

2013 Financial Plan Update



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

Newington to Dover

New Hampshire

September 2013



Federal Highway
Administration

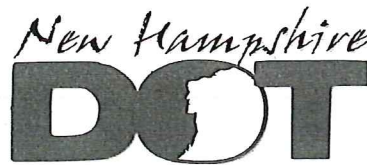


New Hampshire
Department of Transportation

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

2013 FINANCIAL PLAN UPDATE

LETTER OF CERTIFICATION

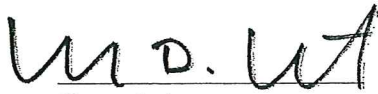
The New Hampshire Department of Transportation developed a comprehensive Initial Financial Plan for the Newington-Dover, Spaulding Turnpike Improvements Project in 2010 as agreed with the Federal Highway Administration in accordance with the FHWA Financial Plan Guidance which was issued on May 23, 2000 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 2013 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 2013 Financial Plan Update and are included within this document.

The cost data in the 2013 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2013 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 2013 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 2013 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 2013 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 2013 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

9/30/2013
Date

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1

Introduction

1.4 Funding Overview

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

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

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

2

Project Description

2.5 Project History

2.5.1 Major Milestones

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

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

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

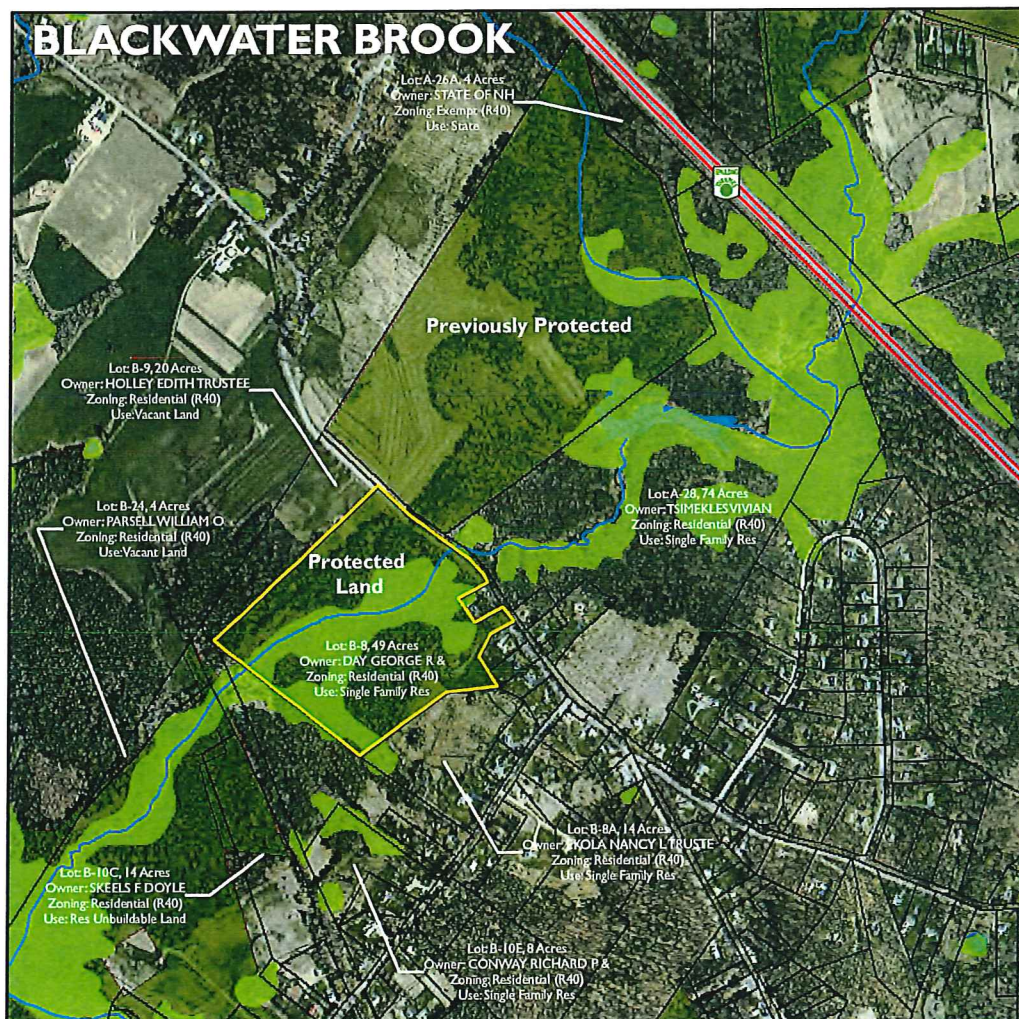
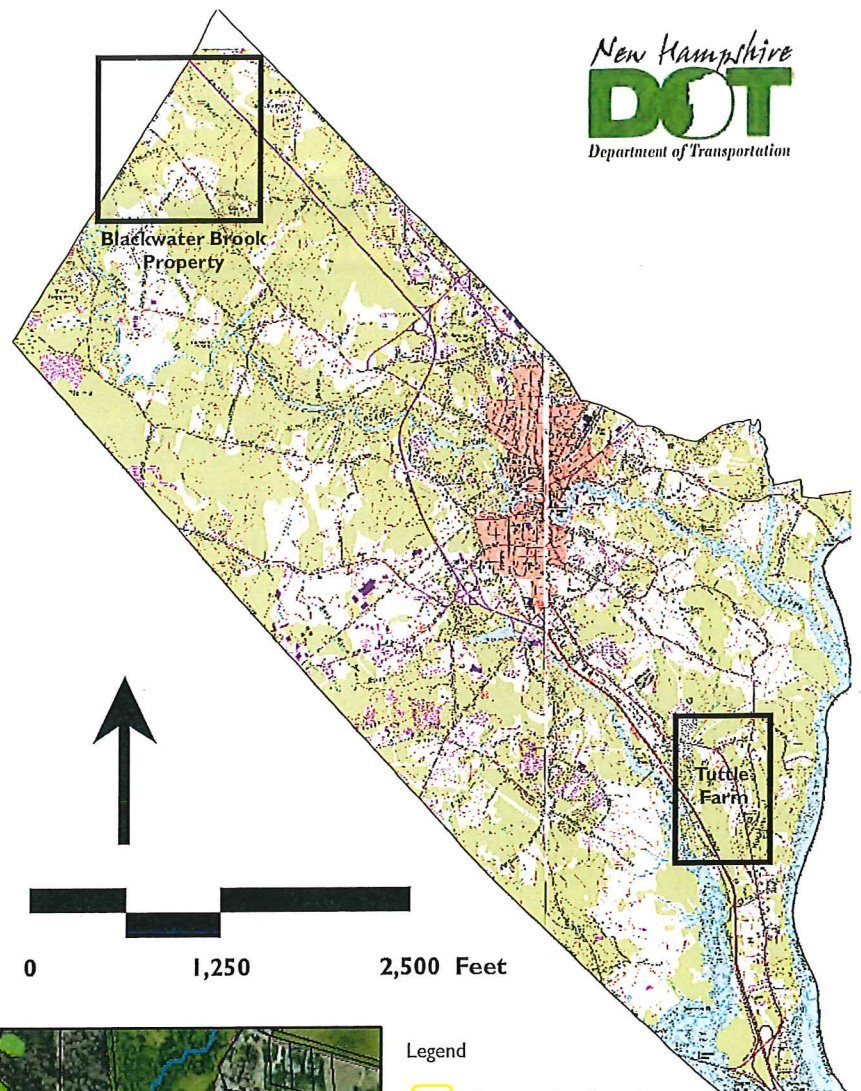
- **August 22, 2012** – Contract M Construction Contract Awarded
- **September, 2012** - Contract M Construction Commences

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.

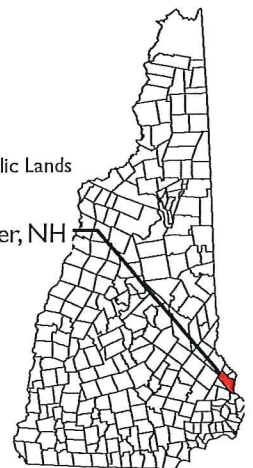
2.5.2.1 Mitigation Activities

- 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



Vanasse Hangen Brustlin, Inc.

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.
- A new Park-and-Ride facility that will provide approximately 200 spaces has been identified at Exit 13 in Rochester. The project was advertised for construction in the spring of 2013 with construction starting in late summer of 2013.

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.
- During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M and is currently under construction. This roundabout replaces the previously proposed signalized intersection.
- The Preliminary Bridge Phase submission was completed in June, 2012 on the existing Little Bay Bridges for Contract O.
- The Preliminary Bridge Phase submission was completed in February, 2013 on the US Route 4 Bridge over the Spaulding Turnpike at Exit 6.

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.

- The acquisition of six (6) parcels (D89, D90, D96, D98, D100 and D102) required for Contract Q was completed in the spring and summer of 2013. There are nine (9) additional parcels that are in the negotiation stage of acquisition.

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 2013, the Pomeroy Cove pathway and the pedestrian bridge have been completed and opened, the construction of the Little Bay Bridge was completed to the concrete deck along with miscellaneous roadway, stormwater quality features, soundwall elements and retaining wall elements.
- Construction commenced in September 2012 for Contract "M". Through June 2013, the earthwork and drainage associated with Woodbury Avenue, Arboretum Drive, the Spaulding Turnpike Exit 3 southbound ramps and the roundabout is ongoing, the utility relocations for the waterline, gas line and electric transmission line on the west side of the Spaulding Turnpike are ongoing, the reconstruction of Arboretum Drive from the City of Portsmouth water tank location to the southerly limit of work is complete, the median earthwork between Exits 3 and 4 has started, the waterline relocation along Shattuck Way is completed, the southbound bridge over Shattuck Way is almost complete and the Woodbury Avenue bridge western abutment is complete-.
- Granite State Gas Transmission Company have been constructing the Little Bay directional drill underwater crossing beginning in the fall of 2012 with an anticipated switch over to this proposed line in the fall of 2013.

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 anticipated in 2014.

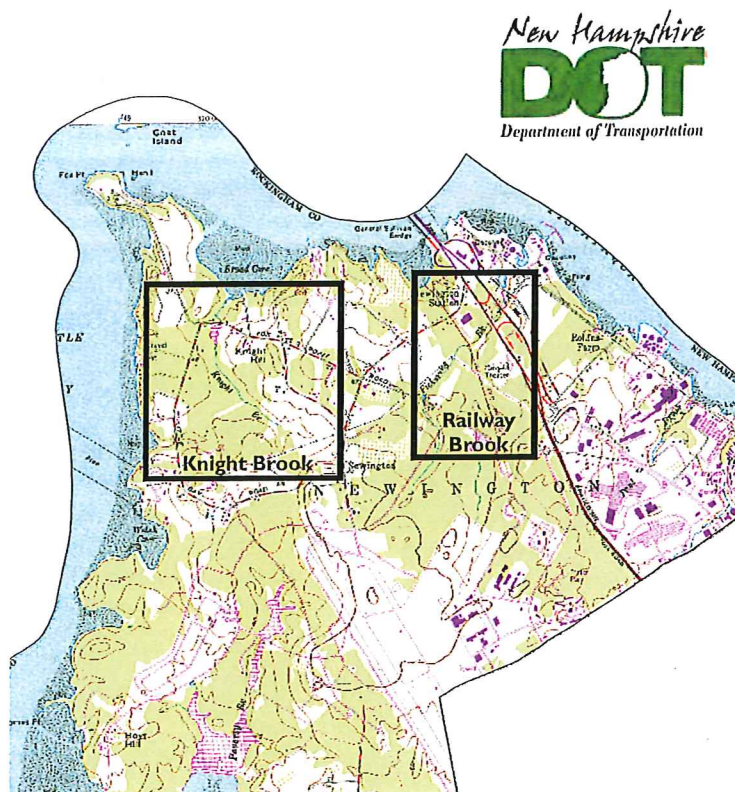
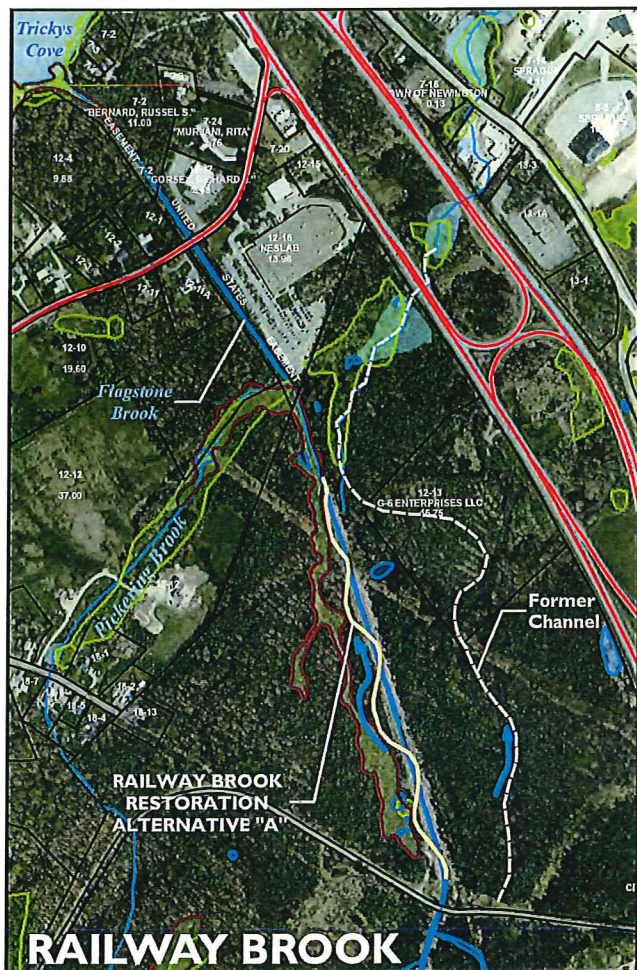
2.6.1.2 Travel Demand Measures

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 designed at Exit 13 in Rochester. The project was advertised for construction in the spring of 2013 with construction starting in late 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 in the fall of 2013.

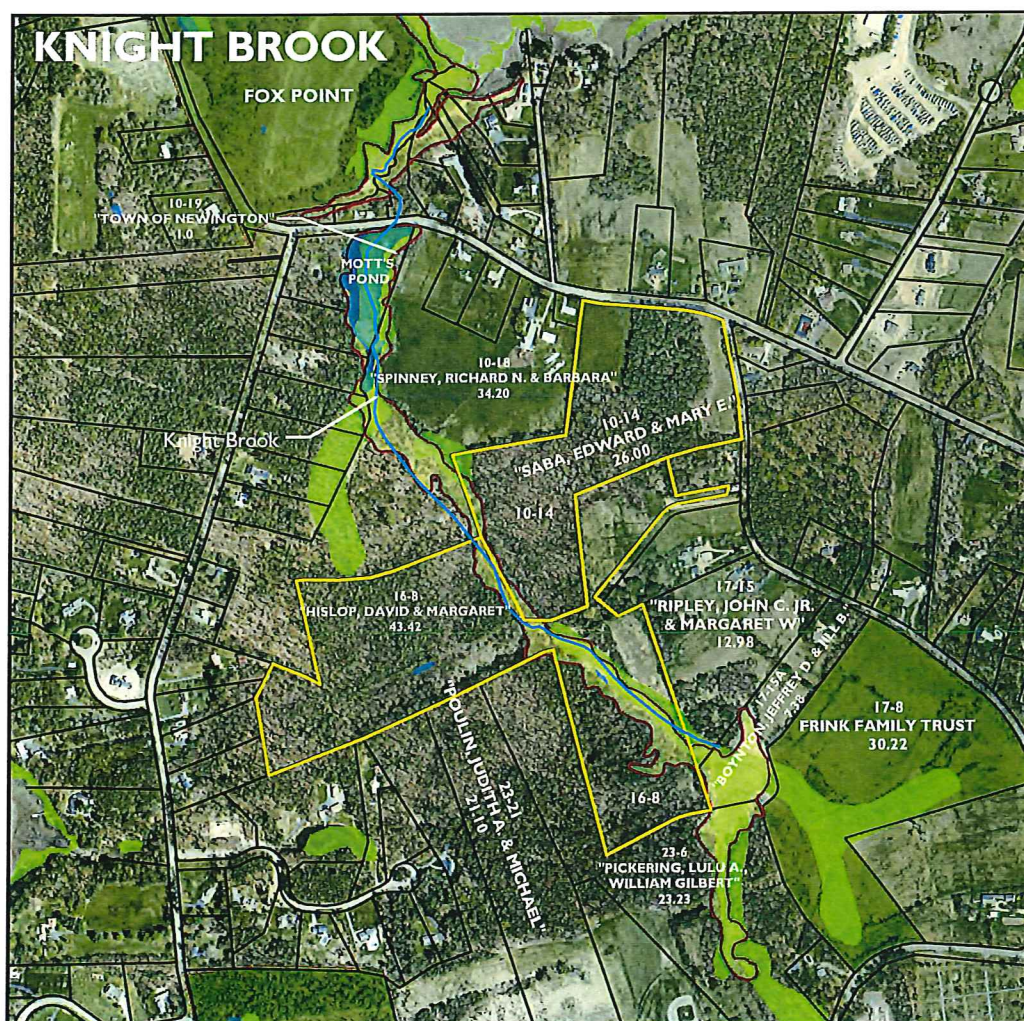
2.6.2 Final Design Engineering

- 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.



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

- The Preliminary PS&E bridge design for Contract Q, US Route 4 bridge over the Spaulding Turnpike is currently underway.
- The Preliminary Bridge designs and additional inspections for the General Sullivan Bridge are currently underway.
- During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M and is currently under construction. This roundabout replaces the previously proposed signalized intersection.
- The second roundabout is located in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road and is currently being designed within Contract Q. This roundabout eliminates the Spur Road Connector and the US Route 4 bridge over the Spur Road Connector and provides improved access to the local neighborhoods north and south of US Route 4.
- Delays were encountered during construction of Contract L and in the utility relocation design project development for Contract M which resulted in significant concerns in the ability for these two contracts to collaborate and meet the traffic shift onto the new southbound Little Bay Bridge in the fall of 2013. Therefore, the Department determined that a portion of the roadway work within Contract L would move into Contract M. With this move in roadway work, Contract M will have the sole responsibility to shift traffic onto the southbound Little Bay Bridge which is anticipated to be in the fall of 2014. The completion of Contract L is expected to be 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 are being utilized to monitor various engineering solutions that are implemented in the test embankments for evaluation and the determination of a solution to be incorporated into Contract Q.
- The coordination of the utility impacts, design modifications, and utility relocation studies and designs for Contract Q are ongoing. Unitil and Dover Community Services have engaged a geotechnical consultant to address the geotechnical concerns anticipated with

temporary and permanent site conditions, relocation designs, and construction.

- 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). Construction commenced in 2012 and continues with an anticipated switch over to this proposed line in the fall of 2013.
- 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 considered a transparent noise wall adjacent to Pomeroy Cove to continue to provide aesthetically pleasing views of the cove. However, after additional research, cost estimating, consultation with the City of Dover, and public participation, the Department has determined that the timber soundwall will be extended along Pomeroy Cove. These project elements will be incorporated within Contract Q.

2.6.3 Right-of-Way

Additional right-of-way and permanent and temporary easements will be required for six (6) properties along the railroad corridor in Newington and nine (9) additional properties for Contract Q.

2.6.4 Construction

Contract L construction continued through FY 2013 with the Little Bay Bridge being completed through the concrete deck along with various roadway, soundwall and retaining wall work. In FY 2014, the Department anticipates the bridge will be completed along with the completion of the roadway, soundwall and retaining wall work. The temporary closure of Wentworth Terrace in the vicinity of the bridge construction is anticipated to be removed in the fall of 2013.

Construction activities in association with Contract M in FY 2013 included the relocation of electric, water, gas lines and embankment and drainage placement in the Exit 3 area, the western Woodbury Avenue bridge abutment, and the reconstruction of Arboretum Drive from the City of Portsmouth water tower area to the southerly limit of work. Anticipated construction activities for FY 2014 include, continued

construction of the proposed southbound barrel and exit 3 southbound ramps from the Exit 3 area southerly to Exit 1, northbound and southbound construction in existing median between Exits 3 and 4, the Woodbury Avenue bridge pier, and exit 4 ramps reconstruction. The existing traffic patterns will be shifted during FY14 to support additional construction and the traffic control plan.

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	60%	Contract O – Rehabilitate the existing Little Bay Bridge. The Preliminary PS&E Bridge Design phase activities are ongoing.
CONTRACT Q	70%	Contract Q – Exit 6/Mainline in Dover, the Preliminary PS&E Design phase is 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 ongoing.
PROJECT WIDE SUMMARY	80%	Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2016.

Table 2-7. Continued

RIGHT-OF-WAY		
CONTRACT L	100%	4 parcels impacted and acquired.
CONTRACT M	100%	12 parcels impacted and acquired
CONTRACT O	100%	0 parcels impacted.
CONTRACT Q	40%	Anticipate 15 parcels impacted; 6 acquired to date
CONTRACT S	100%	0 parcels impacted.
Future RR Parcels - Newington	0%	Design continues to determine impacts; approximately 6 parcels impacted
PROJECT WIDE	60%	22 of 37 parcels acquired for construction.
SUMMARY		
Mitigation		
ENVIRONMENTAL	100%	Tuttle and Day Properties preservation completed in 2009; Saba and Hislop Properties (Knight Brook watershed) acquired in 2012; Railway Brook restoration design completed in Contract M.
TRANSIT	100%	Funding for Transit service operation was completed in 2012 and will extend through FY17.
RAIL	100%	Downeaster Rail expansion completed in 2007.
TDM	0%	Promotion of ridesharing, bicycling, and walking have tentative agreement in place for FY14.
PARK & RIDE	70%	Dover P&R was completed in 2008; Rochester P&R construction to occur in FY14 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	94%	Construction activities initiated in September 2010.
CONTRACT M	18%	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	25%	Construction activities have been initiated.
SUMMARY		

3

Implementation Plan

Based upon the currently planned traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the 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 2018 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

The Department has determined that five construction contracts will be required to complete all of the project's necessary infrastructure improvements. **Figure 3.1** depicts the current construction contract breakouts and construction duration schedule. Each contract identified in the schedule includes advertising and bid period, construction duration and the estimated construction costs in 2013 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

3

Implementation Plan

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contracts currently envisioned may be combined or limits revised to 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	60%	May-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	70%	Nov-2014	Aug-2018
CONTRACT S - General Sullivan Bridge Rehab.	25%	Aug-2016	Aug-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 2013 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 \$23.36M 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 \$17.99M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$0.64M. Additional engineering and support services provided by NHDOT are estimated at \$4.73M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total \$1.86M and are included in the NHDOT engineering and support services estimated at \$4.73M. (The estimate for the 11238 parent project, which includes nearly all the engineering and ROW costs, is included in Chapter 8 - Exhibits).

Significant final design activities have progressed including the completion of the new Little Bay Bridge, "Contract L", which advertised in May, 2010, the completion of Contract M, which advertised in May 2012, the advancement of the Contract O Preliminary PS&E submission 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 \$8.71M. These costs are associated with property appraisals, property acquisitions, administration, and management. The project requires approximately 3 full property acquisitions and 37 partial acquisitions with easements for the project. Completed early right-of-way acquisitions totaling \$3.70M include the former drive-in theater property in Newington and the Day and Tuttle properties in Dover. The Day and Tuttle property acquisitions are not

included in the \$8.71M 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 construction as a separate project (Project #20254). Design and Construction costs are estimated at \$2.44M.
- A new Park-and-Ride facility at US 4/NH 125 in Lee is planned as a separate project once funding is approved. Design and Construction costs are estimated at \$400,000.
- Bus alternatives to improve bus service in the seacoast area will be advanced with capital investments and operating subsidies for a maximum of five years. Costs are estimated to total \$8.86M (Project #11238).
- The NHDOT has provided \$2.0M in support of the expansion of the Downeaster rail service through a joint-sponsored effort to operate a fifth weekday roundtrip between Portland and Boston that was initiated in August 2007.
- Promotion of TDM measures including ridesharing, bicycling, walking, and the use of public transportation is estimated to cost, \$400,000.

Table 4-2. Travel Demand Measure Costs

	Estimated Cost
Park and Ride	
Dover Park & Ride Exit 9	\$3.34M
Rochester Park & Ride Exit 13	\$2.44M
Lee Park & Ride	\$0.40M
Total	\$6.18M
Transit and Rail Service	
Improved Seacoast Bus Service	\$8.86M
Expansion of Downeaster Rail	\$2.00M
Total	\$10.86M
Promotion of TDM Measures	
Promotion of bicycling, ride sharing, walking, etc.	\$0.40M
Mitigation Total	\$17.44M

4.1.4 Construction Infrastructure and Utility Costs

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

The current construction cost estimate is based upon the best available cost data at the time of the estimate or based upon the actual construction contract award cost. Each of the construction contracts are currently being advanced over 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 \$4.48M. 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 70% 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 2013 dollars, is \$268.6M.

With construction beginning in 2010 and scheduled to end in 2019, the 2013 estimated costs have subsequently been adjusted and inflated to reflect the current project schedule and the year-of-expenditure costs. The current total estimated cost for the Newington-Dover Project is \$271.3M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2014 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 previous costs for 2010 – 2012, the current 2013 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

PROJECT ELEMENTS	Cost in Millions		
	2007 FEIS Costs	2013 Current Cost Estimate	2013 Projected Future Cost Estimate through 2019 (3% inflation for construction)
Final Design Engineering	\$13.8	\$23.4	\$23.4
Right of Way Acquisitions	\$2.2(*)	\$8.7	\$8.7
Mitigation (Wetland, Transit and TDM)	\$16.5	\$21.4	\$21.4
Construction	\$196.2	\$215.1	\$217.8
Totals	\$228.7	\$268.6	\$271.3

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

5

Project Financing

As described in detail in Chapter 4, current estimates based upon the most up-to-date information on construction-related inflation the Newington – Dover project will require an estimated \$271.3M (in year of expenditure dollars) to fully fund all project elements. This chapter reviews the plan to finance the project, including funding sources and the funding plan.

5.1 Funding Sources

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

As 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 are 100% federally funded in the amount of \$ 9,601,605. The remaining earmark and the TCSP Grant are 80% matching federal funds that require a 20% state match. The 80% federal match totals \$21,807,901 and the required state match from Turnpike Funds totals \$5,451,975.

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

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

For promotion of TDM measures project wide, 80% federal funds totaling \$320,000 and 20% state Turnpike matching funds totaling \$80,000 will be needed and are envisioned under the CMAQ Program.

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

The NHDOT completed the Dover P&R in 2008 using \$2,670,114 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 \$2,269,632 in 80% federal matching funds and \$567,408 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 \$57,770,931, noted above, the NHDOT has established a priority Capitol Program totaling \$544.6M 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	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		\$320,000					\$80,000	\$400,000	\$0	\$0	\$400,000
Transit 5 yrs. ⁽³⁾		\$5,267,454					\$3,588,863	\$8,856,317	\$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		\$320,000					\$80,000	\$400,000	\$0	\$0	\$400,000
Rochester P&R		\$1,949,632					\$487,408	\$2,437,040	\$2,437,040	\$1,076,590	\$1,360,450
TOTAL	\$1,778,400	\$12,127,200	\$20,029,501	\$2,960,000	\$9,601,605	\$400,000	\$11,095,774	\$57,997,480	\$57,992,480	\$46,975,713	\$11,016,767
Total Federal Funds: \$46,496,706											

(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 \$2,272,000 (additional operating costs), from \$1,316,863 to a total of \$3,588,863.

Hampshire's three turnpikes within its Turnpike System. A total of \$224.4M 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 \$115.4M in toll revenue in fiscal year 2013, and estimates to collect \$116.1M in 2014. The Bureau estimates a system-wide toll increase will be required to support the debt service on bonds needed to complete the entire \$544.6M Capital Program, as well as a potential \$460M expansion of the program. This toll increase, contemplated for FY15, is estimated to generate approximately \$26M 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 \$119M bond issuance completed in August 2012. A third issuance is envisioned in FY 15.

The \$544.6M Capital Program is envisioned to be funded with \$351M (or 65%) of Turnpike revenue bonds (\$370M - \$19M set aside for reserves) and \$162.2M (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 (2013 dollars) including \$46.32M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$224.60M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

Table 5-2. Project Funding Sources (2013 Dollars)

	Total
Federal Funding	
80% Federal Funds	
CMAQ/TDM	\$12,127,200
TCSP	\$1,778,400
Federal Funds	\$2,960,000
Federal Earmarks	\$20,029,501
Subtotal	\$36,895,101
100% Federal Funds	
Federal Earmarks	\$9,601,605
Total Federal Funds	\$46,496,706
State Funding	
From Toll Revenues and Turnpike Revenue Bonds	
20% Turnpike Matching Funds	\$11,095,774
100% Turnpike Funds	\$210,650,511
Subtotal	\$221,746,285
From 20% State Highway Matching Funds	\$400,000
Total State Funds	\$222,146,285
Total Project Funds Required (2013 Dollars)	\$268,642,991

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 2013 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 \$271.3M (2013 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 \$46.50M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and State matching amount which currently totals \$11.1M. The remaining source of project funding, totaling \$210.65M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

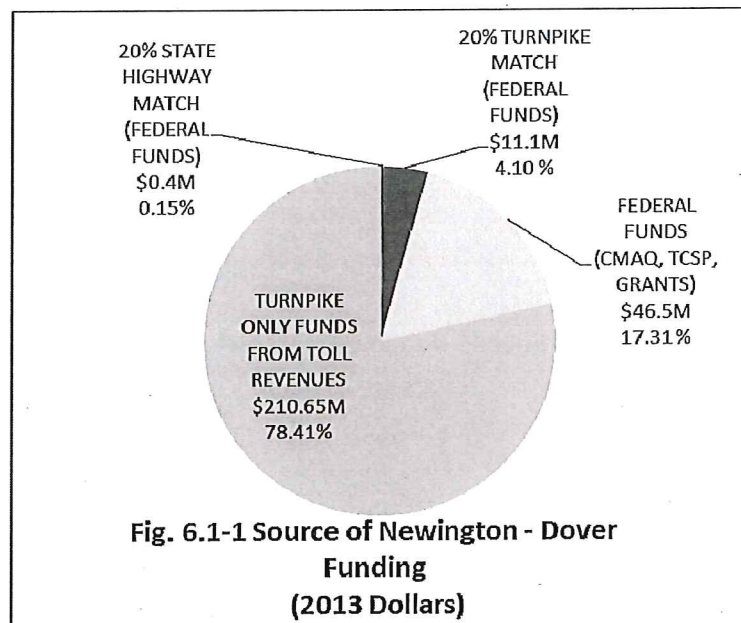


Figure 6.1-1 Source of Newington – Dover Funding (2013 Dollars)

Figure 6.1-2 identifies the project cost (2013 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.

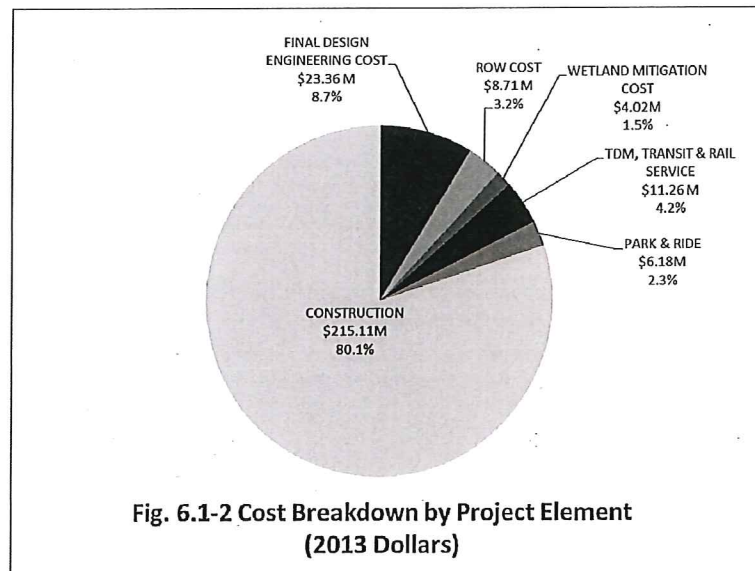
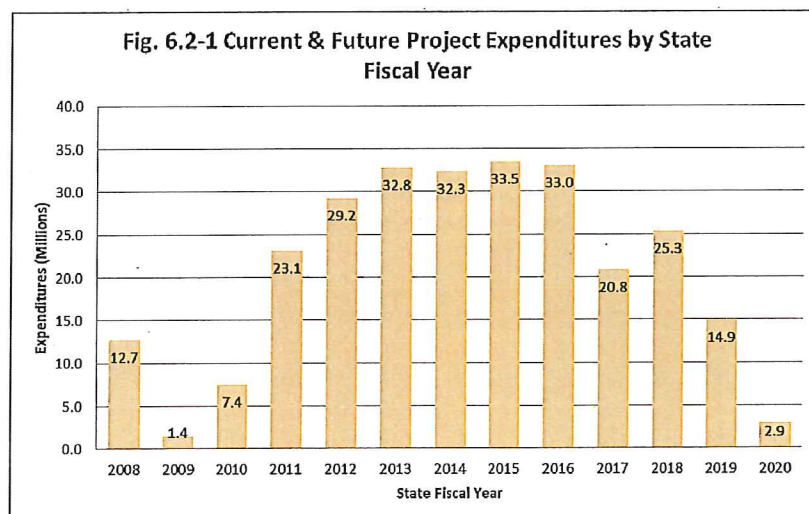


Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2013 Millions of dollars.

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 2013 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 2013 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 2013, the project costs increased to \$268.6M. Currently when the project is completed in summer of 2019 the total estimated project cost is estimated to be \$271.3M. As the project continues to advance through the final design the known and quantifiable costs for each contract will become more apparent as more detailed information is collected and more recent cost data is determined. The actual total project cost is not truly known until construction is completed.

6.3 Forecasted Cost Compared to Allocations by Fiscal Year

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

The project is included as part of the NHDOT Ten Year plan and cost allocations will be updated as necessary to match fiscal year expenditures and annual programmed allocations.

Figure 6.3 Current and Forecast Turnpike Funding Revenues depicts the annual forecast distribution of Federal Grants and Federal Earmarks, the required Turnpike Matching funds associated with these federal funds and additional Turnpike funds necessary to complete all components from 2008 through 2019, 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

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)	2013 CURRENT COST ESTIMATE	Year-of-Expenditure Cost Based on Current Estimate (3% Inflation for Construction Only)	STATE FISCAL YEARS (July 1 - June 30)																TOTALS
											ACTUAL EXPENDITURES						FUTURE EXPENDITURES										
PROJECT NUMBER	DESCRIPTION OF ACTIVITY	PERCENT (%) COMPLETE	2007 COSTS	2011 CURRENT COST ESTIMATE	2012 CURRENT COST ESTIMATE (1)	2013 CURRENT COST ESTIMATE	Year-of-Expenditure Cost Based on Current Estimate (3% Inflation for Construction Only)	FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
								MILLIONS OF DOLLARS																			
	FINAL DESIGN ENGINEERING COST TOTALS						13.8	22.46	22.36	23.36	23.36	3.95	1.18	5.25	3.60	3.95	3.45	1.18	0.50	0.30					23.36		
	RIGHT OF WAY COSTS																										
11238	Corridor Wide Acquisitions and ROW Incidental Costs						2.20	6.72	7.06	6.58	6.58	0.18		1.90	0.45	1.15	1.72	1.18							6.58		
11238 J	Drive-In Theater acquisition (completed in 2007)							1.86	1.86	1.86	1.86																
11238 J	Additional Advance ROW acquisitions							0.27	0.27	0.27	0.27																
11238 J	Federal Funds							1.71	1.71	1.71	1.71	1.49		0.22											1.71		
11238 K	20% Turnpike match							0.42	0.42	0.42	0.42	0.37		0.05											0.42		
	RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW)						2.20	8.85	9.19	8.71	8.71	2.04	0.00	2.17	0.45	1.15	1.72	1.18	0.00	0.00					8.71		
	MITIGATION COSTS																										
	Wetland Mitigation and Enhancement Costs						4.60																				
	Tuttle Property Preservation (incl ROW)							1.34	1.34	1.34	1.34																
	Day Property Preservation (incl. ROW)							0.23	0.23	0.23	0.23																
11238 J	Federal Funds							1.25	1.25	1.25	1.25	1.07	0.18												1.25		
11238 K	20% Turnpike Match							0.32	0.32	0.32	0.32	0.27	0.05												0.32		
11238	Knight Brook ROW Preservation (Saba & Hilsop) Turnpike only Funds						2.00	1.65	1.65	1.65				1.65											1.65		
11238 M	Railway Brook Restoration (Construct w/ Contract M)	May-2012	34	Jul-2015			1.28	0.80	0.80	0.80				0.80											0.80		
	subtotal						4.60	4.85	4.02	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	8.86																
	Federal CMAQ funds							5.29	5.27	5.27	5.27				3.28	0.96	1.02								5.27		
	20% Turnpike Match (w/3 yrs operation)							1.32	1.32	1.32	1.32				0.82	0.24	0.26								1.32		
	Turnpike Funds (Additional 2 years Transit Service Operation)							2.28	2.27	2.27	2.27							1.136	1.136						2.27		
14500	Rail Service (Completed 2007)						1.70	2.00	2.00	2.00	2.00														1.60		
	Federal CMAQ funds							1.60	1.60	1.60	1.60	1.60													1.60		
	20% Matching Highway Funds							0.40	0.40	0.40	0.40	0.40													0.40		
	subtotal						7.20	10.88	10.86	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	Apr-2013	14	Oct-2014			1.30	1.27	2.97	2.44	2.44																
	Lee Park and Ride US 4/NH 125	Nov-2011	4	Jun-2012				0.085	0.085	0.40	0.40																
	Federal CMAQ funds							3.87	5.12	4.94	4.94	2.67				1.46	0.648	0.16							4.94		
	20% Turnpike match							0.97	1.28	1.24	1.24	0.67				0.37	0.162	0.04							1.24		
	subtotal						4.70	4.85	6.40	6.18	6.18														6.18		
14818	Travel Demand Management (TDM)																										
	Federal CMAQ funds							0.40	0.54	0.32	0.32					0.13	0.06	0.06	0.06						0.32		
	20% Turnpike Matching Funds							0.10	0.13	0.08	0.08					0.03	0.02	0.02	0.02						0.08		
	subtotal							0.50	0.67	0.40	0.40														0.40		
	MITIGATION COST TOTALS						16.5	21.07	21.95	21.46	21.46	6.68	0.23	0.00	0.00	1.65	4.11	3.99	2.17	1.42	1.22	0.00			21.46		
	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	54.1					19.0	19.48	12.00	3.62							54.1		
	Federal Earmark and TCSP Grant							31.4	31.4	31.4	31.4				15.20	16.20									31.4		
	20% Turnpike match							5.4	5.4	5.4	5.4				3.80	1.60									5.4		
	Remaining Turnpike Funded Portion							15.7	17.3	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	48.8	48.8					2.99	11.48	22.33	11.50	0.50						48.8		
11238 O	CONTRACT O- Rehabilitate Existing Little Bay Bridge	May-2014	22	Jul-2016	60%	21.0	34.0	33.0	34.0	34.0								14.90	17.00	2.10					34.0		
11238 Q	CONTRACT Q- Const. Dover & Exit 6 Interchange Area	Nov-2014	42	Aug-2018	70%	47.1	42.2	47.8	49.2	49.2							4.40	13.80	13.80	13.80	3.40				49.2		
11238 S	CONTRACT S- General Sullivan Bridge Reconstruction	Aug-2016	30	Aug-2019	25%	26.0	26.8	26.8	29.0	31.7									5.80	11.50	11.50	2.90			31.7		
	CONSTRUCTION COST TOTALS						196.2	209.78	210.4	215.1	217.8				19.00	22.47	23.48	25.95	30.80	31.30	21.70	25.30	14.90	2.90	217.8		
TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)												12.67	1.41	7.42	23.05	29.22	32.76	32.31	33.47	33.02	22.92	25.30	14.90	2.90	271.3		
												ACTUAL EXPENDITURES						FUTURE EXPENDITURES						TOTALS			
TOTAL COST (Engineering, Right of way, Mitigation and Construction)							228.7	262.06	263.9	268.6	271.3	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
(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 2020 18-Sep-13										
(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 60%, 70% & 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																											
																	</										

	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)
	<div><div>←</div><div>ACTUAL EXPENDITURES</div><div>→</div><div>←</div><div>FUTURE EXPENDITURES</div><div>→</div></div>																							
PROJECT NUMBER	PROJECT COMPONENTS	FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011				FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
Millions of Dollars																								
	FINAL DESIGN ENGINEERING COST TOTALS	3.95	1.18	5.25	3.60	3.95	3.45	1.18	0.50	0.30	0.00	0.00	0.00	0.00	0.00	0.00	23.36							
	RIGHT OF WAY COST																							
11238	Corridor Wide Acquisitions and ROW Incidental Costs	0.18		1.90	0.45	1.15	1.72	1.18								0.00	6.58							
11238 J	Drive-In Theater acquisition (completed in 2007)	1.86														1.49	1.86							
11238 J	Additional Advance ROW acquisitions			0.27												0.22	0.27							
	RIGHT OF WAY COST TOTALS	2.04	0.00	2.17	0.45	1.15	1.72	1.18	0.00	0.00	0.00	0.00	0.00	0.00		1.71	8.71							
	MITIGATION COSTS																							
	Wetland Mitigation and Enhancement Costs	1.34	0.23		0.00	1.65		0.80								1.25	4.02							
	Transit Service and Rail Service	2.00					4.11	1.20	1.28	1.14	1.14					6.87	10.86							
	Park and Ride (Dover, Rochester, Lee)	3.34						1.83	0.81	0.20						4.94	6.18							
	Travel Demand Management (TDM)						0.00	0.16	0.08	0.08	0.08					0.32	0.40							
	MITIGATION COST TOTALS	6.68	0.23	0.00	0.00	1.65	4.11	3.99	2.17	1.42	1.22	0.00	0.00	0.00		13.38	21.46							
	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						31.40	54.1							
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	34	Jul-2015				2.99	11.48	22.33	11.50	0.50					48.8							
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	May-2014	22	Jul-2016							14.90	17.00					34.0							
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Nov-2014	42	Aug-2018							4.40	13.80	13.80	13.80	3.40		49.2							
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Aug-2016	30	Aug-2019									5.80	11.50	11.50	2.90	31.7							
	CONSTRUCTION COST TOTALS	0.00	0.00	0.00	19.00	22.47	23.48	25.95	30.80	31.30	19.60	25.30	14.90	2.90		31.40	217.80							
	TOTAL ESTIMATED EXPENDITURE EACH STATE FY	12.67	1.41	7.42	23.05	29.22	32.76	32.31	33.47	33.02	20.82	25.30	14.90	2.90										
	Federal Funds Allocated by Fiscal year	6.83	0.18	0.22	15.20	16.20	3.28	2.55	1.73	0.22	0.06						46.5							
	Turnpike Matching Funds by Fiscal Year	1.31	0.05	0.05	3.80	1.60	0.82	0.64	0.43	0.06	0.02						8.8							
	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	28.65	29.11	31.30	32.74	22.84	25.30	14.90	2.90			215.7							
	TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR	5.44	1.23	7.20	7.85	13.02	29.47	29.75	31.73	32.79	22.85	25.30	14.90	2.90			224.4							
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)																271.3							
	STATE FISCAL YEARS (July 1 - June 30)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										

Newington-Dover
FORECAST TURNPIKE FUNDING REVENUES

18-Sep-13

Figure 6.3

each fiscal year ranges from a low of \$1.23M in 2009 when final design activities were initiated to a high of \$32.8M in 2016 when construction of three contracts are on-going at the same time. A total \$224.4M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2020.

Risk Management

7.2 Design Factors

7.2.1 Project Scope and Design

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

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

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

Drive extension, General Sullivan and Little Bay Bridge inspections 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 and FY 14.

7.2.2 Right-of-Way

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

For Contract "L" which was advanced on an accelerated design schedule, the NHDOT completed early right-of-way appraisals for the four impacted properties based upon preliminary design and right-of-way plans. For Contract M, the NHDOT has completed the acquisition of the twelve impacted properties. The right-of-way plans for Contract Q have been completed with 15 properties being impacted. The rights to 6 properties have been completed through FY13 for Contract Q.

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

With the acquisition of a majority of the properties completed, the risk of escalating right-of-way costs is being reduced. NHDOT has also undertaken a comprehensive screening of impacted properties to address potential hazardous material risks which could delay the project and increase costs.

Through the course of project development, the Department considers modifications to the design that may impact the right-of-way. These modifications may increase or decrease the costs associated with project and are weighed to balance the competing interests within the project. 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 FY14 through the continuation of verifying the existing utilities whether they are eligible for reimbursement and the estimated design and construction costs. The anticipated amount of reimburseable utility relocations has been estimated to be \$0.15M based on the limited information available. The amount of reimburseable costs will be re-evaluated in FY14 with additional geotechnical evaluation being completed, relocation corridor studies being completed and relocation designs being started.

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

7.6 Construction

7.6.1 Unforeseen Issues

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

- Right-of-way issues with adjacent property owners, including the protection of the adjacent property owner from construction activities (i.e. impacts to private wells, buildings and foundations, impacts to property driveway access and business loss that can create delays or work stoppage if not resolved early in the construction process). The Department's Contract Administrator (CA) serves as a conduit between the property owner and the

contractor during the various phases of construction. The CA can provide the owner information as to when the construction will occur and how it will be completed to minimize disruption to the property owners.

- Utility relocations often delay roadway construction projects, since utility companies are normally not an active party to contracts between highway agencies and roadway contractors. To minimize delays, the NHDOT CA facilitates communications among parties involved in the contract including the contractor, the utility companies, other NHDOT departments and the affected public. The CA has regular meetings with the contractor and the affected utilities to facilitate coordination of the contractor's means and methods with the utility companies' work plan, which provides the duration that each phase of the relocation will take. These meetings also serve as a forum to communicate with all parties in order to improve the efficiency of the construction and utility work. Contract M has encountered a modification in construction operations of the water and gas line relocations near Exit 3 due to the close proximity of the existing lines and the ledge removal required for the placement of the proposed lines. The contractor is now hoe ramming the ledge for the placement of the proposed lines instead of traditional production blasting. This was deemed necessary to reduce the potential for impacts to service during construction.
- Weather issues can create delays for the contractor and the utility companies assigned to relocate/construct utilities. Often utilities follow each other's schedules with materials and manpower. Unforeseen weather delays can have major impact to highway project contracts where a utility's manpower is diverted to address emergency outages and repairs.
- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or an environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program is currently advancing geotechnical investigations as each construction contract is progressed through the various design phases. While possible, it is unlikely that unforeseen natural/cultural resource, hazardous material sites or changes to geotechnical subsurface findings would create significant cost escalation or schedule delays

for the Newington-Dover project. During construction of Contract L the contractor and the Department have determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability. During design development for Contract M, the volume and locations of muck have been estimated for bidding and will be more defined as construction encounters the muck condition. Contract M has discovered a previously thought to be fully mitigated hazardous materials site in the existing median at a former gas station. The site has subsequently been addressed in the field and construction continues in this area.

- 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.

- To date, Contract M has encountered the usual and customary additions and deletions from a construction contract that tend to offset one another and no significant modifications of associated costs 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

9/27/2013	Turnpike System Capital Program, Monthly Status Report – September 2013
7/24/13	Modified Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
1/1/2013	Construction Cost Index, Vol. 7, No.2; Bureau of Construction
10/9/12	FHWA 2012 Financial Plan update letter
7/31/13	Fiscal Management Information System – Project Fund History Report
Dates vary	Construction Contract Estimates

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

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

AT (OFFICE):
DATE:

Bureau of Turnpikes
September 27, 2013

SUBJECT: TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

TO: Christopher D. Clement, Sr., Commissioner Michael P. Pillsbury, Deputy Commissioner William J. Cass, Director-Project Development Craig Green, Asst. Director-Project Development David S. Smith, Bureau of Turnpikes John W. Corcoran, Jr., Bureau of Turnpikes Margaret Blacker, Bureau of Turnpikes Leonard Russell, Bureau of Budget & Finance Keith A. Cota, Chief Project Manager Victoria Chase, Project Manager Dave Bernier, Bureau of Traffic Karla Kemp, Bureau of Planning Mary Ellen Emmerling, Bureau of Budget & Finance	David J. Brillhart, Assistant Commissioner Patrick McKenna, Director-Finance William P. Janelle, Director-Operations Dave Rodrigue, Asst. Director-Operations William H. Boynton, Information Officer Mark W. Richardson, Admin-Bridge Design Robert Landry, Bridge Design Nasser Yari, Turnpikes Donald A. Lyford, Project Manager Michael Dugas, Bureau of Highway Design Peter Salo, Bureau of Highway Design Peter Stamnas, Project Manager
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MEMORANDUM

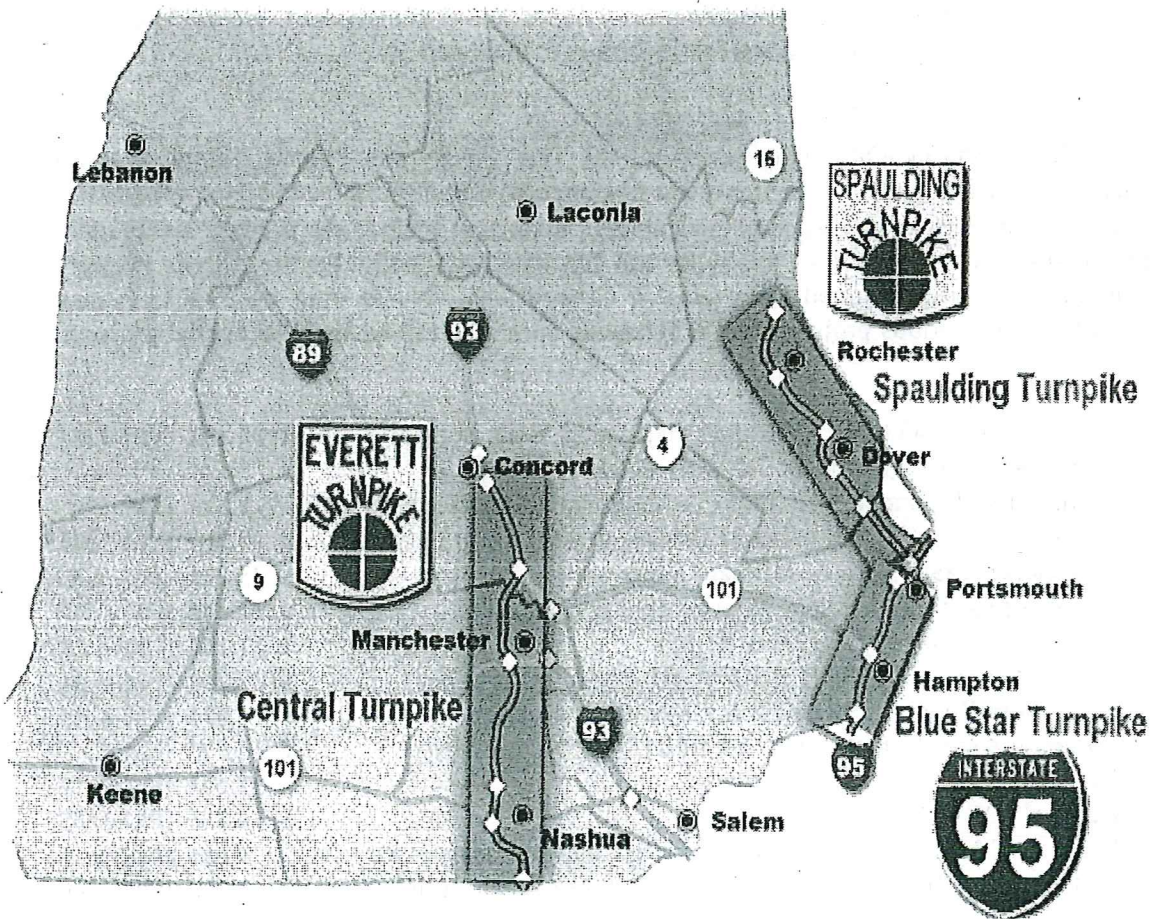
Attached is the monthly status report for the Turnpike System Priority Capital Program. The report includes the capital improvement projects that are considered priorities to address red-list bridges, improve safety and reduce congestion on the Turnpike System, to include the projects authorized by HB 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 as follows:

▪ Rochester 10620G thru L (Turnpike Expansion, Exits 11-16)	\$126.1M (PM-LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	\$ 15.2M (PM-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)	\$ 33.2M (PM-KAC)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	\$ 12.6M (PM-VC)
▪ Newington-Dover 11238 (PE & ROW)	\$ 31.1M (PM-KAC)
▪ Newington-Dover 11238 (LBB & Newington Construction)	\$137.7M (PM-KAC)
▪ *Newington-Dover 11238 (GSB & Dover Construction)	\$ 84.4M (PM-KAC)
▪ Hampton-North Hampton 15678A thru D (ORT Conversion)	\$ 16.9M (PM-CMW)
▪ Hooksett 15803 (ORT Conversion)	\$ 22.5M (PM-DSS)
▪ *Bedford (ORT Conversion)	\$ 18.7M (PM-DSS)
▪ 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 - \$544.6M	

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.

NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2018

(STATUS REPORT - September 2013)



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	\$	126.1
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6	** \$	253.2
Sub-Total	\$	379.3

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	\$	16.9
Seabrook 15769 NH 107 Bridge Widening over I-95	\$	3.6
Portsmouth 15760 I-95 Soundwall	\$	3.2
Sub-Total	\$	35.9

F.E. EVERETT TURNPIKE

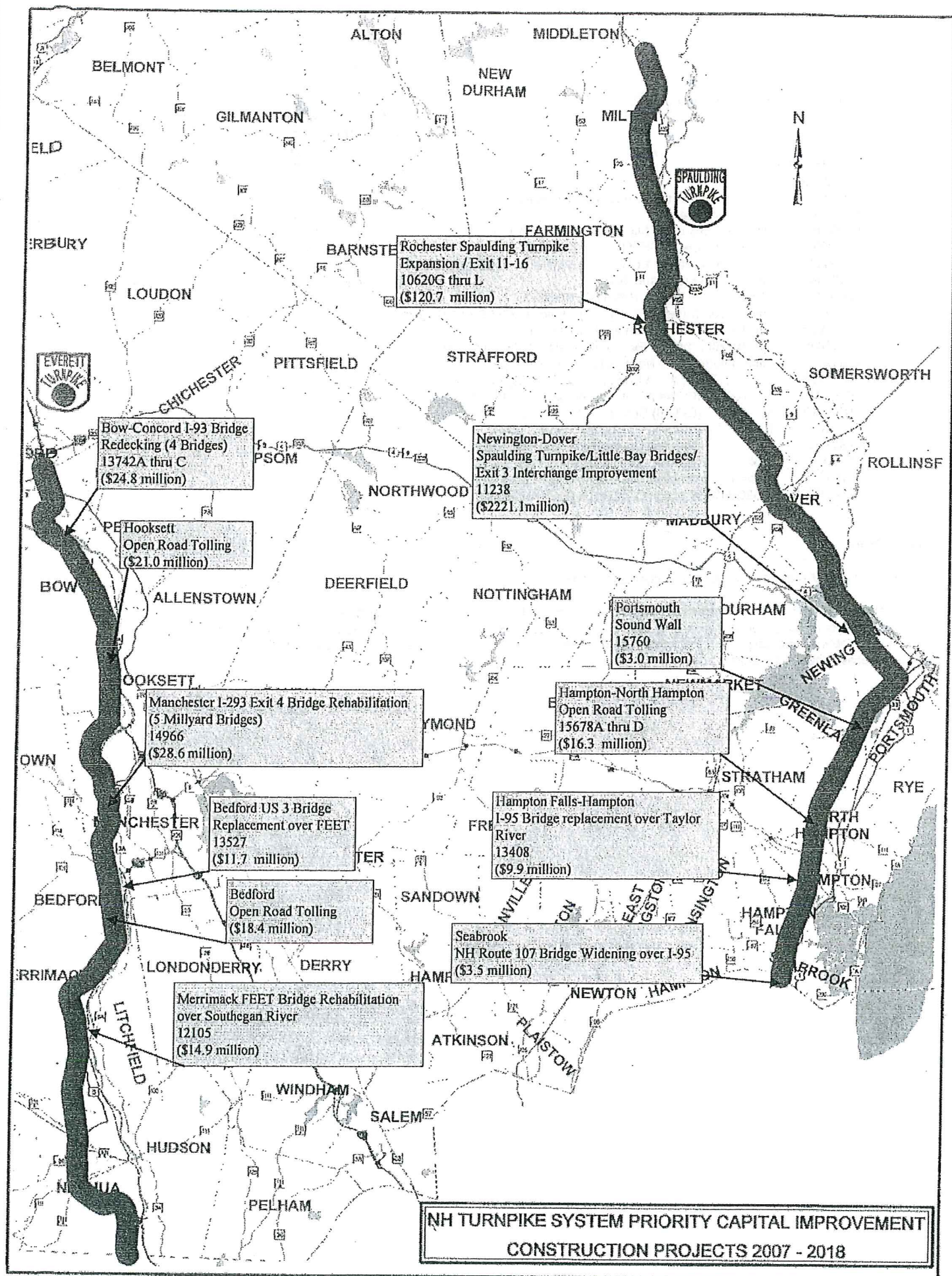
Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River	\$	15.2
Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges)	\$	27.2
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	\$	33.2
Bedford 13527 US 3 Bridge Replacement over FEET	\$	12.6
Hooksett Open Road Tolling (ORT) - mainline toll	\$	22.5
Bedford Open Road Tolling (ORT) - mainline toll	\$	18.7
Sub-Total	\$	129.4
Total	\$	544.6
		(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

ID	Task Name	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	ROCHESTER 10620G thru N Spaulding Turnpike Expansion - Exits 11 -16	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan
2														
3	MERRIMACK 12105 FEET over Souhegan River													
4														
5	HAMPTON FALLS - HAMPTON 13408B I-95 Bridge Replacement over Taylor River													
6														
7	BOW-CONCORD 13742A,B&C I-93 Bridge Re-decking (4 Bridges)													
8														
9	MANCHESTER 14966 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)													
10														
11	BEDFORD 13527 US 3 Bridge Replacement over FEET													
12														
13	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab													
14														
15	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion / Little Bay Bridge Widening & Rehab													
16														
17	HAMPTON-NORTH HAMPTON 15678 Open Road Tolling (ORT) at Mainline Plaza													
18														
19	HOOKSETT 15803 Open Road Tolling (ORT) at Mainline Plaza													
20														
21	PORTSMOUTH 15760 I-95 Soundwall (Atlantic Heights Neighborhood)													
22														
23	Seabrook 15769 NH 107 Bridge Widening over I-95													

Project: PriorityTpCapitalImproveSum e: Fri 9/27/13	Task		Rolled Up Task		External Tasks	
	Progress		Rolled Up Milestone		Project Summary	
	Milestone		Rolled Up Progress		Group By Summary	
	Summary		Split			



9/27/2013

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

Estimate: 126.1
 (\$120.7M Construction)
Current Phase: Construction
% Design Complete: 100%
% Construction Complete:

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 - (Bid Cost \$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 - (Bid Cost \$18.2M)
1/13/2009	Adv 10620H (Exit 13) Contract - (Bid Cost \$24.7M)
5/26/2009	Adv 10620I (Phase 1 Exit 15) Contract - (Bid Cost \$30.8M)
7/28/2009	Public Informational Meeting for Welland Package Revision
10/6/2009	10620-G Construction Completion (Final Cost \$16.2M)
3/9/2010	Adv 10620L (Phase 2 Exit 14) Contract - (Bid Cost \$19.7M)
9/14/2010	Adv 10620J (Exit 16) Contract - (Bid Cost \$12.9M)
7/2011	10620-K Construction Completion (Final Cost \$17.9M)
6/8/2012	10620-H Construction Completion (Final Cost \$23.2M)
10/2012	10620-I Construction Completion (Final Cost \$29.5M)
2/2013	10620-L Construction Completion (Final Cost \$18.6M)
6/2013	10620-J Construction Completion (Current Cost \$11.9M)

10620G:	100%
10620K:	100%
10620H:	100%
10620I:	100%
10620L:	100%
10620J:	100%
10620M:	0%

Lead Person: Bob Landry

Project Activity

- All phases of roadway project are complete and open to traffic.
- Design development for construction of maintenance shed in Rochester at Exit 16 along Chestnut Hill Road Connector has been initiated, goal is to have construction underway in summer 2014 with salt shed complete for use by October 2014 during 2014/2015 winter maintenance season. The maintenance facility will be built under the Rochester 10620-M contract.

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: \$253.2M
 (\$222.1M Construction)
 (\$124.2M Construction Design and Construction)
 % Design Complete: 77%
 % Construction Complete:
 11238L: 94%
 11238M: 18%
 11238O: 0%
 11238Q: 0%
 11238S: 0%
 11238U: 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 11238L LBB Contract - \$54.1M
 5/29/2012 Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$49.6M
 5/27/2014 Adv 11238O LBB Rehabilitation & Bridge Approach Contract - \$34.9M

Authorized
under
HB 391

11/4/2014 Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract - \$49.2M (ad date is dependent upon project funding)
 8/1/2016 Adv 11238S GSB Rehabilitation - \$31.7M (ad date is dependent upon project funding)

11/15/2013 Completion of 11238L (Anticipated)
 7/17/2015 Completion of 11238M (Anticipated)
 6/5/2016 Completion of 11238O (Anticipated)
 8/1/2018 Completion of 11238Q (Anticipated)
 7/14/2019 Completion of 11238S (Anticipated)
 7/14/2019 Overall Construction Completion

Project Activity

- 200-space Park and Ride off Exit 13 in Rochester (#20254) advertised on April 23, 2013 using CMAQ program funds with 20% Turnpike match. Bids came in on May 23, with A. J. Coleman, Inc as the low bidder at \$1,349,572.60 (11.8% lower than estimate). This Park and Ride is an element of the Travel Demand Management aspect of the Newington-Dover Improvements.
- The M-contract project advertised for bids on May 29, 2012 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. NTP provided in August 2012 with completion of work in July 2015. (CONSTRUCTION ACTIVITIES ON-GOING)
- Design development for construction of maintenance shed in Rochester at Exit 16 along Chestnut Hill Road Connector have been initiated, goal is to have construction underway in summer 2014 with salt shed complete for use by October 2014 during 2014/2015 winter maintenance season.
- 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 \$54.2M. A pre-construction meeting was held on September 8, 2010 to kick-off the start of the project's construction. (CONSTRUCTION ACTIVITIES 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. 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 was submitted to Bridge Design. Meeting held on August 11, 2010 to discuss GSB condition, deck study type, and rehabilitation recommendations. Evaluation of interim repairs for span 7 (from Dover side) due to structural condition of the deck, an in-depth underwater inspection of the pier substructure for LBB and GSB was negotiated as extra work through VHB. Based upon contract negotiations to complete the remainder of the project's design, the Department recommended removing the GSB scope of engineering services from contract responsibilities and seek a specialty consultant to complete the GSB scope of engineering assessment and feasibility analysis. Consultant selection process is on-going and expect to give NTP for new design contract 11/01/2013. (Work On-Going)
- Railway Brook Restoration effort has been completed to the 100% design plan level. A coordination meeting was held on 2/18/10 and included the ACOE, NHDES, NHF&GD to review the plans. Conservation easements from PDA has been acquired. Met with Newington Conservation Commission on August 11, 2011 and provided restoration plans for their information. A coordination meeting was held on 04/18/12, and included the ACOE, NHDES, NHF&GD to review the plans. Restoration work was included in the 11238M contract. (Under Construction)
- ROW has completed the appraisal and negotiations for conservation easements on Knight Brook parcels, ROW acquisition for properties on the 11238M contract completed. No ROW required for 11238O contract. ROW plans for 11238Q to be submitted to ROW in late Spring 2013 (On-going)
- First phase Municipal Agreement with the City of Dover for the 11238L contract was signed by the City Manager and executed by the Department on June 9, 2010. Second phase Municipal Agreement with City of Dover anticipated to be executed prior to 11238Q contract advertising. Municipal Agreement with the Town of Newington for construction of the 11238m contract signed by Newington Board of Selectmen in August 2011. Second level Municipal Agreement for road transfer and sidewalk maintenance being developed for review by Town and Town Council. Agreement to be executed before construction of sidewalks for 11238M contract (2014).

- 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

- 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 2013.
- Public Informational Meeting is being set up for late fall of 2013 in City of Dover to overview the status of the whole program investment in Newington and Dover.
- Contract amendment VHB extra Scope & Fee development for underwater inspections of the LBB & GSB, construction erosion control measures and water quality design has been negotiated. Fee amendment is anticipated to address several other out-of-scope work efforts that will require G&C approval. Estimated amount of contract increase is \$1.4 M.
- Design development for construction of maintenance shed in Newington will be initiated by the Bureau of Turnpikes. Goal is to have facility operational at conclusion of construction. The maintenance facility will be built under the Newington 11238U contract.

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: \$16.9M
 (\$16.3M 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 (Final Cost \$4.38M)
 5/1/2010 15678B - Intermediate Completion Date (ORT lanes availability)
 6/17/2010 ORT Lanes Operational
 6/29/2010 Advertise 15678D Contract - \$3.8M (\$1.6M Capital, \$2.2M R&R)
 7/30/2010 15678B Construction Completion (Final Cost \$8.56M)
 5/20/2011 15678D Construction Completion (Final Cost \$1.66M)

Project Activity

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

9/27/2013

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

Project Activity

- Project is complete and open to traffic.

Project Name:	Hampton Falls - Hampton	Estimate:	\$12.2M
State Number:	13408B		(\$9.9M Construction)
Project Description:	I-95 Dam Replacement or Removal and Bridge Replacement over Taylor River	Current Phase:	Design
		% Complete:	48%
		Lead Person:	Pete Starnas

Project Schedule / Milestones

8/10/2006 Notice to Proceed - Preliminary Design Consultant
 10/29/2007 Public Informational Meeting - Hampton Falls
 7/15/2009 Draft Feasibility Study available for Project Partners Review
 7/27/2009 Draft Feasibility Study available for Public Comment
 11/10/2009 Public Informational Meeting - Hampton (Presentation of Feasibility Study)
 6/15/2010 Public Informational Meeting - Hampton Falls (Presentation of Preferred Alternative)
 8/27/2012 Notice to Proceed-Final Design Construction (HTA)
 5/5/2015 Advertise Construction Contract - \$9.9M
 9/5/2015 Construction Start
 10/30/2017 Construction Completion

Project Activity

- 6-24-13, Approval to proceed to Slope & Drain Phase Provided
- 6-19-13, Natural Resource Meeting - status update provided & decoupling of Bridge from Dam discussed
- 6-17-13, Draft Dam TSL report Submitted
- 5-14-13, Bridge TSL submitted - Under Review
- 5-9-13, Highway preliminary plan submitted
- NTP on 3/21/13 for sediment transport modeling - HTA==> HydroQual
- Natural Resource Meeting held on 1/17/13 - provided a status update on the project
- 12/20/12 - Commissioners DOT, DES & Fish & Game met to discuss current proposal
- ROW confirmed DOT flowage rights as easement, legacy alignment and LAROW being established
- US Coast Guard confirmed no bridge permit required
- Design kickoff meeting held on October 4, 2012.
- Design kickoff meeting held on October 4, 2012.
- NTP issued on 8/27/12
- 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

- Targeting Fall 2013 for public informational meeting - new bridge location and explain decoupling
- continue preparations to decouple the bridge/roadway construction from the dam
- Abstracting of Parcels (upstream & downstream)
- Hydraulic modeling/sediment transport - Draft report due 9/6/13
- Highway Slope & Drain submission due 10/18/13
- bridge Preliminary plans due 10/11/13

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: 55%
 13742B: 100%
 13742C: 100%

% Construction Complete:
 13742A: 0%
 13742B: 58%
 13742C: 100%

Lead Person: Don Lyford

Project Schedule / Milestones

10/11/2007 Consultant Selection Initiated
 6/25/2008 Notice to Proceed - Preliminary/Final Design Consultant
 11/17/2008 Review Draft Rehabilitation Study with Front Office
 12/10/2008 Meeting with Concord City Staff
 3/12/2009 Preliminary Submission, Exit 14 bridge
 3/23/2009 Rec'd Draft Rehabilitation Study I-93 over I-89 bridges
 5/29/09 Preliminary PS&E Submission - Exit 14
 7/17/09 PS&E Submission - Exit 14
 8/25/2009 Adv Concord 13742C (Exit 14) Contract - \$4.3M
 9/17/2009 Opened bids, Concord 13742C (Exit 14) Contract - \$4.8M
 9/17/2009 Public Officials/Public Informational meeting, Exit 14 bridge
 9/28/2009 Review Draft Rehabilitation Study I-93 bridges over I-89 with Front Office
 10/6/2009 Direction from the Commissioners Office to replace the I-93 bridges over I-89 due to their poor condition
 3/24/2010 G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement
 4/9/2010 Target date for first weekend closure of Loudon Road at Exit 14
 5/7/2010 Target date for second weekend closure of Loudon Road at Exit 14
 6/1/2010 Public Informational meeting, two I-93 bridges over I-89
 8/23/2010 Review Draft Rehabilitation Study Exit 12 with Front Office
 10/6/10 Public Informational meeting, two I-93 bridges over I-89
 7/19/2011 Adv Bow 13742B (I-89 Bridges) Contract
 8/11/2011 Opened bids, Bow-Concord, 13742B (I-93 over I-89) Contract - \$15.5M
 11/15/2011 Bow-Concord 13742A meeting with Concord Traffic Operations Committee
 2/16/2012 Bow-Concord 13742A Public Informational meeting for Exit 12 bridge improvements
 7/9/2012 Bow-Concord, 13742A, Exit 12, Concord City Council meeting
 11/14/2012 G&C approval for MJ contract for Final Design Exit 12 bridge over I-93
 2/15/2013 Pre-Preliminary Submission approved, Exit 12
 8/9/2013 Preliminary Bridge Submission received, Exit 12
 8/13/2013 Slope and Drain Submission received, Exit 12
 5/6/2014 Advertise Bow-Concord 13742A (Exit 12) Construction Contract \$4.5 M
 6/26/2015 13742B Construction Completion
 10/1/2015 13742A Construction Completion

Project Activity

13742A:

- Ongoing development of contract plans with an anticipated advertising date of May 6, 2014
- G&C approval of Final Design contract with MJ for I-93 Bridge Replacement at Exit 12 granted and design activities ongoing.
- Revised scope for Design contract to complete Final Design of Alternative A at Exit 12 approved
- Concord City Council meeting, Council supports alternative A, just replace the bridge at Exit 12
- 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.

13742B:

- Reviewed Exit 12 options with Front Office. Review options with Concord before picking a preferred alternative
- Audley has completed the entire I-93 southbound bridge reconstruction, have moved SB and NB traffic onto it and has initiated the reconstruction of the NB bridge.
- Audley has moved I-93 southbound traffic over onto the new portion of the southbound bridge and is working on construction of the new median portion of the southbound bridge.
- 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.
- 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:

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

Upcoming Events

- Complete Final Design of Exit 12

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

Estimate: \$33.2M
 (\$28.6M Construction)
Current Phase: Design
% Design Complete: 100%
% Const. Complete: 1%
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
 11/14/2012 Special Committee Approval
 7/23/2013 Adv construction Contract
 11/18/2016 Construction Completion

Project Activity

- Project advertised for construction on July 23, 2013. Bids received on August 15, 2013 with Severino Construction as the low-bidder and a construction cost at \$28.6 million, \$4.6 million lower than the engineers estimate. G&C approval received on Sept. 18, 2013.
- A Pre-Ad coordination meeting was held on 5/21/13. Remaining project issues were discussed and solutions identified in preparation for ad date.
- PSE Submission received early April 2013, reviewed and returned to consultant on April 29, 2013. Progress ongoing in support of utility efforts in preparation for upcoming advertising in July 2013. ROW certificate has been received and environmental permits are near completion.
- Wetlands Permit Plans and Application sent to NHDES. DOT waiting for response. FEMA application for CLOMR along the Piscataquog River has been accepted by FEMA on November 16, 2012. CLOMR under review by FEMA consultant.
- Consultant is working on PSE Plan submittal for Spring 2013. Design Services is working on utility relocations and ROW is progressing on acquisitions/easements to support the improvements.
- 60% Coordination Meeting held on July 19th, 2012.
- ROW plans submitted to ROW Bureau in June 2012. ROW appraisals underway.
- Project to replace the I-293 mainline bridge over the NB On Ramp instead of widening/rehabilitating the existing resulting in minimal cost adjustment. Executive Office agreed to proceed with replacement.
- The Department held the Special Committee Public Hearing on September 29, 2011. Special Committee meet on November 14, 2012 and signed in favor of the layout.
- Evaluated bridge rehabilitation/widening vs. replacement for I-293 NB/SB bridges over the south and north branch of the Piscataquog River. Executive Office agreed to proceed with replacement options at added cost of approximately \$600,000.
- Soundwall south of Exit 4 along the westerly side have been incorporated into the project. Was presented at the public hearing for input and input was in support of adding the soundwall.
- Development of environmental study has been completed for public input during the public hearing input phase.

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: 100%
Lead Person: Victoria Chase

Project Schedule / Milestones

3/27/2008 Public Informational Meeting
 3/25/2009 Public Hearing
 3/3/2010 Consultant Award for Design Build services
 3/10/2010 Layout Approval (Special Committee)
 9/23/2010 RFQ (Request for Qualifications) Design Build
 11/4/2010 Design Builders submit qualifications
 11/29/2010 Short list Design Builders
 2/17/2011 RFP (Request for Proposals) Design Build
 5/26/2011 Technical and price proposals due
 7/7/2011 Price Proposals Opening, Best Value Determined
 8/24/2011 Award Design Build Contract G&C
 10/18/2011 Construction started
 7/2/2013 Construction Completion

Project Activity

- Project is complete and open to traffic.
- Final Inspection scheduled for July 2, 2013.
- Construction operations resumed in late March 2013 after winter shutdown. Bridge removal operations ongoing for old US 3 bridge over FEET. Ledge removal operations south of bridge also ongoing.
- US 3 traffic moved to new bridge end of November 2012.
- Pre cast concrete box beams for new bridge set September 2012.
- Contract Awarded at G&C August 24, 2011, construction start 10/18/2011
- Price proposal opening, Best Value Determined 7/07/2011, ED Swett was the Best Value Bidder approximately \$1.3 million under engineer's estimate.
- Bidders submitted Technical and Price Proposal Packages on 5/26/2011
- RFP issued to short listed firms 2/17/2011
- 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
- Design Build Teams submitted qualifications for bidding on November 4, 2010
- RFQ released on September 23, 2010, Informational meeting held September 28, 2010
- Design Build kick off meeting was held on April 15, 2010
- Special Committee meeting for layout approved March 10, 2010
- The Report of the Commissioner was signed on January 19, 2010.
- On September 16, 2009, Vanasse, Hangen, Brustlin, Inc. was selected for the proposed design build services.

9/27/2013

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

Estimate: \$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: 97%

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 Opened
3/28/2012 G&C Approval
3/30/2012 Pre-Construction meeting
4/3/2012 Start of Construction
5/22/2013 Interim Completion Date (Contractual opening Date 6/14/13)
10/4/2013 Overall Construction Completion

Project Activity

- Phase 3 work to rehab the Ramp A-B bridge and concrete slab repairs have been completed. Audley is working to complete final paving and striping. Final inspection is scheduled for October 2, 2013.
- Grand opening ceremony and ribbon cutting held in the morning of May 22, 2013 with ORT lanes opened at approximately 4:30 pm. ORT lanes opened three weeks ahead of contractually required opening of 6/14/13.
- Construction operations continue to include paving and plaza work in cash lanes. Rehab of Ramp A-B tunnel will be initiated now that ORT lanes are open.
- Governor Lynch and Commissioner Clement toured the construction site on Monday 9/24/12.
- 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.
- 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.
- 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.

9/27/2013

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: 100%
Lead Person: Bob Landry

Project Schedule / Milestones

10/11/2011 Advertisement of Construction Contract
11/10/2011 Bids Open (R.M. Piper Successful Bidder)
1/11/2012 G&C Approval
1/18/2012 Construction Start Date
5/24/2013 Overall Construction Completion

Project Activity

- Project is complete and open to traffic.

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

Estimate: \$6.9 M Total (\$3.6M Tpk)
 \$6.7 M Construction (\$3.5M Construction Tpk)
Current Phase: Construction
% Design Complete: 100%
% Const. Complete: 73%

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
 7/25/2001 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 NH 107 Bridge over I-93)
 11/8/2013 Interim Construction Completion Date (Completion of Rehab on northside of NH 107 Bridge)
 6/2014 Overall Construction Completion Date

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 completed the southside widening for NH 107 bridge over I-95 and has shifted traffic onto widening to south. Rehabilitation of the northern portion of the bridge and roadway is ongoing.
- 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.
- 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.

Upcoming Events

- Interim Construction Completion Date (Completion of bridge rehab on November 18, 2013)

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	FY19	FY20			
Rochester 10620G thru N	\$ 6.96	\$ 17.30	\$ 35.25	\$ 32.02	\$ 22.04	\$ 9.08	\$ 0.06	\$ 3.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126.22	
Merimack 12105	\$ 0.19	\$ 6.07	\$ 4.96	\$ 3.50	\$ 0.51	\$ 0.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15.30	
Hampton Falls-Hampton 13408B	\$ 0.15	\$ 0.07	\$ 0.07	\$ 0.02	\$ 0.03	\$ 0.65	\$ 0.90	\$ 0.80	\$ 3.68	\$ 4.20	\$ 2.06	\$ -	\$ -	\$ -	\$ 12.51	
Bow-Concord 13742A thru C	\$ 0.08	\$ 0.30	\$ 4.16	\$ 1.73	\$ 4.13	\$ 4.47	\$ 4.47	\$ 5.46	\$ 3.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27.65	
Manchester 14966	\$ 0.07	\$ 0.05	\$ 0.47	\$ 0.44	\$ 1.02	\$ 1.24	\$ 6.29	\$ 8.91	\$ 8.91	\$ 5.19	\$ -	\$ -	\$ -	\$ -	\$ 32.58	
Bedford 13527	\$ 0.02	\$ 0.08	\$ 0.04	\$ 0.37	\$ 4.80	\$ 5.78	\$ 0.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.36	
Newington-Dover 11238	\$ 0.39	\$ 1.20	\$ 6.77	\$ 7.83	\$ 10.65	\$ 23.31	\$ 23.41	\$ 33.80	\$ 22.64	\$ 2.91	\$ -	\$ -	\$ -	\$ -	\$ 132.92	
Sub-Total	\$ 7.87	\$ 25.08	\$ 51.72	\$ 45.91	\$ 43.18	\$ 44.48	\$ 35.02	\$ 52.46	\$ 38.48	\$ 12.30	\$ 2.06	\$ -	\$ -	\$ -	\$ 358.54	
Bow-Concord 13742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.00	
Manchester - Granite Street 10622	\$ 1.68	\$ 0.08	\$ 0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.98	
Manchester 14048	\$ 0.06	\$ 0.02	\$ 0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.10	
Dover Park/Ride 14287A	\$ 0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.52	
Rochester Park and Ride 20254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.13	\$ 0.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.40	
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 14565, 14565A, 15355 (Vollmer, HNTB, C&B)	\$ 0.14	\$ 0.77	\$ 0.95	\$ 0.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.90	
Statewide Toll Svcs 15729, 15730, 16245, 16261 (HNTB, Jacobs, Slantec, WSA)	\$ -	\$ 0.69	\$ 0.69	\$ 0.45	\$ 0.71	\$ 0.47	\$ 0.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.85	
Statewide Toll Svcs 25224, 25226 (Jacobs, Slantec)	\$ -	\$ -	\$ -	\$ -	\$ 0.71	\$ 0.47	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 3.50	
Manchester to Concord 14510Z	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.64	\$ 0.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.77	
Nashua DMV/EZPass WIC 15929	\$ -	\$ -	\$ -	\$ 0.25	\$ -	\$ 0.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.36	
Manchester 16099 Corridor Study	\$ -	\$ -	\$ -	\$ -	\$ 0.01	\$ 0.47	\$ 0.53	\$ 1.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.01	
Hooksett Rest Areas Redevelopment 15970	\$ -	\$ -	\$ -	\$ -	\$ 0.03	\$ 0.03	\$ 0.56	\$ 0.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.55	
Toll Collection Systemwide Upgrade (Xerox) 16498	\$ -	\$ -	\$ -	\$ -	\$ 2.22	\$ 5.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.23	
Toll Collection System - Hooksett ORT Equipment 15803B	\$ -	\$ -	\$ -	\$ -	\$ 0.69	\$ 5.36	\$ 0.66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.35	
Sub-Total	\$ 3.08	\$ 0.57	\$ 3.10	\$ 1.33	\$ 1.25	\$ 5.36	\$ 9.19	\$ 1.56	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 28.05	
HB391 Project Authorizations - Funded																
Hooksett ORT 15803	\$ -	\$ -	\$ 0.10	\$ 1.20	\$ 2.44	\$ 18.68	\$ 2.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24.47	
Hampton-North Hampton 15678	\$ -	\$ 0.16	\$ 11.71	\$ 4.27	\$ 0.22	\$ 0.17	\$ 0.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.69	
Portsmouth 15760	\$ -	\$ -	\$ 0.00	\$ 0.14	\$ 0.68	\$ 2.03	\$ 0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.85	
Seabrook 15769	\$ -	\$ -	\$ 0.02	\$ 0.03	\$ 0.11	\$ 3.73	\$ 0.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.36	
Sub-Total	\$ -	\$ 0.16	\$ 11.83	\$ 5.65	\$ 3.45	\$ 24.60	\$ 2.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48.37	
Total	\$ 10.95	\$ 25.91	\$ 66.64	\$ 52.89	\$ 47.87	\$ 74.43	\$ 46.89	\$ 54.02	\$ 38.98	\$ 12.80	\$ 2.56	\$ 0.50	\$ 0.50	\$ -	\$ 434.96	
Turnpike Capital Program 2008-2018 (in millions)	\$ 25.75	\$ 54.82	\$ 47.24	\$ 44.43	\$ 44.43	\$ 49.84	\$ 44.21	\$ 54.02	\$ 38.98	\$ 12.80	\$ 2.56	\$ 0.50	\$ 0.50	\$ -	\$ 386.59	
\$	\$ 0.16	\$ 11.83	\$ 5.65	\$ 3.45	\$ 3.45	\$ 24.60	\$ 2.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48.37	
\$	\$ 25.91	\$ 66.64	\$ 52.89	\$ 47.87	\$ 47.87	\$ 74.43	\$ 46.89	\$ 54.02	\$ 38.98	\$ 12.80	\$ 2.56	\$ 0.50	\$ 0.50	\$ -	\$ 434.96	

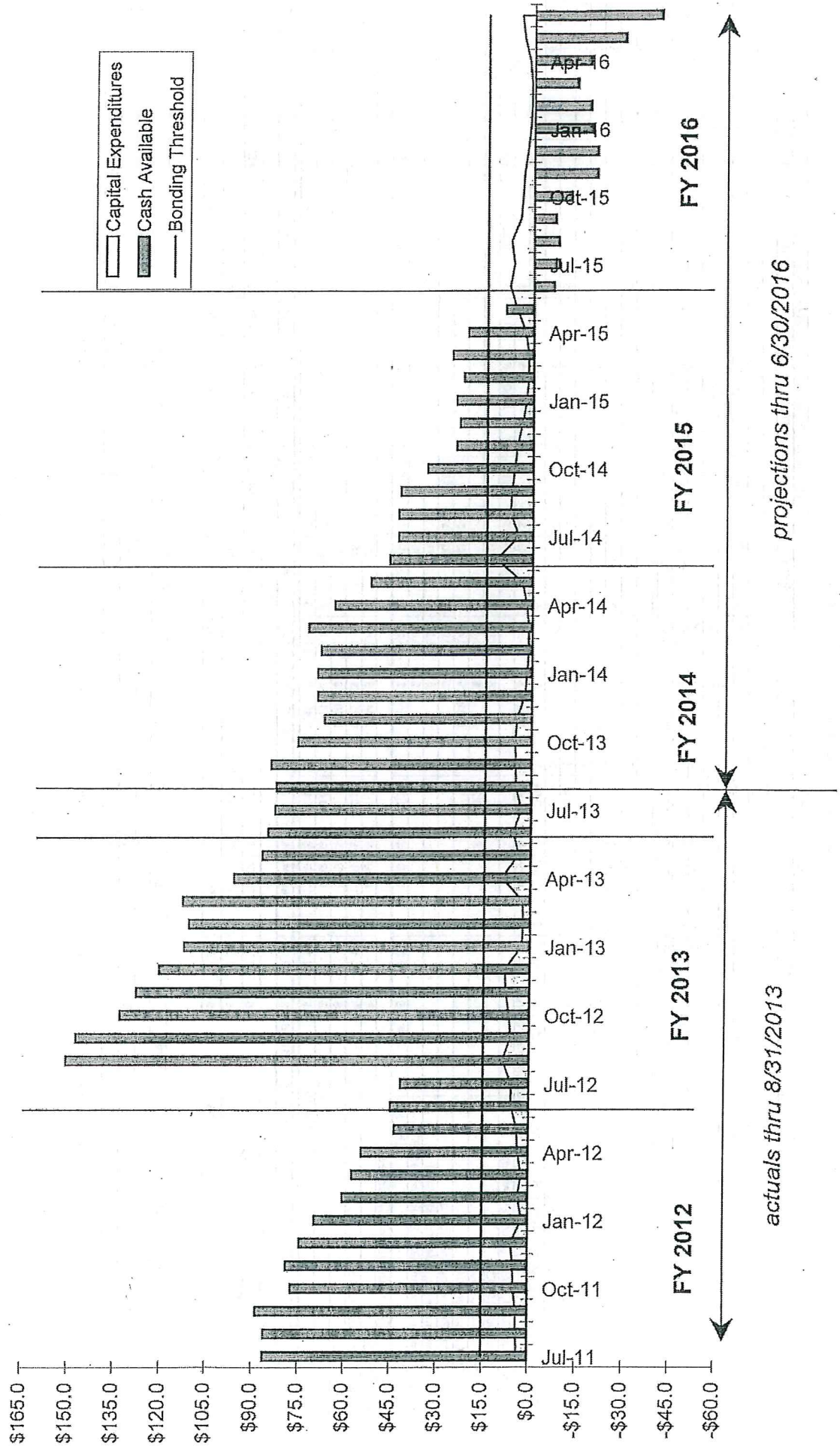
HB391 Project Authorizations - Unfunded														
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18			Total
Newington-Dover 11238 (Q, S, U)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.36	\$ 13.77	\$ 19.61	\$ 27.22	\$ 16.50	\$ 2.94	\$ 84.40
Bedford ORT 16100	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.08	\$ 0.20	\$ 3.79	\$ 9.10	\$ 5.31	\$ -	\$ -	\$ 18.53
Total	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.08	\$ 4.56	\$ 17.56	\$ 28.71	\$ 32.53	\$ 16.50	\$ 2.94	\$ 102.92

** 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 & FY13 \$110M Bond (Projection: w/ o FY15 \$50M Bond)

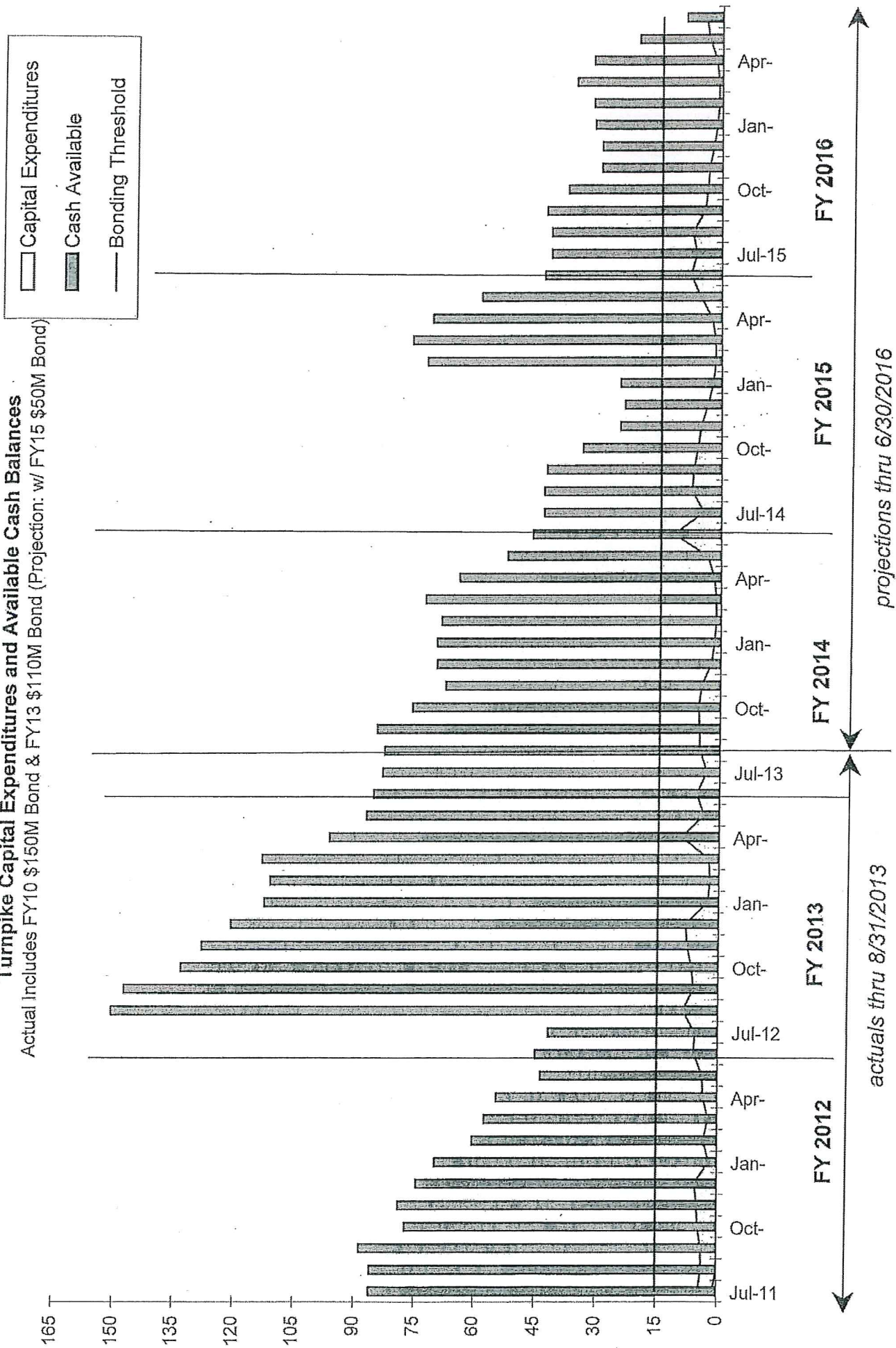


Note: Turnpike revenues, operating expenses, and debt service are not shown for clarity purposes.

State of New Hampshire - Department of Transportation

Turnpike Capital Expenditures and Available Cash Balances

Actual Includes FY10 \$150M Bond & FY13 \$110M Bond (Projection: w/ FY15 \$50M Bond)



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



Department of Transportation

NH DOT
PROJECT ESTIMATE

Estimate Dated: 8/12/2013

Project Number 11238 / * NHS-0271(037) *
Project Name/Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Leader Keith Cota
Posted to Ad Schedule No
Estimate Type Modified Project Agreement Estimate

Project Dates

Routing Date	11/21/2012	Ad Date	---
Supersede Details Dated	06/28/2013	Start Date	01/01/1997
Supersede Estimate Dated	06/28/2013	End Date	06/29/2018
		On Shelf Date	---

Project Details

Project Status	Planned	Work Zone	Not Specified
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Parent	Is Regionally Sig.	No
Parent Name	---	Primary Program	TPK *
Percent Bridge Funds	0		
District	---		
Org Code	3025,3054,7514		
Work Class Series	100,200,300		
Alternate Ref #	NH036		

Project Description

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

Project Scope

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

Estimate Description

This estimate Obligates an additional \$1,000,000.00 (from \$5,151,570.95 to \$6,151,570.95) for the State of NH to finish the final design work. The increase is applied entirely to SFY 2014.

This estimate reallocates Obligated PE funds in the amount of \$1,417,539.12 from the State of NH Final Design (from \$6,151,570.95 to \$4,734,031.83), \$1,408,409.12 to VHB (from \$16,599,321.61 to \$17,987,730.73) for additional final design services, and \$9,130.00 to Northern Test Boring, Inc. (from \$0 to \$9,130.00) for test boring work.

The overall PE total is increased by \$1,000,000.00 (from \$22,359,000.00 to \$23,359,000.00).

ROW and Construction funds remain unchanged.

The overall grand total increases by \$1,000,000.00 from (\$31,540,000.00 to \$32,540,000.00).

The \$1,408,409.12 for VHB's Supplemental contract adjustment incorporates a scope revision to exclude the remaining engineering design for the General Sullivan Bridge. This design work will be included under a separate contract.

Funding Instructions

PE
Haz Mat Serv. for "M" proj. for \$62,093.04 to Cardno ATC was authorized by contract agreement #-40006666 for Tech. Assist. by #A1054 (\$1,553.64), #A1056 (\$6,619.03), #A1066 (\$23,833.69), and for UST Assist. by #A1078 (\$30,086.68).
Sed. Management Plan for "M" Authorized in the amount of \$3,709.16 to ATC Associates, Inc.
Seacoast Commuter Options software Authorized in the amount of \$70,000 to Trapeze Software Inc. (Vendor #210634 R001)
DCS for \$19,125
\$1,860,046 for M&N gas work PE is under DOT
\$9,130 for Northern Test Boring, Inc.
Prop. Woodbury Ave Br. #114/107 replaces Br. #112/107, shown in the Roadway PE total
Shattuck Way Br. widening Br. #103/124
Prop. SB NH 16 Br. #201/024 replaces Br. #201/025
Rehab NB NH 16 Br. #201/025 replaces Br. #201/024
Rehab Gen. Sul. Br. #200/023
Prop. US 4 Br. #182/036 replaces Br. #181/039
Construction
Lee P'n'R \$68,000 SFY 2014
TDM \$160,00 SFY 2014
TDM \$80,000 each SFY for 2015, 2016, 2017

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	100%	11238	\$32,540,000.00
FHWA	0%	* NHS-0271(037) *	\$0.00

Town List



Department of Transportation

NH DOT

PROJECT ESTIMATE

Estimate Dated: 8/12/2013

Bridge Information

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

NH DOT
PROJECT ESTIMATE

Estimate Dated: 8/12/2013

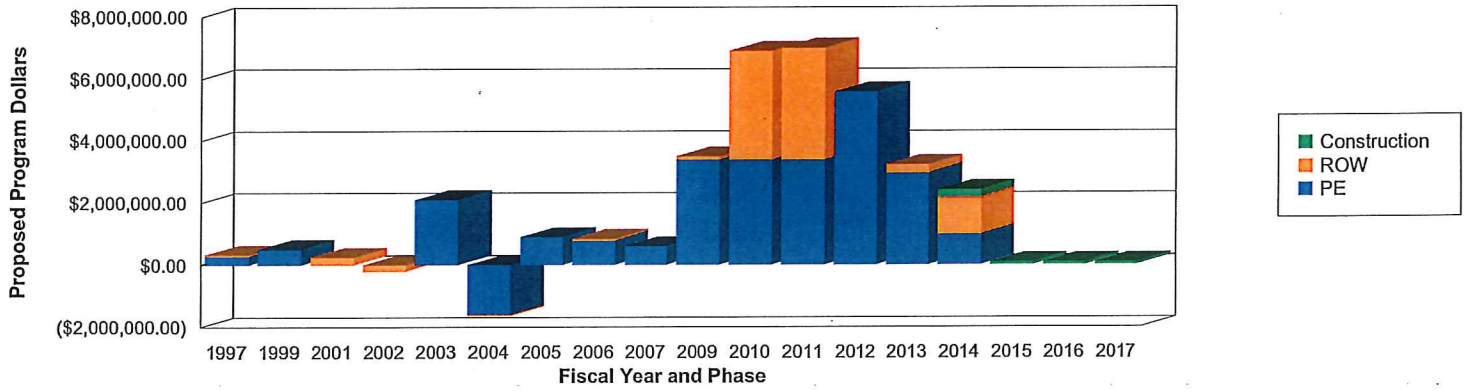
Project Total

PE	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
1997	\$300,000.00	\$300,000.00	\$0.00	\$0.00
1999	\$500,000.00	\$500,000.00	\$0.00	\$0.00
2003	\$2,100,000.00	\$2,100,000.00	\$0.00	\$0.00
2004	\$(1,600,000.00)	\$(1,600,000.00)	\$0.00	\$0.00
2005	\$900,000.00	\$900,000.00	\$0.00	\$0.00
2006	\$800,000.00	\$800,000.00	\$0.00	\$0.00
2007	\$600,000.00	\$600,000.00	\$0.00	\$0.00
2009	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2010	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2011	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2012	\$5,582,732.76	\$5,582,732.76	\$0.00	\$0.00
2013	\$2,976,267.24	\$2,976,267.24	\$0.00	\$0.00
2014	\$1,000,000.00	\$0.00	\$1,000,000.00	\$0.00
Subtotal	\$23,359,000.00	\$22,359,000.00	\$1,000,000.00	\$0.00
ROW	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
1997	\$30,000.00	\$30,000.00	\$0.00	\$0.00
2001	\$250,000.00	\$250,000.00	\$0.00	\$0.00
2002	\$(200,000.00)	\$(200,000.00)	\$0.00	\$0.00
2004	\$(40,000.00)	\$(40,000.00)	\$0.00	\$0.00
2006	\$40,000.00	\$40,000.00	\$0.00	\$0.00
2009	\$100,000.00	\$100,000.00	\$0.00	\$0.00
2010	\$3,500,000.00	\$3,500,000.00	\$0.00	\$0.00
2011	\$3,600,000.00	\$3,600,000.00	\$0.00	\$0.00
2013	\$250,000.00	\$250,000.00	\$0.00	\$0.00
2014	\$1,183,000.00	\$1,183,000.00	\$0.00	\$0.00
Subtotal	\$8,713,000.00	\$8,713,000.00	\$0.00	\$0.00
Construction	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
2014	\$228,000.00	\$228,000.00	\$0.00	\$0.00
2015	\$80,000.00	\$80,000.00	\$0.00	\$0.00
2016	\$80,000.00	\$80,000.00	\$0.00	\$0.00
2017	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Subtotal	\$468,000.00	\$468,000.00	\$0.00	\$0.00
Grand Total:	\$32,540,000.00	\$31,540,000.00	\$1,000,000.00	\$0.00

NH DOT
 PROJECT ESTIMATE

Estimate Dated: 8/12/2013

Proposed Programmed



NH DOT
PROJECT ESTIMATE

Estimate Dated: 8/12/2013

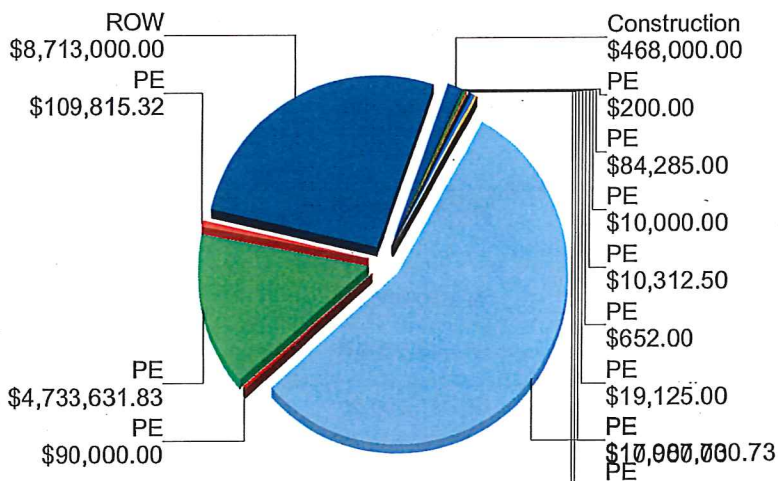
Proposed Authorized Vendors

	Proposed Amount	Existing Amount	Change
PE			
Concord Aviation Services	\$200.00	\$200.00	\$0.00
New Hampshire Boring Inc	\$84,285.00	\$84,285.00	\$0.00
Kta-Tator Inc	\$10,000.00	\$10,000.00	\$0.00
City Of Portsmouth	\$10,312.50	\$10,312.50	\$0.00
Springfield Terminal Railway	\$652.00	\$652.00	\$0.00
City Of Dover	\$19,125.00	\$19,125.00	\$0.00
Greenman-Pedersen Inc	\$10,000.00	\$10,000.00	\$0.00
TF Bernier Inc	\$35,911.70	\$35,911.70	\$0.00
Preservation Co	\$2,928.10	\$2,928.10	\$0.00
Trapeze Software Group Inc	\$70,000.00	\$70,000.00	\$0.00
GZA Geoenvironmental Inc	\$6,695.00	\$6,695.00	\$0.00
Cardno ATC	\$30,086.68	\$30,086.68	\$0.00
Fay Spofford & Thorndike Inc	\$91,596.14	\$91,596.14	\$0.00
Public Service Co Of Nh	\$56,900.00	\$56,900.00	\$0.00
Northern Test Boring Inc	\$9,130.00	\$0.00	\$9,130.00
Vanasse Hangen Brustlin Inc	\$17,987,730.73	\$16,579,321.61	\$1,408,409.12
Rockingham Planning Commission	\$90,000.00	\$90,000.00	\$0.00
Transportation, Dept Of	\$4,733,631.83	\$5,151,170.95	\$(417,539.12)
ATC Associates Inc	\$109,815.32	\$109,815.32	\$0.00
Subtotal	\$23,359,000.00	\$22,359,000.00	\$1,000,000.00
ROW			
Transportation, Dept Of	\$8,713,000.00	\$8,713,000.00	\$0.00
Subtotal	\$8,713,000.00	\$8,713,000.00	\$0.00
Construction			
Transportation, Dept Of	\$468,000.00	\$468,000.00	\$0.00
Subtotal	\$468,000.00	\$468,000.00	\$0.00
Grand Total:	\$32,540,000.00	\$31,540,000.00	\$1,000,000.00

NH DOT
PROJECT ESTIMATE

Estimate Dated: 8/12/2013

Authorization By Phase Proposed



Improvement Type		Bridge NBI #	State Improvement Type	Federal Improvement Type	Amount
Construction		---	Road-Reconstruction, Added Capacity	Road-Reconstruction, Added Capacity	\$468,000.00
					\$468,000.00
E		006502010002500	Preliminary Engineering	Preliminary Engineering	\$232,000.00
		018501030012400	Preliminary Engineering	Preliminary Engineering	\$55,000.00
		006502000002300	Preliminary Engineering	Preliminary Engineering	\$237,500.00
		---	Preliminary Engineering	Preliminary Engineering	\$87,000.00
		006502010002400	Preliminary Engineering	Preliminary Engineering	\$493,000.00
		---	Preliminary Engineering	Preliminary Engineering	\$22,254,500.00
					\$23,359,000.00
ROW		---	Right Of Way-Incidentals	Right of Way	\$8,713,000.00
					\$8,713,000.00
Grand Total:					\$32,540,000.00

NH DOT
PROJECT ESTIMATE

Estimate Dated: 8/12/2013

Authorization

	Proposed Amount	Existing Amount	Change	Est. Indirects
PE				
Obligated Funds	\$23,359,000.00	\$22,359,000.00	\$1,000,000.00	
Advanced Funds	\$0.00	\$0.00	\$0.00	
	\$23,359,000.00	\$22,359,000.00	\$1,000,000.00	
ROW				
Obligated Funds	\$7,530,000.00	\$7,530,000.00	\$0.00	
Advanced Funds	\$1,183,000.00	\$1,183,000.00	\$0.00	
	\$8,713,000.00	\$8,713,000.00	\$0.00	
Grand Total:	\$32,072,000.00	\$31,072,000.00	\$1,000,000.00	

Improvement Category

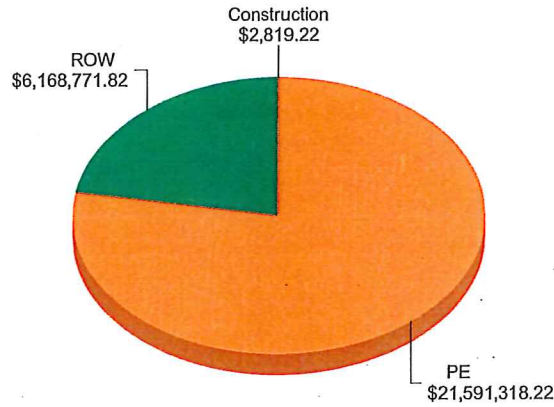
Advertises With

Team Members

Maintenance 0 %
Preservation 0 %
Modernization 40 %
Expansion 60 %

Peter Salo
Charles Blackman
Wendy Johnson

Expenditures by Phase (Data Warehouse)



Approval

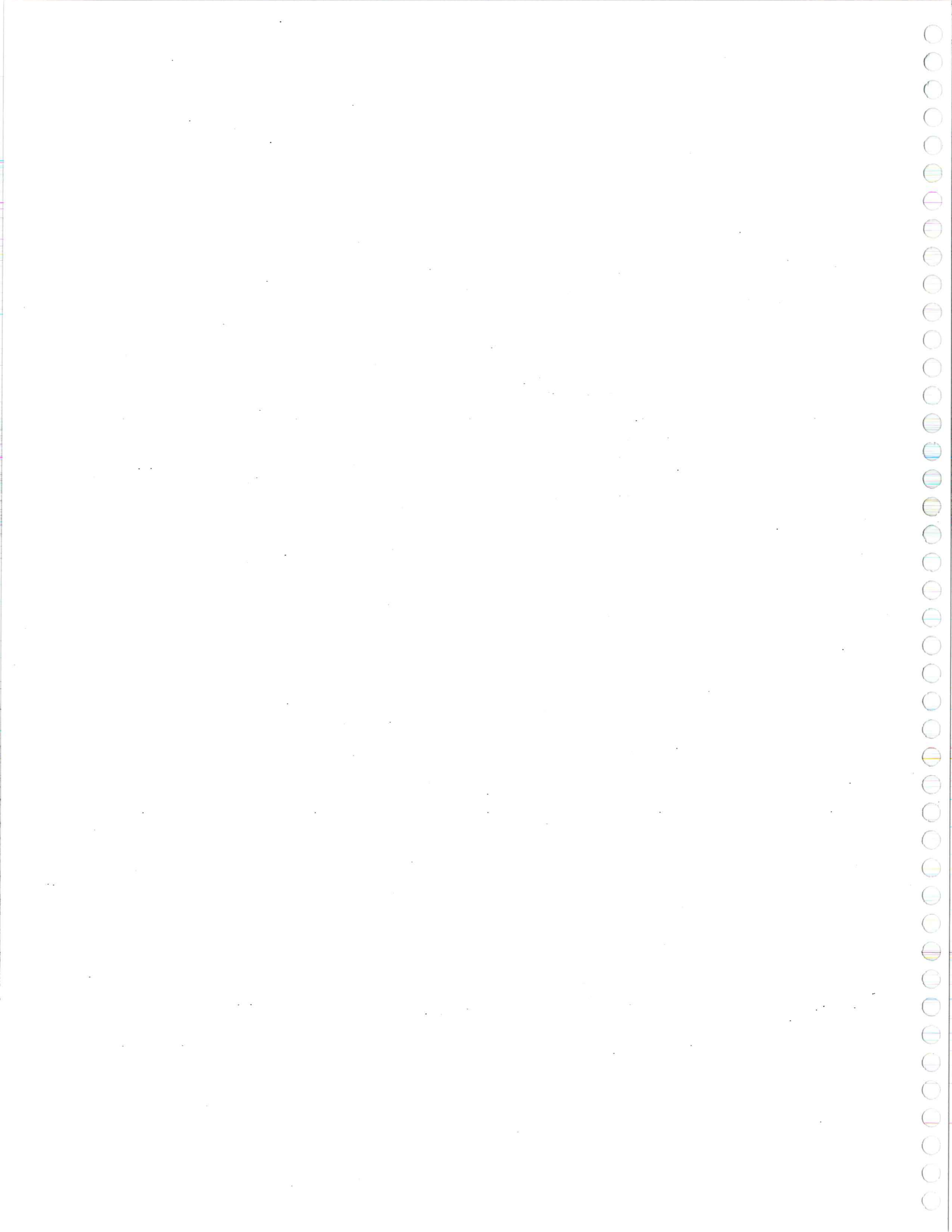
Routed By Charles Blackman

Rcvd by Project Programming 12-AUG-13

Date Routed 08-AUG-13

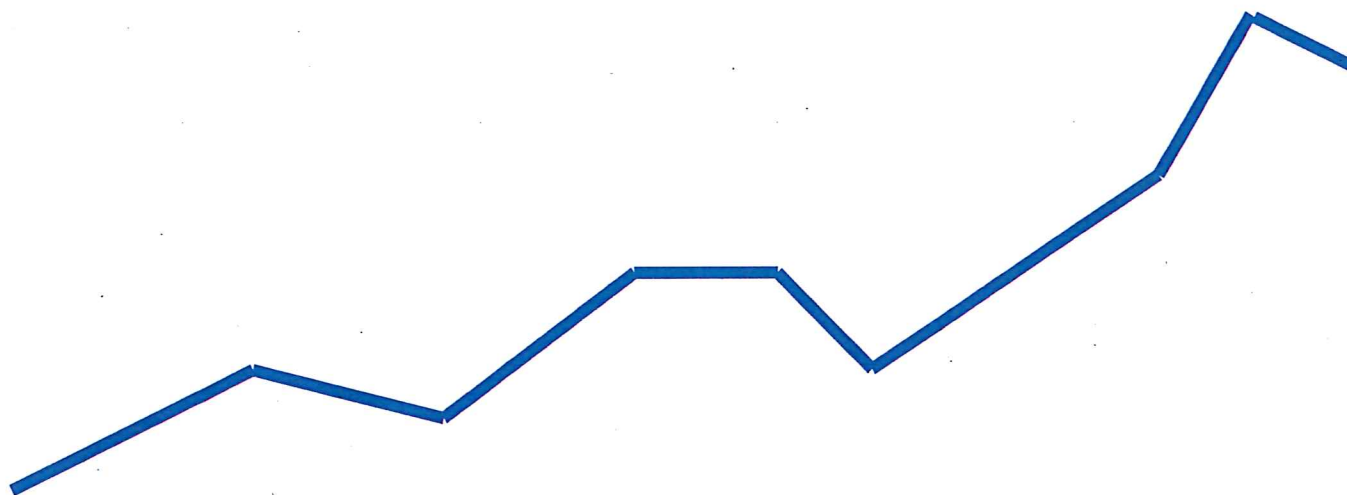
Comments

Bureau	Sent To	Signed By	Action	Type	Date
Finance	Bill Jennison	Joan Castellano	Sign Off	ACCEPT	12-AUG-13
Turnpikes	David Smith	David Smith	Sign Off	APPROVE	08-AUG-13
Bridge Design	Bob Landry	Bob Landry	Sign Off	APPROVE	09-AUG-13
Highway Design	Charles Blackman	Charles Blackman	Sign Off	APPROVE	08-AUG-13
Highway Design	Keith Cota	Keith Cota	Sign Off	APPROVE	12-AUG-13



Construction Cost Index

New Hampshire Department of Transportation

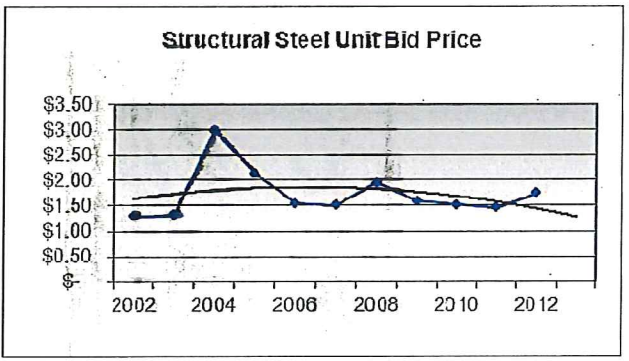
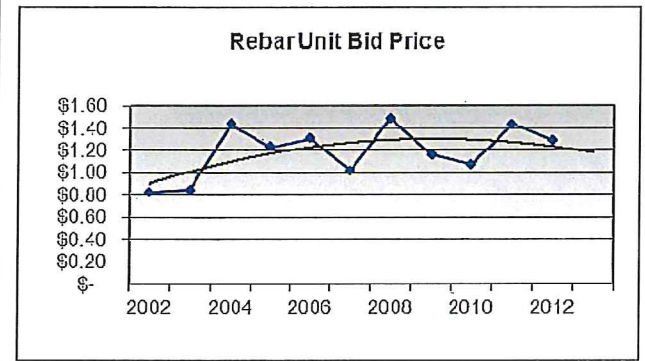
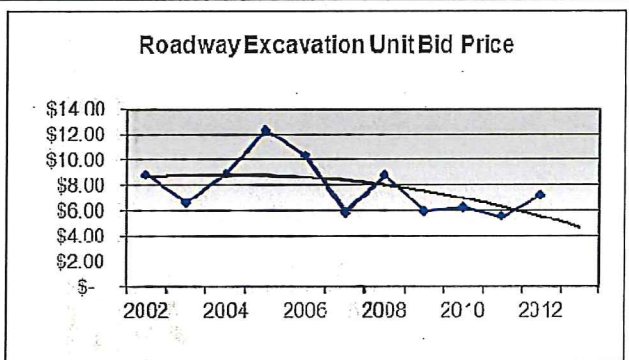
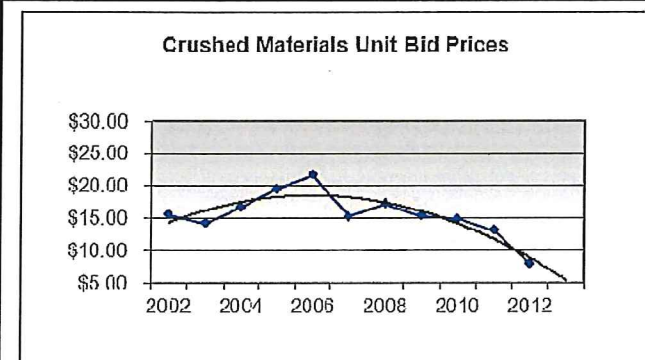
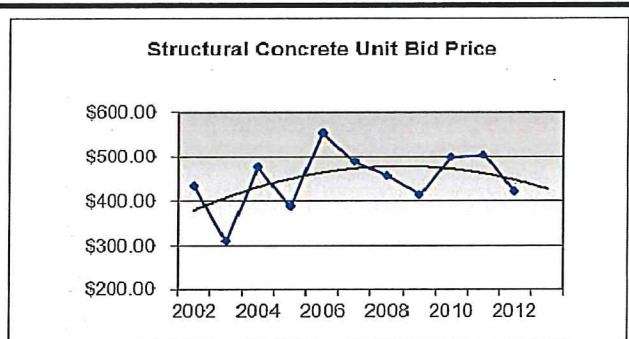
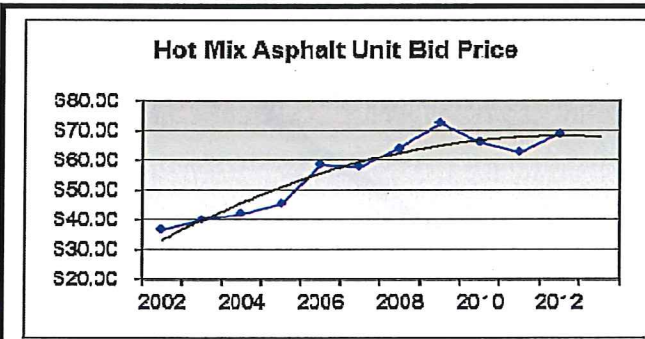
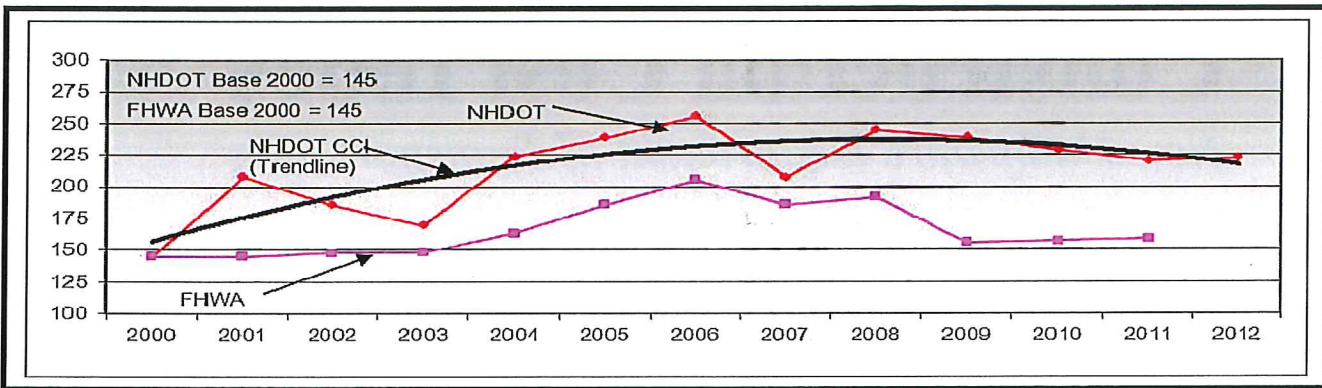


New Hampshire DOT Bureau of Construction
4th Quarter, 2012



Construction Cost Indices for the 2nd Half of 2012

NHDOT Base 2000 = 145; FHWA Base 2000 = 145

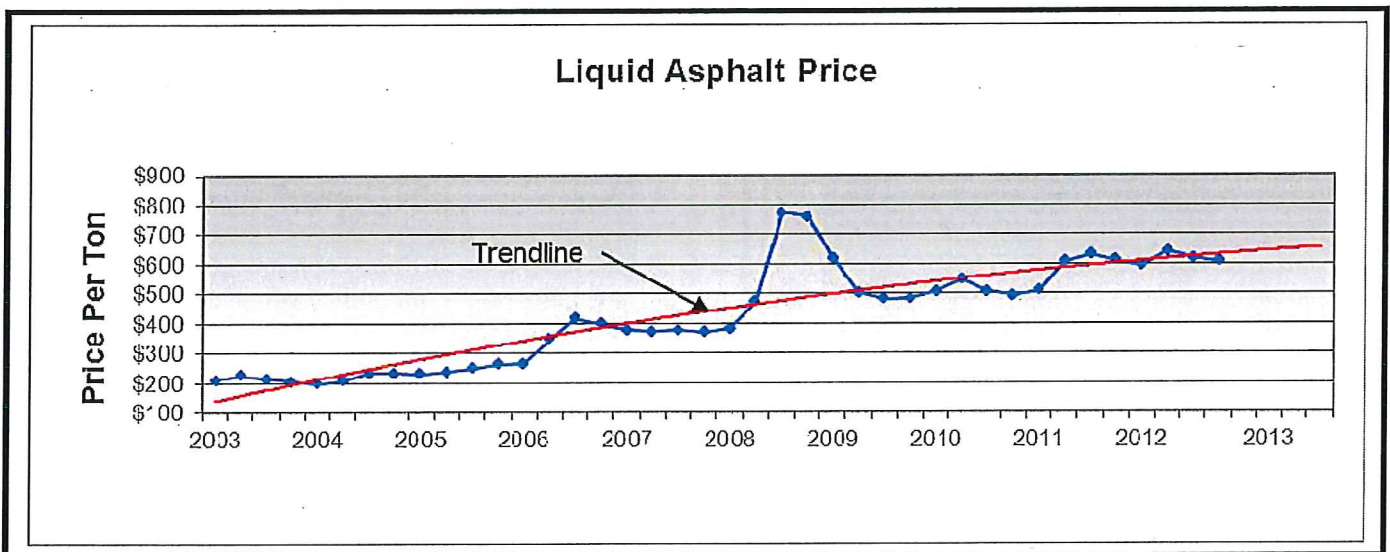
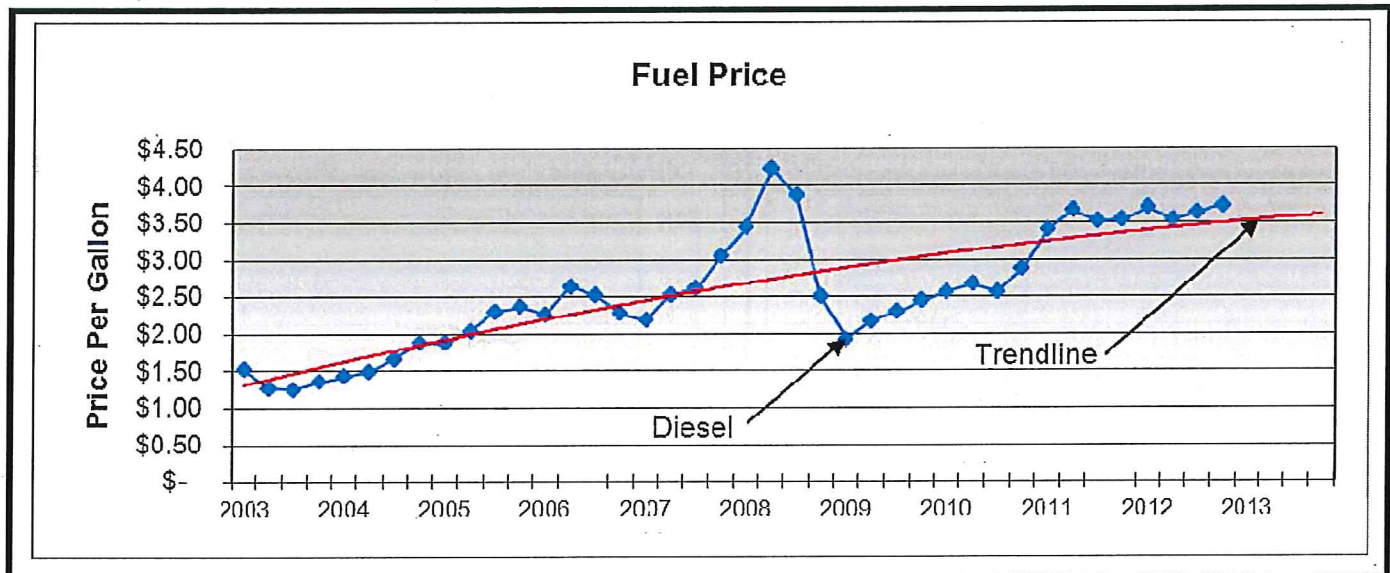


The 3 year downward trend of the Index ended with the 2012 construction season with the CCI index at 222. The index is still trending slightly downward and is down 10% since 2008. Fuel and Liquid Asphalt prices have also been level since the second quarter of 2011 ending this most recent period at \$3.73 and \$607.50 respectively. Out of the 6 categories tracked, 3 finished the year up and 3 finished down. Crushed Material and Roadway Excavation were the biggest movers for the year and were down 39% and 17% respectively. Hot Mix Asphalt finished the year up 10% at \$70/ton. Roadway Excavation rebounded to \$7.19/cy and was up by 30%.

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%

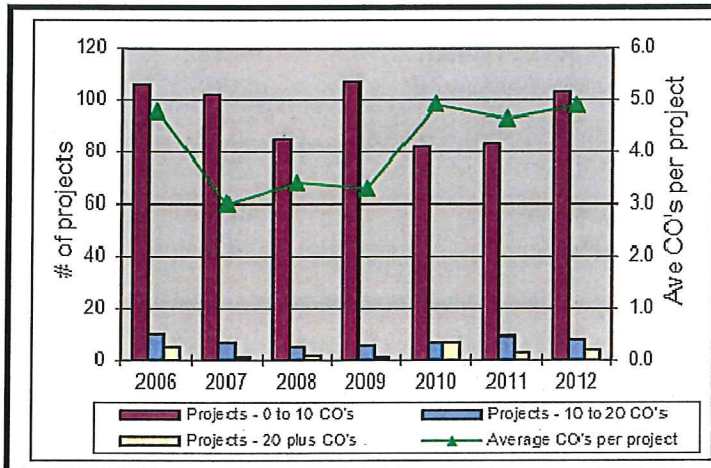
NHDOT Fuel & Liquid Asphalt Prices



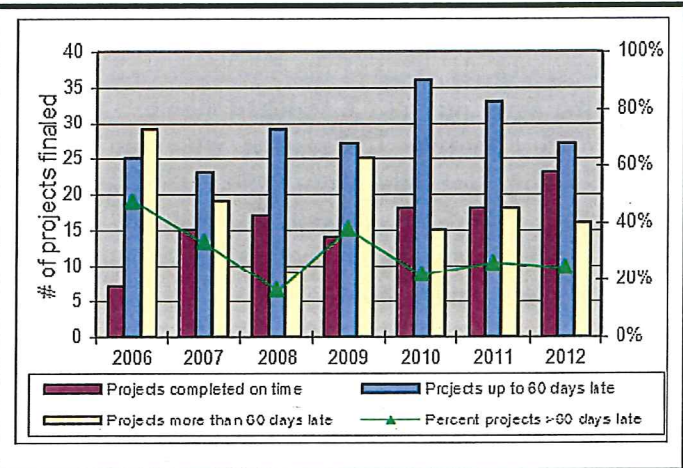
Construction Bureau Performance Measures

Compiled by State Fiscal Year

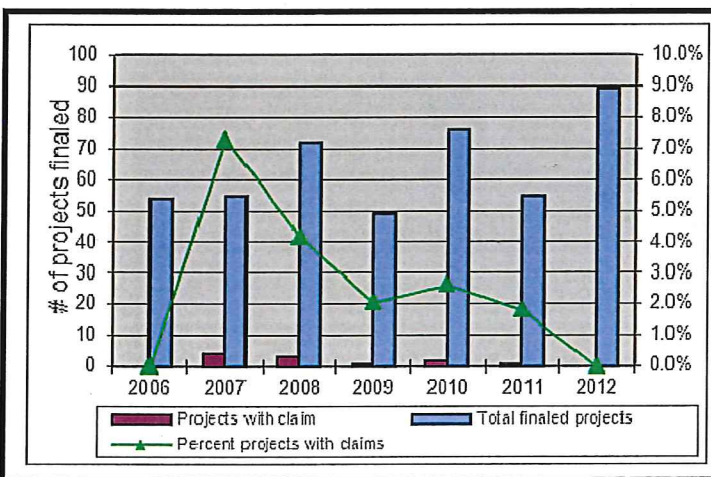
CHANGE ORDERS



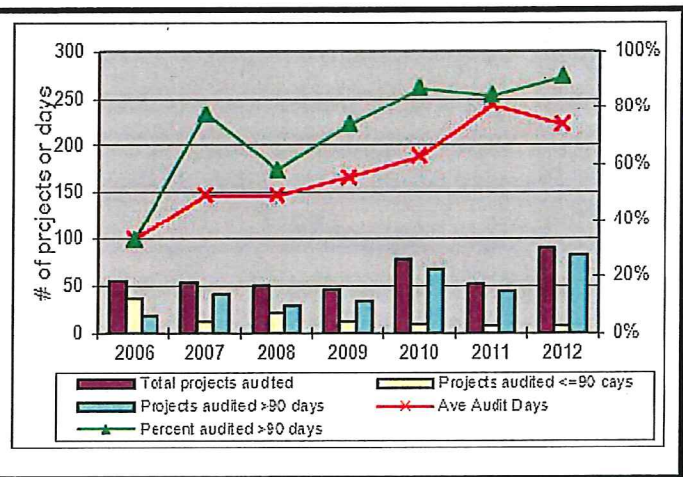
CONTRACT DURATION



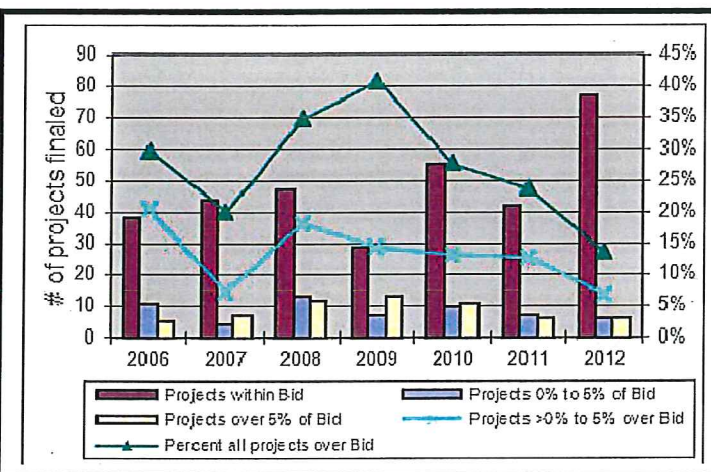
CONTRACTOR CLAIMS



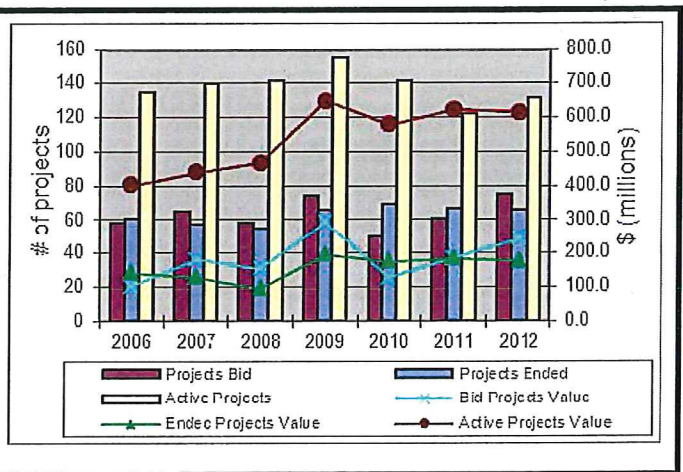
PROJECT AUDIT



BIDS vs. FINAL AMOUNTS



PROJECT ACTIVITY





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

NH Division

October 9, 2012

53 Pleasant Street, Ste. 2200
Concord, NH 03301
Phone: 603.228.0417
Fax: 603.228.2829

In Reply Refer To:
HDA-NH

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

Subject: 2012 Financial Plan Update, Federal Project NHS-027-1(37)
Project #11238 – Spaulding Turnpike Improvements, Newington to Dover

Dear Mr. Clement:

The New Hampshire Department of Transportation (NHDOT) submitted a 2012 Financial Plan Update (FPU) for the subject project on September 28, 2012. The Letter of Certification signed on September 26, 2012, attests to the accuracy of the information provided. The FHWA review of the FPU concurs that the estimated cost of this project is \$265 million and substantial completion of the final segment of work is scheduled for summer 2019.

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, 2013, and should be submitted to FHWA by September 30, 2013.

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

Sincerely,

Patrick A. Bauer
Division Administrator

cc:

Christopher M. Waszczuk, Administrator, Bureau of Turnpikes, NHDOT
William Cass, Director of Project Delivery, NHDOT

Keith Cota, Chief Project Manager, NHDOT
✓ Terri Marcelli, Financial Manager, FHWA
Karim Naji, Bridge Engineer, FHWA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FISCAL MANAGEMENT INFORMATION SYSTEMALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE
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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH001	Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M									
	95 599	NA	NA	1560	00NH	11,700,000.00	11,700,000.00			
			Program Code 1560 Total			11,700,000.00	11,700,000.00	11,700,000.00	.00	.00
NH002			DEMO ID NH001	TOTAL		11,700,000.00	11,700,000.00	11,700,000.00	.00	.00
		Franconia Notch (NH)								
	93 87	NA	NA	1260	00NH	14,119,200.00	14,119,200.00	14,119,200.00	.00	.00
NH003			DEMO ID NH002	TOTAL		14,119,200.00	14,119,200.00	14,119,200.00	.00	.00
		Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge								
	100 202	NA	NA	3130	00NH	237,000.00	237,000.00			
	100 457	NA	NA	3130	00NH	3,763,000.00	3,763,000.00			
	101 164	NA	NA	3130	00NH	3,933,000.00	3,933,000.00			
			Program Code 3130 Total			7,933,000.00	7,933,000.00	7,933,000.00	.00	.00
	102 240	1003	(C)	3610	00NH	-27,694.00	-27,694.00			
	102 240	1003	(C)1	3610	00NH	-1,792.00	-1,792.00			
	102 240	1104	(B)8	3610	00NH	1,200,000.00	1,200,000.00			
			Program Code 3610 Total			1,170,514.00	1,170,514.00	1,170,514.00	.00	.00
	106 346	378	NA	45A0	00NH	11,973,600.00	11,973,600.00	11,513,500.00	460,100.00	460,100.00
	105 178	1602	355	Q920	00NH	12,825,018.00	12,825,018.00	6,174,735.44	6,650,282.56	6,650,282.56
			DEMO ID NH003	TOTAL		33,902,132.00	33,902,132.00	26,791,749.44	7,110,382.56	7,110,382.56
NH004			PE Demo - Conway Bypass (US-302/SR-16) (NH)							
	102 240	1107	(B)153	3670	00NH	6,145,600.00	6,145,600.00	6,145,600.00	.00	.00
	101 516	NA	NA	5190	00NH	1,700,000.00	1,700,000.00	1,700,000.00	.00	.00

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FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE
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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH005	105 178	1602	1654	Q920	00NH	506,591.00	506,591.00			
	105 178	1602	356	Q920	00NH	5,464,613.00	5,464,613.00			
			Program Code Q920 Total			5,971,204.00	5,971,204.00	5,971,204.00	.00	.00
			DEMO ID NH004	TOTAL		13,816,804.00	13,816,804.00	13,816,804.00	.00	.00
Study of corridor protection for NH Route 16										
	102 240	1003	(C)	3670	00NH	-46,156.00	-46,156.00			
	102 240	1003	(C)1	3670	00NH	-2,987.00	-2,987.00			
	102 240	1107	(B)152	3670	00NH	2,000,000.00	2,000,000.00			
			Program Code 3670 Total			1,950,857.00	1,950,857.00	1,950,857.00	.00	.00
NH006			DEMO ID NH005	TOTAL		1,950,857.00	1,950,857.00	1,950,857.00	.00	.00
North Conway: Provide congestion relief on US-302 and NH Route 16										
NH007			DEMO ID NH006	TOTAL					.00	.00
	Winchester: Replacement of Winchester Bridge									
	102 240	1003	(C)	3650	00NH	-18,462.00	-18,462.00			
	102 240	1003	(C)1	3650	00NH	-1,195.00	-1,195.00			
	102 240	1106	(A)37	3650	00NH	800,000.00	800,000.00			
			Program Code 3650 Total			780,343.00	780,343.00	780,342.98	.02	.02
			DEMO ID NH007	TOTAL		780,343.00	780,343.00	780,342.98	.02	.02
	Hanover: Ledyard Bridge Reconstruction									
NH008			DEMO ID NH007	TOTAL						
	Hanover: Ledyard Bridge Reconstruction									
	102 240	1003	(C)	3650	00NH	-180,008.00	-180,008.00			
	102 240	1003	(C)1	3650	00NH	-11,649.00	-11,649.00			
	102 240	1106	(A)38	3650	00NH	7,800,000.00	7,800,000.00			

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

U.S. DEPARTMENT OF TRANSPORTATION
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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE
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NH011						6,208,572.00	6,208,572.00	6,208,572.00	.00	.00
NH012	Reconstruct US-3 Carroll town line 2.1 miles north									
	105 178	1602	472	Q920	00NH	1,830,827.00	1,830,827.00	1,830,827.00	.00	.00
	DEMO ID			TOTAL		1,830,827.00	1,830,827.00	1,830,827.00	.00	.00
NH013	Improve Bridge Street bridge, Plymouth									
	105 178	1602	1655	Q920	00NH	1,025,100.00	1,025,100.00			
	105 178	1602	785	Q920	00NH	1,062,004.00	1,062,004.00			
	Program Code Q920 Total					2,087,104.00	2,087,104.00	2,087,104.00	.00	.00
	DEMO ID			TOTAL		2,087,104.00	2,087,104.00	2,087,104.00	.00	.00
NH014	Widen I-93 from Salem to Manchester									
	105 178	1602	1652	Q920	00NH	1,204,492.00	1,204,492.00			
	105 178	1602	916	Q920	00NH	9,594,929.00	9,594,929.00			
	Program Code Q920 Total					10,799,421.00	10,799,421.00	10,799,421.00	.00	.00
	DEMO ID			TOTAL		10,799,421.00	10,799,421.00	10,799,421.00	.00	.00
NH015	Construct Orford Bridge									
	105 178	1602	1659	Q920	00NH	871,334.00	871,334.00			
	105 178	1602	923	Q920	00NH	2,907,183.00	2,907,183.00			
	Program Code Q920 Total					3,778,517.00	3,778,517.00	3,778,517.00	.00	.00
	DEMO ID			TOTAL		3,778,517.00	3,778,517.00	3,778,517.00	.00	.00
NH016	Construct Chestersfield Bridge									
	105 178	1602	1090	Q920	00NH	2,599,652.00	2,599,652.00	2,599,652.00	.00	.00
	DEMO ID			TOTAL		2,599,652.00	2,599,652.00	2,599,652.00	.00	.00

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NH017	Construct the Keene bypass									
	105 178	1602	1206	Q920	00NH	5,021,963.00	5,021,963.00	5,021,963.00	.00	.00
			DEMO ID NH017	TOTAL		5,021,963.00	5,021,963.00	5,021,963.00	.00	.00
NH018	Construct Hindsale Bridge									
	105 178	1602	1247	Q920	00NH	2,599,652.00	2,599,652.00	1,148,131.85	1,451,520.15	1,451,520.15
			DEMO ID NH018	TOTAL		2,599,652.00	2,599,652.00	1,148,131.85	1,451,520.15	1,451,520.15
NH019	Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border									
	105 178	1602	1300	Q920	00NH	1,691,414.00	1,691,414.00	1,691,414.00	.00	.00
			DEMO ID NH019	TOTAL		1,691,414.00	1,691,414.00	1,691,414.00	.00	.00
NH020	Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill									
	105 178	1602	1657	Q920	00NH	666,314.00	666,314.00	666,314.00	.00	.00
			DEMO ID NH020	TOTAL		666,314.00	666,314.00	666,314.00	.00	.00
NH021	High priority highway and bridge projects									
	105 178	1602	1822	Q920	00NH	5,125,498.00	5,125,498.00	5,125,498.00	.00	.00
			DEMO ID NH021	TOTAL		5,125,498.00	5,125,498.00	5,125,498.00	.00	.00
NH022	Granite Street Bridge Project, New Hampshire									
	108 07			55B0	00NH	7,948,000.00	7,948,000.00	7,903,968.00	44,032.00	44,032.00
			DEMO ID NH022	TOTAL		7,948,000.00	7,948,000.00	7,903,968.00	44,032.00	44,032.00
NH023	Bedford, New Hampshire Route 101 Corridor Safety Improvement Project									
	108 199	115		H170	00NH	1,000,000.00	1,000,000.00	1,000,000.00	.00	.00
			DEMO ID NH023	TOTAL		1,000,000.00	1,000,000.00	1,000,000.00	.00	.00

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ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE
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NH024	Chocorua Village Transportation Improvement Project (NH)									
	108 199	115		H170	00NH	500,000.00	499,057.50	499,057.50	942.50	.00
			DEMO ID NH024	TOTAL		500,000.00	499,057.50	499,057.50	942.50	.00
NH025	Granite Street and Bridge Widening Project, New Hampshire									
	108 199	115		H170	00NH	7,000,000.00	7,000,000.00	7,000,000.00	.00	.00
			DEMO ID NH025	TOTAL		7,000,000.00	7,000,000.00	7,000,000.00	.00	.00
NH026	NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation									
	108 199	115		H170	00NH	500,000.00	500,000.00	500,000.00	.00	.00
			DEMO ID NH026	TOTAL		500,000.00	500,000.00	500,000.00	.00	.00
NH027	Town of Dublin, New Hampshire Traffic Calming Project									
	108 199	115		H170	00NH	300,000.00	300,000.00	300,000.00	.00	.00
			DEMO ID NH027	TOTAL		300,000.00	300,000.00	300,000.00	.00	.00
NH028	Chocorua Village Intersect Improvement Project, New Hampshire									
	108 447	117		H660	00NH	200,000.00	190,883.48	190,883.48	9,116.52	.00
			DEMO ID NH028	TOTAL		200,000.00	190,883.48	190,883.48	9,116.52	.00
NH029	Crystal Lake Mitigation Project, New Hampshire									
	108 447	117		H660	00NH	1,000,000.00	983,926.00	983,926.00	16,074.00	.00
			DEMO ID NH029	TOTAL		1,000,000.00	983,926.00	983,926.00	16,074.00	.00
NH030	Draper's Corner Safety Improvements - Claremont, New Hampshire									
	108 447	117		H660	00NH	750,000.00	737,946.00	737,946.00	12,054.00	.00
			DEMO ID NH030	TOTAL		750,000.00	737,946.00	737,946.00	12,054.00	.00

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTH	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH031	Hooksett Highway Reconstruction and Upgrade, New Hampshire									
	108 447	117		H660	00NH	4,000,000.00	3,935,712.00	3,935,712.00	64,288.00	.00
			DEMO ID NH031	TOTAL		4,000,000.00	3,935,712.00	3,935,712.00	64,288.00	.00
NH032	I-93 construction and mitigation, New Hampshire									
	108 447	117		H660	00NH	750,000.00	737,946.00	737,946.00	12,054.00	.00
			DEMO ID NH032	TOTAL		750,000.00	737,946.00	737,946.00	12,054.00	.00
NH033	North Conway Village Streetscape Project, New Hampshire									
	108 447	117		H660	00NH	1,000,000.00	983,928.00	983,928.00	16,072.00	.00
			DEMO ID NH033	TOTAL		1,000,000.00	983,928.00	983,928.00	16,072.00	.00
NH034	Pinkham Notch Pedestrian Safety, New Hampshire									
	108 447	117		H660	00NH	150,000.00	147,589.00	147,589.00	2,411.00	.00
			DEMO ID NH034	TOTAL		150,000.00	147,589.00	147,589.00	2,411.00	.00
NH035	Pinkham's Notch Foot Bridge, New Hampshire									
	108 447	117		H660	00NH	150,000.00	147,589.00	147,589.00	2,411.00	.00
			DEMO ID NH035	TOTAL		150,000.00	147,589.00	147,589.00	2,411.00	.00
NH036	Spaulding Turnpike/Little Bay Bridges, New Hampshire									
	108 447	117		H660	00NH	5,500,000.00	5,411,605.00	5,411,605.00	88,395.00	.00
			DEMO ID NH036	TOTAL		5,500,000.00	5,411,605.00	5,411,605.00	88,395.00	.00
NH037	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin									
	109 59	1702	131	HY10	00NH	160,000.00	160,000.00	136,875.99	23,124.01	23,124.01
	109 59	1702	131	LY10	00NH	641,180.00	641,180.00	467,103.99	174,076.01	174,076.01
			DEMO ID	TOTAL						

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH037										
NH038			Design and construction of intersection of Rte 101A and Rte 13 in Milford			801,180.00	801,180.00	603,979.98	197,200.02	197,200.02
	109 59	1702	389	HY10	00NH	160,000.00	160,000.00	107,145.00	52,855.00	52,855.00
	109 59	1702	389	LY10	00NH	641,180.00	641,180.00	107,547.80	533,632.20	533,632.20
			DEMO ID	NH038	TOTAL	801,180.00	801,180.00	214,692.80	586,487.20	586,487.20
NH039			Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont							
	109 59	1702	397	HY10	00NH	208,000.00	208,000.00	177,938.00	30,062.00	30,062.00
	109 59	1702	397	LY10	00NH	833,534.00	833,534.00	78,061.99	755,472.01	755,472.01
			DEMO ID	NH039	TOTAL	1,041,534.00	1,041,534.00	255,999.99	785,534.01	785,534.01
NH040			Reconstruction of NH 11 and NH 28 Intersection in Alton							
	109 59	1702	731	HY10	00NH	112,000.00	112,000.00	51,400.00	60,600.00	60,600.00
	109 59	1702	731	LY10	00NH	448,826.00	448,826.00	249,751.37	199,074.63	199,074.63
			DEMO ID	NH040	TOTAL	560,826.00	560,826.00	301,151.37	259,674.63	259,674.63
NH041			Improve Meredith Village Traffic Rotary							
	109 59	1702	757	HY10	00NH	160,000.00	160,000.00	136,876.00	23,124.00	23,124.00
	109 59	1702	757	LY10	00NH	641,180.00	641,180.00	138,124.00	503,056.00	503,056.00
			DEMO ID	NH041	TOTAL	801,180.00	801,180.00	275,000.00	526,180.00	526,180.00
NH042			Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke							
	109 59	1702	810	HY10	00NH	112,000.00	112,000.00	95,813.00	16,187.00	16,187.00
	109 59	1702	810	LY10	00NH	448,826.00	448,826.00	305,130.98	143,695.02	143,695.02
			DEMO ID	NH042	TOTAL	560,826.00	560,826.00	400,943.98	159,882.02	159,882.02
NH043			Reconstruction and Improvements to NH Route 110 in Berlin.							

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NH044	109 59	1702	1171	HY10	00NH	320,000.00	320,000.00	273,751.00	46,249.00	46,249.00
	109 59	1702	1171	LY10	00NH	1,282,360.00	1,282,360.00	1,166,089.00	116,271.00	116,271.00
			DEMO ID NH043	TOTAL		1,602,360.00	1,602,360.00	1,439,840.00	162,520.00	162,520.00
			South Road Mitigation in Londonderry.							
NH045	109 59	1702	1479	HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	1479	LY10	00NH	961,770.00	961,770.00	515,216.55	446,553.45	446,553.45
			DEMO ID NH044	TOTAL		1,201,770.00	1,201,770.00	720,529.55	481,240.45	481,240.45
			Upgrade Sewalls Falls Road bridge over Merrimack River in Concord							
NH046	109 59	1702	1808	HY10	00NH	160,000.00	160,000.00	136,876.00	23,124.00	23,124.00
	109 59	1702	1808	LY10	00NH	641,180.00	641,180.00	111,724.00	529,456.00	529,456.00
			DEMO ID NH045	TOTAL		801,180.00	801,180.00	248,600.00	552,580.00	552,580.00
			Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.							
NH047	109 59	1702	1972	HY10	00NH	320,000.00	320,000.00	273,751.00	46,249.00	46,249.00
	109 59	1702	1972	LY10	00NH	1,282,360.00	1,282,360.00	1,166,089.00	116,271.00	116,271.00
			DEMO ID NH046	TOTAL		1,602,360.00	1,602,360.00	1,439,840.00	162,520.00	162,520.00
			Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont							
NH048	109 59	1702	2301	HY10	00NH	80,000.00	80,000.00	68,438.00	11,562.00	11,562.00
	109 59	1702	2301	LY10	00NH	320,590.00	320,590.00	291,521.00	29,069.00	29,069.00
			DEMO ID NH047	TOTAL		400,590.00	400,590.00	359,959.00	40,631.00	40,631.00
			Replacement of Ash Street and Pillsbury Road Bridge.							
NH048	109 59	1702	2391	HY10	00NH	304,000.00	304,000.00		304,000.00	304,000.00
	109 59	1702	2391	LY10	00NH	1,218,242.00	1,218,242.00		1,218,242.00	1,218,242.00

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH049		Construct Pedestrian, Bicycle bridge in Keene.	DEMO ID NH048	TOTAL		1,522,242.00	1,522,242.00		1,522,242.00	1,522,242.00
				HY10	00NH	128,000.00	128,000.00	109,500.00	18,500.00	
				LY10	00NH	512,944.00	512,944.00	466,435.00	46,509.00	
				TOTAL		640,944.00	640,944.00	575,935.00	65,009.00	
NH050		Hampton Bridge Rehabilitation--Hampton, NH	DEMO ID NH049	HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	
				LY10	00NH	961,770.00	961,770.00	874,567.00	87,203.00	
				TOTAL		1,201,770.00	1,201,770.00	1,079,880.00	121,890.00	
				Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements						
NH051			DEMO ID NH050	HY10	00NH	240,000.00	240,000.00	205,313.00	34,687.00	
				LY10	00NH	961,770.00	961,770.00	874,567.00	87,203.00	
				TOTAL		1,201,770.00	1,201,770.00	1,079,880.00	121,890.00	
				Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements						
NH052			DEMO ID NH051	HY10	00NH	304,000.00	304,000.00	260,064.00	43,936.00	
				LY10	00NH	1,218,242.00	1,218,242.00	1,107,784.00	110,458.00	
				TOTAL		1,522,242.00	1,522,242.00	1,367,848.00	154,394.00	
				Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH						
NH053			DEMO ID NH052	HY20	00NH	4,000,000.00	4,000,000.00	4,000,000.00	.00	
				LY20	00NH	24,000,000.00	16,029,501.00	16,029,501.00	7,970,499.00	
				TOTAL		28,000,000.00	20,029,501.00	20,029,501.00	7,970,499.00	
				I-93 water quality study project.						

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NH055	109 59	1702	4515	HY20	00NH	800,000.00	800,000.00	800,000.00	.00	.00
	109 59	1702	4515	LY20	00NH	4,800,000.00	3,205,901.00	1,658,566.81	3,141,433.19	1,547,334.19
			DEMO ID NH054	TOTAL		5,600,000.00	4,005,901.00	2,458,566.81	3,141,433.19	1,547,334.19
			Reconfiguration of Pelham Intersection to Improve Safety							
NH056	109 59	1702	4516	HY20	00NH	400,000.00	400,000.00	400,000.00	.00	.00
	109 59	1702	4516	LY20	00NH	2,400,000.00	1,602,950.00	1,602,950.00	797,050.00	.00
			DEMO ID NH055	TOTAL		2,800,000.00	2,002,950.00	2,002,950.00	797,050.00	.00
			Reconstruction of NH 11 and NH 28 Intersection in Alton.							
NH057	109 59	1702	4517	HY20	00NH	280,000.00	280,000.00	280,000.00	.00	.00
	109 59	1702	4517	LY20	00NH	1,680,000.00	1,122,065.00	1,122,065.00	557,935.00	.00
			DEMO ID NH056	TOTAL		1,960,000.00	1,402,065.00	1,402,065.00	557,935.00	.00
			Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.							
NH058	109 59	1702	4518	HY20	00NH	400,000.00	400,000.00	400,000.00	400,000.00	400,000.00
	109 59	1702	4518	LY20	00NH	2,400,000.00	1,602,950.00	2,400,000.00	2,400,000.00	1,602,950.00
			DEMO ID NH057	TOTAL		2,800,000.00	2,002,950.00	2,800,000.00	2,800,000.00	2,002,950.00
			Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.							
NH059	109 59	1702	4519	HY20	00NH	400,000.00	400,000.00	138,225.00	261,775.00	261,775.00
	109 59	1702	4519	LY20	00NH	2,400,000.00	1,602,950.00	2,400,000.00	2,400,000.00	1,602,950.00
			DEMO ID NH058	TOTAL		2,800,000.00	2,002,950.00	138,225.00	2,661,775.00	1,864,725.00
			Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.							
NH059	109 59	1702	4520	HY20	00NH	520,000.00	520,000.00		520,000.00	520,000.00
	109 59	1702	4520	LY20	00NH	3,120,000.00	2,083,835.00		3,120,000.00	2,083,835.00

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTH	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH060	109 59	1702	4521	HY20	00NH	3,640,000.00	320,000.00	320,000.00	3,640,000.00	2,603,835.00
			4521	LY20	00NH	1,920,000.00	1,282,360.00	1,920,000.00	1,920,000.00	1,282,360.00
NH061	109 59	1702	4522	HY20	00NH	2,240,000.00	1,602,360.00	320,000.00	1,920,000.00	1,282,360.00
			4522	LY20	00NH	1,680,000.00	1,122,065.00	22,056.00	1,680,000.00	1,122,065.00
NH062	109 59	1702	4523	HY20	00NH	5,040,000.00	3,605,310.00	720,000.00	1,434,690.00	1,380,009.00
			4523	LY20	00NH	4,320,000.00	2,885,310.00	2,885,310.00	1,434,690.00	1,122,065.00
NH063	109 59	1702	4524	HY20	00NH	2,800,000.00	2,002,950.00	400,000.00	2,800,000.00	2,002,950.00
			4524	LY20	00NH	2,400,000.00	1,602,950.00	2,400,000.00	2,400,000.00	1,602,950.00
NH064	109 59	1702	4525	HY20	00NH	400,000.00	400,000.00	400,000.00	400,000.00	.00
			4525	LY20	00NH	2,400,000.00	1,602,950.00	1,602,950.00	797,050.00	.00
NH065	109 59	1702	4525	HY20	00NH	2,800,000.00	2,002,950.00	2,002,950.00	797,050.00	.00
			4525	LY20	00NH	2,400,000.00	1,602,950.00	1,602,950.00	797,050.00	.00

Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont

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DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTH	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH066	109 59	1702	4526	HY20	00NH	200,000.00	200,000.00	200,000.00	.00	.00
	109 59	1702	4526	LY20	00NH	1,200,000.00	801,475.00	801,475.00	398,525.00	.00
			DEMO ID NH065	TOTAL		1,400,000.00	1,001,475.00	1,001,475.00	398,525.00	.00
			Replacement of Ash Street and Pillsbury Road Bridge.							
NH067	109 59	1702	4527	HY20	00NH	280,000.00	280,000.00		280,000.00	280,000.00
	109 59	1702	4527	LY20	00NH	1,680,000.00	1,122,065.00		1,680,000.00	1,122,065.00
			DEMO ID NH066	TOTAL		1,960,000.00	1,402,065.00		1,960,000.00	1,402,065.00
			Hampton Bridge Rehabilitation--Hampton.							
NH068	109 59	1702	4528	HY20	00NH	600,000.00	600,000.00	600,000.00	.00	.00
	109 59	1702	4528	LY20	00NH	3,600,000.00	2,404,425.00	2,404,425.00	1,195,575.00	.00
			DEMO ID NH067	TOTAL		4,200,000.00	3,004,425.00	3,004,425.00	1,195,575.00	.00
			Crystal Lake Mitigation, Manchester, NH							
NH069	109 115	112		LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
			DEMO ID NH068	TOTAL		300,000.00	297,000.00	297,000.00	3,000.00	.00
			Improvements to Alton Traffic Rotary, NH							
NH070	109 115	112		LY60	00NH	250,000.00	247,500.00	247,500.00	2,500.00	.00
			DEMO ID NH069	TOTAL		250,000.00	247,500.00	247,500.00	2,500.00	.00
			Little Bay Bridges/Spaulding Turnpike, NH							
NH071	109 115	112		LY60	00NH	2,500,000.00	2,475,000.00	2,475,000.00	25,000.00	.00
			DEMO ID NH070	TOTAL		2,500,000.00	2,475,000.00	2,475,000.00	25,000.00	.00
			Meredith Village Improvement Project, NH							

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH072	109 115	112	DEMO ID NH071	LY60	00NH	800,000.00	375,000.00	375,000.00	425,000.00	.00
				TOTAL		800,000.00	375,000.00	375,000.00	425,000.00	.00
				New Hampshire Route 111A Intersection Safety Improvements, NH						
NH073	109 115	112	DEMO ID NH072	LY60	00NH	750,000.00	742,500.00	742,500.00	7,500.00	.00
				TOTAL		750,000.00	742,500.00	742,500.00	7,500.00	.00
				Rehabilitate Route 1(a) Bridge, Hampton, NH						
NH074	109 115	112	DEMO ID NH073	LY60	00NH	850,000.00	841,500.00	841,500.00	8,500.00	.00
				TOTAL		850,000.00	841,500.00	841,500.00	8,500.00	.00
				Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH						
NH075	109 115	112	DEMO ID NH074	LY60	00NH	500,000.00	.00	.00	500,000.00	.00
				TOTAL		500,000.00	.00	.00	500,000.00	.00
				South Road Mitigation, Londonderry, NH						
NH076	109 115	112	DEMO ID NH075	LY60	00NH	250,000.00	.00	.00	250,000.00	.00
				TOTAL		250,000.00	.00	.00	250,000.00	.00
				Sybiak Farm Mitigation, Derry, NH						
NH077	109 115	112	DEMO ID NH076	LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
				TOTAL		300,000.00	297,000.00	297,000.00	3,000.00	.00
				Chocorua Village Safety Improvement Project, Tamworth, NH						
NH078	110 161	129	DEMO ID NH077	LY90	00NH	490,000.00	490,000.00	490,000.00	.00	.00
				TOTAL		490,000.00	490,000.00	490,000.00	.00	.00
				Downtown Franklin Revitalization, Franklin, NH						

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NH079	110 161	129	Granite Street Reconstruction Project, NH	LY90	00NH	784,000.00	784,000.00	784,000.00	.00	.00
				TOTAL		784,000.00	784,000.00	784,000.00	.00	.00
				DEMO ID	NH078					
NH080	110 161	129	Little Bay Bridges/Spaulding Turnpike, NH	LY90	00NH	1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
				TOTAL		1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
				DEMO ID	NH079					
NH081	110 161	129	Town of Tamworth, Chocorua Village Safety Project, NH	LY90	00NH	1,715,000.00	1,715,000.00	1,715,000.00	.00	.00
				TOTAL		1,715,000.00	1,715,000.00	1,715,000.00	.00	.00
				DEMO ID	NH080					
NH082	111 08	125	Berwick Bridge, Somersworth, NH	56A0	00NH	475,000.00	475,000.00	465,448.00	9,552.00	9,552.00
				TOTAL		475,000.00	475,000.00	465,448.00	9,552.00	9,552.00
				DEMO ID	NH081					
NH083	111 117		Broad Street Parkway/Nashua River Bridge Enhancements, NH	56C0	00NH	499,915.00	499,915.00	170,915.00	329,000.00	329,000.00
				TOTAL		499,915.00	499,915.00	170,915.00	329,000.00	329,000.00
				DEMO ID	NH082					
NH084	111 117		Elm Street/Gas Light District Improvements, NH	56C0	00NH	486,917.00	486,917.00	486,917.00	486,917.00	486,917.00
				TOTAL		486,917.00	486,917.00	486,917.00	486,917.00	486,917.00
				DEMO ID	NH083					
NH085	111 117		Hutchins Street Reconstruction, Berlin, NH	56C0	00NH	999,829.00	999,829.00	76,374.00	923,455.00	923,455.00
				TOTAL		999,829.00	999,829.00	76,374.00	923,455.00	923,455.00
				DEMO ID	NH084					

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AS OF JULY 31, 2013

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	111	117		56C0	00NH	779,067.00	779,067.00		779,067.00	779,067.00
			DEMO ID NH085	TOTAL		779,067.00	779,067.00		779,067.00	779,067.00
NH086			Lower Main Street Infrastructure Project, Claremont, NH							
	111	117		56C0	00NH	486,917.00	486,917.00		486,917.00	486,917.00
			DEMO ID NH086	TOTAL		486,917.00	486,917.00		486,917.00	486,917.00
NH087			Interstate 93 Quality Study, NH							
			DEMO ID NH087	TOTAL				.00	.00	.00
NH999										
			DEMO ID NH999	TOTAL				.00	.00	.00
			STATE TOTAL			286,393,625.00	265,019,058.98	233,412,114.09	52,981,510.91	31,606,944.89

NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/24/2013

Project Number 11238L / A000(999)
Project Name/Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Leader Keith Cota
Posted to Ad Schedule No
Estimate Type Based on Bids (Rev. Project Agreement)

Project Dates

Routing Date	01/24/2013	Ad Date	05/11/2010
Supercede Details Dated	01/28/2013	Start Date	01/01/2010
Supercede Estimate Dated	01/25/2013	End Date	09/30/2014
		On Shelf Date	---

Project Details

Project Status	Planned	Work Zone	Significant
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Child	Is Regionally Sig.	No
Parent Name	11238	Primary Program	Ear-NH007
Percent Bridge Funds	100		
District	---		
Org Code	3025,7514		
Work Class Series	200		
Alternate Ref #	NH036, 053, 070, 080		

Project Description

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

Project Scope

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

NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/24/2013

Estimate Description

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

Funding Instructions

Funding for this project consists of the following: \$5,411,605 (ID # 44670) (NH036); \$4,000,000 (ID #44674) (NH053); \$1,778,400 (ID #44680) (Transportation & Community System Preservation); \$16,029,501 (ID #44676) (NH053); \$2,475,000 (ID #44677) (NH070); and \$1,715,000 (ID #44679) (NH080) totaling \$31,409,506 included under Federal Project No. A000(999). State ID Numbers 44674, 44680 and 44676 require a 20% Turnpike match. The remainder of the cost is Turnpike funded with the exception of \$7,332.60 in Non-Participating funds for FairPoint and \$431,695.00 in Non-Participating funds to be shared by FairPoint, AT&T and Bayring. PE and ROW are charged to the Newington-Dover 11238 project.

Funding Participation

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

Town List

Dover Newington

Bridge Information

<u>Bridge Name</u>	<u>NBI Number</u>	<u>Type of Work</u>
Dover - 200/023	006502000002300	
Dover - 201/024	006502010002400	
Dover - 201/025	006502010002500	

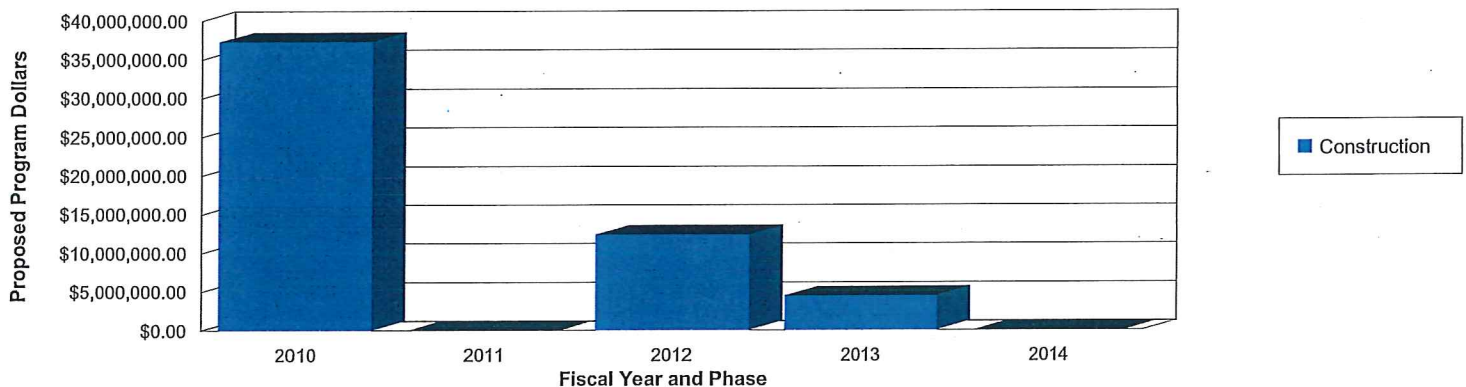
NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/24/2013

Project Total

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

Proposed Programmed



NH DOT
PROJECT ESTIMATE

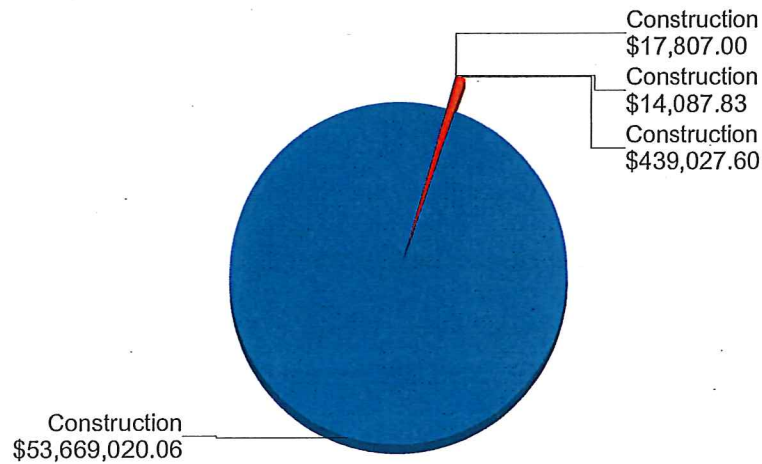
Estimate Dated: 7/24/2013

Proposed Authorized Vendors

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

PrjFnl Prev Authorized

Authorization By Phase Proposed



NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/24/2013

Improvement Type

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

Authorization

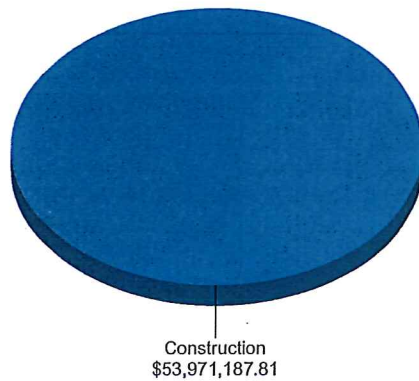
	Proposed Amount	Existing Amount	Change	Est. Indirects
Construction				
Obligated Funds	\$54,139,942.49	\$0.00	\$54,139,942.49	
Advanced Funds	\$0.00	\$0.00	\$0.00	
	\$54,139,942.49	\$0.00	\$54,139,942.49	
Grand Total:	\$54,139,942.49	\$0.00	\$54,139,942.49	

NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/24/2013

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

Expenditures by Phase (Data Warehouse)



Approval

Routed By Charles Blackman

Rcvd by Project Programming ---

Date Routed 25-JUN-13

Comments

Bureau	Sent To	Signed By	Action	Type	Date
Highway Design	Keith Cota	Keith Cota	Sign Off	APPROVE	25-JUN-13
Highway Design	Charles Blackman	Charles Blackman	Sign Off	APPROVE	25-JUN-13



Department of Transportation

NH DOT
PROJECT ESTIMATE

DRAFT

Estimate Dated: 7/24/2013

Project Number 11238M / ---
Project Name/Road NEWINGTON, NH 16 / US 4 / SPLDG TPK
Project Leader Keith Cota
Posted to Ad Schedule No
Estimate Type Based on Bids (Rev. Project Agreement)

Project Dates

Routing Date	02/01/2013	Ad Date	05/29/2012
Supercede Details Dated	07/10/2013	Start Date	01/01/2012
Supercede Estimate Dated	06/29/2013	End Date	09/25/2015
		On Shelf Date	---

Project Details

Project Status	Planned	Work Zone	Not Specified
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Child	Is Regionally Sig.	No
Parent Name	11238	Primary Program	TPK *
Percent Bridge Funds	0		
District	---		
Org Code	3025,7514		
Work Class Series	200		
Alternate Ref #	---		

Project Description

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

Project Scope

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

Estimate Description

This estimate Obligates \$146,602.50 for Haz Mat services completed by Enpro (from \$0 to \$146,602.50) for cleanup of unanticipated underground contamination. This is an increase in total construction funds of \$146,602.50 (from \$49,454,073.85 to \$49,600,676.35).

Funding Instructions

This proj is funded by the Tpk Capital Prog. PE & ROW are charged to N-D 11238
income of \$73,674.26 (\$95,995.79-\$22,321.53 for RSA 228:22) from Newing. Sewer & \$346,110.95 (\$454,056.90 -\$56,960.00 for Des. Eng.) -\$45,078.50 (for Const. Services) -\$5,907.45 for RSA 228:22) from Ports. Water
PE for Haz Mat Service in the amount of \$4,222.74 by ATC CA #-40006666, Authoriz. #A1059.
improvements:
Utilities:
Ports. Water \$412,779.00 (Non-Par) + 10% CE (\$41,277.90) = \$454,056.70
Newington Sewer \$87,268.90 (Non-Par) + 10% CE (\$8,726.89) = \$95,995.79
Ports. Water \$315,130.50 + 10% CE (\$31,513.05) = \$346,643.55
Newington Sewer \$4,200 + 10% CE (\$420) = \$4,620.00
Force Accounts: M&N Gas \$2,987,453; PSNH Lighting \$113,057; PSNH Transmission \$483,100; NHDOT Bureau of Traffic \$5,000;
Proposed Bridge = no new bridge #
Woodbury Ave const cost = \$5,201,659.40
bridge #112/107 to be removed

Enpro Haz Mat clean up = \$146,602.50

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	100%	11238M	\$49,600,676.35
FHWA	0%		\$0.00

Town List

Dover Newington

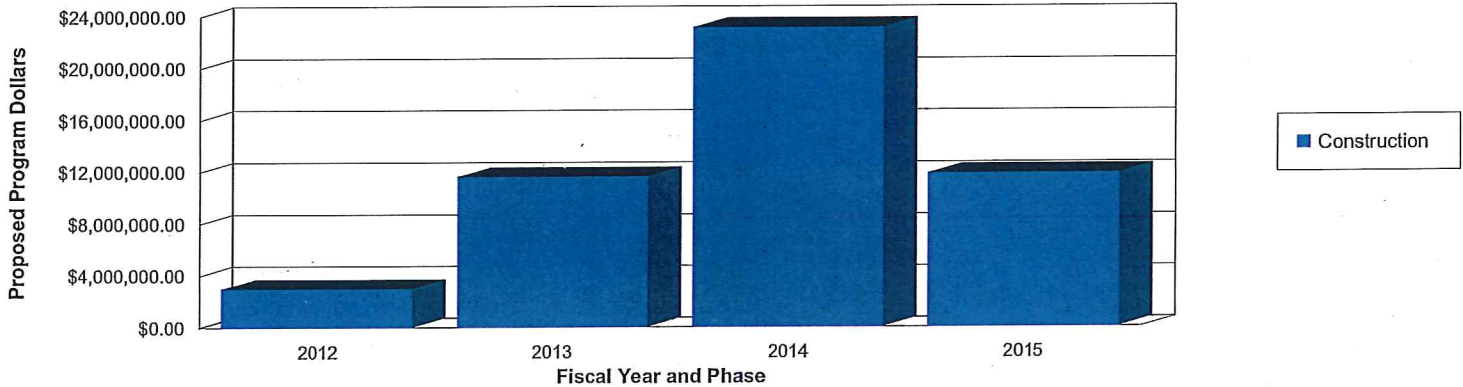
Bridge Information

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

Project Total

Construction	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>	<u>Est. Proposed Indirect</u>
NON-PAR (other)				
2013	\$550,052.69	\$550,052.69	\$0.00	\$0.00
TPK *				
2012	\$2,987,453.00	\$2,987,453.00	\$0.00	\$0.00
2013	\$11,078,547.94	\$11,078,547.94	\$0.00	\$0.00
2014	\$23,130,000.00	\$23,130,000.00	\$0.00	\$0.00
2015	\$11,854,622.72	\$11,854,622.72	\$0.00	\$0.00
Subtotal	\$49,600,676.35	\$49,600,676.35	\$0.00	\$0.00
Grand Total:	\$49,600,676.35	\$49,600,676.35	\$0.00	\$0.00

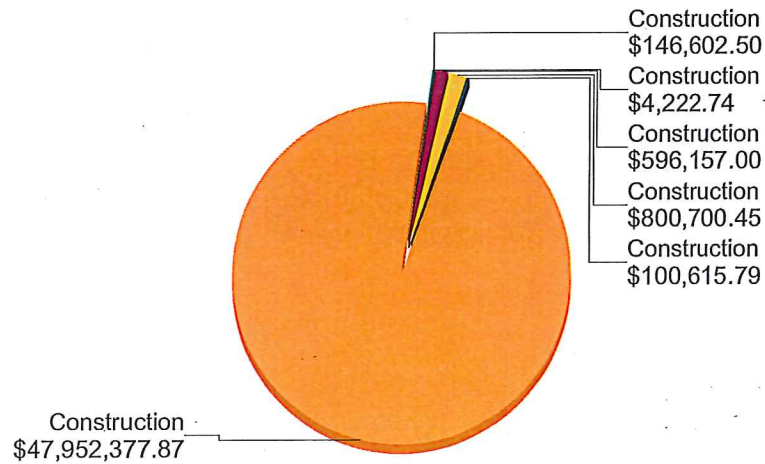
Proposed Programmed



Proposed Authorized Vendors

	Proposed Amount	Existing Amount	Change
Construction			
Town Of Newington	\$100,615.79	\$100,615.79	\$0.00
Transportation, Dept Of	\$47,952,377.87	\$47,952,377.87	\$0.00
Enpro Services Inc	\$146,602.50	\$146,602.50	\$0.00
ATC Associates	\$4,222.74	\$4,222.74	\$0.00
Public Service Co Of Nh	\$596,157.00	\$596,157.00	\$0.00
City Of Portsmouth	\$800,700.45	\$800,700.45	\$0.00
Subtotal	<u>\$49,600,676.35</u>	<u>\$49,600,676.35</u>	<u>\$0.00</u>
Grand Total:	<u>\$49,600,676.35</u>	<u>\$49,600,676.35</u>	<u>\$0.00</u>

Authorization By Phase Proposed



Improvement Type

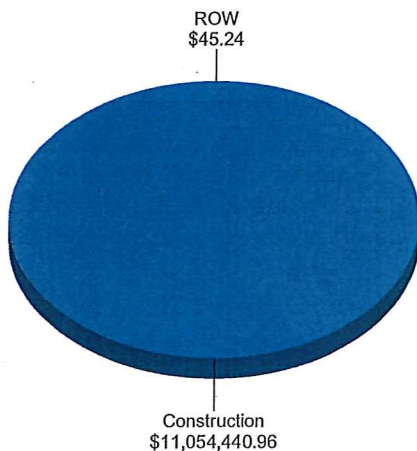
Bridge NBI #	State Improvement Type	Federal Improvement Type	Amount
Construction			
---	Environmental Only	Environmental Only	\$146,602.50
---	Environmental Only	Environmental Only	\$4,222.74
---	Construction Engineering	Construction Engineering	\$2,143,042.95
---	Inspection - Concrete (non-bridge)	Other	\$5,000.00
---	Inspection - Steel (non-bridge)	Other	\$8,000.00
---	Bridge-New Construction	Bridge-New Construction	\$4,834,112.65
---	Construction Engineering	Construction Engineering	\$290,046.75
---	Bridge-New Const-Steel Insp	Bridge-New Construction	\$70,000.00
---	Bridge-New Const-Concrete Insp	Bridge-New Construction	\$7,500.00
018501030012400	Bridge-Rehabilitation, Added Capacity	Bridge-Rehabilitation, Added Capacity	\$914,636.60
018501030012400	Construction Engineering	Construction Engineering	\$54,878.19
---	Mitigation of Water Pollution Due To Highway Runoff	Mitigation of Water Pollution Due To Highway Runoff	\$757,382.30
---	Construction Engineering	Construction Engineering	\$45,442.93
---	Utilities	Utilities	\$412,779.00
---	Construction Engineering	Construction Engineering	\$41,277.90
---	Utilities	Utilities	\$87,268.90
---	Construction Engineering	Construction Engineering	\$8,726.89
---	Utilities	Utilities	\$315,130.50
---	Construction Engineering	Construction Engineering	\$31,513.05
---	Utilities	Utilities	\$4,200.00
---	Construction Engineering	Construction Engineering	\$420.00
---	Force Account	Other	\$5,000.00
---	Force Account	Other	\$2,987,453.00
---	Force Account	Other	\$113,057.00
---	Force Account	Other	\$483,100.00
---	Road-Reconstruction, Added Capacity	Road-Reconstruction, Added Capacity	\$35,829,882.50
			\$49,600,676.35
Grand Total:			\$49,600,676.35

Authorization

	Proposed Amount	Existing Amount	Change	Est. Indirects
Construction				
Obligated Funds	\$14,616,053.63	\$14,616,053.63	\$0.00	
Advanced Funds	\$34,984,622.72	\$34,984,622.72	\$0.00	
	\$49,600,676.35	\$49,600,676.35	\$0.00	
Grand Total:	\$49,600,676.35	\$49,600,676.35	\$0.00	

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

Expenditures by Phase (Data Warehouse)



Approval

Routed By		Rcvd by Project Programming			
Date Routed					
Comments					
Bureau	Sent To	Signed By	Action	Type	Date



Department of Transportation

NH DOT
PROJECT ESTIMATE

DRAFT

Estimate Dated: 7/24/2013

Project Number 112380 / ---
Project Name/Road NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK
Project Leader Keith Cota
Posted to Ad Schedule Yes
Estimate Type Programming

Project Dates

Routing Date	02/04/2013	Ad Date	05/27/2014
Supercede Details Dated	06/26/2013	Start Date	01/01/2014
Supercede Estimate Dated	04/03/2013	End Date	09/30/2016
		On Shelf Date	---

Project Details

Project Status	Planned	Work Zone	Significant
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Child	Is Regionally Sig.	No
Parent Name	11238	Primary Program	TPK *
Percent Bridge Funds	0		
District	---		
Org Code	3025,7514		
Work Class Series	200		
Alternate Ref #	---		

Project Description

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

Project Scope

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

Estimate Description

This is a duplicate estimate of the January 26, 2012 Modified Project Agreement Estimate for Construction that is being routed as the last estimate in FMIS and the first estimate in STYP-RMS.

Since the last estimate, the advertising date has changed from September 24, 2013 to April 1, 2014.

Funding Instructions

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

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	100%	11238O	\$33,983,809.70
FHWA	0%		\$0.00

Town List

Dover Newington

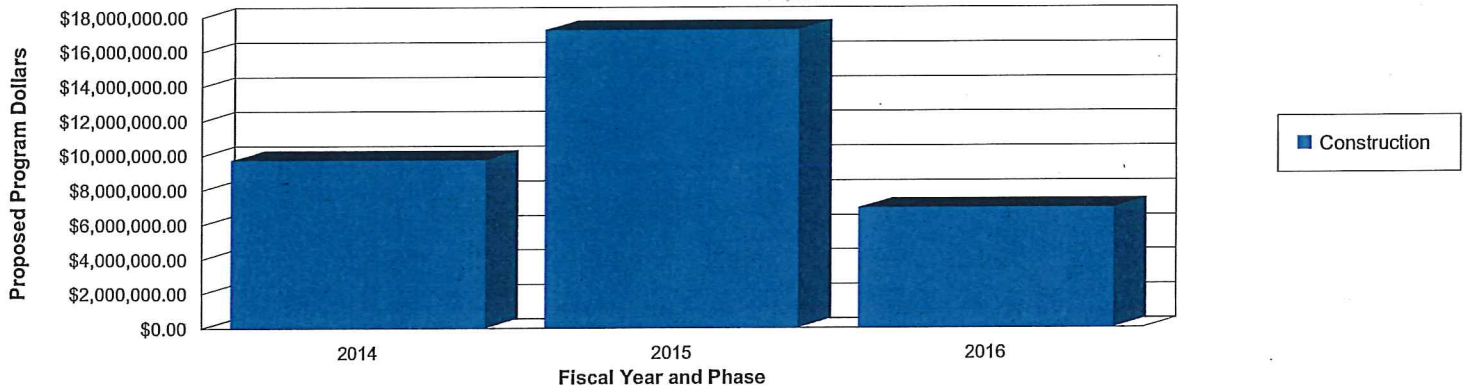
Bridge Information

<u>Bridge Name</u>	<u>NBI Number</u>	<u>Type of Work</u>
Dover - 201/024	006502010002400	
Dover - 201/025	006502010002500	

Project Total

<u>Construction</u>	<u>Proposed Amount</u>	<u>Existing Amount</u>	<u>Change</u>	<u>Est. Proposed Indirect</u>
TPK *				
2014	\$9,751,000.00	\$9,751,000.00	\$0.00	\$0.00
2015	\$17,267,809.70	\$17,267,809.70	\$0.00	\$0.00
2016	\$6,965,000.00	\$6,965,000.00	\$0.00	\$0.00
Subtotal	\$33,983,809.70	\$33,983,809.70	\$0.00	\$0.00
Grand Total:	\$33,983,809.70	\$33,983,809.70	\$0.00	\$0.00

Proposed Programmed



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

Approval					
Routed By		Rcvd by Project Programming			
Date Routed					
Comments					
Bureau	Sent To	Signed By	Action	Type	Date

Project Number 11238Q / ---
Project Name/Road NEWINGTON - DOVER, NH 16, US 4 & SPAULDING TURNPIKE
Project Leader Keith Cota
Posted to Ad Schedule No
Estimate Type Programming

Project Dates

Routing Date	02/04/2013	Ad Date	10/07/2014
Supercede Details Dated	06/22/2013	Start Date	01/01/2014
Supercede Estimate Dated	06/22/2013	End Date	06/30/2017
		On Shelf Date	07/29/2014

Project Details

Project Status	Non-Funded	Work Zone	Significant
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Child	Is Regionally Sig.	No
Parent Name	11238	Primary Program	TPK *
Percent Bridge Funds	0		
District	---		
Org Code	3035,7514		
Work Class Series	200		
Alternate Ref #	---		

Project Description

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

Project Scope

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

Estimate Description

This estimate reduces the Advanced Construction funds by \$2,200,000 (from \$51,400,000 to \$49,200,000) and reallocates SFY Advanced Construction funds as follows:
decreases SFY 2014 by \$12,850,000 (from \$12,850,000 to \$0);
decreases SFY 2015 by \$7,700,000 (from \$17,000,000 to \$9,300,000);
decreases SFY 2016 by \$1,900,000 (from \$17,000,000 to \$15,100,000);
increases SFY 2017 by \$10,550,000 (from \$4,550,000 to \$15,100,000); and
increases SFY 2018 by \$9,700,000 (from \$0 to \$9,700,000).
The reduction is to account for the current project design.

Funding Instructions

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

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	100%	11238Q	\$49,200,000.00
FHWA	0%		\$0.00

Town List

Dover Newington

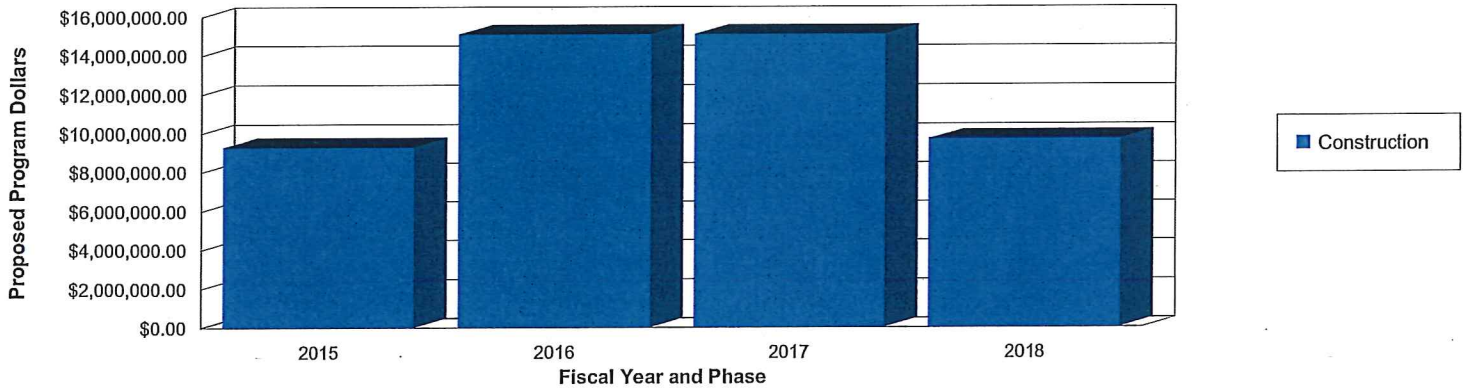
Bridge Information

<u>Bridge Name</u>	<u>NBI Number</u>	<u>Type of Work</u>
Dover - 181/039	006501810003900	

Project Total

Construction	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
2015	\$9,300,000.00	\$9,300,000.00	\$0.00	\$0.00
2016	\$15,100,000.00	\$15,100,000.00	\$0.00	\$0.00
2017	\$15,100,000.00	\$15,100,000.00	\$0.00	\$0.00
2018	\$9,700,000.00	\$9,700,000.00	\$0.00	\$0.00
Subtotal	\$49,200,000.00	\$49,200,000.00	\$0.00	\$0.00
Grand Total:	\$49,200,000.00	\$49,200,000.00	\$0.00	\$0.00

Proposed Programmed



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

Approval					
Routed By		Rcvd by Project Programming			
Date Routed					
Comments					
Bureau	Sent To	Signed By	Action	Type	Date

NH DOT
PROJECT ESTIMATE

Estimate Dated: 6/24/2013

Project Number 11238S / ---
Project Name/Road NEWINGTON - DOVER, SPAULDING TURNPIKE / LITTLE BAY BRIDGES
Project Leader Keith Cota
Posted to Ad Schedule No
Estimate Type Programming

Project Dates

Routing Date	11/21/2012	Ad Date	08/04/2015
Supercede Details Dated	03/18/2013	Start Date	01/01/2015
Supercede Estimate Dated	03/18/2013	End Date	11/29/2019
		On Shelf Date	08/04/2015

Project Details

Project Status	Planned	Work Zone	Not Specified
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Stand Alone	Is Regionally Sig.	No
Parent Name	---	Primary Program	TPK *
Percent Bridge Funds	0		
District	---		
Org Code	7514		
Work Class Series	100,200		
Alternate Ref #	---		

Project Description

General Sullivan Bridge Rehabilitation

Project Scope

GENERAL SULLIVAN BRIDGE REHABILITATION

NH DOT
PROJECT ESTIMATE

Estimate Dated: 6/24/2013

Estimate Description

This estimate moves FY 2013 program PE funds to FY 2014.

The current Construction funds is based on a rehabilitation of the existing structure.

Cash flowed Construction funding as requested

Funding Instructions

Turnpike funded effort

PE funds

FY 2014 \$400,000 and FY 2015 \$200,000

ROW funds

FY 2014 \$25,000

Const funds

FY 2016 \$7,068,545

FY 2017 \$12,000,000

FY 2018 \$12,000,000

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	100%	11238S	\$31,693,545.00
FHWA	0%		\$0.00

Town List

Dover Newington

Bridge Information

<u>Bridge Name</u>	<u>NBI Number</u>	<u>Type of Work</u>
Dover - 200/023	006502000002300	

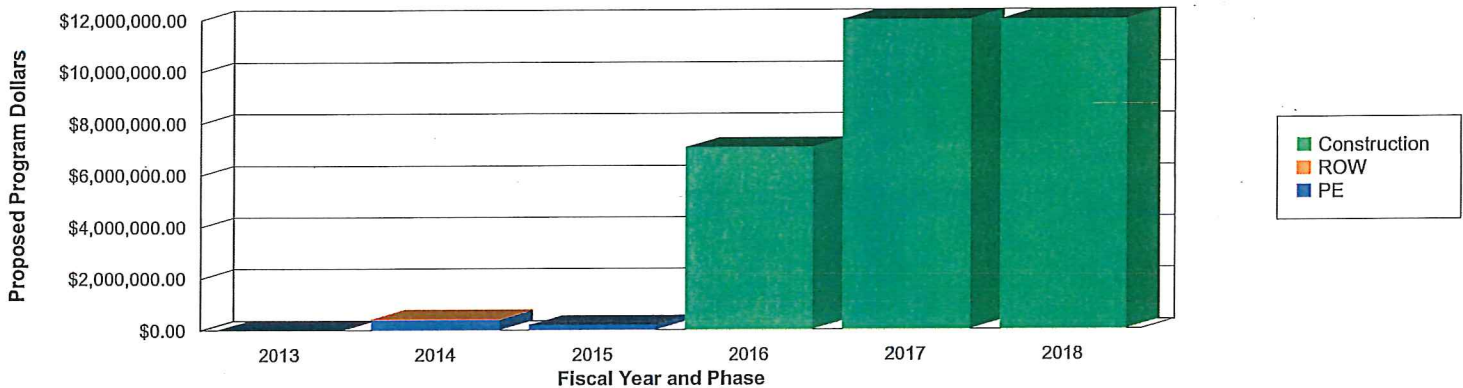
NH DOT
PROJECT ESTIMATE

Estimate Dated: 6/24/2013

Project Total

PE	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
2013	\$0.00	\$150,000.00	\$(150,000.00)	\$0.00
2014	\$400,000.00	\$250,000.00	\$150,000.00	\$0.00
2015	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Subtotal	\$600,000.00	\$600,000.00	\$0.00	\$0.00
ROW	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
2014	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Subtotal	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Construction	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
TPK *				
2016	\$7,068,545.00	\$31,068,545.00	\$(24,000,000.00)	\$0.00
2017	\$12,000,000.00	\$0.00	\$12,000,000.00	\$0.00
2018	\$12,000,000.00	\$0.00	\$12,000,000.00	\$0.00
Subtotal	\$31,068,545.00	\$31,068,545.00	\$0.00	\$0.00
Grand Total:	\$31,693,545.00	\$31,693,545.00	\$0.00	\$0.00

Proposed Programmed



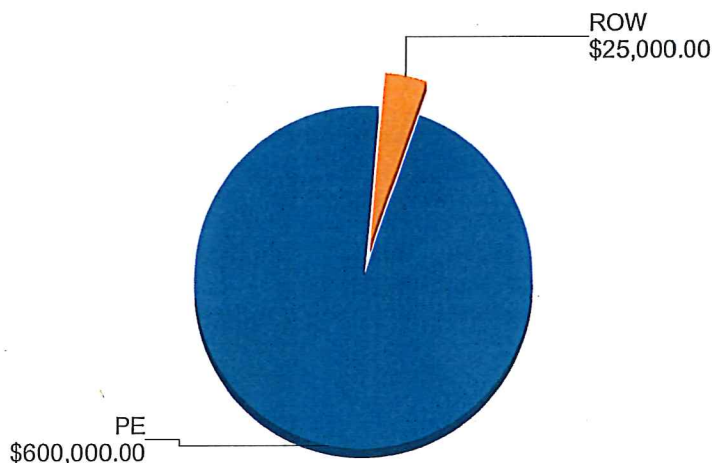
NH DOT
PROJECT ESTIMATE

Estimate Dated: 6/24/2013

Proposed Authorized Vendors

	Proposed Amount	Existing Amount	Change
PE			
Transportation, Dept Of	\$600,000.00	\$600,000.00	\$0.00
Subtotal	\$600,000.00	\$600,000.00	\$0.00
ROW			
Transportation, Dept Of	\$25,000.00	\$25,000.00	\$0.00
Subtotal	\$25,000.00	\$25,000.00	\$0.00
Grand Total:	\$625,000.00	\$625,000.00	\$0.00

Authorization By Phase Proposed



Improvement Type

Bridge NBI #	State Improvement Type	Federal Improvement Type	Amount
PE			
006502000002300	Preliminary Engineering	Preliminary Engineering	\$600,000.00
			\$600,000.00
ROW			
006502000002300	Right Of Way-Incidentals	Right of Way	\$25,000.00
			\$25,000.00
Grand Total:			\$625,000.00



Department of Transportation

NH DOT
PROJECT ESTIMATE

Estimate Dated: 6/24/2013

Authorization

	Proposed Amount	Existing Amount	Change	Est. Indirects
PE				
Obligated Funds	\$0.00	\$0.00	\$0.00	
Advanced Funds	\$600,000.00	\$600,000.00	\$0.00	
	\$600,000.00	\$600,000.00	\$0.00	
ROW				
Obligated Funds	\$0.00	\$0.00	\$0.00	
Advanced Funds	\$25,000.00	\$25,000.00	\$0.00	
	\$25,000.00	\$25,000.00	\$0.00	
Grand Total:	\$625,000.00	\$625,000.00	\$0.00	

Improvement Category

Advertises With

Team Members

Maintenance 0 %
Preservation 100 %
Modernization 0 %
Expansion 0 %

Peter Salo
Bob Landry
Robert Juliano

Expenditures by Phase (Data Warehouse)

Approval

Routed By Bob Landry

Rcvd by Project Programming 20-JUN-13

Date Routed 14-JUN-13

Comments

Bureau	Sent To	Signed By	Action	Type	Date
Finance	Bill Jennison	Bill Jennison	Sign Off	ACCEPT	24-JUN-13
Highway Design	Wendy Johnson	Wendy Johnson	Sign Off	APPROVE	14-JUN-13
Bridge Design	Bob Landry	Bob Landry	Sign Off	APPROVE	14-JUN-13
Highway Design	Keith Cota	Keith Cota	Sign Off	APPROVE	17-JUN-13

PROJECTS REPORT

09/17/13

acknowled 10318

Contact Ron Grandmaison

On-Shelf Ad Date

Name Rochester

Actual Ad Date 04/23/2013

State# 20254

Estimate Date 09/05/2013

X-A002(056)

Completion Dat

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

Completion Type

PROJECT TOTALS

Account	Estimate	Fed Obligated	Non-Fed OBL	Programmed	Expenditures*	> 75%
PE	\$212,000.00	\$212,000.00	\$0.00	\$0.00	\$165,875.37	78.2%
ROW	\$587,500.10	\$587,500.13	\$0.00	-\$0.03	\$577,650.07	98.3%
CON	\$1,637,539.86	\$1,637,539.86	\$0.00	\$0.00	\$198,970.63	
Misc.	\$0.00	\$0.00	\$0.00	\$0.00	\$134,093.99	
Total	\$2,437,039.96	\$2,437,039.99	\$0.00	-\$0.03	\$1,076,590.06	

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	\$2,278.19	46
Final Design & Technical	\$21,601.77	413
Highway Administration	\$12,010.09	237.5
Bridge Design & Technical	\$0.00	0
Bridge Administrator	\$0.00	0
Environment	\$7,287.80	159.5
Materials & Research	\$2,098.65	48
Utilities	\$190.24	4.5
Consultant	\$99,800.71	0
Other	\$5,504.71	153
Sub-Total	\$150,795.79	1061.5
PE Additives	\$15,079.58	
PE Total	\$165,875.37	
Right of Way		
Incidentals	\$9.00	0
Acquisitions	\$525,127.43	3
Sub-Total	\$525,136.43	3
ROW Additives	\$52,513.64	
ROW Total	\$577,650.07	
Construction		
Construction Engineering	\$5,913.72	127.5
Construction Other	\$174,968.67	18
Sub-Total	\$180,882.39	145.5
Construction Additives	\$18,088.24	
Construction Total	\$198,970.63	
Operations Total	\$0.00	0
Miscellaneous Total	\$134,093.99	0
Expenditure Grand Total	\$1,076,590.06	1210

Authorized By Consultant:

Vendor#	Vendor Name	Amount Authorized
154411B001	Alvin J Coleman & Son Inc	\$1,349,572.60
177894B001	DES:Environmental Serv,Dept Of	\$49,102.60
176231R001	Jacobs Engineering Group Inc	\$148,073.32
40303IFS	NH DEPT OF TRANSPORTATION	\$9,091.00
155809B001	Preservation Co	\$5,779.90
177927B001	Transportation, Dept Of	\$653,871.45
Total:		\$2,215,490.87

Expenditures by Consultant:

Vendor #	Vendor Name	Amount Paid
176231R001	Jacobs Engineering Group Inc	\$94,020.81
155809B001	Preservation Co	\$5,779.90
Total:		\$99,800.71

Project Estimate Amounts By FY:

Construction	\$1,637,539.86	(2013)
Preliminary E	\$80,000.00	(2011)
Preliminary E	\$66,000.00	(2012)
Preliminary E	\$66,000.00	(2013)
Right of Way	\$8,000.00	(2011)
Right of Way	\$2,018.26	(2012)
Right of Way	\$577,481.84	(2013)
Total:	\$2,437,039.96	



NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Project Number 20254 / X-A002(056)
Project Name/Road Rochester, US Route 202
Project Leader Ron Grandmaison
Posted to Ad Schedule Yes
Estimate Type Based on Bids (Project Agreement)

Project Dates

Routing Date	03/28/2011	Ad Date	04/23/2013
Supercede Details Dated	05/16/2013	Start Date	10/01/2011
Supercede Estimate Dated	04/23/2013	End Date	10/31/2014
		On Shelf Date	---

Project Details

Project Status	Planned	Work Zone	Not Specified
Sponsor	NHDOT	Managed By	DOT
Sponsor Contact		Construction Type	Contract
Relationship	Stand Alone	Is Regionally Sig.	No
Parent Name	---	Primary Program	CMAQ *
Percent Bridge Funds	0		
District	---		
Org Code	3054,7513		
Work Class Series	100,300		
Alternate Ref #	10-16CMAQ,Application ID		

Project Description

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

Project Scope

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

NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Estimate Description

This Estimate reduces previously Authorized Construction funds by \$183,444.64 (\$1,672,117.24 to \$1,488,672.60) including Construction Engineering (\$90,000.00) and indirects Based on Bids opened May 23, 2013. Alvin J Coleman and Sons, Inc was the A-Bidder at \$1,349,572.60 compared to the Department's Item Total of \$1,529,883.85 (11.79% variance). Item 203.1 Common Excavation (-\$37,523), Item 304.2 Gravel (-\$22,021.20), Item 304.82 Porous Filter Media (-\$21,240), and Item 625.551 & 625.52 Light Poles (-\$22,500 and -\$22,800) were the largest decreases for this project. This estimate also reallocates PE from State of NH to Jacobs Engineering Group, Inc. in the amount of \$52,881.36 for engineering services rendered.

Funding Instructions

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

Funding Participation

	<u>Funding Percentage</u>	<u>Project Number</u>	<u>Program Dollars</u>
NH DOT	20%	20254	\$443,098.17
FHWA	80%	X-A002(056)	\$1,772,392.70

Town List

Rochester

Bridge Information

Bridge Name	NBI Number	Type of Work



Department of Transportation

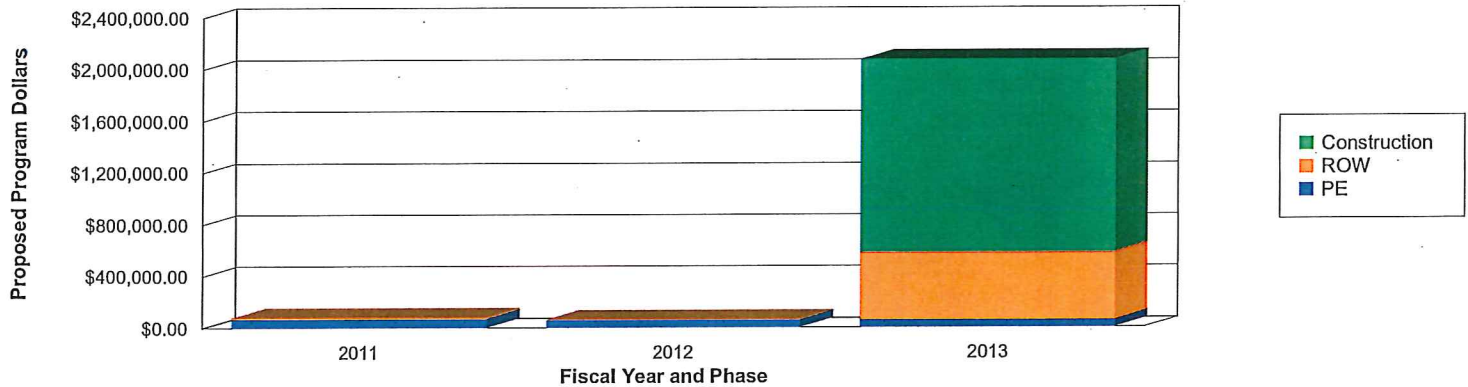
NH DOT PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Project Total

PE	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
CMAQ *				
2011	\$72,727.27	\$72,727.27	\$0.00	\$7,272.73
2012	\$60,000.00	\$60,000.00	\$0.00	\$6,000.00
2013	\$60,000.00	\$60,000.00	\$0.00	\$6,000.00
Subtotal	\$192,727.27	\$192,727.27	\$0.00	\$19,272.73
ROW	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
CMAQ *				
2011	\$7,272.73	\$7,272.73	\$0.00	\$727.27
2012	\$1,834.78	\$1,834.78	\$0.00	\$183.48
2013	\$524,983.49	\$524,983.49	\$0.00	\$52,498.35
Subtotal	\$534,091.00	\$534,091.00	\$0.00	\$53,409.10
Construction	Proposed Amount	Existing Amount	Change	Est. Proposed Indirect
CMAQ *				
2013	\$1,488,672.60	\$1,672,117.24	\$(183,444.64)	\$148,867.26
Subtotal	\$1,488,672.60	\$1,672,117.24	\$(183,444.64)	\$148,867.26
Grand Total:	\$2,215,490.87	\$2,398,935.51	\$(183,444.64)	\$221,549.09

Proposed Programmed



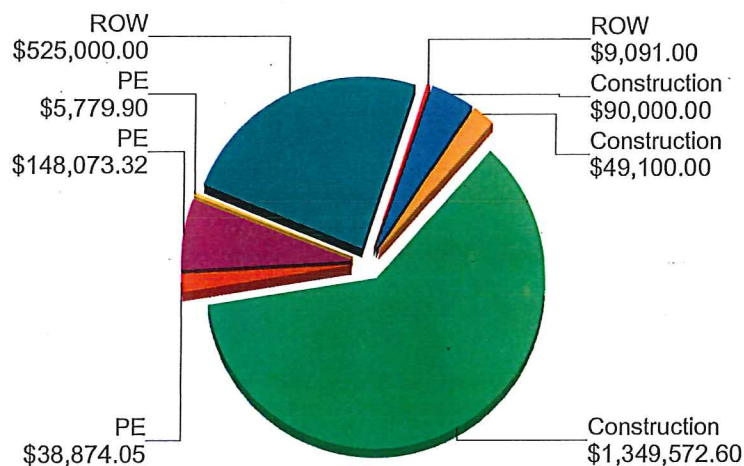
NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Proposed Authorized Vendors

	Proposed Amount	Existing Amount	Change
PE			
Transportation, Dept Of	\$38,874.05	\$91,755.41	\$(52,881.36)
Jacobs Engineering Group Inc	\$148,073.32	\$95,191.96	\$52,881.36
Preservation Co	\$5,779.90	\$5,779.90	\$0.00
Subtotal	\$192,727.27	\$192,727.27	\$0.00
ROW			
Transportation, Dept Of	\$525,000.00	\$525,000.00	\$0.00
NH DEPT OF TRANSPORTATION	\$9,091.00	\$9,091.00	\$0.00
Subtotal	\$534,091.00	\$534,091.00	\$0.00
Construction			
Transportation, Dept Of	\$90,000.00	\$1,623,017.24	\$(1,533,017.24)
DES:Environmental Serv,Dept Of	\$49,100.00	\$49,100.00	\$0.00
Alvin J Coleman & Son Inc	\$1,349,572.60	\$0.00	\$1,349,572.60
Subtotal	\$1,488,672.60	\$1,672,117.24	\$(183,444.64)
Grand Total:	\$2,215,490.87	\$2,398,935.51	\$(183,444.64)

Authorization By Phase Proposed





Department of Transportation

NH DOT PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Improvement Type				
Bridge NBI #	State Improvement Type	Federal Improvement Type	Amount	
Construction				
---	Construction Engineering	Construction Engineering	\$90,000.00	
---	Environmental Only	Environmental Only	\$49,100.00	
---	Traffic Management/Engineering (HOV)	Traffic Management/Engineering (HOV)	\$1,349,572.60	
			\$1,488,672.60	
PE				
---	Preliminary Engineering	Preliminary Engineering	\$192,727.27	
			\$192,727.27	
ROW				
---	Other	Other	\$525,000.00	
---	Right Of Way-Incidentals	Right of Way	\$9,091.00	
			\$534,091.00	
Grand Total:			\$2,215,490.87	

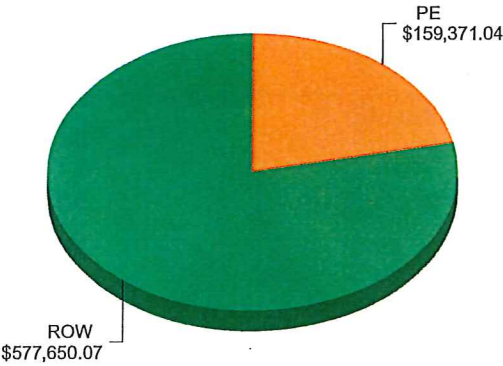
Authorization				
	Proposed Amount	Existing Amount	Change	Est. Indirects
PE				
Obligated Funds	\$192,727.27	\$192,727.27	\$0.00	\$19,272.70
Advanced Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$192,727.27	\$192,727.27	\$0.00	\$19,272.70
ROW				
Obligated Funds	\$534,091.00	\$534,091.00	\$0.00	\$53,409.15
Advanced Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$534,091.00	\$534,091.00	\$0.00	\$53,409.15
Construction				
Obligated Funds	\$1,488,672.60	\$1,672,117.24	\$-183,444.64	\$148,867.26
Advanced Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$1,488,672.60	\$1,672,117.24	\$-183,444.64	\$148,867.26
Grand Total:	\$2,215,490.87	\$2,398,935.51	\$-183,444.64	\$221,549.11

NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Improvement Category		Advertises With	Team Members
Maintenance	0 %		
Preservation	0 %		
Modernization	0 %		
Expansion	100 %		

Expenditures by Phase (Data Warehouse)



NH DOT
PROJECT ESTIMATE

Estimate Dated: 7/16/2013

Approval

Routed By Ron Grandmaison **Rcvd by Project Programming** 29-MAY-13
Date Routed 29-MAY-13
Comments FHWA Approval
 Project Programming -> Project 20254 - Rochester submitted on 5/29/2013 has been
 approved by JENNIFER MARKO of FHWA on 7/15/2013.

Bureau	Sent To	Signed By	Action	Type	Date
Other	Organization FHWA	Joan Castellano	Sign Off	ACCEPT	16-JUL-13
Highway Design	Ron Grandmaison	Ron Grandmaison	Sign Off	APPROVE	29-MAY-13
Finance	Bill Jennison	Joan Castellano	Sign Off	ACCEPT	24-JUN-13





