

# 2016 Financial Plan Update



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

Newington to Dover

New Hampshire

September 2016



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



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FHWA-NH-EIS-06-01-D

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

2016 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 2016 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 2016 Financial Plan Update and are included within this document.

The cost data in the 2016 Financial Plan Update provides an accurate accounting of costs incurred as of June 30, 2016 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 2016 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 2016 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 2016 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 2016 Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Initial Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

  
Commissioner

Date 11/7/16

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## 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 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.

In Fiscal Year 2015, the state issued \$50M in Turnpike Revenue Bonds that will provide adequate cash flow 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 \$51.6 million dollars were used to fund a portion of the Newington-Dover project. The bond proceeds allocation, along with interest costs, are summarized in Exhibit 8.

## 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 issued to Final Design Consultant.
- **December 19, 2008** – Coastal Zone Management documentation submitted to NHDES Coastal Program.
- **January 29, 2009** – The Day Property Conservation Easement was recorded with the Dover Conservation Commission holding the easement and the NHDOT holding Executory Interest Rights.
- **June 17, 2009** - NHDES issued the Wetlands Dredge and Fill Permits.
- **June 19, 2009** –ACOE issued a provisional Section 404 Permit.
- **February 3, 2010** - Water Quality Certificate issued.
- **February 9, 2010** - Coastal Zone Management Consistency Certification issued.
- **March 15, 2010** - ACOE Permit issued.
- **April 20, 2010** - US Coast Guard Permit issued.
- **July 14, 2010** – Contract L Construction Contract Awarded
- **September, 2010** – Contract L Construction Commences
- **March 23, 2012** – The Saba (Memphas) and Hislop Property Conservation Easements within the Knight Brook watershed area were recorded with the Newington Conservation Commission holding the easement and the NHDOT holding the Executory Interest Rights.
- **August 22, 2012** – Contract M Construction Contract Awarded
- **September, 2012** - Contract M Construction Commences

- **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
- **August 11, 2016** – Contract S - In-Depth Inspection Report completed.
- **August 15, 2016** – Contract S – Bridge Load Rating completed.
- **August 24, 2016** – Contract Q Construction Contract Awarded
- **September 2016** – Contract Q Construction Commences
- **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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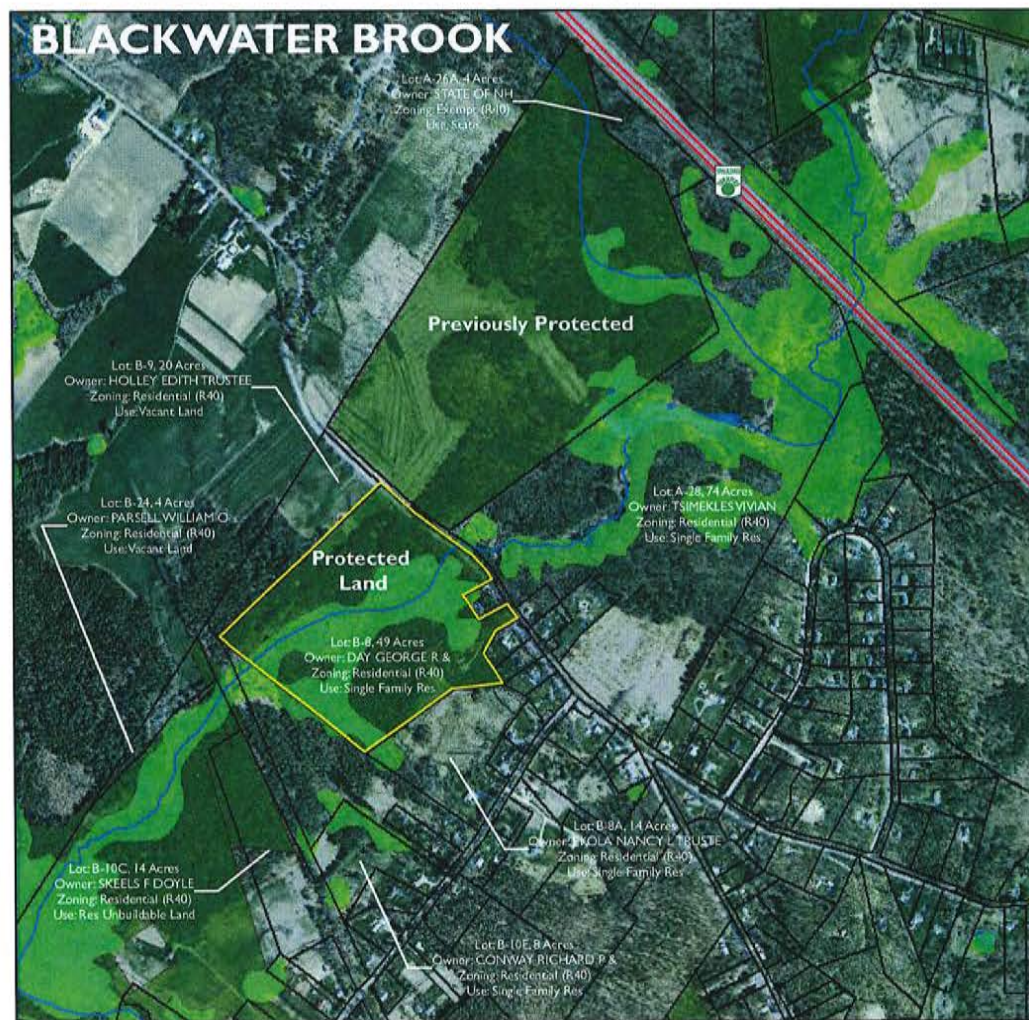
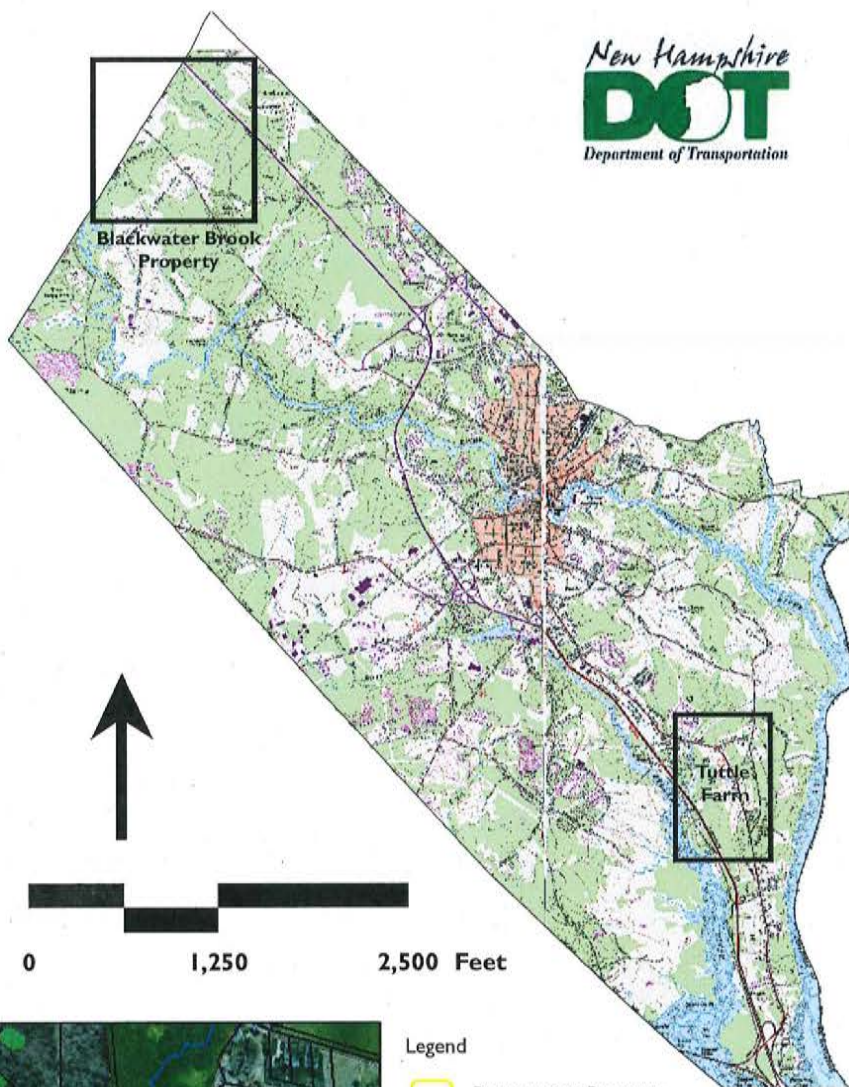
## **2.5.2 Completed Activities**

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. All final design activities for Contracts L, M, O, and Q were completed in March of 2016. Final design activities for Contract S are anticipated to continue into 2019. Construction support services will continue through construction as needed.

### 2.5.2.1 Mitigation Activities

- The acquisition of Tuttle and Day **Figure 2.5-1** properties, totaling 135 acres, in Dover was completed to fulfill the proposed wetland mitigation requirement in Dover.
- The NHDOT has provided approximately \$2.0 M in support for the expansion of the Downeaster rail service through a joint-sponsored effort with the Northern New England Passenger Rail Authority to operate a fifth weekday roundtrip between Portland, Maine and Boston, Massachusetts. The NHDOT advanced this effort through the CMAQ program, where funding was transferred to FTA in 2006, and service was initiated in August 2007.
- In 2008, the NHDOT completed construction of a 416 space park-and-ride facility at Exit 9 in Dover. The NHDOT completed this project under the CMAQ program. Concurrently, under the CMAQ program a new intercity Bus service has been implemented from Dover to Portsmouth via the Spaulding Turnpike.
- The acquisition of the Conservation Easements for the Saba and Hislop **Figure 2.6-1** properties, totaling 69.4 acres, in the Knight Brook watershed area of Newington, was completed to contribute to the wetland mitigation package in Newington.
- The acquisition of the land and placement of a Conservation Easement on Railway Brook from Pease Development Authority, totaling 37.37 acres, was completed to contribute to the 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 \$2.28M is estimated to be required to cover operating expenses for an additional 2-year period to fund a total of 5 years of operating costs.
- In August of 2014, the NHDOT completed a new Park-and-Ride facility that provides approximately 200 spaces at Exit 13 of the Spaulding Turnpike in Rochester. The project was completed as part of the CMAQ program.
- 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.





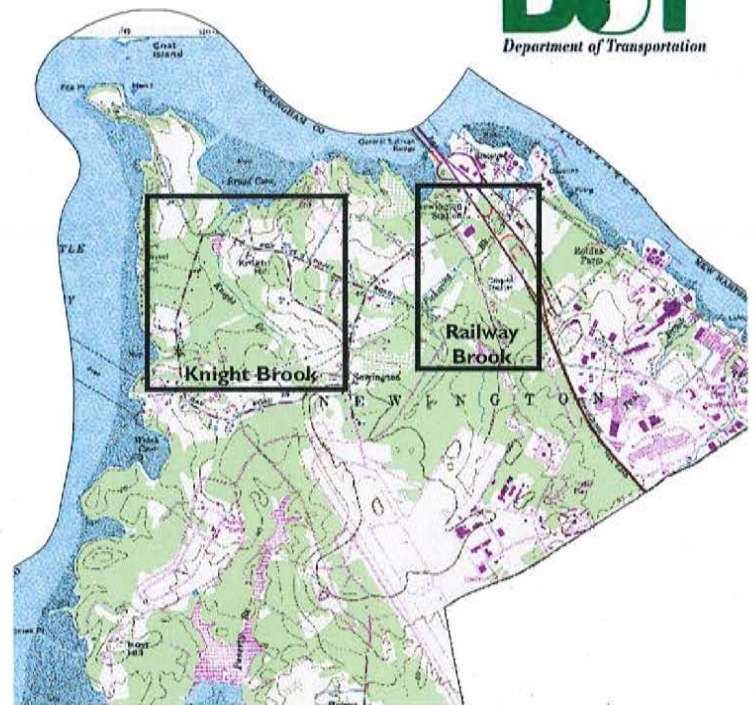
- Legend
- Preservation Property
  - Lot Lines
  - ~ Streams
  - NWI Wetlands
  - Waterbodies
  - Conserved Public Lands



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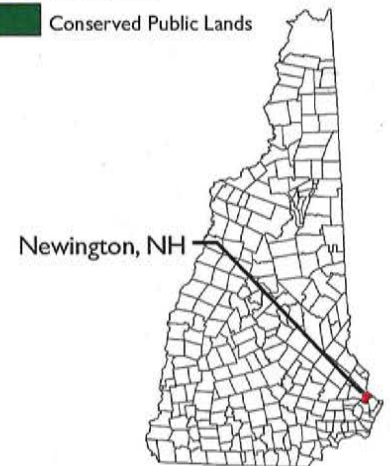
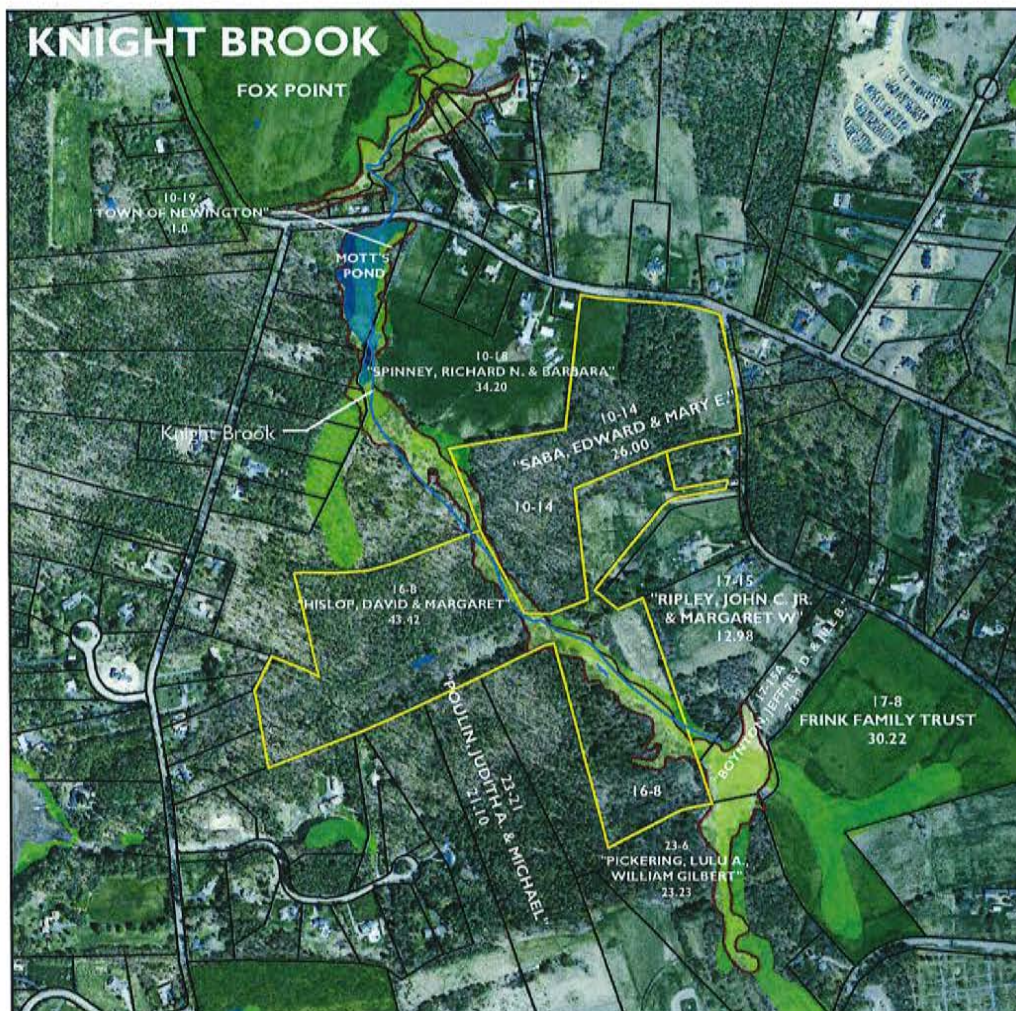
Figure 2.5-1  
Dover Mitigation Sites





**Legend**

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



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Figure 2.6-1  
Newington Mitigation Sites



#### **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. 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 will be constructed as part of Contract Q.
- The Preliminary Bridge Phase submission was completed in June, 2012 on the existing Little Bay Bridges for Contract O.
- Final Mylar design phase activities were completed for Contract O in August 2014 and is currently under construction.
- The Preliminary Bridge Phase submission for Contract Q was completed in February 2013 on the US Route 4 Bridge over the Spaulding Turnpike at Exit 6.
- The Preliminary PS&E Phase submission for Contract Q was completed April 2014.
- The PS&E Phase Submission for Contract Q was completed in October 2014.
- Final Mylar design phase activities including the City of Dover municipal water and sewer designs were completed for Contract Q in March 2016.
- The Department is actively pursuing Municipal Agreements with the City of Dover and the Town of Newington for the Contract Q.

#### **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 were retained as part of the Newington-Dover 11238 Contract "M", Exit 4 interchange reconstruction.
- Construction commenced in September 2010 for Contract "L". Contract L was completed with the installation of the overhead sign structure in August of 2015.
- Construction commenced in September 2012 for Contract "M". Contract M was completed in July 2016 which included the shift of traffic in 2015 onto the new Little Bay Bridge completed by Contract L. In addition, the restoration of Railway Brook was completed under Contract M.
- Construction commenced in September 2016 for Contract Q with a completion date scheduled for 2020.
- Granite State Gas Transmission Company has completed the construction of the Little Bay directional drill underwater crossing. Construction began in the fall of 2012 and was completed in the fall of 2013.
- Contract O, which involves the rehabilitation of the Little Bay Bridges, was awarded for construction in December 2014 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 action 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 Roundabout. 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 Type, Span and Location Study for the General Sullivan Bridge rehabilitation is ongoing.

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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 2017 and are not required for construction purposes of this project.



## 2.6.4 Construction

- Ongoing construction activities for Contract O include preparation for and removal of one-half of the existing Little Bay concrete bridge deck.
- The commencement of construction for Contract Q started in September with the placement of erosion and sediment control devices being installed.

## 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
<b>DESIGN</b>		
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	100%	Contract Q – Exit 6/Mainline in Dover is in construction.
CONTRACT S	40%	Contract S – General Sullivan Bridge (GSB) rehabilitation, the inspections of the GSB were completed in 2009, 2012 and 2014.
PROJECTWIDE SUMMARY	90%	All final design activities are completed except for Contract S which are ongoing and scheduled for completion in FY 2019.

**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%	2 parcels impacted with acquisition activities underway
PROJECTWIDE SUMMARY	93%	30 of 32 parcels acquired for the project.
<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
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 and now completed.
CONTRACT M	100%	Construction activities initiated in September 2012 and now completed.
CONTRACT O	60%	Construction activities initiated in December 2014 and are ongoing.
CONTRACT Q	1%	Construction activities initiated in September 2016 and are ongoing.
CONTRACT S	0%	No Construction activities have been initiated.
PROJECTWIDE SUMMARY	56%	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 2022. The Dover Exit 6 interchange is scheduled to be fully operational in the spring of 2020 with the remainder of the project including the rehabilitation of the General Sullivan Bridge to a pedestrian and bicycle multi-use path completed in the summer 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 2016 dollars. The overall project will take approximately twelve 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 (2017 - 2026). The facility is not subject to FHWA oversight and is not included as part of this financial plan







This current construction schedule and the limits of each construction contract 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	100%	May 2016	Oct-2020
<b>CONTRACT S</b> - General Sullivan Bridge Rehab.	40%	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 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	February 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	February 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 2016 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 \$24.75M and includes costs associated with contracted consultant design services, reimbursable utility relocation design services as well as design services provided by the NHDOT engineering and management staff.

Consultant final design services of \$17.99M include roadway and structural design, landscape design and soundwall engineering, right-of-way plan preparation, utility coordination activities, environmental oversight and permitting and design project management activities. Other consultant design services, which include preliminary design, geotechnical, paint inspection, incident management, marine sampling, and ITS services, total \$0.78M. Additional engineering and support services provided by NHDOT are estimated at \$5.98M and include survey, design reviews and project coordination, public involvement, lighting design, traffic control signing, geotechnical engineering and contract bidding services. The utility relocation design services total \$2.2M and are included in the NHDOT engineering and support services estimated at \$5.98M. (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, the advertisement of Contract O in September 2014 with completion planned for September 2017 and the advertisement of Contract Q in May 2016 with completion planned for November 2020. The additional inspections, load ratings and preliminary design efforts 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 5 full property acquisitions and 34 partial acquisitions with easements for the project. Completed early right-of-way acquisitions totaling \$3.70M include the former drive-in theater property in Newington and the Day and Tuttle

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

#### 4.1.3 Mitigation Costs

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

##### 4.1.3.1 Environmental Components

The Stream Restoration for Railway Brook in Newington was a requirement as part of the wetland mitigation for the project. The estimated construction cost is \$0.96M

Wetland mitigation costs totaling \$4.18M 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)	\$0.96M
Knight Brook Properties	\$1.65M
Newington Total	\$2.61M
<b>City of Dover</b>	
Tuttle Farm	\$1.34M
Day Property	\$0.23M
Dover Total	\$1.57 M
<b>Mitigation Total</b>	<b>\$4.18M</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
Total	\$5.84M
<b>Transit and Rail Service</b>	
Improved Seacoast Bus Service	\$8.86M
Expansion of Downeaster Rail	\$2.00M
Total	\$10.86M
<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 cost. Each of the construction contracts are currently being advanced over an twelve-year (2010 to 2022) 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 increases as the project designs are advanced through each of the design phase submissions and the known and quantifiable costs become more apparent.

**Construction Administration and inspection** - The construction inspection, administration and related contingency costs were estimated to be 10% of the total construction costs as part of the 2007 FEIS. The construction administration and inspection costs are currently estimated at 6% of the total construction cost (5% for Contract Q), 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. The mapping of the

existing utilities is complete. The reimbursable cost for the utility relocation in Contract M was \$4.94M. The reimbursement costs for utility relocations in Contract Q are estimated to be \$5.36M (\$1.62M participating and \$3.74M non-participating) based on the information that is currently available with the design being 100% complete.

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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 2016 dollars, is \$ 267.9M.

With construction beginning in 2010 and scheduled to end in 2022, the 2016 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 \$284.0M based on the projected year-of-expenditure (*i.e.* cash flow basis) and current expectations of construction related inflation. For the forecast years 2017 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 2016 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		2016 Projected Future Cost Estimate through 2022 (3% inflation for construction)
	2007 FEIS Costs	2016 Current Cost Estimate	
Final Design Engineering	\$13.8	\$24.8	\$24.8
Right of Way Acquisitions	\$2.2(*)	\$8.7	\$8.7
Mitigation (Wetland, Transit and TDM)	\$16.5	\$21.3	\$21.3
Construction	\$196.2	\$227.4	\$229.2
<b>Totals</b>	<b>\$228.7</b>	<b>\$282.1</b>	<b>\$284.0</b>

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

## Project Financing

As described in detail in Chapter 4, current estimates based upon the most up-to-date information on construction-related inflation the Newington – Dover project will require an estimated \$284.0M (in year of expenditure dollars) to fully fund all project elements. This chapter reviews the plan to finance the project, including funding sources and the funding plan.

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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 \$5,451,975.

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

The CMAQ applications for federal funding associated with transit, Travel Demand Management (TDM) and the park and ride (P&R) facilities are also 80% federal and 20% state Turnpike matching funds. For transit, the capital costs and three years' of transit operations total \$5,267,453 Federal Funds with the 20% matching Turnpike funds totaling \$1,316,863. The NHDOT will extend transit operations an additional two years using turnpike only funds totaling \$2,272,000 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 \$57,261,678, noted in Table 5-1, the NHDOT has established a priority Capital Program totaling \$675.7M 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	20% State Highway Matching Funds	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	\$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>					\$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	\$367,765	\$34,650
Transit 5 yrs. <sup>(3)</sup>		\$5,267,453			\$3,588,863	\$8,856,316	\$8,856,316	\$8,705,369	\$150,947
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>\$400,000</b>	<b>\$11,029,614</b>	<b>\$57,661,678</b>	<b>\$57,261,678</b>	<b>\$57,076,081</b>	<b>\$585,597</b>
<b>Total Federal Funds: \$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 by the Legislature and the toll increase at Hampton approved effectively July 1, 2009, as well as those approved under the 2017-2026 TYP. A total of \$268.6M of these Turnpike Priority Program funds including the \$5,451,975 state matching share of federal funds is currently programmed by NHDOT for the Newington-Dover project.

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

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

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

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## 5.2 Financial Strategy and Implementation Plan

The Bureau of Turnpikes collected \$127.5<sup>2</sup> in toll revenue in fiscal year 2016, and estimates to collect \$129.5<sup>3</sup> in 2017. Bond proceeds of \$50M were

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<sup>2</sup> Preliminary unaudited results

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

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

The \$675.7 Capital Program is envisioned to be funded with \$302.9M (or 45%) of Turnpike revenue bonds (\$319.7M – \$16.8M set aside for reserves) and \$319.8M (or 47%) of Turnpike toll revenue, as well as federal earmarks and grants for the Newington Dover Project totaling \$41.4M in federal dollars.

Table 5-2 Project Funding Sources summarizes the sources of project wide funding (2016 dollars) including \$46.2M in federal funds from Earmarks, TCSP Grants, CMAQ funds and other federal programs and \$221.7M in State funds derived from State Highway funds, Turnpike toll revenues and Turnpike revenue bonds.

**Table 5-2. Project Funding Sources (2016 Dollars)**

	Total
<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	\$224,440,812
<b>Subtotal</b>	<b>\$235,470,426</b>
From 20% State Highway Matching Funds	\$400,000
<b>Total State Funds</b>	<b>\$235,870,426</b>
<b>Total Project Funds Required (2016 Dollars)</b>	<b>\$282,102,490</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 2016 Financial Plan Update, and that the project is in the middle stages of design and construction, implementation plans, contract breakouts and the projection of project costs, it is anticipated that this chapter will be updated as part of the annual financial plan update.

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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 \$282.1M (2016 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 \$224.4M, is derived from Turnpike toll revenue and Turnpike revenue bonds.

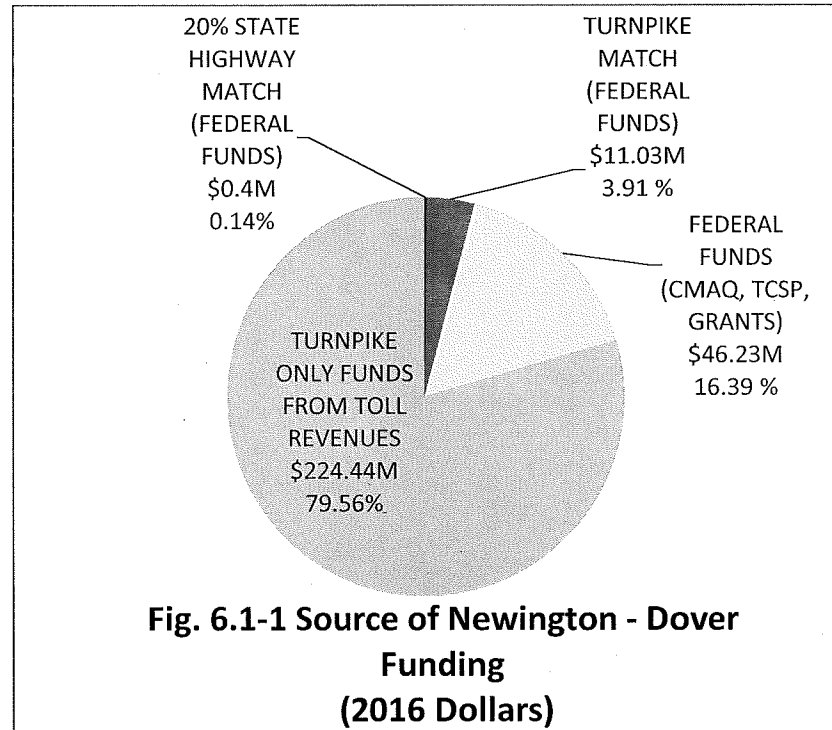


Figure 6.1-1 Source of Newington – Dover Funding (2016 Dollars)

Figure 6.1-2 identifies the project cost (2016 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.

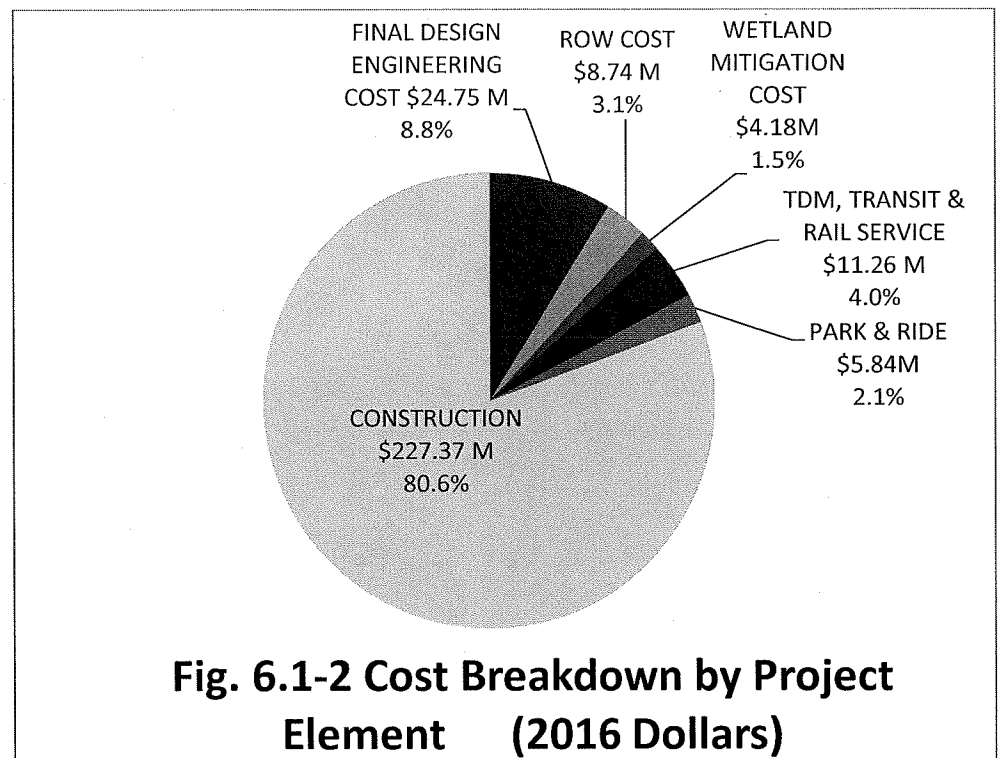
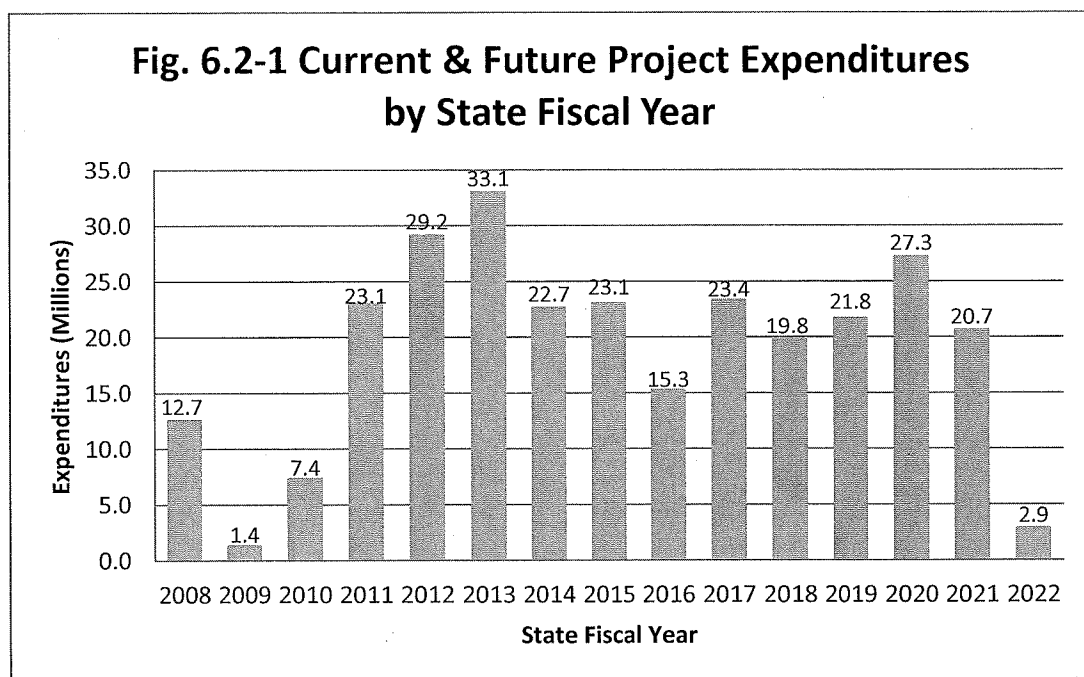


Figure 6.1-2 Cost Breakdown by Project Element Final Engineering, Right-of-Way, Mitigation and Construction Costs in 2016 Millions of dollars.

## 6.2 Cash Flow Plan

Figure 6.2-1 summarizes the Current and Projected Future Expenditures by State Fiscal Year from 2008 thru 2022 (include state and federal funds). Project costs for construction contracts that will advertise in the future have been inflated by 3% per year to reflect potential increases in construction costs from the current 2016 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 2016 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 2016, the project costs increased to \$282.1M. Currently when the project is completed in summer of 2022 the total estimated project cost is estimated to be \$284.0M. As the project continues to advance



Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238		ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	DESIGN STATUS (2)	FEIS	2011 CURRENT COST ESTIMATE	2012 CURRENT COST ESTIMATE	2013 CURRENT COST ESTIMATE	2014 CURRENT COST ESTIMATE	2015 CURRENT COST ESTIMATE	2016 CURRENT COST ESTIMATE (1)	Year-of-Expenditure Cost Based on Current Estimates (3%Inflation for Construction Only)	STATE FISCAL YEARS (July 1 - June 30)																		TOTALS
PROJECT NUMBER	DESCRIPTION OF ACTIVITY													ACTUAL									FUTURE EXPENDITURES									
														FY 2008 and Prior Years	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			
MILLIONS OF DOLLARS																																
	FINAL DESIGN ENGINEERING COST TOTALS						13.8	22.46	22.36	23.36	24.09	24.09	24.75	24.75	3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.66	0.16	0.00	0.00	0.00	0.00	0.00	0.00	24.75	
	RIGHT OF WAY 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	Corridor Wide Acquisitions and ROW Incidental Costs							1.86	1.86	1.86	1.86	1.86	1.86																			
11238 J	Drive-In Theater acquisition (completed in 2007)							0.27	0.27	0.27	0.27	0.27	0.27																			
11238 J	Additional Advance ROW acquisitions							1.71	1.71	1.71	1.71	1.71	1.71	1.49			0.22														1.71	
11238 J	Federal Funds							0.42	0.42	0.42	0.42	0.42	0.42	0.37			0.05														0.42	
11238 K	20% Turnpike match																															
	RIGHT OF WAY (ROW) COST TOTALS (excluding Mitigation ROW)						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	8.74	
	MITIGATION COSTS						4.60																									
	Wetland Mitigation and Enhancement Costs							1.34	1.34	1.34	1.34	1.34	1.34																			
	Tuttle Property Preservation (incl ROW)							0.23	0.23	0.23	0.23	0.23	0.23																			
	Day Property Preservation (incl. ROW)							1.25	1.25	1.25	1.25	1.25	1.25	1.07	0.18																1.25	
11238 J	Federal Funds							0.32	0.32	0.32	0.32	0.32	0.32	0.27	0.05																0.32	
11238 K	20% Turnpike Match							2.00	1.65	1.65	1.65	1.65	1.65																		1.65	
11238	Knight Brook ROW Preservation (Saba & Hilsop) Turnpike only Funds							1.28	0.80	0.80	0.80	1.00	0.96							0.96											0.96	
11238 M	Railway Brook Restoration (Construct w/ Contract M)	May-2012	34	Jun-2015																												
	subtotal						4.60	4.85	4.02	4.02	4.02	4.22	4.18	4.18																	4.18	
	Transit Service and Rail Service																															
68069	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	0.40	0.14									5.26	
	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	0.10	0.04									1.32	
	Turnpike Funds (Additional 2 years Transit Service Operation)							2.28	2.27	2.27	2.27	2.27	2.28										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																			
	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	
	Park and Ride (Total Cost including PE, ROW, Construction)																															
14287	Dover Park and Ride @ Exit 9 (Completed 2008) CMAQ program	NA		NA			3.40	3.49	3.34				3.34																			
20254	Rochester Park and Ride @ Exit 13	Apr-2013	14	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-2017	6	Sep-2018				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	
68069	Travel Demand Management (TDM)																															
	Federal CMAQ funds							0.40	0.54	0.32	0.31	0.31	0.31						0.09	0.10	0.09	0.03									0.31	
	20% Turnpike Matching Funds							0.10	0.13	0.08	0.08	0.08	0.08						0.02	0.03	0.02	0.01									0.08	
	subtotal							0.50	0.67	0.40	0.40	0.40	0.40																		0.40	
	MITIGATION COST TOTALS						16.5	21.07	21.95	21.46	21.46	21.32	21.28	21.28	6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.17	1.76	1.35	0.30	0.00	0.00	0.00	0.00	0.00	21.28	
	CONSTRUCTION COSTS																															
11238 L	CONTRACT L- Const. Little Bay Sister Bridge & Hilton Drive	May-2010	39	Nov-2013	100%		51.2	52.5	54.1	54.1	57.5	57.5	57.5					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	47.5	47.5					2.99	11.48	14.33	14.89	3.80								47.5	
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	21.9								1.90	8.30	8.00	3.70						21.9	
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area	May-2016	50	Oct-2020	100%		47.1	42.2	47.8	49.2	46.4	56.4	70.6	70.6										13.87	15.84	15.84	15.84	9.23			70.6	
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction	Jul-2019	33	Jul-2022	40%		26.0	26.8	26.8	29.0	27.6	29.0	29.9	31.7												5.84	11.46	11.46	2.94		31.7	
	CONSTRUCTION COST TOTALS						196.2	209.78	210.4	215.1	209.9	215.8	227.4	229.2				19.00	22.47	23.48	17.47	20.63	12.10	21.87	19.54	21.68	27.30	20.69	2.94	0.00	229.2	
TOTAL EXPENDITURE EACH FISCAL YEAR (Engineering, Right of way, Mitigation and Construction)																																



	Spaulding Turnpike Improvements Newington - Dover NHS-027-1(37), 11238	ADVERTISING DATE	CONSTRUCTION DURATION (MONTHS)	COMPLETION DATE	STATE FISCAL YEARS (July 1 - June 30)																	Federal Funding for Each Project Component	TOTALS Year-of- Expenditure Costs Based on Current Estimates (3% Inflation for Construction Only)			
					← ACTUAL →												← FUTURE →									
					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						
PROJECT NUMBER					PROJECT COMPONENTS																					
	Millions of Dollars																									
	FINAL DESIGN ENGINEERING COST TOTALS							3.95	1.18	5.25	3.60	3.95	3.45	2.25	0.30	0.66	0.16	0.00	0.00	0.00	0.00	0.00	0.00	24.75		
	RIGHT OF WAY COST																									
11238	Corridor Wide Acquisitions and ROW Incidental Costs							0.18		1.90	0.45	1.15	1.72	0.41	0.01	0.79							0.00	6.61		
11238 J	Drive-In Theater acquisition (completed in 2007)							1.86															1.49	1.86		
11238 J	Additional Advance ROW acquisitions									0.27													0.22	0.27		
	RIGHT OF WAY COST TOTALS							2.04	0.00	2.17	0.45	1.15	1.72	0.41	0.01	0.79	0.00	0.00	0.00	0.00	0.00	0.00	1.71	8.74		
	MITIGATION COSTS																									
	Wetland Mitigation and Enhancement Costs							1.34	0.23		0.00	1.65			0.96								1.25	4.18		
	Transit Service and Rail Service							2.00					3.81	1.06	1.02	1.64	1.32						6.86	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		
68069	Travel Demand Management (TDM)													0.12	0.13	0.12	0.04						0.31	0.40		
	MITIGATION COST TOTALS							6.68	0.23	0.00	0.00	1.65	4.43	2.60	2.17	1.76	1.35	0.30	0.10	0.00	0.00	0.00	13.10	21.3		
	CONSTRUCTION COSTS																									
11238 L	CONTRACT L - Const. Little Bay Sister Bridge & Hilton Drive				May-2010	39	Nov-2013					19.00	19.48	12.00	3.14	3.84							31.40	57.5		
11238 M	CONTRACT M - Const. Exit 3 & Exit 4 Interchanges, Newington				May-2012	39	Nov-2015						2.99	11.48	14.33	14.89	3.80							47.5		
11238 O	CONTRACT O - Rehabilitate Existing Little Bay Bridge				Sep-2014	34	Sep-2017									1.90	8.30	8.00	3.70					21.9		
11238 Q	CONTRACT Q - Const. Dover & Exit 6 Interchange Area				May-2016	50	Oct-2020											13.87	15.84	15.84	15.84	9.23		70.6		
11238 S	CONTRACT S - General Sullivan Bridge Reconstruction				Jul-2019	33	Jul-2022												5.84	11.46	11.46	2.94		31.7		
	CONSTRUCTION COST TOTALS							0.00	0.00	0.00	19.00	22.47	23.48	17.47	20.63	12.10	21.87	19.54	21.68	27.30	20.69	2.94	0.00	31.40	229.2	
	TOTAL ESTIMATED EXPENDITURE EACH STATE FY							12.67	1.41	7.42	23.05	29.22	33.08	22.73	23.11	15.30	23.38	19.84	21.78	27.30	20.69	2.94	0.00			
	Federal Funds Allocated by Fiscal year							6.83	0.18	0.22	15.20	16.20	3.55	2.08	0.97	0.50	0.00	0.24						46.0		
	Turnpike Matching Funds by Fiscal Year							1.31	0.05	0.05	3.80	1.60	0.89	0.52	0.25	0.12	0.00	0.06						8.6		
	State Highway Matching Funds by Fiscal Year							0.40																0.4		
	Non-Matching Turnpike Funds by Fiscal Year							4.13	1.18	7.15	4.05	11.42	28.65	20.13	21.90	14.68	23.00	19.54	21.68	27.30	20.69	2.94		228.4		
	TOTAL ESTIMATED TURNPIKE FUNDS REQUIRED EACH FISCAL YEAR							5.44	1.23	7.20	7.85	13.02	29.54	20.65	22.15	14.81	23.00	19.60	21.68	27.30	20.69	2.94	0.00	237.1		
	TOTAL COST (Engineering, Right of way, Mitigation and Construction)																									284.0
	STATE FISCAL YEARS (July 1 - June 30)							FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			

Newington-Dover  
FORECAST TURNPIKE FUNDING REVENUES

Figure 6.3

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 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 large contracts were on-going at the same time. A total \$237.1M 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. These modifications will be incorporated within the final design engineering costs during FY 13, FY 14, FY 15 and FY 16.

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### **7.2.2 Right-of-Way**

The acquisition of a majority of the properties is completed reducing the risk of escalating right-of-way costs. The two remaining properties are for future railroad improvements between Exits 3 and 4. The design for these improvements has been completed sufficiently to establish the Right-of-Way. The Right -of-Way plans have been completed and the Department is currently in the acquisition phase of these properties. The acquisition of these properties is expected to be completed in 2017.

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

Through the course of project development, there are utility relocations that are identified as being reimbursable as evidenced within this update. The Department refined the reimbursable utility relocations in Dover during FY16 to estimate the design and construction costs. The anticipated amount of reimbursable utility relocations has been estimated to be \$5.36M (\$1.62M participating and \$3.74M non-participating) based on the information available. The amount of

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

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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 design continues for Contract S, the construction timing for the wetland impacts will be better identified in meeting the 2019 expiration date. The Department included language for Contract Q such that any disturbed wetlands are required to be filled prior to the June 2019 wetland permit expiration date. Should construction not be able to meet the Wetlands Dredge and Fill Permit expiration date for Contract Q and Contract S, 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.

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

The development of the various rehabilitation alternatives for the General Sullivan Bridge (GSB) is currently being developed along with

the accompanying estimated construction costs. The continued structural deterioration of the GSB based on the inspections could result in higher than expected estimated construction costs. Should this be the case, the Department may wish to open discussions with the Federal Highway Administration and the NH Historic Preservation Office regarding the Section 106 Memorandum of Understanding on feasible and cost effective rehabilitation alternatives.

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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, right-of-way and construction of Turnpike projects in the amount of \$275 Million. As part of the approved "10 Year Plan" (2017-2026) the construction projects are funded under the schedule contained within this report.

Under the Department's presentation to the House Finance Committee in 2009, Legislative approval of HB 391 was obtained with the understanding the \$275 Million cost for the Newington-Dover Little Bay Project represents the entire authorized project costs to include all funds. With the total costs (including all funds) at \$284 Million, the Department will be seeking Legislative authority to increase the overall project costs as represented in this report.

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## 7.6 Construction

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### 7.6.1 Unforeseen Issues

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

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

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

- Changes in field conditions, whether it as a result of a sub-surface geotechnical finding (i.e. increases in unsuitable materials, groundwater issues, etc.); or an environmental impact (i.e. new cultural resource (historical, archeological) or a hazardous material finding that requires additional field investigations. As noted earlier, the NHDOT has completed extensive field investigations including all natural and cultural resources early in the project development process. The NHDOT's project wide geotechnical program has advanced the geotechnical investigations as each construction contract is progressed through the various design phases. While possible, it is unlikely that unforeseen natural/cultural resource, hazardous material sites or changes to geotechnical subsurface findings would create significant cost escalation or schedule delays for the Newington-Dover project. Other examples of changed field conditions that occurred during construction of Contract L and Contract M include: During construction completion of Contract L the contractor and the Department determined that the proposed limits of ledge removal for one of the piers must be increased to account for poor ledge strength and stability. Contract M, discovered a former gas station, previously thought to be a fully mitigated hazardous materials site was subsequently abated in the field.
- Contract Q has identified soft soil issues through the geotechnical program and accounted for them in design. However, during construction additional or changes in soil conditions may be encountered requiring additional design and construction costs.
- 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.
- Contract L encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. There was one modest alteration to the contract that addressed the staged placement of the concrete bridge deck that the Department has negotiated a cost increase of approximately \$0.4M.
- Contract M encountered the usual and customary additions and deletions from a construction contract that tend to offset one another. However, the overall construction cost for Contract M was reduced by approximately \$3.5M. This can be attributed primarily to price adjustments downward for fuel and asphalt costs, and reductions in quantities for the various paving and erosion control items.
- The Department has also reviewed coordination of construction contracts required to shift the traffic onto the new SB Little Bay Bridges between Contract L and M. The delays in placing the concrete deck for Contract L and the delays encountered for project development for Contract M combined with the construction duration needed to complete critical path utility relocations and roadway and bridge construction in Contract M required the shift of a portion of the roadway work from Contract L to Contract M. This shift allowed the Contract M contractor to control the roadway work required to support the shift of traffic onto the SB Little Bay Bridges. These shifts in work between Contract L and M were incorporated.



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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.

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

# 8

## Exhibits

8/30/2016	Turnpike System Capital Program, Monthly Status Report – August 2016
9/02/2016	Modified Project Agreement Estimate update for PE and Right-of-Way (11238 Parent project)
12/31/2015	Construction Cost Index, Vol. 8, No. 1; Bureau of Construction
11/30/2015	FHWA 2015 Financial Plan update letter
8/9/2016	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:** August 30, 2016  
**AT (OFFICE):** Bureau of Turnpikes

**SUBJECT:** TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM

**TO:**

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

**MEMORANDUM**

Attached is the monthly status report for the Turnpike System Priority Capital Program. The report includes the capital improvement projects that are identified as priorities to address red-list bridges, improve safety and reduce congestion on the Turnpike System. The projects are authorized by previous TYP's from 2008-2017, HB 391 that was passed and the toll increase at Hampton approved effective July 1, 2009, as well as those approved under the 2017-2026 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:

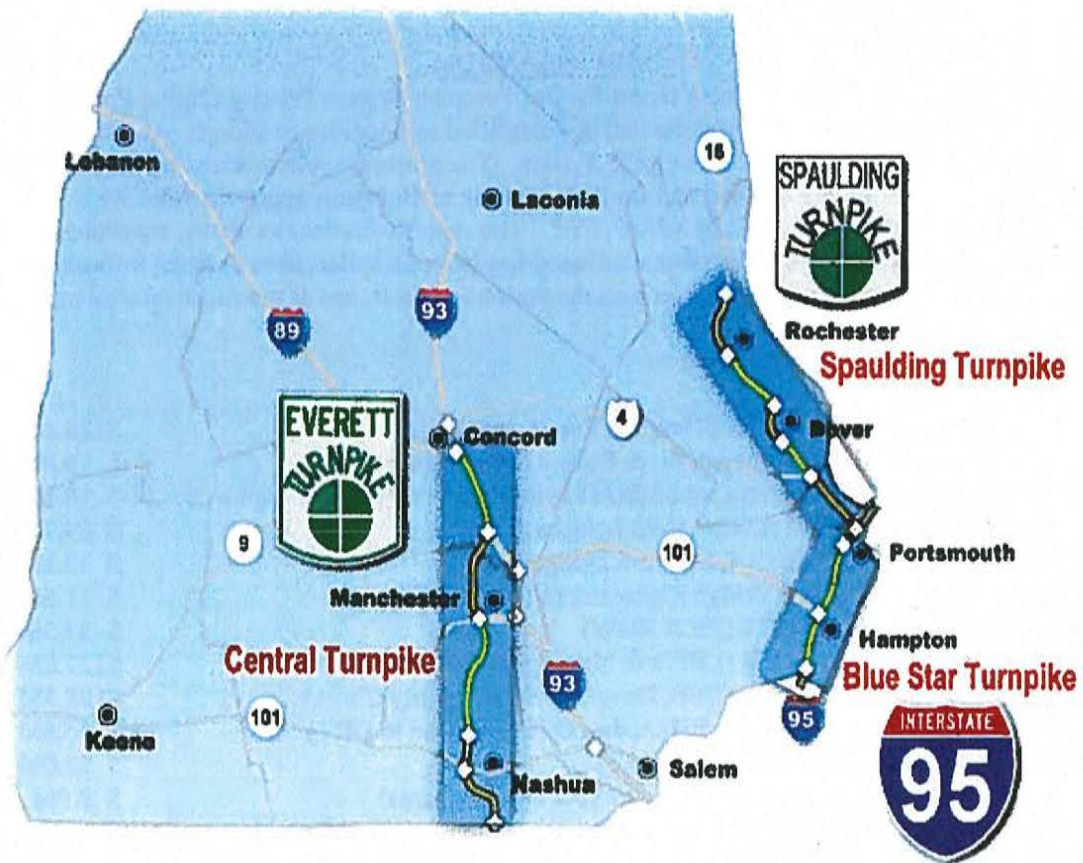
▪ Rochester 10620G thru M (Turnpike Expansion, Exits 11-16)	\$128.6M (LRL)
▪ Merrimack 12105 (Souhegan River Bridge Rehabilitation)	\$ 15.4M (LRL)
▪ Hampton Falls-Hampton 13408B&C (Taylor River Bridge/Dam Repl.)	\$ 18.1M (WJ)
▪ Bow-Concord 13742 A,B&C (I-93 Bridges at I-89, Exit 12 and 14)	\$ 29.7M (DAL)
▪ 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)	\$127.0M (KAC)
▪ Newington-Dover 11238 (GSB, Dover & Maint Facility Const.)	\$108.3M (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)	\$ 9.9M (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)	\$ 4.1M (DAL)
▪ Dover-Rochester 29440 (Toll Plaza Improvements)	\$ 26.5M (DSS)
▪ Manchester 16099 (Exit 6 & 7 Interchange Improvements) (PE&ROW only)	\$ 10.4M (KAC)
▪ Merrimack 29306 (Exit 12 Ramps Toll Plaza Removal)	\$ 0.5M (DSS)
▪ Nashua-Bedford 13761 (FEET Widening at 3 Locations)	\$ 71.0M (WJ)
▪ Nashua-Concord 29408 (ITS Deployment along the FEET)	\$ 4.1M (SS)
<b>Total-</b>	<b>\$675.7M</b>

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



# NEW HAMPSHIRE TURNPIKE SYSTEM PRIORITY CAPITAL PROGRAM 2008 -2026

(STATUS REPORT - August 2016)



# NEW HAMPSHIRE TURNPIKE SYSTEM

## PRIORITY CAPITAL PROGRAM

### 2008 -2026

8/30/2016

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	\$	128.6
Newington-Dover 11238 Spaulding Turnpike Expansion - LBB & Exit 3 thru Exit 6**	\$	268.6
Dover-Rochester 29440 Improvements at Dover & Rochester Toll Plaza	\$	26.5
Sub-Total	\$	423.7

#### 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

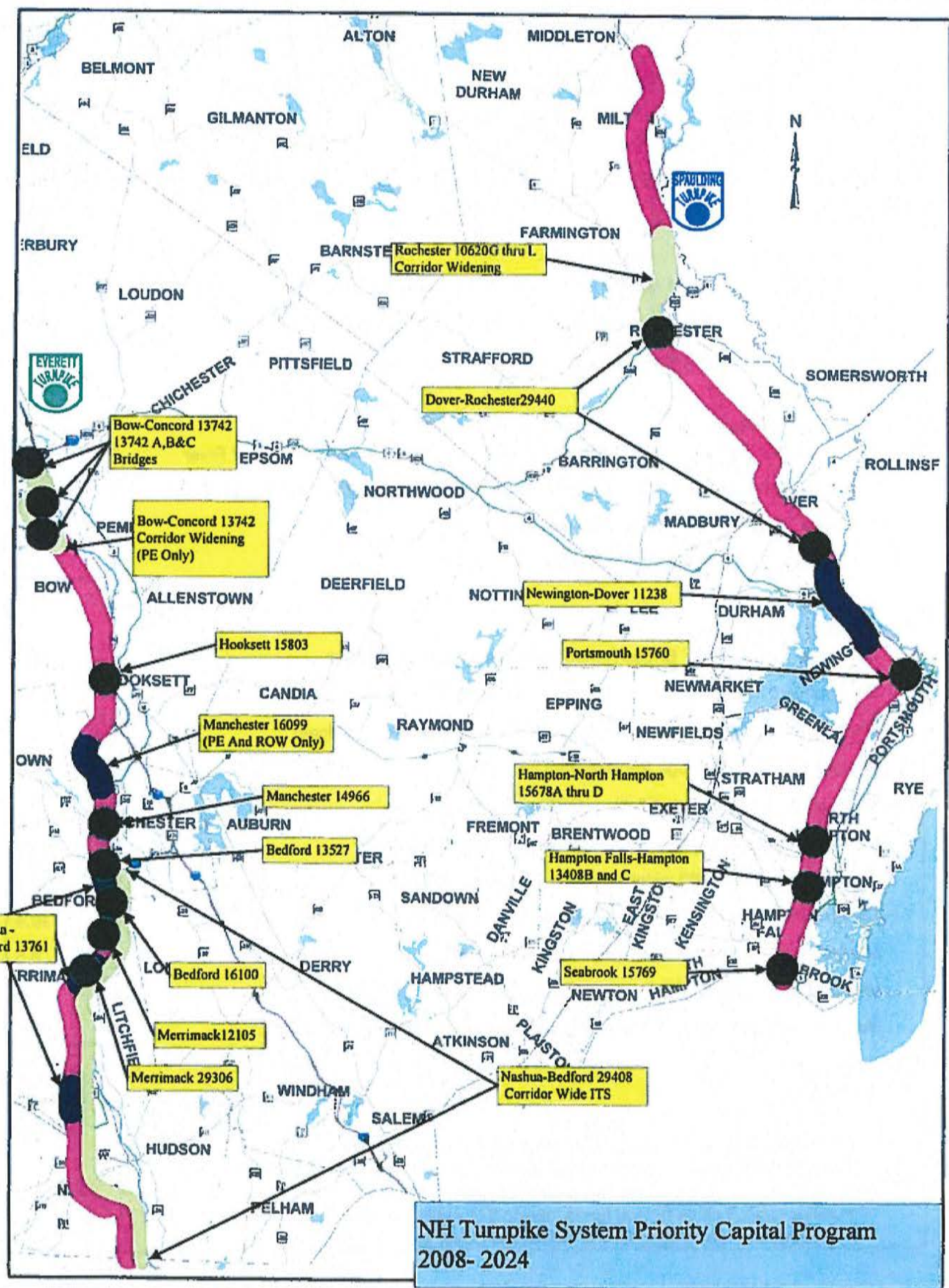
Merrimack 12105 FEET Bridge Rehabilitation over Souhegan River	\$	15.4
Bow-Concord 13742A thru C I-93 Bridge Redecking (4 Bridges)	\$	29.7
Manchester 14966 I-293 Exit 4 Bridge Rehabilitation (5 Millyard Bridges)	\$	32.1
Bedford 13527 US 3 Bridge Replacement over FEET	\$	11.5
Hooksett 15803 Open Road Tolling (ORT) - mainline toll	\$	22.0
Bedford-Merrimack 16100 Tolling Improvements along the FEET	\$	9.9
Bow-Concord 13742 I-93 widening from I-89 to Exit 16 (PE only) *	\$	4.1
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	\$	210.7

Total (millions of dollars)      \$      675.7

\* 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	2026	2027
1	ROCHESTER 10620G thru M NH 16 Expansion from Exit 12 to 16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16	Jul 10/16	Jan 10/16
		Est. Construction - \$122.9M (Total \$122.9M)																				
2	MERRIMACK 12105 FEET Bridge Replacement over Souhegan River	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5	Jul 8/5	Jan 8/5
		Construction - \$15.0M (Total \$15.4M)																				
3	HAMPTON-NORTH HAMPTON 15678 ORT at Mainline Plaza	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30	Jul 8/30	Jan 8/30
		Construction - \$16.3 M (Total \$16.8 M)																				
4	BOW-CONCORD 13742 A,B & C I-93 Bridge Re-decking (4 Bridges)	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25	Jul 8/25	Jan 8/25
		Est. Construction - \$27.0M (Total \$29.7M)																				
5	NEWINGTON-DOVER 11238 Spaulding Turnpike Expansion	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10	Jul 8/10	Jan 8/10
		Est. Construction - \$235.3 M (Total \$268.6M)																				
6	BEDFORD 13527 US 3 Bridge Replacement over FEET	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17	Jul 1/17	Jan 1/17
		Construction - \$10.6 M (Total \$11.5M)																				
7	PORTSMOUTH 15760 I-95 Soundwall for Atlantic Heights	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11	Jul 10/11	Jan 10/11
		Construction - \$2.7M (Total \$2.9M)																				
8	HOOKSETT 15803 Open Road Tolling at Mainline Plaza	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31	Jul 1/31	Jan 1/31
		Construction - \$21.0M (Total \$22.0M)																				
9	Seabrook 15769 NH 107 Bridge Widening over I-95	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17	Jul 4/17	Jan 4/17
		Construction - \$3.3M (Total \$3.5M)																				
Project: Priority Task Capital Improve Sum		Summary																				
Date: Tue 8/20/16		Rolled Up Task																				
		Rolled Up Milestone																				
		Task Progress Milestone																				
		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	2026	2027	2028
10	Manchester 14966 Exit 4 along I-293 Milliary bridges	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul	Jan	Jul
		<div>7/23 11/18</div> <div>Est. Construction - \$28.5 M (Total \$32.1 M)</div>																					
11	Merrimack 29306 Exit 12 Ramps Toll Plaza Removal																						
		<div>7/15 12/12</div> <div>Construction - \$0.43 M (Total \$0.45 M)</div>																					
12	HAMPTON FALLS-HAMPTON 13408-B and C I-95 Bridge/Dam Replcmnt																						
		<div>1/27 5/18</div> <div>Est. Construction - \$14.6M (Total \$18.1M)</div>																					
13	Nashua-Concord 29408 ITS Deployment along FEET																						
		<div>3/1 10/30</div> <div>Est. Construction \$4.1M</div>																					
14	Bedford-Merrimack 16100 Toll Plaza Improvements on FEET																						
		<div>1/17 8/15</div> <div>Est. Construction - \$8.6M (Total \$9.9M)</div>																					
15	Dover-Rochester 29440 Toll Plaza Improvements																						
		<div>7/1 7/1</div> <div>Est. Construction - \$24.8M (Total \$26.5M)</div>																					
16	Nashua-Bedford 13761 FEET Widening (3 Locations)																						
		<div>7/18 10/25</div> <div>Est. Construction - \$56.0M (Total \$71.0M)</div>																					
17	Manchester 16099 Reconstruction of Exits 6 and 7 along I-293																						
		<div>7/14 10/29</div> <div>Est. Construction - \$128.1M (Total \$162.4M)</div>																					
18	Bow-Concord 13742 I-93 Widening from I-99 interchange to limit of FEET at Exit 14																						
		<div>7/1 10/30</div> <div>Est. Construction - \$20.0M (Total \$37.1M)</div>																					

Information reflected for the Manchester 16099 and Bow-Concord 13742 projects are based upon 2017-2026 TYP. The 16099 project reflects full funding needs and is funded fully from Tpk Capital program. The 13742 contract is funded jointly by the Tpk Capital program and Federal funding program. Only the known amounts of Tpk funding for the 13742 contract are reflected consistent with the 2017-2026 TYP. As funding needs become more clear in the future, this report will be modified to reflect current info.

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

**Estimate:** \$268.6M  
 (\$235.3M Construction)

**% Design Complete:** 93%

**% Construction Complete:**

11238L: 100%

11238M: 100%

11238Q: 54%

11238Q: 0%

11238S: 0%

11238U: 0%

**Lead Person:** Keith Cota

#### Project Schedule / Milestones

9/21/2006 Joint Public Hearing  
 8/22/2007 Layout Approval  
 1/7/2008 FEIS Distribution  
 2/1/2008 FEIS Publication in Federal Register  
 10/24/2008 FHWA Record of Decision  
 12/18/2008 Governor & Council Approval - Final Design Contract  
 12/18/2008 Notice to Proceed - Final Design Consultant  
 5/11/2010 Adv 11238L LBB Contract - \$54.1M  
 5/29/2012 Adv 11238M Exit 3 & 4 Interchanges & Newington Mainline Turnpike Contract - \$51.0M  
 4/23/2013 Advertising of Rochester 20254 200-space Park and Ride at Exit 13 on Spaulding Tpk  
 11/15/2013 Completion of Newington-Dover 11238L  
 7/10/2013 Completion of Rochester 20254  
 9/23/2014 Adv 11238O LBB Rehabilitation & Bridge Approach Contract - \$21.9M  
 5/20/2016 Completion of 11238M  
 5/24/2016 Adv 11238Q Exit 6 Interchange & Dover Mainline Turnpike Contract - \$70.6M  
 9/15/2017 Completion of 11238O (Anticipated)  
 7/9/2019 Adv 11238U Turnpike Maintenance Shed Construction Contract - \$6.0M  
 7/16/2019 Adv 11238S GSB Rehabilitation - \$31.7M  
 11/1/2020 Completion of 11238U (Anticipated)  
 11/15/2020 Completion of 11238Q (Anticipated)  
 6/12/2022 Completion of 11238S (Anticipated)

#### Project Activity

- R.S. Audley continues with rehabilitation of the existing Little Bay bridge, working on forming new deck and placement of resteel is ongoing. Bids were received for the Exit 6 interchange improvements on 6/23/16; bid cost for this project was 16.6% higher than Engineers Estimate at \$67.1 M. Justification of the bid variance was attributed to significance of traffic control/phasing, geotechnical issues and risk of contractor for lengthy project, availability of and increasing cost of materials. Executive Office concurred in supporting the bid and approved project. Pre-Con meeting for 11238-Q is scheduled for September 9, 2016.
- 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.
- 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.

8/30/2016

<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>		<b>13408B (\$12.6 M Construction)</b>
<b>Project Description:</b>	<b>I-95 Bridge Replacement over Taylor River (B-Contract) and Dam Replacement or Removal (C-Contract)</b>		<b>13408C (\$ 2.0 M Construction)</b>
		<b>Current Phase:</b>	<b>Construction</b>
		<b>% Complete:</b>	<b>44%</b>
		<b>Lead Person:</b>	<b>Wendy Johnson</b>

**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 - \$12.6 M  
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 (13408B)**

- 08/22/16 - Construction Update: NB traffic was moved onto the new bridge over three Sunday nights - 7/24 (liquor ramp), 7/31 (right two lanes), 8/7 (left two lanes). The work is in Phase 3C, preparing the median diversion for SB traffic. SB traffic will shift shortly after Labor Day, then excavation will begin for the new SB bridge, and work at the dam and fish ladder will begin.
- 07/20/16 - Construction Update: Moving into Phase 3A, anticipated shift of NB Liquor Store ramp to the new bridge (07/24/16) with the right two lanes of I-95 NB moving to the new bridge (07/31/16), with the final two lanes moving later (08/07/16). Ground breaking for SB is anticipated in September.
- 06/21/16 - Construction Update: Nearing completion of the NB bridge encompassing phases 2C & 3A. Anticipate switching 4 NB traffic lanes and the liquor store off ramp onto the new bridge mid to late July with SB traffic then being diverted into the median. Work to construction SB bridge will commence in early August.
- 05/15/16 - Construction Update: Bridge and dam work continues to include removal of the existing steel sheet culvert. Bridge beams are being set thru month of May.
- 03/18/16 - Construction update: the NB Abut B stem is complete, backwall pours started 03/17/16, Abut A started 03/16/16, NE wing poured 03/18/16.
- 12/23/15 - Construction is shifted to Phase 2B. Traffic patterns on I-95 northbound have all 4 through lanes in the median diversion including the northbound off-ramp.
- 11/19/15 - The TMC successfully performed the Emergency Action Plan Testing.
- Construction bids for the 13408B contract were received on March 5, 2015. R.S. Audley was the low bidder at \$11,798,426.89.
- 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
- 9/26/14 - Wetland Permit Submitted to DES
- 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
- 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

8/30/2016

**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:** \$29.7M  
 (\$27.0M 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 Advertisement of Exit 14 Bridge Replacement project  
 9/17/2009 Opened bids, Concord 13742C (Exit 14) Contract  
 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  
 10/15/2010 13742C Construction Completion (Final Cost \$4.7M)  
 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  
 8/3/2015 13742B Construction Completion (Final Cost \$16.0M)  
 6/10/2016 13742A Construction Completion (Final Cost \$6.3M)

**% Construction Complete:**  
 13742A: 100%  
 13742B: 100%  
 13742C: 100%  
**Lead Person:** Don Lyford

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

- Project completed June 10, 2016
- G&C approved the project for construction on 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
- 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 limit of FEET at Exit 14

**Estimate:** \$4.1M (PE only)  
**% Part A Complete:** 100%  
**% Part B Completion (NEPA/Public Hearing):** 16%  
**% Part C Completion (Final Design/ROW/CON):** 0%  
**Lead Person:** Don Lyford

**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 Turn back to Consultant of comments from Concept Submittal  
 9/12/2012 Submission of Part B design draft scope and fee  
 3/20/2013 Approval of Part B Design scope and fee  
 11/21/2013 Authorization to Proceed for Part B design  
 4/1/2017 Public Hearing

**Project Activity**

- Expanded funding was identified for PE, ROW and CON for this project and authorized under the 2017-2026 TYP. Initial CON funding is identified in FY 2025 and 2026 at the \$10.0M level each FY. All funding identified is within the existing Turnpike Bureau revenue structure and does not require a toll increase based on current schedules for the improvements.
- Status update provided to Executive Office on 12/14/15. MJ provided project history, schedule, reviewed layouts along corridor and current operational and infrastructure challenges were discussed.
- Development and evaluation of preliminary alternatives along corridor remains ongoing, as does refinement of traffic model and assessment of the current and future traffic conditions.

**Upcoming Events**

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



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

Estimate: \$32.1M  
 (\$28.6M Construction)  
 Current Phase: Design  
 % Design Complete: 100%  
 % Const. Complete: 87%  
 Lead Person: Keith Cola

#### 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  
 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 III (easterly bridge portions and roadway work) are ongoing with NB and SB traffic shifted to new bridges sections along I-293 mainline. Work continues on the Exit 4 NB Off bridge replacement which is near complete. Exit 4 NB On ramp was closed mid-September 2015 to accommodate the construct on 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.
- 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.

Project Name: Rochester  
 State Number: 10620D (PE & ROW) and 10620G thru M (Construction)  
 Project Description: Spaulding Turnpike Expansion - Exits 11 thru 16

Estimate: \$128.6 M  
 (\$122.9M Construction)  
 % Construction Complete:  
 10620G: 100%  
 10620K: 100%  
 10620H: 100%  
 10620I: 100%  
 10620L: 100%  
 10620J: 100%  
 Lead Person: Bob Landry  
 10620-M Design: 100%  
 10620-M Construction: 100%  
 Lead Person: Dave Smith

#### Project Schedule / Milestones

6/13/2000 Public Hearing  
 7/11/2001 Final Environmental Assessment Completed  
 6/20/2001 Layout Approval  
 10/16/2001 FHWA Finding of No Significant Impact (FONSI)  
 9/7/2001 Notice to Proceed - Final Design Consultant  
 10/16/2007 Adv 10620G (Phase 1 Exit 11/12) (Bid Cost \$16.2M)  
 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)  
 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  
 5/31/2016 10620-M project completion

#### Project Activity

- Construction of facilities began May 18, 2015, completed on May 31, 2016 and Turnpikes moved into building June 1, 2016.
- 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.

8/30/2016

<b>Project Name:</b>	<b>Bedford</b>	<b>Estimate:</b>	<b>9.9M</b>
<b>State Number:</b>	<b>16100</b>		<b>(\$8.6M Construction)</b>
<b>Project Description:</b>	<b>Improvement to Bedford Mainline Toll Plaza</b>		

<b>% Design Complete:</b>	<b>10%</b>
<b>% Const. Complete:</b>	<b>0%</b>
<b>Lead Person:</b>	<b>Dave Smith</b>

**Project Schedule / Milestones**

1/31/2014	AET Feasibility Study initiated by HNTB
8/26/2014	Submission of AET Study for Tpk review
10/13/2014	AET study results presented to Front Office
1/8/2015	Start procurement of engineering consultant for ORT improvements
2/12/2015	Shortlisting of consultants for design contract
7/9/2015	Consultant Selection of Shortlisted firms
10/23/2015	Initiate design efforts for Toll Plaza building renovation with Bureau of Public Works
4/13/2016	Bids due for Toll Plaza Building Renovation Contract
4/20/2016	G&C Approval for ORT Conversion project
4/21/2016	Start Design for ORT improvements
1/17/2017	Advertising of ORT contract
4/7/2017	Completion of Toll Plaza Building Renovations
04/15/17	Start of Construction for ORT Improvements
03/01/18	Interim Completion Date for ORT testing
06/15/18	Overall Construction Completion

**Project Activity**

- Preliminary design efforts, signage review, additional survey, FEET over MAAR bridge assessment, wetland delineation and other efforts are ongoing. Project kickoff meeting held on May 3.
- Consultants notified in mid-September 2015 of selection; HNTB selected consultant. HNTB and DOT fees opened October 22 at Consultant Committee meeting, fee negotiations and technical review of contract completed December 30. Bureau of Traffic is developing conceptual sign plans to facilitate geotech and overall design needs.
- Technical proposals from shortlisted groups were submitted June 30th for review and recommendation by Consultant Selection Committee on July 9th.
- Solicitation for letters of interest on project design posted on 1/8/15 and shortlisting on 2/12/15.
- 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.

**Upcoming Events**

- Preliminary submission scheduled for delivery on Sept. 9, 2016

<b>Project Name:</b>	<b>Dover-Rochester</b>	<b>Estimate:</b>	<b>\$26.5 M</b>
<b>State Number:</b>	<b>29440</b>		<b>(\$24.8 M Construction)</b>
<b>Project Description:</b>	<b>Improvements at Dover and Rochester Toll Plazas</b>		

<b>% Design Complete:</b>	<b>1%</b>
<b>Lead Person:</b>	<b>Dave Smith</b>

**Project Schedule / Milestones**

1/31/2014	AET Feasibility Study initiated by HNTB
8/26/2014	Submission of AET Study
10/13/2014	AET study results presented to Front Office
6/1/2016	Start procurement of engineering consultant for ORT improvements
6/1/2017	Complete selection and fee development for ORT improvements
7/1/2017	Start Design for ORT improvements
7/1/2020	Advertising of ORT contract
10/02/20	Start of Construction for ORT Improvements
06/30/22	Overall Construction Completion

**Project Activity**

- Shortlist notifications sent on August 26. Letters of Interest received from 5 consultants on July 26, LOI's will be reviewed by the Consultant Committee on August 11 for shortlisting.
- Workshop meeting with the City of Dover on March 2, 2016 to provide insight on project status and scope of improvements.
- Public informational meeting with the City of Dover held on August 25, 2015 providing insight on Newington-Dover project status, future conversion to ORT at Dover toll plaza project shared with public as well.
- Turnpikes and Highway Design evaluating locations, impacts and operational aspects for ORT conversion at the Dover plaza.
- Additional effort on feasibility study completed assessing rehab of toll plazas vs ORT and presented to Front Office 1/7/15. Decision to construct ORT at Dover and Rochester plazas supported by study and Front Office.
- This project was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

**Upcoming Events**

- RFP from Shortlisted firms due October 3, 2016

<b>Project Name:</b>	<b>Manchester</b>	<b>Estimate:</b>	<b>\$10.4 M (PE &amp; ROW only)</b>
<b>State Number:</b>	<b>16099</b>		<b>(See note below re: future \$)</b>
<b>Project Description:</b>	<b>Reconstruction of F.E. Everett Turnpike Exit 6 and Exit 7</b>	<b>% Part A Complete:</b>	<b>100%</b>
		<b>% Part B Completion (NEPA/PH):</b>	<b>30%</b>
		<b>% Part C Completion (Final Design/ROW/CON):</b>	<b>0%</b>

**Lead Person:** 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>10/15/2015</b>	Approval of Part B Design scope & fee and NTP
<b>8/10/2016</b>	Public Informational Meeting
<b>12/15/2016</b>	Public Informational Meeting
<b>3/15/2017</b>	Public Hearing
<b>6/30/2017</b>	VHB Part B agreement expires
<b>7/1/2017</b>	Initiate Procurement of Final Design Consultant
<b>6/30/2018</b>	Complete Procurement of Final Design Consultant and Issue NTP
<b>7/1/2023</b>	Target advertising of first construction contract Manchester 16099A
<b>7/1/2025</b>	Target advertising of second construction contract Manchester 16099B

**Project Activity**

- All PE and ROW for these contracts are now authorized under the 2017-2026 TYP at \$10.4M. Initial CON funding is also authorized under the 2017-2026 TYP for the Exit 6 (\$96.2M) and Exit 7 (\$55.8M) interchanges in FY 2024 and 2026, respectively. All funding identified is within the existing Turnpike Bureau revenue structure and does not require a toll increase based on current schedules for the improvements.
- TAC meetings are ongoing in support of project; preparations for public meetings in early summer 2016.
- G&C approved scope/fee in October 2015. Kick off meeting held for Part B project development efforts on 10/27/15. VHB has initiated efforts to support the NEPA document development and public participation process.
- Public informational meetings to identify solutions to mobility and safety challenges at the Exit 6 and 7 interchanges through 2015 and 2016.

**Upcoming Events**

- Initiation of environmental document development and selection of recommended layout, as well as public outreach.

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

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

**Project Schedule / Milestones**

9/5/2014 Approval of Part A Design consultant  
 5/14/2015 Consultant Committee Mig to set State fee  
 9/16/2015 Scope & Fee Negotiations Complete and Contract to DOT Business Office  
 12/22/2015 DOT Business Office concurs on the scope and fee  
 3/9/2016 G&C Authorization to Proceed for Part A design  
 3/10/2016 CHA issued Notice to Proceed for Part A design  
 5/9/2016 Project Kick Off Meeting (Preliminary Design)  
 7/18/2017 Target Date - Public Hearing  
 8/18/2017 Target Date - NEPA documentation complete  
 9/18/2017 Target Date for FONSI  
 1/15/2018 Target Date - Solicit for Part B Final Design Contract  
 3/31/2019 CHA/MJ Completion Date  
 7/1/2021 Target Date - Advertising for Initial Construction Contract \$56.0 M

**Project Activity**

- 08/22/16 - Team meetings to start in September. Field work is ongoing, ROW boundry survey plan is underway.
- 06/21/16 - Project design has been initiated, data collection and survey ongoing.
- 05/09/16 - Project Kick off meeting for Preliminary Design
- 03/10/16 - NTP issued to CHA to begin work.
- 03/09/16 - Scope and Fee negotiations complete between DOT and CHA; Technical review of fee is complete, received G&C approval
- 12/22/15 - Receive Front Office Approval for the Negotiations with CHA.
- 12/09/15 - Technical review for CHA is completed.
- 10/09/15 - CHA submits the cadd files and aerial photogrammetry from Exit 8 in Nashua to I-293 in Manchester.
- 05/14/15 - Consultant committee meeting to compare IGE and consultant fees.
- 11/13/14 - CHA/MJ submitted a draft Scope of Work 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-Concord</b>	<b>Estimate:</b>	<b>\$4.1 M</b>
<b>State Number:</b>	<b>29408</b>		<b>(\$3.88M Construction)</b>
<b>Project Description:</b>	<b>Deployment of Intelligent Transpiration Systems along the F. E. Everett Turnpike (FEET)</b>	<b>% Design Complete:</b>	<b>100%</b>
		<b>% Const. Complete:</b>	<b>1%</b>
		<b>Lead Person:</b>	<b>Susan Soucie</b>

**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  
 5/1/2015 Submission of Final Concept Plan  
 3/2/2016 RFP Advertising Date (not as part of the DOT ad schedule)  
 3/14/2016 Mandatory Pre-Bid Conference for Contractors/Consultants  
 4/22/2016 RFP Submissions Due  
 5/13/2016 RFP Reviews Completed  
 6/8/2016 Oral Presentations Completed  
 7/12/2016 RFP Selection  
 9/25/2016 Anticipated Contractor/Consultant NTP  
 10/30/2017 Completion Date

**Project Activity**

- Vendor has been selected, negotiations completed and Executive Office approved the contract.
- Three proposals were submitted and reviewed. In Selection process now.
- Held Mandatory Vendor Conference on March 14, 2016
- Front Office presentation on 2/29/16.
- DoIT review comments received 2/24/16.
- Department and VHB coordination continues on RFP document preparation and review of ITS layout/selection.
- Draft submittal of Communication plan received 2/6/15
- Review meeting held 1/13/15- submittal of Communication plan set for 2/6/15
- Concept draft plan complete and submitted on 12/23/14. Review meeting setup for 1/13/15.
- VHB has initiated efforts for the design of the ITS deployment along the FEET corridor and a kickoff meeting was held 9/23/14.
- This contract was authorized and funded under the 2015-2024 TYP within the existing Turnpike Bureau revenue structure.

**Upcoming Events**

- Progress toward contract development and G&C approval.

8/30/2016

**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:**

**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)

15678A: 100%  
 15678B: 100%  
 15678C: 100%  
 15678D: 100%  
**Lead Person:** John Corcoran

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

**Estimate:** \$15.4M  
 (\$15.0M 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:** 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  
 7/25/2011 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.

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

S:\Turnpikes\Secure\Turnpike Capitan\Meg2017\July 2016\TTpk monthly report July 2016 - Same Working Copy.xlsx\monthly



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

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 07/13/2015  
Type Modified Project Agreement Estimate

### Days to Approve

Routees 0 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>	Yes
<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>	100,300		
<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.

## Project Scope

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

## Estimate Description

PE: Increase funds by \$661,500

ROW: No Change

CONST: Reduce Construction funds by \$378,000

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

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

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

## Funding Instructions

### PE

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

Const of \$468,000 as:

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

Minor STIP ammendment approved on 09/08/15.

# PROJECT ESTIMATE

Estimate Dated:09/02/2016

Project Total				
PE	Proposed Amount	Existing Amount	Change	Indirect Dollars
<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	\$500,000.00	\$0.00	\$0.00
2005	\$900,000.00	\$900,000.00	\$0.00	\$0.00
2006	\$800,000.00	\$800,000.00	\$0.00	\$0.00
2007	\$600,000.00	\$600,000.00	\$0.00	\$0.00
2009	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2010	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2011	\$3,400,000.00	\$3,400,000.00	\$0.00	\$0.00
2012	\$5,582,732.76	\$5,582,732.76	\$0.00	\$0.00
2013	\$2,976,267.24	\$2,976,267.24	\$0.00	\$0.00
2014	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00
2015	\$733,293.00	\$733,293.00	\$0.00	\$0.00
2016	\$661,500.00	\$0.00	\$661,500.00	\$0.00
Subtotal	<b>\$24,753,793.00</b>	<b>\$24,092,293.00</b>	<b>\$661,500.00</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	\$10,000.00	\$0.00	\$0.00
2006	\$40,000.00	\$40,000.00	\$0.00	\$0.00
2009	\$100,000.00	\$100,000.00	\$0.00	\$0.00
2010	\$3,500,000.00	\$3,500,000.00	\$0.00	\$0.00
2011	\$3,600,000.00	\$3,600,000.00	\$0.00	\$0.00
2013	\$250,000.00	\$250,000.00	\$0.00	\$0.00
2014	\$1,183,000.00	\$1,183,000.00	\$0.00	\$0.00
2015	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Subtotal	<b>\$8,738,000.00</b>	<b>\$8,738,000.00</b>	<b>\$0.00</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>				
2016	\$10,000.00	\$388,000.00	\$(378,000.00)	\$0.00
2017	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Subtotal	<b>\$90,000.00</b>	<b>\$468,000.00</b>	<b>\$(378,000.00)</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$33,581,793.00</b>	<b>\$33,298,293.00</b>	<b>\$283,500.00</b>	<b>\$0.00</b>
Report Requested by: PMs and Project Finance.				



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

Vendors				
<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. (Sediment Management Plan) 11238M	PE	\$3,709.16	\$3,709.16	\$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service) 11238L	PE	\$13,164.80	\$13,164.80	\$0.00
N/A; N/A; ATC Associates, Inc. (Hazardous Materials Service Technical Assistance) 11238M	PE	\$59,689.03	\$59,689.03	\$0.00
N/A; N/A; ATC Associates (Marine Sediment Sampling & Testing)	PE	\$60,935.00	\$60,935.00	\$0.00
<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>

# PROJECT ESTIMATE

Estimate Dated:09/02/2016

Greenman-Pedersen Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Greenman-Pedersen Inc. (Bridge Painting Consult. & Insp.)	PE	\$10,000.00	\$10,000.00	\$0.00
<b>Sub Total</b>		<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>
GZA Geoenvironmental Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; GZA GeoEnvironmental, Inc. (Rock Core testing)	PE	\$6,695.00	\$6,695.00	\$0.00
<b>Sub Total</b>		<b>\$6,695.00</b>	<b>\$6,695.00</b>	<b>\$0.00</b>
Kta-Tator Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; KTA -Tator, Inc. (Bridge Painting Consulting and Inspection) under Statewide 14936	PE	\$10,000.00	\$10,000.00	\$0.00
<b>Sub Total</b>		<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>
Mcfarland-Johnson Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; MJ (Northern Long-Eared Bat survey)	PE	\$8,855.20	\$8,855.20	\$0.00
<b>Sub Total</b>		<b>\$8,855.20</b>	<b>\$8,855.20</b>	<b>\$0.00</b>
Miovision Technologies Inc.	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Traffic data processing	PE	\$3,600.00		\$3,600.00
<b>Sub Total</b>		<b>\$3,600.00</b>		<b>\$3,600.00</b>
New Hampshire Boring Inc	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; NH Borings, Inc. (Groundwater Monitoring Wells)	PE	\$13,215.00	\$13,215.00	\$0.00
N/A; N/A; NH Borings, Inc. (Geotechnical Investigations)	PE	\$71,070.00	\$71,070.00	\$0.00
<b>Sub Total</b>		<b>\$84,285.00</b>	<b>\$84,285.00</b>	<b>\$0.00</b>
NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; PE for 11238S	PE	\$600,000.00	\$600,000.00	\$0.00
(M&N) Final Design; N/A; (M&N) Final Design	PE	\$2,188,046.00	\$1,810,046.00	\$378,000.00
(M&N) Preliminary Engineering; N/A; (M&N) Preliminary Engineering	PE	\$50,000.00	\$50,000.00	\$0.00
N/A; N/A; State of NH & Future Consultant (Final Design)	PE	\$459,239.37	\$459,239.37	\$0.00
N/A; N/A; State of NH (Final Design)	PE	\$1,984,085.81	\$1,704,185.81	\$279,900.00



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

N/A; N/A; State of NH (Prelim. Design)	PE	\$673,622.78	\$673,622.78	\$0.00
N/A; N/A; Acquisitions	ROW	\$25,000.00	\$25,000.00	\$0.00
N/A; N/A; Acquisitions	ROW	\$1,375,000.00	\$1,375,000.00	\$0.00
N/A; N/A; Acquisitions of Mitigation Commitments (Newington) (Hislop and Saba Properties)	ROW	\$3,600,000.00	\$3,600,000.00	\$0.00
N/A; N/A; Acquisitions (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	\$238,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2017	Construction	\$80,000.00	\$80,000.00	\$0.00
N/A; N/A; Travel Demand Management (TDM) 2016	Construction	\$1,000.00	\$80,000.00	\$(79,000.00)
N/A; N/A; Travel Demand Management (TDM) 2014	Construction	\$1,000.00	\$80,000.00	\$(79,000.00)
N/A; N/A; Travel Demand Management (TDM) 2015	Construction	\$1,000.00	\$80,000.00	\$(79,000.00)
N/A; N/A; Travel Demand Management (TDM) 2013	Construction	\$1,000.00	\$80,000.00	\$(79,000.00)
N/A; N/A; Lee (Bus & Park'n'Ride Alternatives)	Construction	\$6,000.00	\$68,000.00	\$(62,000.00)
<b>Sub Total</b>		<b>\$14,782,993.96</b>	<b>\$14,503,093.96</b>	<b>\$279,900.00</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



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

<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 (ITS/ Security Camera Assess.)	PE	\$4,960.53	\$4,960.53	\$0.00
N/A; N/A; Vanasse Hangen Brustlin (Final Design)	PE	\$15,070,194.12	\$15,070,194.12	\$0.00
N/A; N/A; Vanasse Hangen Brustlin (Prelim. Design)	PE	\$2,912,576.08	\$2,912,576.08	\$0.00
<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>\$33,581,793.00</b>	<b>\$33,298,293.00</b>	<b>\$283,500.00</b>

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

# PROJECT ESTIMATE

Estimate Dated:09/02/2016

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

# PROJECT ESTIMATE

Estimate Dated:09/02/2016

## Grand Total:

**\$33,581,793.00**

Report Requested by: PMs and Project Finance.

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

## Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
PE	Preliminary Engineering	\$661,500.00	\$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
PE						
2016	\$661,500.00	\$661,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$661,500.00</b>	<b>\$661,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$661,500.00</b>	<b>\$661,500.00</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
PE			
Obligated Funds	\$24,753,793.00	\$24,092,293.00	\$661,500.00
	<b>\$24,753,793.00</b>	<b>\$24,092,293.00</b>	<b>\$661,500.00</b>
ROW			
Obligated Funds	\$8,738,000.00	\$8,738,000.00	\$0.00
	<b>\$8,738,000.00</b>	<b>\$8,738,000.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$33,491,793.00</b>	<b>\$32,830,293.00</b>	<b>\$661,500.00</b>

Report Requested by Project Programming for FMIS Comparisons.

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



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

**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	\$661,500.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$493,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$475,000.00	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	\$232,000.00	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	\$600,000.00	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	\$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	\$5,582,732.76	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	\$800,000.00	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	\$900,000.00	0.00	0.00	\$0.00
Preliminary Engineering	0100	\$0.00	\$300,000.00	0.00	0.00	\$0.00
		<b>\$0.00</b>	<b>\$24,753,793.00</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	\$3,262,000.00	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	\$3,600,000.00	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	\$1,183,000.00	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	\$30,000.00	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	\$40,000.00	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	\$80,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	0100	\$0.00	\$10,000.00	0.00	0.00	\$0.00

# PROJECT ESTIMATE

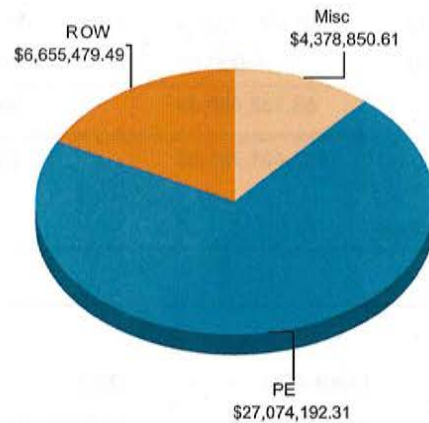
Estimate Dated:09/02/2016

	\$0.00	\$90,000.00	0.00	0.00	\$0.00
<b>Grand Total:</b>	\$0.00	\$33,581,793.00	0.00	0.00	\$0.00

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	\$24,753,793.00	\$0.00	\$24,753,793.00
	ROW	\$8,738,000.00	\$0.00	\$8,738,000.00
	Construction	\$90,000.00	\$0.00	\$90,000.00
		<b>\$33,581,793.00</b>	<b>\$0.00</b>	<b>\$33,581,793.00</b>
<b>Grand Total:</b>		<b>\$33,581,793.00</b>	<b>\$0.00</b>	<b>\$33,581,793.00</b>

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



# PROJECT ESTIMATE

Estimate Dated:09/02/2016

## 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	\$24,753,793.00	\$0.00	\$0.00	\$0.00
		<b>\$24,753,793.00</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>\$33,491,793.00</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

### Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	09/02/2016	
	<b>Routed On</b> 09/02/2016	<b>By</b> Keith Cota		
	<b>Completed On</b> 09/02/2016			

### Project Finance

<b>Work Started On</b> 09/02/2016	<b>By</b> Kate Dobens
<b>Review Completed On</b> 09/02/2016	<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> ---



# Construction Cost Index

*New Hampshire Department of Transportation*



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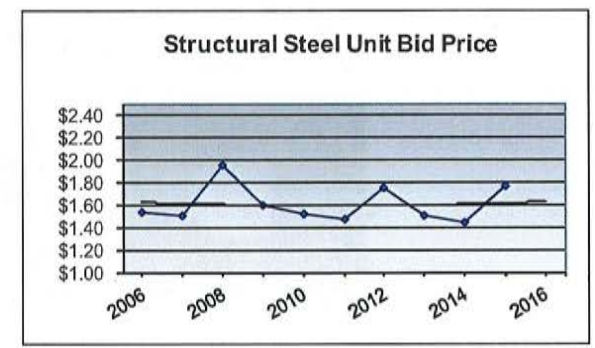
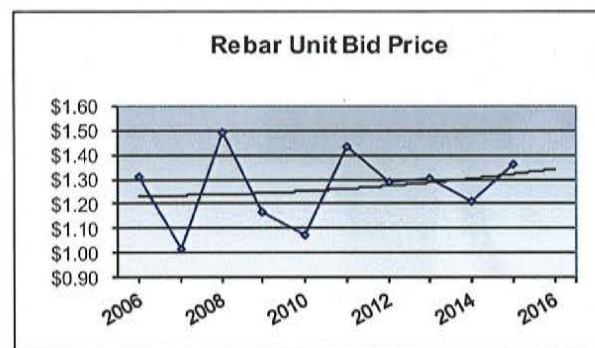
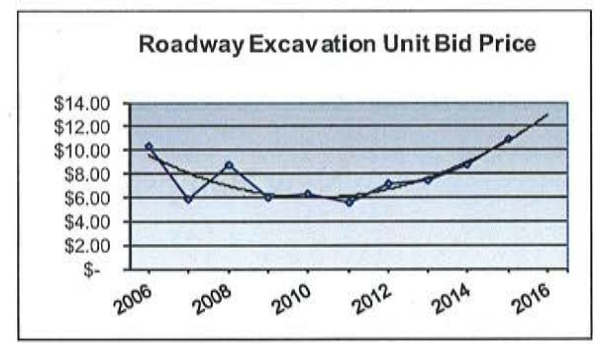
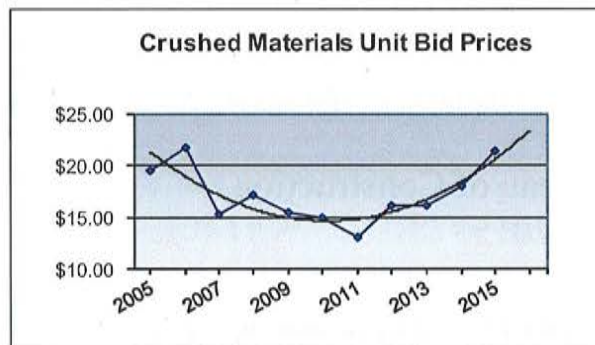
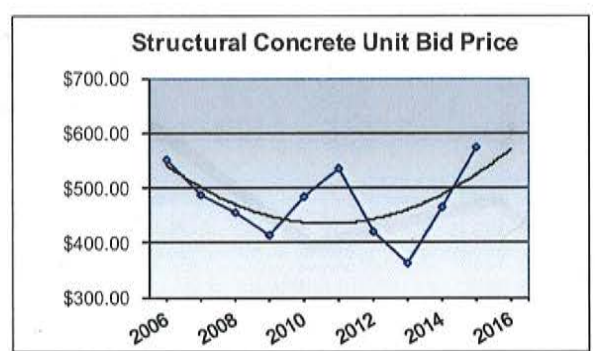
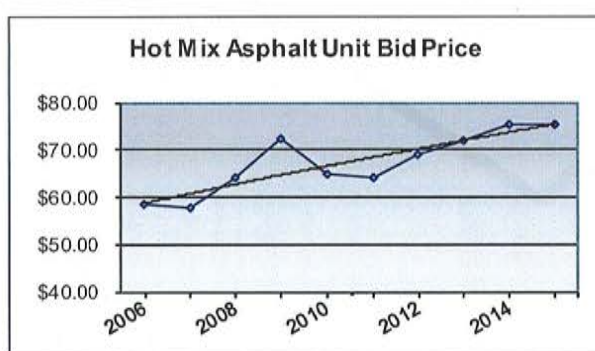
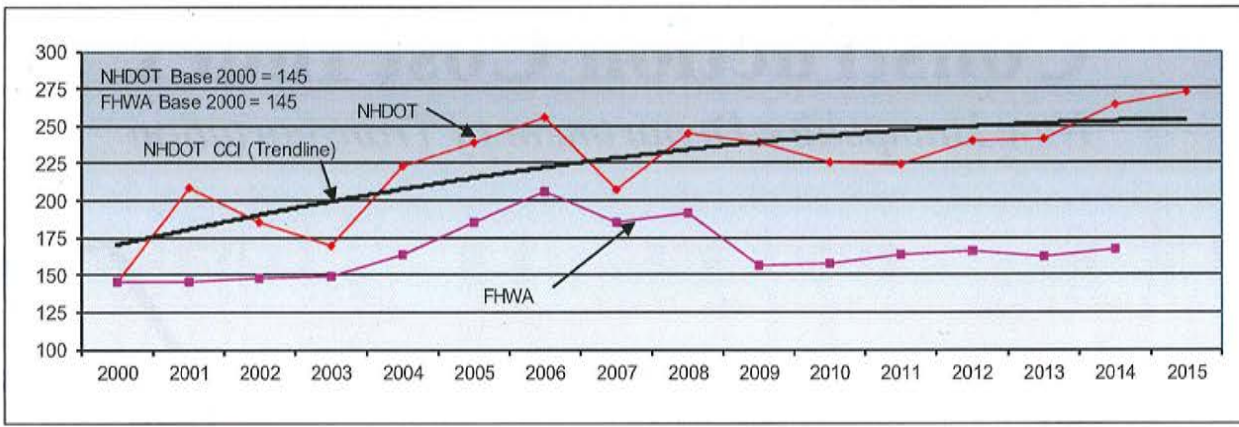
New Hampshire DOT Bureau of Construction  
4<sup>th</sup> Quarter, 2015

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## Construction Cost Indices for the 2<sup>nd</sup> Half of 2015

NHDOT Base 2000 = 145; FHWA Base 2000 = 145



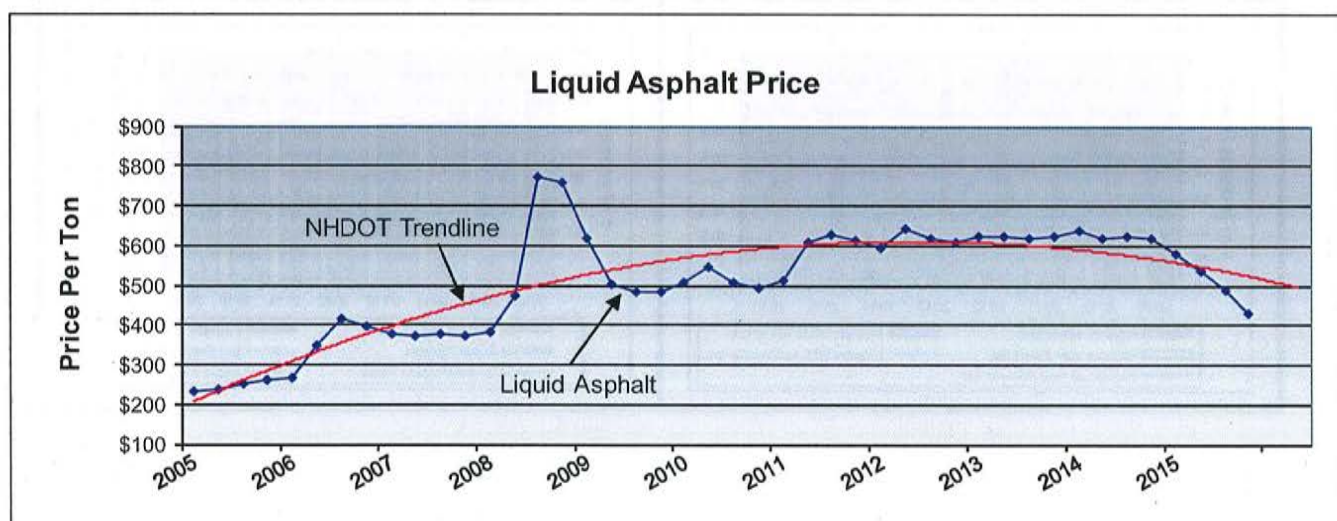
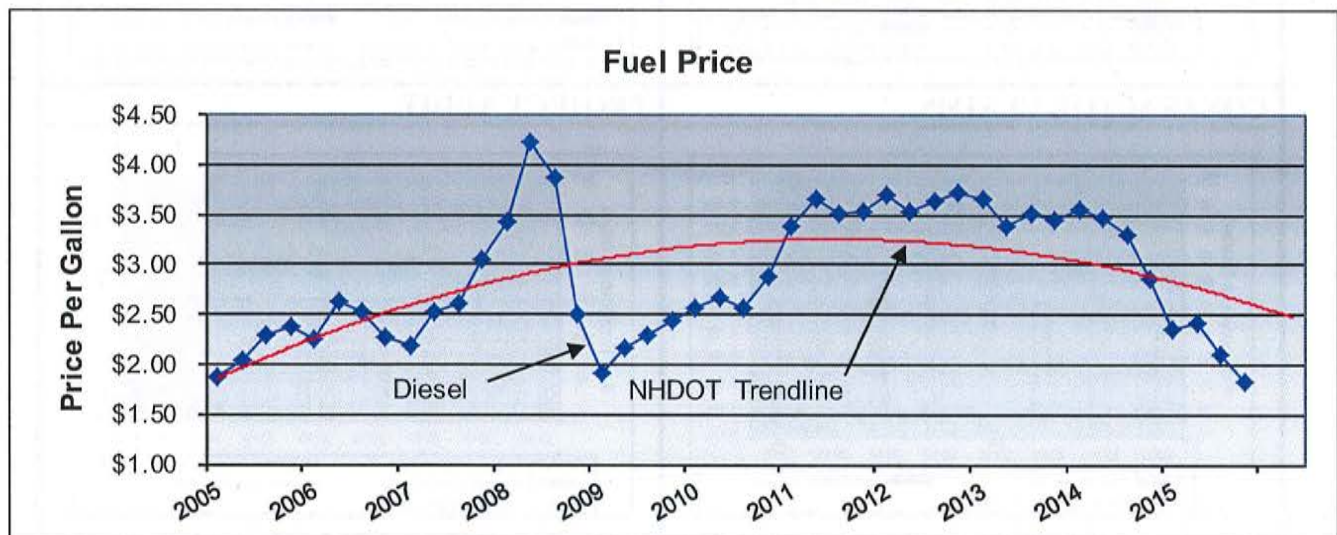


The Index has shown steady growth for 2015 and is currently at an index of 272 which is up 3.4% from the end of 2014. Fuel and Asphalt prices finished the 4<sup>th</sup> quarter at \$1.84 and \$431.17 respectively. Fuel dipped to a price matching the 1st quarter of 2004 and is down \$1.01 from a year ago. Liquid asphalt is down 19% from end of 2014. All 6 material categories tracked finished the quarter up in price. Crushed Material is up 19.8% and has been trending steadily upward since 2012. Structural Concrete was up 27% in 2014 and up another 22% in 2015 as part of a rebound following a 3 year slide. Hot Mix Asphalt is flat with a 0.1% increase at \$75.58/ton even though we started seeing lower HMA prices in the 2<sup>nd</sup> half of 2015. Roadway Excavation is up 25.8% to \$10.93 and has been rising steadily since 2011. Structural Steel is up 22.8% at \$1.77 in 2015.

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

Hot Mix	46.2%
Crushed Material	14.5%
Roadway Excavation	13.2%
Steel	11.8%
Concrete	10.2%
ReBar	4.1%

## NHDOT Fuel & Liquid Asphalt Prices

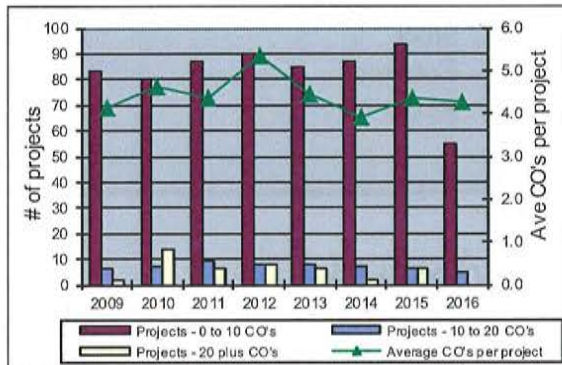




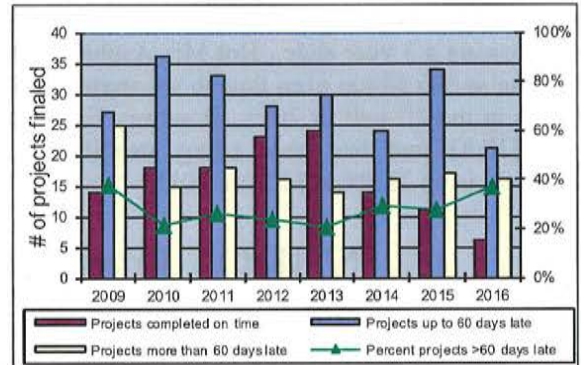
# Construction Bureau Performance Measures

## Compiled by State Fiscal Year

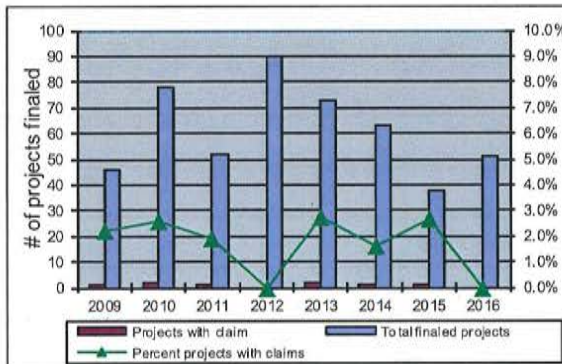
### CHANGE ORDERS



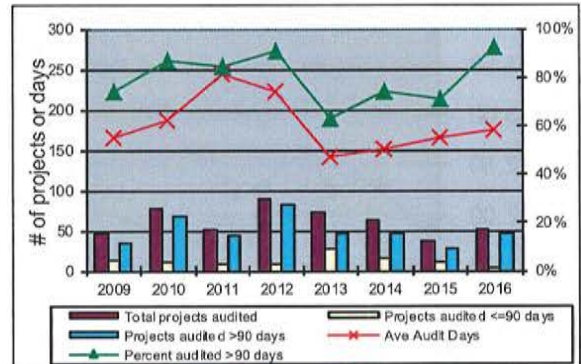
### CONTRACT DURATION



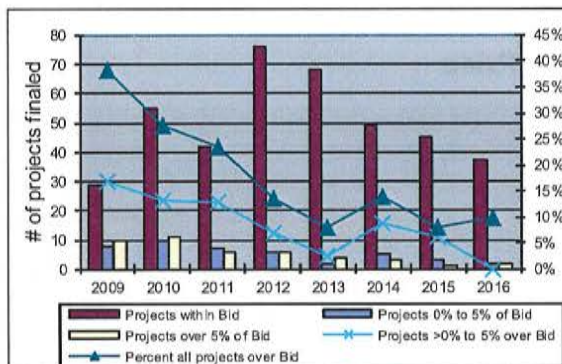
### CONTRACTOR CLAIMS



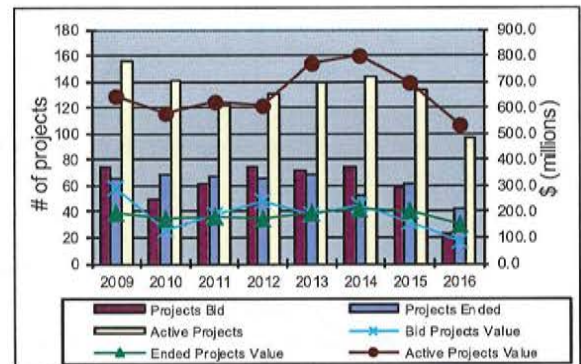
### PROJECT AUDIT



### BIDS vs. FINAL AMOUNTS



### PROJECT ACTIVITY







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

**New Hampshire Division**

November 30, 2015

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

In Reply Refer To:  
HDA-NH

Ms. Victoria F. Sheehan  
Commissioner  
New Hampshire Department of Transportation  
7 Hazen Drive  
Concord, NH 03302-0483

Attn: Mr. Christopher Waszczuk, Director of Project Development

**Subject: 2015 Financial Plan Approval, Federal Project NHS-027-1(37) Project #11238  
Spaulding Turnpike Improvements, Newington to Dover**

Dear Ms. Sheehan:

We received the September 2015 update to the Annual Financial Plan for the Newington- Dover project.

Based on the information we received, you have satisfied the terms under the PODI agreement for annual updates to the Finance Plan. We look forward to receiving the 2016 Financial Plan update in September 2016.

Please contact Cindy Vigue at 603-410-4874 or [cindy.vigue@dot.gov](mailto:cindy.vigue@dot.gov) with any questions.

Sincerely,

Patrick A. Bauer  
Division Administrator



ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation Expenditure	Project Numbers
NH001	Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M	1560			11,700,005.00	0.00	11,700,000.00	0.00	11,700,000.00	0.00	Y	09/30/1991 02/28/1989	0121023-02, 0121025-02, 0121026-01, 0121027-02, 0121028-02, 0121029-01, 0121030-01
NH001		1560	0950599	NA,NA	0.00	11,700,000.00	0.00	0.00	0.00	0.00			
NH001		1560	0960078	NA,NA	0.00	0.00	0.00	0.00	0.00	0.00			
Access Control Demo - Keene, NH (CO,AR,NH) Proj = 30M Total:					11,700,005.00	11,700,000.00	11,700,000.00	0.00	11,700,000.00	0.00			
NH002	Franconia Notch (NH)	1260			18,825,599.00	0.00	14,119,200.00	0.00	14,119,200.00	0.00	Y	09/30/1994 08/20/1993	0301011-03, 0331013-02, 0441001-02, 0441003-01, 0441004-02, 0441005-01, 0441006-02
NH002		1260	0830087	NA,NA	0.00	14,119,200.00	0.00	0.00	0.00	0.00			
Franconia Notch (NH) Total:					18,825,599.00	14,119,200.00	14,119,200.00	0.00	14,119,200.00	0.00			
NH003	Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge	3130			8,397,000.00	0.00	7,933,000.00	0.00	4,135,548.50	3,797,451.50	Y	12/31/2014 01/29/2016	5315021-01
NH003		3130	1000202	NA,NA	0.00	237,000.00	0.00	0.00	0.00	0.00			
NH003		3130	1010164	NA,NA	0.00	3,933,000.00	0.00	0.00	0.00	0.00			
NH003		3130	1000457	NA,NA	0.00	3,763,000.00	0.00	0.00	0.00	0.00			
NH003	Bridge Capacity Improvements (NH): Nashua River Bridge - second bridge	3610			1,463,143.00	0.00	1,170,514.00	0.00	761,264.24	409,249.76	Y	03/17/2014 07/19/2016	5315021
NH003		3610	1020240	1003.(C)1	0.00	-1,792.00	0.00	0.00	0.00	0.00			
NH003		3610	1020240	1003.(C)	0.00	-27,694.00	0.00	0.00	0.00	0.00			
NH003		3610	1020240	1104.(B)8	0.00	1,200,000.00	0.00	0.00	0.00	0.00			



ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE  
ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	← Obligation	----- Last Date -----> Expenditure	Project Numbers
NH003	Bridge Capacity Improvements (NH); Nashua River Bridge - second bridge	45A0			13,907,917.00	0.00	11,332,530.99	641,069.01	9,871,183.91	1,461,347.08	Y	07/25/2016	07/19/2016	5315021-01, 5315051, 5315052, A000116, A000199, A002933
NH003		45A0	1060346	378.NA	0.00	11,973,600.00	0.00	0.00	0.00	0.00				
NH003	Bridge Capacity Improvements (NH); Nashua River Bridge - second bridge	Q920			10,473,068.00	0.00	8,126,679.12	251,774.14	6,671,251.54	1,455,427.58	Y	07/28/2016	07/19/2016	5315021, 5315050, 5315054-01, 5315055, A000047, A002937, A003321
NH003		Q920	1050178	1602.355	0.00	8,378,453.26	0.00	0.00	0.00	0.00				
NH003	Bridge Capacity Improvements (NH); Nashua River Bridge - second bridge	Q930			5,558,205.74	0.00	4,446,564.60	0.14	4,446,564.60	0.00	Y	06/15/2016	06/20/2016	A002937, A003321
NH003		Q930	1050178	1602.355	0.00	4,446,564.74	0.00	0.00	0.00	0.00				
NH003	Bridge Capacity Improvements (NH); Nashua River Bridge - second bridge	Q930			39,799,333.74	33,902,132.00	33,009,288.71	892,843.29	25,885,812.79	7,123,475.92				
NH004	PE Demo - Conway Bypass (US-302/SR-16) (NH)	3670			7,682,001.00	0.00	6,145,600.00	0.00	6,145,600.00	0.00	Y	07/28/2016	07/19/2016	0153001, 0153002-02
NH004		3670	1020240	1107.(B)153	0.00	6,145,600.00	0.00	0.00	0.00	0.00				
NH004	PE Demo - Conway Bypass (US-302/SR-16) (NH)	5190			2,125,000.00	0.00	1,700,000.00	0.00	1,700,000.00	0.00	Y	09/30/1996	07/10/1996	9117001-01
NH004		5190	1010516	NA.NA	0.00	1,700,000.00	0.00	0.00	0.00	0.00				
NH004	PE Demo - Conway Bypass (US-302/SR-16) (NH)	Q920			6,001,607.00	0.00	5,942,141.86	29,062.14	5,899,698.87	52,442.99	Y	07/28/2016	07/19/2016	0153001
NH004		Q920	1050178	1602.1654	0.00	506,591.00	0.00	0.00	0.00	0.00				
NH004		Q920	1050178	1602.356	0.00	5,464,613.00	0.00	0.00	0.00	0.00				
PE Demo - Conway Bypass (US-302/SR-16) (NH) Total:					15,808,608.00	13,816,804.00	13,787,741.86	29,062.14	13,735,298.87	52,442.99				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

AS OF AUGUST 09, 2016  
ALL DEMO

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Expenditure	Project Numbers
NH005	Study of corridor protection for NH Route 16	3670			2,438,571.00	0.00	1,950,857.00	0.00	1,950,857.00	0.00	N	03/16/2007	03/05/2007		0152001, 0152003
NH005		3670	1020240	1107.(B)152	0.00	2,000,000.00	0.00	0.00	0.00	0.00					
NH005		3670	1020240	1003.(C)1	0.00	-2,987.00	0.00	0.00	0.00	0.00					
NH005		3670	1020240	1003.(C)	0.00	-46,156.00	0.00	0.00	0.00	0.00					
Study of corridor protection for NH Route 16 Total:					2,438,571.00	1,950,857.00	1,950,857.00	0.00	1,950,857.00	0.00					
NH006	North Conway: Provide congestion relief on US-302 and NH Route 16	3670			0.00	0.00	0.00	0.00	0.00	0.00	N				
NH006		3670	1020240	1003.(C)1	0.00	0.00	0.00	0.00	0.00	0.00					
NH006		3670	1020240	1003.(C)	0.00	0.00	0.00	0.00	0.00	0.00					
NH006		3670	1020240	1107.(B)153	0.00	0.00	0.00	0.00	0.00	0.00					
North Conway: Provide congestion relief on US-302 and NH Route 16 Total:					0.00	0.00	0.00	0.00	0.00	0.00					
NH007	Winchester: Replacement of Winchester Bridge	3650			798,856.00	0.00	780,342.98	0.02	780,342.98	0.00	Y	11/15/2013	06/30/2016		0037001-03, 0111005
NH007		3650	1020240	1003.(C)1	0.00	-1,195.00	0.00	0.00	0.00	0.00					
NH007		3650	1020240	1003.(C)	0.00	-18,482.00	0.00	0.00	0.00	0.00					
NH007		3650	1020240	1106.(A)37	0.00	800,000.00	0.00	0.00	0.00	0.00					
Winchester: Replacement of Winchester Bridge Total:					798,856.00	780,343.00	780,342.98	0.02	780,342.98	0.00					
NH008	Hanover: Ledyard Bridge Reconstruction	3650			9,510,428.00	0.00	7,608,343.00	0.00	7,608,343.00	0.00	Y	11/21/2001	09/20/2001		0038001
NH008		3650	1020240	1003.(C)1	0.00	-11,649.00	0.00	0.00	0.00	0.00					
NH008		3650	1020240	1003.(C)	0.00	-180,008.00	0.00	0.00	0.00	0.00					
NH008		3650	1020240	1106.(A)38	0.00	7,800,000.00	0.00	0.00	0.00	0.00					
Hanover: Ledyard Bridge Reconstruction Total:					9,510,428.00	7,608,343.00	7,608,343.00	0.00	7,608,343.00	0.00					
NH009	Manchester: Manchester Airport Road Improvements	3650			4,877,142.00	0.00	3,901,714.00	0.00	3,901,714.00	0.00	N	06/16/2014	05/30/2014		0047001

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Expenditure	Project Numbers
NH009		3650	1020240	1106.(A)47	0.00	4,000,000.00	0.00	0.00	0.00	0.00				
NH009		3650	1020240	1003.(C)1	0.00	-5,974.00	0.00	0.00	0.00	0.00				
NH009		3650	1020240	1003.(C)	0.00	-92,312.00	0.00	0.00	0.00	0.00				
NH009	Manchester: Manchester Airport Road Improvements	Q920			15,632,768.00	0.00	12,506,214.00	0.00	12,506,214.00	0.00	N	06/16/2014	05/30/2014	0047001
NH009		Q920	1050178	1602.1658	0.00	3,254,691.00	0.00	0.00	0.00	0.00				
NH009		Q920	1050178	1602.887	0.00	8,226,423.00	0.00	0.00	0.00	0.00				
NH009		Q920	1050178	1602.1653	0.00	1,025,100.00	0.00	0.00	0.00	0.00				
Manchester: Manchester Airport Road Improvements Total:					20,509,910.00	16,407,928.00	16,407,928.00	0.00	16,407,928.00	0.00				
NH010	Wetlands mitigation package for SR-101/51	3130			0.00	0.00	0.00	0.00	6,442,394.27	-6,442,394.27	Y			
NH010	Wetlands mitigation package for SR-101/51	3650			12,192,858.00	0.00	9,754,286.36	-0.36	9,754,286.36	0.00	Y	12/19/2006	12/14/2006	0037000-01, 0048001-03, 0048002-02, 0048003, 0048004, 0048005-02, 0182091-03, 0182093-02, 0182098
NH010		3650	1020240	1003.(C)	0.00	-230,779.00	0.00	0.00	0.00	0.00				
NH010		3650	1020240	1106.(A)48	0.00	10,000,000.00	0.00	0.00	0.00	0.00				
NH010		3650	1020240	1003.(C)1	0.00	-14,935.00	0.00	0.00	0.00	0.00				
NH010	Wetlands mitigation package for SR-101/51	3670			0.00	0.00	0.00	0.00	367,637.54	-367,637.54	Y			
NH010	Wetlands mitigation package for SR-101/51	Q920			2,562,750.00	0.00	2,050,199.00	0.00	2,050,199.00	0.00	Y	12/29/2003	01/05/2004	0182108, 0182124
NH010		Q920	1050178	1602.1656	0.00	2,050,199.00	0.00	0.00	0.00	0.00				
Wetlands mitigation package for SR-101/51 Total:					14,755,608.00	11,804,485.00	11,804,485.36	-0.36	18,614,517.17	-6,810,031.81				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation Expenditure	Project Numbers
NH011	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS	3080			4,850,446.00	0.00	3,880,358.00	0.00	3,880,358.00	0.00	Y	09/30/1996 06/30/1996	020801-01, 020802-01, 020803-01, 020804-01, 020806-01, 020807-01
NH011		3080	1000017	149.(C) & (D)	0.00	3,880,358.00	0.00	0.00	0.00	0.00			
NH011	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS	3090			2,910,266.00	0.00	2,328,214.00	0.00	2,328,214.00	0.00	Y	09/30/1996 07/10/1996	020801-02, 020802-02, 020803-02, 020804-02, 020806-02, 020807-02
NH011		3090	1000017	149.(C) & (D)	0.00	2,328,214.00	0.00	0.00	0.00	0.00			
NH011	STURRA MINIMUM ALLOCATION FOR ANY ELIGIBLE TITLE 23 PROJECTS Total:				7,760,712.00	6,208,572.00	6,208,572.00	0.00	6,208,572.00	0.00			
NH012	Reconstruct US-3 Carroll town line 2.1 miles north	Q920			2,288,534.00	0.00	1,830,827.00	0.00	1,830,827.00	0.00	Y	11/25/2014 11/07/2014	0351008, A000315
NH012		Q920	1050178	1602.472	0.00	1,830,827.00	0.00	0.00	0.00	0.00			
NH012	Reconstruct US-3 Carroll town line 2.1 miles north Total:				2,288,534.00	1,830,827.00	1,830,827.00	0.00	1,830,827.00	0.00			
NH013	Improve Bridge Street bridge, Plymouth	Q920			2,608,881.00	0.00	2,087,104.00	0.00	2,087,104.00	0.00	Y	06/12/2013 06/11/2013	0221001, A000004, A000059
NH013		Q920	1050178	1602.785	0.00	1,062,004.00	0.00	0.00	0.00	0.00			
NH013		Q920	1050178	1602.1655	0.00	1,025,100.00	0.00	0.00	0.00	0.00			
NH013	Improve Bridge Street bridge, Plymouth Total:				2,608,881.00	2,087,104.00	2,087,104.00	0.00	2,087,104.00	0.00			
NH014	Widen I-93 from Salem to Manchester	Q920			13,499,277.00	0.00	10,799,421.00	0.00	10,799,421.00	0.00	Y	03/10/2016 11/05/2015	0931174, 0931192
NH014		Q920	1050178	1602.1652	0.00	1,204,492.00	0.00	0.00	0.00	0.00			
NH014		Q920	1050178	1602.916	0.00	9,594,929.00	0.00	0.00	0.00	0.00			
NH014	Widen I-93 from Salem to Manchester Total:				13,499,277.00	10,799,421.00	10,799,421.00	0.00	10,799,421.00	0.00			
NH015	Construct Orford Bridge	Q920			4,723,147.50	0.00	3,778,517.00	0.00	3,778,517.00	0.00	Y	05/14/2007 04/24/2007	0301013



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	←----- Last Date ----->	Project Numbers
NH015		Q920	1050178	1602.1659	0.00	871,334.00	0.00	0.00	0.00	0.00				
NH015		Q920	1050178	1602.923	0.00	2,907,183.00	0.00	0.00	0.00	0.00				
	<b>Construct Orford Bridge Total:</b>				<b>4,723,147.50</b>	<b>3,778,517.00</b>	<b>3,778,517.00</b>	<b>0.00</b>	<b>3,778,517.00</b>	<b>0.00</b>				
NH016	Construct Chestersfield Bridge	Q920			3,249,563.66	0.00	2,599,652.00	0.00	2,599,652.00	0.00	Y	12/19/2006	12/14/2006	0121033
NH016		Q920	1050178	1602.1090	0.00	2,599,652.00	0.00	0.00	0.00	0.00				
	<b>Construct Chestersfield Bridge Total:</b>				<b>3,249,563.66</b>	<b>2,599,652.00</b>	<b>2,599,652.00</b>	<b>0.00</b>	<b>2,599,652.00</b>	<b>0.00</b>				
NH017	Construct the Keene bypass	Q920			6,277,454.01	0.00	5,021,963.00	0.00	4,215,989.57	805,973.43	Y	02/01/2012	07/11/2016	0111004, 0111006
NH017		Q920	1050178	1602.1206	0.00	5,021,963.00	0.00	0.00	0.00	0.00				
	<b>Construct the Keene bypass Total:</b>				<b>6,277,454.01</b>	<b>5,021,963.00</b>	<b>5,021,963.00</b>	<b>0.00</b>	<b>4,215,989.57</b>	<b>805,973.43</b>				
NH018	Construct Hindsale Bridge	Q920			3,144,369.00	0.00	1,148,131.85	1,451,520.15	1,107,001.47	41,130.38	Y	02/03/2012	05/09/2016	2000019, A000120
NH018		Q920	1050178	1602.1247	0.00	2,599,652.00	0.00	0.00	0.00	0.00				
	<b>Construct Hindsale Bridge Total:</b>				<b>3,144,369.00</b>	<b>2,599,652.00</b>	<b>1,148,131.85</b>	<b>1,451,520.15</b>	<b>1,107,001.47</b>	<b>41,130.38</b>				
NH019	Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border	Q920			2,114,269.00	0.00	1,691,414.00	0.00	1,691,414.00	0.00	Y	08/14/2003	07/21/2003	0951050
NH019		Q920	1050178	1602.1300	0.00	1,691,414.00	0.00	0.00	0.00	0.00				
	<b>Improve 3 Pisquataqua River Bridges on the New Hampshire - Maine border Total:</b>				<b>2,114,269.00</b>	<b>1,691,414.00</b>	<b>1,691,414.00</b>	<b>0.00</b>	<b>1,691,414.00</b>	<b>0.00</b>				
NH020	Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill	Q920			832,893.00	0.00	666,314.00	0.00	666,314.00	0.00	Y	01/12/2011	08/25/2010	000S332
NH020		Q920	1050178	1602.1657	0.00	666,314.00	0.00	0.00	0.00	0.00				
	<b>Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill Total:</b>				<b>832,893.00</b>	<b>666,314.00</b>	<b>666,314.00</b>	<b>0.00</b>	<b>666,314.00</b>	<b>0.00</b>				

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ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
NH021	High priority highway and bridge projects	Q920			6,381,826.04	0.00	5,125,498.00	0.00	5,125,498.00	0.00	Y	06/16/2014	05/30/2014	000S251, 0011009, 0047001, 0121047, 0931200, A000202, A000314, A000317, A000318, A000330
NH021	High priority highway and bridge projects Total:	Q920	1050178	1602.1822	0.00	5,125,498.00	0.00	0.00	0.00	0.00				
NH022	Granite Street Bridge Project, New Hampshire	55B0			7,903,968.00	0.00	7,903,968.00	44,032.00	7,903,968.00	0.00	Y	01/04/2011	10/14/2010	A000171
NH022	Granite Street Bridge Project, New Hampshire Total:	55B0	1080007		7,903,968.00	7,948,000.00	7,903,968.00	44,032.00	7,903,968.00	0.00				
NH023	Bedford, New Hampshire Route 101 Corridor Safety Improvement Project	H170			1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00	0.00	Y	11/09/2011	04/06/2011	A000297
NH023	Bedford, New Hampshire Route 101 Corridor Safety Improvement Project Total:	H170	1080199	115.	1,000,000.00	1,000,000.00	1,000,000.00	0.00	1,000,000.00	0.00				
NH024	Chocorua Village Transportation Improvement Project (NH)	H170			499,058.00	0.00	499,057.50	0.00	499,057.50	0.00	Y	11/15/2012	10/09/2012	A000299, A000395
NH024	Chocorua Village Transportation Improvement Project (NH) Total:	H170	1080199	115.	499,058.00	499,057.50	499,057.50	0.00	499,057.50	0.00				
NH025	Granite Street and Bridge Widening Project, New Hampshire	H170			7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00	0.00	Y	11/29/2010	11/09/2010	A000294, A000338
NH025	Granite Street and Bridge Widening Project, New Hampshire Total:	H170	1080199	115.	7,000,000.00	7,000,000.00	7,000,000.00	0.00	7,000,000.00	0.00				

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Granite Street and Bridge Widening Project, New Hampshire Total:															
					7,000,000.00	7,000,000.00	7,000,000.00	0.00	7,000,000.00	0.00					
NH026	NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation	H170			500,000.00	0.00	500,000.00	0.00	500,000.00	0.00	Y	07/18/2014	06/28/2016		0931205
NH026		H170	1080199	115.	0.00	500,000.00	0.00	0.00	0.00	0.00					
NH DOT Londonderry South Road Advance, Mitigation/Wetland Creation Total:															
					500,000.00	500,000.00	500,000.00	0.00	500,000.00	0.00					
NH027	Town of Dublin, New Hampshire Traffic Calming Project	H170			304,580.00	0.00	297,204.37	2,795.63	297,204.37	0.00	Y	02/25/2015	03/05/2014		A000300
NH027		H170	1080199	115.	0.00	300,000.00	0.00	0.00	0.00	0.00					
Town of Dublin, New Hampshire Traffic Calming Project Total:															
					304,580.00	300,000.00	297,204.37	2,795.63	297,204.37	0.00					
NH028	Chocorua Village Intersect Improvement Project, New Hampshire	H660			190,883.00	0.00	190,883.48	0.00	190,883.48	0.00	Y	08/09/2012	08/05/2009		A000443
NH028		H660	1080447	117.	0.00	190,883.48	0.00	0.00	0.00	0.00					
Chocorua Village Intersect Improvement Project, New Hampshire Total:															
					190,883.00	190,883.48	190,883.48	0.00	190,883.48	0.00					
NH029	Crystal Lake Mitigation Project, New Hampshire	H660			983,926.00	0.00	983,926.00	0.00	983,926.00	0.00	N	11/14/2011	09/10/2007		A000576
NH029		H660	1080447	117.	0.00	983,926.00	0.00	0.00	0.00	0.00					
Crystal Lake Mitigation Project, New Hampshire Total:															
					983,926.00	983,926.00	983,926.00	0.00	983,926.00	0.00					
NH030	Draper's Corner Safety Improvements - Claremont, New Hampshire	H660			737,946.00	0.00	737,946.00	0.00	737,946.00	0.00	Y	11/04/2014	07/29/2016		A000418
NH030		H660	1080447	117.	0.00	737,946.00	0.00	0.00	0.00	0.00					
Draper's Corner Safety Improvements - Claremont, New Hampshire Total:															
					737,946.00	737,946.00	737,946.00	0.00	737,946.00	0.00					

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NH031	Hooksett Highway Reconstruction and Upgrade, New Hampshire	H660			3,935,712.00	0.00	3,935,712.00	0.00	3,935,712.00	0.00	Y	08/29/2014	05/31/2016	A000407
NH031		H660	1080447	117.	0.00	3,935,712.00	0.00	0.00	0.00	0.00				
NH031	Hooksett Highway Reconstruction and Upgrade, New Hampshire	LY10			0.00	0.00	0.00	0.00	0.00	0.00	Y	02/07/2012	07/11/2016	0241014
<b>Hooksett Highway Reconstruction and Upgrade, New Hampshire</b>														
Total:					3,935,712.00	3,935,712.00	0.00	0.00	3,935,712.00	0.00				
NH032	I-93 construction and mitigation, New Hampshire	H660			737,946.00	0.00	737,946.00	0.00	737,946.00	0.00	Y	12/18/2014	08/26/2014	A000131
NH032		H660	1080447	117.	0.00	737,946.00	0.00	0.00	0.00	0.00				
<b>I-93 construction and mitigation, New Hampshire Total:</b>														
					737,946.00	737,946.00	0.00	0.00	737,946.00	0.00				
NH033	North Conway Village Streetscape Project, New Hampshire	H660			983,928.00	0.00	983,928.00	0.00	983,928.00	0.00	Y	02/03/2016	10/20/2015	0272037
NH033		H660	1080447	117.	0.00	983,928.00	0.00	0.00	0.00	0.00				
<b>North Conway Village Streetscape Project, New Hampshire Total:</b>														
					983,928.00	983,928.00	0.00	0.00	983,928.00	0.00				
NH034	Pinkham Notch Pedestrian Safety, New Hampshire	H660			147,589.00	0.00	147,589.00	0.00	147,589.00	0.00	Y	10/23/2008	08/13/2008	A000437
NH034		H660	1080447	117.	0.00	147,589.00	0.00	0.00	0.00	0.00				
<b>Pinkham Notch Pedestrian Safety, New Hampshire Total:</b>														
					147,589.00	147,589.00	0.00	0.00	147,589.00	0.00				
NH035	Pinkham's Notch Foot Bridge, New Hampshire	H660			147,589.00	0.00	147,589.00	0.00	147,589.00	0.00	Y	10/21/2008	03/19/2008	A000438
NH035		H660	1080447	117.	0.00	147,589.00	0.00	0.00	0.00	0.00				
<b>Pinkham's Notch Foot Bridge, New Hampshire Total:</b>														
					147,589.00	147,589.00	0.00	0.00	147,589.00	0.00				

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ALL DEMO

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NH036	Spaulding Turnpike/Little Bay Bridges, New Hampshire	H660			5,411,605.00	0.00	5,411,605.00	0.00	5,411,605.00	0.00	Y	05/13/2016	02/15/2012	A000999
NH036		H660	1080447	117.	0.00	5,411,605.00	0.00	0.00	0.00	0.00				
<b>Spaulding Turnpike/Little Bay Bridges, New Hampshire Total:</b>														
					<b>5,411,605.00</b>	<b>5,411,605.00</b>	<b>5,411,605.00</b>	<b>0.00</b>	<b>5,411,605.00</b>	<b>0.00</b>				
NH037	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin	HY10			171,095.00	0.00	136,875.99	23,124.01	136,875.99	0.00	Y	07/13/2015	07/19/2016	A000737
NH037		HY10	1090059	1702.131	0.00	160,000.00	0.00	0.00	0.00	0.00				
NH037		LY10			694,321.00	0.00	583,045.00	58,135.00	583,045.00	0.00	Y	07/13/2015	07/19/2016	A000737
NH037		LY10	1090059	1702.131	0.00	641,180.00	0.00	0.00	0.00	0.00				
<b>Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin Total:</b>														
					<b>865,416.00</b>	<b>801,180.00</b>	<b>719,920.99</b>	<b>81,259.01</b>	<b>719,920.99</b>	<b>0.00</b>				
NH038	Design and construction of intersection of Rte 101A and Rte 13 in Milford	HY10			133,932.00	0.00	107,145.00	52,855.00	45,779.89	61,365.11	Y	09/15/2010	11/02/2015	A000416
NH038		HY10	1090059	1702.389	0.00	160,000.00	0.00	0.00	0.00	0.00				
NH038		LY10			348,723.00	0.00	107,547.80	533,632.20	874.51	106,673.29	Y	04/12/2016	11/02/2015	A000416, A000565
NH038		LY10	1090059	1702.389	0.00	641,180.00	0.00	0.00	0.00	0.00				
<b>Design and construction of intersection of Rte 101A and Rte 13 in Milford Total:</b>														
					<b>482,655.00</b>	<b>801,180.00</b>	<b>214,692.80</b>	<b>586,487.20</b>	<b>46,654.40</b>	<b>168,038.40</b>				
NH039	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont	HY10			422,422.05	0.00	177,938.00	30,062.00	177,938.00	0.00	N	03/28/2013	05/31/2016	0131039
NH039		HY10	1090059	1702.397	0.00	208,000.00	0.00	0.00	0.00	0.00				



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ALL DEMO

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Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
NH039	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont	LY10			387,577.00	0.00	78,061.99	755,472.01	10,530.24	67,531.75	N	03/28/2013	05/31/2016	0131039
NH039	Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont	LY10	1090059	1702.397	0.00	833,534.00	0.00	0.00	0.00	0.00				
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton	HY10			50,038.00	0.00	50,038.44	61,961.56	50,038.44	0.00	Y	03/24/2015	03/18/2015	A000500
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton	HY10	1090059	1702.731	0.00	112,000.00	0.00	0.00	0.00	0.00				
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton	LY10			405,192.00	0.00	223,980.79	224,845.21	223,980.79	0.00	Y	03/24/2015	03/18/2015	A000500, A000509
NH040	Reconstruction of NH 11 and NH 28 Intersection in Alton	LY10	1090059	1702.731	0.00	448,826.00	0.00	0.00	0.00	0.00				
NH041	Improve Meredith Village Traffic Rotary	HY10			171,095.00	0.00	136,876.00	23,124.00	94,923.04	41,952.96	N	02/07/2012	07/11/2016	0241014
NH041	Improve Meredith Village Traffic Rotary	HY10	1090059	1702.757	0.00	160,000.00	0.00	0.00	0.00	0.00				
NH041	Improve Meredith Village Traffic Rotary	LY10			400,956.00	0.00	138,124.00	503,056.00	104,799.69	33,324.31	N	02/07/2012	07/11/2016	0241014
NH041	Improve Meredith Village Traffic Rotary	LY10	1090059	1702.757	0.00	641,180.00	0.00	0.00	0.00	0.00				
NH042	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	HY10			105,813.00	0.00	95,813.00	16,187.00	95,813.00	0.00	Y	03/31/2016	07/19/2016	A000414
NH042	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	HY10	1090059	1702.810	0.00	112,000.00	0.00	0.00	0.00	0.00				
NH042	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	LY10			432,130.99	0.00	408,130.97	40,695.03	408,130.97	0.00	Y	03/31/2016	07/19/2016	A000414
NH042	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	LY10	1090059	1702.810	0.00	112,000.00	0.00	0.00	0.00	0.00				

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NH042		LY10	1090059	1702.810	0.00	448,826.00	0.00	0.00	0.00	0.00			
	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke				537,943.99	560,826.00	503,943.97	56,882.03	503,943.97	0.00			
	Total:												
NH043	Reconstruction and Improvements to NH Route 110 in Berlin.	HY10			342,189.25	0.00	273,751.00	0.00	273,751.00	0.00	Y	12/31/2014 07/29/2016	A000052
NH043		HY10	1090059	1702.1171	0.00	273,751.00	0.00	0.00	0.00	0.00			
NH043	Reconstruction and Improvements to NH Route 110 in Berlin.	L930			203,149.75	0.00	162,520.00	0.00	162,520.00	0.00	Y	12/31/2014 07/29/2016	A000052
NH043		L930	1090059	1702.1171	0.00	162,520.00	0.00	0.00	0.00	0.00			
NH043	Reconstruction and Improvements to NH Route 110 in Berlin.	LY10			1,457,611.00	0.00	1,166,089.00	0.00	1,166,089.00	0.00	Y	12/31/2014 07/29/2016	A000052
NH043		LY10	1090059	1702.1171	0.00	1,166,089.00	0.00	0.00	0.00	0.00			
	Reconstruction and Improvements to NH Route 110 in Berlin. Total:				2,002,950.00	1,602,360.00	1,602,360.00	0.00	1,602,360.00	0.00			
NH044	South Road Mitigation in Londonderry.	HY10			256,641.00	0.00	205,313.00	0.00	76,380.17	128,932.83	Y	07/18/2014 06/28/2016	0931205
NH044		HY10	1090059	1702.1479	0.00	205,313.00	0.00	0.00	0.00	0.00			
NH044	South Road Mitigation in Londonderry.	L930			7,691.00	0.00	7,691.20	26,995.80	7,691.20	0.00	Y	07/18/2014 06/28/2016	0931205
NH044		L930	1090059	1702.1479	0.00	34,687.00	0.00	0.00	0.00	0.00			
NH044	South Road Mitigation in Londonderry.	LY10			644,021.00	0.00	515,216.55	446,553.45	487,531.95	27,684.60	Y	07/18/2014 06/28/2016	0931205
NH044		LY10	1090059	1702.1479	0.00	961,770.00	0.00	0.00	0.00	0.00			
	South Road Mitigation in Londonderry. Total:				908,353.00	1,201,770.00	728,220.75	473,549.25	571,603.32	156,617.43			
NH045	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord	HY10			171,095.00	0.00	136,876.00	23,124.00	136,876.00	0.00	Y	04/18/2016 06/20/2016	5099021

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NH045		HY10	1090059	1702.1808	0.00	160,000.00	0.00	0.00	0.00	0.00				
NH045	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord	LY10			728,806.50	0.00	583,045.00	58,135.00	565,320.62	17,724.38	Y	04/18/2016	06/20/2016	5099021
NH045		LY10	1090059	1702.1808	0.00	641,180.00	0.00	0.00	0.00	0.00				
NH045	Upgrade Sewalls Falls Road bridge over Merrimack River in Concord				899,901.50	801,180.00	719,921.00	81,259.00	702,196.62	17,724.38				
Total:														
NH046	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.	HY10			342,189.00	0.00	273,751.00	46,249.00	273,751.00	0.00	Y	09/11/2013	12/29/2011	A000210
NH046		HY10	1090059	1702.1972	0.00	320,000.00	0.00	0.00	0.00	0.00				
NH046	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.	LY10			1,431,519.00	0.00	1,166,089.00	116,271.00	1,166,089.00	0.00	Y	09/11/2013	12/29/2011	A000210
NH046		LY10	1090059	1702.1972	0.00	1,282,360.00	0.00	0.00	0.00	0.00				
NH046	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH. Total:				1,773,708.00	1,602,360.00	1,439,840.00	162,520.00	1,439,840.00	0.00				
NH047	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont	HY10			85,548.00	0.00	68,438.00	11,562.00	68,438.00	0.00	Y	11/04/2014	07/29/2016	A000418
NH047		HY10	1090059	1702.2301	0.00	80,000.00	0.00	0.00	0.00	0.00				
NH047	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont	LY10			364,401.00	0.00	291,521.00	29,069.00	291,521.00	0.00	Y	11/04/2014	07/29/2016	A000418
NH047		LY10	1090059	1702.2301	0.00	320,590.00	0.00	0.00	0.00	0.00				
NH047	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont Total:				449,949.00	400,590.00	359,959.00	40,631.00	359,959.00	0.00				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation Expenditure	Project Numbers
NH048	Replacement of Ash Street and Pillsbury Road Bridge.	HY10			0.00	0.00	0.00	304,000.00	0.00	0.00	N		
NH048		HY10	1090059	1702.2391	0.00	304,000.00	0.00	0.00	0.00	0.00			
NH048	Replacement of Ash Street and Pillsbury Road Bridge.	LY10			0.00	0.00	0.00	1,218,242.00	0.00	0.00	N		
NH048		LY10	1090059	1702.2391	0.00	1,218,242.00	0.00	0.00	0.00	0.00			
NH048	Replacement of Ash Street and Pillsbury Road Bridge. Total:				0.00	1,522,242.00	0.00	1,522,242.00	0.00	0.00			
NH049	Construct Pedestrian, Bicycle bridge in Keene.	HY10			1,781,115.00	0.00	109,500.00	18,500.00	109,500.00	0.00	Y	06/03/2015 05/22/2015	A000586
NH049		HY10	1090059	1702.2409	0.00	128,000.00	0.00	0.00	0.00	0.00			
NH049	Construct Pedestrian, Bicycle bridge in Keene.	LY10			583,044.00	0.00	466,435.00	46,509.00	466,435.00	0.00	Y	06/03/2015 05/22/2015	A000586
NH049		LY10	1090059	1702.2409	0.00	512,944.00	0.00	0.00	0.00	0.00			
NH049	Construct Pedestrian, Bicycle bridge in Keene. Total:				2,364,159.00	640,944.00	575,935.00	65,009.00	575,935.00	0.00			
NH050	Hampton Bridge Rehabilitation--Hampton, NH	HY10			256,641.00	0.00	205,313.00	34,687.00	205,313.00	0.00	Y	02/17/2015 01/29/2015	A000229
NH050		HY10	1090059	1702.2616	0.00	240,000.00	0.00	0.00	0.00	0.00			
NH050	Hampton Bridge Rehabilitation--Hampton, NH	LY10			1,093,209.00	0.00	874,567.00	87,203.00	874,567.00	0.00	Y	02/17/2015 01/29/2015	A000229
NH050		LY10	1090059	1702.2616	0.00	961,770.00	0.00	0.00	0.00	0.00			
NH050	Hampton Bridge Rehabilitation--Hampton, NH Total:				1,349,850.00	1,201,770.00	1,079,880.00	121,890.00	1,079,880.00	0.00			
NH051	Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements	HY10			273,086.00	0.00	205,313.00	34,687.00	205,313.00	0.00	N	12/07/2011 11/08/2011	A000572
NH051		HY10	1090059	1702.3383	0.00	240,000.00	0.00	0.00	0.00	0.00			

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ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
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ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
NH051	Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements	LY10			1,093,208.00	0.00	874,567.00	87,203.00	874,567.00	0.00	N	12/07/2011	11/08/2011	A000572
NH051	Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements	LY10	1090059	1702.3383	0.00	961,770.00	0.00	0.00	0.00	0.00				
Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements Total:														
					1,366,294.00	1,201,770.00	1,079,880.00	121,890.00	1,079,880.00	0.00				
NH052	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements	HY10			325,080.00	0.00	260,064.00	43,936.00	260,064.00	0.00	N	02/09/2012	11/17/2011	A000574
NH052	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements	HY10	1090059	1702.3389	0.00	304,000.00	0.00	0.00	0.00	0.00				
NH052	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements	LY10			1,384,730.00	0.00	1,107,784.00	110,458.00	1,107,784.00	0.00	N	02/09/2012	11/17/2011	A000574
Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements Total:														
					1,709,810.00	1,522,242.00	1,367,848.00	154,394.00	1,367,848.00	0.00				
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH	HY20			5,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00	0.00	Y	05/13/2016	02/15/2012	A000999
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH	HY20	1090059	1702.4514	0.00	4,000,000.00	0.00	0.00	0.00	0.00				
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH	LY20			20,036,876.00	0.00	16,029,501.00	0.00	16,029,501.00	0.00	Y	05/13/2016	02/15/2012	A000999
Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH Total:														
NH053	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH	LY20	1090059	1702.4514	0.00	16,029,501.00	0.00	0.00	0.00	0.00				



ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion--Portsmouth, NH Total:				25,036,876.00	20,029,501.00	20,029,501.00	0.00	20,029,501.00	0.00				
NH054	I-93 water quality study project.	HY20			1,000,001.00	0.00	800,000.00	0.00	800,000.00	0.00	N	01/07/2014	07/19/2016	A000427
NH054	I-93 water quality study project.	HY20	1090059	1702.4515	0.00	800,000.00	0.00	0.00	0.00	0.00				
NH054	I-93 water quality study project.	LY20			3,912,040.84	0.00	2,648,566.80	557,334.20	2,172,594.44	475,972.36	N	01/07/2014	07/19/2016	A000427
NH054	I-93 water quality study project. Total:	LY20	1090059	1702.4515	0.00	3,205,901.00	0.00	0.00	0.00	0.00				
NH055	Reconfiguration of Pelham Intersection to Improve Safety	HY20			4,912,041.84	4,005,901.00	3,448,566.80	557,334.20	2,972,594.44	475,972.36				
NH055	Reconfiguration of Pelham Intersection to Improve Safety	LY20			472,901.00	0.00	400,000.00	0.00	400,000.00	0.00	Y	09/11/2012	05/09/2016	A000415
NH055	Reconfiguration of Pelham Intersection to Improve Safety	HY20	1090059	1702.4516	0.00	400,000.00	0.00	0.00	0.00	0.00				
NH055	Reconfiguration of Pelham Intersection to Improve Safety	LY20			1,604,049.00	0.00	1,602,950.00	0.00	1,602,950.00	0.00	Y	09/11/2012	05/09/2016	A000415
NH055	Reconfiguration of Pelham Intersection to Improve Safety	LY20	1090059	1702.4516	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
NH055	Reconfiguration of Pelham Intersection to Improve Safety	LY20			2,076,950.00	2,002,950.00	2,002,950.00	0.00	2,002,950.00	0.00				
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.	HY20			347,626.00	0.00	278,100.85	1,899.15	278,100.85	0.00	Y	03/24/2015	03/18/2015	A000500
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.	HY20	1090059	1702.4517	0.00	280,000.00	0.00	0.00	0.00	0.00				
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.	LY20			922,925.00	0.00	922,926.05	199,138.95	922,926.05	0.00	Y	03/24/2015	03/18/2015	A000500
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton.	LY20	1090059	1702.4517	0.00	1,122,065.00	0.00	0.00	0.00	0.00				
NH056	Reconstruction of NH 11 and NH 28 Intersection in Alton. Total:				1,270,551.00	1,402,065.00	1,201,026.90	201,038.10	1,201,026.90	0.00				

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ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
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ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
NH057	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.	HY20			400,000.00	0.00	400,000.00	0.00	400,000.00	0.00	Y	07/13/2015	07/19/2016	A000737
NH057		HY20	1090059	1702.4518	0.00	400,000.00	0.00	0.00	0.00	0.00				
NH057	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin.	LY20			1,602,950.00	0.00	1,602,950.00	0.00	1,602,950.00	0.00	Y	07/13/2015	07/19/2016	A000737
NH057		LY20	1090059	1702.4518	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
NH057	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin. Total:				2,002,950.00	2,002,950.00	2,002,950.00	0.00	2,002,950.00	0.00				
NH058	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.	HY20			172,781.00	0.00	138,225.00	261,775.00	101,509.36	36,715.64	Y	04/12/2016	11/02/2015	A000416, A000565, A000618
NH058		HY20	1090059	1702.4519	0.00	400,000.00	0.00	0.00	0.00	0.00				
NH058	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford.	LY20			823,844.00	0.00	875,572.80	727,377.20	13,350.50	862,222.30	Y	04/12/2016	11/02/2015	A000565
NH058		LY20	1090059	1702.4519	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
NH058	Design and construction of intersection of Rt. 101A and Rt. 13 in Milford. Total:				996,625.00	2,002,950.00	1,013,797.80	989,152.20	114,859.86	898,937.94				
NH059	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.	HY20			0.00	0.00	0.00	520,000.00	0.00	0.00	N			
NH059		HY20	1090059	1702.4520	0.00	520,000.00	0.00	0.00	0.00	0.00				
NH059	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont.	LY20			0.00	0.00	0.00	2,083,835.00	0.00	0.00	N			
NH059		LY20	1090059	1702.4520	0.00	2,083,835.00	0.00	0.00	0.00	0.00				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
	Relocation and reconstruction of intersection at Route 103 and North Street in Claremont. Total:				0.00	2,603,835.00	0.00	2,603,835.00	0.00	0.00				
NH060	Improve Meredith Village Traffic Rotary	HY20			400,000.00	0.00	320,000.00	0.00	161,434.84	158,565.16	N	02/07/2012	07/11/2016	0241014
NH060		HY20	1090059	1702.4521	0.00	320,000.00	0.00	0.00	0.00	0.00				
NH060	Improve Meredith Village Traffic Rotary	LY20			1,202,950.00	0.00	0.00	1,282,360.00	0.00	0.00	N	02/07/2012	07/11/2016	0241014
NH060		LY20	1090059	1702.4521	0.00	1,282,360.00	0.00	0.00	0.00	0.00				
	Improve Meredith Village Traffic Rotary Total:				1,602,950.00	1,602,360.00	320,000.00	1,282,360.00	161,434.84	158,565.16				
NH061	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	HY20			280,000.00	0.00	280,000.00	0.00	276,672.06	3,327.94	Y	03/31/2016	07/19/2016	A000414
NH061		HY20	1090059	1702.4522	0.00	280,000.00	0.00	0.00	0.00	0.00				
NH061	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	LY20			1,138,967.00	0.00	902,065.00	220,000.00	636,487.85	265,577.15	Y	03/31/2016	07/19/2016	A000414
NH061		LY20	1090059	1702.4522	0.00	1,122,065.00	0.00	0.00	0.00	0.00				
	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke Total:				1,418,967.00	1,402,065.00	1,182,065.00	220,000.00	913,159.91	268,905.09				
NH062	Reconstruction and improvements to NH Route 110 in Berlin.	HY20			900,000.00	0.00	720,000.00	0.00	720,000.00	0.00	Y	12/31/2014	07/29/2016	A000052
NH062		HY20	1090059	1702.4523	0.00	720,000.00	0.00	0.00	0.00	0.00				
NH062	Reconstruction and improvements to NH Route 110 in Berlin.	LY20			3,550,550.00	0.00	2,840,440.38	44,869.62	2,840,440.38	0.00	Y	12/31/2014	07/29/2016	A000052, A001225, A002316
NH062		LY20	1090059	1702.4523	0.00	2,885,310.00	0.00	0.00	0.00	0.00				
	Reconstruction and improvements to NH Route 110 in Berlin. Total:				4,450,550.00	3,605,310.00	3,560,440.38	44,869.62	3,560,440.38	0.00				
NH063	South Road Mitigation in Londonderry.	HY20			0.00	0.00	0.00	400,000.00	0.00	0.00	Y			

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ALL DEMO  
AS OF AUGUST 08, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
NH063		HY20	1090059	1702.4524	0.00	400,000.00	0.00	0.00	0.00	0.00				
NH063	South Road Mitigation in Londonderry.	LY20			0.00	0.00	0.00	1,602,950.00	0.00	0.00	Y	12/31/2014	07/29/2016	A000052
NH063		LY20	1090059	1702.4524	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
	<b>South Road Mitigation in Londonderry. Total:</b>				<b>0.00</b>	<b>2,002,950.00</b>	<b>0.00</b>	<b>2,002,950.00</b>	<b>0.00</b>	<b>0.00</b>				
NH064	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.	HY20			500,000.00	0.00	400,000.00	0.00	400,000.00	0.00	Y	01/05/2012	12/15/2010	A000485
NH064		HY20	1090059	1702.4525	0.00	400,000.00	0.00	0.00	0.00	0.00				
NH064	Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH.	LY20			2,003,688.00	0.00	1,602,950.00	0.00	1,602,950.00	0.00	Y	01/05/2012	12/15/2010	A000485
NH064		LY20	1090059	1702.4525	0.00	1,602,950.00	0.00	0.00	0.00	0.00				
	<b>Construct Park and Ride, Exit 5 on I-93-- Londonderry, NH. Total:</b>				<b>2,503,688.00</b>	<b>2,002,950.00</b>	<b>2,002,950.00</b>	<b>0.00</b>	<b>2,002,950.00</b>	<b>0.00</b>				
NH065	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont	HY20			250,000.00	0.00	200,000.00	0.00	200,000.00	0.00	Y	11/04/2014	07/29/2016	A000418
NH065		HY20	1090059	1702.4526	0.00	200,000.00	0.00	0.00	0.00	0.00				
NH065	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont	LY20			1,001,844.00	0.00	801,475.00	0.00	801,475.00	0.00	Y	11/04/2014	07/29/2016	A000418
NH065		LY20	1090059	1702.4526	0.00	801,475.00	0.00	0.00	0.00	0.00				
	<b>Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont Total:</b>				<b>1,251,844.00</b>	<b>1,001,475.00</b>	<b>1,001,475.00</b>	<b>0.00</b>	<b>1,001,475.00</b>	<b>0.00</b>				
NH066	Replacement of Ash Street and Pillsbury Road Bridge.	HY20			0.00	0.00	0.00	280,000.00	0.00	0.00	N			
NH066		HY20	1090059	1702.4527	0.00	280,000.00	0.00	0.00	0.00	0.00				

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATIONALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
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ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date Expenditure	Project Numbers
NH066	Replacement of Ash Street and Pillsbury Road Bridge.	LY20			0.00	0.00	0.00	1,122,065.00	0.00	0.00	N			
NH066		LY20	1090059	1702.4527	0.00	1,122,065.00	0.00	0.00	0.00	0.00				
Replacement of Ash Street and Pillsbury Road Bridge. Total:														
					0.00	1,402,065.00	0.00	1,402,065.00	0.00	0.00				
NH067	Hampton Bridge Rehabilitation--Hampton.	HY20			750,000.00	0.00	600,000.00	0.00	600,000.00	0.00	Y	05/03/2012	04/23/2012	A000569
NH067		HY20	1090059	1702.4528	0.00	600,000.00	0.00	0.00	0.00	0.00				
NH067	Hampton Bridge Rehabilitation--Hampton.	LY20			3,005,531.00	0.00	2,404,425.00	0.00	2,404,425.00	0.00	Y	05/03/2012	04/23/2012	A000569
NH067		LY20	1090059	1702.4528	0.00	2,404,425.00	0.00	0.00	0.00	0.00				
Hampton Bridge Rehabilitation--Hampton. Total:														
					3,755,531.00	3,004,425.00	3,004,425.00	0.00	3,004,425.00	0.00				
NH068	Crystal Lake Mitigation, Manchester, NH	LY60			297,054.00	0.00	297,000.00	0.00	297,000.00	0.00	N	11/14/2011	10/26/2011	A000575
NH068		LY60	1090115	112.	0.00	297,000.00	0.00	0.00	0.00	0.00				
Crystal Lake Mitigation, Manchester, NH Total:														
					297,054.00	297,000.00	297,000.00	0.00	297,000.00	0.00				
NH069	Improvements to Alton Traffic Rotary, NH	LY60			189,774.00	0.00	189,774.51	57,725.49	189,774.51	0.00	Y	03/24/2015	03/18/2015	A000500, A000510
NH069		LY60	1090115	112.	0.00	247,500.00	0.00	0.00	0.00	0.00				
Improvements to Alton Traffic Rotary, NH Total:														
					189,774.00	247,500.00	189,774.51	57,725.49	189,774.51	0.00				
NH070	Little Bay Bridges/Spaulding Turnpike, NH	LY60			2,475,000.00	0.00	2,475,000.00	0.00	2,475,000.00	0.00	Y	05/13/2016	02/15/2012	A000999
NH070		LY60	1090115	112.	0.00	2,475,000.00	0.00	0.00	0.00	0.00				
Little Bay Bridges/Spaulding Turnpike, NH Total:														
					2,475,000.00	2,475,000.00	2,475,000.00	0.00	2,475,000.00	0.00				
NH071	Meredith Village Improvement Project, NH	LY60			375,000.00	0.00	375,000.00	0.00	469.31	374,530.69	N	02/07/2012	07/11/2016	0241014
NH071		LY60	1090115	112.	0.00	375,000.00	0.00	0.00	0.00	0.00				



**ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE**

**ALL DEMO**

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	Obligation	Last Date	Project Numbers
Meredith Village Improvement Project, NH Total:														
NH072	New Hampshire Route 111A Intersection Safety Improvements, NH	LY60			742,500.00	0.00	742,500.00	0.00	742,500.00	0.00	Y	09/11/2012	05/09/2016	A000415
New Hampshire Route 111A Intersection Safety Improvements, NH														
NH072		LY60	1090115	112.	0.00	742,500.00	0.00	0.00	0.00	0.00				
New Hampshire Route 111A Intersection Safety Improvements, NH														
NH073	Rehabilitate Route 1(a) Bridge, Hampton, NH	LY60			841,499.00	0.00	841,500.00	0.00	841,500.00	0.00	Y	03/27/2012	03/15/2012	A000570
Rehabilitate Route 1(a) Bridge, Hampton, NH Total:														
NH074	Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH	LY60			0.00	0.00	0.00	0.00	0.00	0.00	N			
Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH Total:														
NH074		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
Replace Ash Street/Pillsbury Road Bridge, Londonderry, NH Total:														
NH075	South Road Mitigation, Londonderry, NH	LY60			0.00	0.00	0.00	0.00	0.00	0.00	N			
South Road Mitigation, Londonderry, NH Total:														
NH075		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
South Road Mitigation, Londonderry, NH Total:														
NH076	Sybiak Farm Mitigation, Derry, NH	LY60			297,000.00	0.00	297,000.00	0.00	297,000.00	0.00	N	11/14/2011	10/26/2011	A000573
Sybiak Farm Mitigation, Derry, NH Total:														
NH076		LY60	1090115	112.	0.00	297,000.00	0.00	0.00	0.00	0.00				
Sybiak Farm Mitigation, Derry, NH Total:														
NH077	Chocorua Village Safety Improvement Project, Tamworth, NH	LY90			490,000.00	0.00	490,000.00	0.00	490,000.00	0.00	Y	08/09/2016	05/31/2016	A000982
Chocorua Village Safety Improvement Project, Tamworth, NH Total:														
NH077		LY90	1100161	129.	0.00	490,000.00	0.00	0.00	0.00	0.00				

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO  
AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
Chocorua Village Safety Improvement Project, Tamworth, NH Total:														
					490,000.00	490,000.00	418,581.23	71,418.77	418,581.23	0.00				
NH078	Downtown Franklin Revitalization, Franklin, NH	LY90			787,573.00	0.00	778,242.88	5,757.12	778,242.88	0.00	Y	02/23/2016	10/20/2015	A000806
NH078	Downtown Franklin Revitalization, Franklin, NH	LY90	1100161	129.	0.00	784,000.00	0.00	0.00	0.00	0.00				
Downtown Franklin Revitalization, Franklin, NH Total:														
					787,573.00	784,000.00	778,242.88	5,757.12	778,242.88	0.00				
NH079	Granite Street Reconstruction Project, NH	LY90			4,939,327.00	0.00	1,666,000.00	0.00	1,666,000.00	0.00	Y	11/02/2010	06/28/2010	A000339
NH079	Granite Street Reconstruction Project, NH	LY90	1100161	129.	0.00	1,666,000.00	0.00	0.00	0.00	0.00				
Granite Street Reconstruction Project, NH Total:														
					4,939,327.00	1,666,000.00	1,666,000.00	0.00	1,666,000.00	0.00				
NH080	Little Bay Bridges/Spaulding Turnpike, NH	LY90			1,715,000.00	0.00	1,715,000.00	0.00	1,715,000.00	0.00	Y	05/13/2016	02/15/2012	A000999
NH080	Little Bay Bridges/Spaulding Turnpike, NH	LY90	1100161	129.	0.00	1,715,000.00	0.00	0.00	0.00	0.00				
Little Bay Bridges/Spaulding Turnpike, NH Total:														
					1,715,000.00	1,715,000.00	1,715,000.00	0.00	1,715,000.00	0.00				
NH081	Town of Tamworth, Chocorua Village Safety Project, NH	56A0			466,813.00	0.00	465,520.00	9,480.00	465,520.00	0.00	Y	08/09/2016	05/31/2016	A000982
NH081	Town of Tamworth, Chocorua Village Safety Project, NH	56A0	1110008	125.	0.00	475,000.00	0.00	0.00	0.00	0.00				
Town of Tamworth, Chocorua Village Safety Project, NH Total:														
					466,813.00	475,000.00	465,520.00	9,480.00	465,520.00	0.00				
NH082	Berwick Bridge, Somersworth, NH	56C0			1,754,723.00	0.00	499,915.00	0.00	499,915.00	0.00	Y	07/02/2015	03/23/2016	A000460
NH082	Berwick Bridge, Somersworth, NH	56C0	1110117		0.00	499,915.00	0.00	0.00	0.00	0.00				
Berwick Bridge, Somersworth, NH Total:														
					1,754,723.00	499,915.00	499,915.00	0.00	499,915.00	0.00				
NH083	Broad Street Parkway/Nashua River Bridge Enhancements, NH	56C0			486,917.00	0.00	486,917.00	0.00	486,917.00	0.00	Y	04/28/2014	07/29/2016	A002939
NH083	Broad Street Parkway/Nashua River Bridge Enhancements, NH	56C0	1110117		0.00	486,917.00	0.00	0.00	0.00	0.00				
Broad Street Parkway/Nashua River Bridge Enhancements, NH Total:														
					486,917.00	486,917.00	486,917.00	0.00	486,917.00	0.00				

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE

ALL DEMO

AS OF AUGUST 09, 2016

Demo ID	Description	Program Code	Public Law	P.L. Section	Project Total Cost	Federal Funds Allocated	Federal Funds Obligated	Unobligated Balance	Total Expenditure	Unexpended Balance	Const. Start Flag	<----- Last Date -----> Obligation	Expenditure	Project Numbers
Broad Street Parkway/Nashua River Bridge Enhancements, NH Total:														
					486,917.00	486,917.00	486,917.00	0.00	486,917.00	0.00				
NH084	Elm Street/Gas Light District Improvements, NH	56C0			76,374.00	0.00	997,829.00	2,000.00	62,501.58	935,327.42	Y	03/25/2016	05/18/2016	A001086
NH084		56C0	1110117		0.00	999,829.00	0.00	0.00	0.00	0.00				
Elm Street/Gas Light District Improvements, NH Total:														
					76,374.00	999,829.00	997,829.00	2,000.00	62,501.58	935,327.42				
NH085	Hutchins Street Reconstruction, Berlin, NH	56C0			80,069.00	0.00	778,067.00	1,000.00	75,111.60	702,955.40	Y	06/28/2016	05/18/2016	A001088
NH085		56C0	1110117		0.00	779,067.00	0.00	0.00	0.00	0.00				
Hutchins Street Reconstruction, Berlin, NH Total:														
					80,069.00	779,067.00	778,067.00	1,000.00	75,111.60	702,955.40				
NH086	Lower Main Street Infrastructure Project, Claremont, NH	56C0			104,110.00	0.00	104,110.00	382,807.00	74,918.06	29,191.94	N	06/12/2015	05/09/2016	A002723
NH086		56C0	1110117		0.00	486,917.00	0.00	0.00	0.00	0.00				
Lower Main Street Infrastructure Project, Claremont, NH Total:														
					104,110.00	486,917.00	104,110.00	382,807.00	74,918.06	29,191.94				
NH087	Interstate 93 Quality Study, NH	LY60			0.00	0.00	0.00	0.00	0.00	0.00	N	01/07/2014	07/19/2016	A000427
NH087		LY60	1090115	112.	0.00	0.00	0.00	0.00	0.00	0.00				
Interstate 93 Quality Study, NH Total:														
					0.00	0.00	0.00	0.00	0.00	0.00				
Recipient 0033 Total:														
					301,459,101.33	265,019,058.98	247,698,480.34	17,320,578.64	242,155,914.20	5,542,566.14				
Grand Total:														
					301,459,101.33	265,019,058.98	247,698,480.34	17,320,578.64	242,155,914.20	5,542,566.14				

Run Date: 08/09/2016  
Run Time: 13:36:22

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

ALL DEMOS STATUS OF FUNDS AND EXPENDITURES  
UNOBLIGATED AND UNEXPENDED BALANCE  
ALL DEMO  
AS OF AUGUST 09, 2016

Parameters:

Recipient(s): 0033

Program Cods(s):

Fund Source(s):

Recode(s):





# PROJECT ESTIMATE

Estimate Dated:03/17/2016

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 7 days  
FHWA 52 days

## Project Details

<b>Estimate Type</b>	Based on Bids (Rev. Project Agreement)	<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>	006502010002500 Dover - 201/025		
<b>Alternate References</b>	NH036, 053, 070, 080, None Provided		
<b>Advertises With</b>	---		
<b>Investment</b>	Preservation 60%; Modification 40%;		

# PROJECT ESTIMATE

Estimate Dated:03/17/2016

## 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

PE: N/A  
 ROW: N/A  
 CON: Decrease

This estimate decreases construction costs based on the cost of work performed.

The project grand total is reduced.

## Funding Instructions

Funding for this project consists of the following (including indirect expenses):

\$5,411,605.00 (ID # 44670) (NH036);  
 \$5,000,000.00 (ID #44674) (NH053);  
 \$20,036,876.25 (ID #44676) (NH053);  
 \$2,475,000.00 (ID #44677) (NH070); and  
 \$1,715,000.00 (ID #44679) (NH080)  
 \$2,223,000.00 (ID #44680) (Transportation & Community System Preservation); included under Federal Project No. A000(999).  
 State ID Numbers 44674, 44676, and 44680 require a 20% Turnpike match.

The remainder of the cost is Turnpike funded with the exception of \$7,332.60 in Non-Par funds for FairPoint and \$431,695.00 in Non-Par 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 ESTIMATE

Estimate Dated:03/17/2016

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>EAR-NH036</b>				
2010	\$364,091.92	\$451,429.54	\$(87,337.62)	\$36,409.20
2011	\$4,555,549.03	\$4,470,550.59	\$84,998.44	\$455,554.90
<b>EAR-NH053</b>				
2011	\$22,760,796.60	\$22,760,796.59	\$0.01	\$2,276,079.66
<b>Ear-NH070</b>				
2011	\$2,250,000.00	\$2,250,000.00	\$0.00	\$225,000.00
<b>Ear-NH080</b>				
2010	\$454,699.25	\$0.00	\$454,699.25	\$45,469.60
2011	\$1,104,391.67	\$1,559,090.91	\$(454,699.24)	\$110,439.16
<b>NON-PAR (other)</b>				
2010	\$421,220.00	\$439,027.00	\$(17,807.00)	\$0.00
<b>TCSP *</b>				
2011	\$2,020,909.39	\$2,020,909.09	\$0.30	\$202,090.94
<b>TPK *</b>				
2010	\$5,077,853.74	\$5,451,975.25	\$(374,121.51)	\$0.00
2011	\$404,002.49	\$17,807.00	\$386,195.49	\$0.00
2012	\$10,566,719.55	\$10,272,498.43	\$294,221.12	\$0.00
2013	\$4,127,563.24	\$4,445,279.06	\$(317,715.82)	\$0.00
2014	\$579.03	\$579.03	\$0.00	\$0.00
Subtotal	<b>\$54,108,375.91</b>	<b>\$54,139,942.49</b>	<b>\$(31,566.58)</b>	<b>\$3,351,043.46</b>
<b>Grand Total:</b>	<b>\$54,108,375.91</b>	<b>\$54,139,942.49</b>	<b>\$(31,566.58)</b>	<b>\$3,351,043.46</b>
Report Requested by: PMs and Project Finance.				



# PROJECT ESTIMATE

Estimate Dated:03/17/2016

Vendors				
<b>ATC Associates</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; State of NH/ Signs, Signals, Pavement Markings - Force Account Work	Construction	\$0.00	\$2,000.00	\$(2,000.00)
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	\$12,187,555.21	\$12,217,121.79	\$(29,566.58)
	<b>Sub Total</b>	<b>\$53,636,874.45</b>	<b>\$53,668,441.03</b>	<b>\$-31,566.58</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 (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>\$54,108,375.91</b>	<b>\$54,139,942.49</b>	<b>\$-31,566.58</b>

Report Requested by: PMs.

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

# PROJECT ESTIMATE

Estimate Dated:03/17/2016

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		\$6,071.66
N/A	(3) Road-Reconstruction, Added Capacity		\$17,807.00
N/A	(3) Road-Reconstruction, Added Capacity		\$1,638,243.16
N/A	(3) Road-Reconstruction, Added Capacity		\$4,545,454.55
N/A	(3) Road-Reconstruction, Added Capacity		\$4,511,388.19
N/A	(3) Road-Reconstruction, Added Capacity		\$634,784.45
N/A	(3) Road-Reconstruction, Added Capacity		\$8,016.17
	<b>Fed. IT Subtotal:</b>		<b>\$11,361,765.18</b>
<b>(06) Road-Restoration and Rehabilitation</b>			
N/A	(6) Road-Restoration and Rehabilitation		\$1,713,593.00
	<b>Fed. IT Subtotal:</b>		<b>\$1,713,593.00</b>
<b>(08) Bridge-New Construction</b>			
N/A	(8) Bridge-New Construction		\$18,215,342.05
N/A	(8) Bridge-New Construction		\$199,678.94
N/A	(8) Bridge-New Construction		\$4,443,069.29
N/A	(8) Bridge-New Construction		\$8,808,258.38
N/A	(8) Bridge-New Construction		\$2,020,909.39
N/A	(8) Bridge-New Construction		\$2,181,888.11
N/A	(8) Bridge-New Construction		\$979,388.89
N/A	(8) Bridge-New Construction		\$454,699.25
	<b>Fed. IT Subtotal:</b>		<b>\$37,303,234.30</b>
<b>(14) Bridge-Rehabilitation, No Added Capacity</b>			
006502010002500	(14) Bridge-Rehabilitation, No Added Capacity		\$1,423,531.19
	<b>Fed. IT Subtotal:</b>		<b>\$1,423,531.19</b>
<b>(17) Construction Engineering</b>			
N/A	(17) Construction Engineering		\$68,111.89
N/A	(17) Construction Engineering		\$904,712.73
N/A	(17) Construction Engineering		\$362,273.72
N/A	(17) Construction Engineering		\$44,160.84
N/A	(17) Construction Engineering		\$386,195.49
N/A	(17) Construction Engineering		\$38,796.51
N/A	(17) Construction Engineering		\$86,400.00
	<b>Fed. IT Subtotal:</b>		<b>\$1,890,651.18</b>
<b>(20) Environmental Only</b>			
N/A	(20) Environmental Only		\$14,087.83
	<b>Fed. IT Subtotal:</b>		<b>\$14,087.83</b>
<b>(43) Utilities</b>			
N/A	(43) Utilities		\$399,116.00
	<b>Fed. IT Subtotal:</b>		<b>\$399,116.00</b>
<b>(44) Other</b>			
N/A	(77) Force Account		\$579.03
N/A	(44) Other		\$1,818.20
	<b>Fed. IT Subtotal:</b>		<b>\$2,397.23</b>



# PROJECT ESTIMATE

Estimate Dated:03/17/2016

Phase Subtotal: **\$54,108,375.91**

**Grand Total:**

**\$54,108,375.91**

Report Requested by: PMs and Project Finance.

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

**Net Change Obl. Adv Const**

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Construction	Bridge-New Construction	\$39,610,485.74	\$0.00
Construction	Bridge-Rehabilitation, No Added Capacity	\$1,423,531.19	\$0.00
Construction	Construction Engineering	\$2,028,577.10	\$0.00
Construction	Environmental Only	\$14,087.83	\$0.00
Construction	Other	\$2,579.05	\$0.00
Construction	Road-Reconstruction, Added Capacity	\$12,267,449.46	\$0.00
Construction	Road-Restoration and Rehabilitation	\$1,713,593.00	\$0.00
Construction	Utilities	\$399,116.00	\$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>Construction</b>						
2010	\$6,317,864.91	\$6,317,864.91	\$0.00	\$81,878.80	\$81,878.80	\$0.00
2011	\$33,095,649.18	\$33,095,649.18	\$0.00	\$3,269,164.66	\$3,269,164.66	\$0.00
2012	\$10,566,719.55	\$10,566,719.55	\$0.00	\$0.00	\$0.00	\$0.00
2013	\$4,127,563.24	\$4,127,563.24	\$0.00	\$0.00	\$0.00	\$0.00
2014	\$579.03	\$579.03	\$0.00	\$0.00	\$0.00	\$0.00
	<b>\$54,108,375.91</b>	<b>\$54,108,375.91</b>	<b>\$0.00</b>	<b>\$3,351,043.46</b>	<b>\$3,351,043.46</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$54,108,375.91</b>	<b>\$54,108,375.91</b>	<b>\$0.00</b>	<b>\$3,351,043.46</b>	<b>\$3,351,043.46</b>	<b>\$0.00</b>

Report Requested by: Project Finance.

**Change Authorization**

	Proposed Amount	Existing Amount	Change
<b>Construction</b>			
Obligated Funds	\$57,459,419.37	\$0.00	\$57,459,419.37
	<b>\$57,459,419.37</b>	<b>\$0.00</b>	<b>\$57,459,419.37</b>
<b>Grand Total:</b>	<b>\$57,459,419.37</b>	<b>\$0.00</b>	<b>\$57,459,419.37</b>

Report Requested by Project Programming for FMIS Comparisons.

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

# PROJECT ESTIMATE

Estimate Dated:03/17/2016

Fed. State Other Allocation

State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>Construction</b>						
Bridge-New Construction	LY20	\$16,029,501.00	\$4,007,375.25	0.00	0.00	\$0.00
Bridge-New Construction	LY90	\$219,646.83	\$0.00	0.00	0.00	\$0.00
Bridge-New Construction	L240	\$0.00	\$4,443,069.29	0.00	0.00	\$0.00
Bridge-New Construction	L240	\$0.00	\$8,808,258.38	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L240	\$0.00	\$6,071.66	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L240	\$0.00	\$17,807.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L240	\$0.00	\$1,638,243.16	0.00	0.00	\$0.00
Force Account	L240	\$0.00	\$579.03	0.00	0.00	\$0.00
Bridge-New Construction	L680	\$1,778,400.26	\$444,600.07	0.00	0.00	\$0.00
Bridge-New Construction	LY60	\$2,400,076.92	\$0.00	0.00	0.00	\$0.00
Construction	LY60	\$74,923.08	\$0.00	0.00	0.00	\$0.00
Engineering	LY90	\$995,184.00	\$0.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	HY20	\$4,000,000.01	\$1,000,000.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	H660	\$4,962,527.01	\$0.00	0.00	0.00	\$0.00
Construction	H660	\$398,501.10	\$0.00	0.00	0.00	\$0.00
Engineering	H660	\$48,576.92	\$0.00	0.00	0.00	\$0.00
Other	H660	\$2,000.02	\$0.00	0.00	0.00	\$0.00
Bridge-New Construction	L240	\$0.00	\$979,388.89	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L240	\$0.00	\$634,784.45	0.00	0.00	\$0.00
Road-Restoration and Rehabilitation	L240	\$0.00	\$1,713,593.00	0.00	0.00	\$0.00
Construction	L240	\$0.00	\$386,195.49	0.00	0.00	\$0.00
Engineering	L240	\$0.00	\$38,796.51	0.00	0.00	\$0.00
Construction	L240	\$0.00	\$86,400.00	0.00	0.00	\$0.00
Engineering	L240	\$0.00	\$86,400.00	0.00	0.00	\$0.00
Bridge-New Construction	LY90	\$500,168.85	\$0.00	0.00	0.00	\$0.00
Road-Reconstruction, Added Capacity	L240	\$0.00	\$8,016.17	0.00	0.00	\$0.00



# PROJECT ESTIMATE

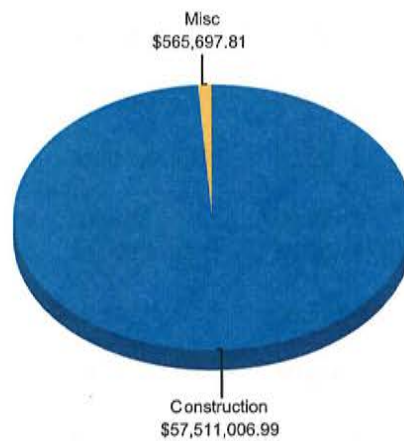
Estimate Dated:03/17/2016

Environmental Only	L240	\$0.00	\$14,087.83	0.00	0.00	\$0.00
Utilities	L240	\$0.00	\$399,116.00	0.00	0.00	\$0.00
Bridge-Rehabilitation, No Added Capacity	L240	\$0.00	\$1,423,531.19	0.00	0.00	\$0.00
		<b>\$31,409,506.00</b>	<b>\$26,049,913.37</b>	<b>0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>		<b>\$31,409,506.00</b>	<b>\$26,049,913.37</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

FHWA		Phase	Programmed	Indirects	Total
		Construction	\$28,554,096.66	\$2,855,409.34	\$31,409,506.00
			<b>\$28,554,096.66</b>	<b>\$2,855,409.34</b>	<b>\$31,409,506.00</b>
NH DOT		Phase	Programmed	Indirects	Total
		Construction	\$25,554,279.25	\$495,634.12	\$26,049,913.37
			<b>\$25,554,279.25</b>	<b>\$495,634.12</b>	<b>\$26,049,913.37</b>
<b>Grand Total:</b>			<b>\$54,108,375.91</b>	<b>\$3,351,043.46</b>	<b>\$57,459,419.37</b>

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

# PROJECT ESTIMATE

Estimate Dated:03/17/2016

Program Code						
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)	
<b>Bridge-New Construction</b>						
Bridge-New Construction	LY20	\$20,036,876.25	\$0.00	\$0.00	\$16,029,501.00	
Bridge-New Construction	L240	\$14,230,716.56	\$0.00	\$0.00	\$0.00	
Bridge-New Construction	LY60	\$2,400,076.92	\$0.00	\$0.00	\$2,400,076.92	
Bridge-New Construction	LY90	\$719,815.68	\$0.00	\$0.00	\$719,815.68	
Bridge-New Construction	L680	\$2,223,000.33	\$0.00	\$0.00	\$1,778,400.26	
		<b>\$39,610,485.74</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$20,927,793.86</b>	
<b>Bridge-Rehabilitation, No Added Capacity</b>						
Bridge-Rehabilitation, No Added Capacity	L240	\$1,423,531.19	\$0.00	\$0.00	\$0.00	
		<b>\$1,423,531.19</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>Construction Engineering</b>						
Construction Engineering	H660	\$447,078.02	\$0.00	\$0.00	\$447,078.02	
Construction Engineering	L240	\$511,392.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	LY60	\$74,923.08	\$0.00	\$0.00	\$74,923.08	
Construction Engineering	LY90	\$995,184.00	\$0.00	\$0.00	\$995,184.00	
		<b>\$2,028,577.10</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,517,185.10</b>	
<b>Environmental Only</b>						
Environmental Only	L240	\$14,087.83	\$0.00	\$0.00	\$0.00	
		<b>\$14,087.83</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>Other</b>						
Force Account	L240	\$579.03	\$0.00	\$0.00	\$0.00	
Other	H660	\$2,000.02	\$0.00	\$0.00	\$2,000.02	
		<b>\$2,579.05</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,000.02</b>	
<b>Road-Reconstruction, Added Capacity</b>						
Road-Reconstruction, Added Capacity	HY20	\$5,000,000.01	\$0.00	\$0.00	\$4,000,000.01	
Road-Reconstruction, Added Capacity	H660	\$4,962,527.01	\$0.00	\$0.00	\$4,962,527.01	
Road-Reconstruction, Added Capacity	L240	\$2,304,922.44	\$0.00	\$0.00	\$0.00	
		<b>\$12,267,449.46</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$8,962,527.02</b>	
<b>Road-Restoration and Rehabilitation</b>						
Road-Restoration and Rehabilitation	L240	\$1,713,593.00	\$0.00	\$0.00	\$0.00	
		<b>\$1,713,593.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>Utilities</b>						
Utilities	L240	\$399,116.00	\$0.00	\$0.00	\$0.00	
		<b>\$399,116.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>Grand Total</b>		<b>\$57,459,419.37</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$31,409,506.00</b>	
Report used for FMIS verification.						
* Includes all AC and Obligate costs including all matches.						

# PROJECT ESTIMATE

Estimate Dated:03/17/2016

## Approval

### Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Wendy Johnson	03/17/2016	
	Routed On 03/17/2016	By Wendy Johnson		
	Completed On 03/17/2016			

### Project Finance

Work Started On	03/18/2016	By	Joan Castellano
Review Completed On	03/25/2016	By	Joan Castellano

### FHWA

Reviewed FHWA On	05/05/2016	By	KARIM NAJI
Recommended FHWA On	05/05/2016	By	KARIM NAJI
Authorized FHWA On	05/13/2016	By	Karen Damiani





# PROJECT ESTIMATE

Estimate Dated:09/19/2016

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

## Project Dates

### Ad Information

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

### Other Dates

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

### Last Approved Estimate

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

### Days to Approve

Routees 5 days  
Project Finance 0 days  
FHWA ---

## Project Details

<b>Estimate Type</b>	Based on Bids (Rev. Project Agreement)	<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; David Smith; 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 ESTIMATE

Estimate Dated:09/19/2016

## Project Description

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

## Project Scope

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

## Estimate Description

PE: N/A

ROW: N/A

CONST: Reduced by \$3,500,000.

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

## Funding Instructions

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

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

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

DUNS # for the State of NH is #808591697

Improve:

Utils:

-Granite State Gas Trans. \$51,732.54 Pipe relo  
-Ports. Wat \$412,779.00 (Non-Par) + 10% CE (\$41,277.90) = \$454,056.70  
-Newing Sew \$87,268.90 (Non-Par) + 10% CE (\$8,726.89) = \$95,995.79  
-Ports. Water \$315,130.50 + 10% CE (\$31,513.05) = \$346,643.55  
-Newing Sewer \$4,200 + 10% CE (\$420) = \$4,620.00

Force Accounts: M&N Gas \$2,987,453; PSNH Lighting \$132,873.80; PSNH Trans \$483,100; NHDOT Bur. of Traf \$5,000;

Pro. Brdg = new brdg #114/107

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

Brdg #112/107 to be removed

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

# PROJECT ESTIMATE

Estimate Dated:09/19/2016

Project Total				
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>NON-PAR (other)</b>				
2013	\$550,052.69	\$550,052.69	\$0.00	\$0.00
<b>TPK *</b>				
2012	\$2,987,453.00	\$2,987,453.00	\$0.00	\$0.00
2013	\$11,078,547.94	\$11,078,547.94	\$0.00	\$0.00
2014	\$19,956,005.90	\$23,456,005.90	\$(3,500,000.00)	\$0.00
2015	\$11,854,622.72	\$11,854,622.72	\$0.00	\$0.00
2016	\$1,068,809.43	\$1,068,809.43	\$0.00	\$0.00
Subtotal	<u>\$47,495,491.68</u>	<u>\$50,995,491.68</u>	<u>\$(3,500,000.00)</u>	<u>\$0.00</u>
<b>Grand Total:</b>	<u>\$47,495,491.68</u>	<u>\$50,995,491.68</u>	<u>\$(3,500,000.00)</u>	<u>\$0.00</u>
Report Requested by: PMs and Project Finance.				



# PROJECT ESTIMATE

Estimate Dated:09/19/2016

Vendors				
<b>AJ COLEMAN &amp; SON INC</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</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)	Construction	\$40,504,270.75	\$44,004,270.75	\$(3,500,000.00)
	<b>Sub Total</b>	<b>\$40,504,270.75</b>	<b>\$44,004,270.75</b>	<b>\$-3,500,000.00</b>
<b>ATC Associates</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; ATC Exit 4 Haz waste	Construction	\$41,727.36	\$41,727.36	\$0.00
N/A; N/A; ATC Associates, Inc - Hazardous Waste	Construction	\$4,222.74	\$4,222.74	\$0.00
	<b>Sub Total</b>	<b>\$45,950.10</b>	<b>\$45,950.10</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 Exit 4 Haz waste investigation for Newington Country Store	Construction	\$10,270.07	\$10,270.07	\$0.00
N/A; N/A; ATC Exit 4 Haz waste well installation and monitoring Newington Country Store	Construction	\$10,004.83	\$10,004.83	\$0.00
N/A; N/A; Test Pits, sampling, 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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Enpro Exit 4 Haz waste	Construction	\$232,546.00	\$232,546.00	\$0.00
N/A; N/A; Enpro Hazardous Waste removal	Construction	\$146,602.50	\$146,602.50	\$0.00
	<b>Sub Total</b>	<b>\$379,148.50</b>	<b>\$379,148.50</b>	<b>\$0.00</b>
<b>GRANITE STATE GAS TRANSMISSION</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Granite State Gas Transmission, Inc. for Arboretum Drive pipe relocation	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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Construction Engineering	Construction	\$298,653.73	\$298,653.73	\$0.00



# PROJECT ESTIMATE

Estimate Dated:09/19/2016

	<b>Sub Total</b>	<b>\$298,653.73</b>	<b>\$298,653.73</b>	<b>\$0.00</b>
<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>\$47,495,491.68</b>	<b>\$50,995,491.68</b>	<b>\$-3,500,000.00</b>

Report Requested by: PMs.

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

# PROJECT ESTIMATE

Estimate Dated:09/19/2016

Improvement Type			
Phase	Federal IT		
Bridge NBI #	State Improvement Type		Amount
<b>Construction</b>			
<b>(03) Road-Reconstruction, Added Capacity</b>			
N/A	(3) Road-Reconstruction, Added Capacity		\$1,308,328.66
N/A	(3) Road-Reconstruction, Added Capacity		\$11,065,547.94
N/A	(3) Road-Reconstruction, Added Capacity		\$19,956,005.90
N/A	(3) Road-Reconstruction, Added Capacity		\$848,878.30
	<b>Fed. IT Subtotal:</b>		<b>\$33,178,760.80</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
018501030012400	(17) Construction Engineering		\$54,878.19
N/A	(17) Construction Engineering		\$1,962,932.33
N/A	(17) Construction Engineering		\$175,000.00
N/A	(17) Construction Engineering		\$547,533.35
	<b>Fed. IT Subtotal:</b>		<b>\$2,790,348.66</b>
<b>(20) Environmental Only</b>			
N/A	(20) Environmental Only		\$25,114.33
N/A	(20) Environmental Only		\$425,098.60
	<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		\$319,330.50
N/A	(43) Utilities		\$19,816.80
	<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>\$47,495,491.68</b>
<b>Grand Total:</b>			<b>\$47,495,491.68</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).

# PROJECT ESTIMATE

Estimate Dated:09/19/2016

## 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

**Grand Total:**

Report Requested by: Project Finance.

## Change Authorization

	Proposed Amount	Existing Amount	Change
<b>Construction</b>			
Obligated Funds	\$47,495,491.68	\$50,995,491.68	\$-3,500,000.00
	<b>\$47,495,491.68</b>	<b>\$50,995,491.68</b>	<b>\$-3,500,000.00</b>
<b>Grand Total:</b>	<b>\$47,495,491.68</b>	<b>\$50,995,491.68</b>	<b>\$-3,500,000.00</b>

Report Requested by Project Programming for FMIS Comparisons.

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



# PROJECT ESTIMATE

Estimate Dated:09/19/2016

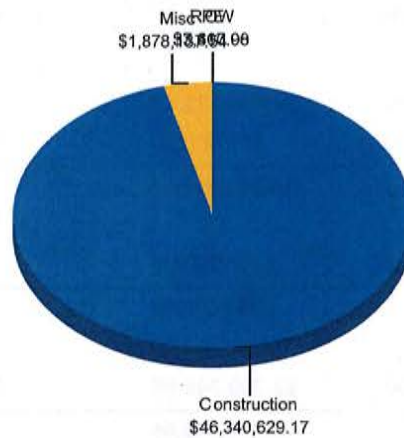
**Fed. State Other Allocation**

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

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



# PROJECT ESTIMATE

Estimate Dated:09/19/2016

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

# PROJECT ESTIMATE

Estimate Dated:09/19/2016

## Approval

### Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	09/19/2016	
Turnpikes	David Smith	David Smith	09/14/2016	
	Routed On 09/14/2016	By Charles Blackman		
	Completed On 09/19/2016			

### Project Finance

Work Started On 09/19/2016	By Kate Dobens
Review Completed On 09/19/2016	By ---

### FHWA

Reviewed FHWA On ---	By ---
Recommended FHWA On ---	By ---
Authorized FHWA On ---	By ---



# PROJECT ESTIMATE

Estimate Dated:08/30/2016

Project Number 11238O / ---  
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 02/22/2016  
Type Based on Bids (Rev. Project Agreement)

### Days to Approve

Routees 6 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 ESTIMATE

Estimate Dated:08/30/2016

## 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 increases HRV Conformance Verification Associates, Inc. (HRV) for steel welding inspection in the amount of \$2,000.00.

NHDOT CE steel inspection is reduced by an equal amount of \$2,000.00 to \$104,000.00. This estimate does not increase total construction funds in the amount of \$21,877,885.59.

## Funding Instructions

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

Construction - 100% Turnpikes

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

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

The DUNS number for NHDOT is #808591697

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

## 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	\$3,849,674.99	\$0.00	\$0.00
Subtotal	<u>\$21,877,885.59</u>	<u>\$21,877,885.59</u>	<u>\$0.00</u>	<u>\$0.00</u>
<b>Grand Total:</b>	<u>\$21,877,885.59</u>	<u>\$21,877,885.59</u>	<u>\$0.00</u>	<u>\$0.00</u>

Report Requested by: PMs and Project Finance.



# PROJECT ESTIMATE

Estimate Dated:08/30/2016

Vendors				
<b>ASTI Transportation Sysms Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Smart Work Zone software page and interface	Construction	\$3,675.00	\$3,675.00	\$0.00
	<b>Sub Total</b>	<b>\$3,675.00</b>	<b>\$3,675.00</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; Testing (Field - saw cut @ \$1,500 and cracks @ \$5,000)	Construction	\$14,500.00	\$14,500.00	\$0.00
HRV Conformance Verification; N/A; Welding inspection	Construction	\$2,000.00		\$2,000.00
	<b>Sub Total</b>	<b>\$16,500.00</b>	<b>\$14,500.00</b>	<b>\$2,000.00</b>
<b>Kta-Tator Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Bridge Paint Inspection	Construction	\$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>NHDOT</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</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	\$1,212,430.54	\$0.00
N/A; N/A; Inspections (Steel \$100,000; Paint \$100,000; Precast \$7,500 -\$70k for TUV -\$7k for TRC - \$6,500 for HRV-\$10,000 for KTA-Tator )	Construction	\$104,000.00	\$106,000.00	\$(2,000.00)
N/A; N/A; Construction Engineering (Non Par)	Construction	\$2,564.60	\$2,564.60	\$0.00
	<b>Sub Total</b>	<b>\$1,318,995.14</b>	<b>\$1,320,995.14</b>	<b>\$-2,000.00</b>
<b>Parsons Brinckerhoff Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Consultant Construction Services	Construction	\$7,236.44	\$7,236.44	\$0.00
	<b>Sub Total</b>	<b>\$7,236.44</b>	<b>\$7,236.44</b>	<b>\$0.00</b>
<b>Rs Audley Inc</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Roadway (\$836,663.50) and Bridge (\$19,491,119.51+\$91,050)	Construction	\$20,418,833.01	\$20,418,833.01	\$0.00
N/A; N/A; Non-Par - Utilities	Construction	\$25,646.00	\$25,646.00	\$0.00
	<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>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>

# PROJECT ESTIMATE

Estimate Dated:08/30/2016

N/A; N/A; Weld Inspection	Construction	\$7,000.00	\$7,000.00	\$0.00
	<b>Sub Total</b>	<b>\$7,000.00</b>	<b>\$7,000.00</b>	<b>\$0.00</b>
<b>TUV Rheinland Industrial Solut</b>	<b>Phase</b>	<b>Proposed Amount</b>	<b>Existing Amount</b>	<b>Change</b>
N/A; N/A; Steel Inspection	Construction	\$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>Grand Total</b>	<b>\$21,877,885.59</b>	<b>\$21,877,885.59</b>	<b>\$0.00</b>

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

# PROJECT ESTIMATE

Estimate Dated:08/30/2016

Improvement Type			
Phase	Federal IT	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:</b>		<b>\$836,663.50</b>
<b>(13) Bridge-Rehabilitation, Added Capacity</b>			
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$3,000,000.00
006502010002400	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.50
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,924,837.49
006502010002500	(13) Bridge-Rehabilitation, Added Capacity		\$1,866,247.26
006502010002400	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002500	(55) Bridge-Rehab, Added Capacity-Steel Insp		\$100,000.00
006502010002500	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
006502010002400	(54) Bridge-Rehab, Added Capacity -Concrete Insp		\$3,750.00
	<b>Fed. IT Subtotal:</b>		<b>\$19,789,669.51</b>
<b>(17) Construction Engineering</b>			
N/A	(17) Construction Engineering		\$2,564.60
N/A	(17) Construction Engineering		\$50,199.81
006502010002400	(17) Construction Engineering		\$584,733.58
006502010002500	(17) Construction Engineering		\$584,733.59
	<b>Fed. IT Subtotal:</b>		<b>\$1,222,231.58</b>
<b>(43) Utilities</b>			
N/A	(43) Utilities		\$25,646.00
	<b>Fed. IT Subtotal:</b>		<b>\$25,646.00</b>
<b>(44) Other</b>			
N/A	(44) Other		\$3,675.00
	<b>Fed. IT Subtotal:</b>		<b>\$3,675.00</b>
	<b>Phase Subtotal:</b>		<b>\$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.
Report Requested by: FHWA and Project Finance.			
Values include indirects. Net change of current estimate less last approved estimate.			



# PROJECT ESTIMATE

Estimate Dated:08/30/2016

## 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	\$0.00	\$6,000,000.00	\$-6,000,000.00	\$0.00	\$0.00	\$0.00
	<b>\$0.00</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>\$0.00</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	\$3,849,674.99	\$9,849,674.99	\$-6,000,000.00
Obligated Funds	\$18,028,210.60	\$12,028,210.60	\$6,000,000.00
	<b>\$21,877,885.59</b>	<b>\$21,877,885.59</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$21,877,885.59</b>	<b>\$21,877,885.59</b>	<b>\$0.00</b>

Report Requested by Project Programming for FMIS Comparisons.

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

# PROJECT ESTIMATE

Estimate Dated:08/30/2016

**Fed. State Other Allocation**

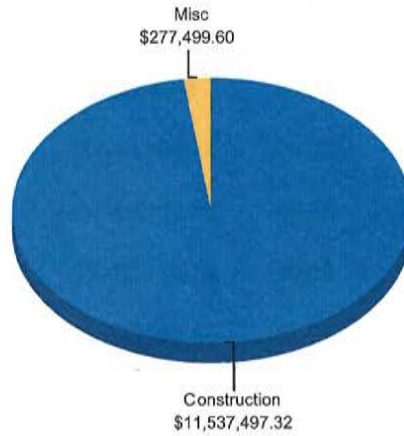
State Improve. Type	Program Code	Federal with TTC	State	Turnpike Toll Credit	Local	Other
<b>Construction</b>						
Road-Reconstruction, Added Capacity	0100	\$0.00	\$836,663.50	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,866,247.26	0.00	0.00	\$0.00
Bridge-Rehabilitation, Added Capacity	0100	\$0.00	\$1,924,837.49	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	\$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	\$1,866,247.26	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$584,733.59	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$584,733.58	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$50,199.81	0.00	0.00	\$0.00
Engineering	0100	\$0.00	\$2,564.60	0.00	0.00	\$0.00
Construction	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
		<u>\$21,877,885.59</u>	<u>\$0.00</u>	<u>\$21,877,885.59</u>
<b>Grand Total:</b>		<u>\$21,877,885.59</u>	<u>\$0.00</u>	<u>\$21,877,885.59</u>

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

# PROJECT ESTIMATE

Estimate Dated:08/30/2016

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	0100	\$7,500.00	\$0.00	\$0.00	\$0.00
-Concrete Insp					
Bridge-Rehab, Added Capacity-Steel	0100	\$200,000.00	\$0.00	\$0.00	\$0.00
Insp					
Bridge-Rehabilitation, Added Capacity	0100	\$19,582,169.51	\$0.00	\$0.00	\$0.00
		<b>\$19,789,669.51</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Construction Engineering</b>					
Construction Engineering	0100	\$1,222,231.58	\$0.00	\$0.00	\$0.00
		<b>\$1,222,231.58</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>Utilities</b>					
Utilities	0100	\$25,646.00	\$0.00	\$0.00	\$0.00
		<b>\$25,646.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total</b>		<b>\$21,877,885.59</b>	<b>\$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.					

# PROJECT ESTIMATE

Estimate Dated:08/30/2016

## Approval

### Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	08/30/2016	
Bridge Design	Bob Landry	Bob Landry	08/25/2016	
	Routed On 08/24/2016	By Charles Blackman		
	Completed On 08/30/2016			

### Project Finance

Work Started On	08/30/2016	By	Lisa Magnani
Review Completed On	08/30/2016	By	---

### FHWA

Reviewed FHWA On	---	By	---
Recommended FHWA On	---	By	---
Authorized FHWA On	---	By	---



# PROJECT ESTIMATE

Estimate Dated:07/26/2016

Project Number 11238Q / ---  
Project Name / Road NEWINGTON - DOVER, NH 16, US 4 & SPAULDING TURNPIKE  
Project Manager Keith Cota  
PM Auth. Phases Construction  
Type Based on Bids (Rev. Project Agreement)

## Project Dates

### Ad Information

Ad Date 05/24/2016  
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 07/20/2016  
Type Based on Bids (Project Agreement)

### Days to Approve

Routees 0 days  
Project Finance 0 days  
FHWA ---

## Project Details

Estimate Type Based on Bids (Rev. Project Agreement)

Mode Highway/Bridge

Bureau Type Highway Design

Work Zone Significant

Relationship Child

Is Reg. Sig. Yes

Parent 11238

Project Status Active

Managed By DOT

Town(s) Dover, Newington

Team List Bob Landry; Charles Blackman; David Smith; Jarrett Roseboom

Accounting Units 3035:CONSTRUCTION BUREAU; 7022: ADMINISTRATION & SUPPORT; 7514:SPAULDING TPK - US4 - NH16

Work Series ---

Bridges 006501740003400 Dover - 174/034, 006501810003900 Dover - 181/039

Alternate References ---

Advertises With ---

Investment Modification 40%; Expansion 60%;



# PROJECT ESTIMATE

Estimate Dated:07/26/2016

## 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

PE: N/A  
ROW: N/A  
CON: No increase from prior Based on Bids estimate

The purpose of this estimate modifies Non-par (City of Dover) for SFY 2017 and 2018 to include construction engineering services under Non-par totals. This results in an equal reduction for TPK funds and SFY 17 & 18. No change to the total construction cost of \$70,632,453.10.

## Funding Instructions

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

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

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

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

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

## Project Total

Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
<b>NON-PAR (other)</b>				
2017	\$2,307,369.84	\$2,188,686.24	\$118,683.60	\$0.00
2018	\$1,431,163.56	\$1,371,821.76	\$59,341.80	\$0.00
<b>TPK *</b>				
2017	\$9,812,857.76	\$9,931,541.36	\$(118,683.60)	\$0.00
2018	\$14,883,124.74	\$14,942,466.54	\$(59,341.80)	\$0.00
2019	\$16,314,288.30	\$16,314,288.30	\$0.00	\$0.00
2020	\$16,314,288.30	\$16,314,288.30	\$0.00	\$0.00
2021	\$9,569,360.60	\$9,569,360.60	\$0.00	\$0.00
Subtotal	<b>\$70,632,453.10</b>	<b>\$70,632,453.10</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$70,632,453.10</b>	<b>\$70,632,453.10</b>	<b>\$0.00</b>	<b>\$0.00</b>

Report Requested by: PMs and Project Finance.

# PROJECT ESTIMATE

Estimate Dated:07/26/2016

Vendors				
CITY OF DOVER	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; CE	Construction	\$178,025.40	\$178,025.40	\$0.00
N/A; N/A; City of Dover Non Par Sewer	Construction	\$3,252,628.00	\$3,252,628.00	\$0.00
N/A; N/A; City of Dover Non Par Water	Construction	\$307,880.00	\$307,880.00	\$0.00
Sub Total		\$3,738,533.40	\$3,738,533.40	\$0.00
NHDOT	Phase	Proposed Amount	Existing Amount	Change
N/A; N/A; Roadway	Construction	\$53,500,506.01	\$53,500,506.01	\$0.00
N/A; N/A; Route 4 Bridge	Construction	\$5,101,748.40	\$5,101,748.40	\$0.00
N/A; N/A; Signal alt A option B	Construction	\$14,500.00	\$14,500.00	\$0.00
N/A; N/A; Signal alt B option B	Construction	\$20,000.00	\$20,000.00	\$0.00
City of Dover; N/A; VHB water inspection Par	Construction	\$62,823.00	\$62,823.00	\$0.00
City of Dover; N/A; City of Dover Par Water	Construction	\$1,553,221.00	\$1,553,221.00	\$0.00
N/A; N/A; Roadway CE = roadway + ret wall 6 + soundwall foundation + Dover Par Water, RTTM, signals alt A option B, signals alt B option B, Woodbury Ave	Construction	\$2,955,053.57	\$2,955,053.57	\$0.00
N/A; N/A; Bridge CE = Scammell + Route 4	Construction	\$256,535.78	\$256,535.78	\$0.00
N/A; N/A; Scammel Bridge	Construction	\$28,967.20	\$28,967.20	\$0.00
N/A; N/A; Bridge Concrete Inspection	Construction	\$20,000.00	\$20,000.00	\$0.00
N/A; N/A; OHSS inspection	Construction	\$8,000.00	\$8,000.00	\$0.00
N/A; N/A; Bridge Steel Inspection	Construction	\$5,000.00	\$5,000.00	\$0.00
N/A; N/A; Roadway and Soundwall Foundation Concrete Inspection	Construction	\$5,000.00	\$5,000.00	\$0.00
N/A; N/A; Woodbury Ave	Construction	\$1,120,705.74	\$1,120,705.74	\$0.00
N/A; N/A; RTTM	Construction	\$683,965.00	\$683,965.00	\$0.00
N/A; N/A; Soundwall Foundations	Construction	\$102,400.00	\$102,400.00	\$0.00
N/A; N/A; Ret Wall 6	Construction	\$460,494.00	\$460,494.00	\$0.00
N/A; N/A; Roadway Construction Engineering Bid Items	Construction	\$963,500.00	\$963,500.00	\$0.00
N/A; N/A; Bridge Construction Engineering Bid Items	Construction	\$31,500.00	\$31,500.00	\$0.00
Sub Total		\$66,893,919.70	\$66,893,919.70	\$0.00

# PROJECT ESTIMATE

Estimate Dated:07/26/2016

**Grand Total**

**\$70,632,453.10**

**\$70,632,453.10**

**\$0.00**

Report Requested by: PMs.

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



# PROJECT ESTIMATE

Estimate Dated:07/26/2016

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	\$562,894.00
<b>Fed. IT Subtotal:</b>			<b>\$562,894.00</b>
<b>(03) Road-Reconstruction, Added Capacity</b>			
N/A		(3) Road-Reconstruction, Added Capacity	\$4,132,524.00
N/A		(3) Road-Reconstruction, Added Capacity	\$11,968,288.92
N/A		(3) Road-Reconstruction, Added Capacity	\$15,614,288.30
N/A		(3) Road-Reconstruction, Added Capacity	\$15,714,288.30
N/A		(3) Road-Reconstruction, Added Capacity	\$7,058,612.58
<b>Fed. IT Subtotal:</b>			<b>\$54,488,002.10</b>
<b>(04) Road-Reconstruction, No Added Capacity</b>			
N/A		(4) Road-Reconstruction, No Added Capacity	\$1,804,670.74
<b>Fed. IT Subtotal:</b>			<b>\$1,804,670.74</b>
<b>(08) Bridge-New Construction</b>			
006501810003900		(8) Bridge-New Construction	\$3,000,000.00
006501810003900		(53) Bridge-New Const-Steel Insp	\$5,000.00
006501810003900		(52) Bridge-New Const-Concrete Insp	\$20,000.00
006501810003900		(8) Bridge-New Construction	\$31,500.00
<b>Fed. IT Subtotal:</b>			<b>\$3,056,500.00</b>
<b>(13) Bridge-Rehabilitation, Added Capacity</b>			
006501810003900		(13) Bridge-Rehabilitation, Added Capacity	\$2,101,748.40
<b>Fed. IT Subtotal:</b>			<b>\$2,101,748.40</b>
<b>(14) Bridge-Rehabilitation, No Added Capacity</b>			
006501740003400		(14) Bridge-Rehabilitation, No Added Capacity	\$28,967.20
<b>Fed. IT Subtotal:</b>			<b>\$28,967.20</b>
<b>(17) Construction Engineering</b>			
N/A		(17) Construction Engineering	\$611,754.28
N/A		(17) Construction Engineering	\$600,000.00
N/A		(17) Construction Engineering	\$700,000.00
N/A		(17) Construction Engineering	\$700,000.00
N/A		(17) Construction Engineering	\$317,578.20
006501810003900		(17) Construction Engineering	\$75,087.42
006501810003900		(17) Construction Engineering	\$180,000.00
006501740003400		(17) Construction Engineering	\$1,448.36
N/A		(17) Construction Engineering	\$118,683.60
N/A		(17) Construction Engineering	\$59,341.80
<b>Fed. IT Subtotal:</b>			<b>\$3,363,893.66</b>
<b>(44) Other</b>			
N/A		(60) Inspection - Concrete (non-bridge)	\$5,000.00
N/A		(61) Inspection - Steel (non-bridge)	\$8,000.00
N/A		(77) Force Account	\$1,553,221.00
N/A		(77) Force Account	\$2,188,686.24
N/A		(77) Force Account	\$62,823.00
N/A		(77) Force Account	\$1,371,821.76
N/A		(44) Other	\$36,225.00

# PROJECT ESTIMATE

Estimate Dated:07/26/2016

Fed. IT Subtotal: \$5,225,777.00

Phase Subtotal: \$70,632,453.10

**Grand Total:** \$70,632,453.10

Report Requested by: PMs and Project Finance.

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

## Net Change Obl. Adv Const

Phase	Federal Improvement Type	Net Change Obligate	Net Change Adv. Constr.
Construction	Road-Reconstruction, Added Capacity	\$59,341.80	\$-59,341.80

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>						
2018	\$0.00	\$59,341.80	\$-59,341.80	\$0.00	\$0.00	\$0.00
	<b>\$0.00</b>	<b>\$59,341.80</b>	<b>\$-59,341.80</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$0.00</b>	<b>\$59,341.80</b>	<b>\$-59,341.80</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	\$57,081,061.94	\$57,140,403.74	\$-59,341.80
Obligated Funds	\$13,551,391.16	\$13,492,049.36	\$59,341.80
	<b>\$70,632,453.10</b>	<b>\$70,632,453.10</b>	<b>\$0.00</b>
<b>Grand Total:</b>	<b>\$70,632,453.10</b>	<b>\$70,632,453.10</b>	<b>\$0.00</b>

Report Requested by Project Programming for FMIS Comparisons.

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



# PROJECT ESTIMATE

Estimate Dated:07/26/2016

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

# PROJECT ESTIMATE

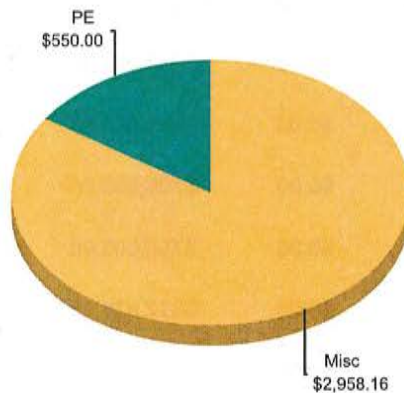
Estimate Dated:07/26/2016

Force Account	0100	\$0.00	\$1,371,821.76	0.00	0.00	\$0.00
Construction	0100	\$0.00	\$118,683.60	0.00	0.00	\$0.00
Engineering						
Construction	0100	\$0.00	\$59,341.80	0.00	0.00	\$0.00
Engineering						
Other	0100	\$0.00	\$36,225.00	0.00	0.00	\$0.00
<b>Grand Total:</b>		<b>\$0.00</b>	<b>\$70,632,453.10</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	\$70,632,453.10	\$0.00	\$70,632,453.10
		<b>\$70,632,453.10</b>	<b>\$0.00</b>	<b>\$70,632,453.10</b>
<b>Grand Total:</b>		<b>\$70,632,453.10</b>	<b>\$0.00</b>	<b>\$70,632,453.10</b>

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

# PROJECT ESTIMATE

Estimate Dated:07/26/2016

Program Code					
Federal IT State IT	Program Code	Total Cost*	AC Match	Adv. Construction	Federal Funds (Obl withTTC)
<b>Bridge-New Construction</b>					
Bridge-New Const-Concrete Insp	0100	\$20,000.00	\$0.00	\$0.00	\$0.00
Bridge-New Construction	0100	\$3,031,500.00	\$0.00	\$0.00	\$0.00
Bridge-New Const-Steel Insp	0100	\$5,000.00	\$0.00	\$0.00	\$0.00
		<b>\$3,056,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Bridge-Rehabilitation, Added Capacity</b>					
Bridge-Rehabilitation, Added Capacity	0100	\$2,101,748.40	\$0.00	\$0.00	\$0.00
		<b>\$2,101,748.40</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Bridge-Rehabilitation, No Added Capacity</b>					
Bridge-Rehabilitation, No Added Capacity	0100	\$28,967.20	\$0.00	\$0.00	\$0.00
		<b>\$28,967.20</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Construction Engineering</b>					
Construction Engineering	0100	\$3,363,893.66	\$0.00	\$0.00	\$0.00
		<b>\$3,363,893.66</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Other</b>					
Force Account	0100	\$5,176,552.00	\$0.00	\$0.00	\$0.00
Inspection - Concrete (non-bridge)	0100	\$5,000.00	\$0.00	\$0.00	\$0.00
Inspection - Steel (non-bridge)	0100	\$8,000.00	\$0.00	\$0.00	\$0.00
Other	0100	\$36,225.00	\$0.00	\$0.00	\$0.00
		<b>\$5,225,777.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Road-New Construction</b>					
Road-New Construction	0100	\$562,894.00	\$0.00	\$0.00	\$0.00
		<b>\$562,894.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Road-Reconstruction, Added Capacity</b>					
Road-Reconstruction, Added Capacity	0100	\$54,488,002.10	\$0.00	\$0.00	\$0.00
		<b>\$54,488,002.10</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Road-Reconstruction, No Added Capacity</b>					
Road-Reconstruction, No Added Capacity	0100	\$1,804,670.74	\$0.00	\$0.00	\$0.00
		<b>\$1,804,670.74</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Grand Total</b>		<b>\$70,632,453.10</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

Initial Review

Bureau	Sent To	Signed By	Date	Comments
Highway Design	Keith Cota	Keith Cota	07/26/2016	
	Routed On 07/26/2016	By Keith Cota		
	Completed On 07/26/2016			

Project Finance

Work Started On	07/26/2016	By	Lisa Magnani
Review Completed On	07/26/2016	By	---

FHWA

Reviewed FHWA On	---	By	---
Recommended FHWA On	---	By	---
Authorized FHWA On	---	By	---





# PROJECT ESTIMATE

Estimate Dated:06/29/2015

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

### Ad Information

Ad Date 07/03/2018  
Post to Ad Schedule Yes  
Ad Date Explanation Advertising based upon Turnpike fiscal constraint and current revenue stream

### Other Dates

On Shelf 07/25/2017  
Project Start 07/31/2017  
Project End 10/29/2024

### Last Approved Estimate

Dated 06/03/2014  
Type Modified Project Agreement Estimate

### Days to Approve

Routees 6 days  
Project Finance 0 days  
FHWA ---

## Project Details

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

# PROJECT ESTIMATE

Estimate Dated:06/29/2015

## 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.

# PROJECT ESTIMATE

Estimate Dated:06/29/2015

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							
		Primary			Indirects		
Fiscal Year	Change in Program	Change in Obligation	Change in Advance Construction	Change in Program	Change in Obligation	Change in Advance Construction	
Construction							
2019	\$5,800,000.00	\$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	
2021	\$11,500,000.00	\$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	
	\$31,700,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Grand Total:	\$31,700,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Report Requested by: Project Finance.							



# PROJECT ESTIMATE

Estimate Dated:06/29/2015

## Change Authorization

Proposed Amount

Existing Amount

Change

### Grand Total:

Report Requested by Project Programming for FMIS Comparisons.

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

## 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>\$20,200,000.00</b>	<b>\$0.00</b>	<b>\$20,200,000.00</b>
<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.

# PROJECT ESTIMATE

Estimate Dated:06/29/2015

## Approval

### Initial Review

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

### Project Finance

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

### FHWA

Reviewed FHWA On ---	By ---
Recommended FHWA On ---	By ---
Authorized FHWA On ---	By ---





Bond Interest Payments  
Newington-Dover 11238 Turnpike System Costs

Newington-Dover				
2009A- 30 Year Interest Bond Cost Summary				
Project #	2009A Bond Proceeds	W/Out BAB's Interest Allocation	BABS Credit*	Total Bond Payment W/ BABS Credit
11238	12,620,791.82	16,738,833.19	(5,638,418.31)	11,100,414.88

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*	11,100,414.88
2012C	34,100,566.39
2015A	6,422,569.88
Total Costs	51,623,551.15

\* As of 06/30/2016

Prepared by: Lauren Stromer  
Reviewed by:  
DOT sign-off:





