

# 2015 Financial Plan Update



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

Newington to Dover

New Hampshire

September 2015



Federal Highway  
Administration



New Hampshire  
Department of Transportation

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

Newington to Dover,  
New Hampshire

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



Prepared by: **VHB/Vanasse Hangen Brustlin, Inc.**  
Bedford, New Hampshire

FHWA-NH-EIS-06-01-D

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

**2015 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 2015 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 2015 Financial Plan Update and are included within this document.

The cost data in the 2015 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2015 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 2015 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 2015 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 2015 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 2015 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.

  
For Commissioner

10/15/15  
Date

# Table of Contents

<b>1.0 Introduction.....</b>	<b>1-1</b>
1.4    Funding Overview .....	1-1
<b>2.0 Project Description.....</b>	<b>2-1</b>
2.5    Project History.....	2-1
2.5.1    Major Milestones .....	2-1
2.5.2    Completed Activities.....	2-3
2.6    Ongoing Activities .....	2-7
2.6.1    Mitigation.....	2-7
2.6.2    Final Design Engineering .....	2-8
2.6.3    Right-of-Way .....	2-10
2.6.4    Construction .....	2-10
2.7    Project Status Summary .....	2-10
<b>3.0 Implementation Plan.....</b>	<b>3-1</b>
3.1    Project Phasing/Summary Project Schedule .....	3-1
3.1.1    Implementation Responsibility.....	3-2
3.1.2    Status of Permits and Approvals.....	3-2
<b>4.0 Project Costs.....</b>	<b>4-1</b>
4.1    Cost Descriptions .....	4-1
4.1.1    Final Design Engineering Costs.....	4-2
4.1.2    Right-of-Way Acquisition Costs.....	4-2
4.1.3    Mitigation Costs.....	4-3
4.1.4    Construction Infrastructure and Utility Costs .....	4-4
4.1.5    Cost Estimate Overview .....	4-6
<b>5.0 Project Financing .....</b>	<b>5-1</b>
5.1    Funding Sources .....	5-1
5.2    Financial Strategy and Implementation Plan.....	5-4
<b>6.0 Project Cash Flow .....</b>	<b>6-1</b>
6.1    Sources and Uses of Funds.....	6-1
6.2    Cash Flow Plan.....	6-3
6.3    Forecasted Cost Compared to Allocations by Fiscal Year.....	6-4

<b>7.0 Risk Management</b> .....	<b>7-1</b>
7.2 Design Factors .....	7-1
7.2.1 Project Scope and Design.....	7-1
7.2.2 Right-of-Way .....	7-2
7.2.3 Utilities.....	7-3
7.3 Environmental Factors .....	7-3
7.3.1 Agency Regulation Changes and Delays.....	7-3
7.5 Financing .....	7-4
7.5.1 Turnpike Revenue .....	7-4
7.6 Construction.....	7-5
7.6.1 Unforeseen Issues .....	7-5
7.6.2 Contractor Delays and Claims.....	7-8
<b>8.0 Exhibits</b> .....	<b>8-1</b>

# Introduction

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## 1.4 Funding Overview

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

The State's Legislature passed House Bill 391 in June 2009, which increased the Project's authorization to \$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<sup>1</sup> to pay for the project's expenditures, as well as other Turnpike capital projects.

The most recent bond issuance with construction proceeds of \$50M in fiscal year 2015, will provide adequate cashflow for the overall Turnpike capital program to allow the Newington-Dover projects to move forward for construction.

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<sup>1</sup> Bond proceeds in the amount of \$51.6million dollars were used to fund a portion of the Newington-Dover project. The bond proceeds allocation, along with interest costs, are summarized in Exhibit 8.

## Project Description

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### 2.5 Project History

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#### 2.5.1 Major Milestones

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

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

easement with the Strafford Conservancy and NHDOT holding Executory Interest Rights.

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



- **May 2, 2014** – Wetlands Dredge and Fill Permit expiration date extended to June 17, 2019
- **December 3, 2014** – Contract O Construction Contract Awarded
- **June 3, 2015** – US Army Corps of Engineers Permit expiration date extended to June 20, 2021
- **July 2015** – Contract O Construction Commences
- **August 27, 2015** – Contract S (General Sullivan Bridge) Part B Notice to Proceed issued.
- **Public Informational Meetings;** The NHDOT has held seven (7) Public Information Meetings with the first beginning just prior to the initial construction activities in September 2010. These meetings are held to update and receive feedback from area residents and officials of the ongoing and planned construction actions.

**Meetings were held on the following dates:**

May 27, 2009; August 25, 2009; March 16, 2010; August 19, 2010

May 16, 2013; August 6, 2014; August 25, 2015

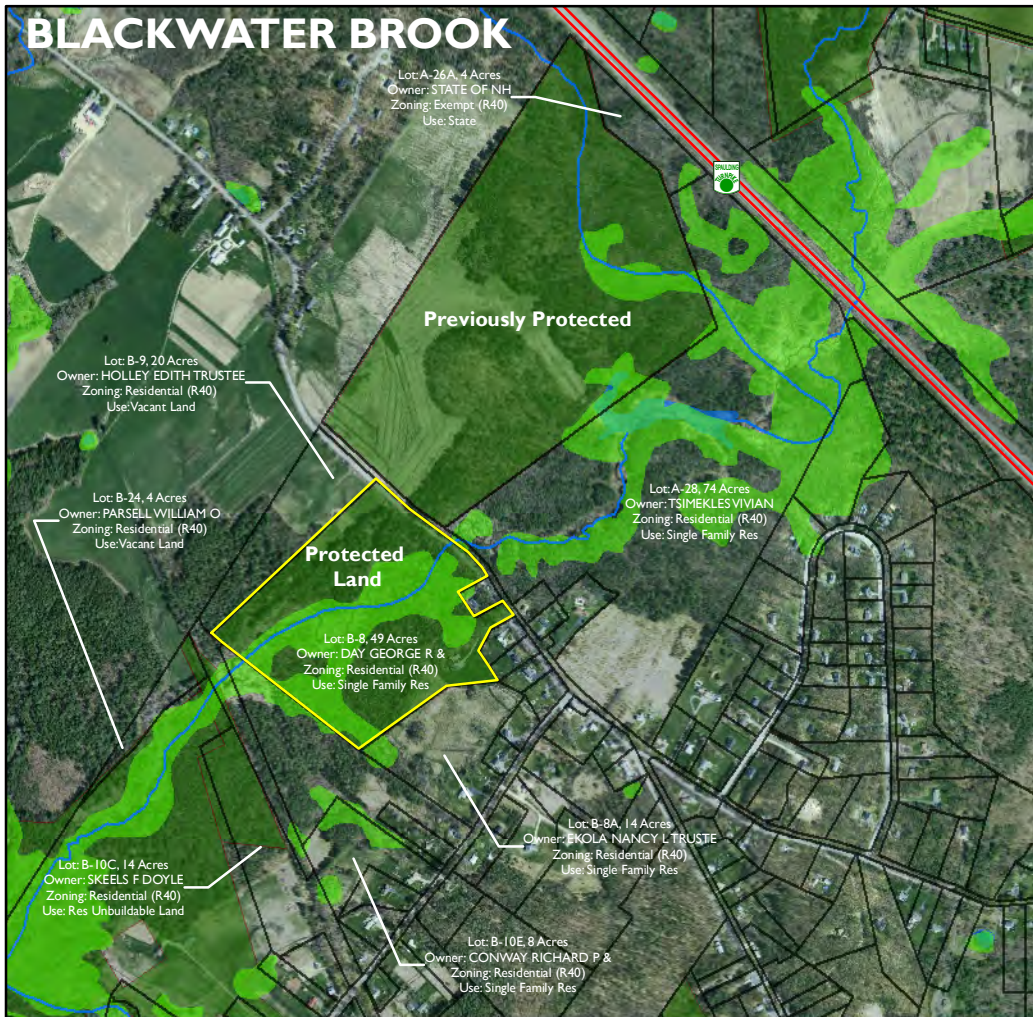
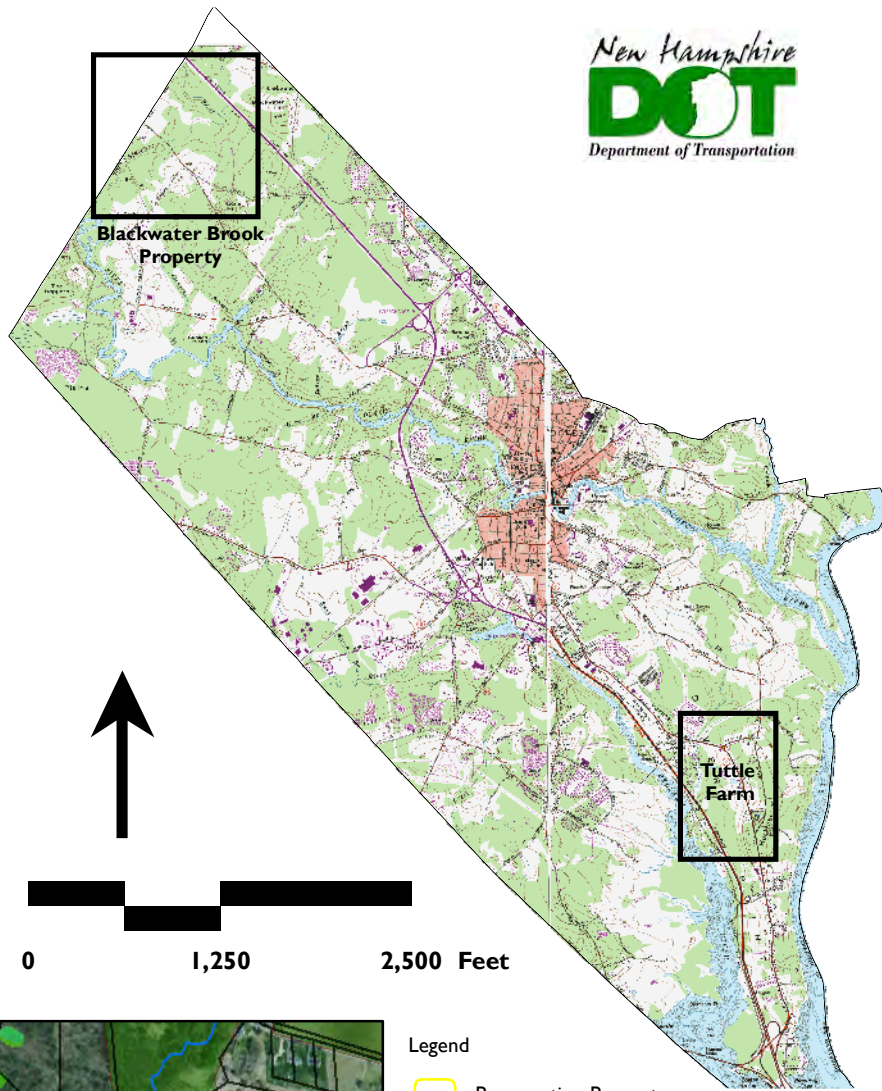
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## **2.5.2 Completed Activities**

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



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

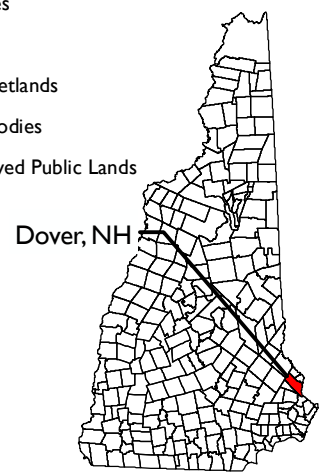


Figure 2.5-1  
Dover Mitigation Sites

- 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.
- To improve bus service in the seacoast area, Bus Alternative 3 was implemented and involves improving connectivity and reducing headway for three existing bus routes in the seacoast area. A CMAQ application was submitted in December 2009 and subsequently approved to implement Bus Alternative 3, which is now estimated to cost \$6.58M (including operating expenses for three years). An additional \$2.27M is estimated to be required to cover operating expenses for an additional 2-year period to fund a total of 5 years of operating costs.
- In August of 2014, the NHDOT completed a new Park-and-Ride facility that will provide approximately 200 spaces at Exit 13 of the Spaulding Turnpike in Rochester. The project was completed as part of the CMAQ program.
- The Stream Restoration design for 3,100 feet of Railway Brook in Newington **Figure 2.6-1** was completed as part of Contract M. Construction of the stream restoration was completed in the summer of 2015.

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

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

- The update of the wetland delineations and the identification of the invasive species areas were completed during the spring of 2010. The invasive species delineation was updated in the fall of 2013.
- The Type, Span and Location Study Report and the Underwater and Above Water Inspection Report for the General Sullivan Bridge were completed in June 2010 and May 2012 respectively.
- Another inspection of the General Sullivan Bridge was completed in the summer of 2014 with the load rating evaluation completed in September 2014.
- Preliminary highway design phase evaluation and plans were completed in Newington in December 2009 and in Dover in June 2010.
- Slope and Drainage highway design phase plans for Newington and Dover were completed in November 2010 and April 2012 respectively.
- Final Mylar design phase activities were completed for Contract L in May 2010.
- Final Mylar design phase activities were completed for Contract M in May 2012.
- The Department and the Pease Development Authority negotiated an agreement to extend the roadway project limits on Arboretum Drive approximately 2,000 lineal feet southerly to a point where the internal roadway infrastructure is in satisfactory condition to support the proposed Exit 3 design that is forecasted to generate additional traffic on Arboretum Drive. In addition, a driveway connection from Woodbury Avenue to the former drive-in site was negotiated into the design. The design and construction of this additional work was incorporated in Contract M.
- During the course of project development in 2011, the Department, communities and stakeholders determined that two roundabouts would be incorporated within the project. The first is located in Newington at the intersection of Woodbury Avenue, Arboretum Drive and the Exit 3 southbound ramps and was incorporated into Contract M and is currently under construction. This roundabout replaces the previously proposed signalized intersection. The second roundabout is located in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road and is currently being designed within Contract Q.
- The Preliminary Bridge Phase submission was completed in June, 2012 on the existing Little Bay Bridges for Contract O.

- Final Mylar design phase activities were completed for Contract O in August 2014.
- The Preliminary Bridge Phase submission for Contract Q was completed in February 2013 on the US Route 4 Bridge over the Spaulding Turnpike at Exit 6.
- The Preliminary PS&E Phase submission for Contract Q was completed April 2014.
- The PS&E Phase Submission for Contract Q was completed in October 2014.

### **2.5.2.3 Right-of-Way**

- Early property acquisitions acquired under the 11238 J project include the former Drive-in Theater property in Newington and the Conservation Easements on Day and Tuttle properties in Dover.
- Parcel D39, the Adaptations property was acquired under the 11238 parent project.
- The acquisition of the four parcels (D15, D16, D20 and D22) required for Contract L was completed in the summer and fall of 2010.
- The acquisition of twelve parcels (N1, N5, N6, N7, N9, N9-1, N9-2, N9-4, N19, N26, N27 and N30) required for Contract M was completed in the spring and summer of 2012.
- The acquisition of Conservation Easements on the Saba and Hislop properties in Newington has been completed.
- The complete acquisition of parcel D38, the Belanger Property, was completed in winter of 2011 and 2012. This acquisition was a result of a property owner request and provided additional land for stormwater detention basin placement. The building will be demolished as part of Contract O.
- The acquisition of fourteen (14) parcels (D23, D33, D35, D57, D71, D72, D74, D80, D89, D90, D96, D98, D100 and D102) required for Contract Q was completed.

### **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". Contract L was completed with the shift of traffic onto the Contract L bridge in July 2015 and the installation of the remaining overhead sign structure by the Contract L contractor in August of 2015. Construction commenced in September 2012 for Contract "M". Through August 2014, the earthwork and drainage associated with Woodbury Avenue, and the Spaulding Turnpike Exit 3 southbound ramps are nearly complete. The utility relocations for the waterline, gas line and electric transmission line on the west side of the Spaulding Turnpike and the waterline relocation along Shattuck Way are complete. The reconstruction of Arboretum Drive and the roundabout are complete. The northbound and southbound Turnpike through lanes are nearly complete with median work and the Exit 3 northbound ramp work continuing. The southbound bridge over Shattuck Way is complete and opened to traffic. The Woodbury Avenue bridge is nearly complete and is expected to be open to traffic in October 2015. The Railway Brook restoration was completed in the summer of 2015.
- Granite State Gas Transmission Company has completed the construction of the Little Bay directional drill underwater crossing. Construction began in the fall of 2012 and was completed in the fall of 2013.
- Contract O, which involves the rehabilitation of the Little Bay Bridges, was awarded for construction in December 2014 with completion currently scheduled in September of 2017.

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## 2.6 Ongoing Activities

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### 2.6.1 Mitigation

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

### **2.6.1-1 Travel Demand Measures**

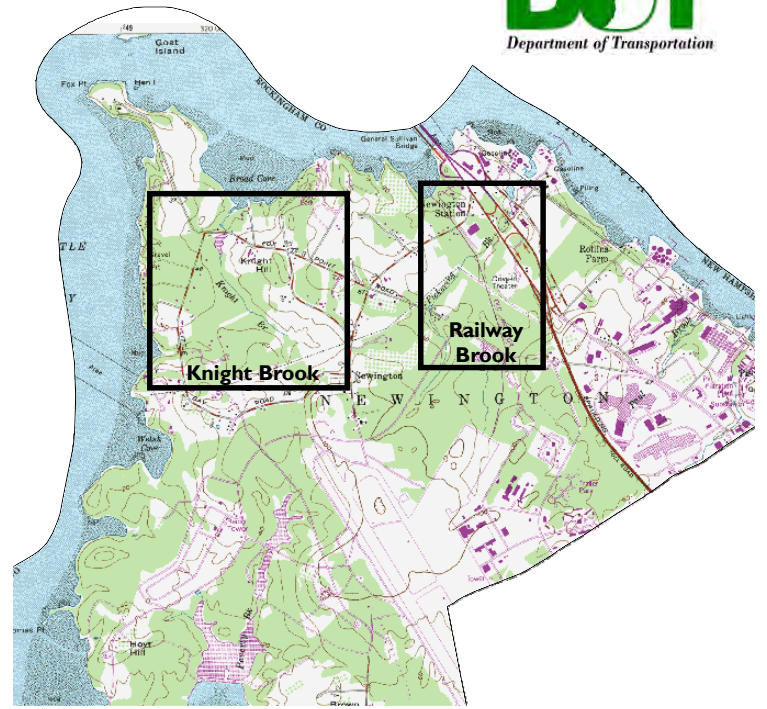
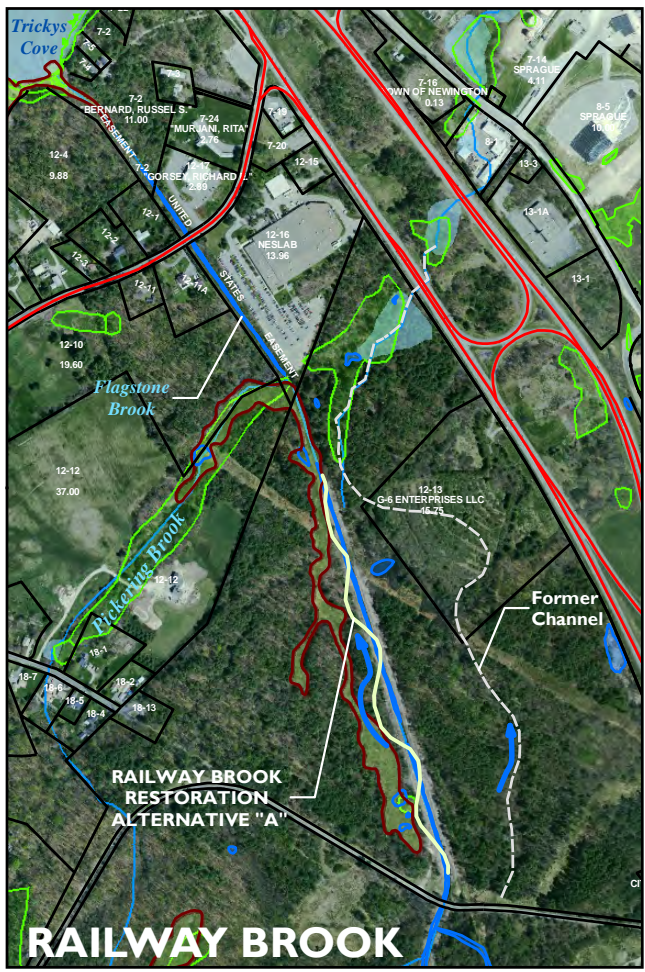
Implementation of the following TDM actions will provide travel options to the project area.

- A new shared Park and Ride facility is under consideration along the US 4 corridor near the NH 125/US 4 Lee Traffic Circle. The CMAQ application that was submitted in December of 2009 for the construction of a shared park and ride/bus stop facility at the Lee Market Basket Plaza was not approved. An alternative Park and Ride location is under investigation. This project will continue to apply for CMAQ funds through the biennial solicitation process until the project is funded.

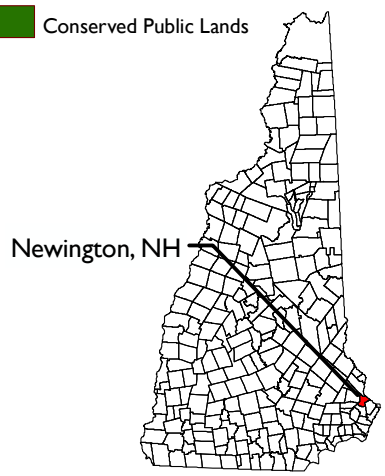
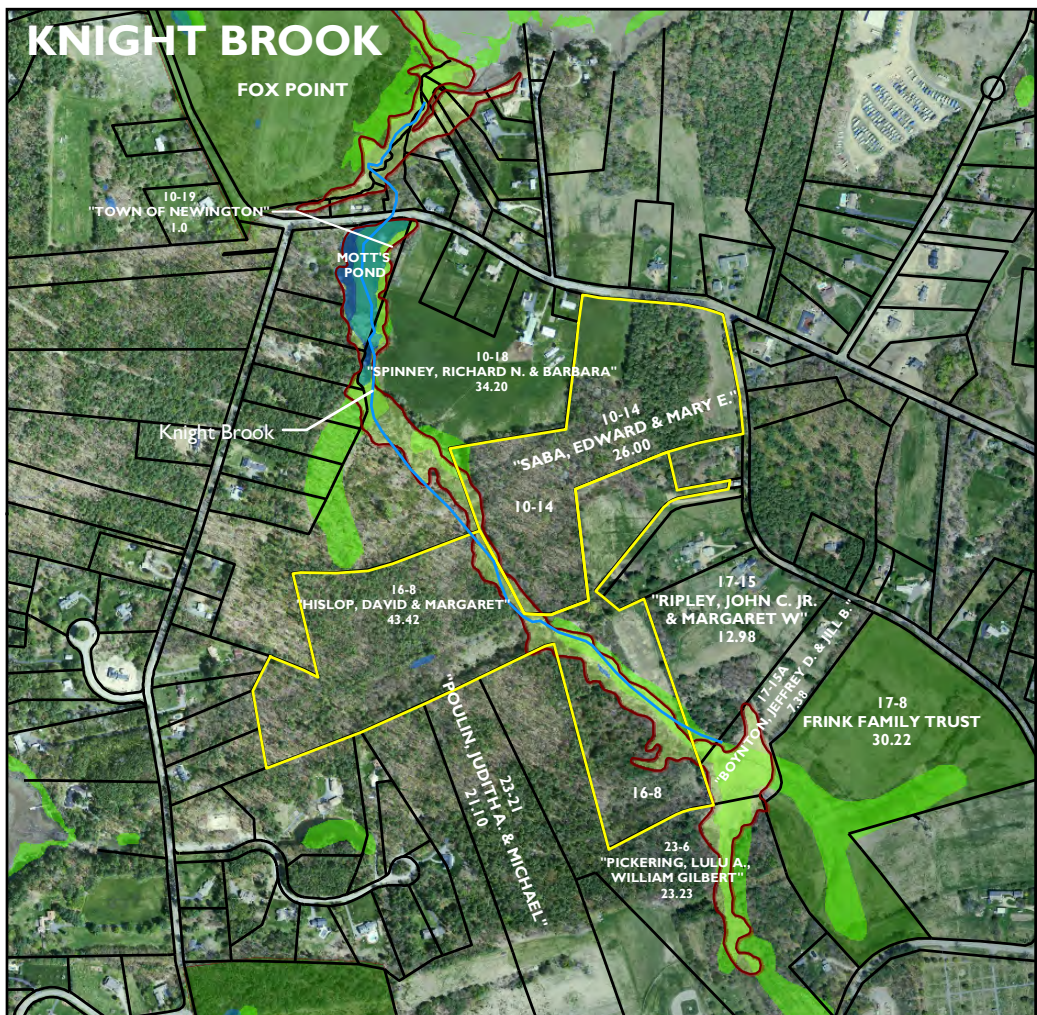
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### **2.6.2 Final Design Engineering**

- The PS&E Highway and Bridge Design Submission for Contract Q is currently underway.
- Additional inspections and load ratings for the General Sullivan Bridge were completed in the summer of 2014.
- 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. Construction of the roundabout was completed in summer of 2015. This roundabout replaces the previously proposed signalized intersection.
- The second roundabout is located in Dover at the intersection of US Route 4, Boston Harbor Road and Spur Road and is currently being designed within Contract Q. This roundabout eliminates the Spur Road Connector and the US Route 4 bridge over the Spur Road Connector and provides improved access to the local neighborhoods north and south of US Route 4.
- Delays were encountered during construction of Contract L and in the utility relocation design project development for Contract M which resulted in significant concerns in the ability for these two contracts to collaborate and meet the traffic shift onto the new southbound Little Bay Bridge in the fall of 2013. Therefore, the Department determined that a portion of the roadway work within Contract L would move into Contract M. With this move in roadway work, Contract M will have the responsibility to shift traffic



- Legend**
- Preservation Property
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*Vanasse Hangen Brustlin, Inc.*

Figure 2.6-1  
Newington Mitigation Sites



onto the new southbound Little Bay Bridge. Contract L was completed in November 2013 with the exception of an overhead sign structure that was erected once traffic was shifted onto the new southbound bridge.

- The Department is advancing the geotechnical engineering program for Contract Q and has determined that significant consolidation of the existing soils will occur once loaded with the new roadway embankment and traffic. As a result, the Department constructed 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 incorporated into Contract Q design.
- The coordination of the utility impacts, design modifications, and utility relocation studies and designs for Contract Q are ongoing. Unutil and Dover Community Services have engaged a geotechnical consultant to address the geotechnical concerns anticipated with temporary and permanent site conditions, relocation designs, and construction. It is anticipated that Unutil will begin construction of the portion of their relocation from Hilton Park to Pomeroy Cove in the spring of 2016 and complete the relocation of the gas line north of Pomeroy Cove in fall of 2016.
- The Department determined that utilizing “quiet pavement” along the Turnpike mainline will reduce road noise. In light of added durability and low noise characteristics of quiet pavement, the Department will include it along the Turnpike for all contracts. A noise wall type study was completed and the Department considered a transparent noise wall adjacent to Pomeroy Cove to continue to provide aesthetically pleasing views of the cove. However, after additional research, cost estimating, consultation with the City of Dover, and public participation, the Department has determined that the timber soundwall will be extended along Pomeroy Cove. These project elements will be incorporated within Contract Q.
- The inclusion of a pavement rehabilitation for the Scammell Bridge and pavement reconstruction immediately off the bridge has been included in Contract Q.

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### 2.6.3 Right-of-Way

Additional right-of-way and permanent and temporary easements will be required for two (2) properties along the railroad corridor in Newington. The properties along the railroad corridor are planned for acquisition in 2016.

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### 2.6.4 Construction

Contract L is now complete with the recent installation of the overhead sign structure in Newington.

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

Ongoing construction activities for Contract O include preparation for and removal of one-half of the existing Little Bay concrete bridge deck.

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## 2.7 Project Status Summary

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

**Table 2-7. Project Status**

PROJECT ELEMENT	% COMPLETE	STATUS OVERVIEW COMMENT
DESIGN		
CONTRACT L	100%	Contract L – New SB Little Bay Bridge is complete.
CONTRACT M	100%	Contract M – Exit 3 & 4 in Newington is in construction
CONTRACT O	100%	Contract O – The rehabilitation of the existing Little Bay Bridge is in construction.
CONTRACT Q	95%	Contract Q – Exit 6/Mainline in Dover, the PS&E Design phase is ongoing.

CONTRACT S	30%	Contract S – General Sullivan Bridge (GSB) rehabilitation, the inspections of the GSB were completed in 2009, 2012 and 2014.
PROJECTWIDE SUMMARY	85%	Design progress for the overall project is ongoing. All final design activities are scheduled for completion in FY 2018.

**Table 2-7. Continued**

<b>RIGHT-OF-WAY</b>		
CONTRACT L	100%	4 parcels impacted and acquired.
CONTRACT M	100%	12 parcels impacted and acquired
CONTRACT O	100%	0 parcels impacted.
CONTRACT Q	100%	14 parcels impacted and acquired;
CONTRACT S	100%	0 parcels impacted.
Future RR Parcels - Newington	0%	Design continues to determine impacts; approximately 2 parcels impacted
PROJECTWIDE SUMMARY	83%	30 of 32 parcels acquired for construction.
<b>Mitigation</b>		
ENVIRONMENTAL	100%	Tuttle and Day Properties preservation completed in 2009; Saba and Hislop Properties (Knight Brook watershed) acquired in 2012; Railway Brook restoration design and construction completed in Contract M.
TRANSIT	100%	Funding for Transit service operation was completed in 2012 and will extend through FY17.
RAIL	100%	Downeaster Rail expansion completed in 2007.
TDM	40%	Promotion of ridesharing, bicycling, and walking have tentative agreement in place for FY14
PARK & RIDE	92%	Dover P&R was completed in 2008; Rochester P&R was completed in August 2014 and Lee P&R is under engineering and ROW review.
PROJECTWIDE SUMMARY	90%	Environmental, Rail and Park & Ride work initiated or completed.
<b>CONSTRUCTION</b>		
CONTRACT L	100%	Construction activities initiated in September 2010.
CONTRACT M	95%	Construction activities initiated in September 2012.
CONTRACT O	15%	Construction activities initiated in December 2014.
CONTRACT Q	0%	No Construction activities have been initiated.
CONTRACT S	0%	No Construction activities have been initiated.
PROJECTWIDE SUMMARY	45%	Construction activities have been initiated.

## Implementation Plan

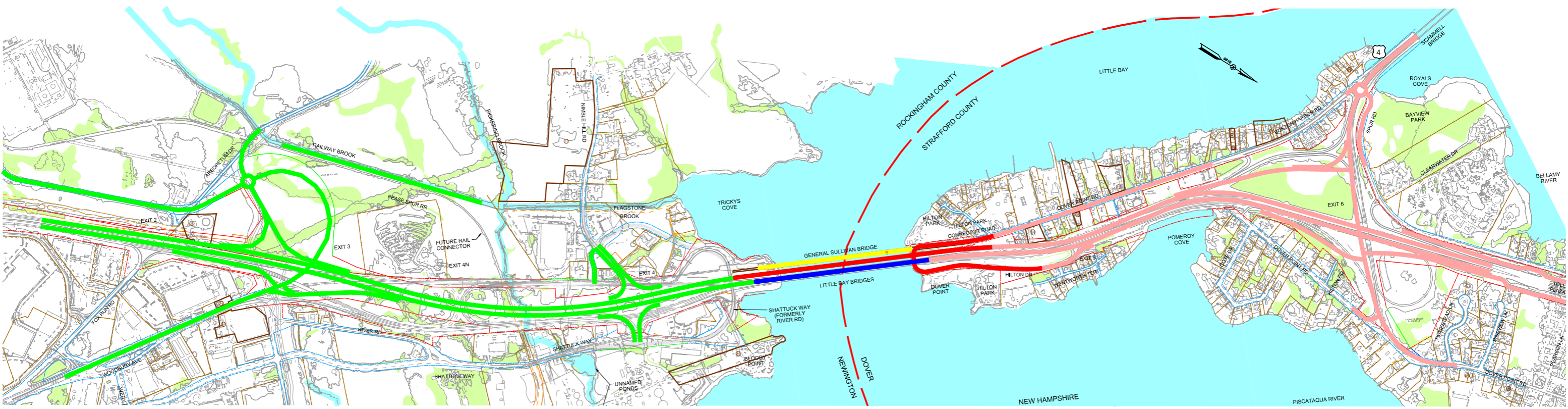
Based upon the current Turnpike revenue structure and a traditional delivery design-bid-build approach, the Newington-Dover Project is scheduled to be completed in the summer of 2021 with the Newington Exit 3 and 4 interchanges completed and open to traffic in the fall of 2015, the Dover Exit 6 interchange open to traffic in spring of 2020 and the remainder of the project including the rehabilitation of the General Sullivan Bridge to a pedestrian and bicycle multi-use path completed in the fall of 2022. This chapter provides information on the planned schedule for the execution of all elements of the Newington-Dover Project as well as the assignment of project responsibilities and status of the necessary permits.

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### 3.1 Project Phasing /Summary Project Schedule

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 2015 dollars. The overall project will take approximately eleven years to complete. The first contract, Contract L, began in the fall of 2010 and the fifth and final contract, Contract "S", is currently scheduled for completion in the summer of 2022.

An additional contract, Contract U, which involves the construction of a highway maintenance facility in Newington between Turnpike Exits 3 and 4 at an estimated cost of \$6.05M was included and approved as part of New Hampshire's Ten Year Transportation Plan (2015-2024). The facility is not subject to FHWA oversight and is not included as part of this financial plan



	CONSTRUCTION SCHEDULE																																																																																																																																																																																			
	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022																																																																																																																																																									
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
11238L - CONTRACT L - NEW LITTLE BAY BRIDGE AND WENTWORTH TERRACE																																																																																																																																																																																				
11238O - CONTRACT O - REHAB LITTLE BAY BRIDGE																																																																																																																																																																																				
11238M - CONTRACT M - NEWINGTON EXIT 3 & 4																																																																																																																																																																																				
11238Q - CONTRACT Q - DOVER AND EXIT 6																																																																																																																																																																																				
11238S - CONTRACT S - GENERAL SULLIVAN BRIDGE																																																																																																																																																																																				
	\$57.5 M												\$51.0 M												\$21.9M		\$56.4M				\$29.0 M																																																																																																																																																					

UPDATED: 10/19/2015

NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION COSTS ARE DEPICTED IN 2015 DOLLARS.

TOTAL COST ALL CONTRACTS = \$215.8 M

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

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

**Table 3-1. Project Schedule**

NEWINGTON - DOVER CONSTRUCTION CONTRACTS	DESIGN STATUS PERCENT (%) COMPLETE	SCHEDULED CONTRACT ADVERTISING	ESTIMATED/ACTUAL CONSTRUCTION COMPLETION
<b>CONTRACT L</b> - New South Bound Little Bay Bridge	100%	May-2010	Nov-2013
<b>CONTRACT O</b> - Rehabilitate Existing Little Bay Bridge	100%	Sept-2014	Sept-2017
<b>CONTRACT M</b> - Exit 3 & 4 Interchange Area, Newington	100%	May-2012	Nov-2015
<b>CONTRACT Q</b> - Exit 6 Interchange Area & Mainline Turnpike including sound walls, Dover	95%	June-2016	Nov-2020
<b>CONTRACT S</b> - General Sullivan Bridge Rehab.	30%	July 2019	July 2022

### 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 (the Permit has been extended thru June 30, 2021)	August 2006	March 2010
US Coast Guard	Bridge Permit	April 2009	April 2010
NH Department of Environmental Services	Section 401 Water Quality Certification	February 2008	Feb 2010
NH Department of Environmental Services	Wetlands Dredge and Fill Permit (the Permit has be updated and extended thru June 17, 2019)	August 2006	June 2009
NH Department of Environmental Services	Coastal Program-Coastal Zone Management Documentation submitted	December 2008	Feb 2010

# 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 2015 costs and the year-of-expenditure cost estimates. This chapter also provides costs incurred to date and an overview of assumptions made in developing and compiling projects costs.

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### 4.1 Cost Descriptions

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

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



#### **4.1.1 Final Design Engineering Costs**

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

The current Design Engineering cost estimate is \$24.09M and includes costs associated with contracted consultant design services, reimbursable utility relocation design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of \$17.99M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$2.0M. Additional engineering and support services provided by NHDOT are estimated at \$5.3M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total \$1.99M and are included in the NHDOT engineering and support services estimated at \$5.3M. (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 advertisement of Contract M in May 2012, with completion scheduled for late fall 2015, the advertisement of Contract O in September 2014 with completion planned for September 2017. Contract Q which involves Dover and Exit 6 has advanced through the PS&E phase submission while additional inspection and load ratings were completed for the General Sullivan Bridge as part of Contract S. Refer to Section 2.6.2 for additional details on completed final design activities.

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#### **4.1.2 Right-of-Way Acquisition Costs**

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

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

### 4.1.3 Mitigation Costs

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

#### 4.1.3.1 Environmental Components

The Stream Restoration for Railway Brook in Newington was a requirement as part of the wetland mitigation for the project. The estimated construction cost is \$1.0M

Wetland mitigation costs totaling \$4.22M include the acquisition of the Tuttle and Day properties in Dover and properties adjacent to Knight Brook in Newington. These costs are included in the overall engineering, right-of-way, and construction costs of the project.

**Table 4-1. Wetland Mitigation Costs**

	Estimated Cost
<b>Town of Newington</b>	
Railway Brook (Restoration cost)	\$1.0M
Knight Brook Properties	\$1.65M
Newington Total	\$2.65M
<b>City of Dover</b>	
Tuttle Farm	\$1.34M
Day Property	\$0.23M
Dover Total	\$1.57 M
<b>Mitigation Total</b>	<b>\$4.22M</b>

#### 4.1.3.2 Travel Demand Measures

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

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

- A new Park-and-Ride facility at Exit 13 in Rochester was constructed as a separate project (Project #20254). Design and Construction costs totaled \$2.10M.
- 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
<b>Park and Ride</b>	
Dover Park & Ride Exit 9	\$3.34M
Rochester Park & Ride Exit 13	\$2.10M
Lee Park & Ride	\$0.40M
<b>Total</b>	<b>\$5.84M</b>
<b>Transit and Rail Service</b>	
Improved Seacoast Bus Service	\$8.86M
Expansion of Downeaster Rail	\$2.00M
<b>Total</b>	<b>\$10.86M</b>
<b>Promotion of TDM Measures</b>	
Promotion of bicycling, ride sharing, walking, etc.	\$0.40M
<b>Mitigation Total</b>	<b>\$17.10M</b>

#### 4.1.4 Construction Infrastructure and Utility Costs

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

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

The current construction cost estimate is based upon the best available cost data at the time of the estimate or based upon the actual construction contract award cost. Each of the construction contracts are currently being advanced over an eleven-year (2010 to 2022) design engineering period. With the anticipated five construction contracts being at various stages of design completion over the design period, the level of certainty with regard to the actual final cost of each contract becomes greater as the project designs are advanced through each of the design phase submissions and the known and quantifiable costs become more apparent.

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

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

**Utilities** - The mapping of the existing utilities within the corridor have identified several utility relocations that are eligible for reimbursement. The reimbursable utilities have easements within the State of New

Hampshire Right-of-Way and on private property. To date, the mapping of the existing utilities is almost complete. The reimbursable cost for the utility relocation in Contract M is estimated to be approximately \$4.22M. The reimbursement costs for utility relocations in Contract Q are estimated to be \$3.75M (\$2.37M participating and \$1.38 non-participating) based on the information that is currently available with the design being 95% complete.

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#### 4.1.5 Cost Estimate Overview

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

Since the 2007 baseline cost estimate, significant design activities have progressed and the level of certainty for some of the project elements have become more quantifiable and more apparent. The current total estimated cost of the Newington – Dover Project, in 2015 dollars, is \$ 269.9M.

With construction beginning in 2010 and scheduled to end in 2022, the 2015 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 \$274.3M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2015 through 2022, the NHDOT has assumed a 3% annual level of inflation for construction costs based upon Engineering News Record's material price index over the last 10 years. **Table 4-3** provides a comparison of the FEIS Project Cost, the current 2015 Project Cost and the forecast Total Project Cost inflated through 2022. 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	2015 Current Cost Estimate	2015 Projected Future Cost Estimate through 2022 (3% inflation for construction)
Final Design Engineering	\$13.8	\$24.1	\$24.1
Right of Way Acquisitions	\$2.2(*)	\$8.7	\$8.7
Mitigation (Wetland, Transit and TDM)	\$16.5	\$21.3	\$21.3
Construction	\$196.2	\$215.8	\$220.2
<b>Totals</b>	<b>\$228.7</b>	<b>\$269.9</b>	<b>\$274.3</b>

(\*) 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 \$274.3M (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.

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### 5.1 Funding Sources

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

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

As of January 27, 2010, \$31,409,506 of federal funds has been authorized toward Contract L. Three of the four earmarks are 100% federally funded in the amount of \$ 9,601,605. The remaining earmark and the TCSP Grant are 80% matching federal funds that require a 20% state match. The 80% federal match totals \$21,807,901 and the required state match from Turnpike Funds totals \$5,451,976.

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

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. For transit, the capital costs and three years' of transit operations total \$5,267,453 Federal Funds with the 20% matching Turnpike funds totaling \$1,316,863. The NHDOT will extend transit operations an additional two years using turnpike only funds totaling \$2,272,000 to meet the commitments in the Report of Commissioner, FEIS, and ROD.

For promotion of TDM measures project wide, 80% federal funds totaling \$321,930 and 20% state Turnpike matching funds totaling \$80,483 will be needed and are envisioned under the CMAQ Program.

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

The NHDOT completed the Dover P&R in 2008 using \$2,670,114 in federal matching funds and \$667,528 in state Turnpike matching funds. The NHDOT completed the Rochester P&R in 2014 using \$1,683,059 in federal matching funds and \$420,765 in state Turnpike matching funds. The Lee P&R facility will be designed and constructed with \$320,000 in 80% federal matching funds and \$80,000 in 20% state Turnpike matching funds allocated. (These funding amounts are shown in Table 5-1.)

In addition to the obligated federal and matching state funding of \$57,661,678, noted in Table 5-1, the NHDOT has established a priority Capital Program totaling \$664.1M for the period from 2008 through 2024 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 <sup>(4)</sup>			\$20,029,501				\$5,007,375	\$25,036,876	\$25,036,876	\$25,036,876	\$0
NH070 <sup>(4)</sup>					\$2,475,000			\$2,475,000	\$2,475,000	\$2,475,000	\$0
NH080 <sup>(4)</sup>					\$1,715,000			\$1,715,000	\$1,715,000	\$1,715,000	\$0
NH 036 <sup>(4)</sup>					\$5,411,605			\$5,411,605	\$5,411,605	\$5,411,605	\$0
TCSP <sup>(4)</sup>	\$1,778,400						\$444,600	\$2,223,000	\$2,223,000	\$2,223,000	\$0
11238 J <sup>(1)</sup>				\$2,960,000			\$740,000	\$3,700,000	\$3,700,000	\$3,700,000	\$0
14500 <sup>(2)</sup>		\$1,600,000				\$400,000		\$2,000,000	\$2,000,000	\$2,000,000	\$0
TDM Promotion		\$321,932					\$80,483	\$402,415	\$402,415	\$247,424	\$154,991
Transit 5 yrs. <sup>(3)</sup>		\$5,267,453					\$3,588,863	\$8,856,316	\$8,856,316	\$5,894,211	\$2,962,105
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		\$1,683,059					\$420,765	\$2,103,824	\$2,103,824	\$2,103,824	\$0
<b>TOTAL</b>	<b>\$1,778,400</b>	<b>\$11,862,558</b>	<b>\$20,029,501</b>	<b>\$2,960,000</b>	<b>\$9,601,605</b>	<b>\$400,000</b>	<b>\$11,029,614</b>	<b>\$57,661,678</b>	<b>\$57,261,678</b>	<b>\$54,144,582</b>	<b>\$3,517,096</b>
			<b>Total Federal Funds:</b>	<b>\$46,232,064</b>							

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

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

(3) To extend Transit Operations from the initial three-year CMAQ request to a total of five years, the 20% Turnpike Matching Funds are increased by \$2,272,000 (additional operating costs), from \$1,316,863 to a total of \$3,588,863.

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

Hampshire's three turnpikes within its Turnpike System. The projects are authorized by previous NH "Ten Year Plans" (TYP) from 2008-2017, HB 391 that was passed and the toll increase at Hampton approved effectively July 1, 2009, as well as those approved under the 2015-2024 TYP. A total of \$217.9M of these Turnpike Priority Program funds including the \$5,451,976 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

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

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

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

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## 5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected \$121.3M<sup>2</sup> in toll revenue in fiscal year 2015, and estimates to collect \$121.6M<sup>3</sup> in 2016. Bond proceeds of \$50M

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<sup>2</sup> Preliminary unaudited results

<sup>3</sup> Per Jacobs Traffic and Revenue Study dated May 29, 2015

was issued in June 2015 to support continued expenditures under the Capital Program.

The \$664.1M Capital Program is envisioned to be funded with \$302.9M (or 46%) of Turnpike revenue bonds (\$319.7M – \$16.8M set aside for reserves) and \$319.8M (or 48%) of Turnpike toll revenue, as well as federal earmarks and grants for the Little Bay Bridge totaling \$41.4M in federal dollars.

**Table 5-2** Project Funding Sources summarizes the sources of project wide funding (2015 dollars) including \$46.2M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$223.6M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

**Table 5-2. Project Funding Sources (2015 Dollars)**

		<b>Total</b>
<b>Federal Funding</b>		
80% Federal Funds		
CMAQ/TDM		\$11,862,558
TCSP		\$1,778,400
Federal Funds		\$2,960,000
Federal Earmarks		\$20,029,501
	<b>Subtotal</b>	<b>\$36,630,459</b>
100% Federal Funds		
Federal Earmarks		\$9,601,605
	<b>Total Federal Funds</b>	<b>\$46,232,064</b>
<b>State Funding</b>		
From Toll Revenues and Turnpike Revenue Bonds		
20% Turnpike Matching Funds		\$11,029,614
100% Turnpike Funds		\$212,188,536
	<b>Subtotal</b>	<b>\$223,218,150</b>
From 20% State Highway Matching Funds		\$400,000
	<b>Total State Funds</b>	<b>\$223,618,150</b>
<b>Total Project Funds Required (2015 Dollars)</b>		<b>\$269,850,214</b>

# 6

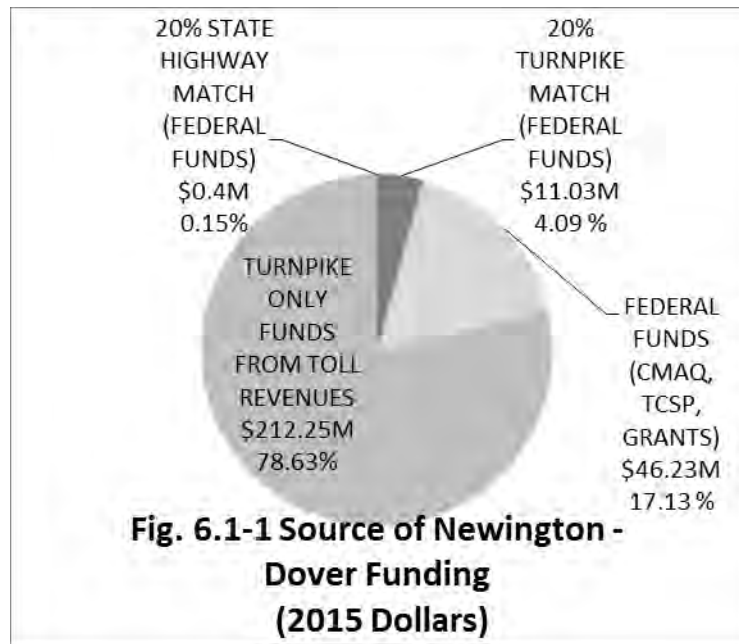
## Project Cash Flow

This chapter provides a summary of the annual cash flow needs of the Newington-Dover project. Given that this is the 2015 Financial Plan Update, and that the project is in the middle stages of design, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

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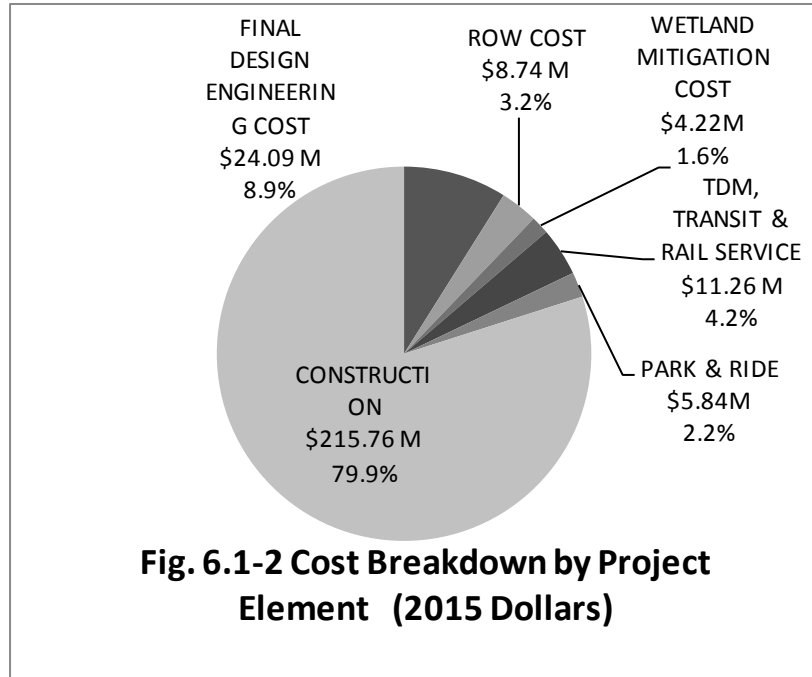
### 6.1 Sources and Uses of Funds

As discussed in Chapter 5 and based upon the Department's current plans, the Newington-Dover project components (engineering, right-of-way, mitigation and construction) will be funded with a combination of federal and state Turnpike funds. **Figure 6.1-1** identifies a summary of sources of project wide funding totaling \$269.9M (2015 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 \$46.2M as identified in Table 5-1. Certain of these federal funds require a 20% Turnpike and 20% State matching amount which currently totals \$11.4M. The remaining source of project funding, totaling \$212.3M, is derived from Turnpike toll revenue and Turnpike revenue bonds.



**Figure 6.1-1 Source of Newington - Dover Funding (2015 Dollars)**

Figure 6.1-2 identifies the project cost (2015 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.

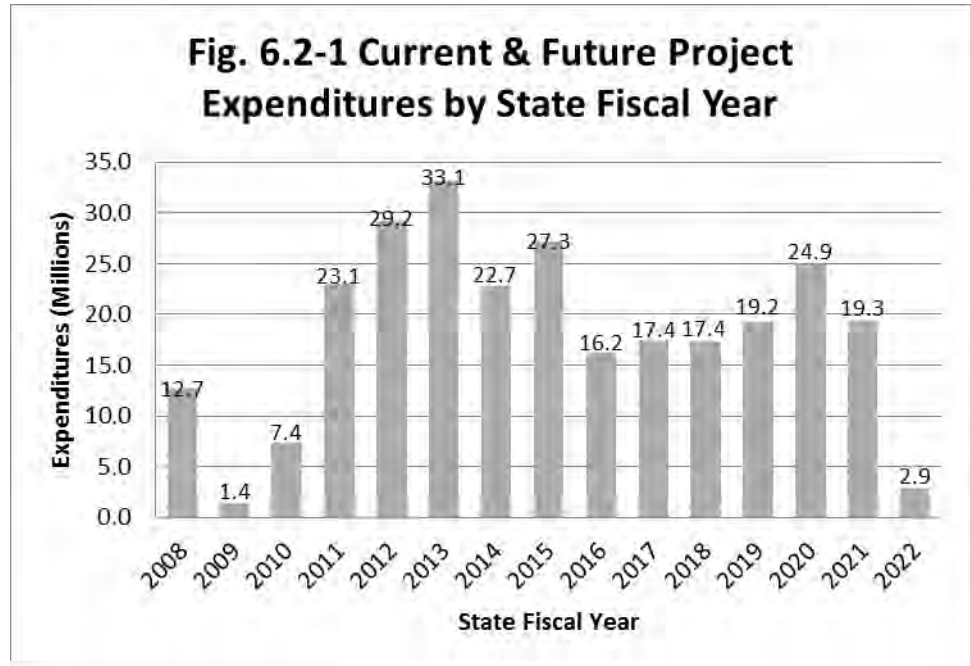


**Figure 6.1-2 Cost Breakdown by Project Element** Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2015 Millions of dollars.

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## 6.2 Cash Flow Plan

**Figure 6.2-1** summarizes the Current and Projected Future Expenditures by State Fiscal Year from 2008 thru 2022 (include state and federal funds). Project costs for construction contracts that will advertise in the future have been inflated by 3% per year to reflect potential increases in construction costs from the current 2015 fiscal year to the year of advertisement.



The foldout, **Figure 6.2-2 Project Implementation Plan**, provides a more detailed overview of the current and projected future expenditures by State Fiscal Year from 2008 thru 2022. This figure shows the FEIS project cost estimates, the current 2015 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 2015, the project costs increased to \$269.9M. Currently when the project is completed in summer of 2022 the total estimated project cost is estimated to be \$274.3M. 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.

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### 6.3 Forecasted Cost Compared to Allocations by Fiscal Year

The completion of the Newington-Dover project is a high priority project for the State of New Hampshire. The project has been successfully

Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238												STATE FISCAL YEARS (July 1 - June 30)																	TOTALS									
PROJECT NUMBER	DESCRIPTION OF ACTIVITY	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2)	FEIS	2011 CURRENT COST ESTIMATE	2012 CURRENT COST ESTIMATE	2013 CURRENT COST ESTIMATE	2014 CURRENT COST ESTIMATE (1)	2015 CURRENT COST ESTIMATE (1)	Year-of-Expenditure Cost Based on Current Estimates (3% Inflation for Construction Only)	ACTUAL												FUTURE EXPENDITURES													
													PERCENT (%) COMPLETE	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	FY 2021	FY 2022	FY 2023									
													MILLIONS OF DOLLARS																									
<b>FINAL DESIGN ENGINEERING COST TOTALS</b>							13.8	22.46	22.36	23.36	24.09	24.09	24.09	3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.09				
<b>RIGHT OF WAY COSTS</b>																																						
11238	Corridor Wide Acquisitions and ROW Incidental Costs					2.20	6.72	7.06	6.58	6.61	6.61	6.61	0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79									6.61								
11238 J	Drive-In Theater acquisition (completed in 2007)						1.86	1.86	1.86	1.86	1.86	1.86																										
11238 J	Additional Advance ROW acquisitions						0.27	0.27	0.27	0.27	0.27	0.27																										
11238 J	Federal Funds						1.71	1.71	1.71	1.71	1.71	1.71	1.49		0.22															1.71								
11238 K	20% Turnpike match						0.42	0.42	0.42	0.42	0.42	0.42	0.37		0.05															0.42								
<b>RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW)</b>							2.20	8.85	9.19	8.71	8.74	8.74	8.74	2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.74						
<b>MITIGATION COSTS</b>																																						
<b>Wetland Mitigation and Enhancement Costs</b>							4.60																															
Tuttle Property Preservation (incl ROW)								1.34	1.34	1.34	1.34	1.34	1.34																									
Day Property Preservation (incl. ROW)								0.23	0.23	0.23	0.23	0.23	0.23																									
11238 J	Federal Funds						1.25	1.25	1.25	1.25	1.25	1.25	1.07	0.18																1.25								
11238 K	20% Turnpike Match						0.32	0.32	0.32	0.32	0.32	0.32	0.27	0.05																0.32								
11238	Knights Brook ROW Preservation (Saba & Hilsop) Turnpike only Funds						2.00	1.65	1.65	1.65	1.65	1.65				1.65														1.65								
11238 M	Railway Brook Restoration (Construct w/ Contract M)	May-2012	34	Jun-2015			1.28	0.80	0.80	0.80	1.00	1.00							1.00											1.00								
subtotal							4.60	4.85	4.02	4.02	4.02	4.22	4.22																		4.22							
<b>Transit Service and Rail Service</b>																																						
Transit Service ( 5-year operation)(Currently Under 11238)							5.50	8.88	8.86	8.86	8.86	8.86	8.86																									
Federal CMAQ funds								5.29	5.27	5.27	5.27	5.27	5.27					3.05	0.85	0.82	0.55												5.27					
20% Turnpike Match (w/3 yrs operation)								1.32	1.32	1.32	1.32	1.32	1.32					0.76	0.21	0.20	0.14												1.32					
Turnpike Funds (Additional 2 years Transit Service Operation)								2.28	2.27	2.27	2.27	2.27	2.27									1.138	1.138												2.28			
14500	Rail Service (Completed 2007)					1.70	2.00	2.00	2.00	2.00	2.00	2.00																		2.00								
Federal CMAQ funds								1.60	1.60	1.60	1.60	1.60	1.60	1.60																				1.60				
20% Matching Highway Funds								0.40	0.40	0.40	0.40	0.40	0.40	0.40																				0.40				
subtotal							7.20	10.88	10.86	10.86	10.86	10.86	10.86																				10.86					
<b>Park and Ride (Total Cost including PE, ROW, Construction)</b>																																						
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	Aug-2014		1.30	1.27	2.97	2.44	2.45	2.10	2.10																										
	Lee Park and Ride US 4/NH 125	Sep-2016	6	Sep-2017			0.085	0.085	0.400	0.400	0.40	0.40																										
Federal CMAQ funds								3.87	5.12	4.94	4.94	4.67	4.67	2.67					0.50	1.14	0.05		0.24	0.08									4.67					
20% Turnpike match								0.97	1.28	1.24	1.24	1.17	1.17	0.67					0.12	0.28	0.01		0.06	0.02										1.17				
subtotal							4.70	4.85	6.40	6.18	6.18	5.84	5.84																					5.84				
14818	Travel Demand Management (TDM)						0.40	0.54	0.32	0.31	0.31	0.31					0.09	0.10	0.12											0.31								
Federal CMAQ funds								0.10	0.13	0.08	0.08	0.08	0.08					0.02	0.03	0.03														0.08				
20% Turnpike Matching Funds								0.50	0.67	0.40	0.40	0.40	0.40																						0.40			
subtotal																																						
<b>MITIGATION COST TOTALS</b>							16.5	21.07	21.95	21.46	21.46	21.32	21.32	6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.21	1.98	1.44	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.32					
<b>CONSTRUCTION COSTS</b>																																						
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013	100%	51.2	52.5	54.1	54.1	57.5	57.5	57.5					19.0	19.48	12.00	3.14	3.84									57.5								
Federal Earmark and TCSP Grant								31.4	31.4	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	5.4	5.4					3.80	1.60														5.4					
Remaining Turnpike Funded Portion								15.7	17.3	17.3	20.7	20.7	20.7									1.68	12.00	3.14	3.84									20.7				
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington (4)	May-2012	39	Nov-2015	100%	50.9	54.3	48.7	48.8	49.9	51.0	51.0					2.99	11.48	14.33	14.89	7.30									51.0								
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Sep-2014	34	Sep-2017	100%	21.0	34.0	33.0	34.0	28.5	21.9	21.9								6.00	6.00	6.03	3.84							21.9								
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Jun-2016	50	Nov-2020	95%	47.1	42.2	47.8	49.2	46.4	56.4	58.1								9.97	13.42	13.42	13.42	7.82					58.1									
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Jul-2019	32	Jul-2022	30%	26.0	26.8	26.8	29.0	27.6	29.0	31.7											5.80	11.50	11.50	2.90			31.7									
<b>CONSTRUCTION COST TOTALS</b>							196.2	209.78	210.4	215.1	209.9	215.8	220.2					19.00	22.47	23.48	17.47	24.73	13.30	16.00	17.26	19.22	24.92	19.32	2.90	0.00	220.2							
<b>TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)</b>													12.67	1.41	7.42	23.05	29.22	33.08	22.73	27.25	16.23	17.44	17.36	19.22	24.92	19.32	2.90	0.00	274.3									
<b>TOTAL COST (Engineering, Right of way, Mitigation and Construction)</b>													228.7	262.06	263.9	268.6	264.2	269.9	274.3																			

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

(2) AS SHOWN, EACH OF THE CONTRACTS ARE CURRENTLY AT DIFFERENT STAGES OF COMPLETION. FOR EXAMPLE: THE "L", "M" AND "O" CONTRACT DESIGNS ARE 100% COMPLETE, CONTRACT L CONSTRUCTION IS COMPLETE WHILE CONTRACT "M" AND "O" ARE UNDER CONSTRUCTION. THE DESIGN FOR CONTRACTS "Q", & "S" ARE ONLY 95% AND 30% 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 \$1.0M WHICH IS CARRIED AS PART OF THE 11238M MITIGATION COSTS ABOVE

**SPAULDING TURNPIKE IMPROVEMENTS**  
NHS-027-1(37), 11238

**PROJECT IMPLEMENTATION PLAN**  
Current and Future Forecast Expenditures From 2008 thru 2023

**FIGURE 6.2-2**



PROJECT NUMBER	PROJECT COMPONENTS	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30)																	Federal Funding for Each Project Component	TOTALS Year-of-Expenditure Costs Based on Current Estimates (3% Inflation for Construction Only)
					← ACTUAL →								← FUTURE →								FY 2023		
					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	FY 2021	FY 2022				
Millions of Dollars																							
	<b>FINAL DESIGN ENGINEERING COST TOTALS</b>				3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.09
	<b>RIGHT OF WAY COST</b>																						
11238	Corridor Wide Acquisitions and ROW Incidental Costs				0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79									0.00	6.61
11238 J	Drive-In Theater acquisition (completed in 2007)				1.86																	1.49	1.86
11238 J	Additional Advance ROW acquisitions						0.27															0.22	0.27
	<b>RIGHT OF WAY COST TOTALS</b>				2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.71	8.74
	<b>MITIGATION COSTS</b>																						
	Wetland Mitigation and Enhancement Costs				1.34	0.23		0.00	1.65			1.00										1.25	4.22
	Transit Service and Rail Service				2.00					3.81	1.06	1.02	1.83	1.14								6.87	10.86
	Park and Ride (Dover, Rochester, Lee)				3.34					0.62	1.42	0.06	0.00	0.30	0.10							4.67	5.84
	Travel Demand Management (TDM)										0.12	0.13	0.15									0.31	0.40
	<b>MITIGATION COST TOTALS</b>				6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.21	1.98	1.44	0.10	0.00	0.00	0.00	0.00	0.00	0.00	13.11	21.3
	<b>CONSTRUCTION COSTS</b>																						
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013				19.00	19.48	12.00	3.14	3.84										31.40	57.5
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington	May-2012	39	Nov-2015				2.99	11.48	14.33	14.89	7.30											51.0
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge	Sep-2014	34	Sep-2017							6.00	6.00	6.03	3.84									21.9
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	Jun-2016	50	Nov-2020									9.97	13.42	13.42	13.42	7.82						58.1
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Jul-2019	32	Jul-2022											5.80	11.50	11.50	2.90					31.7
	<b>CONSTRUCTION COST TOTALS</b>				0.00	0.00	0.00	19.00	22.47	23.48	17.47	24.73	13.30	16.00	17.26	19.22	24.92	19.32	2.90	0.00	31.40	220.2	
	<b>TOTAL ESTIMATED EXPENDITURE EACH STATE FY</b>				12.67	1.41	7.42	23.05	29.22	33.08	22.73	27.25	16.23	17.44	17.36	19.22	24.92	19.32	2.90	0.00			
	<b>Federal Funds Allocated by Fiscal year</b>				6.83	0.18	0.22	15.20	16.20	3.55	2.08	0.97	0.67	0.24	0.08								46.2
	<b>Turnpike Matching Funds by Fiscal Year</b>				1.31	0.05	0.05	3.80	1.60	0.89	0.52	0.25	0.17	0.06	0.02								8.7
	<b>State Highway Matching Funds by Fiscal Year</b>				0.40																		0.4
	<b>Non-Matching Turnpike Funds by Fiscal Year</b>				4.13	1.18	7.15	4.05	11.42	28.65	20.13	26.04	15.39	17.14	17.26	19.22	24.92	19.32	2.90				218.9
	<b>TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR</b>				5.44	1.23	7.20	7.85	13.02	29.54	20.65	26.29	15.56	17.20	17.28	19.22	24.92	19.32	2.90	0.00			227.6
	<b>TOTAL COST (Engineering, Right of way, Mitigation and Construction)</b>																						274.3
	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	FY 2021	FY 2022	FY 2023			

**Newington-Dover  
FORECAST TURNPIKE FUNDING REVENUES**

**Figure 6.3**

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 2022, the final year of construction. The total annual funding needed from the NH Turnpike System's Priority Capital Program to implement all project elements for each fiscal year is the summation of the allocations for the Turnpike matching funds and non-matching Turnpike funds. The annual Turnpike funds needed for each fiscal year ranges from a low of \$1.23M in 2009 when final design activities were initiated to a high of \$29.5M in 2013 when construction of two of the largest contracts are on-going at the same time. A total \$227.6M of Turnpike Capital Funds is forecast to complete the Newington-Dover project through 2022.

# Risk Management

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## 7.2 Design Factors

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### 7.2.1 Project Scope and Design

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

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

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

Drive extension, General Sullivan and Little Bay Bridge inspections, Exit 6 traffic control modifications, and significant geotechnical accommodations for Contract Q that are necessary for incorporation into the project. It is envisioned that these modifications will be incorporated within the final design engineering costs during FY 13, FY 14, FY 15 and FY16.

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## 7.2.2 Right-of-Way

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

For Contract "L" which was advanced on an accelerated design schedule, the NHDOT completed early right-of-way appraisals for the four impacted properties based upon preliminary design and right-of-way plans. For Contract M, the NHDOT has completed the acquisition of the twelve impacted properties. The right-of-way plans for Contract Q have been completed with 14 properties being impacted. The rights to 14 properties have been acquired for Contract Q.

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

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

Through the course of project development, the Department considers modifications to the design that may impact the right-of-way. These modifications may increase or decrease the costs associated with project and are weighed to balance the competing interests within the project.

### **7.2.3 Utilities**

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

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

Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department expects that additional reimbursable utilities will be refined in Dover during FY16 through the continuation of verifying the existing utilities whether they are eligible for reimbursement and the estimated design and construction costs. The anticipated amount of reimbursable utility relocations has been estimated to be \$3.75M (\$2.37M participating and \$1.38M non-participating) based on the information available. The amount of reimbursable costs will be re-evaluated in FY16 with additional geotechnical evaluation being completed, relocation corridor studies being completed and relocation designs continuing.

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## **7.3 Environmental Factors**

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

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

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

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

The current construction completion date of summer 2022 is beyond the expiration date of the NH Wetlands Dredge and Fill Permit in June, 2019. As the designs continue for Contracts Q and S, the construction timing for the wetland impacts will be better identified in meeting the 2019 expiration date. The Department intends to structure the remaining construction contracts such that the affected wetlands are addressed prior to the June 2019 wetland permit application expiration date. Should construction not be able to meet the expiration date, the Department will open discussions with NHDES on the additional time required to impact the wetlands to determine if another extension or if a new permit is required to complete the project.

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## **7.5 Financing**

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

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### **7.5.1 Turnpike Revenue**

New Hampshire has recognized the importance of secure project funding and has developed and will utilize a detailed cash flow model that projects and monitors cash flow resources and needs for the entire Turnpike Capital Program. The State's Legislature has authorized project amounts in the Capital Program for the design and construction of Turnpike projects. As part of the approved "10 Year Plan" (2015-2024) the entire project is now funded under the schedule contained herein.

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## 7.6 Construction

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### 7.6.1 Unforeseen Issues

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

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

follow each other's schedules with materials and manpower. Unforeseen weather delays can have major impact to highway project contracts where a utility's manpower is diverted to address emergency outages and repairs.

- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or an environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program has advanced the geotechnical investigations as each construction contract is progressed through the various design phases. While possible, it is unlikely that unforeseen natural/cultural resource, hazardous material sites or changes to geotechnical subsurface findings would create significant cost escalation or schedule delays for the Newington-Dover project. During construction of Contract L the contractor and the Department determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability. During design development for Contract M, the volume and locations of muck have been estimated for bidding and will be more defined as construction encounters the muck condition. Contract M has discovered a previously thought to be fully mitigated hazardous materials site in the existing median at a former gas station. The site has subsequently been addressed in the field and construction continues in this area.
- Contract Q has identified soft soil issues and the potential for more elaborate and costly foundations which may result in increased design and construction costs.
- Local environmental permitting issues where requirements are more stringent than NHDOT or NHDES requirements. Changes in environmental rulemaking for projects that have multiple construction contracts that extend over many years. The NHDOT has worked closely with permitting agencies throughout the development of the project to obtain the necessary permits to advance construction. These permits have specific environmental conditions which are being addressed with the permitting agencies to their satisfaction prior to construction beginning. In addition to these specific conditions, there are several other environmental elements that are being incorporated into the project that will



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

- A Stormwater Pollution Prevention Plan that includes a Sediment Management Plan and a Soil Management Plan;
  - Hazardous Materials research through the use of Initial Site Assessments (ISA's) and Preliminary Site Assessments (PSI's) prior to construction;
  - Erosion, Sediment and Water Quality Control to include temporary and permanent slope stabilization as well as turbidity monitoring;
  - Asbestos Abatement documentation prior to building demolition;
  - Alteration of Terrain and Open Area controls with a limit of five acres of disturbance unless larger areas are requested and approved.
- To date, Contract L has encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There has been one modest alteration and potential cost increase to the contract to address the staged placement of the concrete bridge deck that the Department has negotiated which may result in a cost increase of approximately \$0.4M.
- To date, Contract M has encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There has been one modest alteration and cost increase to the contract to address a design modification to the Railway Brook restoration which increased the cost by \$0.2M.
- The Department has also reviewed coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M requires the shift of a portion of the roadway work from Contract L to Contract M. This shift provided 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.

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## **7.6.2 Contractor Delays and Claims**

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

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

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

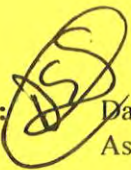
# 8

## Exhibits

9/30/2015	Turnpike System Capital Program, Monthly Status Report – September 2015
7/13/2015	Modified Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
7/1/2015	Construction Cost Index, Vol. 8, No. 1; Bureau of Construction
7/16/2015	FHWA 2014 Financial Plan update letter
9/9/2015	Fiscal Management Information System – Project Fund History Report
Dates vary	Construction Contract Estimates
6/30/2015	Exhibit 8 Bond Interest Summary



STATE OF NEW HAMPSHIRE  
INTER-DEPARTMENT COMMUNICATION

**FROM:**  David S. Smith, P.E.  
Assistant Administrator

**DATE:** September 30, 2015  
**AT (OFFICE):** Bureau of Turnpikes

**SUBJECT:** TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

**TO:**

Victoria Sheehan, P.E., Commissioner	Christopher M. Waszczuk, Director-Proj. Dev.
William A. Cass, Assistant Commissioner	Bill Oldenburg, Asst. Director-Project Dev.
Patrick McKenna, Deputy Commissioner	Dave Rodrigue, Asst. Director-Operations
Marie Mullen, Director-Finance	William H. Boynton, Information Officer
John W. Corcoran, Jr., Admin-Turnpikes	David S. Smith, Bureau of Turnpikes
Nasser Yari, Bureau of Turnpikes	Keith A. Cota, Chief Project Manager
Peter Stamnas, Admin-Bridge Design	Peter Salo, Bureau of Highway Design
Margaret Blacker, Bureau of Turnpikes	Robert Landry, Bridge Design
Leonard Russell, Bureau of Budget & Finance	Donald A. Lyford, Project Manager
Michael Dugas, Bureau of Highway Design	Victoria Chase, Project Manager
Susan Soucie, Asst. Administrator TSMO	

**MEMORANDUM**

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

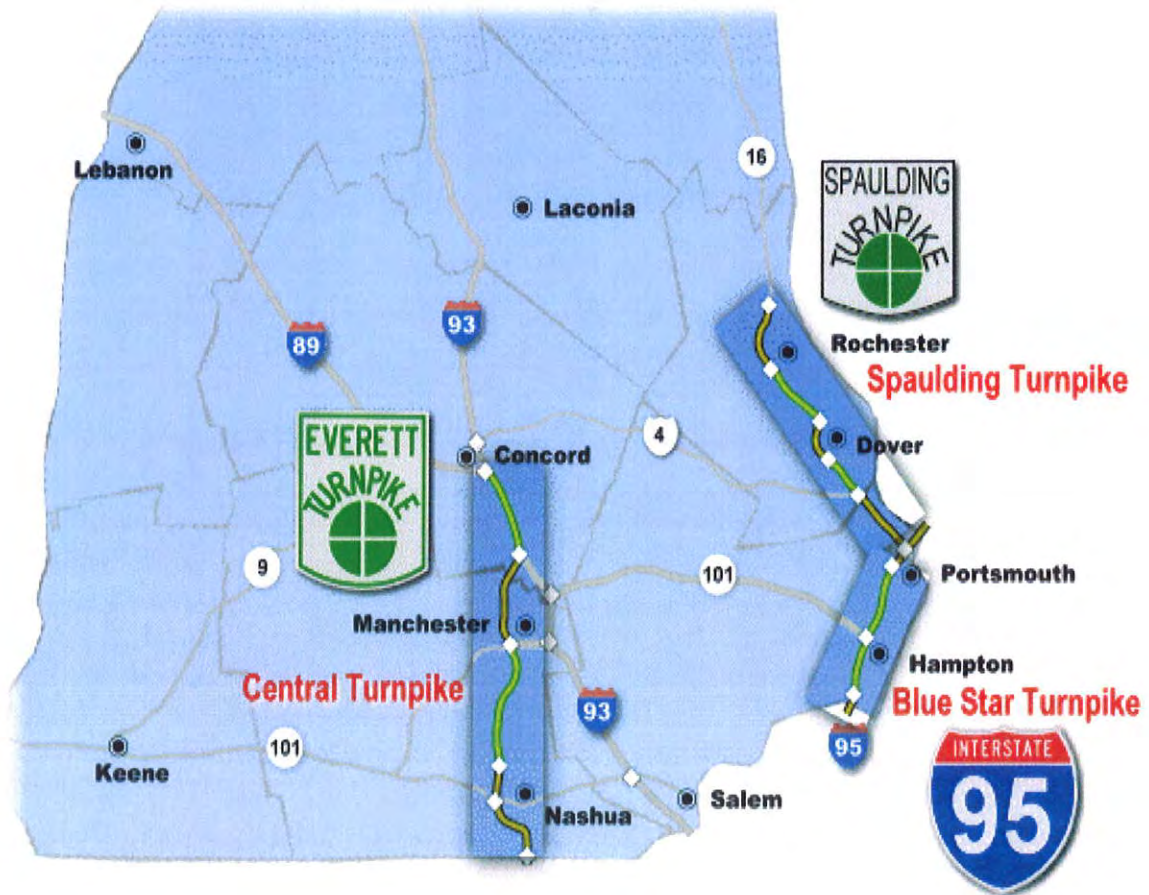
The capital projects are as follows:

▪ Rochester 10620G thru M (Turnpike Expansion, Exits 11-16)	\$128.5M (LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	\$ 15.4M (LRL)
▪ Hampton Falls-Hampton 13408B&C (Taylor River Bridge/Dam Repl.)	\$ 18.1M (PES)
▪ Bow-Concord 13742 A,B&C (I-93 Bridges at I-89, Exit 12 and 14)	\$ 29.3M (DAL)
▪ Manchester 14966 (Exit 4, Millyard Bridges)	\$ 32.1M (KAC)
▪ Bedford 13527 (US 3 Bridge Replacement over FEET)	\$ 11.5M (VC)
▪ Newington-Dover 11238 (PE & ROW)	\$ 33.3M (KAC)
▪ Newington-Dover 11238 (LBB's & Newington Construction)	\$130.6M (KAC)
▪ Newington-Dover 11238 (GSB, Dover & Maint Facility Const.)	\$ 95.1M (KAC)
▪ Hampton-North Hampton 15678A thru D (Conversion to ORT)	\$ 16.8M (CMW)
▪ Hooksett 15803 (Conversion to ORT)	\$ 22.0M (DSS)
▪ Bedford-Merrimack 16100 (Bedford Toll Improvements)	\$ 8.6M (DSS)
▪ Seabrook 15769 (NH 107 Road and Bridge Improvements at Exit 1)	\$ 3.5M (DSS)
▪ Portsmouth 15760 (I-95 Soundwall adjacent to Atlantic Heights)	\$ 2.9M (LRL)
▪ Bow-Concord 13742 (I-93 Corridor Widening) (PE only)	\$ 4.0M (DAL)
▪ Dover-Rochester 29440 (Toll Plaza Improvements)	\$ 26.4M (DSS)
▪ Manchester 16099 (Exit 6 & 7 Interchange Improvements) (PE&ROW only)	\$ 10.4M (KAC)
▪ Merrimack 29306 (Exit 12 Ramps Toll Plaza Removal)	\$ 0.50M (DSS)
▪ Nashua-Bedford 13761 (FEET Widening at 3 Locations)	\$ 71.0M (PES)
▪ Nashua-Bedford 29408 (ITS Deployment along the FEET)	\$ 4.1M (SS)
	Total- \$664.1M

All projects, or portions thereof, noted above are funded within the existing toll revenue structure. In addition to the projects noted above, there is \$29.5M in "Ancillary Projects" funded under this Capital Program. For a complete listing of Ancillary Projects, see the expenditure summary within this report.

# NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2024

(STATUS REPORT - September 2015)



# NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2024

10/1/2015

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

## SPAULDING TURNPIKE

Rochester 10620G thru M Spaulding Turnpike Expansion - Exits 11 -16	\$	128.5
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6**	\$	259.0
Dover-Rochester 29440 Improvements at Dover & Rochester Toll Plaza	\$	26.4
Sub-Total	\$	413.9

## BLUE STAR TURNPIKE

Hampton Falls-Hampton 13408 B&C I-95 Bridge/Dam Replacement over Taylor River	\$	18.1
Hampton- North Hampton 15678A thru D Open Road Tolling (ORT) - mainline toll	\$	16.8
Seabrook 15769 NH 107 Bridge Widening over I-95	\$	3.5
Portsmouth 15760 I-95 SB Atlantic Heights Soundwall	\$	2.9
Sub-Total	\$	41.3

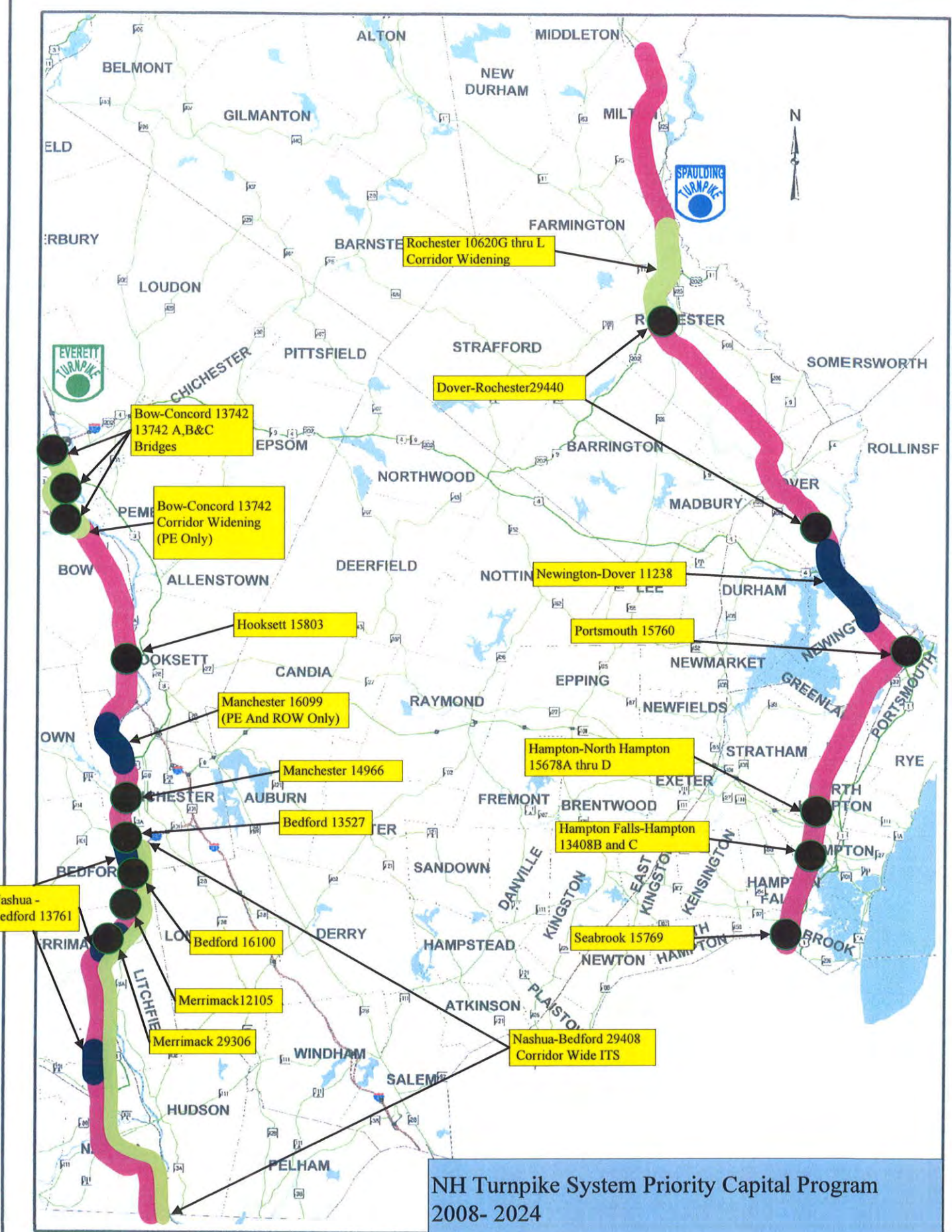
## F.E. EVERETT TURNPIKE

Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River	\$	15.4
Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges)	\$	29.3
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	\$	32.1
Bedford 13527 US 3 Bridge Replacement over FEET	\$	11.5
Hooksett 15803 Open Road Tolling (ORT) - mainline toll	\$	22.0
Bedford-Merrimack 16100 Tolling Improvements along the FEET	\$	8.6
Bow-Concord 13742 I-93 widening from I-89 to Exit 16 (PE only) *	\$	4.0
Manchester 16099 Exit 6 and Exit 7 (PE & ROW only)	\$	10.4
Merrimack 29306 Removal of Exit 12 Ramp Toll Plaza	\$	0.5
Nashua-Bedford 29408 ITS Deployment along the Central Turnpike	\$	4.1
Nashua-Bedford 13761 FEET widening from Exit 8 to I-293	\$	71.0
Sub-Total	\$	208.9

Total (millions of dollars)      \$      664.1

\* PE for Part A-Project Scoping was both federally funded under prior TYP's. Turnpike funding was approved under the 2015-2024 TYP for continuation of project development through Part B-NEPA Phase.

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



**NH Turnpike System Priority Capital Program 2008- 2024**



# TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM CONSTRUCTION SCHEDULES

ID	Task Name	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	<b>ROCHESTER 10620G thru M NH 16 Expansion from Exit 12 to 16</b>	Jan 10/16	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan	Jan Jan
		Est. Construction - \$122.9M (Total \$128.5M) 5/27																		
2	<b>MERRIMACK 12105 FEET Bridge Replacement over Souhegan River</b>	8/5																		
		Est. Construction - \$14.9M (Total \$15.4M) 6/24																		
3	<b>HAMPTON-NORTH HAMPTON 15678 ORT at Mainline Plaza</b>	6/30																		
		Est. Construction - \$16.3 M (Total \$16.8 M) 5/20																		
4	<b>BOW-CONCORD 13742 A,B &amp; C I-93 Bridge Re-decking (4 Bridges)</b>	8/25																		
		Est. Construction - \$26.7M (Total \$29.3M) 6/10																		
5	<b>NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion</b>	5/10																		
		Est. Construction - \$224.4 M (Total \$259.0M) 6/17																		
6	<b>BEDFORD 13527 US 3 Bridge Replacement over FEET</b>					7/17														
		Est. Construction - \$10.6 M (Total \$11.5M) 7/2																		
7	<b>PORTSMOUTH 15760 I-95 Soundwall for Atlantic Heights</b>					10/11														
		Est. Construction - \$2.7M (Total \$2.9M) 5/24																		
8	<b>HOOKSETT 15803 Open Road Tolling at Mainline Plaza</b>					1/31														
		Est. Construction - \$21.0M (Total \$22.0M) 10/4																		

Project: PriorityTpkCapitalImproveSum  
 Date: Thu 10/11/15

Task Progress Milestone

Summary Rolled Up Task Rolled Up Milestone

Rolled Up Progress Split External Tasks

Project Summary Group By Summary

## TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM CONSTRUCTION SCHEDULES

ID	Task Name	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
9	Seabrook 15769 NH 107 Bridge Widening over I-95	Jan	Jan	Jan	Jan	Jan	4/17	Jan	6/27	Jan	Jan	Jan	Jan	Jan	Jan	Jan	Jan	Jan	Jan	Jan	Jan
10	MANCHESTER 14966 Exit 4 Bridge Rehabilitation (5 Milliyard Bridges)																				
11	Merrimack 29306 Exit 12 Ramps Toll Plaza Removal																				
12	HAMPTON FALLS-HAMPTON 13408-B and C I-95 Bridge/Dam Replcmnt																				
13	Nashua-Bedford 29408 ITS Deployment along FEET																				
14	Bedford-Merrimack 16100 Toll Plaza Improvements on FEET																				
15	Dover-Rochester 29440 Toll Plaza Improvements																				
16	Nashua-Bedford 13761 FEET Widening (3 Locations)																				

Project: PriorityTpkCapitalImprovesum  
Date: Sat 9/19/15

Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

Split

External Tasks

Project Summary

Group By Summary

<b>Project Name:</b>	<b>Newington-Dover</b>	<b>Estimate:</b>	<b>\$259.0M</b>
<b>State Number:</b>	<b>11238</b>		<b>(\$224.4M Construction)</b>
<b>Project Description:</b>	Spaulding Turnpike Expansion / Little Bay Bridges Widening (3.5 miles from Exit 1 (Gosling Road) Interchange in Newington to Toll Plaza in Dover)	<b>% Design Complete:</b>	93%
		<b>% Construction Complete:</b>	

**Project Schedule / Milestones**

<b>9/21/2006</b>	Joint Public Hearing
<b>8/22/2007</b>	Layout Approval
<b>1/7/2008</b>	FEIS Distribution
<b>2/1/2008</b>	FEIS Publication in Federal Register
<b>10/24/2008</b>	(STATUS REPORT - April 2015)
<b>12/18/2008</b>	Governor & Council Approval - Final Design Contract
<b>12/18/2008</b>	Notice to Proceed - Final Design Consultant
<b>5/11/2010</b>	Adv 11238L LBB Contract - \$54.1M
<b>5/29/2012</b>	Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$49.6M
<b>4/23/2013</b>	Advertising of Rochester 20254 200-space Park and Ride at Exit 13 on Spaulding Tpk
<b>11/15/2013</b>	Completion of Newington-Dover 11238L
<b>7/10/2013</b>	Completion of Rochester 20254
<b>9/23/2014</b>	Adv 11238O LBB Rehabilitation & Bridge Approach Contract - \$21.9M
<b>5/13/2016</b>	Completion of 11238M (Anticipated)
<b>5/17/2016</b>	Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract - \$58.1M
<b>9/15/2017</b>	Completion of 11238O (Anticipated)
<b>7/9/2019</b>	Adv 11238U Turnpike Maintenance Shed Construction Contract - \$6.0M
<b>7/16/2019</b>	Adv 11238S GSB Rehabilitation - \$31.0M
<b>11/1/2020</b>	Completion of 11238U (Anticipated)
<b>11/15/2020</b>	Completion of 11238Q (Anticipated)
<b>6/12/2022</b>	Completion of 11238S (Anticipated)

11238L:	100%
11238M:	73%
11238O:	18%
11238Q:	0%
11238S:	0%
11238U:	0%
<b>Lead Person:</b>	Keith Cota

**Project Activity**

- Construction cost for the 11238Q increased \$8.9M, from \$49.2M to \$58.1M, due to utility relocations, geotechnical requirements and more extensive traffic control needs. Additionally, the project ad date was advanced from July 2016 to May 2016 to better accommodate start of construction operations and NLEB clearing restrictions.
- Construction for the 11238-M contract by A.J. Coleman continues with earthwork and bridge work to the south of the LBB, Exit 2 was closed permanently and Exit 3 Interchange until October 2015 in late June 2015, northbound traffic was shifted on the Spaulding Turnpike on the night of Sunday, July 19, 2015 to allow construction to continue on the widening of the new northbound lanes from Exit 1 to Exit 3. Construction operations, previously anticipated for completion in November 2015 on the 11238M contract, are expected to extend to spring of 2016. NH 16 southbound traffic was shifted onto the new LBB on November 2014 and northbound traffic moved onto the new LBB in June 2015. R.S. Audley has started construction operations for rehabilitation of the existing LBB.
- G&C approval granted on August 26 and NTP provided on August 26, 2015 for the GSB scope and fee for Part B involving detailed bridge inspection, preliminary design, public involvement process and associated environmental & cultural services for the existing bridge.
- Public informational meeting with the City of Dover held on August 25, 2015 providing insight on project status, upcoming construction contracts, etc.
- Construction bids for the 11238-O contract, rehabilitation of the existing Little Bay bridge, were received on October 23. R.S. Audley was the low bidder at \$20,444,479.01, \$7,741,325.29 below the engineers estimate.
- The 11238 Q, S and U contracts which were authorized under HB 391 but not previously funded, are now funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.
- Park & Ride is complete and open to traffic. Final inspection was held on July 10, 2014 at the 200-space Park and Ride off Exit 13 in Rochester (project #20254). This project advertised April 23, 2013 using CMAQ program funds with 20% Turnpike match. Bids came in on May 23, with A. J. Coleman, Inc as the low bidder at \$1,349,572.60 (11.8% lower than estimate).
- Final inspection for the New-Dover 11238-L contract was held on November 13, 2013. Construction operations have been completed for this contract. The L-contract project advertised for bids on May 11, 2010, bids opened on June 17th. The bids came in \$5.34M lower than the engineer's estimate, resulting in a revised total project cost of \$54.2M.
- NHDES Wetland permit received initially on June 17, 2009 and the extension is nearing the expiration date. Options are being reviewed as the permit needs to be in place for advertising of the 11238O and 11238Q contracts. The ACOE permit was received on 3/15/10. The USCG permit was received on April 20, 2010. Continued coordination between the BOE and DES regarding approvals for conditions imposed in the WQC are on-going.
- 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
- 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.

**Upcoming Events**

- 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.

<b>Project Name:</b>	<b>Hampton Falls - Hampton</b>	<b>Estimate:</b>	<b>\$18.1 M</b>
<b>State Number:</b>	<b>13408-B and C</b>	13408B (\$12.6 M Construction)	
<b>Project Description:</b>	I-95 Bridge Replacement over Taylor River (B-Contract) and Dam Replacement or Removal (C-Contract)	13408C (\$ 2.0 M Construction)	
		<b>Current Phase:</b>	Construction
		<b>% Complete:</b>	13%
		<b>Lead Person:</b>	Pete Stannas

**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)  
 4/9/2014 Public informational Meeting - Hampton Falls (Decouple Dam from Bridge)  
 1/27/2015 Advertise 13408B Construction Contract - \$11.8 M  
 3/5/2015 R.S. Audley is apparent low bidder at \$11.8M  
 4/16/2015 Pre-Construction Meeting  
 5/6/2015 Contract approved by G&C  
 5/18/2018 Construction Completion - 13408B  
 8/7/2018 Advertise 13408C Construction Contract - \$2.0M  
 10/15/2019 Construction Completion - 13408C

**Project Activity**

- Construction operations have been initiated by Audley for phase 1 median work to accommodate traffic shifts in subsequent phases.
- Construction bids for the 13408-B contract were received on March 5, 2015. R.S. Audley was the low bidder at \$11,798,426.89. Construction on the project was started in May 2015.
- 3/24/15 - DES approves IDF - memo issued
- IDF results show minimum spillway discharge for future dam design can be reduced from 7950 cfs to 3180 cfs
- 10/28/14 - PM attended Hampton Conservation Committee meeting to provide status update
- Advanced ad date to 1/27/15 from 5/5/15
- 10/14/14 - Met with Consultant Team & DES to discuss comments on Hydraulics/IDF and finalize scope
- 10/1/14 - Met with Consultant Team to discuss DES comments on Hydraulics/IDF
- 9/29/14 PSE submitted to DOT
- 9/26/14 Wetland Permit Submitted to DES
- Developing scope for Inflow Design Flood (IDF) for further dam hydraulic analysis
- 7/31/14 - Met w/ Fish & Game on site to discuss fish ladder needs
- 7/21/14 - Met w/ DES Dam Bureau to discuss Hydrology & Hydraulics
- 6/11/14 - Hwy PPSE - comments returned
- 5/7/14 - Met w/ DES (wetlands & water quality) to discuss constructability
- 5/6/14 - Conference call - Fisheries (Mike Johnson, NOAA)
- 5/1/14 - Received comments on PPSE submission from DES Dam Bureau
- 2/2014 - total project cost increased by \$2.9M - Roadway/Dam estimates updated
- 2/2014 - 13408C created in STYP-RMS - DAM project de-coupled from bridge project
- 2/11/14 - 60% meeting

**Upcoming Events**

- HTA/GZA working on Emergency Action Plan (EAP) with inundation mapping

**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:** \$29.3M  
 (\$26.7M Construction)  
**Current Phase:** Construction  
**% Design Complete:** 100%

**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  
 3/23/2009 Rec'd Draft Rehabilitation Study I-93 over I-89 bridges  
 8/25/2009 (STATUS REPORT - April 2015)  
 9/17/2009 Opened bids, Concord 13742C (Exit 14) Contract - \$4.8M  
 9/17/2009 Public Officials/Public Informational meeting, Exit 14 bridge  
 3/24/2010 G&C approval for MJ contract for Final Design of I-93 over I-89 bridge replacement  
 7/19/2011 Adv Bow 13742B (I-89 Bridges) Contract  
 11/14/2012 G&C approval for MJ contract for Final Design Exit 12 bridge over I-93  
 5/6/2014 Advertise Bow-Concord 13742A (Exit 12) Construction Contract \$6.4 M  
 8/3/2015 13742B Construction Completion  
 6/10/2016 13742A Construction Completion

**% Construction Complete:**  
 13742A: 66%  
 13742B: 100%  
 13742C: 100%

**Lead Person:** Don Lyford

**Project Activity****13742A:**

- R.S. Audley has shifted NH 3A traffic to allow for construction of new bridge to north of existing. Construction operations are ongoing for bridge deck and roadway approaches.
- G&C approved July 2, 2014.
- Project advertised on May 6, 2014 and bids received on May 29, 2014. R.S. Audley was low bid contractor at \$5.84M, \$0.3 M lower than engineers estimate.

**13742B:**

- Project completed and accepted August 3, 2015
- Wearing course pavement and final striping is expected to be completed in early June 2015. Upon completion of the paving and
- 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

**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)

**Project Name:** Bow-Concord  
**State Number:** 13742  
**Project Description:** I-93 widening from I-89 to Exit 16

**Estimate:** \$4.0M (PE only)  
**% Part A Complete:** 100%  
**% Part B Complete:** 10%

**Project Schedule / Milestones**

3/14/2002 Approval of Part A Design consultant  
 9/12/2002 Approval of Part A design fee  
 2/6/2003 Authorization to Proceed for Part A design  
 5/18/2006 Community Transpiration workshops in Pembroke, Bow & Concord  
 4/17/2007 Public Informational Meeting  
 4/10/2008 Final Summary/Classification Report  
 6/8/2012 Approval of Part B Design consultant  
 3/24/2014 Turnback to Consultant of comments from Concept Submittal  
 9/12/2012 Submission of Part B design draft scope and fee  
 3/20/2013 Approval of Part B Design scope and fee  
 11/21/2013 Authorization to Proceed for Part B design  
 Fall 2015 Public Informational Meeting  
 Summer 2016 Public Hearing

**Lead Person:** Don Lyford

**Project Activity**

- Development and evaluation of preliminary alternatives along corridor.
- Base plan preparation and traffic modeling continues.

**Upcoming Events**

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

<b>Project Name:</b>	<b>Manchester</b>	<b>Estimate:</b>	<b>\$32.1M</b>
<b>State Number:</b>	<b>14966</b>		<b>(\$28.6M Construction)</b>
<b>Project Description:</b>	<b>Exit 4 Bridge Replacement (5 Bilyard Bridges)</b>	<b>Current Phase:</b>	<b>Design</b>
		<b>% Design Complete:</b>	<b>100%</b>
		<b>% Const. Complete:</b>	<b>72%</b>
		<b>Lead Person:</b>	<b>Keith Cota</b>

**Project Schedule / Milestones**

10/18/2007 Consultant Selection Started  
 4/24/2008 Department Fee is Established For Consultant Services  
 4/29/2008 Consultant Scope & Fee Proposal Received  
 3/4/2009 Notice to Proceed - Preliminary Design Consultant  
 5/15/2009 City Staff Meeting  
 11/24/2009 Mayor & Alderman Meeting  
 1/28/2010 Public Informational Meeting  
 3/16/2011 Notice to Proceed - Final Design Consultant  
 9/29/2011 Public Hearing  
 11/14/2012 Special Committee Approval  
 7/23/2013 Adv construction Contract  
 11/18/2016 Construction Completion

**Project Activity**

- Construction operations for Phase II (median bridge and roadway work) are complete with NB traffic shifted to new median portion of I-293 mainline. Work has been initiated for the eastern portion of the bridge and road work along I-293 and work continues on the Exit 4 NB Off bridge replacement. Exit 4 NB On ramp was closed mid-September 2015 to accommodate the construction efforts. Soundwalls are complete.
- 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. Pre-Con meeting held on October 18, 2013.
- Wetlands Permit Plans and Application sent to NHDES. FEMA application for CLOMR along the Piscataquog River has been accepted by FEMA on November 16, 2012.
- Project will 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.

<b>Project Name:</b>	<b>Rochester</b>	<b>Estimate:</b>	<b>\$128.5 M</b>
<b>State Number:</b>	<b>10620D (PE &amp; ROW) and 10620G thru M (Construction)</b>		<b>(\$122.9M Construction)</b>
<b>Project Description:</b>	<b>Spaulding Turnpike Expansion - Exits 11 thru 16</b>	<b>% Construction Complete:</b>	
		10620G:	100%
		10620K:	100%
		10620H:	100%
		10620I:	100%
		10620L:	100%
		10620J:	100%
		<b>Lead Person:</b>	<b>Bob Landry</b>
<b>Project Schedule / Milestones</b>		<b>10620-M Design:</b>	<b>100%</b>
		<b>10620-M Construction:</b>	<b>45%</b>
		<b>Lead Person:</b>	<b>Dave Smith</b>

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) (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) - (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 Wetland Package Revision  
 10/6/2009 10620-G Construction Completion (Final Cost \$16.2M)  
 3/9/2010 Adv 10620L (Phase 2 Exit 14) Contract - (Bid Cost \$19.7M)  
 9/14/2010 Adv 10620J (Exit 16) Contract - (Bid Cost \$12.9M)  
 7/2011 10620-K Construction Completion (Final Cost \$17.9M)  
 6/8/2012 10620-H Construction Completion (Final Cost \$23.2M)  
 10/2012 10620-I Construction Completion (Final Cost \$29.7M)  
 2/2013 10620-L Construction Completion (Final Cost \$18.7M)  
 6/2013 10620-J Construction Completion (Final Cost \$11.9M)  
 10/16/2014 10620-M project advertise (\$5.0 M)  
 2/3/2015 Readvertise of 10620-M project  
 2/25/2015 Bids Received for 10620-M  
 4/22/2015 G&C Approval for 10620-M  
 5/18/2015 Construction Start - 10620M Rochester Maintenance Facility  
 10/31/2015 Interim Completion Date for Salt Barn at Rochester Maintenance Shed  
 5/2016 10620-M project completion

**Project Activity**

- Construction on the site began May 18. Erection of the salt barn is approximately 90% complete, fuel facility approx. 80% complete, spreader hanger construction is approx. 85% complete. Foundation is complete and steel starting to be erected for the main building.
- Construction bids for the new maintenance facility (10620-M contract) were received on February 25, 2015. North Branch Construction was the low bidder at \$4,997,000, \$197,000 above the engineers estimate.
- The maintenance facility in Rochester at Exit 16 (10620-M project) advertised and bids received on December 3. Low bid was \$1.7 million higher than the engineers estimate. Project was revised to eliminate the truck wash facility and re-advertised on February 3, 2015.
- All phases of roadway expansion project are complete and open to traffic.

<b>Project Name:</b>	<b>Bedford</b>	<b>Estimate:</b>	8.6M
<b>State Number:</b>	<b>16100</b>		(\$8.1M Construction)
<b>Project Description:</b>	Improvement to Bedford Mainline Toll Plaza	<b>% Design Complete:</b>	2%
		<b>% Const. Complete:</b>	0%
<b>Project Schedule / Milestones</b>		<b>Lead Person:</b>	Dave Smith

<b>1/31/2014</b>	AET Feasibility Study initiated by HNTB
<b>8/26/2014</b>	Submission of AET Study for Tpk review
<b>10/13/2014</b>	AET study results presented to Front Office
<b>1/8/2015</b>	Start procurement of engineering consultant for ORT improvements
<b>2/12/2015</b>	Shortlisting of consultants for design contract
<b>7/9/2015</b>	Consultant Selection of Shortlisted firms
<b>10/14/2015</b>	Initiate design efforts for Toll Plaza building renovation with Bureau of Public Works
<b>1/20/2016</b>	Anticipated G&C Approval for ORT Conversion project
<b>1/21/2016</b>	Start Design for ORT improvements
<b>5/1/2016</b>	Advertisement of Toll Plaza Building Renovation Contract
<b>12/1/2016</b>	Completion of Toll Plaza Building Renovations
<b>1/2017</b>	Advertising of ORT contract
<b>04/15/17</b>	Start of Construction for ORT Improvements
<b>03/01/18</b>	Interim Completion Date for ORT testing
<b>05/30/18</b>	Overall Construction Completion

#### Project Activity

- Consultants notified in mid-September of selection; HNTB selected consultant; scope & fee development ongoing between DOT and HNTB; scope & fee from HNTB due October 16. Anticipate October 22 opening of DOT IGE and HNTB fee at Consultant Committee meeting.
- Technical proposals from shortlisted groups were submitted June 30th for review and recommendation by Consultant Selection Committee on July 9th.
- Solicitation for letters of interest on project design posted on 1/8/15 and shortlisting on 2/12/15.
- Additional effort on feasibility study completed assessing rehab of toll plazas vs ORT and presented to Front Office 1/7/15. Decision to construct ORT at Bedford plaza supported by study and Front Office.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue
- A two phase project is envisioned. First phase is to relocate the existing toll plaza building and reconfigure the parking area to accommodate widening of the plaza for ORT facilities. Second phase of work will be to construct the ORT conversion improvements at the toll plaza.

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<b>Project Name:</b>	<b>Dover-Rochester</b>	<b>Estimate:</b>	\$26.4 M
<b>State Number:</b>	<b>29440</b>		(\$24.8 M Construction)
<b>Project Description:</b>	Improvements at Dover and Rochester Toll Plazas	<b>% Design Complete:</b>	1%
		<b>Lead Person:</b>	Dave Smith

#### Project Schedule / Milestones

<b>1/31/2014</b>	AET Feasibility Study initiated by HNTB
<b>8/26/2014</b>	Submission of AET Study
<b>10/13/2014</b>	AET study results presented to Front Office
<b>7/1/2016</b>	Start procurement of engineering consultant for ORT improvements
<b>5/1/2017</b>	Complete selection and fee development for ORT improvements
<b>7/1/2017</b>	Start Design for ORT improvements
<b>7/1/2020</b>	Advertising of ORT contract
<b>10/02/20</b>	Start of Construction for ORT Improvements
<b>07/02/22</b>	Overall Construction Completion

#### Project Activity

- Public informational meeting with the City of Dover held on August 25, 2015 providing insight on Newington-Dover project status, future conversion to ORT at Dover toll plaza project shared with public as well.
- Turnpikes and Highway Design evaluating locations, impacts and operational aspects for ORT conversion at the Dover plaza.
- Additional effort on feasibility study completed assessing rehab of toll plazas vs ORT and presented to Front Office 1/7/15. Decision to construct ORT at Dover and Rochester plazas supported by study and Front Office.
- This project was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.
- Schedule is driven by availability of funding to support the project.

#### Upcoming Events

- Procurement of consultant services in Summer 2016.

<b>Project Name:</b>	<b>Manchester</b>	<b>Estimate:</b>	\$10.4 M (PE & ROW only)
<b>State Number:</b>	<b>16099</b>	<b>% Part A Complete:</b>	100%
<b>Project Description:</b>	Reconstruction of F.E.Everett Turnpike Exit 6 and Exit 7	<b>% Part B Complete:</b>	2%
		<b>Lead Person:</b>	Keith Cota

**Project Schedule / Milestones**

<b>12/26/2010</b>	Approval of Part A Design consultant
<b>11/21/2011</b>	Approval of Part A design fee
<b>3/8/2012</b>	Authorization to Proceed for Part A design
<b>7/18/2012</b>	Public Informational Meeting (Manchester Community College)
<b>9/18/2012</b>	Public Informational Meeting (Manchester Community College)
<b>12/12/2012</b>	Public Informational Meeting (City Hall Manchester)
<b>7/11/2013</b>	Public Informational Meeting (Manchester Community College)
<b>12/11/2013</b>	Public Informational Meeting (City Hall Manchester)
<b>7/31/2014</b>	Submission of Part B design draft scope and fee
<b>11/7/2015</b>	Approval of Part B Design scope & fee and NTP

**Project Activity**

- Scope and fee development has been finalized for Part B-NEPA/Public Hearing phase, Commissioner's office approved to proceed to G&C. Technical review of consultant documentation is ongoing. Anticipate G&C action in November 2015 with NTP shortly after.
- Public informational meetings to identify solutions to mobility and safety challenges at the Exit 6 and 7 interchanges through 2015 and 2016.
- PE and ROW for this contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure, CON funding has not been authorized under the TYP.

**Upcoming Events**

- Governor and Executive Council contract approval in October.

<b>Project Name:</b>	<b>Merrimack</b>	<b>Estimate:</b>	\$0.45 M
<b>State Number:</b>	<b>29306</b>		(\$0.43 M Construction)
	Removal of Exit 12 Ramp Toll Plaza	<b>% Design Complete:</b>	100%
		<b>% Construction Complete:</b>	100%
		<b>Lead Person:</b>	Dave Smith

**Project Schedule / Milestones**

<b>05/20/14</b>	Senate Bill 367 Signing into Law
<b>07/15/14</b>	Advertising Date for Construction Project
<b>07/17/14</b>	Turnpike project presentation to Merrimack Town Council
<b>07/18/14</b>	Last Day of Toll Collection
<b>07/19/14</b>	60-Day Period After Bill Signing
<b>08/07/14</b>	Bids Due for Construction Project
<b>10/10/14</b>	Start of Construction/Notice to Proceed
<b>12/22/14</b>	Construction Complete

**Project Activity**

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



<b>Project Name:</b>	<b>Nashua-Bedford</b>	<b>Estimate:</b>	\$71 M
<b>State Number:</b>	<b>13761</b>		(\$56M Construction)
<b>Project Description:</b>	F.E.Everett Turnpike Widening from Exit 8 in Nashua to I-293 in Bedford	<b>% Part A Complete:</b>	3%
		<b>% Part B Complete:</b>	0%

**Project Schedule / Milestones**

9/5/2014 Approval of Part A Design consultant  
5/14/2015 Consultant Committee Mtg to set State fee  
9/16/2015 Scope & Fee Negotiations Complete and Contract to DOT Business Office  
10/30/2015 Target Date - G&C Authorization to Proceed for Part A design  
10/1/2016 Target Date - Public Hearing  
3/15/2017 Target Date - NEPA documentation complete  
7/17/2017 Target Date - Solicit for Part B Final Design Contract

**Lead Person:** Peter Stannas

**Project Activity**

- Scope and Fee negotiations complete between DOT and CHA; project documents are undergoing technical review.
- Consultant committee meeting 5/14/15 to compare IGE and consultant fees.
- Field and aerial survey of FEET corridor has been initiated in support of the project.
- Scope and fee have been finalized by Consultant and DOT.
- CHA/MJ submitted a draft Scope of Work on 11/13/14 to the Department for review and comment.
- The Department developed the F.E. Everett Turnpike Widening Feasibility Report and presented the findings to the Towns of Bedford, Merrimack and Manchester in November 2010.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

<b>Project Name:</b>	<b>Nashua-Bedford</b>	<b>Estimate:</b>	\$4.1 M
<b>State Number:</b>	<b>29408</b>		(\$4.0M Construction)
<b>Project Description:</b>	Deployment of Intelligent Transpiration Systems along the F. E. Everett Turnpike (FEET)	<b>% Design Complete:</b>	75%
		<b>% Construction Complete:</b>	0%
		<b>Lead Person:</b>	Susan Soucie

**Project Schedule / Milestone:**

8/7/14 Approval of scope and fee; Notice to Proceed provided to VHB  
9/23/14 Kickoff Meeting with Consultant, TSMO and Turnpikes  
12/23/2014 Draft Concept Plan Submittal Date  
1/13/2015 Review of Draft Concept Plan  
2/6/2015 Draft Concept Plan for Communications Submitted  
2/13/2015 Draft Concept Plan for Communicaitons under Review  
3/24/2015 Turnback to Consultant of comments from Concept Submittal  
4/13/2015 Turnback to Consultant of communications design comments from Concept Submittal  
5/1/2015 Submission of Final Concept Plan  
1/12/2016 RFP Advertising Date (not as part of the DOT ad schedule)  
10/21/2016 Completion Date

**Project Activity**

- Department and VHB coordination continues on RFP document preparation and review of ITS layout/selection.
- Draft submittal of Communication plan received 2/6/15
- Review meeting held 1/13/15- submittal of Communication plan set for 2/6/15
- Concept draft plan complete and submitted on 12/23/14. Review meeting setup for 1/13/15.
- VHB has initiated efforts for the design of the ITS deployment along the FEET corridor and a kickoff meeting was held 9/23/14.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.
- **VHB submitted 30% plans for review on 8/17/15**

**Upcoming Events**

- Department review of plans and RFP documents

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

**Estimate:** \$15.4M  
(\$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:** Bedford  
**State Number:** 13527  
**Project Description:** Central Turnpike; US 3 Bridge Replacement over FEET

**Estimate:** \$11.5 M  
(\$10.6 M Construction)  
**Current Phase:** Construction  
**RFP % Complete:** 100%  
**Design-Build % Comp** 100%  
**Lead Person:** Victoria Chase

#### Project Schedule / Milestones

**3/27/2008** Public Informational Meeting  
**3/25/2009** Public Hearing  
**3/3/2010** Consultant Award for Design Build services  
**3/10/2010** Layout Approval (Special Committee)  
**9/23/2010** RFQ (Request for Qualifications) Design Build  
**11/4/2010** Design Builders submit qualifications  
**11/29/2010** Short list Design Builders  
**2/17/2011** RFP (Request for Proposals) Design Build  
**5/26/2011** Technical and price proposals due  
**7/7/2011** Price Proposals Opening, Best Value Determined  
**8/24/2011** Award Design Build Contract G&C  
**10/18/2011** Construction started  
**7/2/2013** Construction Completion  
**2/12/2015** Finance to close project

#### Project Activity

- Project is complete and open to traffic.

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

**Estimate:** \$16.8M  
 (\$16.3M 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.

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

**Estimate:** \$22.0 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)

#### 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

**% Design Complete:** 100%  
**% Const. Complete:** 100%  
**Lead Person:** Dave Smith

#### Project Activity

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

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

**Estimate:** \$3.5M  
(\$3.3M Construction)

**% Design Complete:** 100%  
**% Const. Complete:** 100%

#### 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  
1/11/12 Public Officials Meeting  
4/17/2012 Project Advertising Date  
6/20/2012 G&C Approval  
6/22/2012 Pre-Construction meeting  
7/2/2012 Start of Construction  
7/21/2013 Interim Construction Completion Date (Additional Lane Complete on NH 107 Bridge over I-93)  
11/8/2013 Interim Construction Completion Date (Completion of Rehab on northside of NH 107 Bridge)  
6/2014 Overall Construction Completion Date

#### 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

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

**Project Name:** Portsmouth  
**State Number:** 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:** \$2.9 M  
(\$2.7 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

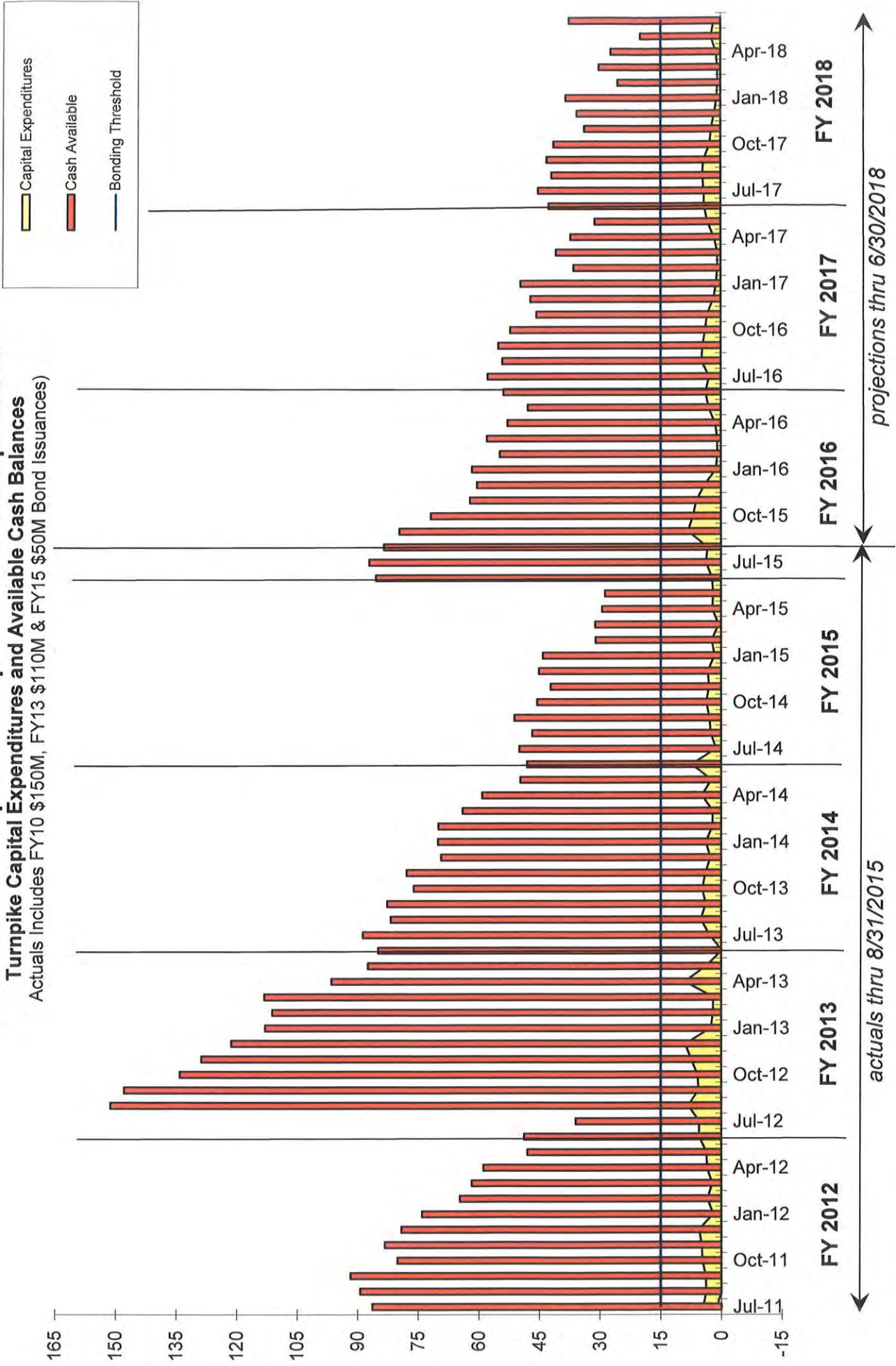
#### Project Activity

- Project is complete and open to traffic.

# State of New Hampshire - Department of Transportation

## Turnpike Capital Expenditures and Available Cash Balances

Actuals Includes FY10 \$150M, FY13 \$110M & FY15 \$50M Bond Issuances)



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

**TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM**

10/1/2015

**Capital Program Projects Approved Under 2008 - 2017 TYP**

Project	Actual Expenditures										Anticipated Expenditures							Total
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	
Rochester 10620G thru M	\$ 6.96	\$ 17.30	\$ 35.25	\$ 32.02	\$ 22.04	\$ 9.08	\$ 0.28	\$ 0.61	\$ 4.85	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128.40
Merrimack 12105	\$ 0.19	\$ 6.07	\$ 4.96	\$ 3.50	\$ 0.51	\$ 0.06	\$ 0.08	\$ 0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15.37
Hampton Falls-Hampton 13408B and C	\$ 0.15	\$ 0.07	\$ 0.07	\$ 0.02	\$ 0.03	\$ 0.55	\$ 0.93	\$ 0.70	\$ 4.02	\$ 4.71	\$ 4.66	\$ 1.02	\$ 0.98	\$ -	\$ -	\$ -	\$ -	\$ 17.90
Bow-Concord 13742A thru C	\$ 0.08	\$ 0.30	\$ 4.16	\$ 1.73	\$ 4.13	\$ 4.47	\$ 5.70	\$ 5.88	\$ 3.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29.77
Manchester 14966	\$ 0.07	\$ 0.05	\$ 0.47	\$ 0.44	\$ 1.02	\$ 1.24	\$ 12.18	\$ 6.56	\$ 5.99	\$ 4.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32.13
Bedford 13527	\$ 0.02	\$ 0.08	\$ 0.04	\$ 0.37	\$ 4.80	\$ 5.78	\$ 0.41	\$ 0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.49
Newington-Dover 11238 L, M, O	\$ 0.39	\$ 1.20	\$ 6.77	\$ 7.83	\$ 10.65	\$ 23.31	\$ 20.08	\$ 12.97	\$ 25.26	\$ 10.67	\$ 3.44	\$ (0.00)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122.58
<b>Sub-Total</b>	<b>\$ 7.87</b>	<b>\$ 25.08</b>	<b>\$ 51.72</b>	<b>\$ 45.91</b>	<b>\$ 43.18</b>	<b>\$ 44.48</b>	<b>\$ 39.66</b>	<b>\$ 26.73</b>	<b>\$ 43.44</b>	<b>\$ 19.49</b>	<b>\$ 8.10</b>	<b>\$ 1.02</b>	<b>\$ 0.98</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 357.64</b>

Federally Earmarked funds used on New-Dov 11237L \$ 41.40

**Sub Total** \$ 399.04

**Capital Program Projects Funded Under HB391 Authorization**

Project	Actual Expenditures										Anticipated Expenditures							Total
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	
Hooksett ORT 15803	\$ -	\$ -	\$ 0.10	\$ 1.20	\$ 1.99	\$ 15.71	\$ 2.80	\$ 0.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22.00
Hampton-North Hampton 15678	\$ -	\$ 0.16	\$ 11.71	\$ 4.27	\$ 0.22	\$ 0.17	\$ 0.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.84
Portsmouth 15760	\$ -	\$ -	\$ 0.00	\$ 0.14	\$ 0.68	\$ 2.03	\$ 0.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.95
Seabrook 15769	\$ -	\$ -	\$ 0.02	\$ 0.03	\$ 0.11	\$ 2.27	\$ 1.00	\$ 0.10	\$ 0.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.56
<b>Sub-Total</b>	<b>\$ -</b>	<b>\$ 0.16</b>	<b>\$ 11.83</b>	<b>\$ 5.65</b>	<b>\$ 3.00</b>	<b>\$ 20.18</b>	<b>\$ 4.22</b>	<b>\$ 0.30</b>	<b>\$ 0.01</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 45.34</b>

**Capital Program Projects Approved Under TYP 2015-2024**

Project	Actual Expenditures										Anticipated Expenditures							Total
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	
Bow-Concord 13742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.00	\$ 1.00	\$ 2.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.00
Bedford-Merrimack 16100	\$ -	\$ -	\$ -	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	\$ 0.01	\$ 0.04	\$ 2.27	\$ 6.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8.60
Dover-Rochester 29440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.80	\$ 0.80	\$ -	\$ 11.60	\$ 13.20	\$ -	\$ -	\$ 26.40
Manchester 16099	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.70	\$ 1.00	\$ 1.70	\$ 1.00	\$ -	\$ -	\$ 2.00	\$ 4.00	\$ -	\$ -	\$ 10.40
Merrimack 29306	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.45
Nashua-Bedford 13761	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.10	\$ 3.10	\$ -	\$ 1.50	\$ 1.80	\$ 4.50	\$ 4.00	\$ 18.00	\$ 20.00	\$ 18.00	\$ 71.00
Nashua-Bedford 29408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.06	\$ 2.14	\$ 1.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.10
Newington-Dover 11238 Q, S & U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.40	\$ 13.02	\$ 19.28	\$ 27.05	\$ 21.47	\$ 2.88	\$ -	\$ -	\$ 95.11
Newington-Dover 11238 Q	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.40	\$ 13.02	\$ 13.02	\$ 13.02	\$ 7.59	\$ -	\$ -	\$ -	\$ 58.05
Newington-Dover 11238 S	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.71	\$ 11.21	\$ 11.21	\$ 2.88	\$ -	\$ -	\$ 31.00
Newington-Dover 11238 U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.55	\$ 2.83	\$ 2.67	\$ -	\$ -	\$ -	\$ 6.05
<b>Sub-Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.02</b>	<b>\$ 0.02</b>	<b>\$ 0.01</b>	<b>\$ 0.01</b>	<b>\$ 2.32</b>	<b>\$ 7.28</b>	<b>\$ 19.27</b>	<b>\$ 22.55</b>	<b>\$ 21.88</b>	<b>\$ 31.55</b>	<b>\$ 37.07</b>	<b>\$ 36.08</b>	<b>\$ 24.00</b>	<b>\$ 18.00</b>	<b>\$ 220.06</b>
<b>Capital Program 2008-2017, HB391 &amp; 2015-2024 Total</b>	<b>\$ 7.87</b>	<b>\$ 25.24</b>	<b>\$ 63.55</b>	<b>\$ 51.58</b>	<b>\$ 46.19</b>	<b>\$ 64.67</b>	<b>\$ 43.88</b>	<b>\$ 29.35</b>	<b>\$ 50.73</b>	<b>\$ 38.76</b>	<b>\$ 30.65</b>	<b>\$ 22.90</b>	<b>\$ 32.53</b>	<b>\$ 37.07</b>	<b>\$ 36.08</b>	<b>\$ 24.00</b>	<b>\$ 18.00</b>	<b>\$ 664.44</b>

**Ancillary Projects Within Capital Program**

Dover-Rochester-Somersworth 40599	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.00	\$ -	\$ 2.00
Hudson 28340 (Bensons Remediation)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.09
Manchester 10622 (Exit 5 Granite Street Interchange)	\$ 1.68	\$ 0.08	\$ 0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.98
Manchester 14048 (Black Brook Bridges)	\$ 0.06	\$ 0.02	\$ 0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.10
COAST 68069 (Transit Support for New-Dover 11238 Mitigation)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.60	\$ 0.14	\$ 0.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.86
Dover Park'n'Ride 14287A	\$ 0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.52
Rochester 20254 (Park and Ride Exit 13)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.13	\$ 0.25	\$ 0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.40
Manchester 11512-N (MAAR Widening at Toll Plaza)	\$ 0.68	\$ -	\$ 0.91	\$ 0.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.02
Seabrook-Portsmouth 11151F ITS (match funds)	\$ -	\$ -	\$ 0.08	\$ -	\$ -	\$ 0.60	\$ 0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.73
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, S)	\$ -	\$ -	\$ 0.69	\$ 0.45	\$ 0.71	\$ 0.47	\$ 0.23	\$ 0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.85
Statewide Toll Svcs 25224, 25226 (Jacobs, Stantec)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 5.50
Manchester to Concord 14510Z	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.64	\$ 0.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.87
Nashua 15929 DMV/EZPass WIC	\$ -	\$ -	\$ -	\$ 0.25	\$ -	\$ 0.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.36
Hooksett 15970 Welcome Center Redevelopment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.03	\$ 0.39	\$ 0.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.65
Toll Collection Systemwide Upgrade (Xerox) 16498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.22	\$ 3.76	\$ 1.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.35
Toll Collection System - Hooksett15803B ORT Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.69	\$ 0.40	\$ 0.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.35
<b>Sub-Total</b>	<b>\$ 3.08</b>	<b>\$ 0.87</b>	<b>\$ 2.88</b>	<b>\$ 1.17</b>	<b>\$ 0.71</b>	<b>\$ 5.49</b>	<b>\$ 5.95</b>	<b>\$ 2.89</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 0.50</b>	<b>\$ 2.50</b>	<b>\$ 0.50</b>	<b>\$ 29.54</b>

**Total** \$ 10.95 \$ 26.11 \$ 66.42 \$ 52.75 \$ 46.90 \$ 70.17 \$ 49.84 \$ 32.23 \$ 51.23 \$ 39.26 \$ 31.15 \$ 23.40 \$ 33.03 \$ 37.57 \$ 36.58 \$ 26.50 \$ 18.50 \$ 693.98



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

**Project Dates**

**Ad Information**

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

**Other Dates**

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

**Last Approved Estimate**

**Dated** 06/19/2014  
**Type** Modified Project Agreement Estimate

**Days to Approve**

**Routees** 3 days  
**Project Finance** 0 days  
**FHWA** ---

**Project Details**

<b>Estimate Type</b>	Modified Project Agreement Estimate	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Highway Design	<b>Work Zone</b>	Not Specified
<b>Relationship</b>	Parent	<b>Is Reg. Sig.</b>	No
<b>Parent</b>	---	<b>Project Status</b>	Planned
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Dover, Newington		
<b>Team List</b>	Charles Blackman; Jarrett Roseboom; Peter Salo; Wendy Johnson		
<b>Accounting Units</b>	3025:HIGHWAY DESIGN BUREAU; 3054:CONSOLIDATED FEDERAL; 7514:SPAULDING TPK - US4 - NH16		
<b>Work Series</b>	100,200,300		
<b>Bridges</b>	006502000002300 Dover - 200/023, 006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025, 018501030012400 Newington - 103/124		
<b>Alternate References</b>	NH036,None Provided		
<b>Advertises With</b>	---		
<b>Investment</b>	Modification 40%; Expansion 60%;		



## 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 is the first estimate in ProMIS which attempts to duplicate the last estimate in STYP-RMS. The previous estimate software allowed the use of negative entries, which were not carried forward in ProMIS. PE as shown in STYP-RMS for SFY 2004 was -\$1,600,000, which is now reflected in reducing SFY 2003 by \$1,600,000 (from \$2,100,000 to \$500,000). ROW in STYP-RMS was -\$200,000 in SFY 2002 and -\$40,000 in SFY 2004, which is now reflected in reducing SFY 2001 by \$240,000 (from \$250,000 to \$10,000). ROW charges are revised to match the STYP-RMS breakout for Acquisitions (\$8,500,000) and Incidentals (\$238,000).

This estimate reallocates PE funds in the amount of \$8,855.20 from the State of NH & Future Consultant (Final Design)(from \$468,094.57 to \$459,239.37) to McFarland Johnson for a Northern Long-Eared Bat Survey.

This estimate moves Construction funds in the amount of \$308,000.00 from SFY 2015 (from \$308,000.00 to \$0) to SFY 2016 (from \$80,000.00 to \$388,000.00).

The overall Grand Total remains unchanged at \$33,298,293.00 from the previously approved estimate.

## Funding Instructions

### PE

- Haz Mat for "M" proj to ATC was auth by agree #40006666 for Tech Assist by #A1054 (\$1,553.64), #A1056 (\$6,619.03), #A1066 (\$23,833.69), & for UST Assist by #A1078 (\$30,086.68), #4003933 #A1302 (\$2,992.85), #A1303 (\$24,689.82)
- Sed. Manag Plan for "M" Auth in the amount of \$3,709.16 to ATC
- Seacoast Commuter Options software Authorized in the amount of \$70,000 to Trapeze Software Inc. (Vendor #210634 R001)
- DCS for \$19,125
- \$1,860,046 for M&N gas work PE is under DOT
- \$9,130 for Northern Test Boring, Inc.
- PE for VHB for General Sullivan Bridge \$600,000
- Prop. Woodbury Ave Br. #114/107 replaces Br. #112/107, shown in the Roadway PE total
- Shattuck Way Br. widening Br. #103/124
- Prop. SB NH 16 Br. # 201/024 replaces Br. #201/025
- Rehab NB NH 16 Br. #201/025 replaces Br. #201/024
- Rehab Gen. Sul. Br. #200/023
- Prop. US 4 Br. #182/036 replaces Br. #181/039
- \$8,855.20 for Mcfarland and Johnson for Northern Long-Eared Bat survey

### Const of \$468,000 as:

- Lee P'n'R \$68,000
- TDM \$160,000 Initial
- TDM \$80,000 \* 3 years = \$240,000

<b>Project Total</b>				
<b>PE</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>	<b>Indirect Dollars</b>
<b>TPK *</b>				
1997	\$300,000.00	\$300,000.00	\$0.00	\$0.00
1999	\$500,000.00	\$500,000.00	\$0.00	\$0.00
2003	\$500,000.00	\$2,100,000.00	\$(1,600,000.00)	\$0.00
2005	\$900,000.00	\$900,000.00	\$0.00	\$0.00
2006	\$800,000.00	\$800,000.00	\$0.00	\$0.00
2007	\$600,000.00	\$600,000.00	\$0.00	\$0.00
2009	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2010	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2011	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2012	\$5,582,732.76	\$5,582,732.76	\$0.00	\$0.00
2013	\$2,976,267.24	\$2,976,267.24	\$0.00	\$0.00
2014	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00
2015	\$733,293.00	\$733,293.00	\$0.00	\$0.00
<b>Subtotal</b>	<b>\$24,092,293.00</b>	<b>\$25,692,293.00</b>	<b>\$(1,600,000.00)</b>	<b>\$0.00</b>
<b>ROW</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>	<b>Indirect Dollars</b>
<b>TPK *</b>				
1997	\$30,000.00	\$30,000.00	\$0.00	\$0.00
2001	\$10,000.00	\$250,000.00	\$(240,000.00)	\$0.00
2006	\$40,000.00	\$40,000.00	\$0.00	\$0.00
2009	\$100,000.00	\$100,000.00	\$0.00	\$0.00
2010	\$3,500,000.00	\$3,500,000.00	\$0.00	\$0.00
2011	\$3,600,000.00	\$3,600,000.00	\$0.00	\$0.00
2013	\$250,000.00	\$250,000.00	\$0.00	\$0.00
2014	\$1,183,000.00	\$1,183,000.00	\$0.00	\$0.00
2015	\$25,000.00	\$25,000.00	\$0.00	\$0.00
<b>Subtotal</b>	<b>\$8,738,000.00</b>	<b>\$8,978,000.00</b>	<b>\$(240,000.00)</b>	<b>\$0.00</b>
<b>Construction</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>	<b>Indirect Dollars</b>
<b>TPK *</b>				
2015	\$0.00	\$308,000.00	\$(308,000.00)	\$0.00
2016	\$388,000.00	\$80,000.00	\$308,000.00	\$0.00
2017	\$80,000.00	\$80,000.00	\$0.00	\$0.00
<b>Subtotal</b>	<b>\$468,000.00</b>	<b>\$468,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$33,298,293.00</b>	<b>\$35,138,293.00</b>	<b>\$(1,840,000.00)</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.

<b>Vendors</b>				
<b>ATC Associates Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service) 11238L	PE	\$13,164.80	\$13,164.80	\$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service Technical Assistance) 11238M	PE	\$59,689.03	\$59,689.03	\$0.00
N/A; N/A; ATC Associates (Marine Sediment Sampling & Testing)	PE	\$60,935.00	\$60,935.00	\$0.00
N/A; N/A; ATC Associates, Inc. (Sediment Management Plan) 11238M	PE	\$3,709.16	\$3,709.16	\$0.00
	<b>Sub Total</b>	<b>\$137,497.99</b>	<b>\$137,497.99</b>	<b>\$0.00</b>
<b>Cardno ATC</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service UST Assistance) 11238M	PE	\$30,086.68	\$30,086.68	\$0.00
	<b>Sub Total</b>	<b>\$30,086.68</b>	<b>\$30,086.68</b>	<b>\$0.00</b>
<b>City Of Dover</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Dover Community Services water/sewer	PE	\$19,125.00	\$19,125.00	\$0.00
N/A; N/A; City of Dover water and sewer final design	PE	\$133,293.00	\$133,293.00	\$0.00
	<b>Sub Total</b>	<b>\$152,418.00</b>	<b>\$152,418.00</b>	<b>\$0.00</b>
<b>City Of Portsmouth</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; City of Portsmouth (Water)	PE	\$10,312.50	\$10,312.50	\$0.00
	<b>Sub Total</b>	<b>\$10,312.50</b>	<b>\$10,312.50</b>	<b>\$0.00</b>
<b>Concord Aviation Services</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Concord Aviation Services	PE	\$200.00	\$200.00	\$0.00
	<b>Sub Total</b>	<b>\$200.00</b>	<b>\$200.00</b>	<b>\$0.00</b>
<b>Fay Spofford &amp; Thorndike Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Fay, Spofford, & Thorndike (Perm. Message Board Contract)	PE	\$26,828.07	\$26,828.07	\$0.00
N/A; N/A; Fay, Spofford, & Thorndike (Incident Management)	PE	\$64,768.07	\$64,768.07	\$0.00
	<b>Sub Total</b>	<b>\$91,596.14</b>	<b>\$91,596.14</b>	<b>\$0.00</b>

<b>Greenman-Pedersen Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	PE	\$10,000.00	\$10,000.00	\$0.00
<b>Sub Total</b>		<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>
<b>GZA Geoenvironmental Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; GZA GeoEnvironmental, Inc. (Rock Core testing)	PE	\$6,695.00	\$6,695.00	\$0.00
<b>Sub Total</b>		<b>\$6,695.00</b>	<b>\$6,695.00</b>	<b>\$0.00</b>
<b>Kta-Tator Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; KTA -Tator, Inc. (Bridge Painting Consulting and Inspection) under Statewide 14936	PE	\$10,000.00	\$10,000.00	\$0.00
<b>Sub Total</b>		<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>
<b>Mcfarland-Johnson Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; MJ (Northern Long-Eared Bat survey)	PE	\$8,855.20		\$8,855.20
<b>Sub Total</b>		<b>\$8,855.20</b>		<b>\$8,855.20</b>
<b>New Hampshire Boring Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; NH Borings, Inc. (Groundwater Monitoring Wells)	PE	\$13,215.00	\$13,215.00	\$0.00
N/A; N/A; NH Borings, Inc. (Geotechnical Investigations)	PE	\$71,070.00	\$71,070.00	\$0.00
<b>Sub Total</b>		<b>\$84,285.00</b>	<b>\$84,285.00</b>	<b>\$0.00</b>
<b>NHDOT</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; PE for 11238S	PE	\$600,000.00	\$600,000.00	\$0.00
(M&N) Final Design; N/A; (M&N) Final Design	PE	\$1,810,046.00	\$1,810,046.00	\$0.00
(M&N) Preliminary Engineering; N/A; (M&N) Preliminary Engineering	PE	\$50,000.00	\$50,000.00	\$0.00
N/A; N/A; State of NH & Future Consultant (Final Design)	PE	\$459,239.37	\$468,094.57	\$(8,855.20)
N/A; N/A; State of NH (Prelim. Design)	PE	\$673,622.78	\$673,622.78	\$0.00
N/A; N/A; State of NH (Final Design)	PE	\$1,704,185.81	\$1,704,185.81	\$0.00
N/A; N/A; Acquisitions	ROW	\$25,000.00	\$25,000.00	\$0.00
N/A; N/A; Acquisitions	ROW	\$1,375,000.00	\$1,433,000.00	\$(58,000.00)

N/A; N/A; Acquisitions of Mitigation Commitments (Newington) (Hislop and Saba Properties)	ROW	\$3,600,000.00	\$3,600,000.00	\$0.00
N/A; N/A; Acquisitions (Tuttle, Day & Knight Property Preservations)	ROW	\$3,500,000.00	\$3,500,000.00	\$0.00
N/A; N/A; Incidentals	ROW	\$238,000.00	\$180,000.00	\$58,000.00
N/A; N/A; Travel Demand Management (TDM) 2017	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2016	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2014	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2015	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2013	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Lee (Bus & Park'n'Ride Alternatives)	Construction	\$68,000.00	\$68,000.00	\$0.00
	<b>Sub Total</b>	<b>\$14,503,093.96</b>	<b>\$14,511,949.16</b>	<b>\$-8,855.20</b>
<b>Northern Test Boring Inc</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Northern Test Boring - borings for route 4	PE	\$9,130.00	\$9,130.00	\$0.00
	<b>Sub Total</b>	<b>\$9,130.00</b>	<b>\$9,130.00</b>	<b>\$0.00</b>
<b>Preservation Co</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Preservation Company	PE	\$2,928.10	\$2,928.10	\$0.00
	<b>Sub Total</b>	<b>\$2,928.10</b>	<b>\$2,928.10</b>	<b>\$0.00</b>
<b>Public Service Co Of Nh</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; PSNH (Transmission)	PE	\$56,900.00	\$56,900.00	\$0.00
	<b>Sub Total</b>	<b>\$56,900.00</b>	<b>\$56,900.00</b>	<b>\$0.00</b>
<b>Rockingham Planning Commission</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Rockingham Planning Commission (Seacoast Model Update)	PE	\$90,000.00	\$90,000.00	\$0.00
	<b>Sub Total</b>	<b>\$90,000.00</b>	<b>\$90,000.00</b>	<b>\$0.00</b>
<b>Springfield Terminal Railway</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Pan Am Meetings	PE	\$652.00	\$652.00	\$0.00
	<b>Sub Total</b>	<b>\$652.00</b>	<b>\$652.00</b>	<b>\$0.00</b>
<b>TF Bernier Inc</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>

N/A; N/A; T. F. Bernier, Inc. (Survey) 16350	PE	\$2,355.46	\$2,355.46	\$0.00
N/A; N/A; T. F. Bernier, Inc. (Survey) 15343	PE	\$33,556.24	\$33,556.24	\$0.00
	<b>Sub Total</b>	<b>\$35,911.70</b>	<b>\$35,911.70</b>	<b>\$0.00</b>
<b>Trapeze Software Group Inc</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; 2 year Seacoast Commuter Options extension	PE	\$70,000.00	\$70,000.00	\$0.00
	<b>Sub Total</b>	<b>\$70,000.00</b>	<b>\$70,000.00</b>	<b>\$0.00</b>
<b>Vanasse Hangen Brustlin Inc</b>				
	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Vanasse Hangen Brustlin (Final Design)	PE	\$15,070,194.12	\$15,070,194.12	\$0.00
N/A; N/A; Vanasse Hangen Brustlin (Prelim. Design)	PE	\$2,912,576.08	\$2,912,576.08	\$0.00
N/A; N/A; Vanasse Hangen Brustlin (ITS/ Security Camera Assess.)	PE	\$4,960.53	\$4,960.53	\$0.00
	<b>Sub Total</b>	<b>\$17,987,730.73</b>	<b>\$17,987,730.73</b>	<b>\$0.00</b>
	<b>Grand Total</b>	<b>\$33,298,293.00</b>	<b>\$33,298,293.00</b>	<b>\$0.00</b>

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

Improvement Type		
Phase		
Federal IT		
Bridge NBI #	State Improvement Type	Amount
<b>PE</b>		
<b>(15) Preliminary Engineering</b>		
006502010002400	(15) Preliminary Engineering	\$493,000.00
006502000002300	(15) Preliminary Engineering	\$475,000.00
018501030012400	(15) Preliminary Engineering	\$110,000.00
006502010002500	(15) Preliminary Engineering	\$232,000.00
N/A	(15) Preliminary Engineering	\$1,666,267.24
N/A	(15) Preliminary Engineering	\$600,000.00
N/A	(15) Preliminary Engineering	\$1,000,000.00
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$500,000.00
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$5,582,732.76
N/A	(15) Preliminary Engineering	\$500,000.00
N/A	(15) Preliminary Engineering	\$3,400,000.00
N/A	(15) Preliminary Engineering	\$800,000.00
N/A	(15) Preliminary Engineering	\$733,293.00
N/A	(15) Preliminary Engineering	\$900,000.00
N/A	(15) Preliminary Engineering	\$300,000.00
<b>Fed. IT Subtotal:</b>		<b>\$24,092,293.00</b>
<b>Phase Subtotal:</b>		<b>\$24,092,293.00</b>
<b>ROW</b>		
<b>(16) Right of Way</b>		
N/A	(81) Right Of Way-Incidentals	\$238,000.00
N/A	(83) Right Of Way-Acquisitions	\$3,262,000.00
N/A	(83) Right Of Way-Acquisitions	\$100,000.00
N/A	(83) Right Of Way-Acquisitions	\$3,600,000.00
N/A	(83) Right Of Way-Acquisitions	\$25,000.00
N/A	(83) Right Of Way-Acquisitions	\$1,183,000.00
N/A	(83) Right Of Way-Acquisitions	\$250,000.00
N/A	(83) Right Of Way-Acquisitions	\$30,000.00
N/A	(83) Right Of Way-Acquisitions	\$10,000.00
N/A	(83) Right Of Way-Acquisitions	\$40,000.00
<b>Fed. IT Subtotal:</b>		<b>\$8,738,000.00</b>
<b>Phase Subtotal:</b>		<b>\$8,738,000.00</b>
<b>Construction</b>		
<b>(03) Road-Reconstruction, Added Capacity</b>		
N/A	(3) Road-Reconstruction, Added Capacity	\$80,000.00
N/A	(3) Road-Reconstruction, Added Capacity	\$388,000.00
<b>Fed. IT Subtotal:</b>		<b>\$468,000.00</b>
<b>Phase Subtotal:</b>		<b>\$468,000.00</b>



# PROJECT ESTIMATE

Estimate Dated:07/13/2015

<b>Grand Total:</b>	<b>\$33,298,293.00</b>
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Report Requested by: PMs and Project Finance.

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

**Net Change Obl. Adv Const**

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
PE	Preliminary Engineering	\$24,092,293.00	\$0.00
ROW	Right of Way	\$8,738,000.00	\$0.00

Report Requested by: FHWA and Project Finance.

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



**Funding Changes**

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
<b>PE</b>						
1997	\$300,000.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00
1999	\$500,000.00	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2003	\$500,000.00	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2005	\$900,000.00	\$900,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2006	\$800,000.00	\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2007	\$600,000.00	\$600,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2009	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2010	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2011	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2012	\$5,582,732.76	\$5,582,732.76	\$0.00	\$0.00	\$0.00	\$0.00
2013	\$2,976,267.24	\$2,976,267.24	\$0.00	\$0.00	\$0.00	\$0.00
2014	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2015	\$733,293.00	\$733,293.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$24,092,293.00</b>	<b>\$24,092,293.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>ROW</b>						
1997	\$30,000.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2001	\$10,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2006	\$40,000.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2009	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2010	\$3,500,000.00	\$3,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2011	\$3,600,000.00	\$3,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2013	\$250,000.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2014	\$1,183,000.00	\$1,183,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2015	\$25,000.00	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$8,738,000.00</b>	<b>\$8,738,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Construction</b>						
2016	\$388,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2017	\$80,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$468,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$33,298,293.00</b>	<b>\$32,830,293.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

**Change Authorization**

	Proposed Amount	Existing Amount	Change
<b>PE</b>			
Obligated Funds	\$24,092,293.00	\$0.00	\$24,092,293.00
	<u>\$24,092,293.00</u>	<u>\$0.00</u>	<u>\$24,092,293.00</u>
<b>ROW</b>			
Obligated Funds	\$8,738,000.00	\$0.00	\$8,738,000.00
	<u>\$8,738,000.00</u>	<u>\$0.00</u>	<u>\$8,738,000.00</u>
<b>Grand Total:</b>	<u><u>\$32,830,293.00</u></u>	<u><u>\$0.00</u></u>	<u><u>\$32,830,293.00</u></u>

Report Requested by Project Programming for FMIS Comparisons.  
 All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

**Fed. State Other Allocation**

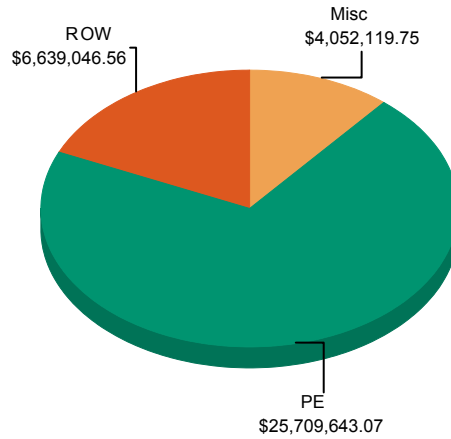
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>PE</b>						
Preliminary Engineering	0100	\$0.00	\$300,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$900,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$733,293.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$800,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$500,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$5,582,732.76	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$500,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$3,400,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$1,000,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$600,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$1,666,267.24	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$232,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$110,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$475,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$493,000.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$24,092,293.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>ROW</b>						
Right Of Way-Incidentals	0100	\$0.00	\$238,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$40,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$10,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$30,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$250,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$1,183,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$25,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$3,600,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Right Of Way-Acquisitions	0100	\$0.00	\$3,262,000.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$8,738,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>Construction</b>						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$388,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$80,000.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$468,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>

<b>Grand Total:</b>	<b>\$0.00</b>	<b>\$33,298,293.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
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Report Requested by: Project Finance.

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

## Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

### Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	PE	\$24,092,293.00	\$0.00	\$24,092,293.00
	ROW	\$8,738,000.00	\$0.00	\$8,738,000.00
	Construction	\$468,000.00	\$0.00	\$468,000.00
		<b>\$33,298,293.00</b>	<b>\$0.00</b>	<b>\$33,298,293.00</b>
<b>Grand Total:</b>		<b>\$33,298,293.00</b>	<b>\$0.00</b>	<b>\$33,298,293.00</b>

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

Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
<b>Preliminary Engineering</b>					
Preliminary Engineering	0100	\$24,092,293.00	\$0.00	\$0.00	\$0.00
		<b>\$24,092,293.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Right of Way</b>					
Right Of Way-Acquisitions	0100	\$8,500,000.00	\$0.00	\$0.00	\$0.00
Right Of Way-Incidentals	0100	\$238,000.00	\$0.00	\$0.00	\$0.00
		<b>\$8,738,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total</b>		<b>\$32,830,293.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

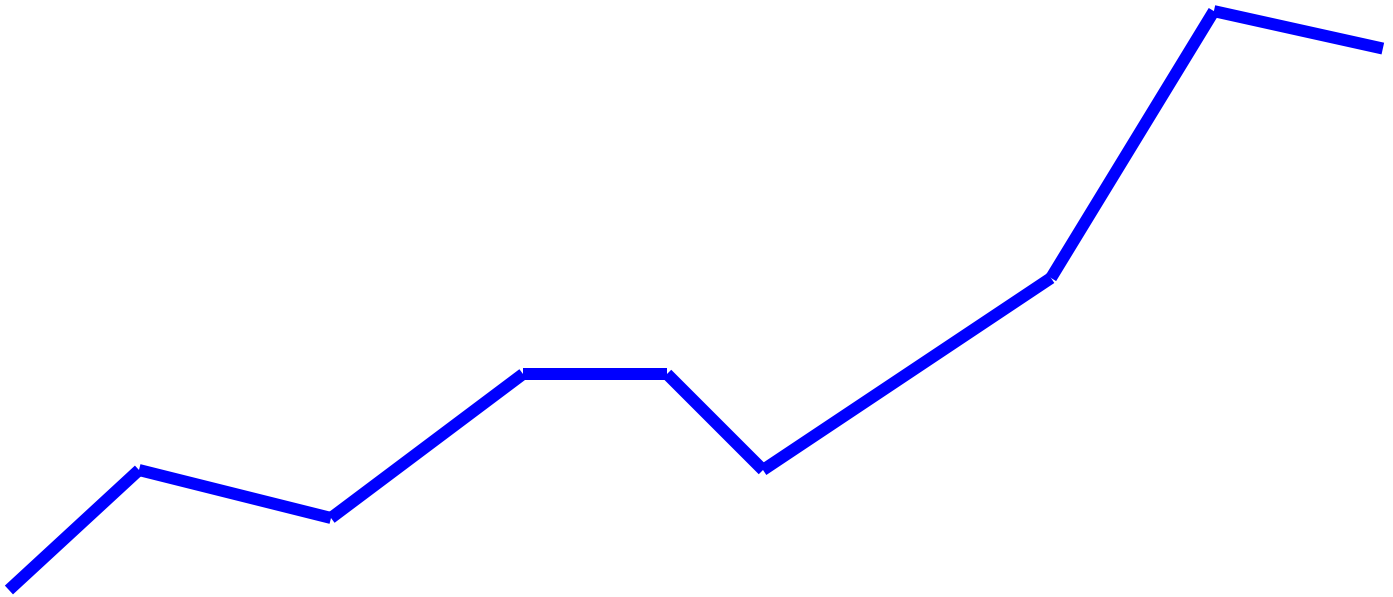
Report used for FMIS verification.  
 \* Includes all AC and Obligate costs including all matches.

Approval				
<u>Initial Review</u>				
Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Wendy Johnson	07/13/2015	
Turnpikes	David Smith	David Smith	07/10/2015	
	<b>Routed On</b> 07/10/2015	<b>By</b> Wendy Johnson		
	<b>Completed On</b> 07/13/2015			
<u>Project Finance</u>				
	<b>Work Started On</b> 07/13/2015	<b>By</b> Carisue Clancy		
	<b>Review Completed On</b> 07/13/2015	<b>By</b> ---		
<u>FHWA</u>				
	<b>Reviewed FHWA On</b> ---	<b>By</b> ---		
	<b>Recommended FHWA On</b> ---	<b>By</b> ---		
	<b>Authorized FHWA On</b> ---	<b>By</b> ---		



# Construction Cost Index

*New Hampshire Department of Transportation*



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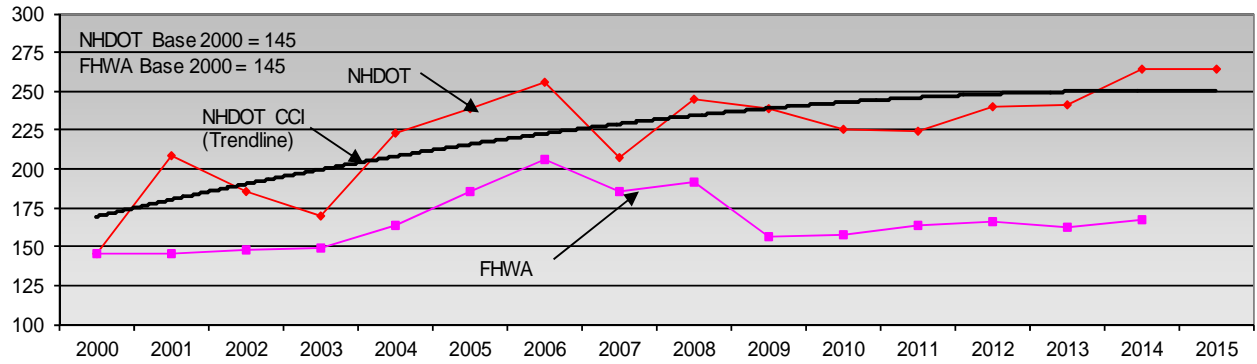
New Hampshire DOT Bureau of Construction  
2<sup>nd</sup> Quarter, 2015

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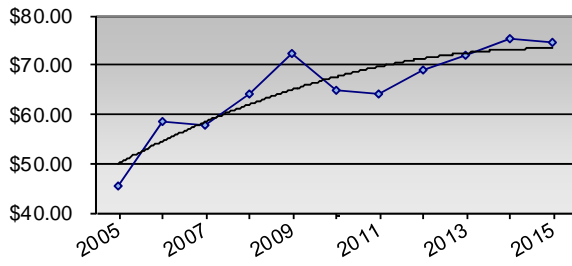


# Construction Cost Indices for the 1<sup>st</sup> Half of 2015

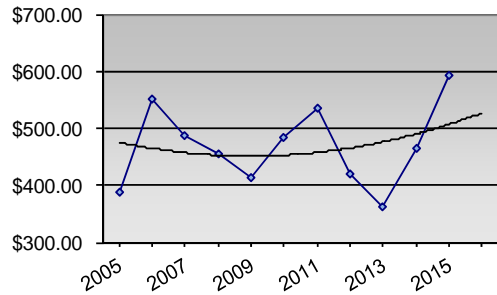
NHDOT Base 2000 = 145; FHWA Base 2000 = 145



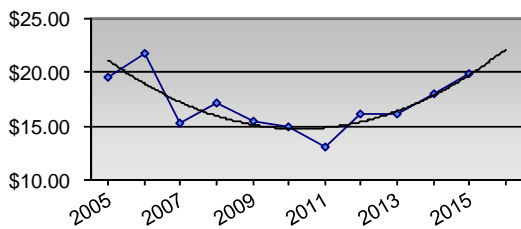
**Hot Mix Asphalt Unit Bid Price**



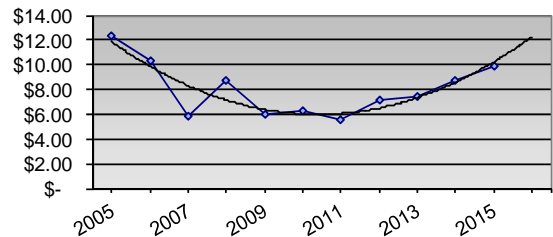
**Structural Concrete Unit Bid Price**



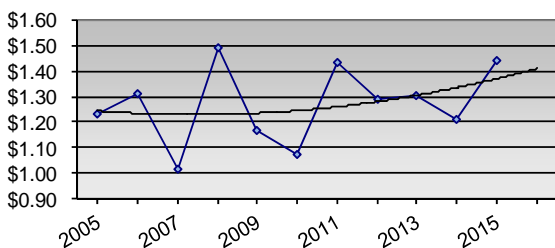
**Crushed Materials Unit Bid Prices**



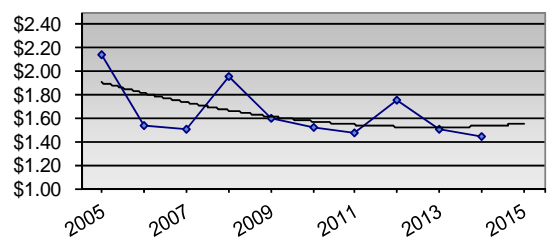
**Roadway Excavation Unit Bid Price**



**Rebar Unit Bid Price**



**Structural Steel Unit Bid Price**



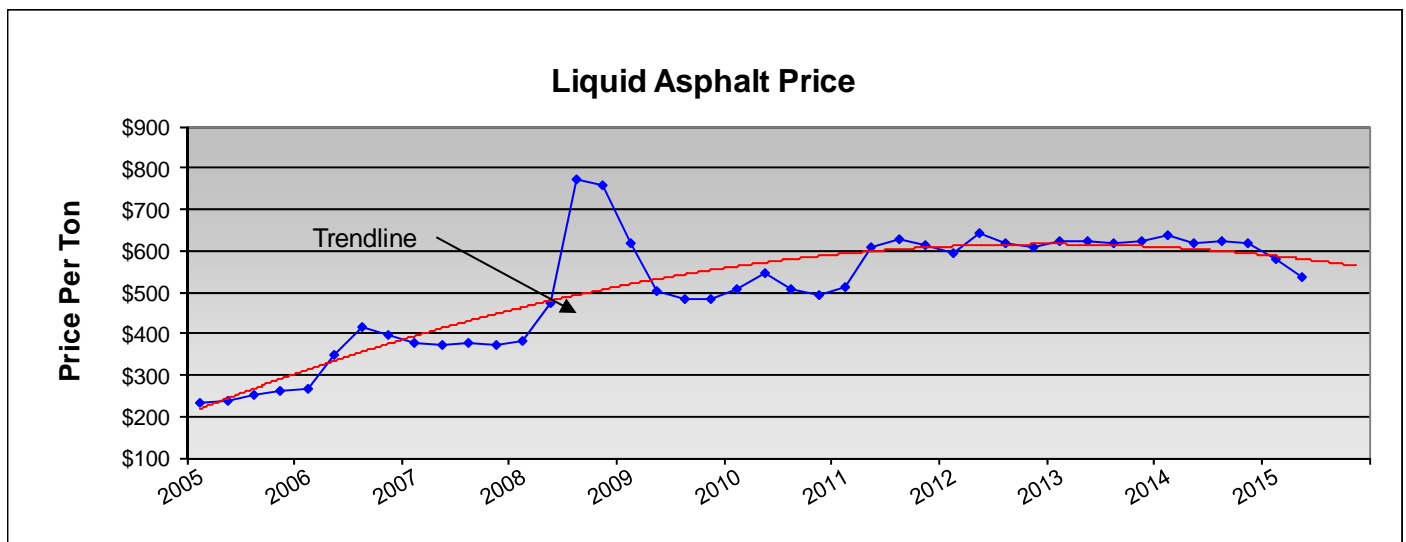
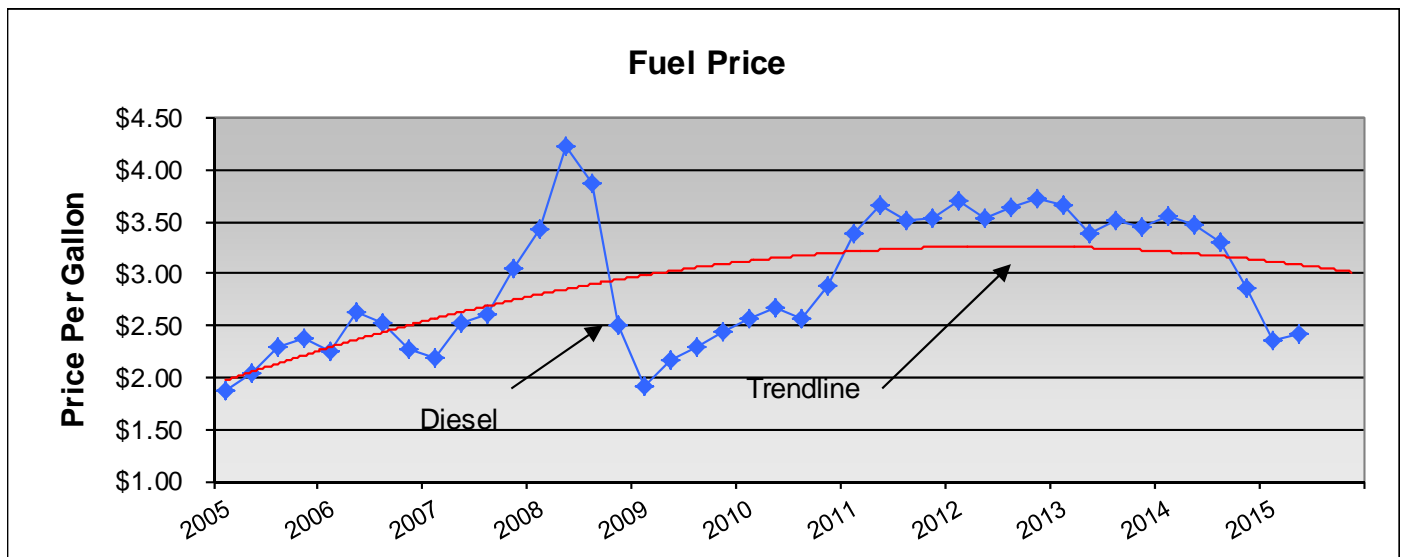


The Index has shown some minor growth for the first 2 quarters of 2015 and is currently at an all-time high with an index of 265 which is up 0.4% from the end of 2014. Fuel and Asphalt prices finished the 2<sup>nd</sup> quarter at \$2.33 and \$535.83 respectively. Fuel dipped to a price matching the 4th quarter of 2008 and then rebounded to \$2.33 but down 75 cents from a year ago. Liquid asphalt is down 12% from end of 2014. Out of the 6 material categories tracked, 4 finished the quarter up in price and 2 finished down. Crushed Material is up 8.9% and has been trending steadily upward since 2012 while Structural Concrete was up 27% in 2014 and up another 28% in 2015 as part of a rebound following a 3 year slide. Hot Mix Asphalt was down 1.3 % at \$74.55/ton. Roadway Excavation edged was up 2.0% to \$9.83 and has been rising steadily since 2011. No Structural Steel was awarded in 2015.

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

Hot Mix Asphalt	46%
Crushed Material	15%
Roadway Excavation	13%
Steel	12%
Concrete	10%
ReBar	4%

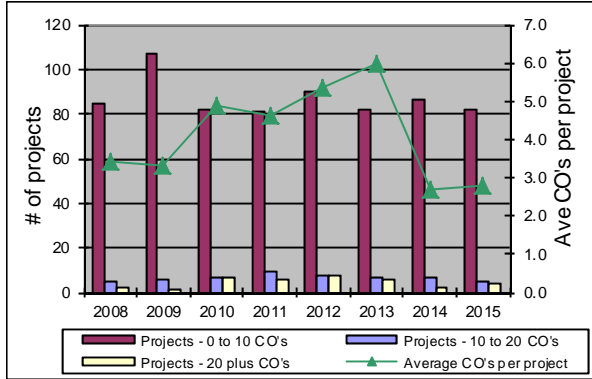
## NHDOT Fuel & Liquid Asphalt Prices



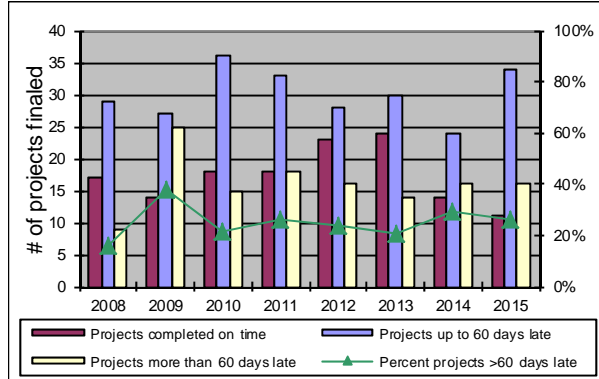
# Construction Bureau Performance Measures

Compiled by State Fiscal Year

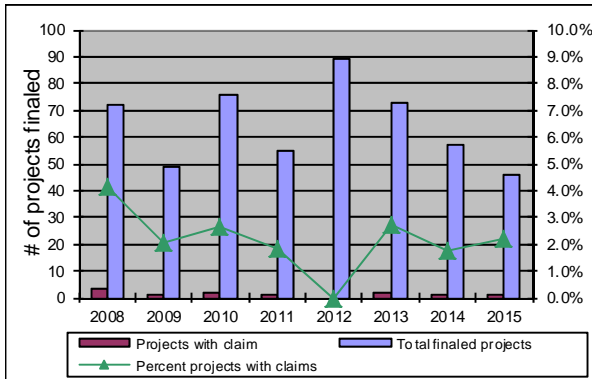
## CHANGE ORDERS



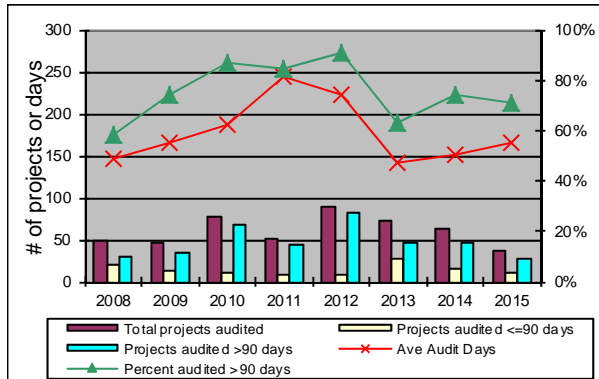
## CONTRACT DURATION



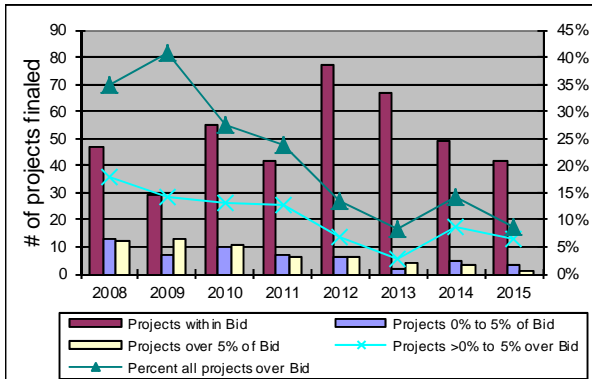
## CONTRACTOR CLAIMS



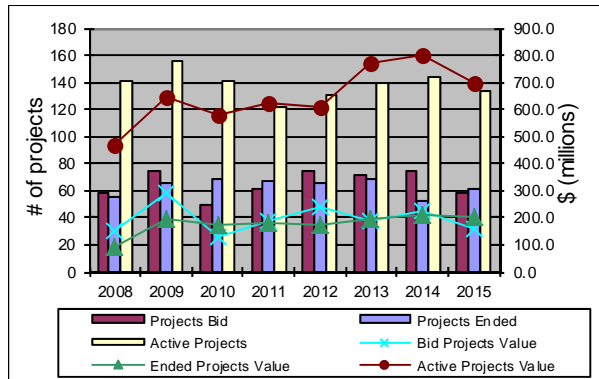
## PROJECT AUDIT



## BIDS vs. FINAL AMOUNTS



## PROJECT ACTIVITY







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

**New Hampshire Division**

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


July 16, 2015

In Reply Refer To:  
HDA-NH

**RECEIVED**  
**COMMISSIONERS OFFICE**

JUL 20 2015

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Mr. William Cass, P.E.   
Acting Commissioner  
N.H. Department of Transportation  
7 Hazen Drive  
Concord, N.H. 03302-0483

Subject: 2014 Financial Plan Approval, Federal Project NHS-027-1(37) Project #11238  
Spaulding Turnpike Improvements, Newington to Dover

Dear Mr. Cass:

We received the July 6, 2015 addendum to the 2014 Financial Plan Update for the Newington-Dover project.

Based on the information we received, we accept the 2014 Financial Plan Update and addendum. We look forward to receiving the 2015 Financial Plan Update in September 2015.

Sincerely,



Patrick A. Bauer  
Division Administrator

RECEIVED

JUL 23 2015

NHDOT  
Highway Design

CMW ✓ KAC ✓



LIMITATION BY DEMO-ID

		FY 2015	Cost Center	00	NH	Limit Code	Limit By Demo Id	Reference Date	CURRENT
Demo Id	Prog Code	Total Lim Amt	Pending Fed Funds	Obligated Balance	Unobligated Balance	Formula Limit	Brought Forward	Net Brought Forward	
NH037	HY10	0.01	0.00	0.00	0.01	0.00	0.01	0.01	
NH038	HY10	29,731.00	0.00	0.00	29,731.00	0.00	29,731.00	29,731.00	
NH038	LY10	475,497.20	0.00	0.00	475,497.20	0.00	475,497.20	475,497.20	
NH039	LY10	679,896.01	0.00	0.00	679,896.01	0.00	679,896.01	679,896.01	
NH040	HY10	45,774.56	0.00	0.00	45,774.56	0.00	45,774.56	45,774.56	
NH040	LY10	181,750.21	0.00	-2,400.00	184,150.21	0.00	181,750.21	181,750.21	
NH041	LY10	444,921.00	0.00	0.00	444,921.00	0.00	444,921.00	444,921.00	
NH042	LY10	0.03	0.00	0.00	0.03	0.00	0.03	0.03	
NH044	LY10	359,350.45	0.00	0.00	359,350.45	0.00	359,350.45	359,350.45	
NH045	LY10	100,567.80	0.00	100,567.80	0.00	0.00	100,567.80	100,567.80	
NH048	HY10	260,064.00	0.00	0.00	260,064.00	0.00	260,064.00	260,064.00	
NH048	LY10	1,107,784.00	0.00	0.00	1,107,784.00	0.00	1,107,784.00	1,107,784.00	

Note: Limitation and related apportioned or allocated funds may not reflect all transfers under SAFETEA-LU



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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

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
			<b>DEMO ID</b>	<b>NH001</b>	<b>TOTAL</b>	<b>11,700,000.00</b>	<b>11,700,000.00</b>	<b>11,700,000.00</b>	<b>.00</b>	<b>.00</b>
NH002	Franconia Notch (NH)									
	93 87	NA	NA	1260	00NH	14,119,200.00	14,119,200.00	14,119,200.00	.00	.00
			<b>DEMO ID</b>	<b>NH002</b>	<b>TOTAL</b>	<b>14,119,200.00</b>	<b>14,119,200.00</b>	<b>14,119,200.00</b>	<b>.00</b>	<b>.00</b>
NH003	Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge									
	100 202	NA	NA	3130	00NH	237,000.00	237,000.00			
	100 457	NA	NA	3130	00NH	3,763,000.00	3,763,000.00			
	101 164	NA	NA	3130	00NH	3,933,000.00	3,933,000.00			
			Program Code 3130 Total			7,933,000.00	7,933,000.00	7,933,000.00	.00	.00
	102 240	1003	(C)	3610	00NH	-27,694.00	-27,694.00			
	102 240	1003	(C)1	3610	00NH	-1,792.00	-1,792.00			
	102 240	1104	(B)8	3610	00NH	1,200,000.00	1,200,000.00			
			Program Code 3610 Total			1,170,514.00	1,170,514.00	1,170,514.00	.00	.00
	106 346	378	NA	45A0	00NH	11,973,600.00	11,973,600.00	11,970,500.00	3,100.00	3,100.00
	105 178	1602	355	Q920	00NH	8,378,453.26	8,378,453.26	8,378,453.26	.00	.00
	105 178	1602	355	Q930	00NH	4,446,564.74	4,446,564.74	4,446,564.74	.00	.00
			<b>DEMO ID</b>	<b>NH003</b>	<b>TOTAL</b>	<b>33,902,132.00</b>	<b>33,902,132.00</b>	<b>33,899,032.00</b>	<b>3,100.00</b>	<b>3,100.00</b>
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



U.S. DEPARTMENT OF TRANSPORTATION  
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AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	101 516	NA	NA	5190	00NH	1,700,000.00	1,700,000.00	1,700,000.00	.00	.00
	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
			<b>DEMO ID NH004</b>	<b>TOTAL</b>		<b>13,816,804.00</b>	<b>13,816,804.00</b>	<b>13,816,804.00</b>	<b>.00</b>	<b>.00</b>
NH005	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
			<b>DEMO ID NH005</b>	<b>TOTAL</b>		<b>1,950,857.00</b>	<b>1,950,857.00</b>	<b>1,950,857.00</b>	<b>.00</b>	<b>.00</b>
NH006	North Conway: Provide congestion relief on US-302 and NH Route 16									
			<b>DEMO ID NH006</b>	<b>TOTAL</b>					<b>.00</b>	<b>.00</b>
NH007	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
			<b>DEMO ID NH007</b>	<b>TOTAL</b>		<b>780,343.00</b>	<b>780,343.00</b>	<b>780,342.98</b>	<b>.02</b>	<b>.02</b>
NH008	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			

U.S. DEPARTMENT OF TRANSPORTATION  
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FISCAL MANAGEMENT INFORMATION SYSTEM

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET	TOTAL AUTHO FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	102 240	1106	(A)38	3650	00NH	7,800,000.00	7,800,000.00			
			Program Code 3650 Total			7,608,343.00	7,608,343.00	7,608,343.00	.00	.00
			<b>DEMO ID NH008</b>	<b>TOTAL</b>		<b>7,608,343.00</b>	<b>7,608,343.00</b>	<b>7,608,343.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH009</b>	<b>TOTAL</b>		<b>16,407,928.00</b>	<b>16,407,928.00</b>	<b>16,407,928.00</b>	<b>.00</b>	<b>.00</b>
NH010	Wetlands mitigation package for SR-101/51									
	102 240	1003	(C)	3650	00NH	-230,779.00	-230,779.00			
	102 240	1003	(C)1	3650	00NH	-14,935.00	-14,935.00			
	102 240	1106	(A)48	3650	00NH	10,000,000.00	10,000,000.00			
			Program Code 3650 Total			9,754,286.00	9,754,286.00	9,754,286.36	-.36	-.36
	105 178	1602	1656	Q920	00NH	2,050,199.00	2,050,199.00	2,050,199.00	.00	.00
			<b>DEMO ID NH010</b>	<b>TOTAL</b>		<b>11,804,485.00</b>	<b>11,804,485.00</b>	<b>11,804,485.36</b>	<b>-.36</b>	<b>-.36</b>
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

U.S. DEPARTMENT OF TRANSPORTATION  
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AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	100 17	149	(C) & (D)	3090	00NH	2,328,214.00	2,328,214.00	2,328,214.00	.00	.00
			<b>DEMO ID NH011</b>	<b>TOTAL</b>		<b>6,208,572.00</b>	<b>6,208,572.00</b>	<b>6,208,572.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH012</b>	<b>TOTAL</b>		<b>1,830,827.00</b>	<b>1,830,827.00</b>	<b>1,830,827.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH013</b>	<b>TOTAL</b>		<b>2,087,104.00</b>	<b>2,087,104.00</b>	<b>2,087,104.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH014</b>	<b>TOTAL</b>		<b>10,799,421.00</b>	<b>10,799,421.00</b>	<b>10,799,421.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH015</b>	<b>TOTAL</b>		<b>3,778,517.00</b>	<b>3,778,517.00</b>	<b>3,778,517.00</b>	<b>.00</b>	<b>.00</b>
NH016	Construct Chestersfield Bridge									
	105 178	1602	1090	Q920	00NH	2,599,652.00	2,599,652.00	2,599,652.00	.00	.00

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

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AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET	TOTAL AUTHO FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
			<b>DEMO ID NH016</b>		<b>TOTAL</b>	<b>2,599,652.00</b>	<b>2,599,652.00</b>	<b>2,599,652.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH017</b>		<b>TOTAL</b>	<b>5,021,963.00</b>	<b>5,021,963.00</b>	<b>5,021,963.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH018</b>		<b>TOTAL</b>	<b>2,599,652.00</b>	<b>2,599,652.00</b>	<b>1,148,131.85</b>	<b>1,451,520.15</b>	<b>1,451,520.15</b>
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
			<b>DEMO ID NH019</b>		<b>TOTAL</b>	<b>1,691,414.00</b>	<b>1,691,414.00</b>	<b>1,691,414.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH020</b>		<b>TOTAL</b>	<b>666,314.00</b>	<b>666,314.00</b>	<b>666,314.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH021</b>		<b>TOTAL</b>	<b>5,125,498.00</b>	<b>5,125,498.00</b>	<b>5,125,498.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID NH022</b>		<b>TOTAL</b>	<b>7,948,000.00</b>	<b>7,948,000.00</b>	<b>7,903,968.00</b>	<b>44,032.00</b>	<b>44,032.00</b>
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
			<b>DEMO ID</b>		<b>TOTAL</b>					

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
<b>NH023</b>						<b>1,000,000.00</b>	<b>1,000,000.00</b>	<b>1,000,000.00</b>	<b>.00</b>	<b>.00</b>
NH024	Chocorua Village Transportation Improvement Project (NH)									
	108 199	115		H170	00NH	500,000.00	499,057.50	499,057.50	942.50	.00
			<b>DEMO ID</b>	<b>NH024</b>	<b>TOTAL</b>	<b>500,000.00</b>	<b>499,057.50</b>	<b>499,057.50</b>	<b>942.50</b>	<b>.00</b>
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
			<b>DEMO ID</b>	<b>NH025</b>	<b>TOTAL</b>	<b>7,000,000.00</b>	<b>7,000,000.00</b>	<b>7,000,000.00</b>	<b>.00</b>	<b>.00</b>
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
			<b>DEMO ID</b>	<b>NH026</b>	<b>TOTAL</b>	<b>500,000.00</b>	<b>500,000.00</b>	<b>500,000.00</b>	<b>.00</b>	<b>.00</b>
NH027	Town of Dublin, New Hampshire Traffic Calming Project									
	108 199	115		H170	00NH	300,000.00	300,000.00	297,204.37	2,795.63	2,795.63
			<b>DEMO ID</b>	<b>NH027</b>	<b>TOTAL</b>	<b>300,000.00</b>	<b>300,000.00</b>	<b>297,204.37</b>	<b>2,795.63</b>	<b>2,795.63</b>
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
			<b>DEMO ID</b>	<b>NH028</b>	<b>TOTAL</b>	<b>200,000.00</b>	<b>190,883.48</b>	<b>190,883.48</b>	<b>9,116.52</b>	<b>.00</b>
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
			<b>DEMO ID</b>	<b>NH029</b>	<b>TOTAL</b>	<b>1,000,000.00</b>	<b>983,926.00</b>	<b>983,926.00</b>	<b>16,074.00</b>	<b>.00</b>
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
			<b>DEMO ID</b>	<b>TOTAL</b>						

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET	TOTAL AUTHO FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
<b>NH030</b>						<b>750,000.00</b>	<b>737,946.00</b>	<b>737,946.00</b>	<b>12,054.00</b>	<b>.00</b>
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
			<b>DEMO ID NH031</b>	<b>TOTAL</b>		<b>4,000,000.00</b>	<b>3,935,712.00</b>	<b>3,935,712.00</b>	<b>64,288.00</b>	<b>.00</b>
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
			<b>DEMO ID NH032</b>	<b>TOTAL</b>		<b>750,000.00</b>	<b>737,946.00</b>	<b>737,946.00</b>	<b>12,054.00</b>	<b>.00</b>
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
			<b>DEMO ID NH033</b>	<b>TOTAL</b>		<b>1,000,000.00</b>	<b>983,928.00</b>	<b>983,928.00</b>	<b>16,072.00</b>	<b>.00</b>
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
			<b>DEMO ID NH034</b>	<b>TOTAL</b>		<b>150,000.00</b>	<b>147,589.00</b>	<b>147,589.00</b>	<b>2,411.00</b>	<b>.00</b>
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
			<b>DEMO ID NH035</b>	<b>TOTAL</b>		<b>150,000.00</b>	<b>147,589.00</b>	<b>147,589.00</b>	<b>2,411.00</b>	<b>.00</b>
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
			<b>DEMO ID NH036</b>	<b>TOTAL</b>		<b>5,500,000.00</b>	<b>5,411,605.00</b>	<b>5,411,605.00</b>	<b>88,395.00</b>	<b>.00</b>
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

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	109 59	1702	131	LY10	00NH	641,180.00	641,180.00	583,045.00	58,135.00	58,135.00
			<b>DEMO ID NH037</b>	<b>TOTAL</b>		<b>801,180.00</b>	<b>801,180.00</b>	<b>719,920.99</b>	<b>81,259.01</b>	<b>81,259.01</b>
NH038	Design and construction of intersection of Rte 101A and Rte 13 in Milford									
	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
			<b>DEMO ID NH038</b>	<b>TOTAL</b>		<b>801,180.00</b>	<b>801,180.00</b>	<b>214,692.80</b>	<b>586,487.20</b>	<b>586,487.20</b>
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
			<b>DEMO ID NH039</b>	<b>TOTAL</b>		<b>1,041,534.00</b>	<b>1,041,534.00</b>	<b>255,999.99</b>	<b>785,534.01</b>	<b>785,534.01</b>
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton									
	109 59	1702	731	HY10	00NH	112,000.00	112,000.00	50,038.44	61,961.56	61,961.56
	109 59	1702	731	LY10	00NH	448,826.00	448,826.00	223,980.79	224,845.21	224,845.21
			<b>DEMO ID NH040</b>	<b>TOTAL</b>		<b>560,826.00</b>	<b>560,826.00</b>	<b>274,019.23</b>	<b>286,806.77</b>	<b>286,806.77</b>
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
			<b>DEMO ID NH041</b>	<b>TOTAL</b>		<b>801,180.00</b>	<b>801,180.00</b>	<b>275,000.00</b>	<b>526,180.00</b>	<b>526,180.00</b>
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	408,130.97	40,695.03	40,695.03
			<b>DEMO ID NH042</b>	<b>TOTAL</b>		<b>560,826.00</b>	<b>560,826.00</b>	<b>503,943.97</b>	<b>56,882.03</b>	<b>56,882.03</b>

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH043	Reconstruction and Improvements to NH Route 110 in Berlin.									
	109 59	1702	1171	HY10	00NH	273,751.00	273,751.00	273,751.00	.00	.00
	109 59	1702	1171	L930	00NH	162,520.00	162,520.00	162,520.00	.00	.00
	109 59	1702	1171	LY10	00NH	1,166,089.00	1,166,089.00	1,166,089.00	.00	.00
	<b>DEMO ID NH043</b>				<b>TOTAL</b>	<b>1,602,360.00</b>	<b>1,602,360.00</b>	<b>1,602,360.00</b>	<b>.00</b>	<b>.00</b>
NH044	South Road Mitigation in Londonderry.									
	109 59	1702	1479	HY10	00NH	205,313.00	205,313.00	205,313.00	.00	.00
	109 59	1702	1479	L930	00NH	34,687.00	34,687.00	7,691.20	26,995.80	26,995.80
	109 59	1702	1479	LY10	00NH	961,770.00	961,770.00	515,216.55	446,553.45	446,553.45
	<b>DEMO ID NH044</b>				<b>TOTAL</b>	<b>1,201,770.00</b>	<b>1,201,770.00</b>	<b>728,220.75</b>	<b>473,549.25</b>	<b>473,549.25</b>
NH045	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord									
	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	583,045.00	58,135.00	58,135.00
	<b>DEMO ID NH045</b>				<b>TOTAL</b>	<b>801,180.00</b>	<b>801,180.00</b>	<b>719,921.00</b>	<b>81,259.00</b>	<b>81,259.00</b>
NH046	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.									
	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
	<b>DEMO ID NH046</b>				<b>TOTAL</b>	<b>1,602,360.00</b>	<b>1,602,360.00</b>	<b>1,439,840.00</b>	<b>162,520.00</b>	<b>162,520.00</b>
NH047	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont									
	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
	<b>DEMO ID NH047</b>				<b>TOTAL</b>	<b>400,590.00</b>	<b>400,590.00</b>	<b>359,959.00</b>	<b>40,631.00</b>	<b>40,631.00</b>



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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH048	Replacement of Ash Street and Pillsbury Road Bridge.									
	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
			<b>DEMO ID NH048</b>		<b>TOTAL</b>	<b>1,522,242.00</b>	<b>1,522,242.00</b>		<b>1,522,242.00</b>	<b>1,522,242.00</b>
NH049	Construct Pedestrian, Bicycle bridge in Keene.									
	109 59	1702	2409		HY10 00NH	128,000.00	128,000.00	109,500.00	18,500.00	18,500.00
	109 59	1702	2409		LY10 00NH	512,944.00	512,944.00	466,435.00	46,509.00	46,509.00
			<b>DEMO ID NH049</b>		<b>TOTAL</b>	<b>640,944.00</b>	<b>640,944.00</b>	<b>575,935.00</b>	<b>65,009.00</b>	<b>65,009.00</b>
NH050	Hampton Bridge Rehabilitation--Hampton, NH									
	109 59	1702	2616		HY10 00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	2616		LY10 00NH	961,770.00	961,770.00	874,567.00	87,203.00	87,203.00
			<b>DEMO ID NH050</b>		<b>TOTAL</b>	<b>1,201,770.00</b>	<b>1,201,770.00</b>	<b>1,079,880.00</b>	<b>121,890.00</b>	<b>121,890.00</b>
NH051	Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements									
	109 59	1702	3383		HY10 00NH	240,000.00	240,000.00	205,313.00	34,687.00	34,687.00
	109 59	1702	3383		LY10 00NH	961,770.00	961,770.00	874,567.00	87,203.00	87,203.00
			<b>DEMO ID NH051</b>		<b>TOTAL</b>	<b>1,201,770.00</b>	<b>1,201,770.00</b>	<b>1,079,880.00</b>	<b>121,890.00</b>	<b>121,890.00</b>
NH052	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements									
	109 59	1702	3389		HY10 00NH	304,000.00	304,000.00	260,064.00	43,936.00	43,936.00
	109 59	1702	3389		LY10 00NH	1,218,242.00	1,218,242.00	1,107,784.00	110,458.00	110,458.00
			<b>DEMO ID NH052</b>		<b>TOTAL</b>	<b>1,522,242.00</b>	<b>1,522,242.00</b>	<b>1,367,848.00</b>	<b>154,394.00</b>	<b>154,394.00</b>
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH									
	109 59	1702	4514		HY20 00NH	4,000,000.00	4,000,000.00	4,000,000.00	.00	.00

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET	TOTAL AUTHO FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	109 59	1702	4514		LY20 00NH	24,000,000.00	16,029,501.00	16,029,501.00	7,970,499.00	.00
			<b>DEMO ID NH053</b>	<b>TOTAL</b>		<b>28,000,000.00</b>	<b>20,029,501.00</b>	<b>20,029,501.00</b>	<b>7,970,499.00</b>	<b>.00</b>
NH054	I-93 water quality study project.									
	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	2,648,566.80	2,151,433.20	557,334.20
			<b>DEMO ID NH054</b>	<b>TOTAL</b>		<b>5,600,000.00</b>	<b>4,005,901.00</b>	<b>3,448,566.80</b>	<b>2,151,433.20</b>	<b>557,334.20</b>
NH055	Reconfiguration of Pelham Intersection to Improve Safety									
	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
			<b>DEMO ID NH055</b>	<b>TOTAL</b>		<b>2,800,000.00</b>	<b>2,002,950.00</b>	<b>2,002,950.00</b>	<b>797,050.00</b>	<b>.00</b>
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.									
	109 59	1702	4517		HY20 00NH	280,000.00	280,000.00	278,100.85	1,899.15	1,899.15
	109 59	1702	4517		LY20 00NH	1,680,000.00	1,122,065.00	922,926.05	757,073.95	199,138.95
			<b>DEMO ID NH056</b>	<b>TOTAL</b>		<b>1,960,000.00</b>	<b>1,402,065.00</b>	<b>1,201,026.90</b>	<b>758,973.10</b>	<b>201,038.10</b>
NH057	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.									
	109 59	1702	4518		HY20 00NH	400,000.00	400,000.00	400,000.00	.00	.00
	109 59	1702	4518		LY20 00NH	2,400,000.00	1,602,950.00	1,602,950.00	797,050.00	.00
			<b>DEMO ID NH057</b>	<b>TOTAL</b>		<b>2,800,000.00</b>	<b>2,002,950.00</b>	<b>2,002,950.00</b>	<b>797,050.00</b>	<b>.00</b>
NH058	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.									
	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	659,075.20	1,740,924.80	943,874.80
			<b>DEMO ID NH058</b>	<b>TOTAL</b>		<b>2,800,000.00</b>	<b>2,002,950.00</b>	<b>797,300.20</b>	<b>2,002,699.80</b>	<b>1,205,649.80</b>

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
NH059	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.									
	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
	<b>DEMO ID</b>		<b>NH059</b>	<b>TOTAL</b>		<b>3,640,000.00</b>	<b>2,603,835.00</b>		<b>3,640,000.00</b>	<b>2,603,835.00</b>
NH060	Improve Meredith Village Traffic Rotary									
	109 59	1702	4521		HY20 00NH	320,000.00	320,000.00	320,000.00	.00	.00
	109 59	1702	4521		LY20 00NH	1,920,000.00	1,282,360.00		1,920,000.00	1,282,360.00
	<b>DEMO ID</b>		<b>NH060</b>	<b>TOTAL</b>		<b>2,240,000.00</b>	<b>1,602,360.00</b>	<b>320,000.00</b>	<b>1,920,000.00</b>	<b>1,282,360.00</b>
NH061	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke									
	109 59	1702	4522		HY20 00NH	280,000.00	280,000.00	280,000.00	.00	.00
	109 59	1702	4522		LY20 00NH	1,680,000.00	1,122,065.00	1,122,065.00	557,935.00	.00
	<b>DEMO ID</b>		<b>NH061</b>	<b>TOTAL</b>		<b>1,960,000.00</b>	<b>1,402,065.00</b>	<b>1,402,065.00</b>	<b>557,935.00</b>	<b>.00</b>
NH062	Reconstruction and improvements to NH Route 110 in Berlin.									
	109 59	1702	4523		HY20 00NH	720,000.00	720,000.00	720,000.00	.00	.00
	109 59	1702	4523		LY20 00NH	4,320,000.00	2,885,310.00	2,840,440.38	1,479,559.62	44,869.62
	<b>DEMO ID</b>		<b>NH062</b>	<b>TOTAL</b>		<b>5,040,000.00</b>	<b>3,605,310.00</b>	<b>3,560,440.38</b>	<b>1,479,559.62</b>	<b>44,869.62</b>
NH063	South Road Mitigation in Londonderry.									
	109 59	1702	4524		HY20 00NH	400,000.00	400,000.00		400,000.00	400,000.00
	109 59	1702	4524		LY20 00NH	2,400,000.00	1,602,950.00		2,400,000.00	1,602,950.00
	<b>DEMO ID</b>		<b>NH063</b>	<b>TOTAL</b>		<b>2,800,000.00</b>	<b>2,002,950.00</b>		<b>2,800,000.00</b>	<b>2,002,950.00</b>
NH064	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.									
	109 59	1702	4525		HY20 00NH	400,000.00	400,000.00	400,000.00	.00	.00

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET	TOTAL AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	109 59	1702	4525		LY20 00NH	2,400,000.00		1,602,950.00	1,602,950.00	797,050.00	.00
	<b>DEMO ID NH064</b>			<b>TOTAL</b>		<b>2,800,000.00</b>		<b>2,002,950.00</b>	<b>2,002,950.00</b>	<b>797,050.00</b>	<b>.00</b>
NH065	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont										
	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
	<b>DEMO ID NH065</b>			<b>TOTAL</b>		<b>1,400,000.00</b>		<b>1,001,475.00</b>	<b>1,001,475.00</b>	<b>398,525.00</b>	<b>.00</b>
NH066	Replacement of Ash Street and Pillsbury Road Bridge.										
	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
	<b>DEMO ID NH066</b>			<b>TOTAL</b>		<b>1,960,000.00</b>		<b>1,402,065.00</b>		<b>1,960,000.00</b>	<b>1,402,065.00</b>
NH067	Hampton Bridge Rehabilitation--Hampton.										
	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
	<b>DEMO ID NH067</b>			<b>TOTAL</b>		<b>4,200,000.00</b>		<b>3,004,425.00</b>	<b>3,004,425.00</b>	<b>1,195,575.00</b>	<b>.00</b>
NH068	Crystal Lake Mitigation, Manchester, NH										
	109 115	112			LY60 00NH	300,000.00		297,000.00	297,000.00	3,000.00	.00
	<b>DEMO ID NH068</b>			<b>TOTAL</b>		<b>300,000.00</b>		<b>297,000.00</b>	<b>297,000.00</b>	<b>3,000.00</b>	<b>.00</b>
NH069	Improvements to Alton Traffic Rotary, NH										
	109 115	112			LY60 00NH	250,000.00		247,500.00	189,774.51	60,225.49	57,725.49
	<b>DEMO ID NH069</b>			<b>TOTAL</b>		<b>250,000.00</b>		<b>247,500.00</b>	<b>189,774.51</b>	<b>60,225.49</b>	<b>57,725.49</b>
NH070	Little Bay Bridges/Spaulding Turnpike, NH										

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	109 115	112		LY60	00NH	2,500,000.00	2,475,000.00	2,475,000.00	25,000.00	.00
			<b>DEMO ID NH070</b>	<b>TOTAL</b>		<b>2,500,000.00</b>	<b>2,475,000.00</b>	<b>2,475,000.00</b>	<b>25,000.00</b>	<b>.00</b>
NH071	Meredith Village Improvement Project, NH									
	109 115	112		LY60	00NH	800,000.00	375,000.00	375,000.00	425,000.00	.00
			<b>DEMO ID NH071</b>	<b>TOTAL</b>		<b>800,000.00</b>	<b>375,000.00</b>	<b>375,000.00</b>	<b>425,000.00</b>	<b>.00</b>
NH072	New Hampshire Route 111A Intersection Safety Improvements, NH									
	109 115	112		LY60	00NH	750,000.00	742,500.00	742,500.00	7,500.00	.00
			<b>DEMO ID NH072</b>	<b>TOTAL</b>		<b>750,000.00</b>	<b>742,500.00</b>	<b>742,500.00</b>	<b>7,500.00</b>	<b>.00</b>
NH073	Rehabilitate Route 1(a) Bridge, Hampton, NH									
	109 115	112		LY60	00NH	850,000.00	841,500.00	841,500.00	8,500.00	.00
			<b>DEMO ID NH073</b>	<b>TOTAL</b>		<b>850,000.00</b>	<b>841,500.00</b>	<b>841,500.00</b>	<b>8,500.00</b>	<b>.00</b>
NH074	Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH									
	109 115	112		LY60	00NH	500,000.00	.00		500,000.00	.00
			<b>DEMO ID NH074</b>	<b>TOTAL</b>		<b>500,000.00</b>	<b>.00</b>		<b>500,000.00</b>	<b>.00</b>
NH075	South Road Mitigation, Londonderry, NH									
	109 115	112		LY60	00NH	250,000.00	.00		250,000.00	.00
			<b>DEMO ID NH075</b>	<b>TOTAL</b>		<b>250,000.00</b>	<b>.00</b>		<b>250,000.00</b>	<b>.00</b>
NH076	Sybiak Farm Mitigation, Derry, NH									
	109 115	112		LY60	00NH	300,000.00	297,000.00	297,000.00	3,000.00	.00
			<b>DEMO ID NH076</b>	<b>TOTAL</b>		<b>300,000.00</b>	<b>297,000.00</b>	<b>297,000.00</b>	<b>3,000.00</b>	<b>.00</b>
NH077	Chocorua Village Safety Improvement Project, Tamworth, NH									

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
AS OF SEPTEMBER 9, 2015

DEMO ID	PUBLIC LAW	SECTION	SUBSECTION	PROG CODE	COST CENTER	TOTAL BUDGET AUTHO	TOTAL FUNDS	OBLIGATIONS	UNOBLIGATED BUDGET AUTH	UNOBLIGATED FUNDS
	110 161	129		LY90	00NH	490,000.00	490,000.00	490,000.00	.00	.00
			<b>DEMO ID NH077</b>	<b>TOTAL</b>		<b>490,000.00</b>	<b>490,000.00</b>	<b>490,000.00</b>	<b>.00</b>	<b>.00</b>
NH078	Downtown Franklin Revitalization, Franklin, NH									
	110 161	129		LY90	00NH	784,000.00	784,000.00	784,000.00	.00	.00
			<b>DEMO ID NH078</b>	<b>TOTAL</b>		<b>784,000.00</b>	<b>784,000.00</b>	<b>784,000.00</b>	<b>.00</b>	<b>.00</b>
NH079	Granite Street Reconstruction Project, NH									
	110 161	129		LY90	00NH	1,666,000.00	1,666,000.00	1,666,000.00	.00	.00
			<b>DEMO ID NH079</b>	<b>TOTAL</b>		<b>1,666,000.00</b>	<b>1,666,000.00</b>	<b>1,666,000.00</b>	<b>.00</b>	<b>.00</b>
NH080	Little Bay Bridges/Spaulding Turnpike, NH									
	110 161	129		LY90	00NH	1,715,000.00	1,715,000.00	1,715,000.00	.00	.00
			<b>DEMO ID NH080</b>	<b>TOTAL</b>		<b>1,715,000.00</b>	<b>1,715,000.00</b>	<b>1,715,000.00</b>	<b>.00</b>	<b>.00</b>
NH081	Town of Tamworth, Chocorua Village Safety Project, NH									
	111 08	125		56A0	00NH	475,000.00	475,000.00	465,520.00	9,480.00	9,480.00
			<b>DEMO ID NH081</b>	<b>TOTAL</b>		<b>475,000.00</b>	<b>475,000.00</b>	<b>465,520.00</b>	<b>9,480.00</b>	<b>9,480.00</b>
NH082	Berwick Bridge, Somersworth, NH									
	111 117			56C0	00NH	499,915.00	499,915.00	499,915.00	.00	.00
			<b>DEMO ID NH082</b>	<b>TOTAL</b>		<b>499,915.00</b>	<b>499,915.00</b>	<b>499,915.00</b>	<b>.00</b>	<b>.00</b>
NH083	Broad Street Parkway/Nashua River Bridge Enhancements, NH									
	111 117			56C0	00NH	486,917.00	486,917.00	486,917.00	.00	.00
			<b>DEMO ID NH083</b>	<b>TOTAL</b>		<b>486,917.00</b>	<b>486,917.00</b>	<b>486,917.00</b>	<b>.00</b>	<b>.00</b>
NH084	Elm Street/Gas Light District Improvements, NH									

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

ALL DEMOS - UNOBLIGATED FUNDS BY DEMO ID AND STATE  
 AS OF SEPTEMBER 9, 2015

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	999,829.00	999,829.00	76,374.00	923,455.00	923,455.00
			<b>DEMO ID NH084</b>	<b>TOTAL</b>		<b>999,829.00</b>	<b>999,829.00</b>	<b>76,374.00</b>	<b>923,455.00</b>	<b>923,455.00</b>
NH085	Hutchins Street Reconstruction, Berlin, NH									
	111	117		56C0	00NH	779,067.00	779,067.00	80,069.00	698,998.00	698,998.00
			<b>DEMO ID NH085</b>	<b>TOTAL</b>		<b>779,067.00</b>	<b>779,067.00</b>	<b>80,069.00</b>	<b>698,998.00</b>	<b>698,998.00</b>
NH086	Lower Main Street Infrastructure Project, Claremont, NH									
	111	117		56C0	00NH	486,917.00	486,917.00	104,110.00	382,807.00	382,807.00
			<b>DEMO ID NH086</b>	<b>TOTAL</b>		<b>486,917.00</b>	<b>486,917.00</b>	<b>104,110.00</b>	<b>382,807.00</b>	<b>382,807.00</b>
NH087	Interstate 93 Quality Study, NH									
			<b>DEMO ID NH087</b>	<b>TOTAL</b>					<b>.00</b>	<b>.00</b>
NH999										
			<b>DEMO ID NH999</b>	<b>TOTAL</b>					<b>.00</b>	<b>.00</b>
			<b>STATE TOTAL</b>			<b>286,393,625.00</b>	<b>265,019,058.98</b>	<b>247,078,511.06</b>	<b>39,315,113.94</b>	<b>17,940,547.92</b>





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

**Project Dates**

**Ad Information**

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

**Other Dates**

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

**Last Approved Estimate**

**Dated** 09/22/2014  
**Type** Based on Bids (Rev. Project Agreement)

**Days to Approve**

**Routees** 0 days  
**Project Finance** ---  
**FHWA** ---

**Project Details**

<b>Estimate Type</b>	Based on Bids (Rev. Project Agreeeme	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Bridge Design	<b>Work Zone</b>	Significant
<b>Relationship</b>	Child	<b>Is Reg. Sig.</b>	No
<b>Parent</b>	11238	<b>Project Status</b>	Planned
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Dover, Newington		
<b>Team List</b>	Bob Landry; Charles Blackman; Peter Salo; Robert Juliano; Wendy Johnson		
<b>Accounting Units</b>	3025:HIGHWAY DESIGN BUREAU; 7514:SPAULDING TPK - US4 - NH16		
<b>Work Series</b>	200		
<b>Bridges</b>	---		
<b>Alternate References</b>	NH036, 053, 070, 080,None Provided		
<b>Advertises With</b>	---		
<b>Investment</b>	Preservation 60%; Modification 40%;		

## Project Description

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

## Project Scope

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

## Estimate Description

This estimate requests \$3,348,704.53 in Indirects for Construction Funds not previously applied to the federal portion of this project. The indirect costs are offset by reducing SFY 2012 TPK funds in the amount of \$3,348,704.53 (from \$12,375,769.15 to \$10,272,498.43).

This estimate also reallocates \$579.03 in Construction funds for electrical inspections performed by the Bureau of Public Works. This work is to be paid to the Intergovernmental account #10-01400-20910000-009 using TPK funds.

The project grand total remains unchanged at \$54,139,942.49.

## 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.

-\$579.03 for electrical inspections provided by the Bureau of Public Works paid to account #10-01400-20910000-009

-\$2,961,916.41 in Indirects

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

Project Total			
Construction	Proposed Amount	Existing Amount	Change
<b>EAR-NH036</b>			
2010	\$451,429.54	\$451,429.54	\$0.00
2011	\$4,470,550.59	\$4,470,550.59	\$0.00
<b>EAR-NH053</b>			
2011	\$22,760,796.59	\$22,760,796.59	\$0.00
<b>Ear-NH070</b>			
2011	\$2,250,000.00	\$2,250,000.00	\$0.00
<b>Ear-NH080</b>			
2011	\$1,559,090.91	\$1,559,090.91	\$0.00
<b>NON-PAR (other)</b>			
2010	\$439,027.00	\$439,027.00	\$0.00
<b>TCSP *</b>			
2011	\$2,020,909.09	\$2,020,909.09	\$0.00
<b>TPK *</b>			
2010	\$5,451,975.25	\$5,451,975.25	\$0.00
2011	\$17,807.00	\$17,807.00	\$0.00
2012	\$10,272,498.43	\$10,272,498.43	\$0.00
2013	\$4,445,279.06	\$4,445,279.06	\$0.00
2014	\$579.03	\$579.03	\$0.00
Subtotal	<b>\$54,139,942.49</b>	<b>\$54,139,942.49</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$54,139,942.49</b>	<b>\$54,139,942.49</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.  
 All dollars exclude indirect costs and represent values entered by project managers in the budget tab.

<b>Vendors</b>				
<b>ATC Associates</b>				
N/A; N/A; sediment management	Construction	\$14,087.83	\$14,087.83	\$0.00
<b>Sub Total</b>		<b>\$14,087.83</b>	<b>\$14,087.83</b>	<b>\$0.00</b>
<b>Bureau of Public Works</b>				
N/A; N/A; Electrical inspections 10-01400-20910000-009	Construction	\$579.03	\$579.03	\$0.00
<b>Sub Total</b>		<b>\$579.03</b>	<b>\$579.03</b>	<b>\$0.00</b>
<b>FairPoint</b>				
N/A; N/A; FairPoint Telephone, AT&T, Bayring Communications Non Participating	Construction	\$431,695.00	\$431,695.00	\$0.00
N/A; N/A; FairPoint Telephone Non Participating	Construction	\$7,332.60	\$7,332.60	\$0.00
<b>Sub Total</b>		<b>\$439,027.60</b>	<b>\$439,027.60</b>	<b>\$0.00</b>
<b>NHDOT</b>				
N/A; N/A; State of NH/ Signs, Signals, Pavement Markings - Force Account Work	Construction	\$2,000.00	\$2,000.00	\$0.00
N/A; N/A; Modifications to North Abut. General Sullivan Bridge	Construction	\$183,237.60	\$183,237.60	\$0.00
N/A; N/A; Pedestrian Access to General Sullivan Bridge	Construction	\$1,299,709.55	\$1,299,709.55	\$0.00
N/A; N/A; SB Little Bay Bridge	Construction	\$38,174,235.37	\$38,174,235.37	\$0.00
N/A; N/A; Retaining Walls and Sound Wall	Construction	\$1,792,136.72	\$1,792,136.72	\$0.00
N/A; N/A; Construction of new southbound barrel for Little Bay Bridge on Spauling Turnpike along NH Rte 16 - Roadway	Construction	\$12,217,121.79	\$12,217,121.79	\$0.00
<b>Sub Total</b>		<b>\$53,668,441.03</b>	<b>\$53,668,441.03</b>	<b>\$0.00</b>
<b>Public Service Co of NH</b>				
N/A; N/A; PSHN (Permanent Lighting) - Force Account Work	Construction	\$17,807.00	\$17,807.00	\$0.00
<b>Sub Total</b>		<b>\$17,807.00</b>	<b>\$17,807.00</b>	<b>\$0.00</b>
<b>Grand Total</b>		<b>\$54,139,942.49</b>	<b>\$54,139,942.49</b>	<b>\$0.00</b>

Report Requested by: PMs.

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

Improvement Type		
Phase		
Federal IT		
Bridge NBI #	State Improvement Type	Amount
<b>Construction</b>		
<b>(03) Road-Reconstruction, Added Capacity</b>		
N/A	(3) Road-Reconstruction, Added Capacity	\$2,250,000.00
N/A	(3) Road-Reconstruction, Added Capacity	\$4,172,584.32
N/A	(3) Road-Reconstruction, Added Capacity	\$17,807.00
N/A	(3) Road-Reconstruction, Added Capacity	\$5,337,432.88
		<b>Fed. IT Subtotal: \$11,777,824.20</b>
<b>(06) Road-Restoration and Rehabilitation</b>		
N/A	(6) Road-Restoration and Rehabilitation	\$1,713,593.00
		<b>Fed. IT Subtotal: \$1,713,593.00</b>
<b>(08) Bridge-New Construction</b>		
N/A	(8) Bridge-New Construction	\$4,470,550.59
N/A	(8) Bridge-New Construction	\$451,429.54
N/A	(8) Bridge-New Construction	\$19,324,267.39
N/A	(8) Bridge-New Construction	\$1,559,090.91
N/A	(8) Bridge-New Construction	\$439,027.00
N/A	(53) Bridge-New Const-Steel Insp	\$115,000.00
N/A	(8) Bridge-New Construction	\$4,935,065.55
N/A	(8) Bridge-New Construction	\$5,451,975.25
N/A	(52) Bridge-New Const-Concrete Insp	\$5,000.00
		<b>Fed. IT Subtotal: \$36,751,406.23</b>
<b>(14) Bridge-Rehabilitation, No Added Capacity</b>		
N/A	(14) Bridge-Rehabilitation, No Added Capacity	\$1,403,531.19
N/A	(56) Bridge-Rehab, No Added Capacity -Concrete Insp	\$5,000.00
N/A	(57) Bridge-Rehab, No Added Capacity -Steel Insp	\$15,000.00
		<b>Fed. IT Subtotal: \$1,423,531.19</b>
<b>(17) Construction Engineering</b>		
N/A	(17) Construction Engineering	\$2,027,998.01
		<b>Fed. IT Subtotal: \$2,027,998.01</b>
<b>(20) Environmental Only</b>		
N/A	(20) Environmental Only	\$14,087.83
		<b>Fed. IT Subtotal: \$14,087.83</b>
<b>(43) Utilities</b>		
N/A	(43) Utilities	\$156,421.26
N/A	(43) Utilities	\$242,694.74
		<b>Fed. IT Subtotal: \$399,116.00</b>
<b>(44) Other</b>		
N/A	(77) Force Account	\$19,227.97
N/A	(44) Other	\$579.03
N/A	(61) Inspection - Steel (non-bridge)	\$2,000.00
N/A	(77) Force Account	\$579.03
N/A	(60) Inspection - Concrete (non-bridge)	\$10,000.00
		<b>Fed. IT Subtotal: \$32,386.03</b>
		<b>Phase Subtotal: \$54,139,942.49</b>

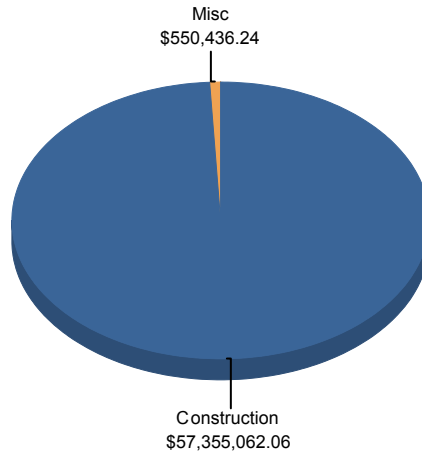
**Grand Total:**

**\$54,139,942.49**

Report Requested by: PMs and Project Finance.

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

## Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.



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

**Project Dates**

**Ad Information**

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

**Other Dates**

**On Shelf** ---  
**Project Start** 01/01/2012  
**Project End** 05/27/2016

**Last Approved Estimate**

**Dated** 10/06/2015  
**Type** Based on Bids (Rev. Project Agreement)

**Days to Approve**

**Routees** 0 days  
**Project Finance** ---  
**FHWA** ---

**Project Details**

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



**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 is the first estimate in ProMIS. This estimate clarifies and assigns the correct vendors and improvement types.

This estimate request an increase Construction funds for FY 2016 in the amount of \$1,068,809.43 (from \$49,926,682.25 to \$50,995,491.68). This includes \$175,000.00 in Construction Engineering to administer the remaining portion of the project for construction support, \$19,816.80 for force account work for PSNH for participating highway lighting installations, \$10,270.07 for Cardno ATC for hazmat investigations associated with the former Newington Country Store, \$10,004.83 for Cardno ATC for installation and monitoring groundwater wells associated with the former Newington Country Store, \$4,839.43 for Cardno ATC for hazmat investigations at BMP 1547, and \$848,878.30 for additional work due to authorized construction change orders. Change Orders included in this request are: CO #10 for additional rock removal (+\$152,801.50); CO #19 for an increase in Flaggers (+\$104,000.00); CO #27 for additional Officers (+\$361,093.00); and CO #36 for Railway Brook cobble change (+\$230,983.80).

This estimate also requests to Obligate all remaining Construction funds.

**Funding Instructions**

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

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

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

DUNS # for the State of NH is #808591697

Improve:

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

<b>Project Total</b>			
<b>Construction</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
<b>NON-PAR (other)</b>			
2013	\$550,052.69	\$550,052.69	\$0.00
<b>TPK *</b>			
2012	\$2,987,453.00	\$2,987,453.00	\$0.00
2013	\$11,078,547.94	\$11,078,547.94	\$0.00
2014	\$23,456,005.90	\$23,456,005.90	\$0.00
2015	\$11,854,622.72	\$11,854,622.72	\$0.00
2016	\$1,068,809.43	\$1,068,809.43	\$0.00
Subtotal	<b>\$50,995,491.68</b>	<b>\$50,995,491.68</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$50,995,491.68</b>	<b>\$50,995,491.68</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.  
 All dollars exclude indirect costs and represent values entered by project managers in the budget tab.

<b>Vendors</b>				
<b>AJ COLEMAN &amp; SON INC</b>				
N/A; N/A; RD (\$35,829,882.50); Woodbury Bridge (\$4,834,112.65); Shattuck Bridge (\$914,636.60); Railway Brook (\$757,382.30); NonPar Water (\$412,779); NonPar Sewer (\$87,268.90); Par Water (\$315,130.50); Par Sewer (\$4,200)+ CO (\$848,878.30)	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$44,004,270.75	\$44,004,270.75	\$0.00
	<b>Sub Total</b>	<b>\$44,004,270.75</b>	<b>\$44,004,270.75</b>	<b>\$0.00</b>
<b>ATC Associates</b>				
N/A; N/A; ATC Exit 4 Haz waste	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$41,727.36	\$41,727.36	\$0.00
N/A; N/A; ATC Associates, Inc - Hazardous Waste	Construction	\$4,222.74	\$4,222.74	\$0.00
	<b>Sub Total</b>	<b>\$45,950.10</b>	<b>\$45,950.10</b>	<b>\$0.00</b>
<b>Cardno ATC</b>				
N/A; N/A; ATC Exit 4 Haz waste investigation for Newington Country Store	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$10,270.07	\$10,270.07	\$0.00
N/A; N/A; ATC Exit 4 Haz waste well installation and monitoring Newington Country Store	Construction	\$10,004.83	\$10,004.83	\$0.00
N/A; N/A; Test Pits, sampling, technical work at BMP 1547	Construction	\$4,839.43	\$4,839.43	\$0.00
	<b>Sub Total</b>	<b>\$25,114.33</b>	<b>\$25,114.33</b>	<b>\$0.00</b>
<b>Enpro Services Inc</b>				
N/A; N/A; Enpro Exit 4 Haz waste	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$232,546.00	\$232,546.00	\$0.00
N/A; N/A; Enpro Hazardous Waste removal	Construction	\$146,602.50	\$146,602.50	\$0.00
	<b>Sub Total</b>	<b>\$379,148.50</b>	<b>\$379,148.50</b>	<b>\$0.00</b>
<b>GRANITE STATE GAS TRANSMISSION</b>				
N/A; N/A; Granite State Gas Transmission, Inc. for Arboretum Drive pipe relocation	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$51,732.54	\$51,732.54	\$0.00
	<b>Sub Total</b>	<b>\$51,732.54</b>	<b>\$51,732.54</b>	<b>\$0.00</b>
<b>Greenman-Pedersen Inc</b>				
N/A; N/A; Construction Engineering	Phase	Proposed Amount	Existing Amount	Change
	Construction	\$298,653.73	\$298,653.73	\$0.00

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

Report Requested by: PMs.

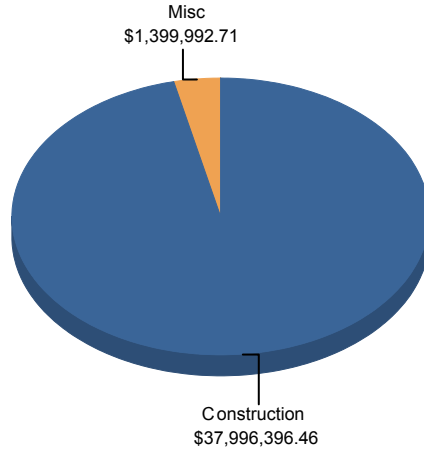
All dollars exclude indirect costs and represent values entered by PMs in the vendor table.

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
<b>Construction</b>			
<b>(03) Road-Reconstruction, Added Capacity</b>			
N/A	(3) Road-Reconstruction, Added Capacity		\$848,878.30
N/A	(3) Road-Reconstruction, Added Capacity		\$23,456,005.90
N/A	(3) Road-Reconstruction, Added Capacity		\$11,065,547.94
N/A	(3) Road-Reconstruction, Added Capacity		\$1,308,328.66
		<b>Fed. IT Subtotal:</b>	<b>\$36,678,760.80</b>
<b>(08) Bridge-New Construction</b>			
N/A	(8) Bridge-New Construction		\$4,834,112.65
N/A	(53) Bridge-New Const-Steel Insp		\$77,500.00
		<b>Fed. IT Subtotal:</b>	<b>\$4,911,612.65</b>
<b>(13) Bridge-Rehabilitation, Added Capacity</b>			
018501030012400	(13) Bridge-Rehabilitation, Added Capacity		\$914,636.60
		<b>Fed. IT Subtotal:</b>	<b>\$914,636.60</b>
<b>(17) Construction Engineering</b>			
N/A	(17) Construction Engineering		\$50,004.79
N/A	(17) Construction Engineering		\$547,533.35
N/A	(17) Construction Engineering		\$175,000.00
N/A	(17) Construction Engineering		\$1,962,932.33
018501030012400	(17) Construction Engineering		\$54,878.19
		<b>Fed. IT Subtotal:</b>	<b>\$2,790,348.66</b>
<b>(20) Environmental Only</b>			
N/A	(20) Environmental Only		\$425,098.60
N/A	(20) Environmental Only		\$25,114.33
		<b>Fed. IT Subtotal:</b>	<b>\$450,212.93</b>
<b>(37) Mitigation of Water Pollution Due To Highway Runoff</b>			
N/A	(37) Mitigation of Water Pollution Due To Highway Runoff		\$757,382.30
		<b>Fed. IT Subtotal:</b>	<b>\$757,382.30</b>
<b>(43) Utilities</b>			
N/A	(43) Utilities		\$500,047.90
N/A	(43) Utilities		\$19,816.80
N/A	(43) Utilities		\$319,330.50
		<b>Fed. IT Subtotal:</b>	<b>\$839,195.20</b>
<b>(44) Other</b>			
N/A	(77) Force Account		\$3,640,342.54
N/A	(60) Inspection - Concrete (non-bridge)		\$5,000.00
N/A	(61) Inspection - Steel (non-bridge)		\$8,000.00
		<b>Fed. IT Subtotal:</b>	<b>\$3,653,342.54</b>
		<b>Phase Subtotal:</b>	<b>\$50,995,491.68</b>
<b>Grand Total:</b>			<b>\$50,995,491.68</b>

Report Requested by: PMs and Project Finance.

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

## Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.



**Project Number** 112380 / ---  
**Project Name / Road** NEWINGTON - DOVER, NH 16 / US 4 / SPLDG TPK  
**Project Manager** Keith Cota  
**PM Auth. Phases** Construction  
**Type** Based on Bids (Rev. Project Agreement)

**Project Dates**

**Ad Information**

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

**Other Dates**

**On Shelf** ---  
**Project Start** 11/12/2014  
**Project End** 11/30/2018

**Last Approved Estimate**

**Dated** 12/05/2014  
**Type** Based on Bids (Project Agreement)

**Days to Approve**

**Routees** 2 days  
**Project Finance** 0 days  
**FHWA** ---

**Project Details**

<b>Estimate Type</b>	Based on Bids (Rev. Project Agreeeme	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Highway Design	<b>Work Zone</b>	Significant
<b>Relationship</b>	Child	<b>Is Reg. Sig.</b>	Yes
<b>Parent</b>	11238	<b>Project Status</b>	Planned
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Dover, Newington		
<b>Team List</b>	Bob Landry; Charles Blackman; David Smith; Peter Salo; Wendy Johnson		
<b>Accounting Units</b>	3025:HIGHWAY DESIGN BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
<b>Work Series</b>	200		
<b>Bridges</b>	006502010002400 Dover - 201/024, 006502010002500 Dover - 201/025		
<b>Alternate References</b>	---		
<b>Advertises With</b>	---		
<b>Investment</b>	Modification 100%;		



**Project Description**

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

**Project Scope**

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

**Estimate Description**

This estimate is the first estimate in ProMIS, which duplicates the last estimate in STYP-RMS. This estimate assigns appropriate vendors and improvement types to the work.

This estimate increases Construction funds in the amount of \$3,675.00 (from \$21,874,210.59 to \$21,877,885.59) as a result of adding ASTI as a proprietary vendor for the project based on FHWA approval for projects that include Smart Work Zones. Cash Flow for Turnpikes is also redistributed in SFY 2018 from \$3,845,999.99 to \$3,849,674.99).

The estimate grand total is increased by \$3,675.00 (from \$21,874,210.59 to \$21,877,885.59).

Funds are broken out as follows:

- \$836,663.50 TPK funds for Roadway Rehab (Added Capacity)
- \$50,199.81 TPK funds for CE - Roadway Rehab (Added Capacity)
- \$9,791,084.76 TPK funds for Bridge Rehab (Added Capacity) Bridge #201/024
- \$9,791,084.75 TPK funds for Bridge Rehab (Added Capacity) Bridge #201/025
- \$584,733.58 TPK funds for CE - Bridge Rehab (Added Capacity) Bridge #201/024
- \$584,733.59 TPK funds for CE - Bridge Rehab (Added Capacity) Bridge #201/025
- \$100,000.00 TPK funds for Steel Inspection - Bridge Rehab (Aded Capacity) Bridge #201/024
- \$100,000.00 TPK funds for Steel Inspection - Bridge Rehab (Aded Capacity) Bridge #201/025
- \$3,750.00 TPK funds for Concrete Inspection - Bridge Rehab (Aded Capacity) Bridge #201/024
- \$3,750.00 TPK funds for Concrete Inspection - Bridge Rehab (Aded Capacity) Bridge #201/025
- \$25,646.00 Non PAR Utility
- \$2,564.60 Non Par CE for Utitlies
- \$3,675.00 Other (ASTI)

**Funding Instructions**

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

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

The DUNS number for NHDOT is #808591697

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>NON-PAR (other)</b>				
2017	\$28,210.60	\$28,210.60	\$0.00	\$0.00
<b>TPK *</b>				
2015	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2016	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2017	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00
2018	\$3,849,674.99	\$3,845,999.99	\$3,675.00	\$0.00
Subtotal	<b>\$21,877,885.59</b>	<b>\$21,874,210.59</b>	<b>\$3,675.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$21,877,885.59</b>	<b>\$21,874,210.59</b>	<b>\$3,675.00</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.

<b>Vendors</b>				
<b>ASTI Transportation Systms Inc</b>				
N/A; N/A; Smart Work Zone software page and interface	Construction	\$3,675.00		\$3,675.00
	<b>Sub Total</b>	<b>\$3,675.00</b>		<b>\$3,675.00</b>
<b>NHDOT</b>				
N/A; N/A; Construction Engineering (TPK) RD = \$50,199.81; Bridge 201/024 = \$584,733.58; Bridge 201/025 = \$584,733.59- PB \$6,717.04- PB \$519.40)	Construction	\$1,212,430.54	\$1,429,731.58	\$(217,301.04)
N/A; N/A; Inspections (Steel \$100,000; Paint \$100,000; Precast \$7,500 -\$70k for TUV -\$7k for TRC )	Construction	\$130,500.00		\$130,500.00
N/A; N/A; Construction Engineering (Non Par)	Construction	\$2,564.60		\$2,564.60
	<b>Sub Total</b>	<b>\$1,345,495.14</b>	<b>\$1,429,731.58</b>	<b>-\$84,236.44</b>
<b>Parsons Brinckerhoff Inc</b>				
N/A; N/A; Consultant Construction Services	Construction	\$7,236.44		\$7,236.44
	<b>Sub Total</b>	<b>\$7,236.44</b>		<b>\$7,236.44</b>
<b>Rs Audley Inc</b>				
N/A; N/A; Roadway (\$836,663.50) and Bridge (\$19,491,119.51+\$91,050)	Construction	\$20,418,833.01	\$20,444,479.01	\$(25,646.00)
N/A; N/A; Non-Par - Utilities	Construction	\$25,646.00		\$25,646.00
	<b>Sub Total</b>	<b>\$20,444,479.01</b>	<b>\$20,444,479.01</b>	<b>\$0.00</b>
<b>TRC ENVIRONMENTAL CORPORATI</b>				
N/A; N/A; Weld Inspection	Construction	\$7,000.00		\$7,000.00
	<b>Sub Total</b>	<b>\$7,000.00</b>		<b>\$7,000.00</b>
<b>TUV Rheinland Industrial Solut</b>				
N/A; N/A; Steel Inspection	Construction	\$70,000.00		\$70,000.00
	<b>Sub Total</b>	<b>\$70,000.00</b>		<b>\$70,000.00</b>
	<b>Grand Total</b>	<b>\$21,877,885.59</b>	<b>\$21,874,210.59</b>	<b>\$3,675.00</b>

Report Requested by: PMs.

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

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
<b>Construction</b>			
<b>(03) Road-Reconstruction, Added Capacity</b>			
N/A	(3) Road-Reconstruction, Added Capacity		\$836,663.50
			<b>Fed. IT Subtotal: \$836,663.50</b>
<b>(13) Bridge-Rehabilitation, Added Capacity</b>			
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.49
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.50
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002500	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002400	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002400	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
006502010002500	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
			<b>Fed. IT Subtotal: \$19,789,669.51</b>
<b>(17) Construction Engineering</b>			
N/A	(17) Construction Engineering		\$2,564.60
006502010002500	(17) Construction Engineering		\$584,733.59
006502010002400	(17) Construction Engineering		\$584,733.58
N/A	(17) Construction Engineering		\$50,199.81
			<b>Fed. IT Subtotal: \$1,222,231.58</b>
<b>(43) Utilities</b>			
N/A	(43) Utilities		\$25,646.00
			<b>Fed. IT Subtotal: \$25,646.00</b>
<b>(44) Other</b>			
N/A	(44) Other		\$3,675.00
			<b>Fed. IT Subtotal: \$3,675.00</b>
			<b>Phase Subtotal: \$21,877,885.59</b>
<b>Grand Total:</b>			<b>\$21,877,885.59</b>

Report Requested by: PMs and Project Finance.

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

**Net Change Obl. Adv Const**

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Construction	Bridge-Rehabilitation, Added Capacity	\$3,939,994.52	\$6,000,000.00
Construction	Construction Engineering	\$1,219,666.98	\$0.00
Construction	Other	\$3,675.00	\$0.00
Construction	Road-Reconstruction, Added Capacity	\$836,663.50	\$0.00

Report Requested by: FHWA and Project Finance.

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

**Funding Changes**

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
<b>Construction</b>						
2015	\$6,000,000.00	\$6,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
2016	\$6,000,000.00	\$0.00	\$6,000,000.00	\$0.00	\$0.00	\$0.00
2017	\$6,028,210.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2018	\$3,849,674.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$21,877,885.59</b>	<b>\$6,000,000.00</b>	<b>\$6,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$21,877,885.59</b>	<b>\$6,000,000.00</b>	<b>\$6,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

**Change Authorization**

	Proposed Amount	Existing Amount	Change
<b>Construction</b>			
Advanced Funds	\$6,000,000.00	\$0.00	\$6,000,000.00
Obligated Funds	\$6,000,000.00	\$0.00	\$6,000,000.00
	<b>\$12,000,000.00</b>	<b>\$0.00</b>	<b>\$12,000,000.00</b>
<b>Grand Total:</b>	<b>\$12,000,000.00</b>	<b>\$0.00</b>	<b>\$12,000,000.00</b>

Report Requested by Project Programming for FMIS Comparisons.

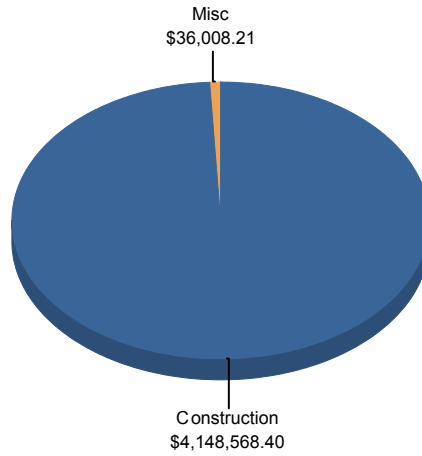
All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

Fed. State Other Allocation						
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>Construction</b>						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$836,663.50	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,866,247.26	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,924,837.50	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,924,837.49	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,866,247.26	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$2,564.60	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$50,199.81	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$584,733.58	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$584,733.59	0.00	0.00	\$0.00
Utilities	0100	\$0.00	\$25,646.00	0.00	0.00	\$0.00
Other	0100	\$0.00	\$3,675.00	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$0.00	\$100,000.00	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$0.00	\$3,750.00	0.00	0.00	\$0.00
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$0.00	\$3,750.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$21,877,885.59</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>		<b>\$0.00</b>	<b>\$21,877,885.59</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

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

## Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

### Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$21,877,885.59	\$0.00	\$21,877,885.59
		<b>\$21,877,885.59</b>	<b>\$0.00</b>	<b>\$21,877,885.59</b>
<b>Grand Total:</b>		<b>\$21,877,885.59</b>	<b>\$0.00</b>	<b>\$21,877,885.59</b>

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

Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
<b>Bridge-Rehabilitation, Added Capacity</b>					
Bridge-Rehab, Added Capacity -Concrete Insp	0100	\$7,500.00	\$0.00	\$0.00	\$0.00
Bridge-Rehab, Added Capacity-Steel Insp	0100	\$200,000.00	\$0.00	\$0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$9,732,494.52	\$0.00	\$0.00	\$0.00
		<b>\$9,939,994.52</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Construction Engineering</b>					
Construction Engineering	0100	\$1,219,666.98	\$0.00	\$0.00	\$0.00
		<b>\$1,219,666.98</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Other</b>					
Other	0100	\$3,675.00	\$0.00	\$0.00	\$0.00
		<b>\$3,675.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Road-Reconstruction, Added Capacity</b>					
Road-Reconstruction, Added Capacity	0100	\$836,663.50	\$0.00	\$0.00	\$0.00
		<b>\$836,663.50</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total</b>		<b>\$12,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report used for FMIS verification.  
 \* Includes all AC and Obligate costs including all matches.

Approval				
<u>Initial Review</u>				
Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	10/08/2015	
	<b>Routed On</b> 10/06/2015	<b>By</b> Wendy Johnson		
	<b>Completed On</b> 10/08/2015			
<u>Project Finance</u>				
	<b>Work Started On</b> 10/09/2015	<b>By</b> Carisue Clancy		
	<b>Review Completed On</b> 10/09/2015	<b>By</b> ---		
<u>FHWA</u>				
	<b>Reviewed FHWA On</b> ---	<b>By</b> ---		
	<b>Recommended FHWA On</b> ---	<b>By</b> ---		
	<b>Authorized FHWA On</b> ---	<b>By</b> ---		





**Project Number** 11238Q / ---  
**Project Name / Road** NEWINGTON - DOVER, NH 16, US 4 & SPAULDING TURNPIKE  
**Project Manager** Keith Cota  
**PM Auth. Phases** ---  
**Type** Prelim Plans Specs and Estimate

**Project Dates**

**Ad Information**

**Ad Date** 05/17/2016  
**Post to Ad Schedule** Yes  
**Ad Date Explanation** Advanced to accommodate NTP to allow for tree clearing to start in November due to Northern Long Eared Bats

**Other Dates**

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

**Last Approved Estimate**

**Dated** 07/06/2015  
**Type** Modified Project Agreement Estimate

**Days to Approve**

**Routees** 5 days  
**Project Finance** 0 days  
**FHWA** ---

**Project Details**

<b>Estimate Type</b>	Prelim Plans Specs and Estimate	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Highway Design	<b>Work Zone</b>	Significant
<b>Relationship</b>	Child	<b>Is Reg. Sig.</b>	Yes
<b>Parent</b>	11238	<b>Project Status</b>	Active
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Dover, Newington		
<b>Team List</b>	Bob Landry; Charles Blackman; David Smith; Jarrett Roseboom; Peter Salo; Wendy Johnson		
<b>Accounting Units</b>	3035:CONSTRUCTION BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16		
<b>Work Series</b>	---		
<b>Bridges</b>	006501740003400 Dover - 174/034, 006501810003900 Dover - 181/039		
<b>Alternate References</b>	---		
<b>Advertises With</b>	---		
<b>Investment</b>	Modification 40%; Expansion 60%;		

**Project Description**

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

**Project Scope**

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

**Estimate Description**

The purpose of this estimate is to program additional Construction funds in the amount of \$8,850,000 (from \$49,200,000 to \$58,050,000). The increase is due to updated quantities from the Slope and Drain phase to the Paper Mylar phase of the design and a refinement in unit prices.

The SFY amounts change as follows:

SFY	From	To	Difference
2017	\$ 7,300,000	\$ 9,970,000	\$ +2,670,000
2018	\$11,700,000	\$13,420,000	\$ +1,720,000
2019	\$11,700,000	\$13,420,000	\$ +1,720,000
2020	\$11,700,000	\$13,420,000	\$ +1,720,000
2021	\$ 6,800,000	\$ 7,820,000	\$ +1,020,000
<b>Total</b>	<b>\$49,200,000</b>	<b>\$58,050,000</b>	<b>\$ +8,850,000</b>

This will require an amendment to the 2017-2026 TYP therefore a STIP action is required.

**Funding Instructions**

Construction funding for this project is provided for by the Turnpike Capital Program under accounting unit 7514 class 400.

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

**Project Total**

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>NON-PAR (other)</b>				
2017	\$1,274,612.70	\$0.00	\$1,274,612.70	\$0.00
<b>TPK *</b>				
2017	\$8,695,387.30	\$7,300,000.00	\$1,395,387.30	\$0.00
2018	\$13,420,000.00	\$11,700,000.00	\$1,720,000.00	\$0.00
2019	\$13,420,000.00	\$11,700,000.00	\$1,720,000.00	\$0.00
2020	\$13,420,000.00	\$11,700,000.00	\$1,720,000.00	\$0.00
2021	\$7,820,000.00	\$6,800,000.00	\$1,020,000.00	\$0.00
<b>Subtotal</b>	<b>\$58,050,000.00</b>	<b>\$49,200,000.00</b>	<b>\$8,850,000.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$58,050,000.00</b>	<b>\$49,200,000.00</b>	<b>\$8,850,000.00</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.

Vendors				
NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Roadway = roadway + ret wall 6 + soundwall foundation	Construction	\$46,149,928.51	\$44,593,800.00	\$1,556,128.51
N/A; N/A; Route 4 Bridge	Construction	\$5,099,659.80	\$4,606,200.00	\$493,459.80
N/A; N/A; Roadway and Soundwall Foundation Concrete Inspection	Construction	\$10,000.00		\$10,000.00
N/A; N/A; Bridge Steel Inspection	Construction	\$5,000.00		\$5,000.00
City of Dover; N/A; City of Dover Par Sewer	Construction	\$1,232,989.00		\$1,232,989.00
N/A; N/A; OHSS inspection	Construction	\$8,000.00		\$8,000.00
City of Dover; N/A; City of Dover Non Par Water	Construction	\$164,329.00		\$164,329.00
City of Dover; N/A; City of Dover Non Par Sewer	Construction	\$1,110,283.70		\$1,110,283.70
N/A; N/A; Scammel Bridge	Construction	\$29,209.50		\$29,209.50
N/A; N/A; Bridge CE = Scammell + Route 4	Construction	\$305,872.15		\$305,872.15
N/A; N/A; Roadway CE = roadway + ret wall 6 + soundwall foundation + Dover Par and Non Par Water and Sewer	Construction	\$2,928,212.74		\$2,928,212.74
City of Dover; N/A; City of Dover Par Water	Construction	\$996,515.60		\$996,515.60
N/A; N/A; Bridge Concrete Inspection	Construction	\$10,000.00		\$10,000.00
	<b>Sub Total</b>	<b>\$58,050,000.00</b>	<b>\$49,200,000.00</b>	<b>\$8,850,000.00</b>
	<b>Grand Total</b>	<b>\$58,050,000.00</b>	<b>\$49,200,000.00</b>	<b>\$8,850,000.00</b>

Report Requested by: PMs.

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

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
<b>Construction</b>			
<b>(01) Road-New Construction</b>			
N/A	(1) Road-New Construction		\$460,718.00
			<b>Fed. IT Subtotal: \$460,718.00</b>
<b>(03) Road-Reconstruction, Added Capacity</b>			
N/A	(3) Road-Reconstruction, Added Capacity		\$7,279,677.37
N/A	(3) Road-Reconstruction, Added Capacity		\$12,820,000.00
N/A	(3) Road-Reconstruction, Added Capacity		\$12,720,000.00
N/A	(3) Road-Reconstruction, Added Capacity		\$10,468,220.62
N/A	(3) Road-Reconstruction, Added Capacity		\$2,401,312.52
			<b>Fed. IT Subtotal: \$45,689,210.51</b>
<b>(08) Bridge-New Construction</b>			
006501810003900	(53) Bridge-New Const-Steel Insp		\$5,000.00
006501810003900	(52) Bridge-New Const-Concrete Insp		\$10,000.00
			<b>Fed. IT Subtotal: \$15,000.00</b>
<b>(13) Bridge-Rehabilitation, Added Capacity</b>			
006501810003900	(13) Bridge-Rehabilitation, Added Capacity		\$2,099,659.80
006501810003900	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
			<b>Fed. IT Subtotal: \$5,099,659.80</b>
<b>(14) Bridge-Rehabilitation, No Added Capacity</b>			
006501740003400	(14) Bridge-Rehabilitation, No Added Capacity		\$29,209.50
			<b>Fed. IT Subtotal: \$29,209.50</b>
<b>(17) Construction Engineering</b>			
006501740003400	(17) Construction Engineering		\$1,752.57
006501810003900	(17) Construction Engineering		\$180,000.00
006501810003900	(17) Construction Engineering		\$124,119.58
N/A	(17) Construction Engineering		\$387,890.11
N/A	(17) Construction Engineering		\$700,000.00
N/A	(17) Construction Engineering		\$700,000.00
N/A	(17) Construction Engineering		\$600,000.00
N/A	(17) Construction Engineering		\$540,322.63
			<b>Fed. IT Subtotal: \$3,234,084.89</b>
<b>(44) Other</b>			
N/A	(77) Force Account		\$1,274,612.70
N/A	(77) Force Account		\$2,229,504.60
N/A	(60) Inspection - Concrete (non-bridge)		\$5,000.00
N/A	(60) Inspection - Concrete (non-bridge)		\$5,000.00
N/A	(61) Inspection - Steel (non-bridge)		\$8,000.00
			<b>Fed. IT Subtotal: \$3,522,117.30</b>
			<b>Phase Subtotal: \$58,050,000.00</b>
<b>Grand Total:</b>			<b>\$58,050,000.00</b>

Report Requested by: PMs and Project Finance.

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

**Net Change Obl. Adv Const**

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
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Report Requested by: FHWA and Project Finance.

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

**Funding Changes**

Fiscal Year	Primary			Indirects		
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction
<b>Construction</b>						
2017	\$2,670,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2018	\$1,720,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2019	\$1,720,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2020	\$1,720,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2021	\$1,020,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$8,850,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$8,850,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

**Change Authorization**

	Proposed Amount	Existing Amount	Change
<b>Grand Total:</b>			

Report Requested by Project Programming for FMIS Comparisons.

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

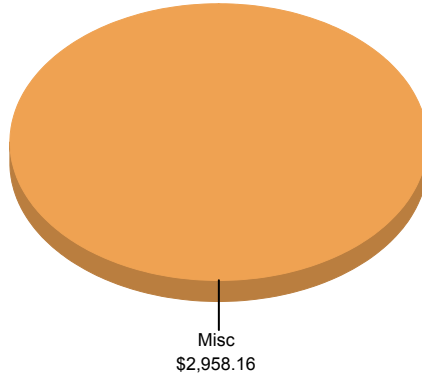
**Fed. State Other Allocation**

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>Construction</b>						
Force Account	0100	\$0.00	\$2,229,504.60	0.00	0.00	\$0.00
Force Account	0100	\$0.00	\$1,274,612.70	0.00	0.00	\$0.00
Road-New Construction	0100	\$0.00	\$460,718.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$2,401,312.52	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$10,468,220.62	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$12,720,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$12,820,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$7,279,677.37	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$3,000,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$2,099,659.80	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$29,209.50	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$540,322.63	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$600,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$700,000.00	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$387,890.11	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$124,119.58	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$180,000.00	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$1,752.57	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Bridge-New Const-Steel Insp	0100	\$0.00	\$10,000.00	0.00	0.00	\$0.00
Const-Concrete Insp	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Concrete (non-bridge)	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Concrete (non-bridge)	0100	\$0.00	\$5,000.00	0.00	0.00	\$0.00
Inspection - Steel (non-bridge)	0100	\$0.00	\$8,000.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$58,050,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>		<b>\$0.00</b>	<b>\$58,050,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

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

## Expenditures by Phase (Data Warehouse)



Report Requested by: PMs.

### Dollars by Entity

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$58,050,000.00	\$0.00	\$58,050,000.00
		<u>\$58,050,000.00</u>	<u>\$0.00</u>	<u>\$58,050,000.00</u>
<b>Grand Total:</b>		<u>\$58,050,000.00</u>	<u>\$0.00</u>	<u>\$58,050,000.00</u>

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

### Program Code

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

Report used for FMIS verification.

\* Includes all AC and Obligate costs including all matches.





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

Project Dates			
<b>Ad Information</b>		<b>Other Dates</b>	
<b>Ad Date</b>	07/03/2018	<b>On Shelf</b>	07/25/2017
<b>Post to Ad Schedule</b>	Yes	<b>Project Start</b>	07/31/2017
<b>Ad Date Explanation</b>	Advertising based upon Turnpike fiscal constraint and current revenue stream	<b>Project End</b>	10/29/2024
<b>Last Approved Estimate</b>		<b>Days to Approve</b>	
<b>Dated</b>	06/03/2014	<b>Routees</b>	6 days
<b>Type</b>	Modified Project Agreement Estimate	<b>Project Finance</b>	0 days
		<b>FHWA</b>	---

Project Details			
<b>Estimate Type</b>	Modified Project Agreement Estimate	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Bridge Design	<b>Work Zone</b>	Significant
<b>Relationship</b>	Stand Alone	<b>Is Reg. Sig.</b>	No
<b>Parent</b>	---	<b>Project Status</b>	Planned
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Dover, Newington		
<b>Team List</b>	Bob Landry; Charles Blackman; David Smith; Peter Salo; Robert Juliano; Wendy Johnson		
<b>Accounting Units</b>	7514:SPAULDING TPK - US4 - NH16		
<b>Work Series</b>	100		
<b>Bridges</b>	006502000002300 Dover - 200/023		
<b>Alternate References</b>	Pedestrian and,Bicycle Bridge Only		
<b>Advertises With</b>	---		
<b>Investment</b>	Preservation 100%;		

**Project Description**

General Sullivan Bridge Rehabilitation

**Project Scope**

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

**Estimate Description**

This estimate adjust funding based on current 2015-2024 Ten Year Plan.

**Funding Instructions**

Turnpike funded effort under Capital Program

Const funds  
 FY 2019 \$5,800,000  
 FY 2020 \$11,500,000  
 FY 2021 \$11,500,000  
 FY 2022 \$2,900,000

**Project Total**

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>TPK *</b>				
2016	\$0.00	\$7,068,545.00	\$(7,068,545.00)	\$0.00
2017	\$0.00	\$12,000,000.00	\$(12,000,000.00)	\$0.00
2018	\$0.00	\$12,000,000.00	\$(12,000,000.00)	\$0.00
2019	\$5,800,000.00	\$0.00	\$5,800,000.00	\$0.00
2020	\$11,500,000.00	\$0.00	\$11,500,000.00	\$0.00
2021	\$11,500,000.00	\$0.00	\$11,500,000.00	\$0.00
2022	\$2,900,000.00	\$0.00	\$2,900,000.00	\$0.00
<b>Subtotal</b>	<b>\$31,700,000.00</b>	<b>\$31,068,545.00</b>	<b>\$631,455.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$31,700,000.00</b>	<b>\$31,068,545.00</b>	<b>\$631,455.00</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.

**Vendors**

NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Bridge Rehab	Construction	\$31,700,000.00		\$31,700,000.00
	<b>Sub Total</b>	<b>\$31,700,000.00</b>		<b>\$31,700,000.00</b>
	<b>Grand Total</b>	<b>\$31,700,000.00</b>		<b>\$31,700,000.00</b>

Report Requested by: PMs.

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

Improvement Type			
Phase			
Federal IT			
Bridge NBI #	State Improvement Type		Amount
<b>Construction</b>			
<b>(14) Bridge-Rehabilitation, No Added Capacity</b>			
006502000002300	(14) Bridge-Rehabilitation, No Added Capacity		\$2,900,000.00
006502000002300	(14) Bridge-Rehabilitation, No Added Capacity		\$11,500,000.00
006502000002300	(14) Bridge-Rehabilitation, No Added Capacity		\$11,500,000.00
006502000002300	(14) Bridge-Rehabilitation, No Added Capacity		\$5,800,000.00
<b>Fed. IT Subtotal:</b>			<b>\$31,700,000.00</b>
<b>Phase Subtotal:</b>			<b>\$31,700,000.00</b>
<b>Grand Total:</b>			<b>\$31,700,000.00</b>

Report Requested by: PMs and Project Finance.  
 All dollars exclude indirect costs and represent values entered by project managers in the budget tab (programmed).

Net Change Obl. Adv Const			
Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Report Requested by: FHWA and Project Finance. Values include indirects. Net change of current estimate less last approved estimate.			

Funding Changes							
Fiscal Year	Primary			Indirects			Change in Advance Construction
	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction	
<b>Construction</b>							
2019	\$5,800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2020	\$11,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2021	\$11,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2022	\$2,900,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$31,700,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$31,700,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

**Change Authorization**

	Proposed Amount	Existing Amount	Change
<b>Grand Total:</b>			

Report Requested by Project Programming for FMIS Comparisons.  
 All AC and Obligated funds including indirects along with TTC for both Obligated and AC.

**Fed. State Other Allocation**

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>Construction</b>						
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$5,800,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$11,500,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$11,500,000.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	0100	\$0.00	\$2,900,000.00	0.00	0.00	\$0.00
<b>Grand Total:</b>		<b>\$0.00</b>	<b>\$31,700,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>

Report Requested by: Project Finance.  
 Values above as entered into ProMIS by Project Programming. All costs include indirects and are programmed dollars.

**Dollars by Entity**

NH DOT	Phase	Programmed	Indirects	Total
	Construction	\$20,200,000.00	\$0.00	\$20,200,000.00
<b>Grand Total:</b>		<b>\$20,200,000.00</b>	<b>\$0.00</b>	<b>\$20,200,000.00</b>

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

**Program Code**

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

Report used for FMIS verification.  
 \* Includes all AC and Obligate costs including all matches.

**Approval**

**Initial Review**

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	06/29/2015	
	<b>Routed On</b> 06/23/2015	<b>By</b> Bob Landry		
	<b>Completed On</b> 06/29/2015			

**Project Finance**

	<b>Work Started On</b> 06/29/2015	<b>By</b> Carisue Clancy
	<b>Review Completed On</b> 06/29/2015	<b>By</b> ---

**FHWA**

	<b>Reviewed FHWA On</b> ---	<b>By</b> ---
	<b>Recommended FHWA On</b> ---	<b>By</b> ---
	<b>Authorized FHWA On</b> ---	<b>By</b> ---



**PROJECT COST DETAIL REPORT**

09/08/2015

TrackingID 10315

Contact Ron Grandmaison

On-Shelf Date

Name Rochester

Ad Date 04/23/2013

State# 20254

Estimate Date 01/21/2014

Fed# X-A002(056)

Estimate Type MPAE

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

Completion Date 10/31/2014

Completion Type Project Complete

**PROJECT TOTALS**

Account	Estimate	Obligated	Adv. Construction	Programmed	Expenditures	> 75%
PE	\$207,727.27	\$207,727.27	\$0.00	\$0.00	\$202,311.22	97.4%
ROW	\$534,091.00	\$534,091.00	\$0.00	\$0.00	\$525,136.43	98.3%
CON	\$1,488,672.60	\$1,488,672.60	\$0.00	\$0.00	\$1,376,376.49	92.5%
Misc.	\$0.00	\$0.00	\$0.00	\$0.00	\$305,658.78	
<b>Total</b>	<b>\$2,230,490.87</b>	<b>\$2,230,490.87</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,409,482.92</b>	

Project Totals represent total monies, not the Federal portion of the total and do not include additives.

**PROJECT DETAIL**

**Expenditures by Bureau / Section:**

	Exp	Hrs
<b>Preliminary Engineering</b>		
Survey	\$0.00	0.00
Plan Prep	\$23.63	0.00
Prel. Design & Technical	\$2,278.19	46.00
Final Design & Technical	\$21,601.77	413.00
Highway Administration	\$12,010.09	237.50
<b>Bridge Design &amp; Technical</b>		
Bridge Administration	\$0.00	0.00
Environment	\$7,287.80	159.50
Materials & Research	\$2,098.65	48.00
Utilities	\$190.24	4.50
Consultant	\$151,316.14	0.00
Other	\$5,504.71	153.00
<b>PE Total</b>	<b>\$202,311.22</b>	<b>1,061.50</b>
<b>Right of Way</b>		
Incidentals	\$9.00	0.00
Acquisitions	\$525,127.43	3.00
<b>ROW Total</b>	<b>\$525,136.43</b>	<b>3.00</b>
<b>Construction</b>		
Construction Engineering	\$82,326.20	1,955.00
Construction Other	\$1,294,050.29	112.75
<b>Construction Total</b>	<b>\$1,376,376.49</b>	<b>2,067.75</b>
Operations Total	\$0.00	0.00
Miscellaneous Total	\$305,658.78	0.00
<b>Expenditure Grand Total</b>	<b>\$2,409,482.92</b>	<b>3,132.25</b>

**Authorized By Consultant:**

Vendor#	Vendor Name	Amount Authorized
154411	Alvin J Coleman & Son Inc	\$1,349,572.60
177894	DES:Environmental Serv,Dept Of	\$49,102.60
176231	Jacobs Engineering Group Inc	\$148,073.32
40303IFS	NH DEPT OF TRANSPORTATION	\$9,091.00
0	NHDOT	\$668,871.45
155809	Preservation Co	\$5,779.90
<b>Total:</b>		<b>\$2,230,490.87</b>

**Expenditures by Consultant:**

Vendor #	Vendor Name	Amount Paid
154411B001	Alvin J Coleman & Son Inc	\$1,238,649.33
177894B001	DES:Environmental Serv,Dept Of	\$51,670.60
174805R001	Greenman-Pedersen Inc	\$1,384.60
176231R001	Jacobs Engineering Group Inc	\$145,536.24
158313B001	John Turner Consulting Inc	\$217.30
177300R003	Pike Industries Inc	\$84,965.40
155809B001	Preservation Co	\$5,779.90
177887B001	Resources & Econ Devel,Dept Of	\$25.00
177478B005	Strafford County Reg Of Deeds	\$9.00
<b>Total:</b>		<b>\$1,528,237.37</b>

**Project Estimate Amounts By FY:**

Phase	Total \$	Non Fed \$	FY
PE	\$72,727.27	\$0.00	(2011)
PE	\$60,000.00	\$0.00	(2012)
PE	\$60,000.00	\$0.00	(2013)
PE	\$15,000.00	\$15,000.00	(2014)
ROW	\$7,272.73	\$0.00	(2011)
ROW	\$1,834.78	\$0.00	(2012)
ROW	\$524,983.49	\$0.00	(2013)
Construction	\$1,488,672.60	\$0.00	(2013)
<b>Total:</b>	<b>\$2,230,490.87</b>	<b>\$15,000.00</b>	

**Expenditure Additives:**

PE Additives	\$20,231.12
ROW Additives	\$52,513.64
Construction Additives	\$137,637.65
Additive Total	\$210,382.41

**Expenditure Total With Additives \$2,619,865.33**



# PROJECT ESTIMATE

## Pending Approval

Estimate Dated:---

Project Number 20254 / X-A002(056)  
 Project Name / Road Rochester, US Route 202  
 Project Manager Ron Grandmaison  
 PM Auth. Phases PE, ROW, Construction  
 Type **Final Voucher**

### Project Dates

#### Ad Information

Ad Date 04/23/2013  
 Post to Ad Schedule Yes  
 Ad Date Explanation N/A

#### Other Dates

On Shelf ---  
 Project Start 10/01/2011  
 Project End 10/31/2014

#### Last Approved Estimate

Dated 01/21/2014  
 Type Modified Project Agreement Estimate

#### Days to Approve

Routees ---  
 Project Finance ---  
 FHWA ---

### Project Details

<b>Estimate Type</b>	Final Voucher	<b>Mode</b>	Highway/Bridge
<b>Bureau Type</b>	Highway Design	<b>Work Zone</b>	Not Specified
<b>Relationship</b>	Stand Alone	<b>Is Reg. Sig.</b>	No
<b>Parent</b>	---	<b>Project Status</b>	Complete
<b>Managed By</b>	DOT		
<b>Town(s)</b>	Rochester		
<b>Team List</b>	---		
<b>Accounting Units</b>	3054:CONSOLIDATED FEDERAL; 7513:SPAULDING TPK SECOND BARREL		
<b>Work Series</b>	---		
<b>Bridges</b>	---		
<b>Alternate References</b>	10-16CMAQ,Application ID		
<b>Advertises With</b>	---		
<b>Investment</b>	Expansion 100%;		



Bond Interest Payments  
Newington-Dover 11238 Turnpike System Costs

Newington-Dover				
2009A- 30 Year Interest Bond Cost Summary				
Project #	2009A Bond Proceeds	W/Out BAB's Interest Allocation	BABS Credit*	Total Bond Payment W/ BABS Credit
11238	12,620,791.82	16,738,833.19	(5,649,077.70)	11,089,755.49

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

Newington-Dover		
2015A - 8 Year Interest Bond Cost Summary		
Project #	2015A Bond Proceeds	Interest Allocation
11238	27,000,000.00	6,422,569.88
2015A Total	27,000,000.00	6,422,569.88

Newington-Dover	
Bond Summary	Total Interest
2009A*	11,089,755.49
2012C	34,100,566.39
2015A	6,422,569.88
Total Costs	51,612,891.76

\* As of 06/30/2015

Bond Interest is estimated based on projected use of bond proceeds. Actual interest may be higher or lower depending on actual use of bond proceeds between eligible projects.





*Vanasse Hangen Brustlin, Inc.*