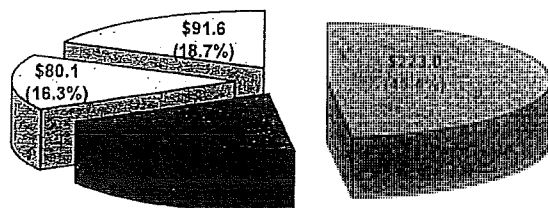
Funded Projects Not Yet Advertised for Construction					
# of Projects in this Phase	Project	Description	Project #	Target Advertising Date	Construction Cost
1	Newington-Dover	Spaulding Tpk-Existing Little Bay Bridge Rehabilitation	11238O	April 1, 2014	\$34.0
2	Hampton Falls-Hampton	I-95 Dam and Bridge Replacement over Taylor River	13408B	August 12, 2014	\$9.9
3	Bow-Concord	I-93 Exit 12 Bridge Replacement	13742A	September 10, 2013	\$3.0
4	Manchester	I-293 Bridge Rehabilitation (5 Milliard Bridges)	14966	July 23, 2013	\$33.2
Total of Projects Not Yet Advertised for Construction					\$80.1

HB 391 Projects in Capital Program without Dedicated Construction Funding				
# of Projects in this Phase	Project	Description	Project #	Construction Cost
1	Newington-Dover	Spaulding Tpk-Exit 6 Interchange Reconstruction	11238Q	\$42.2
2	Newington-Dover	General Sullivan Bridge Rehabilitation	11238S	\$31.0
3	Bedford	ORT Conversion	16100	\$18.4
Total HB 391 Unfunded Projects				\$91.6

51.4% of Funded Program Completed
(Based upon Construction Expenditures to Date)

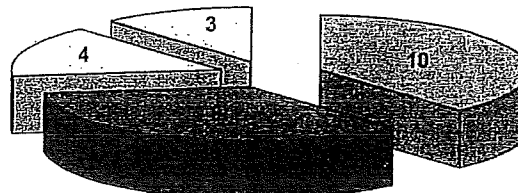
79.8% of Funded Program Completed & Under Construction
(Based Upon Final and Bid Construction Costs)

-Status of Capital Program Projects-
Cost of Project Per Phase



☐ Funded Projects Under Construction
☒ Completed Construction Projects
☐ Funded Projects Not Yet Advertised for Construction
☐ HB 391 Projects in Capital Program without Dedicated Construction Funding

-Status of Capital Program Projects-
Number of Projects Per Phase



☐ Funded Projects Under Construction
☒ Completed Construction Projects
☐ Funded Projects Not Yet Advertised for Construction
☐ HB 391 Projects in Capital Program without Dedicated Construction Funding

APR 05 2012

PROJECT ESTIMATE

Project

Name:	Newington-Dover	Date:	March 27, 2012
State#:	11238	Supersedes Estimate Dated:	January 27, 2012
Fed#:	NHS-027-1(37)	Current Advertising Date:	N/A
Description:	NH 16 / US 4 / Spaulding Turnpike; Widen Turnpike including the Little Bay Bridges and Reconstruct two interchanges from Gosling Road to Dover Toll Booth		
County Name/Number:	ROCKINGHAM - 015 & STRAFFORD - 017	Project Type:	A - Rural Project Over \$750,000
Fed Participation Amt:	Project Programming Use Only		

Estimate Type: Modified Project Agreement Estimate for PE/ROW/CON

Explanation of Estimate:

This estimate requests Authorization of previously programmed Preliminary Engineering (PE) funds in the amount of \$625,832.76 (\$600,000 for VHB (for Final Design), \$2,355.46 for T.F. Bernier, Inc. (for survey needed to complete the Right-of-Way acquisition of Pease Development Authority through Special Statewide contract 16350), \$13,164.80 for ATC Associates, Inc. (for Hazardous Materials Service for the 11238L contract), and \$10,312.50 for the City of Portsmouth (Water)). This estimate also reallocates the remaining SFY 2012 PE funds in the amount of \$2,226,267.24 from SFY 2012 to SFY 2013, which increases SFY 2013 from \$750,000.00 to \$2,976,267.24. This estimate reallocates programmed ROW funds in the amount of \$1,433,000.00 from SFY 2012 to SFY 2013. This estimate also reallocates programmed Construction funds in the amount of \$228,000.00 (\$68,000.00 for the Lee Park and Ride from SFY 2012 to SFY 2013 and \$160,000.00 for the Travel Demand Management from SFY 2012 to SFY 2016 (\$80,000.00) and SFY 2017 (\$80,000.00)). The overall project total remains at \$31,540,000.

Project Detail

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

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

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

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

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

Bridge 3	
Bridge No.:	200/023
Type:	HT
Length:	1585'
No. of Spans:	9
Improvement:	BRIDGE REPLACEMENT - ADDED CAPACITY

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

Project Funding Requirements:

Turnpike funded for PE & ROW.

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

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

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

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

PE for Hazardous Materials Services for the 11238L project in the amount of \$13,164.80 by ATC Associates.

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

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

PE for ITS/ Security Camera Assessment in the amount of \$4,960.53 by Vanasse Hangen Brustlin arranged under Statewide Agreement Number 14490.

PE for Geotechnical Work to install groundwater monitoring wells in the amount of \$13,215.00 by NH Borings, Inc. arranged for under Statewide Agreement Number 14296.

PE for Geotechnical Work to test rock core samples in the amount of \$6,695.00 by GZA GeoEnvironmental, Inc. arranged for under Statewide Agreement Number 15374.

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

PE for Boundary and Easement Surveys to complete the Pease ROW acquisition in the amount of \$2,355.46 by T.F. Bernier, Inc. arranged under Statewide Agreement number 16350.

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

Construction funding in the amount of \$7,570,000 is removed by eliminating \$3,980,137 for transit service for UNH and COAST and moving \$3,589,863.00 to the Seacoast 20244.

Funding for the Rochester Bus & Park'n'Ride alternatives is shifted to Rochester 20254 (\$100,000 in PE, \$10,000 in ROW, and \$1,280,000 in Constructions funds, all in SFY 2012).

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

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

Federal CMAQ funding in the amount of \$468,000.00 for the Travel Demand Management (TDM) and the Park 'n' Ride Alternatives in Lee is anticipated (SFY 2012). This estimate will carry the CMAQ portion until the Federal funds have been obligated.

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

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

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

Preliminary Engineering

Authorized

Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROG USE ONLY App Code
State of NH (Prelim. Design)	\$673,622.78	\$673,622.78		
State of NH (Final Design)	\$2,293,104.97	\$2,293,104.97		
Fay, Spofford, & Thorndike (Incident Management)	\$64,768.07	\$64,768.07		
Fay, Spofford, & Thorndike (Perm. Message Board Contract)	\$26,828.07	\$26,828.07		
Vanasse Hangen Brustlin (Prelim. Design)	\$2,912,576.08	\$2,912,576.08		
Vanasse Hangen Brustlin (Final Design)	\$10,561,785.00	\$11,161,785.00	\$600,000.00	TRK 100%
Vanasse Hangen Brustlin (ITS/ Security Camera Assess.)	\$4,960.53	\$4,960.53		
Rockingham Planning Commission (Seacoast Model Update)	\$90,000.00	\$90,000.00		
Concord Aviation Services	\$200.00	\$200.00		
NH Borings, Inc. (Geotechnical Investigations)	\$71,070.00	\$71,070.00		
NH Borings, Inc. (Groundwater Monitoring Wells)	\$13,215.00	\$13,215.00		
KTA -Tator, Inc. (Bridge Painting Consulting and Inspection)	\$10,000.00	\$10,000.00		
Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	\$10,000.00	\$10,000.00		
GZA GeoEnvironmental, Inc. (Rock Core testing)	\$6,695.00	\$6,695.00		
T. F. Bernier, Inc. (Survey) 15343	\$33,556.24	\$33,556.24		
T. F. Bernier, Inc. (Survey) 16350	\$0.00	\$2,355.46	\$2,355.46	TRK 100%
ATC Associates (Marine Sediment Sampling & Testing)	\$60,935.00	\$60,935.00		
ATC Associates, Inc. (Hazardous Materials Service)	\$3,709.16	\$16,873.96	\$13,164.80	TRK 100%
ATC Associates, Inc. (Hazardous Materials Service)	\$0.00	\$0.00		
Force Accounts:				
Marlimes and Northeast (M&N) Operating Company (Gas):				
(M&N) Preliminary Engineering	\$50,000.00	\$50,000.00		
(M&N) Final Design	\$1,810,046.00	\$1,810,046.00		
PSNH (Transmission)	\$56,900.00	\$56,900.00		
City of Portsmouth (Water)	\$0.00	\$10,312.50	\$10,312.50	TRK 100%
Preservation Company	\$2,928.10	\$2,928.10		
Total:	\$18,756,900.00	\$19,382,732.76	\$625,832.76	

Programmed

Vendor, Service	Programmed \$\$	Fiscal Year
State of NH & Future Consultant (Final Design)	\$2,976,267.24	2013
Programmed Total:	\$2,976,267.24	
Preliminary Engineering Total:	\$22,359,000.00	

Right of Way

Authorized

Service (Incidentals, Acquisition, Bldg Demo)	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROG USE ONLY App Code
Incidentals	\$180,000.00	\$180,000.00		
Acquisitions (Tuttle, Day & Knight Property Preservations)	\$3,500,000.00	\$3,500,000.00		
Acquisitions of Mitigation Commitments (Newington) (Hislop and Saba Properties)	\$3,600,000.00	\$3,600,000.00		
Total:	\$7,280,000.00	\$7,280,000.00	\$0.00	

Programmed

Service (Incidentals, Acquisition, Bldg Demo)	Programmed \$\$	Fiscal Year
Acquisitions	\$1,433,000.00	2013
Programmed Total:	\$1,433,000.00	
Right of Way Total:	\$8,713,000.00	

Construction

Authorized

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

Programmed

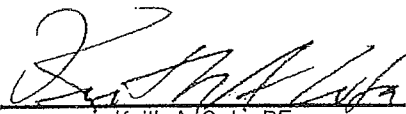
Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Lee (Bus & Park'n'Ride Alternatives)	\$68,000.00	2013
Travel Demand Management (TDM)	\$80,000.00	2013
Travel Demand Management (TDM)	\$80,000.00	2014
Travel Demand Management (TDM)	\$80,000.00	2015
Travel Demand Management (TDM)	\$80,000.00	2016
Travel Demand Management (TDM)	\$80,000.00	2017

Programmed Total: \$468,000.00
 Construction Total: \$468,000.00

Grand Total: \$31,540,000.00

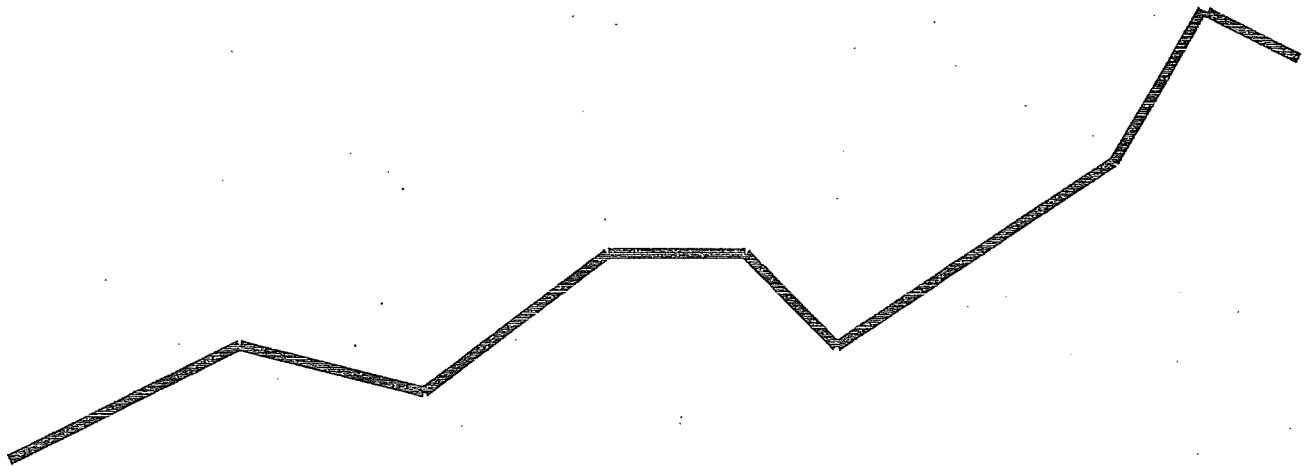
ESTIMATE APPROVALS:

Project Manager:


 Keith A. Cotá, PE

Construction Cost Index

New Hampshire Department of Transportation

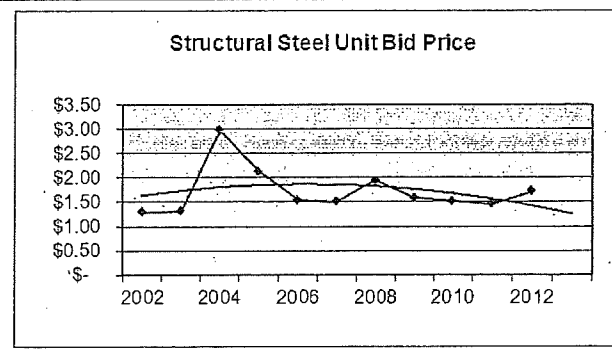
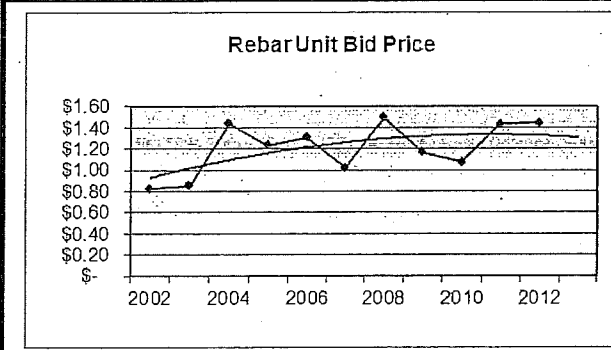
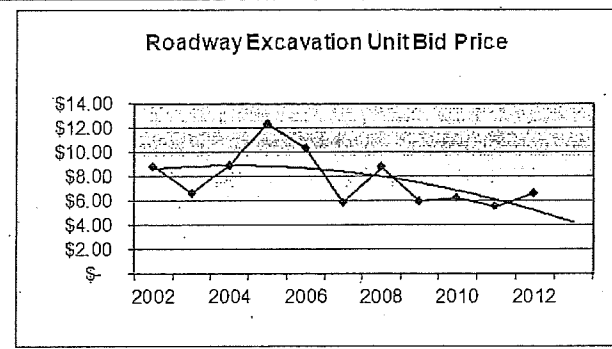
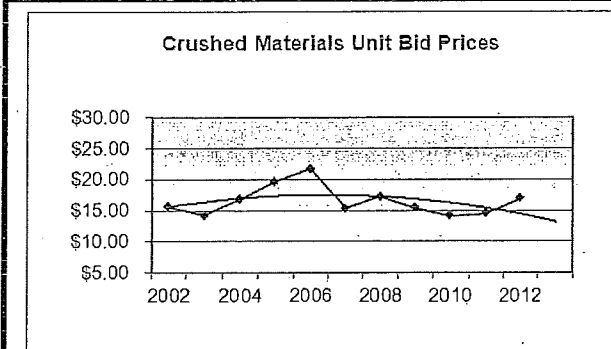
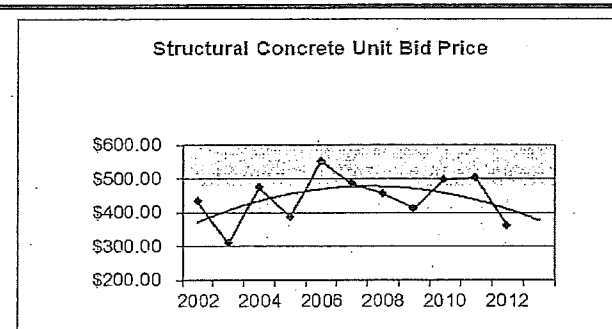
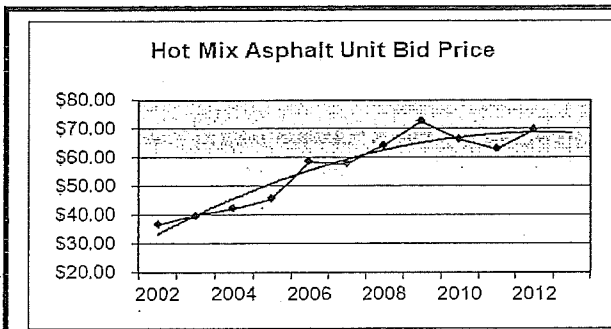
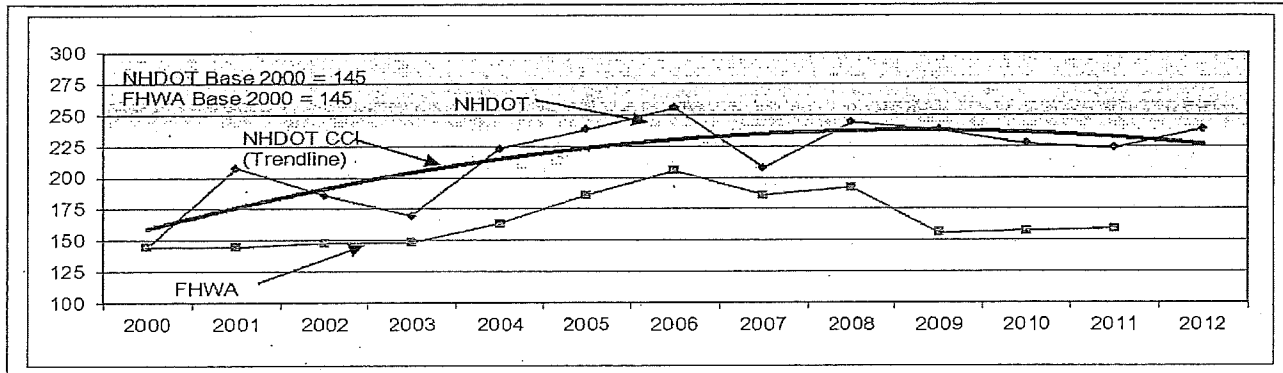


New Hampshire DOT Bureau of Construction
2nd Quarter, 2012



Construction Cost Indices for the 1st Half of 2012

NHDOT Base 2000 = 145; FHWA Base 2000 = 145

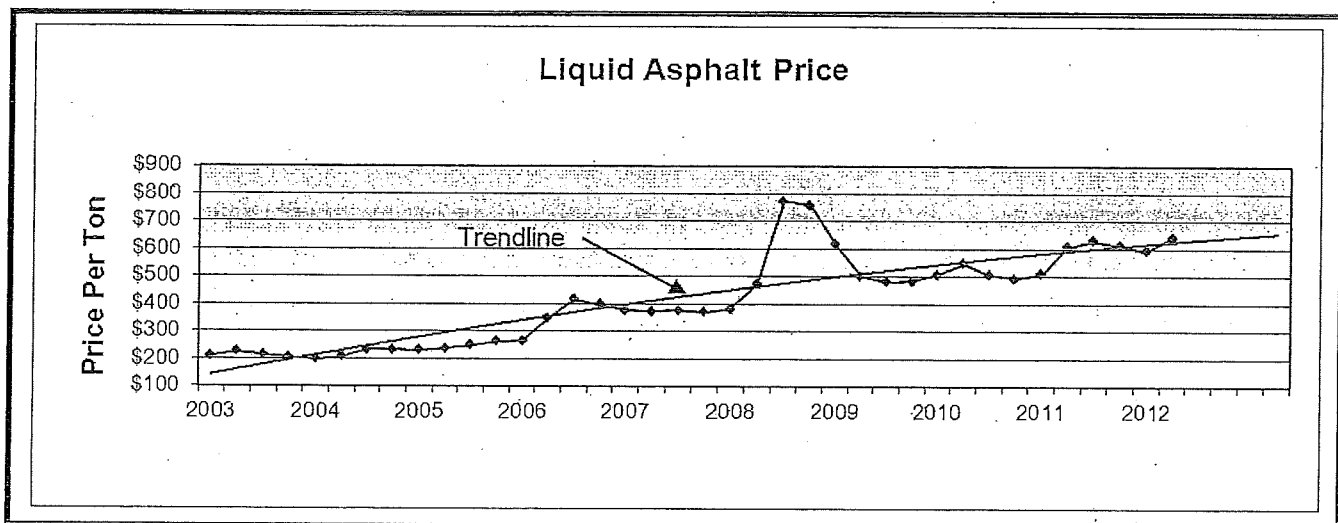
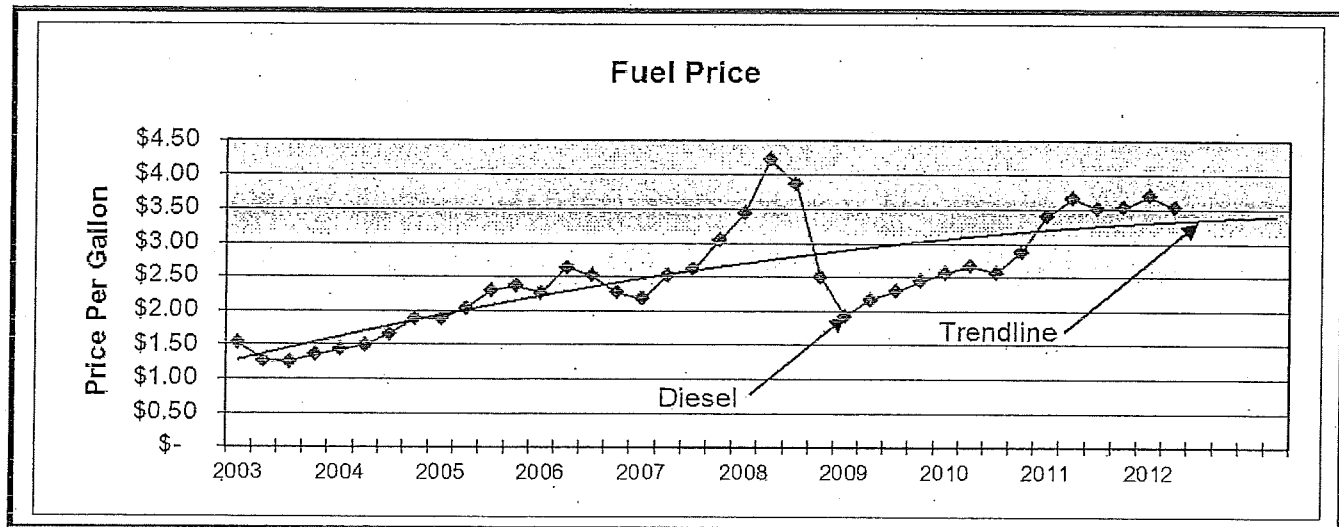


The 3 year downward trend of the Index ended with the 2011 construction season at 224, rebounding to 239 by the end of the second quarter of 2012. The index is still trending slightly down overall but has basically been level since 2008. Fuel and Liquid Asphalt prices have also been level since the beginning of 2011 ending this most recent period at \$3.41 and \$625 respectively. Out of the 6 categories, 5 are minimally up with the exception of Concrete which is down over 28% with a dozen contracts reporting price information in this category. Hot Mix Asphalt appears to have stabilized at around \$70/ton, whereas Roadway Excavation appears to have bottomed out at around \$6/cy.

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

Hot Mix Asphalt	43%
Crushed Material	15%
Roadway Excavation	14%
Steel	13%
Concrete	11%
ReBar	4%

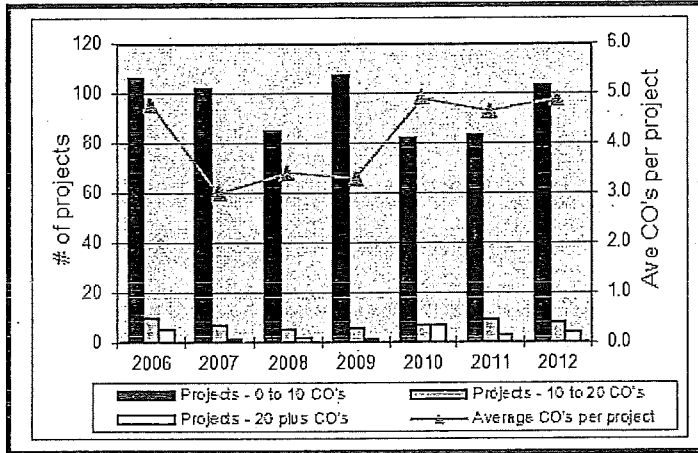
NHDOT Fuel & Liquid Asphalt Prices



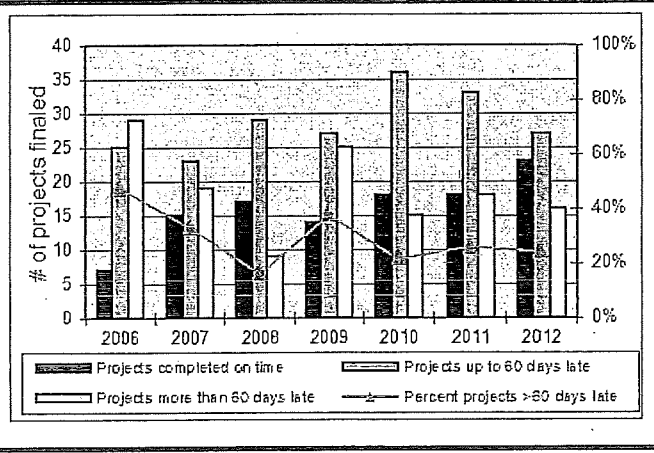
Construction Bureau Performance Measures

Compiled by State Fiscal Year

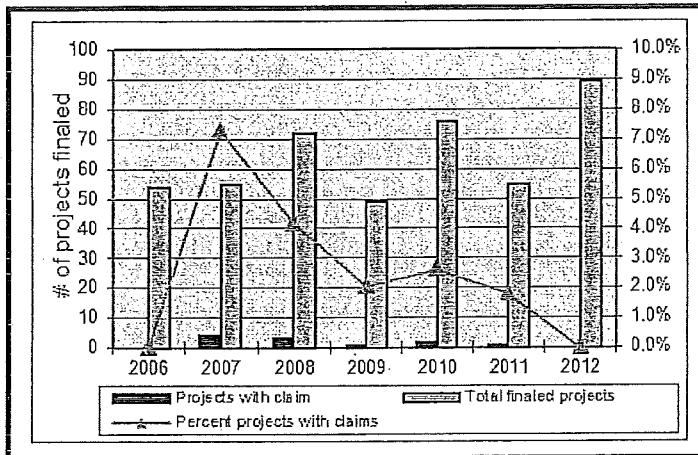
CHANGE ORDERS



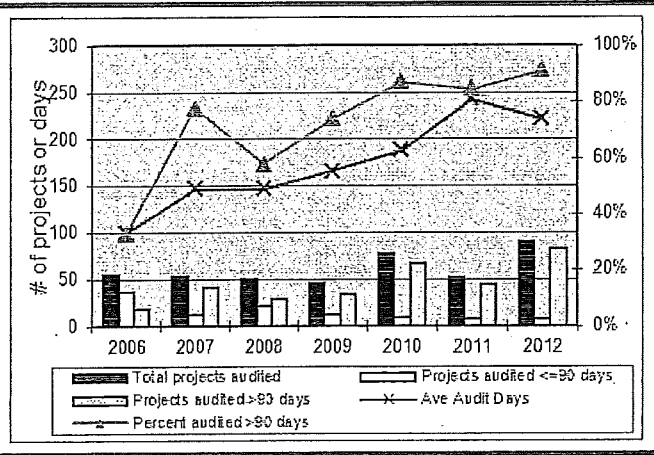
CONTRACT DURATION



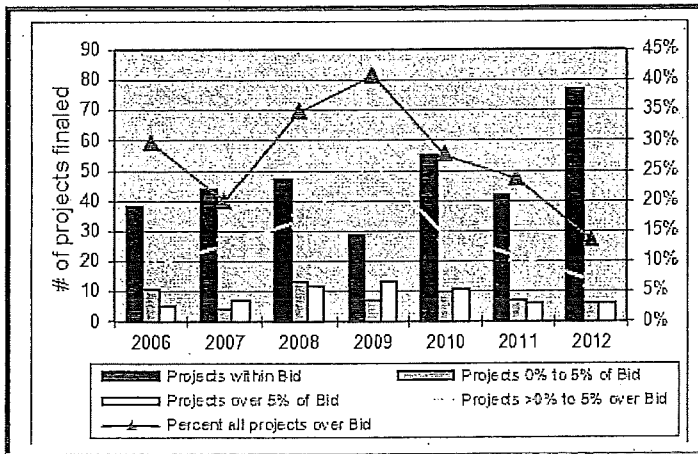
CONTRACTOR CLAIMS



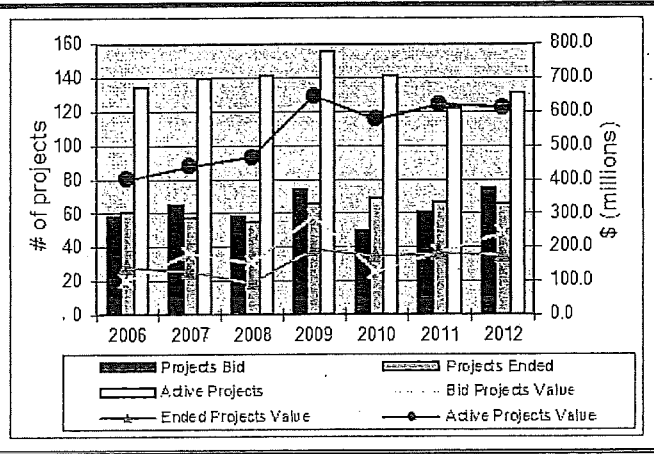
PROJECT AUDIT



BIDS vs. FINAL AMOUNTS



PROJECT ACTIVITY





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

New Hampshire Division

October 11, 2011

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

In Reply Refer To:
HDA-NH

Christopher D. Clement, Sr.
Commissioner
NH Department of Transportation
7 Hazen Drive
Concord, NH 03302

Subject: 2011 Financial Plan Update, Federal Project NHS-027-1(37)
Project #11238 – Spaulding Turnpike Improvements, Newington to Dover

Dear Clement:

The New Hampshire Department of Transportation (NHDOT) submitted a 2011 Financial Plan Update (FPU) for the subject project on September 30, 2011. The Letter of Certification signed on September 29, 2011, attests to the accuracy of the information provided. The FHWA review of the FPU concurs that the estimated cost of this project is \$270.1 million and substantial completion of the final segment of work is scheduled for June 2018.

Based on the review, the FPU is in accordance with the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This project does not meet the classification as a Major Project of \$500 million or greater, but does require a financial plan which must be updated on an annual basis until the project is complete. The NHDOT has elected to provide future annual updates on a State fiscal year basis. Therefore, the next annual update will be as of June 30, 2012, and should be submitted to FHWA by September 30, 2012.

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

Sincerely,

Patrick A. Bauer
Division Administrator

cc: Christopher M. Waszczykowski, Administrator, Bureau of Turnpikes, NHDOT

William Cass, Director of Project Delivery, NHDOT
Keith Cota, Chief Project Manager, NHDOT
Terri Marcelli, Financial Manager, FHWA
Karim Naji, Bridge Engineer, FHWA

PROJECT FUND HISTORY REPORT

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

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SLocal Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
08/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
07/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
06/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
05/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
04/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
03/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
02/2012	\$5,411,605.00		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
01/2012	\$5,353,458.73		\$5,411,605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
12/2011	\$5,169,657.37		\$5,411,605.00	\$58,146.27	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
11/2011	\$4,667,819.46		\$5,411,605.00	\$241,947.63	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
10/2011	\$4,105,074.15		\$5,411,605.00	\$743,785.54	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
09/2011	\$3,731,656.81		\$5,411,605.00	\$1,306,530.85	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
08/2011	\$3,501,419.76		\$5,411,605.00	\$1,679,948.19	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
09/2010	\$79,279.06		\$5,411,605.00	\$1,910,185.24	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00
				\$5,332,325.94	\$0.00	\$0.00	\$0.00	\$5,411,605.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE Project #: A000(999) - 0 Program Code: LY20

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
08/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
07/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
06/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
05/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
04/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
03/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
02/2012	\$16,029,501.00		\$16,029,501.00	\$0.00	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
01/2012	\$15,857,271.58		\$16,029,501.00	\$172,229.42	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
12/2011	\$15,312,841.18		\$16,029,501.00	\$716,659.82	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
11/2011	\$13,826,366.86		\$16,029,501.00	\$2,203,134.14	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
10/2011	\$12,159,481.51		\$16,029,501.00	\$3,870,019.49	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
09/2011	\$11,053,397.07		\$16,029,501.00	\$4,976,103.93	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
08/2011	\$10,371,420.39		\$16,029,501.00	\$5,658,080.61	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00
09/2010	\$234,829.49		\$16,029,501.00	\$15,794,671.51	\$4,007,375.25	\$0.00	\$0.00	\$20,036,876.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE Project #: A000(999) - 0 Program Code: L680

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SU/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
08/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
07/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
06/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
05/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
04/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
03/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
02/2012	\$1,778,400.00	\$0.00	\$1,778,400.00	\$0.00	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
01/2012	\$1,759,291.22	\$0.00	\$1,778,400.00	\$19,108.78	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
12/2011	\$1,698,889.25	\$0.00	\$1,778,400.00	\$79,510.75	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
11/2011	\$1,533,971.68	\$0.00	\$1,778,400.00	\$244,428.32	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
10/2011	\$1,349,038.35	\$0.00	\$1,778,400.00	\$429,361.65	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
09/2011	\$1,226,323.43	\$0.00	\$1,778,400.00	\$552,076.57	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
08/2011	\$1,150,661.17	\$0.00	\$1,778,400.00	\$627,738.83	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00
09/2010	\$26,053.16	\$0.00	\$1,778,400.00	\$1,752,346.84	\$444,600.00	\$0.00	\$0.00	\$2,223,000.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE

Project #: A000(999) - 0

Program Code: HY20

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	St/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
08/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
07/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
06/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
05/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
04/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
03/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
02/2012	\$4,000,000.00		\$4,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
01/2012	\$3,957,021.27		\$4,000,000.00	\$42,978.73	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
12/2011	\$3,821,164.22		\$4,000,000.00	\$178,835.78	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
11/2011	\$3,450,229.67		\$4,000,000.00	\$549,770.33	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
10/2011	\$3,034,275.36		\$4,000,000.00	\$965,724.64	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
09/2011	\$2,758,263.15		\$4,000,000.00	\$1,241,736.85	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
08/2011	\$2,588,082.87		\$4,000,000.00	\$1,411,917.13	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00
09/2010	\$58,599.30		\$4,000,000.00	\$3,941,400.70	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE

Project #: A000(999) - 0

Program Code: LY60

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SV/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
08/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
07/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
06/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
05/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
04/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
03/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
02/2012	\$2,475,000.00		\$2,475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
01/2012	\$2,448,406.76		\$2,475,000.00	\$26,593.24	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
12/2011	\$2,364,345.21		\$2,475,000.00	\$110,654.79	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
11/2011	\$2,134,829.45		\$2,475,000.00	\$340,170.55	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
10/2011	\$1,877,457.73		\$2,475,000.00	\$597,542.27	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
09/2011	\$1,706,675.23		\$2,475,000.00	\$768,324.77	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
08/2011	\$1,601,376.15		\$2,475,000.00	\$873,623.85	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00
09/2010	\$36,258.30		\$2,475,000.00	\$2,438,741.70	\$0.00	\$0.00	\$0.00	\$2,475,000.00	\$0.00

PROJECT FUND HISTORY REPORT

State: NEW HAMPSHIRE

Project #: A000(999) - 0

Program Code: LY90

Report Date	Expenditures	102 Expenditures	Federal Funds	Unexpended Balance	SV/Local Funds	Private Funds	Nonmonetary Donations	Total Cost	Advanced Construction
Current	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
08/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
07/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
06/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
05/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
04/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
03/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
02/2012	\$1,715,000.00		\$1,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
01/2012	\$1,696,572.65		\$1,715,000.00	\$18,427.35	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
12/2011	\$1,638,323.97		\$1,715,000.00	\$76,676.03	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
11/2011	\$1,479,285.75		\$1,715,000.00	\$235,714.25	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
10/2011	\$1,300,945.38		\$1,715,000.00	\$414,054.62	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
09/2011	\$1,182,605.22		\$1,715,000.00	\$532,394.78	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
08/2011	\$1,109,640.31		\$1,715,000.00	\$605,359.69	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00
09/2010	\$25,124.39		\$1,715,000.00	\$1,689,875.61	\$0.00	\$0.00	\$0.00	\$1,715,000.00	\$0.00

N.H. Department of Transportation

JUL 9 2010

PROJECT ESTIMATE

YMK 7/30/10

Name: Newington-Dover Date: June 28, 2010
 State#: 11238J Supersedes Estimate Dated: February 22, 2010
 Fed#: A-000(375) Current Advertising Date: _____
 Description: NH 16 / US 4/ Spaulding Turnpike; Widen Turnpike including the Little Bay Bridges and Reconstruct two interchanges from Gosling Road to Dover Toll Booth
 County Name/Number: ROCKINGHAM - 015 Project Type: A - Rural Project Over \$750,000
 & STRAFFORD - 017

Fed Participation Amt: _____ Project Programming Use Only: _____

Estimate Type: Modified Project Agreement Estimate for ROW

Explanation of Estimate:

This estimate updates the ROW cost breakdown while leaving the total costs unchanged. This project provides Federal participation for Advanced ROW Acquisitions only.

Project Detail

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

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

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

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

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

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

Project Funding Requirements:

The 20% State match (\$740,000.00) for the ROW acquisitions will be Turnpike funded under the Newington-Dover 11238k project, the remaining 80% is Federally funded (\$2,960,000.00) under this 11238J project. PE is charged to the Newington Dover 11238 parent project.

Right of Way

Authorized

<u>Service (Incidentals, Acquisition, Bldg Demo)</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>
Drive-In Theater Early acquisitions (Hardship / Protective Buying)	\$1,860,000.00	\$1,860,000.00	
Additional Advanced ROW acquisitions (Hardship / Protective Buying)	\$270,000.00	\$270,000.00	
Tuttle Property Preservation Early acquisitions (Hardship / Protective Buying)	\$1,340,000.00	\$1,340,000.00	
Day Property Preservation Early acquisitions (Hardship / Protective Buying)	\$230,000.00	\$230,000.00	
Total:	\$3,700,000.00	\$3,700,000.00	\$0.00

PROJ PRO
USE ONLY

App Code

Programmed

Service (Incidentals, Acquisition, Bldg Demo)

	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Programmed Total:	\$0.00	
Right of Way Total:	\$3,700,000.00	

Grand Total: \$3,700,000.00

ESTIMATE APPROVALS:

Project Manager:

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

N/A

APR 05 2012

N.H. Department of Transportation

PROJECT ESTIMATE

Name:	Newington-Dover	Date:	March 27, 2012
State#:	11238K	Supersedes Estimate Dated:	January 27, 2012
Fed#:	Non-Federal	Current Advertising Date:	N/A
Description:	NH 16 / US 4 / Spaulding Turnpike; Widen Turnpike including Little Bay Bridges from Gosling Road to Dover		
Tolls:			
County Name/Number:	ROCKINGHAM - 015 & STRAFFORD - 017	Project Type:	E - Special Project
Fed Participation Amt:	Project Programming Use Only		

Estimate Type: Modified Project Agreement Estimate for ROW/CON

Explanation of Estimate:

This estimate reallocates \$37,000.00 in programmed construction funds; \$20,000.00 for the Travel Demand Management from SFY 2012 to SFY 2017, \$8,000.00 for the Lee Park and Ride from SFY 2012 to SFY 2013, and \$9,000.00 for the Lee Park and Ride from SFY 2013 to SFY 2014. The overall estimate remains at \$6,708,975.25.

Project Detail

Mainline	
Name:	Spaulding Turnpike
Length:	3.5 miles
Travel Way:	24 Feet
Shoulder:	Varies - 9 Feet to 12 Feet
Sidewalk:	
Improvement:	RECONSTRUCTION - ADDED CAPACITY

Bridge 1	
Bridge No.:	SB Little Bay Bridge (201/024)
Type:	IB-C
Length:	1639 Feet
No. of Spans:	9
Improvement:	BRIDGE - NEW CONSTRUCTION

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

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

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

Bridge 3	
Bridge No.:	Modifications to GSB (200/023)
Type:	Reconstruct North Abutment
Length:	NA
No. of Spans:	NA
Improvement:	BRIDGE REHABILITATION - NO ADDED CAPACITY

Project Funding Requirements:

This project represents the 20% matching Turnpike funds needed to complement the federally-funded Newington-Dover 11238, Travel Demand Management (TDM), 11238L, and 11238J projects. Previously the 20% Turnpike match to the Dover 14287 project and Dover-Durham-Exeter 14500 (Rail Service) was included in this estimate. The Dover 14287 project has now been separated from this estimate and is paid for under the 14287A project. The 14500 (Rail Service) project has now been separated from this project and will be paid for under the 20254 project. PE and ROW is charged to the Newington-Dover 11238 project.

Right of Way**Authorized**

<u>Service (Incidentals, Acquisition, Bldg Demo)</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>	<u>PROJ/PROG USE ONLY</u> <u>App.Code</u>
Drive-In Theater acquisitions (completed 2007) - 11238J	\$372,000.00	\$372,000.00		
Additional Advance ROW acquisitions - 11238J	\$54,000.00	\$54,000.00		
Tuttle Property Preservation - 11238J	\$268,000.00	\$268,000.00		
Day Property Preservation - 11238J	\$46,000.00	\$46,000.00		
Total:	\$740,000.00	\$740,000.00	\$0.00	

Programmed

<u>Service (Incidentals, Acquisition, Bldg Demo)</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Programmed Total:	\$0.00	
Right of Way Total:	\$740,000.00	

Construction**Authorized**

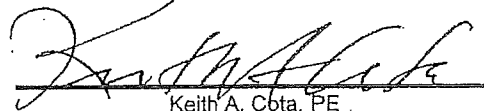
<u>Type of Work, Vendor, Service</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>	<u>PROJ/PROG USE ONLY</u> <u>App.Code</u>
Rail Service 14500 (completed 2007)	\$400,000.00	\$400,000.00		
Newington-Dover 11238L	\$5,451,975.25	\$5,451,975.25		
Total:	\$5,851,975.25	\$5,851,975.25	\$0.00	

Programmed

<u>Type of Work, Vendor, Service</u>	<u>Programmed \$\$</u>	<u>Fiscal Year</u>
Lee Park and Ride US 4/ NH 125 14287	\$8,000.00	2013
Lee Park and Ride US 4/ NH 125 14287	\$9,000.00	2014
Travel Demand Management (TDM)	\$20,000.00	2013
Travel Demand Management (TDM)	\$20,000.00	2014
Travel Demand Management (TDM)	\$20,000.00	2015
Travel Demand Management (TDM)	\$20,000.00	2016
Travel Demand Management (TDM)	\$20,000.00	2017
Programmed Total:	\$117,000.00	
Construction Total:	\$5,968,975.25	

Grand Total: \$6,708,975.25**ESTIMATE APPROVALS:**

Project Manager:



Keith A. Cota, PE

PROJECT ESTIMATE

KK 6/29/12

Name:	Newington-Dover	Date:	June 13, 2012
State#:	11238L	Supersedes Estimate Dated:	May 1, 2012
Fed#:	A000(999)	Current Advertising Date:	May 11, 2010
Description:	NH 16/ US 4/ Spaulding Turnpike, Construction of the New Little Bay Bridge and Roadway Approaches		
County Name/Number:	ROCKINGHAM - 015 & STRAFFORD - 017	Project Type:	C - Bridge Project
Fed Participation Amt:	Project Programming Use Only		

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

Explanation of Estimate:

This estimate Authorizes previously Programmed funds for Construction in the amount of \$12,375,769.15 from SFY 2012 for current and anticipated construction expenditures. The Grand Total remains unchanged at \$54,139,942.49.

Project Detail

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

Bridge 1	
Bridge No.:	SB Little Bay Bridge (201/024)
Type:	IB-C
Length:	1639 Feet
No. of Spans:	9
Improvement:	BRIDGE - NEW CONSTRUCTION

Sideroad 1	
Name:	Hilton Drive
Length:	2,500 LF
Travel Way:	22 Feet
Shoulder:	4 Feet
Sidewalk:	5 Feet
Improvement:	RECONSTRUCTION - ADDED CAPACITY

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

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

Bridge 3	
Bridge No.:	Modifications to GSB (200/023)
Type:	Reconstruct North Abutment
Length:	NA
No. of Spans:	NA
Improvement:	BRIDGE REHABILITATION - NO ADDED CAPACITY

Project Funding Requirements:

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

Construction

Authorized

Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROJ/PROG USE ONLY App. Code
Roadway	\$12,217,121.79	\$12,217,121.79		
ATC Associates Inc.	\$14,087.83	\$14,087.83		
Retaining Walls and Sound Wall	\$1,792,136.72	\$1,792,136.72		
Non Participating				
City of Dover Sewer	\$0.00	\$0.00		
FairPoint Telephone	\$7,332.60	\$7,332.60		
FairPoint Telephone, AT&T, Bayring Communications	\$431,695.00	\$431,695.00		
Bridge:				
SB Little Bay Bridge	\$38,174,814.40	\$38,174,814.40		
Pedestrian Access to General Sullivan Bridge	\$1,299,709.55	\$1,299,709.55		
Modifications to North Abut. General Sullivan Bridge	\$183,237.60	\$183,237.60		
Force Account Work				
State of NH/ Signs, Signals, Pavement Markings	\$2,000.00	\$2,000.00		
Force Account - PSNH (Permanent Lighting)	\$17,807.00	\$17,807.00		
Total:	\$54,139,942.49	\$54,139,942.49	\$0.00	

Programmed

Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Programmed Total:	\$0.00	

Breakdown of Anticipated Cash Flow

Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Roadway and Bridge	\$4,445,858.09	SFY 2013
Anticipated Cash Flow remainder	\$4,445,858.09	

Construction Total: \$54,139,942.49

Grand Total: \$54,139,942.49

ESTIMATE APPROVALS:

Project Manager:


Keith A. Cota, PE

AUG 10 2012

N.H. Department of Transportation

PROJECT ESTIMATE

JD 8/10/12

Name:	Newington-Dover	Date:	August 6, 2012
State#:	11238M	Supersedes Estimate Dated:	June 29, 2012
Fed#:	NA	Current Advertising Date:	May 29, 2012
Description:	NH16/US4/Spaulding Tpk; Exits 3 & 4 Interchange Construction and Mainline Turnpike Construction (Parent N-D 11238)		
County Name/Number:	ROCKINGHAM - 015	Project Type:	A - Rural Project Over \$750,000
Fed Participation Amt:	Project Programming Use Only		

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

Explanation of Estimate:

This estimate obligates Previously Authorized funds for SFY 2013 in the amount of \$10,927,772.70 (\$11,381,779.60 - \$454,056.90 for the Programmed City of Portsmouth Water Force Account).

Project Detail

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

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

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

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

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

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

Sideroad 4	
Name:	Nimble Hill Connector
Length:	400 LF
Travel Way:	12 feet
Shoulder:	5 Feet
Sidewalk:	N/A
Improvement:	NEW CONSTRUCTION

Project Funding Requirements:

This project is funded by the Turnpike Capital Program. PE and ROW is charged to the Newington-Dover 11238 project. Income of \$73,674.26 (\$95,995.79-\$22,321.53 for RSA 228:22 Reimbursement) from the Town of Newington (Sewer) and \$346,110.95 (\$454,056.90-\$56,960.00 for Design Engineering) -\$45,078.50 (for Construction Services) -\$5,907.45 (RSA 228:22 Reimbursement)) from the City of Portsmouth (Water).

Construction

Authorized

Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROPOSE ONLY App. Code
Roadway	\$37,985,925.45	\$37,985,925.45		
Woodbury Ave Bridge	\$5,201,659.40	\$5,201,659.40		
Shaftuck Way Bridge	\$969,514.79	\$969,514.79		
Railway Brook Restoration	\$802,825.23	\$802,825.23		
Participating City of Portsmouth Water	\$346,643.55	\$346,643.55		
Participating Town of Newington Sewer	\$4,620.00	\$4,620.00		
Town of Newington (Non-Par Sewer)	\$95,995.79	\$95,995.79		
Force Accounts				
M&N Gas	\$2,987,453.00	\$2,987,453.00		
PSNH (Lighting)	\$113,057.00	\$113,057.00		
PSNH (Transmission)	\$483,100.00	\$483,100.00		
State of NH - Bureau of Traffic (Signs and Markings)	\$5,000.00	\$5,000.00		
Total:	\$48,995,794.21	\$48,995,794.21	\$0.00	

Programmed

Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Force Accounts		
City of Portsmouth (Non-Par Water)	\$454,056.90	SFY 2013
Programmed Total:	\$454,056.90	

Breakdown of Anticipated Cash Flow

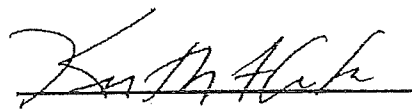
Type of Work, Vendor, Service	Anticipated Cash Flow \$\$	Fiscal Year
Force Account (M&N Gas & Town of Newington Non-Par Sewer)	\$3,083,448.79	SFY 2012
Roadway and Bridge	\$11,381,779.60	SFY 2013
Roadway and Bridge	\$23,130,000.00	SFY 2014
Roadway and Bridge	\$11,854,622.72	SFY 2015
Anticipated Cash Flow:	\$49,449,851.11	

Construction Total: \$49,449,851.11

Grand Total: \$49,449,851.11

ESTIMATE APPROVALS:

Project Manager:


 Keith A. Cota, P.E.

N.H. Department of Transportation

PROJECT ESTIMATE

FEB. 28 2012

Name: Newington-Dover Date: January 26, 2012
 State#: 112380 Supersedes Estimate Dated: May 1, 2010
 Fed#: N/A Current Advertising Date: September 24, 2013
 Description: NH 16/US 4/Spldg Tpk; Rehabilitation of existing Little Bay Bridge & Bridge Approach Construction
 (parent N-D 11238)
 County Name/Number: ROCKINGHAM - 015 Project Type: C - Bridge Project

Fed Participation Amt: Project Programming Use Only

Estimate Type: Modified Project Agreement Estimate for Construction

Explanation of Estimate:

This estimate remains unchanged with a grand total of \$33,983,809.70.

Project Detail

Mainline	
Name:	
Length:	
Travel Way:	
Shoulder:	
Sidewalk:	
Improvement:	<u>NEW CONSTRUCTION</u>

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

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

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

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

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

Project Funding Requirements:

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

Construction

Authorized

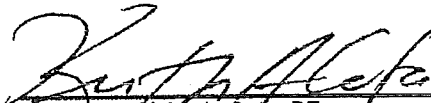
Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROJ PROG USE ONLY App Code
Total:	\$0.00	\$0.00	\$0.00	

Programmed

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

ESTIMATE APPROVALS:

Project Manager:


Keith A. Cota, PE

N.H. Department of Transportation

PROJECT ESTIMATE

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

Red/Participation Amt: Project Programming Use Only

Estimate Type: Original Programming Estimate

Explanation of Estimate:

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

Project Detail

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

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

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

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

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

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

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

Project Funding Requirements:

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

Construction

Authorized

Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROJ PROG
				USE ONLY
				ADD
				DATE
Total:	\$0.00	\$0.00	\$0.00	

Programmed

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

Grand Total: \$42,179,262.00

ESTIMATE APPROVALS:

Project Manager: _____

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

FEB 28 2012

N.H. Department of Transportation

PROJECT ESTIMATE

11/3/12

Name:	Newington-Dover	Date:	January 26, 2012
State#:	11238S	Supersedes Estimate Dated:	May 3, 2010
Fed#:	NA	Current Advertising Date:	August 4, 2015
Description:	Spaulding Turnpike/Little Bay Bridges, General Sullivan Bridge Rehabilitation (Parent N-D 11238)		
County Name/Number:	ROCKINGHAM - 015	Project Type:	C - Bridge Project
Fed Participation Amt:	Project Programming Use Only		

Estimate Type: Revised Programming Estimate

Explanation of Estimate:

This estimate moves previously programmed Construction funds in the amounts of \$9,327,000.00 from SFY 2015 to SFY 2016, \$15,079,545.00 from SFY 2016 to SFY 2017, and \$6,662,000.00 from SFY 2017 to SFY 2018. This estimate remains unchanged with a grand total of \$31,068,545.00.

Project Detail

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

Bridge 1	
Bridge No.:	General Sullivan Bridge (200/023)
Type:	DT/HT
Length:	1585 LF
No. of Spans:	9
Improvement:	BRIDGE REHABILITATION - NO ADDED CAPA

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

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

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

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

Project Funding Requirements:

This project is funded by the Turnpike Capital Program. The programmed construction total reflects an inflation rate of 3% from 2010 to the year of advertisement (August 2015). PE and ROW is charged to the Newington-Dover 11238 project.

Construction

Authorized

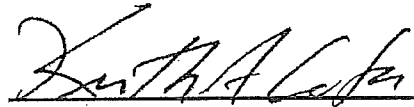
Type of Work, Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$	PROJ PROG USE ONLY
				App Code
Total:	\$0.00	\$0.00	\$0.00	

Programmed

Type of Work, Vendor, Service	Programmed \$\$	Fiscal Year
Bridge	\$9,327,000.00	SFY 2016
Bridge	\$15,079,545.00	SFY 2017
Bridge	\$6,662,000.00	SFY 2018
Programmed Total:	\$31,068,545.00	
Construction Total:	\$31,068,545.00	
Grand Total:	\$31,068,545.00	

ESTIMATE APPROVALS:

Project Manager:



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

NA

N.H. Department of Transportation

PROJECT ESTIMATE

Name:	DOVER	Date:	July 16, 2007
State#:	14287	Supersedes Estimate Dated:	May 17, 2007
Fed#:	X-A000(280)	Current Advertising Date:	June 12, 2007
Description:	Indian Brook Drive, construct Park and Ride (approximately 414 Spaces) including a Bus Terminal Building near Exit 9 of the Spaulding Turnpike [04-32CM].		
County Name/Number:	STRAFFORD - 017	Project Type:	E - Special Project
Fed Participation Amt:	Project Programming Use Only		

Estimate Type: Modified Project Agreement for PE & ROW and PAE (Based on Bids)

Explanation of Estimate:

This Estimate increases Authorized PE by \$1,500 (from \$300,000 to \$301,500) to account for final engineering charges. Authorized ROW is increased by \$3,000 (from \$460,000 to \$463,000) to account for final ROW charges. Authorized Construction decreased by \$158,677.11 (from \$2,731,819.75 to \$2,573,142.64) based on Bids opened on July 12, 2007. Severino Trucking Co. Inc. was the "A-Bidder" at \$2,255,851.64 compared to the Department's PS&E item sub-total of \$2,414,528.75. Most of the cost savings was reflected in earthwork, select materials, the privacy fence and mobilization.

Project Detail

Project Detail

Mainline	
Name:	Park and Ride Facility
Spaces:	414
Travel Way:	N/A
Shoulder:	N/A
Sidewalk:	-----
Improvement:	NEW CONSTRUCTION

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

Project Funding Requirements:

The 20% State match for Construction will be Turnpike Funded under Dover 14287A.

Preliminary Engineering

Authorized

Vendor, Service	Prev Authorized \$\$	Authorized \$\$	This Estimate Requested \$\$
State of NH	\$174,609.28	\$176,109.28	\$1,500.00
Tennant/Wallace Architects (Terminal Building Design)	\$57,210.00	\$57,210.00	
Liz Hengen (Property & Contextual Research)	\$15,559.00	\$15,559.00	
Lisa Mausolf (Phase II Archaeological Investigation)	\$13,121.02	\$13,121.02	
Lynne Monroe (Determination of Eligibility)	\$16,512.70	\$16,512.70	
University of Maine (Archaeological Mitigation)	\$22,988.00	\$22,988.00	
Total:	\$300,000.00	\$301,500.00	\$1,500.00

Preliminary Engineering Total: \$301,500.00

Right of Way

Authorized

<u>Service (Incidentals, Acquisition, Bldg Demo)</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>
ROW Incidentals	\$20,000.00	\$20,000.00	
Acquisitions	\$440,000.00	\$443,000.00	\$3,000.00
Total:	\$460,000.00	\$463,000.00	\$3,000.00

Right of Way Total: \$463,000.00

Construction

Authorized

<u>Type of Work, Vendor, Service</u>	<u>Prev Authorized \$\$</u>	<u>Authorized \$\$</u>	<u>This Estimate Requested \$\$</u>
Construction	\$2,614,528.75	\$2,455,851.64	(\$158,677.11)
Force Account Work			
Tennant/Wallace Architects (Construction Admin.)	\$10,040.00	\$10,040.00	
PSNH (Lighting)	\$5,251.00	\$5,251.00	
Bureau of Traffic (Signs, Signals, Pvm't marking)	\$2,000.00	\$2,000.00	
City of Dover (Rdwy Improvement Agreement-Signals)	\$100,000.00	\$100,000.00	
Total:	\$2,731,819.75	\$2,573,142.64	(\$158,677.11)

Construction Total: \$2,573,142.64

Grand Total: \$3,337,642.64

ESTIMATE APPROVAL:

Project Manager:

Christopher M. Waszczuk, P.E.

PROJECTS REPORT

09/19/12

Contact Ron Grandmaison

On-Shelf Ad Date 02/12/2013

Name ROCHESTER

Actual Ad Date 02/12/2013

State# 20254

Estimate Date 09/13/2012

Fed# X-A002(056)

Description US 202, CONSTRUCT 201 SPACE PARK-N-RIDE LOT ADJACENT TO US 202 [10-16CM]

Completion Dat

Completion Type

PROJECT TOTALS

Account	Estimate	Fed Authorized	Non-Fed Auth	Prog/Req	Expenditures*	> 75%
PE	\$211,999.99	\$116,799.99	\$29,200.00	\$66,000.00	\$75,710.36	
ROW	\$670,200.26	\$8,014.61	\$2,003.65	\$660,182.00	\$9.90	
CON	\$2,090,000.00	\$0.00	\$0.00	\$2,090,000.00	\$0.00	
Misc.	\$0.00	\$0.00	\$0.00	\$0.00	\$43.50	
Total	\$2,972,200.25	\$124,814.60	\$31,203.65	\$2,816,182.00	\$75,763.76	

Project Totals represent total monies, not the Federal portion of the total

* includes additives and consultant

PROJECT DETAIL**Expenditures by Bureau / Section:**

	Exp	Hrs
Preliminary Engineering		
Survey	\$0.00	0
Plan Prep	\$23.63	0
Prel. Design & Technical	\$2,119.99	43
Final Design & Technical	\$2,687.16	54.5
Highway Administration	\$4,087.34	77.5
Bridge Design & Technical	\$0.00	0
Bridge Administration	\$0.00	0
Environment	\$2,234.92	47.5
Materials & Research	\$1,260.62	29
Utilities	\$49.58	1
Consultant	\$56,364.36	0
Other	\$0.00	0
Sub-Total	\$68,827.60	252.5
PE Additives	\$6,882.76	
PE Total	\$75,710.36	

Right of Way

Incidentals	\$9.00	0
Acquisitions	\$0.00	0
Sub-Total	\$9.00	0
ROW Additives	\$0.90	
ROW Total	\$9.90	

Construction

Construction Engineering	\$0.00	0
Construction Other	\$0.00	0
Sub-Total	\$0.00	0
Construction Additives	\$0.00	
Construction Total	\$0.00	

Operations Total \$0.00 0**Miscellaneous Total \$43.50 0****Expenditure Grand Total \$75,763.76 252.5****Authorized By Consultant:**

Vendor#	Vendor Nam	Amount Authorized
176231R001	Jacobs Engineering Group Inc	\$95,191.96
155809B001	Preservation Co	\$5,779.90
Total:		\$100,971.86

Expenditures by Consultant:

Vendor #	Vendor Name	Amount Paid
176231R001	Jacobs Engineering Group Inc	\$56,364.36
Total:		\$56,364.36

Programmed / Requested Amounts By Year:

PE	\$66,000.00	(2013)
ROW	\$660,182.00	(2013)
CON	\$2,090,000.00	(2013)
Total:	\$2,816,182.00	

