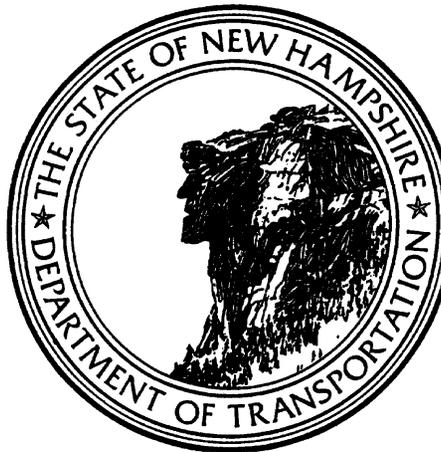


***STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM  
(STIP)  
2013 to 2016***



**Approved: January 25, 2013**

***PREPARED BY THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION  
Bureau of Planning & Community Assistance***

***Federal Aid & Regionally Significant Projects***

*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.*



U.S. Department  
of Transportation

Federal Transit Administration  
Region I  
55 Broadway Suite 920  
Cambridge, MA 02142-1093  
617-494-2055  
617-494-2865 (fax)

Federal Highway Administration  
New Hampshire Division  
53 Pleasant Street  
Concord, NH 03301  
603-228-0417  
603-228-2829 (fax)

Mr. Christopher Clement  
Commissioner  
New Hampshire Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

January 25, 2013

**RE: New Hampshire FY 2013-2016 Statewide Transportation Improvement Program  
(STIP)**

Dear Commissioner Clement:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the new FY 2013-2016 STIP and the Air Quality Conformity Report transmitted on November 16, 2012. We have received copies of letters of concurrence for a positive conformity determination from the New Hampshire Department of Environmental Services (NHDES) dated October 31, 2012. The Region I office of the Environmental Protection Agency (EPA) by letter transmitted on December 10, 2012 has also recommended that the air quality conformity analysis prepared for the 2013-2016 TIPs supports making positive metropolitan TIP conformity determinations for all Non-attainment and Maintenance areas in New Hampshire.

In accordance with the 1990 Clean Air Act Amendments (CAAA) and 23 CFR 450.328, the FHWA and the FTA must complete a joint air quality conformity determination. Based on our evaluation of the material submitted and coordination with the EPA, and with input from New Hampshire's interagency consultation process, we have determined that the metropolitan TIPs conform with the 1990 CAAA and 40 CFR Part 93.

This positive conformity determination applies to the following areas:

- The Boston-Manchester-Portsmouth (Southeast) New Hampshire 8-hour ozone non-attainment area;
- The Manchester carbon monoxide attainment area, with a maintenance plan; and
- The Nashua carbon monoxide attainment area, with a maintenance plan.

Furthermore, we are making the following determinations:

- Projects in the 2013-2016 STIP are based on a planning process that substantially meets the requirements of Title 23, USC, the Federal Transit Act and Subparts A, B, and C of 23 CFR 450.
- The Metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, Metropolitan Planning Organizations (MPOs), and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305.

The federal agencies note that there are four New Hampshire Turnpike projects included in the submitted 2013-16 STIP that NHDOT indicates are not fully funded based on currently available revenues. For projects # 13742 (Bow-Concord I-93), and # 16099 (Manchester I-293), preliminary engineering work is included in the current Turnpike Capital Program. However, for other subsequent phases of these projects, and for projects # 11238 Q and # 11238 S (Newington-Dover), there is no further funding currently identified. Considering this information, FHWA and FTA have determined that the projects with preliminary engineering funds included in the Turnpike Capital Program as noted above are approved, but that the Newington-Dover # 11238 Q and # 11238 S projects shall be considered illustrative for the 2013-2016 STIP.

FHWA and FTA have jointly determined that the 2013-2016 STIP substantially meets requirements and is hereby approved, with the exception of the Newington-Dover 11238 Q and 11238 S projects, as noted above. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation Air Quality (CMAQ) or other federal-aid funded projects that are included in the STIP, and is provided pending minor technical corrections that may occur.

A copy of this letter is being provided to the executive director of each MPO and RPC in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or William Gordon, FTA at (617) 494-3514.

Sincerely,

  
Mary Beth Mello  
Regional Administrator  
Federal Transit Administration  
Region I

  
for Patrick A. Bauer  
Division Administrator  
Federal Highway Administration  
New Hampshire Division

Attachment: Status of Corrective Actions from the 2011-2014 STIP Approval of January 18, 2011, Other Findings, Commendations, Recommendations

cc: MPO/RPC Directors  
William Cass, NHDOT  
William Watson, NHDOT  
Becky Ohler, NHDES  
Don Cooke, EPA

## **Status of Corrective Actions from the 2011-2014 STIP Approval of January 18, 2011:**

### Statewide Public Involvement Process and Non-Metropolitan Local Official Consultation:

Corrective Actions from the 2011-2014 STIP approval of January 18, 2011 have been resolved. The Federal agencies recognize that NHDOT has updated the State's documented Public Involvement Process consistent with requirements listed in 23 CFR 450.210, including the specified 45 day public comment period. NHDOT has also complied with the regulatory deadline (February 24, 2011) for states to have reviewed and solicited comments on their Non-Metropolitan Local Officials Consultation Procedures, including the specified 60 day public comment period.

## **Other Findings, Commendations, Recommendations:**

### **Integrating 2010 Urbanized Areas (UZAs) and related Highway Performance Monitoring System (HPMS) reporting, funding sub-allocation and functional re-classification activities:**

FHWA and FTA recommend that NHDOT and New Hampshire's MPOs and Rural Regional Planning Commissions (RPCs) work cooperatively to expedite the integration of 2010 Census-based Urbanized Areas (UZA's) into New Hampshire's statewide and metropolitan planning and programming processes, and HPMS reporting, funding sub-allocation and functional re-classification activities.

On March 26, 2012, the Census Bureau announced the list of urbanized areas and urban clusters defined on the basis of the 2010 Census. The official announcement occurred via the Federal Register, with the notice providing lists of urbanized areas and urban clusters and their respective 2010 Census populations. The release of the Census 2010 urbanized areas triggers deadlines for integrating this new information into New Hampshire's statewide and metropolitan planning processes, and the reporting of HPMS data. Under MAP-21, there are also new related sub-allocation requirements for some specified categories of funding including Surface Transportation Program (STP) and Transportation Alternatives (TA) funds. In New Hampshire, there are communities that are now included in the Manchester UZA, but previously were not, and they are currently members of a bordering rural Regional Planning Commission (RPC), and not the Manchester MPO. There are also communities now included in the newly designated Nashua TMA UZA that previously were included in the bordering Manchester or Rockingham UZAs, and are currently members of the Manchester MPO or Rockingham MPO, and not the Nashua MPO. Regarding MPO Metropolitan Planning Area (MPA) adjustments, FHWA had advised that prior to FHWA/FTA approval of the new 2013-16 STIP, there should be MPA boundary adjustments and/or agreements in place that provide metropolitan (MPO) planning and programming coverage to formerly non-UZA communities in New Hampshire. Because of the unique TMA sub-allocation and project selection requirements that are included under MAP-21, FHWA also noted the need to establish MPO MPA boundary adjustments and/or to have planning and programming agreements in place to ensure that all Nashua TMA communities are considered in the TMA project selection process. The federal agencies note that currently, no MPO boundary

adjustments have been made, and no planning and programming agreements have been established.

FHWA and FTA remind NHDOT that any 2010 UZA boundary adjustments need to be completed by June, 2014, or the existing boundaries will be maintained as they are. At the very latest, MPO MPA adjustments must be in place by March, 2016, or with New Hampshire's next MPO long-range transportation plan updates, whichever comes first. FHWA and FTA will continue to work with NHDOT and other partners to help with any MPO re-designation efforts or planning and programming agreement documentation that may be required. The new UZAs must also be integrated into New Hampshire's FY 2014 HPMS data submittal. The federal agencies appreciate that NHDOT was able to provide a quick update to New Hampshire's principal arterial functional classification, consistent with FHWA's recent request to do so in consideration of MAP-21's definition of the National Highway System (NHS) as consisting of all urban and rural principal arterials. NHDOT is also commended for initiating a wider, more comprehensive functional re-classification effort that is now underway.

### **Metropolitan and Statewide Travel Demand Model 2010 Base Year Updates and Ongoing Maintenance:**

FHWA and FTA recommend that New Hampshire's MPOs and NHDOT continue cooperative efforts to improve and maintain New Hampshire's metropolitan and statewide travel demand models, including expediting any further updating that may be required to achieve a 2010 base year.

For New Hampshire's MPOs, updating all travel demand models to achieve a 2010 base year is essential to maintaining compliance with latest planning assumptions requirements of EPA's Conformity Rule. Robust metropolitan and statewide travel demand models provide data collection and analysis to support coordination of transportation planning and programming priorities and decisions, and to support corridor or other planning and project development studies, pricing studies, FTA New Starts analyses, etc. In New Hampshire, the statewide model has been useful for developing interregional and cross-border projects such as I-93 (SEIS, Transit Investment Study), and Capitol Corridor rail service. The statewide model can be used to provide technical analysis for the 10 Year Plan process, particularly in non-MPO areas, and to support the statewide long-range transportation plan process. New Hampshire's metropolitan and statewide models can provide useful information and support traffic and commodity flow mapping for freight planning activities. Other prospective uses would include modeling for conformity for a potentially expanded Ozone non-attainment area, or any new Particulate Matter (PM 2.5) non-attainment areas, as rural RPCs may not have suitable models for conformity, and to help determine potential impacts of projects on greenhouse gases (GHGs).

### **STYP-RMS:**

NHDOT's continuing work to develop the STYP-RMS system is commendable. Once in place, STYP-RMS should help streamline STIP development and the STIP revisions process,

and provide better transparency and real time information to stakeholders and the public. The federal agencies recommend that STYP-RMS also be used to help NHDOT establish a cycle of periodic reviews of underlying transportation deficiencies, project scopes, schedules, and cost estimates as long-range transportation projects transition into the 10 Year Plan and STIP timeframe.

### **Freight Planning:**

The recent NHDOT update of New Hampshire's State Rail Plan is commended, and the Federal agencies encourage NHDOT and New Hampshire's MPOs and rural RPCs to continue to fully integrate freight and goods movement activities with their statewide and metropolitan planning processes.

NHDOT and New Hampshire's MPOs and rural RPCs are encouraged to identify resources to develop state and regional freight plans that assess the condition and performance of New Hampshire's critical freight network, and identify solutions to freight bottlenecks and other deficiencies. NHDOT is encouraged to establish a statewide freight advisory committee, and complete a state freight plan with committee input. If a state freight plan that meets MAP-21 requirements is established, NHDOT is also encouraged to consider the maximum federal share provisions established under MAP-21 for projects that will provide a demonstrable improvement in freight movement.

### **Planning and Environmental Linkages (PEL):**

Under FHWA's Every Day Counts program (EDC) the PEL initiative sets up a framework for considering and incorporating planning documents and decisions from the earliest stages of project planning into the environmental review process. It represents an approach to transportation decision making that takes environmental, community, and economic information collected early in the planning stage and carries it through project development, design, and construction. This can lead to a seamless decision making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. In New Hampshire, the recent Maine-New Hampshire Connections Study provided an excellent example of this initiative, and the benefits included a streamlined Section 106/NEPA process for the Portsmouth/Kittery Memorial Bridge replacement project. The Federal agencies encourage NHDOT and New Hampshire's MPOs and rural RPCs to continue efforts to integrate environmental analysis and identify interested environmental parties and resource agencies to be included in the planning process for corridor studies, long-range transportation plans, etc.

### **Livability, Sustainability and Scenario Planning:**

Livable communities offer multiple convenient transportation and housing options that are accessible to people traveling via car or other modes. Livability is improved when the quality and location of transportation facilities is coordinated with opportunities such as access to good jobs, affordable housing, and quality schools, while also balancing environmental sustainability.

In June 2009, USDOT launched a Livability Initiative, coordinating with two other federal agencies (HUD and EPA), and guided by the following six principles:

- 1) Provide more transportation choices
- 2) Promote equitable, affordable housing
- 3) Enhance economic competitiveness
- 4) Support existing communities
- 5) Coordinate policies and leverage investment
- 6) Value communities and neighborhoods

Sustainability is a concept that enables decision-makers to make balanced choices around these different objectives. The three pillars of the “triple bottom line” upon which sustainability is based—social, economic, and environmental—capture the broad range of transportation goals and objectives. In times of diminishing economic and natural resources, using sustainable approaches in transportation will allow for the continued enhancement of quality of life, and serve the transportation needs of the present without compromising the ability of future generations to meet their needs.

New Hampshire’s HUD-awarded Granite State Future project provides New Hampshire with an excellent opportunity to develop livable, sustainable scenarios for statewide and metropolitan transportation planning. Scenario planning approaches could be used to consider how Granite State Future sustainable regional comprehensive plans could alter statewide and regional transportation investment strategies for the planning horizon, and impact baseline conditions for transportation system performance.

FHWA’s INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) is a voluntary, internet-based tool enabling state, regional, and local transportation agencies to evaluate the sustainability of transportation activities. FHWA would encourage use of the INVEST tool to help evaluate the sustainability of scenario-based transportation plans, as well as transportation improvement programs and projects.

### **Climate Change:**

Current estimates indicate that approximately 33 percent of greenhouse gas emissions in the United States come from the transportation sector. Seventy-two percent of the transportation sector’s emissions are generated by road use. Addressing climate change mitigation and adaptation at the beginning of the planning process can facilitate better decision-making, improve efficiency at the program level, and inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving livability and the quality of life. Including climate change mitigation and adaptation discussions in the consultation process for statewide and metropolitan transportation plans can reduce vulnerability from legal challenges to the NEPA process, and foster cooperation among transportation, resource and land use agencies.

On September 24, 2012, FHWA released a memo to clarify and confirm the eligibility of climate change adaptation activities for federal-aid funds, including planning elements. Transportation planning elements tied to climate change adaptation in the metropolitan or state planning processes that are deemed necessary to support the planning process are eligible for PL and/or SPR funds. FHWA provides states and MPOs the discretion and flexibility to apply planning funds, subject to Division Office approval. All activities should be included in the appropriate state or metropolitan work program.

Examples include:

- Conducting vulnerability or risk assessments of the transportation assets in a particular area or region.
- Updating and digitizing datasets on the elevation (or other characteristics) of an area's roads, highways, bridges, etc.
- Support for a reasonable portion of the costs needed to develop information on climate change effects, in cooperation with other stakeholders.

New Hampshire's statewide and metropolitan planning processes are encouraged to ensure that transportation plans address climate change impacts, mitigation, and adaptation strategies. MPOs and rural RPCs are encouraged to work with NHDES to consider New Hampshire's Climate Change Plan to help identify challenges and strategies for further consideration in the planning process, including climate change adaptation activities.

#### **STIP Performance Measure:**

FHWA appreciates that NHDOT continues to report on a performance measure that now provides annual tracking of the percentage of federal-aid highway construction phase projects advanced (under agreement) compared to all construction phase projects programmed by Federal Fiscal Year (FY) in New Hampshire's STIP. This measure helps provide information on the reliability of the STIP, and the stability of the federal-aid highway program.

With the current methodology, the annual percentage of projects in the STIP that have advanced to construction is determined considering the STIP that was finalized in the first quarter of the federal fiscal year, not accounting for subsequent STIP amendments. The measure is provided at the end of the year for federal-aid projects only. Individual projects listed in the STIP were included in the measure, as were grouped or statewide projects. The grouped or statewide projects are counted as advanced when an authorization is made on one of the individual projects in the group. For federally funded projects, "under agreement" status means that federal funds have been authorized.

For FY 2012, the year-end percentage of construction phase projects under agreement totaled approximately 53% of the total construction phase projects programmed. The federal agencies request that NHDOT continue tracking this percentage with the new 2013-2016 STIP, and would encourage tracking the individual projects making up the grouped or statewide projects for a more robust measure. Over time, we would like to see this percentage increase steadily so that the year-end figures total at or above 60% on a consistent basis.

**Other:**

FHWA and FTA continue to conduct MPO planning reviews for all 4 of New Hampshire's MPOs on a 4 year cycle. For the Nashua MPO, the next review (FY 2015) will be a TMA certification review. In conducting these reviews, the federal agencies have consistently observed that New Hampshire's TIP/STIP project selection process is largely State-directed, and we have encouraged NHDOT to work more cooperatively with the MPOs to develop a more regionally-driven process in New Hampshire's metropolitan areas, consistent with the intent of long-standing federal requirements regarding the statewide and metropolitan planning processes. NHDOT has undertaken ongoing efforts to provide more MPO and rural RPC input into the State's 10 Year Plan process, and also in the statewide process for ranking and selecting Transportation Enhancement (TE) and Congestion Mitigation Air Quality (CMAQ) projects. Other opportunities to reach out to New Hampshire's MPOs and rural RPCs have been provided with the development of NHDOT's Transportation Planning Collaborative (TPC), UPWP Working Group, and 10 Year Plan LEAN review process, for example. The Federal agencies commend NHDOT for these activities, and encourage further efforts to consider greater MPO involvement in the State's TIP/STIP project selection process in New Hampshire's metropolitan areas, especially in consideration of MAP-21's project selection and funding sub-allocation requirements.

FHWA and FTA again commend New Hampshire's significant efforts to continue to improve financial plan and constraint documentation to support a positive financial constraint finding for the STIP, and to improve the cooperative process with New Hampshire's MPOs for developing reasonably available revenue estimates. Continuous and frequent reviews of project scopes, schedules, and cost estimates should help maintain a fiscally constrained STIP.

The Federal agencies remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products, and seek out and consider the needs of the traditionally underserved, such as low-income and minority households. FHWA and FTA continue to request that all of New Hampshire's MPOs post their updated TIPs, long-range transportation plans and Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the New Hampshire Department of Transportation (NHDOT) website.

**SELF-CERTIFICATION RESOLUTION**  
**State of New Hampshire**

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134 and 135, 49 U.S.C. Section 5303 and 5304, and 23 CFR part 450.206 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.210 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of Section 1101(b) of SAFETEA-LU (Public Law 109-59) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Statewide Transportation Improvement Program (STIP) continues to be financially constrained as required by Section 450.216 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

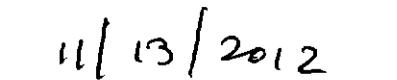
NOW, THEREFORE, BE IT RESOLVED THAT the State of New Hampshire certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that this resolution was adopted by the State of New Hampshire:

**ATTEST:**



Christopher D. Clement, Sr., Commissioner  
New Hampshire Department of Transportation

  
Date

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# New Hampshire Statewide Transportation Improvement Program 2013 - 2016

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## Introduction

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law on July 6, 2012. MAP-21 builds upon previous legislation, outlining and restructuring funding categories as well as the associated requirements of the Federal-aid program for transportation. Those requirements, as codified in title 23 part 135 and 49 part 5305 of the United States Code (USC), stipulate that each state will develop a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a statewide transportation improvement program (STIP). In New Hampshire the STIP is updated every two years and is developed through a coordinated statewide and metropolitan planning process.

The metropolitan planning process, as defined in 23 USC part 134 and 49 USC part 5303, is carried out by the four metropolitan planning organizations (MPOs) in New Hampshire: Nashua Regional Planning Commission, Rockingham Planning Commission, Southern NH Planning Commission, and Strafford Regional Planning Commission. Following the 2010 Census the Nashua Regional Planning Commission was also designated as a transportation management area (TMA). Each of the MPOs has adopted a metropolitan transportation plan (MTP) and a Transportation Improvement Program (TIP). The MTPs were developed and approved in accordance with 23 part 450.322 of the Code of Federal Regulations (CFR) and include a financially constrained program of transportation projects within their regions.

The MPO TIPs are consistent with the regulations outlined in 23 CFR §450.324, including requirements related to financial constraint, and have been incorporated into the 2013-2016 NH STIP. As there are nonattainment areas for ozone and carbon monoxide within the MPO boundaries, applicable findings of conformity to the NH State Implementation Plan of all MPO TIPs and MTPs have been made and documented through a process consistent with the requirements of 23 CFR part 450 and 40 CFR part 93. Summary tables for the criteria pollutants are available in Appendix C.

In the Fall of 2004, the Community Advisory Committee (CAC), a diverse group of individuals, businesses, and other interested parties, was created at the request of the NHDOT. This group held many public meetings to identify how changes in NH impact transportation in the state and what could be done to meet the challenges. In June of 2006, the CAC produced a Long Range Plan outlining a vision of transportation in NH. In 2010 the CAC Vision was refined and distilled to produce a new Long Range Transportation Plan for NH, 2010-2030. The Plan was developed in accordance with the requirements outlined in 23 USC part 134.

Every two years the State of NH prepares and adopts a Ten Year Transportation Improvement Plan (10-Year Plan). The recently approved 10-Year Plan (June 2012) was developed to be consistent with the framework established in the LRTP and

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includes a list of projects for the ten-year period from 2013-2022. The process to develop the 10-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, planning commissions, and MPOs. With the most recent update, the emphasis on fiscal responsibility continued ensuring that the list of projects remains in line with reasonably anticipated revenue estimates.

The 2013-2016 NH STIP has been developed through a coordinated statewide and metropolitan planning process that is consistent with the requirements of 23 CFR §450.216. All projects designated as regionally significant by the MPOs and through Interagency Consultation (IAC), regardless of the funding source, are included in the STIP. All surface transportation projects that utilize resources from programs funded under title 23 USC and title 49 USC part 53, with the exception of the programs identified in 23 CFR §450.216(g), are included in the STIP. The STIP has been constrained to the available financial resources for 2013 through 2014 and the resources that are reasonably anticipated to be available for 2015 through 2016. To more accurately depict the financial status of the STIP, inflation at a rate of 3.2% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.216(l).

In accordance with the NH STIP Revision Procedures and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2011-2014 STIP have been approved during the development of the 2013-2016 NH STIP and MPO TIPs. Through an agreement with FHWA NH Division, the MPOs, and other Interagency Consultation Partners, those minor revisions will be incorporated into the 2013-2016 STIP.

## **Financial Plan**

The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.216 and to provide transparent information to the public. According to federal regulations, the STIP shall include projects, or identified phases of projects, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. Additionally, in the first two years of the STIP, 2013 and 2014, funds for projects located in the nonattainment or maintenance areas of NH must be committed or available.

This Program ensures that funding is available for all projects through the use of a variety of resources, including, but not limited to, federal resources, with appropriate match amounts, state resources from the Highway Trust Fund and those provided in the budget of the State of NH, turnpike revenue, and local and private revenue sources.

The NHDOT STIP Financial Constraint process is based on the following principles:

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- All Federal funds obligated will be appropriately matched and the matching funds are indicated in the constraint analysis and at the project level;
- Federal apportionments for federal fiscal years 2013 and 2014 are based figures published by FHWA
- Federal apportionments for federal fiscal years 2015 and 2016 are estimated based on 2014 levels with annual growth of 3.2%;
- All projects funded in the STIP are included in the analysis of STIP financial constraint;
- State match budgeted for FY 2013-2016 will be as submitted in NHDOT's requested operating budget;
- Matching funds provided by municipalities and other sources will be committed by those entities before any work may begin on the project;
- Advance Construction (AC) may be used at the State's discretion in accordance with Title 23, Section 115;
- Turnpike Toll Credits may be used to provide the non-federal match requirements of a project provided that credits are available.
- GARVEE bonds or other bonding mechanisms may be used to fund specific projects within the STIP where those funds can be considered to be reasonably anticipated to be available or are available.
- To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 3.2% is applied for each year beyond the current.
- The STIP will be constrained by year to estimated or actual apportionment levels.
- By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within SAFETEA-LU will be utilized as necessary.

Working with the FHWA Resource Center, the NHDOT developed an annual estimated rate of inflation of 3.2%. That rate is based on historical trends over a 20-year period as published in the FHWA report *Price Trends for Federal-aid Highway Construction*. The 3.2% annual rate was used by the NHDOT in the development of the 2013-2022 10-Year Plan to help account for the effects of inflation on the overall program. Similarly, in the 2013-2016 STIP that rate is applied to all projects beginning in 2013 and compounded annually for 2015 and 2016. For projects planned as advance construction, the entire construction cost is inflated in the year of advertising and not compounded in each year of anticipated conversion.

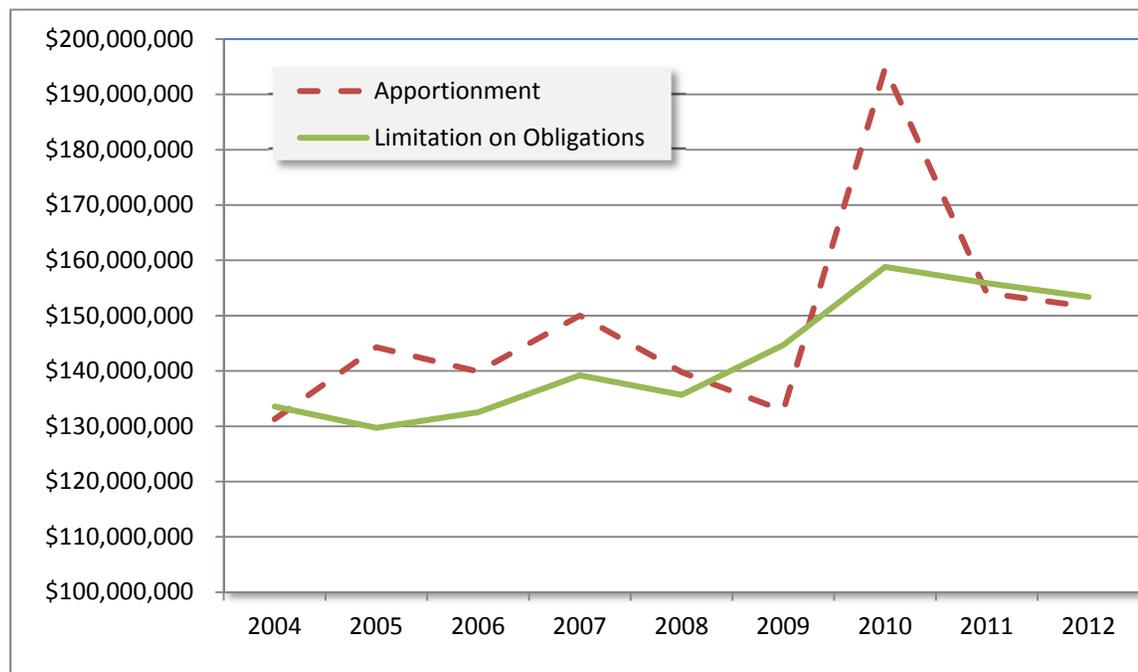
## **Federal Resources**

The majority of federal resources are allocated to the states through annual apportionments outlined in the active transportation bill, MAP-21. In addition to the apportionment, the federal government establishes, on an annual basis and in accordance with Public Law 112-141, a "limit on obligations" that functions as a ceiling on the amount of funds that may be requested in a fiscal

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year. **Figure 1** outlines the trend over recent years for both apportionments and limitation on obligations for NH in the core apportioned programs.

**Figure 1 – Trends in NH’s Apportionment & Limit on Obligations**



In addition to annual apportionments, states may receive federal resources for transportation projects through other programs. Funding from these programs is typically contingent upon successful application for a specific project or projects. As there can be no reasonable assumption made that an application will be successful, FHWA guidance indicates that these funding sources should not be considered “available” or “committed” for purposes of financial constraint. The 2013-2016 NH STIP has been developed to be consistent with the guidance and does not include any revenue assumptions for such programs.

A third source of revenue for projects from the federal government is made available through congressional earmarks. Earmark funds are not subject to many of the limitations that normal apportionments are and may be moved between fiscal years based on availability and project schedule without adherence to the limitation on obligations. As such, the 2013-2016

STIP was developed with the assumption that earmark funds that have already been designated will be available for the identified project when the project is ready to move forward. Federal guidance also specifies that future earmarks that have not yet been approved by Congress may not be assumed as revenue in a STIP. Consistent with that guidance, the NH STIP includes only approved and designated earmark funds.

## **State Resources**

Per RSA 9:4, it is required that every state agency submits to the Commissioner of Administrative Services two budgets biennially for consideration:

On or before October 1 (of all even years -October 2012), an operating budget that shows maintenance expenditures necessary for the agency. Maintenance expenditures are defined as “the cost of providing the same level of service authorized and funded in the preceding fiscal year, incorporating changes in the population, economic conditions, and other factors outside the control of the accounting unit”.

In addition, on or before November 15 prior to each biennial legislative session, all departments of the state shall transmit to the commissioner of administrative services, a reduction level expenditure estimate for each fiscal year of the ensuing biennium for administration, operation, and program services, including costs for workers' compensation and unemployment compensation. This estimate shall include:

1. An estimate for a reduced level of expenditure for the first year of the next biennium that is 10 percent, not including debt service, less than the actual expenses of the first year of the current biennium.
2. An estimate for a reduced level of expenditure for the second year of the next biennium that is 10 percent, not including debt service, less than the budget and any footnote adjustments or subsequent appropriations, additions, or reductions, implemented in the second year of the current biennium.

By June 30 of the following odd numbered year, the Governor and Legislature make the final recommendations and approvals of the agency budgets, based on their reviews, and the normal legislative process.

Agency budgets are to be built from the bottom-up using a zero-based budgeting approach. With this zero-based budgeting approach, it is ensured agencies review all program areas. This should aid in prioritization, determining the effectiveness of programs, and identifying areas where efficiencies can be achieved.

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For STIP planning purposes, the 2013-2015 budget contains the best information NHDOT has available as to anticipated state revenue, as well as total expenditures that are planned as part of the budget. If there were changes in the budgeted amounts within NHDOT's budget for Federal-aid projects, then it would be appropriate for the STIP Financial Constraint to be updated, adjusting project schedules to meet the projected resources. Any project changes in the STIP would require appropriate amendments, including coordination with MPO's, FHWA, FTA, EPA and other agencies as required.

### **Toll Credits**

Federal regulations (23 USC §120) allow a State to use toll credits toward the non-Federal match requirement of a project, provided that the project is listed in the STIP. These credits are based on toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Such public, quasi-public, or private agencies shall have built, improved, or maintained such facilities without Federal funds.

To receive these toll credits, a State shall show that it has maintained its non-Federal transportation capital expenditures in accordance with the given requirements. NHDOT has shown that they have met these requirements in the past, and has utilized toll credits to match federal funds. Consistent with existing practices, the 2013-2016 STIP identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

In 2011 NH had a balance of toll credits in the amount of \$198m. Identified at the project level in the STIP, NHDOT may coordinate with FHWA to use toll credits on a case by case basis in any of the STIP years. The use of this matching mechanism will be documented in the STIP as Amendments are published.

### **Advance Construction**

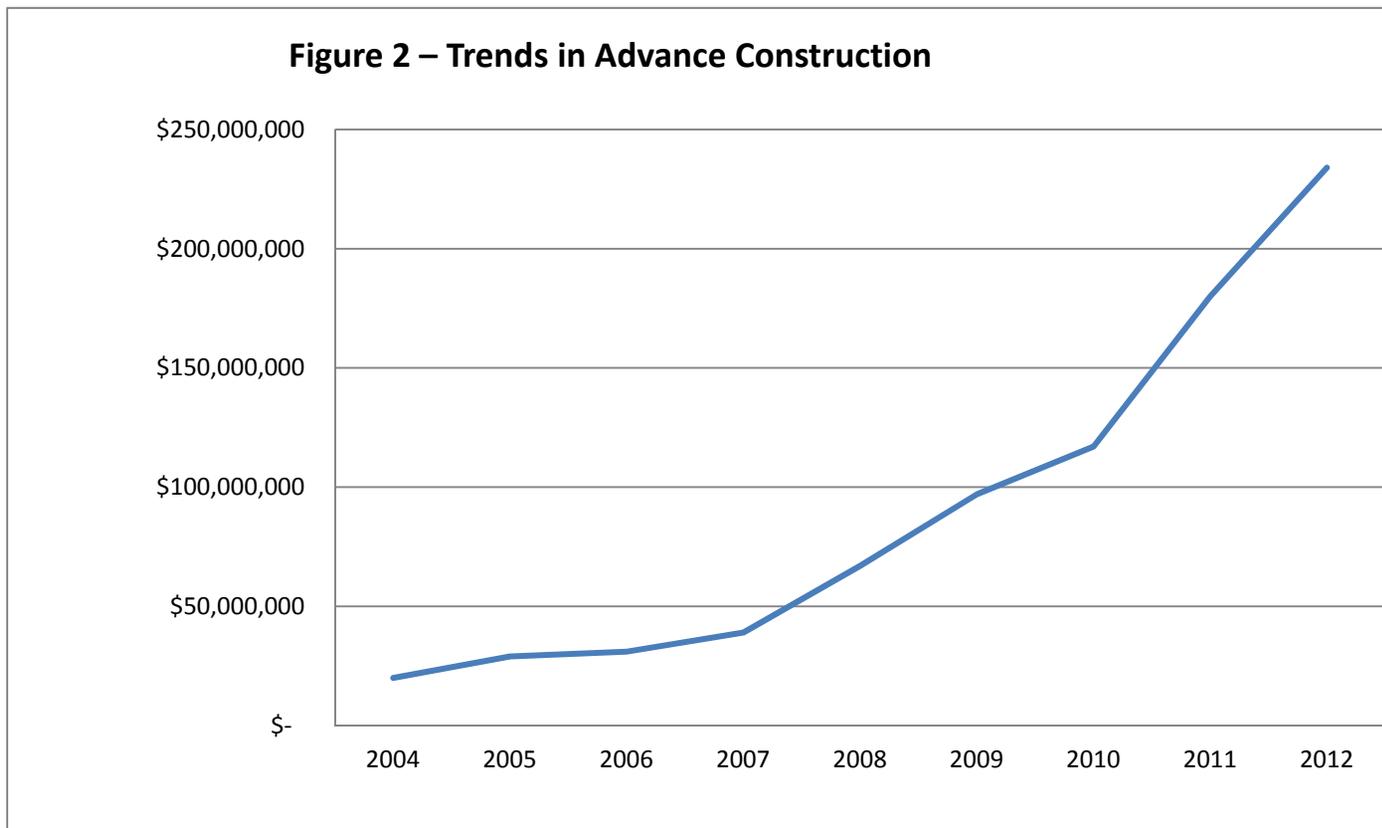
Under the provisions of 23 USC part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of FHWA. Guidance from the FHWA Resource Center has indicated that the cumulative amount of AC should remain below 1½ times the annual apportionment of federal funds for FHWA programs. Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects are in the federal Financial Management Information System.

Projects have been identified in the 2013-2016 STIP that are anticipated to utilize the flexibility of AC. Additionally, the conversion of the anticipated AC to normal Federal-aid has been listed for each project by fiscal year and is included in

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the financial constraint analysis. The NHDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal-aid remain ahead of actual project expenditures. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

Beginning in the summer of 2009 the NHDOT revised the process of AC to include preliminary engineering and right of way. All active projects were updated with the appropriate AC amount for all phases resulting in an increased AC balance.



## **Turnpike Authority**

Pursuant to 23 CFR §450.216(h) a STIP must contain all regionally significant projects regardless of funding source. On the turnpike system most capacity related improvements or system expansions qualify as regionally significant as defined in federal regulations. The determination of regional significance is made at the MPO level, or by the DOT in rural areas, with input through Interagency Consultation. As the 2013-2016 STIP contains all projects that have been identified as regionally significant, several projects on the turnpike system are listed.

Additionally, the federal regulations governing the MPO TIPs, MTPs and the associated air quality conformity determination for nonattainment and maintenance areas, including 23 CFR §450.324(i) and 40 CFR §93, stipulate that the availability of funds must be demonstrated for all included projects. To provide information to the MPOs and to demonstrate financial constraint of the STIP, anticipated revenue and expenditures for the turnpike system have been documented in the Financial Constraint Summary tables. As illustrated in those tables, the turnpike system is financially constrained overall within each year of the STIP.

## **Bonds**

The State of NH, through action of the legislature, has the ability to issue and utilize Grant Anticipation Revenue Vehicles (GARVEE) up to an amount equal to \$445,000,000 for construction associated with the improvement and expansion of Interstate 93 from Salem to Manchester. A GARVEE is essentially a bond issued by the state with the presumption that federal funds will continue to be available to pay for debt service in the future. GARVEE bonds provide a short-term influx of funding to advance projects that may otherwise take many years to construct. GARVEE bonds may only be issued with the concurrence of FHWA.

A memorandum of agreement is issued between the NHDOT, NH Treasurer, and FHWA to facilitate each bond issuance. In November of 2010 the first bonds were issued for the Salem to Manchester project totaling nearly \$80m. Since then an additional \$115m of GARVEE bonds has been issued for the I-93 project. With a proven track-record of GARVEE bond issuance and management, additional bond funds are assumed for various portions of the I-93 Salem to Manchester project in the 2013-2016 STIP. The financial constraint information reflects the anticipated use of GARVEE funds for the I-93 projects, including the applicable debt service costs. The project list identifies the construction cost of each project as well as the relative share of interest costs.

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The NHDOT strives to meet the financial challenges of the State's transportation system, all potential revenue sources will continue to be evaluated. In the event that new financing techniques are used to meet the funding requirements of any Federal-aid projects, the STIP will be updated accordingly.

### **Operations & Maintenance**

As outlined in 23 CFR §450.216(m), the STIP must include financial information on revenues and expenditures to adequately operate and maintain Federal-aid highways. To satisfy that requirement, system-level estimates for operations and maintenance of the Federal-aid system are provided in the Financial Constraint Analysis Summary tables for each year of the STIP. The estimates provided include funds for all anticipated needs for the regular maintenance and operation of the Federal-aid system in NH. The NHDOT asserts that the Federal-aid system in NH is adequately maintained through the maintenance and operations budget of the Department and through the more substantial maintenance and preservation projects funded through specific state and Federal-aid categories.

### **Other Resources**

The 2013-2016 NH STIP documents the amount of funds contributed by other sources to match Federal-aid funds for every project. Other sources of funds to match Federal-aid dollars are typically municipalities, but also include private entities, other public entities, and other states. Other sources of funds for projects in nonattainment or maintenance areas in the first two years of the STIP will be listed only if funding has been committed.

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## **Public Involvement**

The continual and coordinated planning process in NH involves substantial public involvement throughout the entire process. Beginning with the development of the statewide LRTP and the regional MTPs, public outreach and input serves as the basis to create the overall framework for transportation planning in the State. For the development of the 10-Year Plan more than 30 public hearings were held throughout the State that were attended by over 800 members of the public. Following the approval of the 10-Year Plan, the MPOs continued public outreach efforts, consistent with federal regulations, for the development of each MPOs TIP.

The development of the NH STIP is the last step in the continuing transportation planning process. A public comment period for the 2013-2016 NH STIP was held during the months of September and October of 2012. The notice was posted in a statewide newspaper, on the internet and through each of the nine regional planning commissions.

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## **STIP Revisions**

In March of 2008 the NHDOT adopted and both FHWA and FTA approved STIP Revision Procedures (**Appendix A**) for the NH STIP. Those procedures outline thresholds and protocols for revisions to the STIP in the form of both minor revisions and major revisions. The Procedures also established an Expedited Project Selection Procedure, to advance or delay projects, for the non-MPO areas of NH. Subsequent to the development of these procedures at the statewide level, each of the 4 MPOs adopted similar procedures resulting in improved consistency and coordination between STIP and TIP revisions.

Major Revisions to the STIP and TIPs in the form of Amendments will be processed as outlined in **Figure 3**. The dates listed indicate when the proposed Amendments will be ready for public comment.

### **Figure 3 – Amendment Schedule**

1	January, 2013
2	April, 2013
3	July, 2013
4	October, 2013
5	January, 2014
6	April, 2014

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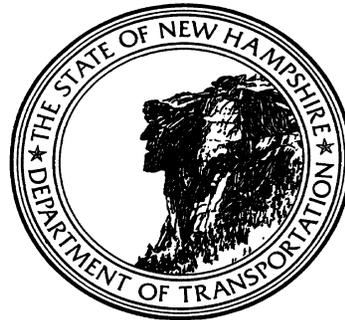
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# Statewide Transportation Improvement Program (STIP) 2013 to 2016

## Financial Constraint Summary

November 8, 2012



*Prepared by the New Hampshire Department of Transportation*

**NH STIP 2013-2016**  
**Financial Constraint Documentation**

**FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP**  
Dollars in Millions

	2013					2014				
	Improvement Program				Total Programmed	Improvement Program				Total Programmed
	Federal Resources	State Resources	Local/Other Resources	Total Resources		Federal Resources	State Resources	Local/Other Resources	Total Resources	
Available	Available	Available	Available	Programmed	Available	Available	Available	Available	Programmed	
<b><i>FHWA - Federal-aid w/ Match</i></b>										
Bridge Off System	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 4,460,740	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 4,779,061
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ 61,600	\$ 61,600	\$ 30,110,592	\$ -	\$ -	\$ 2,770,889	\$ 2,770,889	\$ 36,867,955
Congestion Mitigation and Air Quality Program	\$ 9,929,403	\$ -	\$ 2,692,594	\$ 12,621,997	\$ 9,104,417	\$ 10,013,252	\$ -	\$ 594,609	\$ 10,607,861	\$ 2,437,459
Emergency Relief	\$ 78,582	\$ -	\$ -	\$ 78,582	\$ 78,582	\$ -	\$ -	\$ -	\$ -	\$ -
Equity Bonus (Flexible)	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ 850,000
Highway Safety Improvement Program (HSIP)	\$ 10,138,839	\$ -	\$ -	\$ 10,138,839	\$ 6,150,000	\$ 10,224,458	\$ -	\$ -	\$ 10,224,458	\$ 6,150,000
Homeland Security Grant	\$ -	\$ -	\$ 387,178	\$ 387,178	\$ 387,178	\$ -	\$ -	\$ -	\$ -	\$ -
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 32,514,558	\$ -	\$ -	\$ -	\$ -	\$ 32,860,644
National Highway System	\$ -	\$ -	\$ -	\$ -	\$ 13,277,379	\$ -	\$ -	\$ -	\$ -	\$ 19,828,155
National Historic Covered Bridge Preservation (NHCBP)	\$ 832,000	\$ -	\$ -	\$ 832,000	\$ 832,000	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways Program	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 500,000
Recreational Trails	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 1,170,000	\$ -	\$ -	\$ -	\$ -	\$ 1,170,000
STP-Areas Less Than 200K	\$ -	\$ -	\$ 424,208	\$ 424,208	\$ 12,689,969	\$ -	\$ -	\$ 412,800	\$ 412,800	\$ 7,107,228
STP-Areas Over 200K	\$ -	\$ -	\$ 44,807	\$ 44,807	\$ 224,034	\$ -	\$ -	\$ 83,000	\$ 83,000	\$ 415,000
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000
STP-Enhancement	\$ -	\$ -	\$ 1,381,205	\$ 1,381,205	\$ 6,840,184	\$ -	\$ -	\$ 23,106	\$ 23,106	\$ 3,467,066
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ 2,035,000	\$ -	\$ -	\$ -	\$ -	\$ 2,035,000
STP-Non Urban Areas Under 5K	\$ -	\$ -	\$ -	\$ -	\$ 3,074,500	\$ -	\$ -	\$ -	\$ -	\$ 1,112,430
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 495,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-State Flexible	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 36,864,904	\$ -	\$ -	\$ -	\$ -	\$ 33,313,182
Transportation Assistance	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
National Highway Performance Program	\$ 92,263,437	\$ -	\$ -	\$ 92,263,437	\$ -	\$ 93,042,564	\$ -	\$ -	\$ 93,042,564	\$ -
Surface Transportation Program	\$ 42,438,284	\$ -	\$ -	\$ 42,438,284	\$ -	\$ 42,796,658	\$ -	\$ -	\$ 42,796,658	\$ -
Transportation Alternatives	\$ 3,769,144	\$ -	\$ -	\$ 3,769,144	\$ -	\$ 3,821,061	\$ -	\$ -	\$ 3,821,061	\$ -
Earmarks	\$ 8,505,947	\$ -	\$ 682,000	\$ 9,187,947	\$ 9,187,947	\$ 9,085,662	\$ -	\$ 867,667	\$ 9,953,329	\$ 9,953,329
<b>FHWA FEDERAL-AID TOTAL</b>	<b>\$ 168,455,636</b>	<b>\$ -</b>	<b>\$ 7,823,591</b>	<b>\$ 176,279,228</b>	<b>\$ 173,407,985</b>	<b>\$ 169,483,655</b>	<b>\$ -</b>	<b>\$ 5,602,072</b>	<b>\$ 175,085,726</b>	<b>\$ 165,267,511</b>

**NH STIP 2013-2016**  
**Financial Constraint Documentation**

**FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP**  
Dollars in Millions

	2013					2014				
	Improvement Program					Improvement Program				
	Federal Resources	State Resources	Local/Other Resources	Total Resources	Total Programmed	Federal Resources	State Resources	Local/Other Resources	Total Resources	Total Programmed
	Available	Available	Available	Available	Programmed	Available	Available	Available	Available	Programmed
<b>FTA - Federal-aid w/ Match</b>										
FTA 5307 Capital and Operating Program	\$ 5,400,929	\$ -	\$ 2,700,465	\$ 8,101,394	\$ 10,839,470	\$ 5,447,222	\$ -	\$ 2,723,611	\$ 8,170,833	\$ 9,973,379
FTA 5310 Capital Program	\$ 1,850,152	\$ -	\$ 370,030	\$ 2,220,182	\$ 931,000	\$ 1,866,010	\$ -	\$ 373,202	\$ 2,239,212	\$ 931,000
FTA 5311 Capital & Operating Program	\$ 3,964,606	\$ -	\$ 792,921	\$ 4,757,527	\$ 7,000,000	\$ 3,998,588	\$ -	\$ 799,718	\$ 4,798,305	\$ 7,000,000
FTA 5316 JARC	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000
FTA 5317 New Freedom Program	\$ -	\$ -	\$ -	\$ -	\$ 722,188	\$ -	\$ -	\$ -	\$ -	\$ 723,538
FTA 5339 Bus and Facility Program	\$ 1,855,007	\$ -	\$ 371,001	\$ 2,226,008	\$ -	\$ 1,870,907	\$ -	\$ 935,453	\$ 2,806,360	\$ 723,539
<b>FTA FEDERAL-AID TOTAL</b>	<b>\$ 13,070,694</b>	<b>\$ -</b>	<b>\$ 4,234,418</b>	<b>\$ 17,305,112</b>	<b>\$ 20,192,658</b>	<b>\$ 13,182,727</b>	<b>\$ -</b>	<b>\$ 4,831,984</b>	<b>\$ 18,014,711</b>	<b>\$ 20,051,455</b>
<b>FHWA/FTA FEDERAL-AID TOTAL</b>	<b>\$ 181,526,330</b>	<b>\$ -</b>	<b>\$ 12,058,009</b>	<b>\$ 193,584,339</b>	<b>\$ 193,600,643</b>	<b>\$ 182,666,381</b>	<b>\$ -</b>	<b>\$ 10,434,056</b>	<b>\$ 193,100,437</b>	<b>\$ 185,318,965</b>
<b>Innovative Financing</b>										
GARVEE Bond Funds	\$ -	\$ 49,325,138	\$ -	\$ 49,325,138	\$ 49,325,138	\$ -	\$ 43,081,892	\$ -	\$ 43,081,892	\$ 43,081,892
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Innovative Financing</b>	<b>\$ -</b>	<b>\$ 49,325,138</b>	<b>\$ -</b>	<b>\$ 49,325,138</b>	<b>\$ 49,325,138</b>	<b>\$ -</b>	<b>\$ 43,081,892</b>	<b>\$ -</b>	<b>\$ 43,081,892</b>	<b>\$ 43,081,892</b>
<b>State Fund Sources (State Funded Projects Only)</b>										
State Funds - No Federal-Aid Match	\$ -	\$ 135,000,000	\$ -	\$ 135,000,000	\$ 85,810,000	\$ -	\$ 49,190,000	\$ -	\$ 49,190,000	\$ 48,800,000
<b>Total State Fund Sources</b>	<b>\$ -</b>	<b>\$ 135,000,000</b>	<b>\$ -</b>	<b>\$ 135,000,000</b>	<b>\$ 85,810,000</b>	<b>\$ -</b>	<b>\$ 49,190,000</b>	<b>\$ -</b>	<b>\$ 49,190,000</b>	<b>\$ 48,800,000</b>
<b>Other Fund Sources</b>										
Non-Participating Funds (other states, municipalities, private sources)	\$ -	\$ -	\$ 34,789,900	\$ 34,789,900	\$ 34,789,900	\$ -	\$ -	\$ 2,614,274	\$ 2,614,274	\$ 2,614,274
<b>Total Other Fund Sources</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,789,900</b>	<b>\$ 34,789,900</b>	<b>\$ 34,789,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,614,274</b>	<b>\$ 2,614,274</b>	<b>\$ 2,614,274</b>
<b>TOTAL ALL PROGRAMS</b>	<b>\$ 181,526,330</b>	<b>\$ 184,325,138</b>	<b>\$ 46,847,909</b>	<b>\$ 412,699,377</b>	<b>\$ 363,525,681</b>	<b>\$ 182,666,381</b>	<b>\$ 92,271,892</b>	<b>\$ 13,048,330</b>	<b>\$ 287,986,603</b>	<b>\$ 279,815,131</b>

**NH STIP 2011-2014:**  
**Financial Constraint Documentation**

**FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP**  
**Dollars in Millions**

	2015					2016				
	Improvement Program				Total Programmed	Improvement Program				Total Programmed
	Federal Resources	State Resources	Local/Other Resources	Total Resources		Federal Resources	State Resources	Local/Other Resources	Total Resources	
	Available	Available	Available	Available	Programmed	Available	Available	Available	Available	Programmed
<b><i>FHWA - Federal-aid w/ Match</i></b>										
Bridge Off System	\$ -	\$ -	\$ 818,000	\$ 818,000	\$ 8,361,820	\$ -	\$ -	\$ 818,000	\$ 818,000	\$ 4,881,902
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 43,624,435	\$ -	\$ -	\$ -	\$ -	\$ 62,904,417
Congestion Mitigation and Air Quality Program	\$ 10,333,676	\$ -	\$ -	\$ 10,333,676	\$ 2,163,974	\$ 10,664,354	\$ -	\$ -	\$ 10,664,354	\$ -
Emergency Relief	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equity Bonus (Flexible)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ 850,000
Highway Safety Improvement Program (HSIP)	\$ 10,551,641	\$ -	\$ -	\$ 10,551,641	\$ 6,150,000	\$ 10,889,293	\$ -	\$ -	\$ 10,889,293	\$ 6,150,000
Homeland Security Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 19,523,668	\$ -	\$ -	\$ -	\$ -	\$ 19,803,996
National Highway System	\$ -	\$ -	\$ -	\$ -	\$ 19,504,872	\$ -	\$ -	\$ -	\$ -	\$ 15,274,804
National Historic Covered Bridge Preservation (NHCBP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways Program	\$ 516,000	\$ -	\$ -	\$ 516,000	\$ 500,000	\$ 532,512	\$ -	\$ -	\$ 532,512	\$ 500,000
Recreational Trails	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 1,170,000	\$ -	\$ -	\$ -	\$ -	\$ 1,170,000
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ 2,293,200
STP-Areas Over 200K	\$ -	\$ -	\$ 52,512	\$ 52,512	\$ 262,561	\$ -	\$ -	\$ 549,550	\$ 549,550	\$ 2,747,750
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ 149,100	\$ 149,100	\$ 2,780,500	\$ -	\$ -	\$ -	\$ -	\$ 2,035,000
STP-Non Urban Areas Under 5K	\$ -	\$ -	\$ -	\$ -	\$ 6,603,000	\$ -	\$ -	\$ -	\$ -	\$ 7,660,727
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-State Flexible	\$ -	\$ -	\$ -	\$ -	\$ 31,723,194	\$ -	\$ -	\$ -	\$ -	\$ 26,667,717
Transportation Assistance	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
National Highway Performance Program	\$ 96,019,926	\$ -	\$ -	\$ 96,019,926	\$ 1,771,704	\$ 99,092,564	\$ -	\$ -	\$ 99,092,564	\$ 2,621,700
Surface Transportation Program	\$ 44,166,151	\$ -	\$ -	\$ 44,166,151	\$ 1,390,000	\$ 45,579,468	\$ -	\$ -	\$ 45,579,468	\$ 1,390,000
Transportation Alternatives	\$ 3,943,335	\$ -	\$ -	\$ 3,943,335	\$ -	\$ 4,069,522	\$ -	\$ -	\$ 4,069,522	\$ -
Earmarks	\$ 653,250	\$ -	\$ -	\$ 653,250	\$ 653,250	\$ 1,918,001	\$ -	\$ -	\$ 1,918,001	\$ 1,918,001
<b>FHWA FEDERAL-AID TOTAL</b>	<b>\$ 166,183,979</b>	<b>\$ -</b>	<b>\$ 1,019,612</b>	<b>\$ 167,203,591</b>	<b>\$ 149,761,976</b>	<b>\$ 172,745,713</b>	<b>\$ -</b>	<b>\$ 1,367,550</b>	<b>\$ 174,113,263</b>	<b>\$ 161,290,213</b>

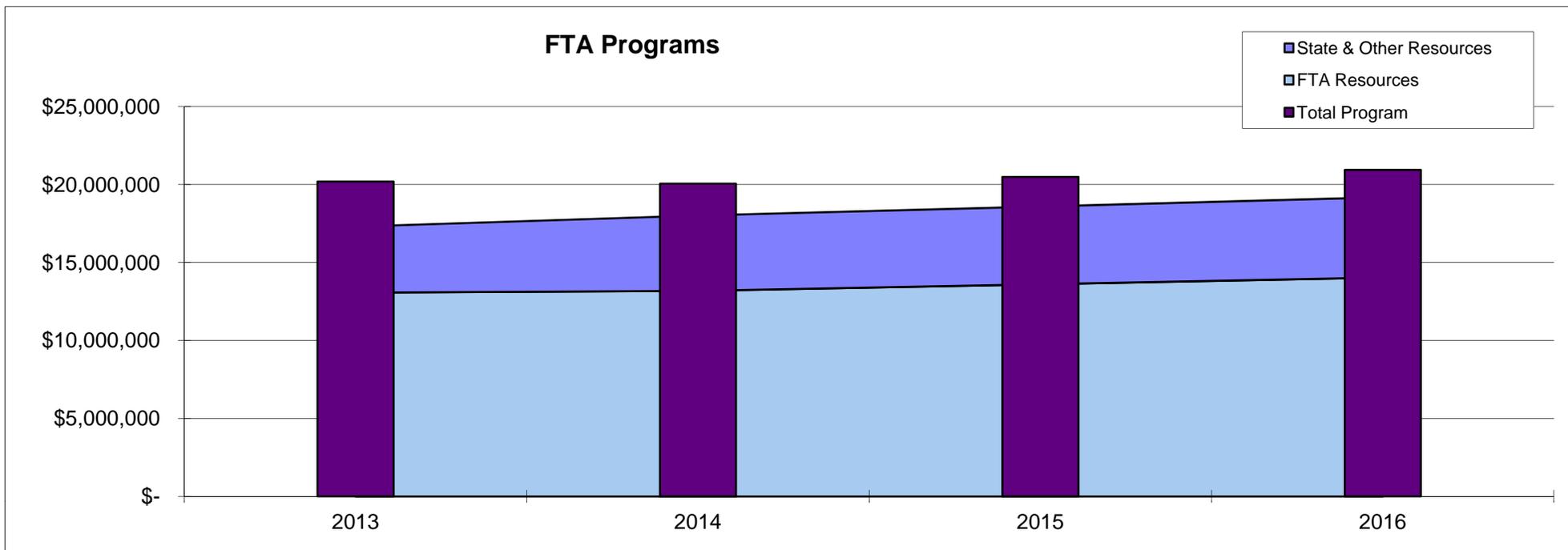
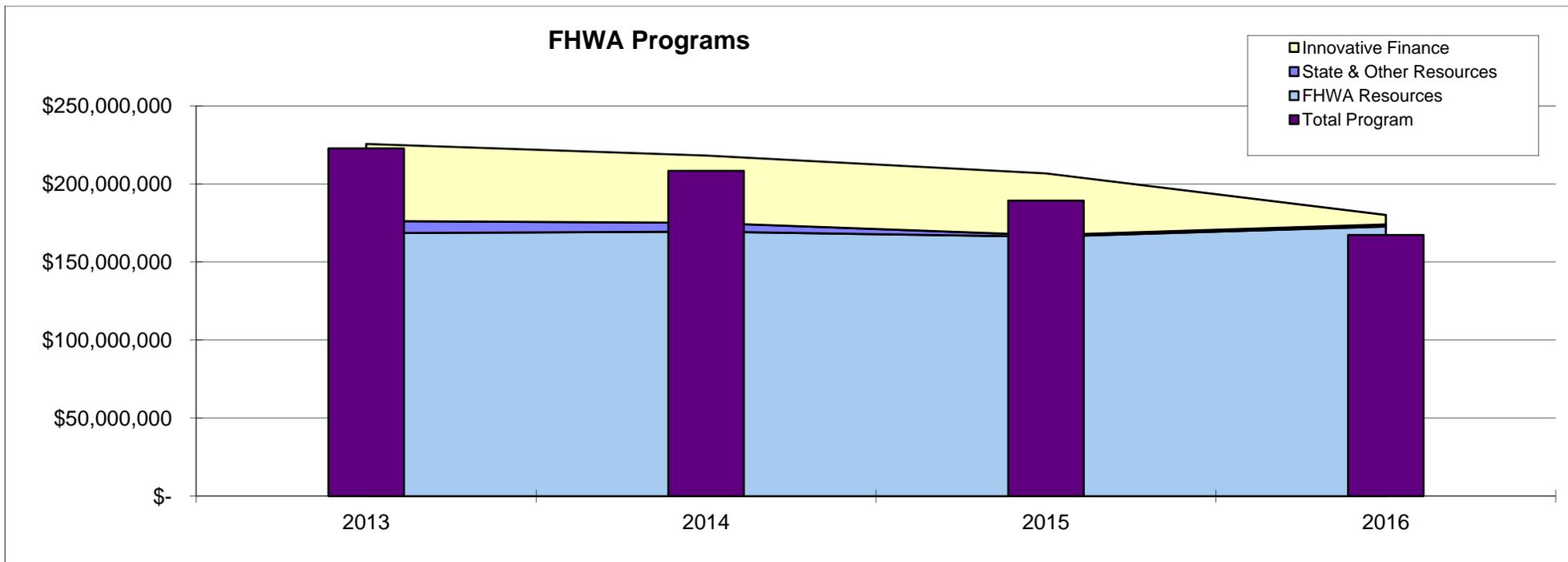
**NH STIP 2011-2014:**  
**Financial Constraint Documentation**

**FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP**  
**Dollars in Millions**

	2015					2016				
	Improvement Program					Improvement Program				
	Federal Resources	State Resources	Local/Other Resources	Total Resources	Total Programmed	Federal Resources	State Resources	Local/Other Resources	Total Resources	Total Programmed
	Available	Available	Available	Available	Programmed	Available	Available	Available	Available	Programmed
<b>FTA - Federal-aid w/ Match</b>										
FTA 5307 Capital and Operating Program	\$ 5,621,533	\$ -	\$ 2,810,767	\$ 8,432,300	\$ 10,500,254	\$ 5,801,422	\$ -	\$ 2,900,711	\$ 8,702,133	\$ 10,948,169
FTA 5310 Capital Program	\$ 1,925,723	\$ -	\$ 385,145	\$ 2,310,867	\$ 931,000	\$ 1,987,346	\$ -	\$ 397,469	\$ 2,384,815	\$ 931,000
FTA 5311 Capital & Operating Program	\$ 4,126,543	\$ -	\$ 825,309	\$ 4,951,851	\$ 7,000,000	\$ 4,258,592	\$ -	\$ 851,718	\$ 5,110,310	\$ 7,000,000
FTA 5316 JARC	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000
FTA 5317 New Freedom Program	\$ -	\$ -	\$ -	\$ -	\$ 680,000	\$ -	\$ -	\$ -	\$ -	\$ 680,000
FTA 5339 Bus and Facility Program	\$ 1,930,776	\$ -	\$ 965,388	\$ 2,896,164	\$ 680,001	\$ 1,992,561	\$ -	\$ 996,280	\$ 2,988,841	\$ 680,001
<b>FTA FEDERAL-AID TOTAL</b>	<b>\$ 13,604,574</b>	<b>\$ -</b>	<b>\$ 4,986,607</b>	<b>\$ 18,591,182</b>	<b>\$ 20,491,255</b>	<b>\$ 14,039,920</b>	<b>\$ -</b>	<b>\$ 5,146,179</b>	<b>\$ 19,186,099</b>	<b>\$ 20,939,170</b>
<b>FHWA/FTA FEDERAL-AID TOTAL</b>	<b>\$ 179,788,553</b>	<b>\$ -</b>	<b>\$ 6,006,220</b>	<b>\$ 185,794,773</b>	<b>\$ 170,253,231</b>	<b>\$ 186,785,634</b>	<b>\$ -</b>	<b>\$ 6,513,729</b>	<b>\$ 193,299,362</b>	<b>\$ 182,229,383</b>
<b>Innovative Financing</b>										
GARVEE Bonds	\$ -	\$ 39,503,000	\$ -	\$ 39,503,000	\$ 39,503,000	\$ -	\$ 6,012,236	\$ -	\$ 6,012,236	\$ 6,012,236
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Innovative Financing</b>	<b>\$ -</b>	<b>\$ 39,503,000</b>	<b>\$ -</b>	<b>\$ 39,503,000</b>	<b>\$ 39,503,000</b>	<b>\$ -</b>	<b>\$ 6,012,236</b>	<b>\$ -</b>	<b>\$ 6,012,236</b>	<b>\$ 6,012,236</b>
<b>State Fund Sources (State Funded Projects Only)</b>										
State Funds - No Federal-Aid Match	\$ -	\$ 75,390,000	\$ -	\$ 75,000,000	\$ 55,050,000	\$ -	\$ 44,950,000	\$ -	\$ 44,950,000	\$ 40,420,000
<b>Total State Fund Sources</b>	<b>\$ -</b>	<b>\$ 75,390,000</b>	<b>\$ -</b>	<b>\$ 75,000,000</b>	<b>\$ 55,050,000</b>	<b>\$ -</b>	<b>\$ 44,950,000</b>	<b>\$ -</b>	<b>\$ 44,950,000</b>	<b>\$ 40,420,000</b>
<b>Other Fund Sources</b>										
Non-Participating Funds (other states, municipalities, private sources)	\$ -	\$ -	\$ 12,553,589	\$ 12,553,589	\$ 12,553,589	\$ -	\$ -	\$ 26,658,671	\$ 26,658,671	\$ 26,658,671
<b>Total Other Fund Sources</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,553,589</b>	<b>\$ 12,553,589</b>	<b>\$ 12,553,589</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,658,671</b>	<b>\$ 26,658,671</b>	<b>\$ 26,658,671</b>
<b>TOTAL ALL PROGRAMS</b>	<b>\$ 179,788,553</b>	<b>\$ 114,893,000</b>	<b>\$ 18,559,809</b>	<b>\$ 312,851,362</b>	<b>\$ 277,359,820</b>	<b>\$ 186,785,634</b>	<b>\$ 50,962,236</b>	<b>\$ 33,172,400</b>	<b>\$ 270,920,269</b>	<b>\$ 255,320,290</b>

	2013		2014		2015		2016	
	State Resources	Total Programmed						
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
<b>Statewide Operations &amp; Maintenance</b>	<b>\$ 123,578,823</b>	<b>\$ 123,578,823</b>	<b>\$ 122,386,958</b>	<b>\$ 122,386,958</b>	<b>\$ 126,303,341</b>	<b>\$ 126,303,341</b>	<b>\$ 130,345,048</b>	<b>\$ 130,345,048</b>

## 2013-2016 STIP: Programmed Dollars versus Available Resources



## **Project List**



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# 2013 - 2016 STIP

Name State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
<b>Regionally Significant</b>	<b>Grouped / Parent</b>	<b>Adv Const Payback</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Fed-I\$</b>	<b>DOT-I\$</b>	<b>Other-I\$</b>	<b>Tot-I\$</b>	<b>TpkC\$</b>	<b>Funding Category</b>
ACWORTH 16301	NH 123A	1.680	REPLACE BRIDGE OVER BOWERS BROOK - 113/064 {Red List} [Oct 2005 Flood] (Bridge Rehab = 14540T, FY 2007)	ATT	Bridge repaired following flood damage. 2011 Bridge Priority #12.					
			<b>P</b>	<b>2013</b>	.160	.040	.000	<b>.200</b>		Bridge On/Off System
			<b>R</b>	<b>2014</b>	.248	.062	.000	<b>.310</b>		
			<b>Totals</b>		.408	.102	.000	<b>.510</b>		
6641										
ALSTEAD 20817	NH 123A	2.459	REPLACE SINGLE SPAN BRIDGE OVER WARREN BROOK - 073/163 {Red List}	ATT	2011 Bridge Priority #98					
			<b>P</b>	<b>2014</b>	.041	.010	.000	<b>.052</b>		STP-Flexible
				<b>2015</b>	.038	.010	.000	<b>.048</b>		
				<b>2016</b>	.040	.010	.000	<b>.049</b>		
			<b>R</b>	<b>2014</b>	.004	.001	.000	<b>.005</b>		
				<b>2015</b>	.009	.002	.000	<b>.011</b>		
				<b>2016</b>	.009	.002	.000	<b>.011</b>		
			<b>Totals</b>		.141	.035	.000	<b>.176</b>		
7992										
ALTON 14121D	NH 28	1.415	INTERSECTION IMPROVEMENTS AT STOCKBRIDGE CORNER ROAD (PE Charged to BARNSTEAD-ALTON 14121)	ATT						
			<b>C</b>	<b>2013</b>	1.287	.000	.000	<b>1.287</b>	.257	STP-Non Urban Areas Under 5K
			<b>Totals</b>		1.287	.000	.000	<b>1.287</b>	.257	
7555										
ANDOVER 14679A	US 4 / NH 11	1.100	CULVERT REPLACEMENT [MAY 2006 STORM EVENT] {Betterment}	ATT						
			<b>C</b>	<b>2013</b>	.000	.479	.000	<b>.479</b>		Betterment
				<b>2013</b>	.063	.016	.000	<b>.079</b>		Emergency Relief
				<b>2013</b>	.000	.000	.387	<b>.387</b>		Homeland Security Grant
			<b>Totals</b>		.063	.495	.387	<b>.945</b>		
6840										
ANDOVER 15901	NH 11	3.055	BRIDGE REHABILITATION / DECK REPLACEMENT OVER BLACKWATER RIVER - 050/093 {Red List}	ATT						
			<b>C</b>	<b>2013</b>	.140	.000	.000	<b>.140</b>	.028	STP-Flexible
			<b>Totals</b>		.140	.000	.000	<b>.140</b>	.028	
7492										

Phase: P - Preliminary Engineering    R - Right of Way    C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	
		Cost \$(M)	Location/Scope of Work	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	Code
Regionally Significant	Grouped / Parent	Adv Const Payback										
ANDOVER 20650	NH 11	2.983	REPLACE 5-SPAN BRIDGE OVER NHRR(ABD) - 206/137									ATT 2011 Bridge Priority #74
				<b>P</b>	<b>2013</b>	.060	.000	.000	<b>.060</b>	.012	STP-Flexible	
					<b>2014</b>	.033	.008	.000	<b>.041</b>			
					<b>2015</b>	.034	.009	.000	<b>.043</b>			
					<b>2016</b>	.035	.009	.000	<b>.044</b>			
				<b>R</b>	<b>2013</b>	.010	.000	.000	<b>.010</b>	.002		
					<b>2014</b>	.017	.004	.000	<b>.021</b>			
					<b>2015</b>	.017	.004	.000	<b>.021</b>			
					<b>2016</b>	.009	.002	.000	<b>.011</b>			
7991				<b>Totals</b>		.215	.036	.000	<b>.251</b>	.014		
ASHLAND 16237	US 3 & NH 25	4.270	BRIDGE REHABILITATION OVER OWL BROOK - 107/094 {Red List}									ATT 2011 Bridge Priority #94
				<b>P</b>	<b>2013</b>	.110	.000	.000	<b>.110</b>	.022	Bridge On/Off System	
7814				<b>Totals</b>		.110	.000	.000	<b>.110</b>	.022		
BARNSTEAD - ALTON 14121	NH 28	2.665	RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD									ATT Specific intersection priorities programmed as separate construction project. Remaining priorities to be identified.
					<b>2013</b>	.010	.000	.000	<b>.010</b>	.002	STP-Non Urban Areas Under 5K	
					<b>2013</b>	.100	.000	.000	<b>.100</b>	.020		
					<b>2014</b>	.124	.031	.000	<b>.155</b>			
2738				<b>Totals</b>		.234	.031	.000	<b>.265</b>	.022		
BEDFORD 13953	NH 101	8.732	WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM NH 114 TO WALLACE ROAD									N/E
				<b>P</b>	<b>2013</b>	.050	.000	.000	<b>.050</b>	.010	National Highway (NHPP)	
					<b>2014</b>	.165	.041	.000	<b>.206</b>			
					<b>2015</b>	.256	.064	.000	<b>.320</b>			
					<b>2016</b>	.237	.059	.000	<b>.297</b>			
				<b>R</b>	<b>2013</b>	.150	.000	.000	<b>.150</b>	.030		
					<b>2016</b>	.330	.082	.000	<b>.412</b>			
				<b>C</b>	<b>2015</b>	1.278	.320	.000	<b>1.598</b>			
					<b>2016</b>	2.638	.659	.000	<b>3.297</b>			
1818				<b>Totals</b>		5.104	1.226	.000	<b>6.330</b>	.040		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
		Cost \$(M)			Code					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
BELMONT 14400	LAKE WINNISQUAM SCENIC TRAIL	.926		CONSTRUCT A MULTI-USE TRAIL (Segments 9 & 10 - Approx 1.7 Miles) FROM US 3 TO THE TOWN BEACH ("Winnisquam Lake Trail" - 5.2 Miles) (TE Program) [04-03TE]				ATT	Partially funded by BELMONT	
			P	2013	.014	.000	.003	.017		STP-Enhancement
			R	2013	.000	.000	.000	.001		
			C	2013	.605	.000	.151	.756		
5637			<b>Totals</b>		.619	.000	.155	.773		
BELMONT - LACONIA 10672L	NH 106	3.600		RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA				ATT	Scope to address pavement and problem intersections only.	
			P	2013	.100	.000	.000	.100	.020	National Highway (NHPP)
		<i>2013 Adv Const</i>		2014	.100	.000	.000	.100	.020	
		<i>2013 Adv Const</i>		2015	.080	.020	.000	.100		
			R	2013	.050	.000	.000	.050	.010	
		<i>2013 Adv Const</i>		2015	.540	.135	.000	.675		
2787			<b>Totals</b>		.870	.155	.000	1.025	.050	
BENNINGTON 16030	VILLAGE AREA	.612		PEDESTRIAN IMPROVEMENTS [09-02TE]				ATT	Partially funded by BENNINGTON Specific project from Statewide program, Local Administration.	
			P	2013	.061	.000	.015	.076		STP-Enhancement
			R	2013	.016	.000	.004	.020		
			C	2014	.413	.000	.103	.516		
7633			<b>Totals</b>		.490	.000	.122	.612		
BERLIN 12958B	NH 110	10.359		PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) [Section 1702 - Designated Project; Demo Id NH043 & NH062]				ATT	Partially funded by BERLIN Earmark funding.	
			C	2013	1.600	.000	.400	2.000		STP-Areas Less Than 200K
				2014	1.651	.000	.413	2.064		
3763			<b>Totals</b>		3.251	.000	.813	4.064		
BERLIN 16019	HUTCHINS STREET	.779		RECONSTRUCTION FROM NAPERT STREET TO BRIDGE STREET, EARMARK PROJECT (Demo Id NH085)				ATT		
			C	2013	.002	.000	.000	.002		High Priority Projects (SAFETEA-LU-EXT 2010)
				2013	.072	.000	.000	.072		
				2013	.706	.000	.000	.706		
7620			<b>Totals</b>		.779	.000	.000	.779		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments		
		Cost \$(M)									Code			
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category			
BOW - CONCORD 13742	I-93		160.832			WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16; 163/106 {Red List}							ATT	"Future Turnpike Capital Program for Construction, dependent on Future System-Wide Toll increase, Non-Turnpike portion funding to be addressed". 2011 Bridge Priority #43, #44, & #65.
				P	2013	.400	.100	.000	.500		National Highway (NHPP)			
					2013	.000	.500	.000	.500		Turnpike Program			
					2014	.929	.103	.000	1.032		Interstate Maintenance			
					2014	.000	1.000	.000	1.000		Turnpike Program			
					Totals	1.329	1.703	.000	3.032					
<i>Regionally Significant</i>														
2075														
BRISTOL 16026	CENTRAL SQUARE		1.647			PEDESTRIAN / BICYCLE IMPROVEMENT [09-05TE]							ATT	
				C	2013	.000	.118	.000	.118		Betterment			
					2013	.006	.000	.000	.006		High Priority Grants (STEA04_Ext_2005)			
					2013	.417	.000	.000	.417		High Priority Projects (SAFETEA-LU 2005)			
					2013	.000	.000	.103	.103		Non Participating			
					Totals	.423	.118	.103	.644					
7631														
BROOKLINE 20830	NH 130		.467			CONSTRUCT SIDEWALKS IN TWO LOCATIONS (09-06TE)							E-33	Partially funded by BROOKLINE
				P	2013	.001	.000	.000	.001		STP-Enhancement			
				R	2013	.016	.000	.004	.020					
				C	2013	.286	.000	.071	.357					
					Totals	.302	.000	.076	.378					
7998														
CAMPTON 12407	BLAIR ROAD		3.158			REHAB BLAIR BRIDGE OVER PEMIGEWASSET RIVER - 117/076 {Red List} [National Historic Covered Bridge Preservation Program]							ATT	Specific project from Statewide program, Local Administration.
				C	2013	.040	.000	.000	.040		National Historic Covered Bridge Preservation (NHCBP)			
					2013	.000	.008	.002	.010		State Aid Bridge			
					2013	.000	.305	.076	.381					
					2013	.000	.723	.181	.904					
					Totals	.040	1.036	.259	1.335					
676														
CART	TRANSIT		1.068			PREVENTATIVE MAINTENANCE							E-23	Boston urbanized area FTA funds.
					2013	.068	.017	.000	.085		FTA 5307 Capital and Operating Program			
					2014	.070	.018	.000	.088					
					2015	.072	.018	.000	.091					
					2016	.075	.019	.000	.093					
					Totals	.285	.071	.000	.357					
2985														

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Fiscal Year	Phase	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
CART		TRANSIT	8.675	OPERATING ASSISTANCE						E-21 Annual Program Funding. Public transit in Derry-Salem region	
					2013	.345	.345	.000	.690	FTA 5307 Capital and Operating Program	
					2014	.356	.356	.000	.712		
					2015	.367	.367	.000	.735		
					2016	.379	.379	.000	.758		
7239				<b>Totals</b>		1.448	1.448	.000	2.896		
CHESTERFIELD 13597		NH 63	.758	RECONSTRUCT TO IMPROVE SAFETY ADJACENT TO SPOFFORD LAKE IN THE AREA OF THE "S-CURVES" FROM NORTH SHORE ROAD SOUTHERLY APPROXIMATELY 0.5 MILES {STP-Safety}						ATT Original scope to address pavement and guardrail.	
				<b>R</b>	2013	.055	.000	.000	.055	.011	STP-Safety
				<b>C</b>	2013	.440	.000	.000	.440	.088	
2747				<b>Totals</b>		.495	.000	.000	.495	.099	
CLAREMONT 13248		NH 12	4.599	NORTH STREET INTERSECTION RELOCATION [Section 1702 - Designated Project; Demo Id NH039 & NH059]						ATT Partially funded by CLAREMONT Earmark funding. Local Administration	
				<b>P</b>	2013	.080	.000	.020	.100		High Priority Projects (SAFETEA-LU 2005)
					2013	.142	.000	.036	.178		
					2013	.178	.000	.044	.222		
				<b>R</b>	2013	.008	.000	.002	.010		
					2013	.240	.000	.060	.300		
				<b>C</b>	2014	.297	.000	.074	.371		
					2014	.537	.000	.134	.671		
					2014	2.151	.000	.538	2.688		
739				<b>Totals</b>		3.632	.000	.908	4.540		
CLAREMONT 23677		MAIN STREET	.487	IMPROVEMENTS TO THE ROADWAY CORRIDOR TO FIT WITHIN THE FY10 SPECIAL APPROPRIATION. EARMARK NH086.							High Priority Projects (SAFETEA-LU-EXT 2010)
				<b>C</b>	2013	.368	.000	.000	.368		
8500				<b>Totals</b>		.368	.000	.000	.368		
COAST		COAST	(Annual)	OPERATING ASSISTANCE						E-21 Partially funded by COAST Annual Program Funding	
					2013	.783	.000	.783	1.566		FTA 5307 Capital and Operating Program
					2014	.807	.000	.807	1.613		
					2015	.807	.000	.807	1.613		
					2016	.807	.000	.807	1.613		
567		<u>Grouped</u>		<b>Totals</b>		3.203	.000	3.203	6.405		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
COAST		COAST	(Annual)	PREVENTIVE MAINTENANCE							E-21 Partially funded by COAST Annual Program Funding
					2013	.304	.000	.076	.380		FTA 5307 Capital and Operating Program
					2014	.313	.000	.078	.391		
					2015	.313	.000	.078	.391		
					2016	.313	.000	.078	.391		
2691		<u>Grouped</u>			Totals	1.242	.000	.311	1.553		
COAST		COAST	(Annual)	MISC. SUPPORT EQUIPMENT							E-24 Partially funded by COAST Annual Program Funding
					2013	.026	.000	.007	.033		FTA 5307 Capital and Operating Program
					2014	.027	.000	.007	.034		
					2015	.027	.000	.007	.034		
					2016	.027	.000	.007	.034		
3067		<u>Grouped</u>			Totals	.108	.000	.027	.135		
COAST		COAST	(Annual)	MISC. BUS STATION EQUIPMENT [ARRA]							E-28 Partially funded by COAST Annual Program Funding
					2013	.052	.000	.013	.065		FTA 5307 Capital and Operating Program
					2014	.054	.000	.013	.067		
					2015	.054	.000	.013	.067		
					2016	.054	.000	.013	.067		
3068		<u>Grouped</u>			Totals	.213	.000	.053	.266		
COAST		COAST	(Annual)	GENERAL & COMPREHENSIVE PLANNING							E-36 Partially funded by COAST Annual Program Funding
					2013	.042	.000	.010	.052		FTA 5307 Capital and Operating Program
					2014	.043	.000	.011	.054		
					2015	.043	.000	.011	.054		
					2016	.043	.000	.011	.054		
3069		<u>Grouped</u>			Totals	.171	.000	.043	.214		
COAST		COAST	(Annual)	ADA OPERATIONS							E-21 Partially funded by COAST
					2013	.081	.000	.020	.101		FTA 5307 Capital and Operating Program
					2014	.083	.000	.021	.104		
					2015	.083	.000	.021	.104		
					2016	.083	.000	.021	.104		
3070		<u>Grouped</u>			Totals	.330	.000	.083	.413		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
COAST	COAST	(Annual)	CAPITAL PROGRAM [ARRA]				E-22	Partially funded by COAST Annual Program Funding			
				2013	.785	.000	.196	.981		FTA 5307 Capital and Operating Program	
				2014	.126	.000	.031	.157			
				2015	.126	.000	.031	.157			
				2016	.126	.000	.031	.157			
3503	<u>Grouped</u>		<b>Totals</b>		1.163	.000	.291	1.453			
COLEBROOK 13476	NH 26	1.313	BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068				ATT				
			<b>P</b>	2013	.058	.000	.000	.058	.012	Bridge On/Off System	
				2015	.049	.012	.000	.061			
			<b>R</b>	2016	.047	.012	.000	.059			
571			<b>Totals</b>		.154	.024	.000	.178	.012		
COLUMBIA 16302	US 3	1.373	REHABILITATE / REPLACE BRIDGE OVER CONE BROOK - 059/089				ATT	Priority Corridor Weight Restricted Bridge (C1)			
			<b>P</b>	2016	.088	.022	.000	.110		Bridge On/Off System	
			<b>R</b>	2016	.044	.011	.000	.055			
7360			<b>Totals</b>		.132	.033	.000	.165			
CONCORD 12004	SEWALLS FALLS ROAD	15.515	REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045] {Red List}				ATT	Partially funded by CONCORD Earmark Funding (partial). City pays 20% match, Municipal Red List Bridge. {LPA} Local Project Administration			
			<b>P</b>	2013	.001	.000	.000	.001		Bridge On/Off System	
		<i>2008 Adv Const</i>	<b>R</b>	2013	.020	.000	.005	.026			
		<i>2008 Adv Const</i>		2013	.022	.000	.006	.028			
		<i>2008 Adv Const</i>		2013	.204	.000	.051	.255			
			<b>C</b>	2014	11.084	.000	2.771	13.854		High Priority Projects (SAFETEA-LU 2005)	
				2014	.486	.000	.122	.608			
293			<b>Totals</b>		11.817	.000	2.954	14.771			
CONCORD 14817	STORRS STREET	2.631	PARK AND RIDE [06-02CM] (CMAQ Project)				ATT	Specific project from Statewide program.			
			<b>P</b>	2015	.128	.032	.000	.160		Congestion Mitigation and Air Quality Program	
			<b>R</b>	2015	1.108	.277	.000	1.385			
6220			<b>Totals</b>		1.235	.309	.000	1.544			

Phase: P - Preliminary Engineering R - Right of Way C - Construction



Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments		
		Cost \$(M)	Phase		Code	Comments			
Regionally Significant	Grouped / Parent	Adv Const Payback	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
DERRY / LONDONDERRY 13065	I-93	1.032		CONSTRUCTION OF EXIT 4A - NEW INTERCHANGE BETWEEN EXISTING EXIT 4 AND EXIT 5 TO: (1) RELIEVE TRAFFIC; (2) ALLOW ACCESS TO POTENTIAL DEVELOPMENT OF INDUSTRIAL LAND (PE Only)				N/E	Engineering for Final Design and coordination with I-93 reconstruction. Partial funding with communities.
1816			<b>P</b>	<b>2014</b>	.929	.103	.000	<b>1.032</b>	Interstate Maintenance
				<b>Totals</b>	.929	.103	.000	<b>1.032</b>	
DUBLIN 16047	NH 101	.685		PEDESTRIAN / BICYCLE IMPROVEMENT [09-12TE]				ATT	Partially funded by DUBLIN Specific project from Statewide program, Local Administration.
			<b>P</b>	<b>2013</b>	.023	.000	.006	<b>.029</b>	STP-Enhancement
			<b>R</b>	<b>2013</b>	.008	.000	.002	<b>.010</b>	
			<b>C</b>	<b>2013</b>	.517	.000	.129	<b>.646</b>	
7652				<b>Totals</b>	.548	.000	.137	<b>.685</b>	
DUMMER - CAMBRIDGE - ERROL 16304	NH 16	6.232		WIDEN & REHABILITATE FROM ERROL SOUTHERLY 10 MILES				ATT	NCC priority. Scope of work and specific limits to be determined.
			<b>P</b>	<b>2014</b>	.454	.114	.000	<b>.568</b>	STP-Non Urban Areas Under 5K
			<b>R</b>	<b>2014</b>	.045	.011	.000	<b>.057</b>	
			<b>C</b>	<b>2015</b>	1.874	.469	.000	<b>2.343</b>	
				<b>2016</b>	2.611	.653	.000	<b>3.264</b>	
2766				<b>Totals</b>	4.985	1.246	.000	<b>6.232</b>	
DURHAM 16236	US 4	6.291		BRIDGE REPLACEMENT & APPROACHES OVER BUNKER CREEK - 145/116. BRIDGE IS 40 ON THE BRIDGE PRIORITY LIST				E-19	2011 Bridge Priority #35
			<b>P</b>	<b>2013</b>	.055	.000	.000	<b>.055</b>	National Highway (NHPP)
				<b>2014</b>	.057	.000	.000	<b>.057</b>	
				<b>2015</b>	.047	.012	.000	<b>.059</b>	
				<b>2016</b>	.193	.048	.000	<b>.242</b>	
			<b>R</b>	<b>2013</b>	.011	.000	.000	<b>.011</b>	
4059				<b>Totals</b>	.363	.060	.000	<b>.423</b>	.024
DURHAM 16254	US 4 / NH 108	.844		INTERSECTION IMPROVEMENTS AT THE US 4 RAMP INTERSECTION WITH NH 108.				E-53	From Route 4 Safety Study.
			<b>P</b>	<b>2013</b>	.030	.000	.000	<b>.030</b>	Equity Bonus (Flexible)
3286				<b>Totals</b>	.030	.000	.000	<b>.030</b>	.006
DURHAM - NEWMARKET 13080	NH 108	2.096		CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) STP & [98-17TE] (TE Program)				E-33	
			<b>P</b>	<b>2013</b>	.220	.000	.000	<b>.220</b>	STP-Enhancement
				<b>2014</b>	.225	.000	.000	<b>.225</b>	
2296				<b>Totals</b>	.445	.000	.000	<b>.445</b>	.088

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments				
		Cost \$(M)			Code						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
DURHAM - NEWMARKET 13080A	NH 108	2.497		CONSTRUCT 4' BIKE SHOULDERS FROM 1/2 MILE NORTH OF DURHAM / NEWMARKET T/L AND CONTINUING NORTH 1.5 MILES - STP-TE PROGRAM (98-17TE) (Parent=13080)						E-33	
7820			C	2014	2.497	.000	.000	2.497	.484	STP-Enhancement	
				Totals	2.497	.000	.000	2.497	.484		
DURHAM - NEWMARKET 13080B	NH 108	4.745		CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BR. TO DURHAM / NEWMARKET T/L AND HAMEL BROOK BR. TO SANBORN AVE [98-17TE] (STP & TE PROGRAM) (Parent=13080)						E-33	
7981			C	2014	3.868	.000	.000	3.868	.750	STP-Areas Less Than 200K	
				2014	.877	.000	.000	.877	.170	STP-Enhancement	
				Totals	4.745	.000	.000	4.745	.920		
ENFIELD 12967B	MAIN STREET	.713		IMPROVEMENTS TO RAIL TRAIL CROSSING (12967 Breakout)						ATT	
7619			C	2013	.523	.000	.000	.523	.105	STP-Non Urban Areas Under 5K	
				Totals	.523	.000	.000	.523	.105		
ENFIELD - LEBANON 13962	I-89	14.159		REHAB FROM EXIT 15 TO EXIT 17, INCLUDES BRIDGES 156/117, 155/117, 158/114, 159/114 {ALL Red List} (4.0 MILES) [BRPPI*6601] {4R & Statewide Federal Bridge Program}						ATT Interstate 4R. 2011 Bridge Priority #39, 40, 67, 68 respectively.	
2761			2012 Adv Const	C	2013	2.984	.000	.000	2.984	.298	Interstate Maintenance
					Totals	2.984	.000	.000	2.984	.298	
EXETER 16045	LINCOLN STREET	.403		RESTORATION OF BAGGAGE BUILDING [09-14TE]						E-28 Partially funded by EXETER	
7650			R	2013	.191	.000	.082	.273		STP-Enhancement	
			C	2013	.071	.000	.031	.102			
				Totals	.262	.000	.112	.375			
FARMINGTON 16146	NH 153	2.191		REPLACE BRIDGE OVER COCHECO RIVER - 096/140 {Red List}						ATT 2011 Bridge Priority #26	
6778			R	2015	.234	.000	.000	.234	.044	Bridge On/Off System	
			C	2016	1.648	.000	.000	1.648	.300		
				Totals	1.882	.000	.000	1.882	.344		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments				
		Cost \$(M)			Code						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
FRANKLIN 13928A	US 3	3.891		UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037 & NH057]						ATT Earmarked funding.	
			R	2009 Adv Const 2009 Adv Const 2009 Adv Const 2009 Adv Const	2013 2013 2013 2013	.001 .012 .050 .090	.000 .003 .013 .022	.000 .000 .000 .000	.001 .015 .063 .112	High Priority Projects (SAFETEA-LU 2005)	
			C	2014 2014 2014	2014 2014 2014	.400 1.654 .265	.100 .414 .066	.000 .000 .000	.501 2.068 .332	HPER Ear\$ Not Rec'd High Priority Projects (SAFETEA-LU 2005) HPER Ear\$ Not Rec'd	
6047			<b>Totals</b>			2.531	.633	.000	3.164		
GILFORD 15903	US 3 BYP & NH 11	1.766		BRIDGE REHABILITATION / DECK REPLACEMENT OVER NH 11A - 160/053 {Red List} [Highways for Life Grant]						ATT	
			C	2013	2013	1.650	.000	.000	1.650	.330	Bridge On/Off System
7494			<b>Totals</b>			1.650	.000	.000	1.650	.330	
GOFFSTOWN 16029	GOFFSTOWN BRANCH RAIL CORRIDOR	.435		4 PROJECT IMPROVEMENT SITES [09-17TE]						E-45 Partially funded by GOFFSTOWN	
			P	2013	2013	.001	.000	.000	.001		STP-Enhancement
			C	2013	2013	.254	.000	.063	.317		
7632			<b>Totals</b>			.254	.000	.064	.318		
GOFFSTOWN 20246	NH 114 & NH 13	.900		IMPROVE TWO INTERSECTIONS ALONG THE NH 114 & NH 13 CORRIDOR THROUGH DOWN TOWN. TOWN SEEKS TO RECONSTRUCT MAST RD / PLEASANT ST INTO A MODERN ROUNDABOUT. THE SECOND INTERSECTION PROJECT INVOLVES TRAFFIC CALMING IMPROVEMENTS TO HIGH ST / ELM ST / MAIN ST IN						N/E Partially funded by TOWN OF GOFFSTOWN	
			P	2013	2013	.033	.000	.027	.061		Congestion Mitigation and Air Quality Program
			R	2013	2013	.003	.000	.002	.005		
			C	2014	2014	.414	.000	.339	.754		
7884			<b>Totals</b>			.451	.000	.369	.819		
HAMPTON 20227	WINACUNNET RD	.272		RECONFIGURE & SIGNALIZE US 1 / WINACUNNET RD INTERSECTION WITH PED CROSSING AND SHORTER CROSS WALKS [10-06CM]						N/E Partially funded by HAMPTON	
			R	2013	2013	.001	.000	.000	.001		Congestion Mitigation and Air Quality Program
			C	2013	2013	.153	.000	.038	.191		
7883			<b>Totals</b>			.154	.000	.038	.192		
HAVERHILL 16238	MILL STREET	.703		BRIDGE REMOVAL OVER ABANDONED RAILROAD - 215/158 {Red List}						ATT 2011 Bridge Priority #109	
			P	2013	2013	.020	.000	.000	.020	.004	Bridge On/Off System
7815			<b>Totals</b>			.020	.000	.000	.020	.004	

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
		Cost \$(M)	Location/Scope of Work		Code	Comments				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
HOOKSETT 20259	COLLEGE PARK DRIVE	.371		CONSTRUCT SIDEWALK ALONG COLLEGE PARK DRIVE BETWEEN PARK DRIVE BETWEEN MAIN ST AND US 3 [10-07CM]						E-33 Partially funded by HOOKSETT
			P	2013	.052	.000	.013	.065		Congestion Mitigation and Air Quality Program
			R	2013	.001	.000	.000	.001		
			C	2013	.244	.000	.061	.305		
7896			Totals		.297	.000	.074	.371		
HUDSON 14408	TRAIN DEPOT	.361		HUDSON CENTER TRAIN STOP DEPOT - RELOCATION AND RESTORATION OF FORMER HUDSON CENTER TRAIN DEPOT, WORCESTER, NASHUA, & PORTLAND RAILROAD BUILT IN 1873 (TE Program) [04-25TE]						E-28 Partially funded by HUDSON
			P	2013	.001	.000	.000	.001		STP-Enhancement
			C	2013	.218	.000	.073	.291		
5646			Totals		.219	.000	.073	.292		
HUDSON 20245	NH 111 / LIBRARY ST	.218		UPGRADE 3 SETS OF TRAFFIC LIGHTS THAT CONTROL TRAFFIC FROM 3 MAIN CORRIDORS IN HUDSON. NH 111, NH3A & NH 102 MERGE [10-08CM]						N/E Partially funded by TOWN OF HUDSON
			C	2013	.152	.000	.038	.190		Congestion Mitigation and Air Quality Program
7886			Totals		.152	.000	.038	.190		
JEFFERSON 16153	US 2	3.535		BRIDGE REHABILITATION OVER ISRAEL RIVER - 046/178 {Red List}						ATT 2011 Bridge Priority #90
			P	2013	.100	.000	.000	.100	.020	Bridge On/Off System
7728			Totals		.100	.000	.000	.100	.020	
KEENE 10309B	WINCHESTER STREET	5.705		RECONSTRUCTION FROM NH 101 ROUNDABOUT NORTH TO PEARL STREET / ISLAND STREET INCLUDING INTERSECTION AT KEY ROAD [MUPCA*450] {Municipal Urban Projects}						ATT Local Administration and 20% match.
			P	2013	.209	.052	.000	.262		STP-Areas Less Than 200K
			R	2014	.304	.076	.000	.380		
1828			Totals		.514	.128	.000	.642		
KEENE 16152	NH 9 & NH 12	2.396		BRIDGE REHABILITATION - 129/099 {Red List}						ATT 2011 Bridge Priority #92
			P	2013	.160	.000	.000	.160	.032	Bridge On/Off System
			R	2013	.011	.000	.000	.011	.002	
7727			Totals		.171	.000	.000	.171	.034	

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments					
		Cost \$(M)	Location/Scope of Work		Code	Comments						
Regionally Significant		Adv Const	Fiscal	Phase	Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
		Grouped / Parent	Payback									
LACONIA 14826		.451		PHASE 2, WINNIPESAUKEE OPECHEE WINNISQUAM (WOW) TRAIL: CONSTRUCT 1.0 MILES OF SHARED USE PATH IN THE RAILROAD CORRIDOR FROM MAIN STREET IN DOWNTOWN LACONIA TO THE BELMONT TOWN LINE (TE Program) [06-22TE]							ATT	Partially funded by LACONIA TRAILS Specific project from Statewide program. Local Administration.
				P	2013	.014	.000	.005	.019		STP-Enhancement	
					2013	.030	.000	.010	.040			
				R	2013	.001	.000	.000	.001			
				C	2014	.000	.000	.299	.299		Non Participating	
					2014	.069	.000	.023	.092		STP-Enhancement	
6237				<b>Totals</b>		.114	.000	.337	.451			
LACONIA 16144	US 3	1.809		BRIDGE REHABILITATION OVER NH RAILROAD - 131/154 {Red List}							ATT	2011 Bridge Priority #74
				C	2016	1.319	.330	.000	1.649		Bridge On/Off System	
7723				<b>Totals</b>		1.319	.330	.000	1.649			
LEBANON 10034A	US 4 (MECHANIC STREET)	3.200		RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM [MUPCA*450] {Municipal Urban Program}							ATT	Local Administration, 20% City matched project. Coordinated with Municipal water/sewer project.
				P	2013	.200	.000	.000	.200	.040	STP-Areas Less Than 200K	
					2013	.035	.000	.012	.047			
					2013	.038	.000	.013	.050			
				R	2013	.500	.000	.000	.500	.100		
					2013	.020	.000	.000	.020	.004		
				C	2016	2.330	.000	.000	2.330	.424		
1890				<b>Totals</b>		3.123	.000	.024	3.147	.568		
LEBANON 13951	US 4	11.966		BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List}							ATT	2011 Bridge Priority #9
				<i>2008 Adv Const</i>	P	2013	.150	.000	.000	.150	.030	Bridge Off System
						2014	.052	.000	.000	.052	.010	Bridge On/Off System
				<i>2008 Adv Const</i>	R	2013	.225	.000	.000	.225	.045	
						2014	.052	.000	.000	.052	.010	
				C	2014	3.630	.000	.000	3.630	.704		
					2014	1.556	.000	.000	1.556	.302	STP-Flexible	
					2015	3.746	.000	.000	3.746	.704	Bridge On/Off System	
					2015	1.605	.000	.000	1.605	.302	STP-Flexible	
1875				<b>Totals</b>		11.016	.000	.000	11.016	2.105		
LEBANON 15880	I-89	18.446		NB/SB ROADWAY RECONSTRUCTION AND BRIDGE DECK REPLACEMENT/REHABILITATION (7 BRIDGES: 093/109 (Red List), 094/108, 097/112, 098/111, 140/124, 141/123, 099/111) FROM MILE MARKER 54.8 TO MILE MARKER 60.0							ATT	Interstate 4R. 2011 Bridge priority #41 & #42.
				<i>2010 Adv Const</i>	P	2016	.103	.000	.000	.103	.010	Interstate Maintenance
1900				<b>Totals</b>		.103	.000	.000	.103	.010		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments
		Cost \$(M)		Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
Regionally Significant	Grouped / Parent	Adv Const Payback										
LEBANON 16046	NH 120	.542	PEDESTRIAN / BICYCLE IMPROVEMENT [09-22TE]							ATT	Partially funded by LEBANON	
			P	2013	.001	.000	.000	.001		STP-Enhancement		
			R	2013	.002	.000	.001	.003				
			C	2013	.362	.000	.090	.452				
7651			<b>Totals</b>		.365	.000	.091	.456				
LEBANON, NH - HARTFORD, VT 14957	US 4	13.213	REPLACE BRIDGE OVER CONNECTICUT RIVER - 058/127 {Red List}							ATT	2011 Bridge Priority #3	
			C	2013	5.353	.000	.000	5.353	1.071	Bridge On/Off System		
				2013	.000	.000	.648	.648		Non Participating		
				2014	5.328	.000	.000	5.328	1.033	Bridge On/Off System		
				2014	.000	.000	.714	.714		Non Participating		
2753			<b>Totals</b>		10.681	.000	1.362	12.043	2.103			
LEBANON, NH - HARTFORD, VT 16148	I-89	39.871	REHABILITATION & WIDENING OF BRIDGES OVER CONNECTICUT RIVER - 044/103 & 044/104							ATT	2011 Bridge Priorities #49 and #50.	
			P	2015	.439	.000	.000	.439	.041	Interstate Maintenance		
				2015	.000	.000	.133	.133		Non Participating		
			R	2014	.000	.000	.041	.041				
2771			<b>Totals</b>		.439	.000	.174	.614	.041			
LITTLETON 15931	I-93	16.238	PAVEMENT REHABILITATION (9 Miles) (16 Bridges) FROM NORTH OF EXIT 42 (MM 123.2) TO BRIDGE OVER CONNECTICUT RIVER (MM 131.6) (4R)							ATT	Interstate 4R. Formerly Littleton-Waterford. Bridges over CT river are now separate project [15926, id 7516].	
			C	2013	4.400	.000	.000	4.400	.440	Interstate Maintenance		
				2014	5.676	.000	.000	5.676	.550			
				2015	5.858	.000	.000	5.858	.550			
2785			<b>Totals</b>		15.934	.000	.000	15.934	1.540			
LONDONDERRY - SALEM	TRANSIT	2.753	CAPITAL							E-30		
				2013	.175	.044	.000	.219		FTA 5307 Capital and Operating Program		
				2014	.181	.045	.000	.226				
				2015	.187	.047	.000	.233				
				2016	.193	.048	.000	.241				
<i>Regionally Significant</i> 2903			<b>Totals</b>		.735	.184	.000	.919				

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments				
		Cost \$(M)			Code						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
LONDONDERRY - SALEM	TRANSIT	3.535		COMMUTER BUS PREVENTATIVE MAINTENANCE						E-21 Partially funded by LOCAL	
					2013	.225	.000	.056	.281	FTA 5307 Capital and Operating Program	
					2014	.232	.000	.058	.290		
					2015	.240	.000	.060	.300		
					2016	.247	.000	.062	.309		
6292				<b>Totals</b>		.944	.000	.236	<b>1.180</b>		
LYME, NH - THETFORD, VT 14460	EAST THETFORD ROAD	4.634		BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER - 053/112						ATT 2011 Bridge Priority #75	
		<i>2012 Adv Const</i>	P		2013	.089	.000	.000	.089	.018	Bridge On/Off System
					2013	.000	.000	.009	.009		Non Participating
		<i>2012 Adv Const</i>			2014	.135	.000	.000	.135	.027	Bridge On/Off System
					2014	.000	.000	.014	.014		Non Participating
		<i>2012 Adv Const</i>	R		2013	.013	.000	.000	.013	.003	Bridge On/Off System
					2013	.000	.000	.001	.001		Non Participating
		<i>2012 Adv Const</i>			2014	.018	.000	.000	.018	.004	Bridge On/Off System
					2014	.000	.000	.002	.002		Non Participating
3269				<b>Totals</b>		.255	.000	.026	.281	.051	
MANCHESTER	TRANSIT AUTHORITY	45.991		OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE						E-21 Partially funded by MANCHESTER TRANSIT AUTHORITY Annual Program Funding	
					2013	1.462	.000	1.462	2.925		FTA 5307 Capital and Operating Program
					2013	.034	.000	.008	.042		FTA 5317 New Freedom Program
					2014	1.569	.000	1.569	3.139		FTA 5307 Capital and Operating Program
					2014	.035	.000	.009	.044		FTA 5317 New Freedom Program
					2015	1.684	.000	1.684	3.369		FTA 5307 Capital and Operating Program
					2016	1.808	.000	1.808	3.616		
602				<b>Totals</b>		6.593	.000	6.541	13.134		
MANCHESTER	TRANSIT AUTHORITY	6.473		OPERATING ASSISTANCE FOR CAPITAL MAINTENANCE OF MTA FLEET						E-21 Partially funded by MANCHESTER TRANSIT AUTHORITY Annual Program Funding	
					2013	.361	.000	.090	.451		FTA 5307 Capital and Operating Program
					2014	.388	.000	.097	.484		
					2015	.416	.000	.104	.520		
					2016	.446	.000	.112	.558		
2496				<b>Totals</b>		1.611	.000	.403	2.014		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
MANCHESTER		TRANSIT AUTHORITY	2.586	REPLACEMENT BUSES						E-30 Partially funded by MANCHESTER TRANSIT AUTHORITY Annual Program Funding	
	3062			2013	.326	.000	.082	.408		FTA 5307 Capital and Operating Program	
				Totals	.326	.000	.082	.408			
MANCHESTER		TRANSIT AUTHORITY	3.388	OPERATING ASSISTANCE FOR ADA PARATRANSIT SERVICE						E-21 Partially funded by MANCHESTER Annual Program Funding	
	5916			2013	.229	.000	.057	.286		FTA 5307 Capital and Operating Program	
				2014	.246	.000	.061	.307			
				2015	.264	.000	.066	.329			
				2016	.283	.000	.071	.354			
				Totals	1.021	.000	.255	1.276			
MANCHESTER		TRANSIT AUTHORITY	.655	REPLACEMENT OF ADA PARATRANSIT VANS						E-30 Partially funded by MANCHESTER Annual Program Funding	
	5917			2015	.138	.000	.035	.173		FTA 5307 Capital and Operating Program	
				2016	.149	.000	.037	.187			
				Totals	.288	.000	.072	.359			
MANCHESTER		TRANSIT AUTHORITY	.160	REPLACEMENT OF TRANSIT SERVICE VEHICLES						E-30 Partially funded by MANCHESTER	
	5919			2013	.109	.000	.027	.136		FTA 5307 Capital and Operating Program	
				Totals	.109	.000	.027	.136			
MANCHESTER		TRANSIT AUTHORITY	1.536	MISCELLANEOUS CAPITAL [ARRA]						E-30 Partially funded by CITY OF MANCHESTER Annual Program Funding	
	6923			2013	.083	.000	.021	.104		FTA 5307 Capital and Operating Program	
				2014	.090	.000	.022	.112			
				2015	.097	.000	.024	.122			
				2016	.105	.000	.026	.132			
				Totals	.376	.000	.094	.469			
MANCHESTER	13512		14.130	CONSTRUCT 600 SPACE PARK'N RIDE STRUCTURE (CMAQ Program) [00-13CM]							N/E Specific project from Statewide program. Municipal lead. Supports Capital Corridor. Nashua-Manchester-Concord
		2008 Adv Const	P	2014	.385	.000	.000	.385	.077	Congestion Mitigation and Air Quality Program	
				2015	.140	.035	.000	.175			
		2008 Adv Const	R	2014	.017	.004	.000	.021		Non Participating	
				2014	.000	.000	.291	.291		Congestion Mitigation and Air Quality Program	
				2015	.356	.089	.000	.445			
	2968			Totals	.898	.128	.291	1.317	.077		

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments					
		Cost \$(M)			Code							
Regionally Significant	Grouped / Parent	Adv Const	Fiscal	Phase	Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
		Payback										
MANCHESTER 14025B	GRANITE STREET	1.116									E-1 Partially funded by MANCHESTER Breakout project from Granite Street bridge project (City) and Statewide program.	
				P	2013	.000	.000	.000	.000		STP-Safety	
					2013	.073	-.015	.015	.073	.015		
					2013	.110	.000	.000	.110			Rail-Hwy: Haz Elim-Protective Devices
					2013	.735	.000	.184	.919			STP-Safety
5595				Totals	.918	-.015	.198	1.102	.015			
MANCHESTER 14412A	PISCATAQUOG TRAILWAYS	.466									E-1 Partially funded by MANCHESTER	
				P	2013	.007	.000	.002	.008		STP-Enhancement	
					2013	.269	.000	.067	.337			
					Totals	.276	.000	.069	.345			
7255												
MANCHESTER 16016	ELM, GRANITE, & AUBURN STREETS	7.450									E-33	
				P	2013	.023	.000	.000	.023		High Priority Projects (SAFETEA-LU-EXT 2010)	
					2013	.001	.000	.000	.001			
					2013	.909	.000	.000	.909			
					2013	.000	.000	6.450	6.450		Non Participating	
7618				Totals	.933	.000	6.450	7.383				
MANCHESTER 16099	I-293 / FEE TPK	69.150									E-34 "Future Turnpike Capital Program for Construction, dependent on Future System-Wide Toll increase".	
				P	2013	.000	2.000	.000	2.000		Turnpike Program	
					2016	.000	1.000	.000	1.000			
					Totals	.000	3.000	.000	3.000			
Regionally Significant 7692												
MANCHESTER 20162	US 3 & CAMPBELL STREET	2.567									E-6 Partially funded by CITY OF MANCHESTER	
				P	2013	.000	.000	.001	.001		Congestion Mitigation and Air Quality Program	
					2013	.057	.000	.093	.150			
					2013	.887	.000	1.446	2.333			
					Totals	.944	.000	1.540	2.484			
7862												

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
		Cost \$(M)			Code					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
MANCHESTER 20257  7902	RAIL CORRIDOR	.706	CONSTRUCT MULTI-USE PATH ALONG ABANDONED RAIL CORRIDOR FROM GOLD ST TO GOFFS FALLS ROAD [10-10CM]				E-33	Partially funded by CITY OF MANCHESTER		Congestion Mitigation and Air Quality Program
			P	2013	.001	.000		.000	.001	
			R	2013	.001	.000		.000	.001	
			C	2013	.461	.000		.207	.668	
			<b>Totals</b>		.462	.000		.208	.670	
MEREDITH 10430  94	US 3 / NH 25	9.851	ROADWAY AND INTERSECTION IMPROVEMENTS @ NH 104, NORTH TO NH 25, AND NH 25 FROM US 3, EAST TO MEREDITH / CENTER HARBOR T/L [Section 1702 - Designated Project; Demo Id NH041, NH060, & NH071]				ATT	Scope to address payment and priority intersections only.		High Priority Projects (SAFETEA-LU 2005)
			R	2014	.111	.028		.000	.138	
				2014	.249	.062		.000	.311	
				2014	.800	.200		.000	1.000	
			<b>Totals</b>		1.159	.290		.000	1.449	
MILFORD 14492  3278	NH 101A & NH 13	2.643	IMPROVEMENTS IN THE AREA KNOWN AS THE "OVAL" TO IMPROVE TRAFFIC FLOW BASED ON RESULTS OF ONGOING TRAFFIC STUDIES WITHIN THE TOWN [Section 1702 - Designated Project; Demo Id NH038 & NH058]				E-10	Partially funded by MILFORD Earmarked funding.		High Priority Projects (SAFETEA-LU 2005)
			R	2013	.090	.000		.022	.112	
			C	2013	.030	.000		.007	.037	
				2013	.030	.000		.007	.037	
				2013	.386	.000		.096	.482	
<b>Totals</b>		1.950	.000	.487	2.437					
MILFORD 14837  6240	SOUTH STREET	1.387	SOUTH ST IMPROVEMENT PROJECT: CONSTRUCT PHASE 2 PORTION OF DOWNTOWN REVITALIZATION PLAN TO IMPROVE OVERALL SAFETY, PHYSICAL / ADA ACCESSIBILITY, FUNCTIONALITY, DESIGN AND GENERAL AESTHETIC OF INTERSECTION (TE Program) [06-28TE] [NH038 & NH058]				E-45	Partially funded by MILFORD Specific project from Statewide program, Local Administration.		STP-Enhancement  High Priority Projects (SAFETEA-LU 2005)  STP-Enhancement
			P	2013	.001	.000		.000	.001	
			R	2013	.001	.000		.000	.001	
			C	2013	.188	.000		.047	.235	
				2013	.232	.000		.058	.290	
<b>Totals</b>		.834	.000	.209	1.043					
MILFORD 20253  7891	NH 13 / EMERSON RD / ARMORY RD	.452	SIGNAL MODIFICATION AND ADDITIONAL TURNING LANES TO ADDRESS CONGESTION AND AIR QUALITY RELATED IMPACTS [10-11CM]				N/E	Partially funded by TOWN OF MILFORD		Congestion Mitigation and Air Quality Program
			P	2013	.001	.000		.000	.001	
			R	2013	.001	.000		.000	.001	
			C	2013	.302	.000		.076	.378	
			<b>Totals</b>		.304	.000		.076	.380	

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project							CAA Code	Comments	
			Cost \$(M)	Location/Scope of Work		Adv Const	Fiscal	Fed-I\$	DOT-I\$			Other-I\$
Regionally Significant			Grouped / Parent	Phase	Year							
MILFORD TO NASHUA	NH	101A	3.436	INTERSECTION IMPROVEMENTS AT SEVERAL LOCATIONS BETWEEN NH 101 TO FEE TPK (7.5 MILES); AS DETERMINED BY CORRIDOR STUDY							E-53	Parent Project for PE & ROW. Specific Safety & Capacity improvements at 3 intersections as determined by corridor study, programmed as separate construction projects.
		10136										
			<i>2008 Adv Const</i>	R	2013	.248	.000	.000	.248	.050	National Highway (NHPP)	
					2014	.454	.114	.000	.568			
					Totals	.702	.114	.000	.815	.050		
730												
NASHUA		NASHUA TRANSIT SYSTEM	2.169	CAPITAL PLANNING PROGRAM							E-21	Partially funded by NASHUA Annual Program Funding
					2013	.170	.000	.042	.212		FTA 5307 Capital and Operating Program	
					2014	.180	.000	.045	.225			
					2015	.136	.000	.034	.170			
					2016	.141	.000	.035	.176			
					Totals	.627	.000	.157	.783			
608												
NASHUA		NASHUA TRANSIT SYSTEM	17.368	OPERATING ASSISTANCE							E-21	Partially funded by NASHUA Annual Program Funding
					2013	.919	.000	.230	1.149		FTA 5307 Capital and Operating Program	
					2014	.969	.000	.242	1.212			
					2015	1.240	.000	.310	1.550			
					2016	1.279	.000	.320	1.599			
					Totals	4.408	.000	1.102	5.510			
609												
NASHUA		NASHUA TRANSIT SYSTEM	.341	CAPITAL EQUIPMENT [ARRA]							E-30	Partially funded by NASHUA Annual Program Funding
					2013	.017	.000	.004	.022		FTA 5307 Capital and Operating Program	
					2014	.018	.000	.005	.023			
					Totals	.036	.000	.009	.045			
3797												
NASHUA		NASHUA TRANSIT SYSTEM	5.695	PREVENTIVE MAINTENANCE							E-31	Partially funded by NASHUA Annual Program Funding
					2013	.347	.000	.087	.433		FTA 5307 Capital and Operating Program	
					2014	.367	.000	.092	.459			
					2015	.391	.000	.098	.489			
					2016	.404	.000	.101	.505			
					Totals	1.509	.000	.377	1.886			
3799												

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
NASHUA		NASHUA TRANSIT SYSTEM	.789	ADA OPERATIONS							E-21 Partially funded by NASHUA TRANSIT SYSTEM
					2013	.208	.000	.052	.260		FTA 5307 Capital and Operating Program
					2014	.220	.000	.055	.276		
					Totals	.428	.000	.107	.536		
7927											
NASHUA	10040A	BROAD STREET PARKWAY	28.911	CON OF 1.8 MI OF NEW 2-LANE RDWAY THAT WILL CONNECT BROAD ST (NH130) TO WEST HOLLIS ST(NH 111) IN NASHUA. APPRAISAL ACQUISITION,MISC. ROW, PRE/FIN DESIGN REQUIRED FOR LATER PHASES (CON) [SECTION 1602-DESIGNATED PROJECT; DEMO ID NH003] [SISTER DEMO PROJECT							N/E Original overall project for PE and ROW. Earmark funding (partial), project being re-scoped by City. Local Administration.
				R	2013	.258	.000	.000	.258		High Priority Projects (TEA-21 1998-2003)
					2014	.103	.000	.000	.103		
					Totals	.361	.000	.000	.361		
Regionally Significant											
18											
NASHUA	10040W	44 BROAD STREET PARKWAY	.142	BUILDING DEMOLITION (Parent = Nashua 10040A) [Section 1602 - Designated Project; Demo Id NH003]							
				R	2013	.142	.000	.000	.142		High Priority Projects (TEA-21 1998-2003)
					Totals	.142	.000	.000	.142		
8578											
NASHUA	14815		.913	PURCHASE TWO NEW CNG BUSES (CMAQ Program) [06-13CM]							N/E Partially funded by NASHUA Specific project from Statewide program. Local Administration.
				C	2013	.730	.000	.183	.913		FTA 5309 Capital Funding Program - Formula
					Totals	.730	.000	.183	.913		
6225											
NASHUA	16050	RAIL CORRIDOR	.350	EAST OF MAIN STREET, PURCHASE RAIL CORRIDOR AT VARIOUS LOCATIONS [09-32TE]							Partially funded by NASHUA
				P	2013	.001	.000	.000	.001		STP-Enhancement
				R	2013	.279	.000	.070	.349		
					Totals	.280	.000	.070	.350		
7656											
NASHUA	16110	BROAD STREET PARKWAY	47.148	CONSTRUCT NEW 2 LANE ROAD 1.8 MILES FROM NH 130 (BROAD ST) TO NH 111 (HOLLIS STREET) (Parent Construction Project) {Earmark Project} [Section 1602 - Designated Project; Demo Id NH003 & NH083]							N/E Partially funded by NASHUA Local Administration. Rescoped from Nashua 10040 Series projects.
				C	2013	2.080	.000	.520	2.600		High Priority Projects (TEA-21 1998-2003)
					2013	3.402	.000	.850	4.252		
					2013	.000	.000	27.101	27.101		Non Participating
					2013	5.200	.000	1.300	6.500		STP-Flexible
					2014	.503	.000	.000	.503		High Priority Projects (SAFETEA-LU-EXT 2010)
					2014	6.192	.000	.000	6.192	1.200	STP-Flexible
					Totals	17.376	.000	29.771	47.148	1.200	
7781											

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	Funding Category							CAA Code	Comments
				Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$		
NASHUA 16314	EAST HOLLIS STREET	2.618	RECONSTRUCTION OF EAST HOLLIS STREET FROM MAIN STREET TO HUDSON TOWN LINE TO IMPROVE CAPACITY								E-51	Local Administration, 20% City Match.
				P	2015	.034	.009	.000	.043			STP-Areas Less Than 200K
					2015	.034	.009	.000	.043			
					2015	.034	.009	.000	.043			
					2015	.034	.009	.000	.043			
				R	2015	.034	.009	.000	.043			
					Totals	.170	.043	.000	.213			
3536												
NEW BOSTON 14835		.300	MILLPOND FOOTBRIDGE: CONSTRUCT STEEL TRUSS BRIDGE WITH A SPAN OF 110' AND A WIDTH OF 6'. A BOARDWALK WILL BE CONSTRUCTED LEADING UP TO THE BRIDGE (TE Program) [06-34TE]								ATT	Partially funded by NEW BOSTON Specific project from Statewide program, Local Administration.
				C	2013	.219	.000	.055	.274			STP-Enhancement
					Totals	.219	.000	.055	.274			
6242												
NEW CASTLE - RYE 16127	NH 1B	15.674	REHABILITATE SINGLE LEAF BASCULE MOVEABLE BRIDGE OVER LITTLE HARBOR - 066/071 {Red List}								E-19	2011 Bridge Priority #24
				P	2013	1.276	.319	.000	1.595			Bridge On/Off System
					2014	.454	.114	.000	.568			
					2015	.469	.117	.000	.586			
				C	2015	5.858	.000	.000	5.858	1.100		
					2016	4.836	1.209	.000	6.045			
					Totals	12.892	1.759	.000	14.651	1.100		
5558												
NEW IPSWICH 14465	NH 123 / 124	3.800	REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093 {Red List}								ATT	2011 Bridge Priority #10
				P	2013	.110	.000	.000	.110	.022		Bridge On System
				R	2013	.270	.000	.000	.270	.054		Bridge On/Off System
				C	2014	2.838	.000	.000	2.838	.550		
					Totals	3.218	.000	.000	3.218	.626		
2757												
NEW LONDON 16051	ELKINS ROAD & WILMOT CENTER ROAD	.798	PEDESTRIAN / BICYCLE IMPROVEMENTS IN ELKINS VILLAGE [09-34TE]								ATT	Partially funded by NEW LONDON Specific project from Statewide program, Local Administration.
				R	2013	.020	.000	.005	.025			STP-Enhancement
				C	2013	.499	.000	.125	.624			
					Totals	.519	.000	.130	.649			
7657												

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
			Cost \$(M)			Code					
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
NEW LONDON	16310	NH 114 (Main St)	2.381		RECONSTRUCTION, NH 11 (CROCKETT'S CORNER) NORTHERLY TO NEWPORT ROAD (HOMAN'S CORNER)						ATT
				<b>P</b>	<b>2014</b>	.083	.021	.000	<b>.103</b>		STP-Flexible
					<b>2015</b>	.043	.011	.000	<b>.053</b>		
				<b>R</b>	<b>2014</b>	.021	.005	.000	<b>.026</b>		
					<b>2016</b>	.044	.011	.000	<b>.055</b>		
	3526			<b>Totals</b>		.190	.047	.000	<b>.237</b>		
NEWINGTON - DOVER	11238	NH 16 / US 4 / SPLDG TPK	31.540		WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL						N/E Turnpike Capital Program - overall project for Little Bay bridge and Newington interchange construction, pe, & row. Specific Construction projects broken out separately and include earmark federal funding.
				<b>P</b>	<b>2013</b>	.000	2.976	.000	<b>2.976</b>		Turnpike Program
				<b>R</b>	<b>2013</b>	.000	1.433	.000	<b>1.433</b>		
				<b>C</b>	<b>2013</b>	.000	.148	.000	<b>.148</b>		
					<b>2014</b>	.000	.080	.000	<b>.080</b>		
					<b>2015</b>	.000	.080	.000	<b>.080</b>		
					<b>2016</b>	.000	.080	.000	<b>.080</b>		
				<b>Totals</b>		.000	4.797	.000	<b>4.797</b>		
				<i>Regionally Significant</i>							
	1191										
NEWINGTON - DOVER	11238K	NH 16 / US 4 / SPAULDING TURNPIKE	6.709		RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS (To provide matching funds only to the federally-funded portion of the 11238 project for PE, ROW & Construction)						N/E Specific project breakout from Newington-Dover 11238, Turnpike Capital Program.
				<b>C</b>	<b>2013</b>	.000	.028	.000	<b>.028</b>		Turnpike Program
					<b>2014</b>	.000	.029	.000	<b>.029</b>		
					<b>2015</b>	.000	.020	.000	<b>.020</b>		
					<b>2016</b>	.000	.020	.000	<b>.020</b>		
				<b>Totals</b>		.000	.097	.000	<b>.097</b>		
				<i>Regionally Significant</i>							
	6138										
NEWINGTON - DOVER	11238L	NH 16 / US 4 / SPLDG TPK	54.140		CONSTRUCTION OF LITTLE BAY BRIDGE, INDEPENDENT SISTER STRUCTURE (FROM N-D 11238) [INCLUDES DEMO IDS (NH036), (NH053), (NH070), (NH080), TCSP, AND TURNPIKE FUNDED REMAINDER]						N/E Specific project breakout from Newington-Dover 11238, Turnpike Capital Program.
				<b>C</b>	<b>2013</b>	.000	4.446	.000	<b>4.446</b>		Turnpike Program
				<b>Totals</b>		.000	4.446	.000	<b>4.446</b>		
				<i>Regionally Significant</i>							
	7082										

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
			Cost \$(M)	Location/Scope of Work		Code	Comments				
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
NEWINGTON - DOVER	11238M	NH 16 / US 4 / SPLDG TPK	49.450		EXIT 3 & 4 INTERCHANGE CONSTRUCTION AND MAINLINE TURNPIKE CONSTRUCTION [PARENT = N-D 11238]						N/E Partially funded by CITY OF NEWINGTON Specific Project Breakout from Newington-Dover 11238
				C	2013	.000	.000	.096	.096		Non Participating
					2013	.000	.000	.454	.454		
					2013	.000	10.928	.000	10.928		Turnpike Program
					2014	.000	23.130	.000	23.130		
					2015	.000	11.855	.000	11.855		
					<b>Totals</b>	.000	45.912	.550	46.462		
<i>Regionally Significant</i>											
	7075										
NEWINGTON - DOVER	11238O	NH 16 / US 4 / SPLDG TPK	33.984		REHABILITATION OF EXISTING LITTLE BAY BRIDGE & BRIDGE APPROACH CONSTRUCTION [PARENT N-D 11238]						N/E Specific project breakout from Newington-Dover 11238, Turnpike Capital Program.
				C	2014	.000	9.751	.000	9.751		Turnpike Program
					2015	.000	17.268	.000	17.268		
					2016	.000	6.965	.000	6.965		
					<b>Totals</b>	.000	33.984	.000	33.984		
<i>Regionally Significant</i>											
	7077										
NEWINGTON - DOVER	11238Q	NH 16, US 4 & SPAULDING TURNPIKE	42.179		EXIT 6 INTERCHANGE AND MAINLINE TURNPIKE CONSTRUCTION, INCLUDING SOUNDWALLS (PARENT N-D 11238)						N/E Specific project breakout from Newington-Dover 11238, Turnpike Capital Program. Authorized under HB 391. Funding Contingent on Future Toll Increase.
				C	2014	.000	15.822	.000	15.822		Turnpike Program
					2015	.000	18.466	.000	18.466		
					2016	.000	7.890	.000	7.890		
					<b>Totals</b>	.000	42.179	.000	42.179		
<i>Regionally Significant</i>											
	7228										
NEWINGTON - DOVER	11238S	SPAULDING TURNPIKE / LITTLE BAY BRIDGES	31.069		GENERAL SULLIVAN BRIDGE REHABILITATION						E-19 Specific project breakout from Newington-Dover 11238, Turnpike Capital Program. Authorized under HB 391. Funding Contingent on Future Toll Increase.
				C	2016	.000	9.327	.000	9.327		Turnpike Program
					<b>Totals</b>	.000	9.327	.000	9.327		
<i>Regionally Significant</i>											
	7233										
NEWMARKET	13878	NH 108	.809		CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO NEWFIELDS T/L (CMAQ Program) [02-25CM]						E-33
				C	2013	.680	.000	.000	.680	.136	Congestion Mitigation and Air Quality Program
					<b>Totals</b>	.680	.000	.000	.680	.136	
	3708										

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
		Cost \$(M)	Location/Scope of Work		Code	Comments				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
NEWMARKET 16048	NH 108	.632		ELEVATOR AND SKY BRIDGE CONNECTION WITH HISTORIC MILL BUILDING [09-35TE]						E-45 Partially funded by NEWMARKET Specific project from Statewide program, Local Administration.
			P	2013	.001	.000	.000	.001		STP-Enhancement
			R	2013	.001	.000	.000	.001		
			C	2013	.424	.000	.106	.530		
7654			Totals		.426	.000	.106	.532		
NORTHFIELD - TILTON 16147	I-93	18.585		REHABILITATE BRIDGES OVER WINNIPESAUKEE RIVER AND RAILROAD DECK REPLACEMENT - 117/157 & 118/158 (Red List)						ATT 2011 Bridge Priority #52 & 53
			P	2013	.198	.000	.000	.198	.040	Bridge On/Off System
			C	2016	14.508	3.627	.000	18.135		
7357			Totals		14.706	3.627	.000	18.333	.040	
OSSIPEE 10431	NH 16	4.105		PAVEMENT REHABILITATION & INTERSECTION IMPROVEMENTS FROM NH 28 NORTH 3.36 MILES						ATT Scope intent, address pavement condition and intersection area.
		2008 Adv Const	P	2013	.188	.000	.000	.188	.038	National Highway (NHPP)
		2008 Adv Const	R	2013	.239	.000	.000	.239	.048	
95			Totals		.427	.000	.000	.427	.085	
OSSIPEE 13910	NH 16, NH 25, NH 41	2.085		INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25						ATT Scope intent. Immediate Intersection needs.
		2011 Adv Const	P	2013	.095	.000	.000	.095	.019	National Highway (NHPP)
		2011 Adv Const	R	2013	.250	.000	.000	.250	.050	
1888			Totals		.345	.000	.000	.345	.069	
OSSIPEE 14749	NH 16 / NH 25	11.610		REPLACE THREE RED LIST BRIDGES 137/299, 137/297, & 152/268 & RESURFACE APPROX 3.2 MILES						ATT Scope intent to address bridges and pavement condition only. 2011 Bridge Priorities #32, #33, and #34
		2008 Adv Const	P	2014	.400	.100	.000	.500		Bridge Off System
		2008 Adv Const		2015	.200	.050	.000	.250		
		2008 Adv Const	R	2013	.080	.000	.000	.080	.016	
		2008 Adv Const		2015	.150	.038	.000	.188		
2762			Totals		.830	.188	.000	1.018	.016	
PELHAM 16145	MAIN STREET	2.357		BRIDGE REPLACEMENT OVER BEAVER BROOK - 110/090 & 111/090 {Both Red List}						E-19 2011 Bridge Priority #25 & 122
			P	2013	.057	.000	.000	.057	.011	Bridge On/Off System
		2011 Adv Const	R	2013	.019	.000	.000	.019	.004	
			C	2015	1.706	.426	.000	2.132		
7436			Totals		1.782	.426	.000	2.209	.015	

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA						Comments		
		Cost \$(M)			Code								
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category			
PEMBROKE 14477A  6049	US 3 / PEMBROKE HILL RD	2.825	INTERSECTION IMPROVEMENT PROJECT [Section 1702 - Designated Project; Demo Id NH042 & NH061]									ATT	Earmarked funding.
			P	2013	.020	.005	.000	.025		High Priority Projects (SAFETEA-LU 2005)			
				2013	.024	.006	.000	.030					
			R	2013	.082	.021	.000	.103					
			C	2013	.188	.047	.000	.235					
				2013	.280	.070	.000	.350					
				2013	1.122	.281	.000	1.403					
				2013	.337	.000	.000	.337	.067	STP-Flexible			
<b>Totals</b>				2.054	.429	.000	2.483	.067					
PETERBOROUGH 14772A  6501	US 202	2.575	RECONSTRUCT 1000' AT MAIN STREET INTERSECTION. ALSO RECONSTRUCT GRANITE BLOCK WALL ALONG US 202 THAT CONNECTS TO MAIN STREET BRIDGE ABUTMENT (Town-Owned)									ATT	Specific project from overall project (id #2760)
			P	2013	.103	.026	.000	.128		STP-Areas Less Than 200K			
			R	2013	.076	.019	.000	.095					
			C	2016	.879	.220	.000	1.099					
				2016	.879	.220	.000	1.099					
			<b>Totals</b>				1.937	.484	.000	2.421			
PINKHAMS GRANT 16311  7359	NH 16	1.363	REHABILITATE / REPLACE BRIDGE OVER NEW RIVER - 058/048									ATT	Priority Corridor Weight Restricted Bridge (E1)
			P	2016	.088	.022	.000	.110		Bridge On/Off System			
			<b>Totals</b>				.088	.022	.000	.110			
PLAISTOW 10044G  6371	NH 125	6.733	RECONSTRUCT EAST RD TO OLD RD (Parent = Plaistow-Kingston 10044B)									E-10	Specific project breakout project from Plaistow-Kingston project.
			C	2014	.020	.005	.000	.024		National Highway (NHPP)			
				2014	2.988	.000	.000	2.988	.579				
				2014	.000	.000	.206	.206		Non Participating			
				2015	2.812	.703	.000	3.515		National Highway (NHPP)			
			<b>Totals</b>				5.819	.708	.206	6.733	.579		
PLAISTOW 20163  7880	RAIL	2.964	EXTEND MBTA COMMUTER RAIL SERVICE FROM HAVERHILL, MA. TO PLAISTOW. CONSTRUCT PLATFORM & ENCLOSED WAITING AREA. ACQUIRE EASEMENT FOR CONSTRUCTION OF RAIL SIDING. ACQUIRE LAND FOR LOCOMOTIVE LAYOVER FACILITY. OPERATE 10 TRAILS ROUND TRIPS [10-17CM]									N/E	Partially funded by PLAISTOW
			R	2013	1.712	.000	.428	2.140		Congestion Mitigation and Air Quality Program			
			<b>Totals</b>				1.712	.000	.428	2.140			

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments								
		Cost \$(M)	Location/Scope of Work		Code	Comments									
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category					
PORTSMOUTH 13455  <i>Regionally Significant</i> 2759	US 1 BYPASS	7.982		REPLACE BRIDGES OVER THE BYPASS: PE & ROW FOR BRIDGES 173/071,183/087, 188/097, 205/116, 211/114, & 227/112 {Red List}				E-19	Scope intent to address priority of red list bridges.						
				P	2013	.440	.000			.000	.440	.088	Bridge On/Off System		
				R	2013	.200	.000			.000	.200	.040		STP-Areas Less Than 200K	
				<b>Totals</b>		.640	.000			.000	.640	.128			
PORTSMOUTH 13455B  <i>Regionally Significant</i> 7432	US 1 BYPASS	6.152		REPLACE MIDDLE ROAD BRIDGE (183/087) {Red List} & ISLINGTON STREET BRIDGE (188/097) {Red List} OVER US 1 BYPASS (Pe & Row in Parent 13455)				E-19	2011 Bridge Priority #19 & 20. Breakout from 13455						
				C	2013	3.970	.000			.000	3.970	.794	STP-Areas Less Than 200K		
					2013	.475	.000			.000	.475	.095			
				<b>Totals</b>		6.152	.000			.000	6.152	1.230			
PORTSMOUTH 13455C  <i>Regionally Significant</i> 7433	US 1 BYPASS	4.987		REPLACE MAPLEWOOD AVENUE BRIDGE OVER US 1 BYPASS - 227/112 {Red List} (Pe & Row in Parent 13455)				E-19	2011 Bridge Priority #18. Breakout from 13455						
				C	2013	4.987	.000			.000	4.987	.997	STP-Areas Less Than 200K		
				<b>Totals</b>		4.987	.000			.000	4.987	.997			
PORTSMOUTH 20255  7892	WOODBURY AVE / MARKET ST / GRANITE ST	.338		UPGRADE 5 EXISTING TRAFFIC CONTROLLERS AND INTERCONNECTS [10-18CM]				N/E	Partially funded by TOWN OF PORTSMOUTH						
				P	2013	.001	.000			.000	.001	Congestion Mitigation and Air Quality Program			
				C	2013	.222	.000			.055	.277				
<b>Totals</b>		.223	.000	.056	.278										
PORTSMOUTH 20258  7894	PEVERLY HILL ROAD	.458		CONST NEW SIDEWALK AND STRIPED BICYCLE SHOULDERS & ASSOCIATED DRAINAGE TO PROMOTE SAFE BIKING & WALKING [10-19CM]				E-33	Partially funded by PORTSMOUTH						
				C	2013	.321	.000			.080	.401	Congestion Mitigation and Air Quality Program			
				<b>Totals</b>		.321	.000			.080	.401				
PORTSMOUTH, NH - KITTEERY, ME 13678F  <i>Regionally Significant</i> 7262	US 1	90.228		MEMORIAL BRIDGE OVER PISCATAQUA RIVER - 247/084 {Red List}, BASED ON CONNECTION STUDY. REPLACEMENT OF SCOTT AVENUE BRIDGE AND REHABILITATION OF THE KITTEERY APPROACH SPANS				E-19	2011 Bridge Priority #1. Funding split with Maine. TIGER Grant funding being received.						
				<i>2011 Adv Const</i>		C	2013			11.875	.000	.000	11.875	Bridge On/Off System	
							2013			1.443	.000	.000	1.443		STP-Enhancement
				<b>Totals</b>		13.318	.000			.000	13.318	.289			

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA						Comments
		Cost \$(M)			Code						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
PORTSMOUTH, NH - KITTELY, ME 15731	US 1 BYPASS	179.640		BRIDGE REPLACEMENT & PAINT OVER PISCATAQUA RIVER - 251/108 (Sarah Mildred Long Bridge) (Red List)						E-19	2011 Bridge Priority #2. Funding as outlined in Bi-State Task Force report.
			P	2013	2.200	.000	.000	2.200	.440	Bridge On/Off System	
				2013	.000	.000	2.000	2.000		Non Participating	
				2014	2.270	.000	.000	2.270		Bridge On/Off System	
				2014	.000	.000	2.064	2.064		Non Participating	
			R	2013	.110	.000	.000	.110	.022	Bridge On/Off System	
				2013	.000	.000	.100	.100		Non Participating	
				2014	.227	.000	.000	.227	.044	Bridge On/Off System	
				2014	.000	.000	.206	.206		Non Participating	
				2015	.187	.047	.000	.234		Bridge On/Off System	
				2015	.000	.000	.213	.213		Non Participating	
			C	2015	14.058	3.515	.000	17.573		Bridge On/Off System	
				2015	.000	.000	15.975	15.975		Non Participating	
				2015	.000	.000	21.300	21.300			
				2016	14.508	3.627	.000	18.135		Bridge On/Off System	
				2016	.000	.000	10.991	10.991		Non Participating	
				2016	.000	.000	27.478	27.478			
5559				<b>Totals</b>	33.561	7.188	80.327	121.076	.506		
RAYMOND 20818	DUDLEY ROAD	.253		REMOVAL OF BRIDGE, WINGS, AND PIER OVER LAMPREY RIVER - 083/154 {Red List}							
			P	2013	.005	.000	.000	.005	.001	STP-Flexible	
				2014	.004	.001	.000	.005			
			R	2013	.005	.000	.000	.005	.001		
				2014	.004	.001	.000	.005			
			C	2014	.186	.046	.000	.232			
7993				<b>Totals</b>	.204	.049	.000	.253	.002		
ROCHESTER 14350	NH 202A (WALNUT STREET)	1.461		INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE, NORTH MAIN, & WASHINGTON STREETS						E-51	Partially funded by ROCHESTER Local Administration, 20% city match.
			C	2015	.596	.000	.149	.746		STP-Hazard Elimination	
2750				<b>Totals</b>	.596	.000	.149	.746			

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
		Cost \$(M)			Code					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
ROCHESTER 20254	US 202	1.498		CONSTRUCT 201 SPACE PARK-N-RIDE LOT ADJACENT TO US 202 [10-16CM]			N/E			
			P	2013	.053	.000	.000	.053		Congestion Mitigation and Air Quality Program
				2013	.000	.000	.013	.013		Turnpike Program
			R	2013	.000	.000	.000	.000		Congestion Mitigation and Air Quality Program
				2013	.462	.000	.000	.462		
				2013	.000	.000	.000	.000		Turnpike Program
				2013	.000	.000	.116	.116		
			C	2013	.559	.000	.000	.559		Congestion Mitigation and Air Quality Program
				2013	.000	.000	.140	.140		Turnpike Program
			<b>Totals</b>		1.074	.000	.268	1.342		
<i>Regionally Significant</i> 7900										
ROXBURY - SULLIVAN 10439	NH 9	6.642		RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI, INCLUDING BRIDGE REPLACEMENT - 093/061 (Red List)			ATT			Scope intent to address bridge, pavement and safety improvement on existing alignment. 2011 Bridge Priority #64.
		<i>2008 Adv Const</i>	P	2013	.500	.000	.000	.500	.100	National Highway (NHPP)
		<i>2008 Adv Const</i>		2014	.020	.005	.000	.025		
		<i>2008 Adv Const</i>	R	2013	.025	.000	.000	.025	.005	
		<i>2008 Adv Const</i>		2014	.240	.060	.000	.300		
				2015	.234	.059	.000	.293		
			<b>Totals</b>		1.019	.124	.000	1.143	.105	
102										
SALEM 12334	NH 28	4.033		RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES [MUPCA*450] {Municipal Urban Program}			E-53			Partially funded by SALEM Municipal jurisdiction at 20% match.
		<i>2008 Adv Const</i>	P	2013	.161	.000	.040	.201		STP-Areas Over 200K
		<i>2008 Adv Const</i>		2014	.052	.000	.013	.065		
		<i>2008 Adv Const</i>		2015	.010	.000	.003	.013		
		<i>2008 Adv Const</i>	R	2013	.127	.000	.032	.159		
		<i>2008 Adv Const</i>		2014	.280	.000	.070	.350		
		<i>2008 Adv Const</i>		2015	.200	.000	.050	.250		
			C	2016	2.198	.000	.550	2.748		
			<b>Totals</b>		3.028	.000	.757	3.785		
630										
SALEM - WINDHAM - DERRY 16031	MANCHESTER & LAWRENCE RAIL CORRIDOR	1.251		MULTI-USE TRAIL IMPROVEMENTS IN SALEM, WINDHAM & DERRY [09-47TE]			E-45			Specific project from Statewide program, Local Administration.
			P	2013	.001	.000	.000	.001		STP-Enhancement
			R	2013	.001	.000	.000	.001		
			<b>Totals</b>		.002	.000	.000	.002		
7636										

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Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments			
			Cost \$(M)	Location/Scope of Work		Code	Comments				
Regionally Significant			Adv Const	Fiscal					Funding Category		
Grouped / Parent			Payback	Phase	Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	
SALEM TO MANCHESTER 10418	I-93		7.090		PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 - Designated Project; Demo Id NH032, SEE 13933K]					N/E	I-93 reconstruction. Costs reflect PE and ROW needs necessary to go forward with construction..
				<b>P</b>	<b>2013</b>	.747	.000	.000	<b>.747</b>	.149	National Highway (NHPP)
				<b>R</b>	<b>2013</b>	1.500	.000	.000	<b>1.500</b>	.300	
				<b>Totals</b>		2.247	.000	.000	<b>2.247</b>	.449	
<i>Regionally Significant</i>											
66											
SALEM TO MANCHESTER 10418C	I-93		159.650		RECONSTRUCT & WIDEN MAINLINE, ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER (PE & ROW Only) [Section 1602 - Designated Project; Demo Id NH014]					N/E	Overall, corridor project overall for PE & ROW, construction broken out to individual projects.
			<i>2008 Adv Const</i>	<b>P</b>	<b>2013</b>	4.395	.000	.000	<b>4.395</b>	.440	Interstate Maintenance
					<b>2014</b>	2.895	.322	.000	<b>3.216</b>		
				<b>R</b>	<b>2013</b>	.000	1.400	.000	<b>1.400</b>		Betterment
			<i>2008 Adv Const</i>		<b>2013</b>	3.732	.415	.000	<b>4.147</b>		Interstate Maintenance
			<i>2008 Adv Const</i>		<b>2014</b>	4.064	.452	.000	<b>4.516</b>		
				<b>Totals</b>		15.086	2.588	.000	<b>17.674</b>	.440	
<i>Regionally Significant</i>											
69											
SALEM TO MANCHESTER 10418H	I-93		10.814		PARK & RIDE @ EXIT 3 (Windham) (CMAQ Program) [Part of 04-33CM]					N/E	Reflects current construction sequencing and costs. GARVEE bonding to facilitate construction program.
				<b>C</b>	<b>2013</b>	.310	.000	.000	<b>.310</b>	.062	Congestion Mitigation and Air Quality Program
					<b>2013</b>	3.591	.000	.000	<b>3.591</b>	.359	Interstate Maintenance
					<b>2013</b>	4.099	.000	.000	<b>4.099</b>	.820	STP-Flexible
				<b>Totals</b>		8.000	.000	.000	<b>8.000</b>	1.241	
<i>Regionally Significant</i>											
3138											
SALEM TO MANCHESTER 10418L	I-93		12.500		IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT (CMAQ Program) [04-04CM]					N/E	
				<b>C</b>	<b>2013</b>	.700	.000	.000	<b>.700</b>	.140	STP-Areas Less Than 200K
					<b>2014</b>	.700	.000	.000	<b>.700</b>	.140	
				<b>Totals</b>		1.400	.000	.000	<b>1.400</b>	.280	
<i>Regionally Significant</i>											
5613											
SALEM TO MANCHESTER 10418T	I-93		.699		CORRIDOR SERVICE PATROL (Salem to Manchester)					E-7	Service to help manage incidents and reduce delay.
				<b>P</b>	<b>2013</b>	.075	.000	.000	<b>.075</b>	.015	National Highway (NHPP)
					<b>2014</b>	.060	.015	.000	<b>.075</b>		
				<b>Totals</b>		.135	.015	.000	<b>.150</b>	.015	

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		Cost \$(M)			Code					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
SALEM TO MANCHESTER 10418W	I-93	6.278		WATER QUALITY STUDY [Section 1702 - Designated Project; Demo Id NH054, Demo NH087]				E-34	Earmark funds to help address salt issues.	
			P	2013	.724	.181	.000	.906		High Priority Projects (SAFETEA-LU 2005)
				2014	.528	.132	.000	.660		
				2015	.523	.131	.000	.653		
				2016	.544	.136	.000	.681		
				2016	1.238	.000	.000	1.238		
				2016	.023	.006	.000	.028		STP-Flexible
6052				<b>Totals</b>	3.580	.586	.000	4.165		
SALEM TO MANCHESTER 13933D	I-93	32.754		MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) (14800A = Debt & 13933D = Const)				N/E	Reflects current construction sequencing and costs. GARVEE bonded construction project. 2011 Bridges Priorities #2 and #3	
			C	2013	.000	.853	.000	.853		Garvee Bond
				2013	.000	4.000	.000	4.000		
7893				<b>Totals</b>	.000	4.853	.000	4.853		
SALEM TO MANCHESTER 13933E	I-93	40.587		EXIT 2 INTERCHANGE RECONSTRUCTION, INCLUDING I-93 MAINLINE & NH97, INCLUDES BRIDGES 068/078 & 070/079 {Both Red List}(Tracked under the 14800E Project) (Salem) (Parent = Salem to Manchester)				N/E	Reflects current construction sequencing and costs. GARVEE bonding to facilitate construction program. 2011 Bridges Priorities #5 and #6.	
			C	2013	.000	12.812	.000	12.812		Garvee Bond
				2014	.000	13.416	.000	13.416		
				2015	.000	11.281	.000	11.281		
3819				<b>Totals</b>	.000	37.509	.000	37.509		
SALEM TO MANCHESTER 13933H	I-93	35.475		EXIT 3 AREA RECONSTRUCT THE NB MAINLINE, NB RAMPS, EASTERLY PORTION OF NH 111, NH11A RELOCATION AND REMOVAL OF EXISTING NB BRIDGES (WINDHAM) (SEGMENT III CONSTRUCTION) [Garvee Bonded Project] (Being Tracked under 14800F) (Parent = Salem to Manchester 139)				N/E	Reflects current construction sequencing and costs. GARVEE bonding to facilitate construction program.	
			C	2013	.000	2.050	.000	2.050		Garvee Bond
				2014	.000	15.565	.000	15.565		
				2015	.000	14.500	.000	14.500		
				2015	.000	.000	.048	.048		Non Participating
				2016	.000	3.312	.000	3.312		Garvee Bond
3817				<b>Totals</b>	.000	35.426	.048	35.475		

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		Cost \$(M)			Code							
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
SALEM TO MANCHESTER 13933I  3820	I-93	39.544	C	EXIT 3 AREA, RECONSTRUCT SOUTHBOUND MAINLINE FROM BROOKDALE ROAD TO NORTH OF NH 111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM) [Parent = Sal-Man 13933*]				N/E	Reflects current construction sequencing and costs. GARVEE bonding to facilitate construction program.			
				2013	.000	12.507	.000			12.507	Garvee Bond	
				2014	.000	12.549	.000			12.549		
				2015	.000	12.170	.000			12.170		
				2016	.000	1.148	.000			1.148		
<b>Totals</b>	.000	38.374	.000	38.374								
SALEM TO MANCHESTER 13933N  7958	I-93	12.079	C	EXIT 3 AREA, RECONSTRUCT THE SB MAINLINE BRIDGES OVER NH 111 AND NH 111A (Windham) - 134/101 & 135/090 {Both Red List} (Garvee Bond Project)				N/E	Partially funded by GARV BOND ISSUE #1 Reflects current construction sequencing and costs. GARVEE bonded construction project. 2011 Bridge Priority #4 & 22			
				2013	.000	.000	6.459			6.459	Garvee Bond	
				<b>Totals</b>	.000	.000	6.459			6.459		
SALEM TO MANCHESTER 14633F  6338	I-93	37.975	C	EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NORTH BOUND AND SOUTH BOUND MAINLINE AND NORTH BOUND OFF-RAMP, INCLUDES BRIDGES 096/163, 097/163, 099/160, & 100/160 {All Red List} (Londonderry) (Garvee Bonded)				N/E	Reflects current construction sequencing and costs. GARVEE bonded construction project. 2011 Bridges Priorities #6, #7, #8, and #9.			
				2011 Adv Const	2013	.000	11.472			.000	11.472	Garvee Bond
					2013	.000	.000			.000	.000	High Priority Grants (STEA04_Ext_2005)
					2013	1.980	.000			.000	1.980	High Priority Projects (SAFETEA-LU 2005)
				2011 Adv Const	2014	1.217	.304			.000	1.521	National Highway (NHPP)
<b>Totals</b>	3.197	11.776	.000	14.973								
SALEM TO MANCHESTER 14800A  3818	I-93	52.248	C	MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) [14800A=DEBT SERVICE & 13933D=CONST]				N/E	GARVEE Bond debt service, interim issuance approximately \$3.5 million annually through 2019 increasing to approximately 17 Million annually through 2026. Debt Service portion with specific construction project. 2011 Bridges Priorities #2 and #3			
				2014	.000	.640	.000			.640	Garvee Bond Related	
				2014	.686	.172	.000			.858	National Highway (NHPP)	
				2015	.000	.640	.000			.640	Garvee Bond Related	
				2015	.686	.172	.000			.858	National Highway (NHPP)	
				2016	.000	.640	.000			.640	Garvee Bond Related	
				2016	.686	.172	.000			.858	National Highway (NHPP)	
<b>Totals</b>	2.059	2.436	.000	4.495								

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments	
		Cost \$(M)									Code		
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category			
SALEM TO MANCHESTER 14800B	I-93	55.130		EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NB & SB MAINLINE & NB OFF-RAMP, INCLUDES BRIDGES 096/163, 097/163, 099/160 & 100/160 {All Red List} (Londonderry) (Garvee Bonded) [14800B = Debt Service & 14633F = Const]								E-0	GARVEE Bond debt service, interim issuance approximately \$3.5 million annually through 2019 increasing to approximately 17 Million annually through 2026. Debt Service portion with specific construction project.
		<i>2011 Adv Const</i>	C	2014	.724	.181	.000	.905		Bridge On/Off System			
		<i>2011 Adv Const</i>		2014	.000	.676	.000	.676		Garvee Bond Related			
		<i>2011 Adv Const</i>		2015	.724	.181	.000	.905		Bridge On/Off System			
		<i>2011 Adv Const</i>		2015	.000	.676	.000	.676		Garvee Bond Related			
		<i>2011 Adv Const</i>		2016	.724	.181	.000	.905		Bridge On/Off System			
		<i>2011 Adv Const</i>		2016	.000	.676	.000	.676		Garvee Bond Related			
7895				<b>Totals</b>	2.173	2.570	.000	4.742					
SALEM TO MANCHESTER 14800C	I-93	19.175		PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933N PROJECT [SB MAINLINE BRIDGES OVER NH 111 AND NH 111A] [134/101 & 135/090] {Both Red List} (Garvee Bond Project)								E-0	GARVEE Bond debt service, interim issuance approximately \$3.5 million annually through 2019 increasing to approximately 17 Million annually through 2026. Debt Service portion with specific construction project.
			C	2014	.000	.237	.000	.237		Garvee Bond Related			
				2014	.285	.032	.000	.317		National Highway (NHPP)			
				2015	.000	.237	.000	.237		Garvee Bond Related			
				2015	.285	.032	.000	.317		National Highway (NHPP)			
				2016	.000	.237	.000	.237		Garvee Bond Related			
				2016	.285	.032	.000	.317		National Highway (NHPP)			
7952				<b>Totals</b>	.856	.805	.000	1.662					
SALEM TO MANCHESTER 14800D	I-93	42.233		PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO EHT 13933I PROJECT {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*)								E-0	
		<i>2012 Adv Const</i>	C	2013	4.804	.000	.000	4.804	.961	National Highway (NHPP)			
		<i>2012 Adv Const</i>		2014	4.734	.000	.000	4.734	.947				
		<i>2012 Adv Const</i>		2015	4.769	.000	.000	4.769	.954				
		<i>2012 Adv Const</i>		2015	.000	.000	.120	.120		Non Participating			
		<i>2012 Adv Const</i>		2016	4.769	.000	.000	4.769	.954	National Highway (NHPP)			
7953				<b>Totals</b>	19.075	.000	.120	19.196	3.815				

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA						Comments	
		Cost \$(M)			Code							
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
SALEM TO MANCHESTER 14800E	I-93	43.343		PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933E PROJECT.[Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*)							E-0	
			C	2013	4.924	.000	.000	4.924	.492	Interstate Maintenance		
				2014	4.366	.485	.000	4.852				
				2015	3.910	.978	.000	4.888		STP-Flexible		
				2016	4.399	.489	.000	4.888		Interstate Maintenance		
7954			Totals		17.600	1.952	.000	19.551	.492			
SALEM TO MANCHESTER 14800F	I-93	37.832		PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933H PROJECT [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*)							E-0	
			C	2013	2.952	.738	.000	3.690		National Highway (NHPP)		
				2013	.000	.000	.522	.522		Non Participating		
				2014	3.320	.830	.000	4.150		National Highway (NHPP)		
				2015	.000	.048	.000	.048		Betterment		
				2015	3.345	.836	.000	4.181		National Highway (NHPP)		
				2016	.692	.173	.000	.865				
				2016	3.345	.836	.000	4.181				
7955			Totals		13.653	3.462	.522	17.636				
SALEM TO MANCHESTER 16477	I-93	.254		MAINTENANCE PERIOD OF 'ITS' FOR PARENT PROJECT*3888.							E-6	
			C	2013	.063	.000	.000	.063	.006	Interstate Maintenance		
				2013	.126	.000	.000	.126	.013			
				2014	.058	.006	.000	.065				
8387			Totals		.247	.006	.000	.254	.019			
SANBORNTON 16154	I-93	1.214		BOX CULVERT REHABILITATION OVER SALMON BROOK - 127/099 {Red List}							ATT	2011 Bridge Priority #59
			P	2014	.091	.000	.000	.091	.018	Bridge On/Off System		
				2015	.066	.016	.000	.082				
			R	2014	.009	.002	.000	.011				
7729			Totals		.166	.019	.000	.184	.018			
SEABROOK 15769	NH 107	7.040		BRIDGE WIDENING OVER I-95 AND REHABILITATION OF EXISTING PORTION OF BRIDGE {Turnpike}							N/E	Specific project from HB 391, Turnpike Capital Program. Supplemental to developer improvements.
			C	2013	.000	.050	.000	.050		Turnpike Program		
Regionally Significant			Totals		.000	.050	.000	.050				
7305												

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Name	State#	Rte/Street:	Overall Project		Location/Scope of Work						CAA	Comments	
			Cost \$(M)								Code		
Regionally Significant			Adv Const	Fiscal							Funding Category		
			Grouped / Parent	Phase	Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$			
SEACOAST			.407			SEACOAST COMMUTER OPTIONS - PROGRAM EXPANSION / ACCELERATED IMPLEMENTATION (CMAQ Program) [06-25CM]						E-32	Partially funded by TURNPIKES HARD MATCH
14818				C	2013	.102	.000	.026	.128		Congestion Mitigation and Air Quality Program		
					2014	.111	.000	.028	.138				
					Totals	.213	.000	.053	.266				
6227													
SEACOAST		VARIOUS	6.592			THROUGH CAPITAL EQUIPMENT PURCHASES AND OPERATING SUPPORT THE PROJECT WILL INCREASE PEAK-HOUR TRANSIT SERVICES [10-12CM]						N/E	Partially funded by TURNPIKE FUNDS (SEE APPLICATION FOR DETAILS)
20244				C	2013	.883	.000	.221	1.104		Congestion Mitigation and Air Quality Program		
					2014	.911	.000	.228	1.139				
					Totals	1.794	.000	.449	2.243				
7885													
SOMERSWORTH		HIGH, MARKET, & MAIN STREETS	.474			PEDESTRIAN / BICYCLE IMPROVEMENT [09-48TE]						E-33	Partially funded by SOMERSWORTH Specific project from Statewide program, Local Administration.
16049				C	2013	.311	.000	.078	.388		STP-Enhancement		
					Totals	.311	.000	.078	.388				
7655													
SOMERSWORTH, NH - NH 9			2.320			BRIDGE REHABILITATION OVER SALMON FALLS RIVER - 101/114 [Demo Id NH082]						E-19	Local Administration.
BERWICK, ME				P	2013	.060	.000	.000	.060		High Priority Projects (SAFETEA-LU-EXT 2010)		
12228					2013	.070	.000	.000	.070				
					2013	.000	.000	.060	.060		Non Participating		
					2013	.000	.000	.070	.070				
				R	2013	.010	.000	.000	.010		High Priority Projects (SAFETEA-LU-EXT 2010)		
					2013	.000	.000	.010	.010		Non Participating		
				C	2013	.528	.132	.000	.660		Bridge On/Off System		
					2013	.340	.000	.000	.340		High Priority Projects (SAFETEA-LU-EXT 2010)		
					2013	.000	.000	1.000	1.000		Non Participating		
					Totals	1.008	.132	1.140	2.280				
417													

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
SPRINGFIELD 20509	GEORGES MILLS ROAD	.870		REHAB OR REPLACE TWIN 5' DIA. CULVERTS CARRYING STARK LAKE OUTLET AT INTERSECTION OF FISHER CORNER RD - 091/048 {Red List}						ATT	
			<b>P</b>	<b>2013</b>	.040	.000	.000	<b>.040</b>	.008	STP-Flexible	
				<b>2014</b>	.037	.009	.000	<b>.046</b>			
				<b>2015</b>	.038	.010	.000	<b>.048</b>			
				<b>2016</b>	.004	.001	.000	<b>.005</b>			
			<b>R</b>	<b>2013</b>	.005	.000	.000	<b>.005</b>	.001		
				<b>2014</b>	.004	.001	.000	<b>.005</b>			
				<b>2015</b>	.004	.001	.000	<b>.005</b>			
			<b>C</b>	<b>2016</b>	.572	.143	.000	<b>.714</b>			
7987				<b>Totals</b>	.705	.165	.000	<b>.870</b>	.009		
STARK 20224	NORTHSIDE ROAD	1.215		BRIDGE REHABILITATION OVER UPPER AMMONOOSUC RIVER - 115/091 {Red List} - STARK COVERED BRIDGE. NHCBP(NH COVERED BRIDGE PRESERVATION) [SAB*4216] {State Aid Bridge Program}						ATT	Specific project from Statewide program, Local Administration.
			<b>C</b>	<b>2013</b>	.832	.000	.000	<b>.832</b>		National Historic Covered Bridge Preservation (NHCBP)	
				<b>2013</b>	.000	.166	.042	<b>.208</b>		State Aid Bridge	
7908				<b>Totals</b>	.832	.166	.042	<b>1.040</b>			
STATEWIDE	TRANSIT	(Annual)		ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM						E-21	Partially funded by LOCAL AGENCIES Replaces deficient vehicles serving elderly and disabled people. Uses local match. Cost decrease reflects anticipated federal revenue.
				<b>2013</b>	.745	.000	.186	<b>.931</b>		FTA 5310 Capital Program	
				<b>2014</b>	.745	.000	.186	<b>.931</b>			
				<b>2015</b>	.745	.000	.186	<b>.931</b>			
				<b>2016</b>	.745	.000	.186	<b>.931</b>			
3505	<b>Grouped</b>			<b>Totals</b>	2.979	.000	.745	<b>3.724</b>			
STATEWIDE	TRANSIT	(Annual)		RURAL PUBLIC TRANSIT						E-21	Partially funded by RURAL TRANSIT SYSTEMS Continues transit service in communities outside urbanized areas. Uses local match.
				<b>2013</b>	4.200	.000	2.800	<b>7.000</b>		FTA 5311 Capital & Operating Program	
				<b>2014</b>	4.200	.000	2.800	<b>7.000</b>			
				<b>2015</b>	4.200	.000	2.800	<b>7.000</b>			
				<b>2016</b>	4.200	.000	2.800	<b>7.000</b>			
3506	<b>Grouped</b>			<b>Totals</b>	16.800	.000	11.200	<b>28.000</b>			

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category
STATEWIDE		TRANSIT	(Annual)	JOB ACCESS & REVERSE COMMUTE							E-21 Partially funded by LOCAL Supports transportation services providing access to employment.
					2013	.350	.000	.350	.700		FTA 5316 JARC
					2014	.350	.000	.350	.700		
					2015	.350	.000	.350	.700		
					2016	.350	.000	.350	.700		
6290		<u>Grouped</u>			<b>Totals</b>	1.400	.000	1.400	<b>2.800</b>		
STATEWIDE		TRANSIT	(Annual)	NEW FREEDOMS INITIATIVE							E-21 Partially funded by LOCAL Supports transportation services for persons with disabilities.
					2013	.340	.000	.340	.680		FTA 5317 New Freedom Program
					2014	.340	.000	.340	.680		
					2015	.340	.000	.340	.680		
					2016	.340	.000	.340	.680		
6291		<u>Grouped</u>			<b>Totals</b>	1.360	.000	1.360	<b>2.720</b>		
STATEWIDE		TRANSIT	6.167	ELDERLY AND DISABLED (POINT OF SERVICE) [STP Transfer to 5310]							E-21 Supports Point of Service Transportation activities through the region coordinating committees. (reflects 1/3 reduction per year from 2011 level)
				C	2013	.426	.107	.000	.533		STP-Flexible
					2014	.440	.110	.000	.550		
					2015	.454	.114	.000	.568		
					2016	.469	.117	.000	.586		
8334					<b>Totals</b>	1.789	.447	.000	<b>2.237</b>		
STATEWIDE		VARIOUS	2.331	SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA							E-19
14744				C	2013	.200	.000	.000	.200	.040	Bridge On/Off System
6289					<b>Totals</b>	.200	.000	.000	<b>.200</b>	.040	

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments
		Cost \$(M)									Code	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
STATEWIDE 14899	MISCELLANEOUS	2.615		MAINTENANCE AND UPGRADES FOR REST AREAS (Annually)								E-15
			P	2013	.015	.000	.000	.015	.003	STP-Flexible		
				2014	.012	.003	.000	.015				
				2015	.012	.003	.000	.015				
				2016	.012	.003	.000	.015				
			C	2013	.135	.000	.000	.135	.027			
				2014	.108	.027	.000	.135				
				2015	.108	.027	.000	.135				
				2016	.108	.027	.000	.135				
6127				<b>Totals</b>	.510	.090	.000	.600	.030			
STATEWIDE 16346	VARIOUS	.102		MITIGATION SITE INVESTIGATIONS AND REPORTING, NOISE-SOUNDWALL REPORTING, INVASIVE SPECIES INVESTIGATIONS								E-0
			R	2013	.050	.000	.000	.050		STP-Flexible		
				2014	.052	.000	.000	.052	.010			
7961				<b>Totals</b>	.102	.000	.000	.102	.010			
STATEWIDE 20226	VARIOUS	.330		EVALUATE & OPTIMIZE TIMING AT 65 SIGNALIZE INTERSECTION TO IMPROVE TRAFFIC FLOW AND REDUCE DELAYS [10-14 CM]								
			C	2013	.110	.000	.000	.110	.022	Congestion Mitigation and Air Quality Program		
7882				<b>Totals</b>	.110	.000	.000	.110	.022			
STATEWIDE 22912	VARIOUS	.500		TITLE RESEARCH ON NHDOT SURPLUS PROPERTIES IN ACCORDANCE WITH NH TITLE STANDARDS								E-0
			R	2013	.450	.000	.000	.450	.090	STP-Flexible		
8417				<b>Totals</b>	.450	.000	.000	.450	.090			

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE CRDR	VARIOUS	(Annual)	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)				E-19	Culvert replacement program \$1 million annually for preservation needs.			
			<b>P</b>	<b>2013</b>	.100	.000	.000	<b>.100</b>	.020	STP-Flexible	
				<b>2014</b>	.080	.020	.000	<b>.100</b>			
				<b>2015</b>	.080	.020	.000	<b>.100</b>			
				<b>2016</b>	.080	.020	.000	<b>.100</b>			
			<b>R</b>	<b>2013</b>	.030	.000	.000	<b>.030</b>	.006		
				<b>2014</b>	.024	.006	.000	<b>.030</b>			
				<b>2015</b>	.024	.006	.000	<b>.030</b>			
				<b>2016</b>	.024	.006	.000	<b>.030</b>			
			<b>C</b>	<b>2013</b>	.870	.000	.000	<b>.870</b>	.174		
				<b>2014</b>	.696	.174	.000	<b>.870</b>			
				<b>2015</b>	.696	.174	.000	<b>.870</b>			
				<b>2016</b>	.696	.174	.000	<b>.870</b>			
4157	<b>Grouped</b>		<b>Totals</b>		3.400	.600	.000	<b>4.000</b>	.200		
STATEWIDE FBRPI	PRESERVATION	(Annual)	BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program)				E-19	Bridge preservation program \$8 million annually for preservation needs.			
			<b>P</b>	<b>2013</b>	.100	.000	.000	<b>.100</b>	.020	Bridge On/Off System	
				<b>2014</b>	.080	.020	.000	<b>.100</b>			
				<b>2015</b>	.080	.020	.000	<b>.100</b>			
				<b>2016</b>	.080	.020	.000	<b>.100</b>			
			<b>R</b>	<b>2013</b>	.020	.000	.000	<b>.020</b>	.004		
				<b>2014</b>	.016	.004	.000	<b>.020</b>			
				<b>2015</b>	.016	.004	.000	<b>.020</b>			
				<b>2016</b>	.016	.004	.000	<b>.020</b>			
			<b>C</b>	<b>2013</b>	7.880	.000	.000	<b>7.880</b>	1.576		
				<b>2014</b>	6.304	1.576	.000	<b>7.880</b>			
				<b>2015</b>	6.304	1.576	.000	<b>7.880</b>			
				<b>2016</b>	6.304	1.576	.000	<b>7.880</b>			
6601	<b>Grouped</b>		<b>Totals</b>		27.200	4.800	.000	<b>32.000</b>	1.600		

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE FOHWY	LOW VOLUME CORRIDORS	(Annual)	TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project)						ATT	Federal specified funding for Forest Highways.	
			<b>P</b>	<b>2013</b>	.080	.000	.000	<b>.080</b>		Forest Highways	
				<b>2014</b>	.080	.000	.000	<b>.080</b>			
				<b>2015</b>	.050	.000	.000	<b>.050</b>			
				<b>2016</b>	.050	.000	.000	<b>.050</b>			
			<b>R</b>	<b>2013</b>	.020	.000	.000	<b>.020</b>			
				<b>2014</b>	.020	.000	.000	<b>.020</b>			
				<b>2015</b>	.005	.000	.000	<b>.005</b>			
				<b>2016</b>	.005	.000	.000	<b>.005</b>			
			<b>C</b>	<b>2016</b>	.675	.000	.000	<b>.675</b>			
			<b>Totals</b>		.985	.000	.000	<b>.985</b>			
444	<u>Grouped</u>										
STATEWIDE GRR	PRESERVATION	(Annual)	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)						E-9	Guardrail Replacement program, \$2 million annually for preservation needs.	
			<b>P</b>	<b>2013</b>	.150	.000	.000	<b>.150</b>	.030	STP-Hazard Elimination	
				<b>2014</b>	.120	.030	.000	<b>.150</b>			
				<b>2015</b>	.120	.030	.000	<b>.150</b>			
				<b>2016</b>	.120	.030	.000	<b>.150</b>			
			<b>R</b>	<b>2013</b>	.005	.000	.000	<b>.005</b>	.001		
				<b>2014</b>	.004	.001	.000	<b>.005</b>			
				<b>2015</b>	.004	.001	.000	<b>.005</b>			
				<b>2016</b>	.004	.001	.000	<b>.005</b>			
			<b>C</b>	<b>2013</b>	1.504	.376	.000	<b>1.880</b>			
				<b>2014</b>	1.504	.376	.000	<b>1.880</b>			
				<b>2015</b>	1.504	.376	.000	<b>1.880</b>			
				<b>2016</b>	1.504	.376	.000	<b>1.880</b>			
			<b>Totals</b>		6.543	1.597	.000	<b>8.140</b>	.031		
785	<u>Grouped</u>										

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work							CAA Code	Comments
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
STATEWIDE HSIP	PRESERVATION	(Annual)	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) [PARENT]							E-6	Federal specified funding for safety projects in accordance with the Highway Safety Improvement Program. 50% Discretionary transfer assumed.	
			<b>P</b>	<b>2013</b>	.575	.000	.000	<b>.575</b>	.058	Highway Safety Improvement Program (HSIP)		
				<b>2014</b>	.540	.060	.000	<b>.600</b>				
				<b>2015</b>	.540	.060	.000	<b>.600</b>				
				<b>2016</b>	.540	.060	.000	<b>.600</b>				
			<b>R</b>	<b>2013</b>	.045	.000	.000	<b>.045</b>	.005			
				<b>2014</b>	.045	.005	.000	<b>.050</b>				
				<b>2015</b>	.045	.005	.000	<b>.050</b>				
				<b>2016</b>	.045	.005	.000	<b>.050</b>				
			<b>C</b>	<b>2013</b>	5.000	.000	.000	<b>5.000</b>	.500			
				<b>2014</b>	2.669	.297	.000	<b>2.965</b>				
				<b>2015</b>	2.250	.250	.000	<b>2.500</b>				
				<b>2016</b>	2.250	.250	.000	<b>2.500</b>				
6767	<b>Grouped</b>		<b>Totals</b>		14.544	.992	.000	<b>15.535</b>	.562			
STATEWIDE IMPPP	PAVEMENT	(Annual)	INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program)							E-10	Interstate paving program, average of \$6 million annually for preservation needs.	
			<b>P</b>	<b>2013</b>	.200	.000	.000	<b>.200</b>	.020	Interstate Maintenance		
				<b>2014</b>	.090	.010	.000	<b>.100</b>				
				<b>2015</b>	.090	.010	.000	<b>.100</b>				
				<b>2016</b>	.090	.010	.000	<b>.100</b>				
			<b>C</b>	<b>2013</b>	8.000	.000	.000	<b>8.000</b>	.800			
				<b>2014</b>	.571	.063	.000	<b>.634</b>				
				<b>2015</b>	5.328	.592	.000	<b>5.920</b>				
				<b>2016</b>	5.328	.592	.000	<b>5.920</b>				
3927	<b>Grouped</b>		<b>Totals</b>		19.697	1.277	.000	<b>20.974</b>	.820			

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE MOBRR	MUNICIPAL	(Annual)	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project)				E-19	Partially funded by MUNICIPAL Special Municipal Projects Occupy the Vacant FYs & Below Normal FY Funding.			
			P	2013	.256	.000	.064	.320		Bridge Off System	
				2014	.256	.000	.064	.320			
				2015	.256	.000	.064	.320			
				2016	.256	.000	.064	.320			
			R	2013	.128	.000	.032	.160			
				2014	.128	.000	.032	.160			
			C	2013	3.016	.000	.754	3.770			
				2014	3.016	.000	.754	3.770			
				2015	3.016	.000	.754	3.770			
				2016	3.016	.000	.754	3.770			
221	<u>Grouped</u>		Totals		13.344	.000	3.336	16.680			
STATEWIDE PRRCS	PAVEMENT	(Annual)	PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program)				E-10	Federal Resurfacing program. \$16 million annually for preservation needs.			
			P	2013	1.025	.000	.000	1.025	.205	STP-Flexible	
				2014	.400	.100	.000	.500			
				2015	.300	.075	.000	.375			
				2016	.300	.075	.000	.375			
			R	2013	.240	.000	.000	.240	.048		
				2014	.080	.020	.000	.100			
				2015	.020	.005	.000	.025			
				2016	.020	.005	.000	.025			
			C	2013	15.775	.000	.000	15.775	3.155		
				2014	10.625	2.656	.000	13.282			
				2015	12.620	3.155	.000	15.775			
				2016	12.620	3.155	.000	15.775			
452	<u>Grouped</u>		Totals		54.025	9.246	.000	63.272	3.408		
STATEWIDE PVMRK	TRAFFIC	(Annual)	PAVEMENT MARKING (Annual Project)				E-11	Annual pavement striping program funding.			
			C	2013	3.100	.000	.000	3.100		STP-Flexible	
				2014	3.100	.000	.000	3.100			
				2015	3.100	.000	.000	3.100			
				2016	3.100	.000	.000	3.100			
1146	<u>Grouped</u>		Totals		12.400	.000	.000	12.400			

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE RCTRL	LOW VOLUME CORRIDORS	(Annual)	RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY							E-33	Specified Funding for Recreational Trail Program Administered by DRED.
			<b>P</b>	<b>2013</b>	.091	.000	.000	<b>.091</b>	.018	Recreational Trails	
				<b>2014</b>	.073	.018	.000	<b>.091</b>			
				<b>2015</b>	.073	.018	.000	<b>.091</b>			
				<b>2016</b>	.073	.018	.000	<b>.091</b>			
			<b>R</b>	<b>2013</b>	.025	.000	.000	<b>.025</b>	.005		
				<b>2014</b>	.020	.005	.000	<b>.025</b>			
				<b>2015</b>	.020	.005	.000	<b>.025</b>			
				<b>2016</b>	.020	.005	.000	<b>.025</b>			
			<b>C</b>	<b>2013</b>	1.125	.000	.000	<b>1.125</b>	.225		
				<b>2014</b>	.900	.225	.000	<b>1.125</b>			
				<b>2015</b>	.900	.225	.000	<b>1.125</b>			
				<b>2016</b>	.900	.225	.000	<b>1.125</b>			
2570	<b>Grouped</b>		<b>Totals</b>		4.219	.745	.000	<b>4.964</b>	.248		
STATEWIDE RRRCS	RAIL	(Annual)	RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)							E-1	Force Account with Railroad to improve safety of railroad crossings.
			<b>P</b>	<b>2013</b>	.040	.000	.000	<b>.040</b>	.004	Rail-Hwy: Haz Elim-Protective Devices	
				<b>2014</b>	.036	.004	.000	<b>.040</b>			
				<b>2015</b>	.036	.004	.000	<b>.040</b>			
				<b>2016</b>	.036	.004	.000	<b>.040</b>			
			<b>R</b>	<b>2013</b>	.020	.000	.000	<b>.020</b>	.002		
				<b>2014</b>	.018	.002	.000	<b>.020</b>			
				<b>2015</b>	.018	.002	.000	<b>.020</b>			
				<b>2016</b>	.018	.002	.000	<b>.020</b>			
			<b>C</b>	<b>2013</b>	.500	.000	.000	<b>.500</b>	.050		
				<b>2013</b>	.500	.000	.000	<b>.500</b>	.050		
				<b>2014</b>	.450	.050	.000	<b>.500</b>			
				<b>2014</b>	.450	.050	.000	<b>.500</b>			
				<b>2015</b>	.450	.050	.000	<b>.500</b>			
				<b>2015</b>	.450	.050	.000	<b>.500</b>			
				<b>2016</b>	.450	.050	.000	<b>.500</b>			
				<b>2016</b>	.450	.050	.000	<b>.500</b>			
1147	<b>Grouped</b>		<b>Totals</b>		3.922	.318	.000	<b>4.240</b>	.106		

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE SBCM	LOW VOLUME CORRIDORS	(Annual)	SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project)				E-34	Federal specified funding for Highways designated as scenic byways.			
			P	2013	.120	.030	.000	.150		National Scenic Byways Program	
				2014	.120	.030	.000	.150			
				2015	.120	.030	.000	.150			
				2016	.120	.030	.000	.150			
			R	2013	.080	.020	.000	.100			
				2014	.080	.020	.000	.100			
				2015	.080	.020	.000	.100			
				2016	.080	.020	.000	.100			
			C	2013	.200	.050	.000	.250			
				2014	.200	.050	.000	.250			
				2015	.200	.050	.000	.250			
				2016	.200	.050	.000	.250			
1155	<u>Grouped</u>		<b>Totals</b>		1.600	.400	.000	2.000			
STATEWIDE SRTS	VARIOUS	(Annual)	SAFE ROUTES TO SCHOOL PROGRAM [Parent] [SRTS] {Safe Routes To School Program}				E-33	Federal program under SAFETEA-LU.			
			P	2013	.220	.000	.000	.220		Safe Routes to School	
				2014	.045	.000	.000	.045			
				2014	.175	.000	.000	.175			
				2015	.045	.000	.000	.045			
				2015	.175	.000	.000	.175			
				2016	.045	.000	.000	.045			
				2016	.175	.000	.000	.175			
			R	2013	.050	.000	.000	.050			
				2014	.050	.000	.000	.050			
				2015	.050	.000	.000	.050			
				2016	.050	.000	.000	.050			
			C	2013	.900	.000	.000	.900			
				2014	.075	.000	.000	.075			
				2014	.825	.000	.000	.825			
				2015	.075	.000	.000	.075			
				2015	.825	.000	.000	.825			
				2016	.075	.000	.000	.075			
				2016	.825	.000	.000	.825			
6002	<u>Grouped</u>		<b>Totals</b>		4.680	.000	.000	4.680			

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments					
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
STATEWIDE SSRR	PAVEMENT	(Annual)	SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [Parent]				E-10	Secondary road rehabilitation program, \$3 million annually for preservation needs.			
			P	2013	.200	.000	.000	.200	.040	STP-Flexible	
				2015	.080	.020	.000	.100			
				2016	.080	.020	.000	.100			
			R	2013	.050	.000	.000	.050	.010		
				2014	.014	.004	.000	.018			
				2015	.004	.001	.000	.005			
				2016	.004	.001	.000	.005			
			C	2013	2.895	.000	.000	2.895	.579		
				2016	2.316	.579	.000	2.895			
4148	<b>Grouped</b>		Totals		5.643	.625	.000	6.268	.629		
STATEWIDE TRAIN	ADMINISTRATION	(Annual)	ANNUAL TRAINING PROGRAM (Annual Project)				E-35	Program Funding for Departmental Training.			
			P	2013	.200	.000	.000	.200	.040	STP-Flexible	
				2014	.110	.028	.000	.138			
				2015	.110	.028	.000	.138			
				2016	.110	.028	.000	.138			
451	<b>Grouped</b>		Totals		.531	.083	.000	.614	.040		
STATEWIDE TSMO	TRAFFIC	(Annual)	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511)				N/E	Programmatic operational funding support for TMC.			
			P	2013	.250	.000	.000	.250	.050	STP-Flexible	
				2014	.133	.033	.000	.166			
				2015	.133	.033	.000	.166			
				2016	.133	.033	.000	.166			
4227	<b>Grouped</b>		Totals		.648	.100	.000	.748	.050		
STATEWIDE UBI	ENG & ROW	(Annual)	UNDERWATER BRIDGE INSPECTION (Annual Project)				E-38	Consultant services for underwater bridge inspections.			
			P	2013	.010	.000	.000	.010	.002	Bridge On/Off System	
				2014	.008	.002	.000	.010			
				2015	.040	.010	.000	.050			
				2016	.040	.010	.000	.050			
186	<b>Grouped</b>		Totals		.098	.022	.000	.120	.002		

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
STATEWIDE USSS		TRAFFIC	(Annual)	UPDATE SIGNING ON STATE SYSTEM (Annual Project)						E-44	Signing Replacement / Upgrade Program. \$0.5M annually for preservation needs.	
			P	2013	.010	.000	.000	.010	.002	STP-Flexible		
				2014	.008	.002	.000	.010				
				2015	.008	.002	.000	.010				
				2016	.008	.002	.000	.010				
			C	2013	.500	.000	.000	.500	.100			
				2014	.400	.100	.000	.500				
				2015	.400	.100	.000	.500				
				2016	.400	.100	.000	.500				
2735		<b>Grouped</b>		<b>Totals</b>	1.734	.306	.000	2.040	.102			
STATEWIDE (CCTV) 16229			.044	CONTRACTED SERVICES TO INCLUDE SCHEDULED & UNSCHEDULED MAINTENANCE, TECHNICAL SUPPORT, ORIGINAL MANUFACTURER REPLACEMENT PARTS AND SOFTWARE SUPPORT						E-0	Specific project from Statewide program	
			C	2013	.044	.000	.000	.044	.009	STP-Flexible		
7803				<b>Totals</b>	.044	.000	.000	.044	.009			
STATEWIDE (DMS) 16230			.011	CONTRACTED SERVICES TO INCLUDE SCHEDULED & UNSCHEDULED MAINTENANCE, TECHNICAL SUPPORT, ORIGINAL MANUFACTURER REPLACEMENT PARTS AND SOFTWARE SUPPORT						E-0	Specific project from Statewide program	
			C	2013	.011	.000	.000	.011	.002	STP-Flexible		
7804				<b>Totals</b>	.011	.000	.000	.011	.002			
STATEWIDE CONSULTANT 16055		VARIOUS	.400	INSPECTION OF SIGN STRUCTURES ON STATE MAINTAINED HIGHWAYS						E-13	Sign frame structures require in depth inspection every 5 years to assure structural capacity for safety purposes.	
				2010 Adv Const	P	2013	.050	.000	.000	.050	.010	STP-Flexible
				2010 Adv Const		2014	.040	.010	.000	.050		
2681				<b>Totals</b>		.090	.010	.000	.100	.010		
STATEWIDE CULTURAL 16347		VARIOUS	.073	CULTURAL RESOURCES, POST-CONSTRUCTION COMMITMENTS FOR FHWA ELIGIBLE PROJECTS								
			R	2013	.073	.000	.000	.073	.015	STP-Flexible		
7962				<b>Totals</b>	.073	.000	.000	.073	.015			
STATEWIDE CULTURAL 16347B		VARIOUS	.190	ARCHAEOLOGICAL SURVEY OF SURPLUS LANDS, MONITORING COVENANTS, HISTORICAL SURVEYS OF RAILROAD CORRIDORS, AND HISTORIC BRIDGE RELOCATION						E-0		
			R	2013	.093	.023	.000	.117		STP-Flexible		
7964				<b>Totals</b>	.093	.023	.000	.117				

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments	
		Cost \$(M)									Code		
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
STATEWIDE HAZMAT 16344	VARIOUS		.146		CONTAMINATION ISSUES ON POST-CONSTRUCTION ELIGIBLE PROJECTS								
				<b>R</b>	<b>2013</b>	.030	.000	.000	<b>.030</b>	.006	STP-Flexible		
					<b>2014</b>	.031	.000	.000	<b>.031</b>	.006			
					<b>2015</b>	.025	.006	.000	<b>.032</b>				
7957				<b>Totals</b>		.086	.006	.000	<b>.092</b>	.012			
STATEWIDE M & R ACTIVITIES MRSRV	ENG & ROW	(Annual)		EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project)							E-34	Means of Servicing Sophisticated Electronic Lab & Materials Equipment used on Federal Aid Highway & Bridge Projects	
				<b>P</b>	<b>2013</b>	.045	.000	.000	<b>.045</b>	.009	STP-Areas Less Than 200K		
					<b>2014</b>	.036	.009	.000	<b>.045</b>				
					<b>2015</b>	.036	.009	.000	<b>.045</b>				
					<b>2016</b>	.036	.009	.000	<b>.045</b>				
				<b>C</b>	<b>2013</b>	.050	.000	.000	<b>.050</b>	.010			
					<b>2014</b>	.040	.010	.000	<b>.050</b>				
					<b>2015</b>	.040	.010	.000	<b>.050</b>				
					<b>2016</b>	.040	.010	.000	<b>.050</b>				
3801				<b>Totals</b>		.323	.057	.000	<b>.380</b>	.019			
				<b>Grouped</b>									
STATEWIDE SPECIAL 10909B	ENG & ROW		1.104	GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT [Occurs Annually]							E-34	For Funding Shared (MA & NH) USGS Geodectic Survey Advisor Position & Coordination	
				<b>P</b>	<b>2013</b>	.051	.000	.000	<b>.051</b>	.010	STP-Flexible		
					<b>2014</b>	.043	.011	.000	<b>.054</b>				
					<b>2015</b>	.045	.011	.000	<b>.057</b>				
					<b>2016</b>	.048	.012	.000	<b>.060</b>				
1684				<b>Totals</b>		.188	.034	.000	<b>.222</b>	.010			
STATEWIDE SPECIAL DBE	ADMINISTRATION	(Annual)		IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Program)							E-34	Federal specified funding for disadvantaged business enterprises.	
				<b>P</b>	<b>2013</b>	.090	.000	.000	<b>.090</b>		STP-DBE		
					<b>2014</b>	.090	.000	.000	<b>.090</b>				
					<b>2015</b>	.090	.000	.000	<b>.090</b>				
					<b>2016</b>	.090	.000	.000	<b>.090</b>				
45				<b>Totals</b>		.360	.000	.000	<b>.360</b>				
				<b>Grouped</b>									

Phase: P - Preliminary Engineering R - Right of Way C - Construction

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments
		Cost \$(M)		Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
<b>Regionally Significant</b>												
STATEWIDE SPECIAL LTAP	MUNICIPAL	(Annual)	TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP*10344) (Annual Project)								E-35	Federal specified funding for providing technical assistance on transportation issues to municipalities.
				<b>P</b>	<b>2013</b>	.015	.015	.000	<b>.030</b>			Transportation Assistance
					<b>2014</b>	.015	.015	.000	<b>.030</b>			
					<b>2015</b>	.015	.015	.000	<b>.030</b>			
					<b>2016</b>	.015	.015	.000	<b>.030</b>			
58	<b>Grouped</b>				<b>Totals</b>	.060	.060	.000	<b>.120</b>			
STATEWIDE-TRAC 13668	ADMINISTRATION	(Annual)	IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS (Annual Program)								E-34	Program Funding for 'Education Outreach' Working with Local High Schools.
				<b>P</b>	<b>2013</b>	.022	.000	.000	<b>.022</b>	.004		STP-Flexible
					<b>2014</b>	.018	.004	.000	<b>.022</b>			
					<b>2015</b>	.018	.004	.000	<b>.022</b>			
					<b>2016</b>	.018	.004	.000	<b>.022</b>			
3512	<b>Grouped</b>				<b>Totals</b>	.075	.013	.000	<b>.088</b>	.004		
STEWARTSTOWN 16312	NH 145	1.978	REPLACE BRIDGE OVER BISHOP BROOK - 121/114 (Red List)								ATT	2011 Bridge Priority #11
				<b>C</b>	<b>2016</b>	1.583	.396	.000	<b>1.978</b>			Bridge On/Off System
6782					<b>Totals</b>	1.583	.396	.000	<b>1.978</b>			
STEWARTSTOWN, NH - CANAAN, VT 15838	BRIDGE STREET	6.582	BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 054/163 {Red List}								ATT	2011 Bridge Priority #7
				<b>P</b>	<b>2013</b>	.064	.000	.000	<b>.064</b>	.013		Bridge Off System
					<b>2013</b>	.000	.000	.023	<b>.023</b>			Non Participating
					<b>2014</b>	.015	.004	.000	<b>.019</b>			Bridge Off System
					<b>2014</b>	.000	.000	.007	<b>.007</b>			Non Participating
				<b>R</b>	<b>2013</b>	.017	.000	.000	<b>.017</b>	.003		Bridge Off System
					<b>2014</b>	.008	.002	.000	<b>.010</b>			
				<b>C</b>	<b>2015</b>	3.067	.767	.000	<b>3.834</b>			
					<b>2015</b>	.000	.000	1.356	<b>1.356</b>			Non Participating
					<b>2016</b>	.634	.158	.000	<b>.792</b>			Bridge Off System
					<b>2016</b>	.000	.000	.280	<b>.280</b>			Non Participating
7416					<b>Totals</b>	3.805	.931	1.665	<b>6.401</b>	.016		

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments
		Cost \$(M)									Code	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
SUMMER YOUTH LANDSCAPE PROGRAM SMRLN	ADMINISTRATION	(Annual)		ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project]							E-42	Program Funding for Summer Landscaping Youth Program.
1766	<i>Grouped</i>		C	2013	.057	.000	.000	.057	.011	STP-Flexible		
				2014	.046	.011	.000	.057				
				2015	.046	.011	.000	.057				
				2016	.046	.011	.000	.057				
				<b>Totals</b>	.194	.034	.000	.228	.011			
SWANZEY 23737	SAWYERS CROSSING	.355		BRIDGE REHABILITATION OVER ASHUELOT RIVER - SCOUR PROTECTION FOR ABUTMENTS AND PIER - 136/143 [NATIONAL HISTORIC COVERED BRIDGE PRESERVATION PROGRAM]								Partially funded by SWANZEY
8506			P	2013	.044	.000	.011	.055		National Historic Covered Bridge Preservation (NHCBP)		
			C	2013	.240	.000	.060	.300				
				<b>Totals</b>	.284	.000	.071	.355				
TAMWORTH 16239	NH 113	4.689		BRIDGE REPLACEMENT OVER BEARCAMP RIVER - 150/106 {Red List}							ATT	2011 Bridge Priority #96
7813			P	2013	.099	.000	.000	.099	.020	Bridge On/Off System		
				<b>Totals</b>	.099	.000	.000	.099	.020			
TILTON - NORTHFIELD 14839		.538		PHASE 2: RAIL WITH TRAIL IMPROVEMENTS INCLUDING A STEEL ARCH BRIDGE OVER THE WINNIPESAUKEE RIVER (TE Program) [06-55TE & 09-37TE]							ATT	Partially funded by NORTHFIELD Specific project from Statewide program. Local Administration.
6249			R	2013	.049	.000	.012	.061		STP-Enhancement		
			C	2013	.288	.000	.072	.360				
				<b>Totals</b>	.337	.000	.084	.421				
WALPOLE - CHARLESTOWN 14747	NH 12	18.037		RECONSTRUCTION FROM MAIN STREET IN WALPOLE TO NH 12A IN CHARLESTOWN, REMOVE CONCRETE BASE, ADD SHOULDERS AND IMPROVE DRAINAGE							ATT	ULSRPC Regional Priority #1
1891			P	2013	.660	.000	.000	.660	.132	STP-Non Urban Areas Under 5K		
				2014	.220	.000	.000	.220	.044			
			R	2013	.495	.000	.000	.495	.099			
				2014	.114	.000	.000	.114	.022			
			C	2015	3.408	.852	.000	4.260				
				2016	3.517	.879	.000	4.396				
				<b>Totals</b>	8.414	1.731	.000	10.145	.297			

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Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category		
WALPOLE, NH - ROCKINGHAM, VT 12905	BRIDGE STREET	3.815		VILAS BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052 {Red List}							ATT	2011 Bridge Priority #8
		<i>2008 Adv Const</i>	P	2013	.056	.000	.000	.056	.011	Bridge On/Off System		
		<i>2008 Adv Const</i>		2013	.000	.000	.004	.004		Non Participating		
		<i>2008 Adv Const</i>		2014	.102	.000	.000	.102	.020	Bridge On/Off System		
		<i>2008 Adv Const</i>		2014	.000	.000	.008	.008		Non Participating		
			R	2013	.009	.000	.000	.009	.002	Bridge On/Off System		
			C	2015	2.615	.654	.000	3.268				
				2015	.000	.000	.246	.246		Non Participating		
1877				<b>Totals</b>	2.782	.654	.258	3.694	.033			
WARNER 15907	NH 127	2.855		BRIDGE REPLACEMENT OVER WARNER RIVER - 254/180 {Red List}							ATT	2011 Bridge Priority #76
			P	2013	.077	.000	.000	.077	.015	Bridge On/Off System		
			R	2013	.008	.000	.000	.008	.002			
7497				<b>Totals</b>	.085	.000	.000	.085	.017			
WARNER 15932	I-89	9.066		ROAD AND BRIDGE REHABILITATION / PRESERVATION FROM EXIT 8 (MILE MARKER 16.6) TO EXIT 9 (MILE MARKER 19.1) [4R]							ATT	Interstate 4R
			P	2014	.046	.005	.000	.052		Interstate Maintenance		
				2015	.096	.011	.000	.107				
			C	2016	7.914	.879	.000	8.793				
3258				<b>Totals</b>	8.056	.895	.000	8.951				
WILTON 16128	NH 31	.266		BRIDGE DECK REPLACEMENT OVER SOUHEGAN RIVER -129/126 (Red List)							ATT	2011 Bridge Priority #36
			P	2013	.001	.000	.000	.001	.000	Bridge On/Off System		
				2013	.055	.000	.000	.055	.011			
			R	2013	.000	.000	.000	.000	.000			
7720				<b>Totals</b>	.056	.000	.000	.056	.011			
WILTON - MILFORD - AMHERST - BEDFORD 13692	NH 101	13.636		SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY							N/E	Interim safety improvements
			R	2013	.022	.000	.000	.022	.004	National Highway (NHPP)		
				2014	.023	.000	.000	.023	.004			
				2016	.036	.000	.000	.036	.007			
			C	2014	1.703	.000	.000	1.703	.330			
				2015	1.406	.351	.000	1.757				
2739				<b>Totals</b>	3.190	.351	.000	3.541	.345			

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		Cost \$(M)			Code						
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category	
WINCHESTER 16034	MAIN STREET & WARWICK ROAD	.371		PEDESTRIAN / BICYCLE IMPROVEMENT [09-51TE]							ATT Partially funded by WINCHESTER
			P	2013	.001	.000	.000	.001		STP-Enhancement	
			R	2013	.012	.000	.003	.015			
			C	2013	.216	.000	.054	.270			
7639			<b>Totals</b>		.229	.000	.057	.286			
WINCHESTER 20819	NH 10	.946		REHABILITATION OR REPLACEMENT OF 12' CONCRETE BOX OVER FOREST LAKE OUTLET - 137/121							ATT 2011 Bridge Priority #94
			P	2013	.045	.000	.000	.045	.009	STP-Flexible	
				2014	.037	.009	.000	.046			
				2015	.038	.010	.000	.048			
				2016	.009	.002	.000	.011			
			R	2013	.005	.000	.000	.005	.001		
				2014	.004	.001	.000	.005			
				2015	.009	.002	.000	.011			
				2016	.004	.001	.000	.005			
			C	2016	.615	.154	.000	.769			
7994			<b>Totals</b>		.767	.179	.000	.946	.010		
WINCHESTER 23738	GUNN MOUNTAIN ROAD	.355		BRIDGE REHABILITATION OVER ASHUELOT RIVER- SCOUR PROTECTION FOR ABUTMENTS AND PIER - 082/087 [NATIONAL HISTORIC BRIDGE PRESERVATION PROGRAM]							Partially funded by SWANZEY
			P	2013	.044	.000	.011	.055		National Historic Covered Bridge Preservation (NHCBP)	
			C	2013	.240	.000	.060	.300			
8507			<b>Totals</b>		.284	.000	.071	.355			
WINCHESTER - SWANZEY 12906	NH 10	6.716		BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 [Designated Demo Id NH007] {Red List}							ATT 2011 Bridge Priority #13
			C	2013	.301	.000	.000	.301	.060	Bridge On/Off System	
				2013	3.588	.000	.000	3.588	.718		
				2013	1.911	.000	.000	1.911	.382	STP-Areas Less Than 200K	
1873			<b>Totals</b>		5.800	.000	.000	5.800	1.160		

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		Cost \$(M)									Code		
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed-I\$	DOT-I\$	Other-I\$	Tot-I\$	TpkC\$	Funding Category			
WOODSTOCK - LINCOLN 15755	I-93	14.729		PAVEMENT REHABILITATION FROM EXIT 32 TO NORTH 6 MILES & BRIDGE REHABILITATION - 202/100 (Lincoln) {Red List} [4R]								ATT	Specific project from 4R program combined with Lincoln 15754. 2011 Bridge Priority #51
			P	2013	.037	.000	.000	.037	.004	Interstate Maintenance			
				2013	.040	.000	.000	.040	.004				
			R	2013	.005	.000	.000	.005	.001				
			C	2014	.000	.052	.000	.052		Betterment			
				2014	5.770	.641	.000	6.411		Interstate Maintenance			
				2015	7.222	.802	.000	8.025					
			<b>Totals</b>		13.074	1.495	.000	14.569	.008				

7292

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