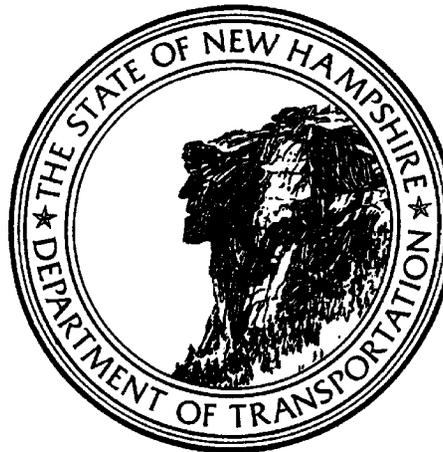


***STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM***

***(STIP)***

***2009 to 2012***



**with Amendments 1-5**

**Approved: August 13, 2010**

***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  
19 Chenell Drive  
Concord, NH 03301-7502  
603-228-0417  
603-228-2829 (fax)

Mr. George N. Campbell, Jr.  
Commissioner  
New Hampshire Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

January 23, 2009

**RE: New Hampshire's 2009-2012 Statewide Transportation Improvement Program (STIP)**

Dear Commissioner Campbell:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the FY 2009-2012 STIP, Metropolitan Transportation Improvement Programs (TIPs), and the Air Quality Conformity Report transmitted on December 23, 2008. The Region I office of the Environmental Protection Agency (EPA) by letter dated January 8, 2009 has recommended that the air quality conformity analysis prepared for the 2009-2012 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, we have determined that the metropolitan TIPs conform with the 1990 CAAA and 40 CFR Part 51.

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 2009-2012 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, MPOs, and transit operators in

accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305.

FHWA and FTA have jointly determined that the 2009-2012 STIP substantially meets requirements and is hereby approved. 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. This approval is provided pending minor technical corrections that will occur. The Federal agencies recognize and appreciate that progress is already underway to address the following corrective actions:

- The State of New Hampshire will complete their update of New Hampshire's long-range statewide transportation plan consistent with SAFETEA-LU updated requirements of Title 23, USC, the Federal Transit Act and 23 CFR 450.214. This update will be completed prior to FHWA and FTA approval of the upcoming FY 2011-2014 STIP, and/or any STIP Amendments received after FY 2010.
- New Hampshire's 3 MPOs that serve a portion of the larger Boston Urbanized Area (UZA)/Transportation Management Area (Rockingham Planning Commission, Nashua Regional Planning Commission, and Southern New Hampshire Planning Commission) will address congestion management through the development of a Congestion Management Process (CMP) consistent with the SAFETEA-LU updated requirements of 23 CFR 450.320. A CMP will be completed for the 3 MPOs prior to FHWA and FTA approval of the upcoming FY 2011-2014 STIP, and/or any STIP Amendments received after FY 2010.

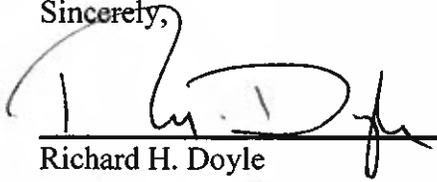
FHWA and FTA also recognize that much progress has been made to financially constrain New Hampshire's STIP. The Federal agencies commend New Hampshire's significant efforts to improve financial plan and constraint documentation to support a positive financial constraint finding for the STIP. We encourage the NHDOT and New Hampshire's MPOs to continue working together to improve the cooperative process for developing reasonably available revenue estimates that in turn help demonstrate financial constraint of the appropriate statewide and metropolitan planning products.

The Federal agencies would 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.

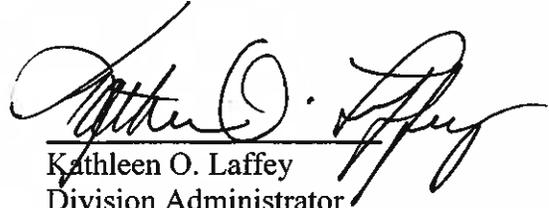
FHWA and FTA also request that all of New Hampshire's MPOs post their updated metropolitan TIPs, long-range metropolitan transportation plans and participation plans on their websites, and likewise request that the State of New Hampshire post the approved STIP and their updated public involvement procedures on the New Hampshire Department of Transportation (NHDOT) website.

A copy of this letter is being provided to the executive director of each regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 228-3057 x 111 or William Gordon, FTA at (617) 494-3514.

Sincerely,



Richard H. Doyle  
Regional Administrator  
Federal Transit Administration  
Region I



Kathleen O. Laffey  
Division Administrator  
Federal Highway Administration  
New Hampshire Division

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

*blank for printing*



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  
19 Chenell Drive  
Concord, NH 03301-8539  
603-228-0417  
603-228-2829 (fax)

Mr. George N. Campbell, Jr.  
Commissioner  
New Hampshire Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

August 13, 2010

**RE: New Hampshire's 2009-2012 Statewide Transportation Improvement Program (STIP)  
Amendment 5**

Dear Commissioner Campbell:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the FY 2009-2012 STIP Amendment 5 transmitted to the Federal agencies on August 5, 2010. With the end of the federal fiscal year approaching and the start of the public process for the 2011-2014 S/TIP Update underway, this is the last anticipated Amendment to New Hampshire's 2009-2012 STIP.

Your transmittal included documentation from New Hampshire's Metropolitan Transportation Improvement Programs (TIPs), an Air Quality Summary of Conformity Tests, and a letter from the New Hampshire Department of Environmental Services dated July 28, 2010 providing concurrence with the determination that STIP Amendment 5 conforms to the SIP as required by Title 40, CFR Part 93. FHWA and FTA also received an August 11, 2010 letter from the Region I office of the United States Environmental Protection Agency (EPA) that supports USDOT making a positive transportation improvement program conformity determination for the Boston-Manchester-Portsmouth (Southeast) New Hampshire 8-hour ozone nonattainment area, and for the Manchester carbon monoxide attainment area with maintenance plan, and Nashua carbon monoxide attainment area with maintenance plan.

Project revisions identified in STIP Amendment 5 while triggering the need for a conformity determination, do not affect the current air quality analysis. Therefore, this conformity determination relies on the previous regional emissions analysis presented with STIP Amendment 4 in accordance with section 93.122 (g) of the Transportation Conformity Rule.

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, interagency consultation, and coordination with the EPA, we have determined that the metropolitan TIPs conform to the 1990 CAAA and 40 CFR Part 51.

This positive conformity determination applies to the following areas:

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

We furthermore make the following determinations:

- Projects in the 2009-2012 STIP including Amendment 5 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, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305.

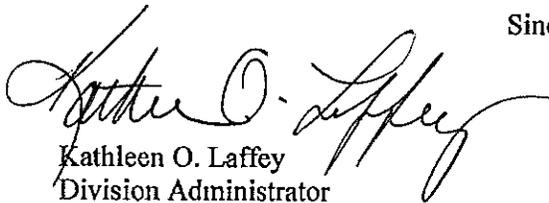
We thank you for removing federal funding resources previously included in anticipation of a second recovery program, and for your efforts and assurances that the corrective actions placed on the January 23, 2009 approval of New Hampshire's 2009-2012 STIP Update will be completed in a timely manner as follows:

- The State of New Hampshire will complete their update of New Hampshire's long-range statewide transportation plan consistent with SAFETEA-LU updated requirements of Title 23, USC, the Federal Transit Act and 23 CFR 450.214. This update will be completed prior to FHWA and FTA approval of the upcoming FY 2011-2014 STIP, and/or any STIP Amendments received after FY 2010.
- New Hampshire's 3 MPOs that serve a portion of the larger Boston Urbanized Area (UZA)/Transportation Management Area (Rockingham Planning Commission, Nashua Regional Planning Commission, and Southern New Hampshire Planning Commission) will address congestion management through the development of a Congestion Management Process (CMP) consistent with the SAFETEA-LU updated requirements of 23 CFR 450.320. A CMP will be completed for the 3 MPOs prior to FHWA and FTA approval of the upcoming FY 2011-2014 STIP, and/or any STIP Amendments received after FY 2010.

This approval action for New Hampshire's STIP Amendment 5 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.

A copy of this letter is being provided to the executive director of each regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 228-3057 x 111 or William Gordon, FTA at (617) 494-3514.

Sincerely,



Kathleen O. Laffey  
Division Administrator  
Federal Highway Administration  
New Hampshire Division



Mary Beth Mello  
Deputy Regional Administrator  
Federal Transit Administration  
Region I

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

# SELF-CERTIFICATION RESOLUTION

## State of New Hampshire

WHEREAS the USDOT Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU) legislation requires the State certify that its transportation planning process is in conformance with regulations; and,

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,

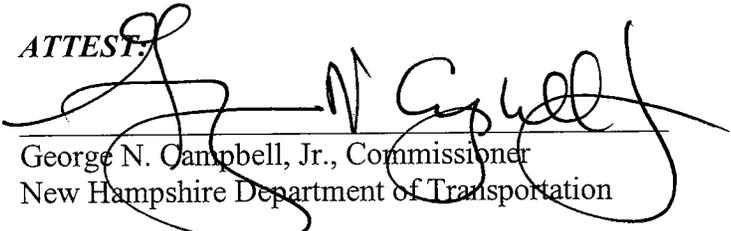
WHEREAS the Statewide Transportation Improvement Program (STIP) continues to be financially constrained as required by Section 450.216 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

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:

  
George N. Campbell, Jr., Commissioner  
New Hampshire Department of Transportation

12/22/08  
Date

*blank for printing*

# New Hampshire Statewide Transportation Improvement Program 2009 - 2012

## Table of Contents

|   |           |
|---|-----------|
| <b>Introduction .....</b>                           | <b>1</b>  |
| <b>Financial Plan.....</b>                          | <b>3</b>  |
| Federal Resources .....                             | 4         |
| American Recovery and Reinvestment Act of 2009..... | 6         |
| State Resources.....                                | 7         |
| Turnpike Toll Credits.....                          | 7         |
| Advance Construction.....                           | 9         |
| Turnpike Authority.....                             | 9         |
| Bonds.....  | 10        |
| Operations & Maintenance .....                      | 11        |
| Other Resources .....                               | 11        |
| <b>Public Involvement .....</b>                     | <b>16</b> |
| STIP Revisions.....                                 | 17        |
| <b>Project List .....</b>                           | <b>P1</b> |
| <b>Appendix A.....</b>                              | <b>A1</b> |

## Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005 by President George W. Bush. SAFETEA-LU builds upon previous legislation, outlining and expanding 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. 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, without change, into the 2009-2012 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. The data and supporting analysis for the conformity determinations from each of MPOs are available in the *Summary of Transportation Conformity Determinations for New Hampshire: 2009-2035*.

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. This Plan is fully supported by the Department and is consistent with 23 CFR §450.214 and supports the projects programmed in this STIP. The Plan also forms the basis of a more detailed strategic planning effort that the Department is currently developing, including a strategic planning methodology and a Long Range Transportation Plan. Performance measures are also being developed to measure our success against the goals and objectives of the CAC Plan.

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 (July 2008) was developed to be consistent with the framework established in the LRTP and includes a list of projects for the ten-year period from 2009-2018. The process to develop the 10-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, planning commissions, and MPOs. For the most recent update, the 10-Year Plan underwent substantial revisions at all levels to bring the list of projects inline with reasonably anticipated revenue estimates.

The 2009-2012 NH STIP has been developed through a coordination of the metropolitan and statewide planning processes 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 2009 through 2010 and the resources that are reasonably anticipated to be available for 2011 through 2012. To more accurately depict the financial status of the STIP, a rate of inflation 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 2007-2010 STIP have been approved during the development of the 2009-2012 NH STIP and MPO TIPs. Through an agreement with FHWA, the MPOs, and other Interagency Consultation Partners, those minor revisions have been incorporated into the 2009-2012 STIP. All impacts to the financial constraint of the STIP have been accounted for.

## **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, 2009 and 2010, 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:

- 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 2009-2012 are projected to be at the same levels of FY 2009;
- All projects funded in the STIP are included in the analysis of STIP financial constraint;
- State match budgeted for FY 2009-2012 will be as submitted in NHDOT's requested operating budget through FY 2011 then level funded in FY 2012;
- 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, with concurrence from FHWA, and the total cumulative balance of AC will remain below 1½ times the states annual apportionment.
- 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.

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 2009-2018 10-Year Plan to help account for the effects of inflation on the overall program. Similarly, in the 2009-2012 STIP that rate is applied to all projects beginning in 2010 and compounded annually for 2011 and 2012. 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.

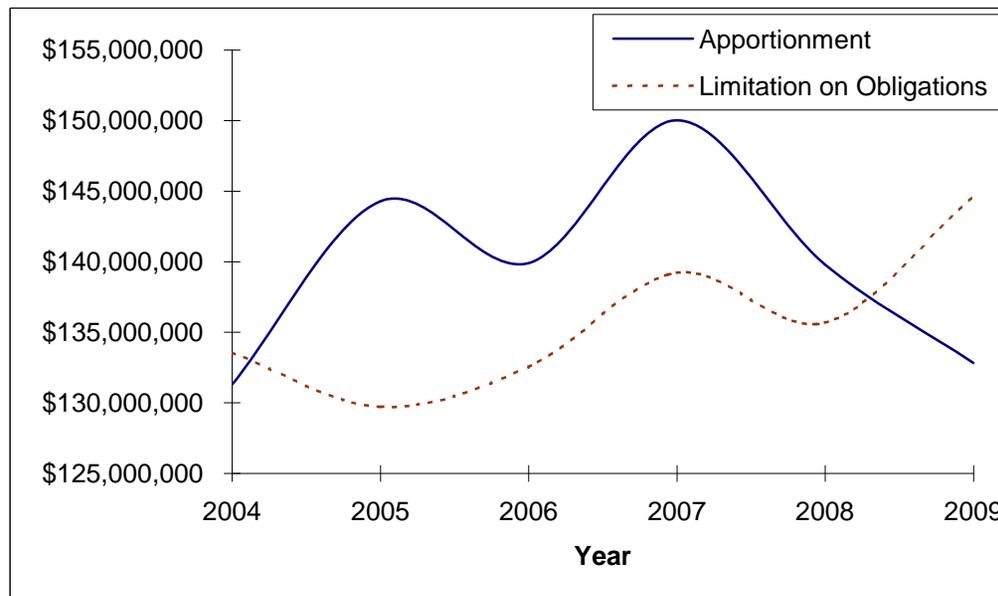
## **Federal Resources**

The majority of federal resources are allocated to the states through annual apportionments outlined in the active transportation bill, SAFETEA-LU. In addition to the apportionment, the federal government establishes, on an annual basis and in accordance with Public Law 109-59, a "limit on obligations" that functions as a ceiling on the amount of funds that may be requested in a fiscal year. **Table 1** on the following page outlines the trend over the past five years for both apportionments and limitation on obligations for NH in the core apportioned programs. The 2009-2012 STIP assumes that federal resources will continue to be

available at levels equivalent to those provided in 2009. Based on the information show in **Table 1**, this is a realistic and conservative approach for the estimation of future “available” resources.

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

| Year | Apportionment  | Limitation on Obligations | Percent of Apportionment |
|------|----------------|---------------------------|--------------------------|
| 2004 | \$ 131,311,771 | \$ 133,566,086            | 102%                     |
| 2005 | \$ 144,289,038 | \$ 129,720,469            | 90%                      |
| 2006 | \$ 139,909,162 | \$ 132,541,450            | 95%                      |
| 2007 | \$ 150,009,680 | \$ 139,221,427            | 93%                      |
| 2008 | \$ 139,789,565 | \$ 135,675,598            | 97%                      |
| 2009 | \$ 132,814,593 | \$ 144,671,799            | 109%                     |



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 2009-2012 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 2009-2012 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.

### **American Recovery and Reinvestment Act of 2009**

With the signing of the American Recovery and Reinvestment Act (ARRA) on February 17, 2009 a significant short-term federal revenue source for transportation projects was established. The goal of ARRA is to stimulate the economy as expeditiously as possible primarily through the creation and retention of jobs. To meet that goal, FHWA and FTA have directed MPOs and State DOTs to commence TIP and STIP revisions, including Amendments, immediately based on broad assumptions of ARRA funding availability. In the initial apportionment, NH will receive approximately \$130M through FHWA and \$13M through FTA. In addition to the apportionment, there will be redistribution of funds from any states that are not able to move forward with projects in a timely manner.

To facilitate the use of these critically important funds, projects have been included in the STIP and in the MPO TIPs to utilize both the apportionment as well as any redistribution that may be made available to NH. Projects identified with funding from ARRA are subject to the availability of such funds. As more information becomes available regarding ARRA, future revisions to the MPO TIPs and STIP will make the necessary adjustments to ensure that ARRA project programming is consistent with available funding.

## **State Resources**

State Law requires that every other year, starting with an agency's submission to the Governor's Office in Fall of the even year (October 2008), that an operating budget is recommended by each agency on what will be needed to fund all priority programs and services. Per RSA 9:4, two submissions are to be made: a maintenance-level request and a change-level request, with a focus on defining results-oriented outcomes. 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.

The maintenance request must be a strict interpretation of RSA 9:4 and provide for the continuation of current programs at the same level of service authorized and funded in the preceding fiscal year. The change request may include agency recommendations for new or improved programs that the agency believes are necessary for the efficient operation of the agency and that will result in measurable, achievable outcomes that can be measured against competing priorities. Budget changes must be explained in detail with specific information (caseload data, changes in federal or state law, etc.) supporting the request.

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.

For STIP planning purposes, the 2010-2011 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.

### **Turnpike 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 Turnpike 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 turnpike toll credits to match federal funds. Consistent with existing practices, the 2009-2012 STIP does not identify the use of toll credits for specific projects nor does it assume the use of toll credits in the financial constraint analysis.

In August of 2008, FHWA certified that NH had a balance of toll credits in the amount of \$23,666,605.75. At the beginning of the 2009 federal fiscal year, there was an estimated balance of \$17,850,000 credits remaining that may be utilized for projects. 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.

**Table 2 – Trends in Advance Construction**

| Year | Advance Construction |
|------|----------------------|
| 2004 | \$ 19,000,000        |
| 2005 | \$ 28,000,000        |
| 2006 | \$ 29,000,000        |
| 2007 | \$ 36,000,000        |
| 2008 | \$ 70,000,000        |

Projects have been identified in the 2009-2012 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 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. Consistent with the guidance from FHWA, NHDOT has ensured that AC remains below 1½ times the annual apportionment. While trends over the last few years show an increase in the annual balance of AC commitments (Table 2), based on programming in the 2009-2012 STIP, those levels are not anticipated to increase beyond 2008 levels.

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 2009-2012 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 \$195,000,000 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.

The NHDOT is actively working with FHWA to secure approval to proceed with the issuance of GARVEE bonds for the I-93 project. In response to FHWA guidance, no revenue from GARVEE bonds is included in the 2009-2012 STIP for fiscal years 2009 or 2010. The decision not to include GARVEE proceeds in the first two years of the STIP is based on the requirement for funds to be “available” or “committed” in nonattainment areas. Revenue from GARVEE bonds has been included in 2011 and 2012 in the financial constraint documentation for the STIP. Debt service on the GARVEE bonds is included in the financial constraint analysis beginning in 2011. Both bond revenue and debt service will be adjusted as future amendments to the STIP are published based on anticipated needs and/or actual bond issuance.

At this time, bonds are not utilized as funding mechanisms to contribute to any other Federal-aid projects. As 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 2009-2012 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.

**NH STIP 2009-2012:  
Financial Constraint Documentation**

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

|   | 2009                  |                      |                       |                       |                       | 2010                  |                      |                       |                       |                       |
|---|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|
|   | 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>FHWA - Federal-aid w/ Match</b>                      |                       |                      |                       |                       |                       |                       |                      |                       |                       |                       |
| 0.08 Alcohol Incentive Program                          | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| American Recovery Reinvestment Act                      | \$ 139,962,141        | \$ -                 | \$ -                  | \$ 139,962,141        | \$ 139,962,141        | \$ 13,456,981         | \$ -                 | \$ -                  | \$ 13,456,981         | \$ 11,670,097         |
| Bridge Off System                                       | \$ 3,669,379          | \$ 68,000            | \$ 200,000            | \$ 3,937,379          | \$ 3,623,098          | \$ 3,866,523          | \$ 177,000           | \$ 3,090,000          | \$ 7,133,523          | \$ 17,284,447         |
| Bridge On System  | \$ -                  | \$ (8,512)           | \$ -                  | \$ (8,512)            | \$ 7,069              | \$ -                  | \$ 49,946            | \$ -                  | \$ 49,946             | \$ 249,730            |
| Bridge On/Off System                                    | \$ 20,793,149         | \$ 4,779,675         | \$ 17,593             | \$ 25,590,417         | \$ 36,404,865         | \$ 21,910,294         | \$ 2,991,846         | \$ 145,850            | \$ 25,047,990         | \$ 25,350,468         |
| Congestion Mitigation and Air Quality Program           | \$ 10,041,428         | \$ 130,565           | \$ 571,424            | \$ 10,743,417         | \$ 6,209,945          | \$ 10,580,920         | \$ 565,710           | \$ 2,133,056          | \$ 13,279,686         | \$ 7,400,931          |
| Coordinated Border Infrastructure Program - Formula     | \$ 332,755            | \$ -                 | \$ -                  | \$ 332,755            | \$ -                  | \$ 332,755            | \$ -                 | \$ -                  | \$ 332,755            | \$ -                  |
| Coordinated Border Infrastructure Program - Non Formula | \$ -                  | \$ (126,036)         | \$ -                  | \$ (126,036)          | \$ (630,178)          | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Demonstration Projects (ISTEA 1991-1998) - Formula      | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Demonstration Projects (ISTEA 1991-1998) - Non-Formula  | \$ 840,000            | \$ 10,000            | \$ 200,000            | \$ 1,050,000          | \$ 1,050,000          | \$ -                  | \$ 40,800            | \$ 342,629            | \$ 383,429            | \$ 2,235,043          |
| Equity Bonus  | \$ 8,035,619          | \$ 1,136,259         | \$ 43,144             | \$ 9,215,022          | \$ 6,693,667          | \$ 8,035,619          | \$ 17,050            | \$ 35,847             | \$ 8,088,516          | \$ 2,147,865          |
| Forest Highways   | \$ 812,900            | \$ -                 | \$ -                  | \$ 812,900            | \$ 755,000            | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ 855,000            |
| High Priority Grants (STEA04_Ext_2005)                  | \$ 1,096,072          | \$ -                 | \$ -                  | \$ 1,096,072          | \$ 1,096,072          | \$ 5,927,061          | \$ 329,281           | \$ 329,281            | \$ 6,585,623          | \$ 6,585,623          |
| High Priority Projects (Post TEA-21)                    | \$ 265,000            | \$ -                 | \$ -                  | \$ 265,000            | \$ 265,000            | \$ 220,500            | \$ 12,250            | \$ 12,250             | \$ 245,000            | \$ 245,000            |
| High Priority Projects (SAFETEA-LU 2005)                | \$ 7,562,443          | \$ 1,353,943         | \$ 381,271            | \$ 9,297,657          | \$ 9,297,657          | \$ 38,327,967         | \$ 2,129,332         | \$ 2,129,332          | \$ 42,586,630         | \$ 42,586,630         |
| High Priority Projects (SAFETEA-LU-EXT 2010)            | \$ 297,512            | \$ 74,378            | \$ -                  | \$ 371,890            | \$ 371,890            | \$ 67,346             | \$ 3,741             | \$ 3,741              | \$ 74,829             | \$ 74,829             |
| High Priority Projects (TEA-21 1998-2003)               | \$ 6,156,575          | \$ 704,234           | \$ -                  | \$ 6,860,809          | \$ 6,860,809          | \$ 5,731,865          | \$ 318,437           | \$ 318,437            | \$ 6,368,739          | \$ 6,368,739          |
| Highway Infrastructure (Flexible)                       | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ 3,027,553          | \$ -                 | \$ -                  | \$ 3,027,553          | \$ -                  |
| Highway Safety Improvement Program (HSIP)               | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ 6,487,347          | \$ 820,000           | \$ -                  | \$ 7,307,347          | \$ 8,200,000          |
| Interstate Maintenance                                  | \$ 21,395,335         | \$ 982,801           | \$ 27,780             | \$ 22,405,916         | \$ 10,613,779         | \$ 22,544,834         | \$ 3,059,234         | \$ 27,780             | \$ 25,631,848         | \$ 36,747,063         |
| Jobs for Main Street                                    | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Local Tech Assistance Program                           | \$ 140,000            | \$ -                 | \$ -                  | \$ 140,000            | \$ -                  | \$ 58,000             | \$ -                 | \$ -                  | \$ 58,000             | \$ -                  |
| Metropolitan Planning                                   | \$ 1,519,833          | \$ 200,717           | \$ -                  | \$ 1,720,550          | \$ 1,003,587          | \$ 1,519,833          | \$ 182,183           | \$ -                  | \$ 1,702,016          | \$ 910,914            |
| Minimum Guarantee                                       | \$ -                  | \$ 6,679             | \$ -                  | \$ 6,679              | \$ 134,384            | \$ -                  | \$ (3,022)           | \$ (24,753)           | \$ (27,775)           | \$ (126,788)          |
| Motor Carrier Safety Grant                              | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| National Highway System                                 | \$ 42,581,007         | \$ 9,106,861         | \$ 30,000             | \$ 51,717,868         | \$ 56,733,259         | \$ 44,868,740         | \$ 4,854,653         | \$ 30,000             | \$ 49,753,393         | \$ 37,060,786         |
| National Historic Covered Bridge Preservation (NHCBP)   | \$ 920,000            | \$ 2,000             | \$ 228,000            | \$ 1,150,000          | \$ 1,150,000          | \$ 2,903,132          | \$ -                 | \$ 145,783            | \$ 3,048,915          | \$ 3,048,915          |
| National Scenic Byways Program                          | \$ -                  | \$ 84,009            | \$ 136,833            | \$ 220,842            | \$ 1,053,653          | \$ -                  | \$ 10,400            | \$ -                  | \$ 10,400             | \$ 52,000             |
| New Entrants Safety Audits                              | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Recreational Trails                                     | \$ 1,460,261          | \$ 156,200           | \$ -                  | \$ 1,616,461          | \$ 781,000            | \$ 1,460,261          | \$ 156,200           | \$ -                  | \$ 1,616,461          | \$ 781,000            |
| Redistribution  | \$ 728,293            | \$ (56,009)          | \$ 1,500              | \$ 673,784            | \$ 576,475            | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ 200,000            |
| Safe Routes to School                                   | \$ 1,000,000          | \$ -                 | \$ -                  | \$ 1,000,000          | \$ 1,726,980          | \$ 1,000,000          | \$ -                 | \$ -                  | \$ 1,000,000          | \$ 1,250,000          |
| Safety Grants   | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Seat Belt Safety  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| State Planning & Research                               | \$ 2,520,482          | \$ (181,722)         | \$ 10,296             | \$ 2,349,056          | \$ (657,072)          | \$ 3,210,762          | \$ 627,675           | \$ -                  | \$ 3,838,437          | \$ 3,114,285          |
| STP-Areas Less Than 200K                                | \$ 15,912,590         | \$ 2,497,482         | \$ (38,456)           | \$ 18,371,616         | \$ 21,792,669         | \$ 16,048,725         | \$ 760,786           | \$ 21,039             | \$ 16,830,550         | \$ 8,771,570          |
| STP-Areas Over 200K                                     | \$ 1,611,833          | \$ 8,165             | \$ -                  | \$ 1,619,998          | \$ 43,998             | \$ 1,707,649          | \$ 658,000           | \$ (37,965)           | \$ 2,327,684          | \$ 3,100,173          |
| STP-DBE   | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ 90,000             |
| STP-Enhancement   | \$ 3,884,240          | \$ 21,727            | \$ 695,415            | \$ 4,601,382          | \$ 3,403,214          | \$ 3,903,307          | \$ 10,341            | \$ 1,528,197          | \$ 5,441,845          | \$ 7,501,443          |
| STP-Hazard Elimination                                  | \$ -                  | \$ 430,000           | \$ 28,220             | \$ 458,220            | \$ 2,498,647          | \$ -                  | \$ 407,000           | \$ 17,000             | \$ 424,000            | \$ 2,120,000          |
| STP-Non Urban Areas Under 5K                            | \$ 3,199,730          | \$ 210,354           | \$ -                  | \$ 3,410,084          | \$ 1,475,814          | \$ 3,199,730          | \$ 163,264           | \$ -                  | \$ 3,362,994          | \$ 3,589,520          |
| STP-Rail  | \$ 1,100,000          | \$ 85,647            | \$ 66,734             | \$ 1,252,381          | \$ 1,519,958          | \$ 1,100,000          | \$ 131,885           | \$ -                  | \$ 1,231,885          | \$ 1,239,427          |
| STP-Safety  | \$ -                  | \$ (10,115)          | \$ -                  | \$ (10,115)           | \$ (50,573)           | \$ -                  | \$ 1,502             | \$ -                  | \$ 1,502              | \$ 117,511            |
| STP-State Flexible                                      | \$ 12,434,492         | \$ 5,474,195         | \$ (14,613)           | \$ 17,894,074         | \$ 21,761,200         | \$ 18,654,342         | \$ 5,143,386         | \$ 5,043              | \$ 23,802,771         | \$ 28,865,145         |
| Strategic Asset Management                              | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Transportation & Community & System Preservation        | \$ 577,980            | \$ 144,495           | \$ -                  | \$ 722,475            | \$ 722,475            | \$ -                  | \$ 405,680           | \$ -                  | \$ 405,680            | \$ 2,028,400          |
| Transportation Assistance                               | \$ -                  | \$ 150,000           | \$ -                  | \$ 150,000            | \$ 300,000            | \$ -                  | \$ 150,000           | \$ -                  | \$ 150,000            | \$ 300,000            |
| GARVEE Debt Service                                     | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                 | \$ -                  | \$ -                  | \$ 2,375,000          |
| <b>FHWA FEDERAL-AID TOTAL</b>                           | <b>\$ 310,851,049</b> | <b>\$ 27,435,992</b> | <b>\$ 2,585,141</b>   | <b>\$ 340,872,182</b> | <b>\$ 338,550,482</b> | <b>\$ 240,152,046</b> | <b>\$ 24,174,560</b> | <b>\$ 10,252,547</b>  | <b>\$ 274,579,153</b> | <b>\$ 274,390,766</b> |

**NH STIP 2009-2012:**  
**Financial Constraint Documentation**

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

|   | 2009                  |                       |                       |                       |                       | 2010                  |                       |                       |                       |                       |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|   | 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 3037 Job Access and Reverse Commute Grants                          | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  |
| FTA 5303 Metro Planning   | \$ 373,671            | \$ -                  | \$ -                  | \$ 373,671            | \$ -                  | \$ 373,671            | \$ -                  | \$ -                  | \$ 373,671            | \$ -                  |
| FTA 5307 Capital and Operating Program                                  | \$ 6,196,447          | \$ 447,200            | \$ 3,358,650          | \$ 10,002,297         | \$ 11,556,250         | \$ 6,196,447          | \$ 504,648            | \$ 3,250,590          | \$ 9,951,685          | \$ 11,030,000         |
| FTA 5309 Capital Funding Program - Formula                              | \$ -                  | \$ 122,400            | \$ 442,400            | \$ 564,800            | \$ 2,824,000          | \$ -                  | \$ 49,020             | \$ -                  | \$ 49,020             | \$ 245,100            |
| FTA 5310 Capital Program  | \$ 625,384            | \$ -                  | \$ 160,600            | \$ 785,984            | \$ 803,000            | \$ 625,384            | \$ -                  | \$ 161,200            | \$ 786,584            | \$ 806,000            |
| FTA 5311 Capital & Operating Program                                    | \$ 3,619,915          | \$ -                  | \$ 2,460,000          | \$ 6,079,915          | \$ 6,150,000          | \$ 3,619,915          | \$ -                  | \$ 2,088,400          | \$ 5,708,315          | \$ 5,221,000          |
| FTA 5313/5314 Planning & Tech Studies                                   | \$ 97,574             | \$ -                  | \$ -                  | \$ 97,574             | \$ -                  | \$ 97,574             | \$ -                  | \$ -                  | \$ 97,574             | \$ -                  |
| FTA 5316 JARC   | \$ 424,371            | \$ -                  | \$ 411,000            | \$ 835,371            | \$ 822,000            | \$ 424,371            | \$ -                  | \$ 361,200            | \$ 785,571            | \$ 722,400            |
| FTA 5317 New Freedom Program  | \$ 415,111            | \$ -                  | \$ 397,000            | \$ 812,111            | \$ 794,000            | \$ 415,111            | \$ -                  | \$ 350,880            | \$ 765,991            | \$ 701,760            |
| FTA American Recovery & Reinvestment Act                                | \$ 14,437,179         | \$ -                  | \$ -                  | \$ 14,437,179         | \$ 14,437,179         | \$ 554,821            | \$ -                  | \$ -                  | \$ 554,821            | \$ 554,821            |
| <b>FTA FEDERAL-AID TOTAL</b>  | <b>\$ 26,189,652</b>  | <b>\$ 569,600</b>     | <b>\$ 7,229,650</b>   | <b>\$ 33,988,902</b>  | <b>\$ 37,386,429</b>  | <b>\$ 12,307,294</b>  | <b>\$ 553,668</b>     | <b>\$ 6,212,270</b>   | <b>\$ 19,073,232</b>  | <b>\$ 19,281,081</b>  |
| <b>FHWA/FTA FEDERAL-AID TOTAL</b>                                       | <b>\$ 337,040,701</b> | <b>\$ 28,005,592</b>  | <b>\$ 9,814,791</b>   | <b>\$ 374,861,084</b> | <b>\$ 375,936,911</b> | <b>\$ 252,459,340</b> | <b>\$ 24,728,228</b>  | <b>\$ 16,464,817</b>  | <b>\$ 293,652,385</b> | <b>\$ 293,671,847</b> |
| <b>FRA - Rail</b>   |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| <b>Innovative Financing</b>   |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| GARVEE Bonds  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ 26,500,000         | \$ -                  | \$ -                  | \$ 26,500,000         | \$ -                  |
| Toll Credit   | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ 2,000,000          | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ 8,000,000          |
| Other   | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  |
| <b>Total Innovative Financing</b>                                       | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ 2,000,000</b>   | <b>\$ 26,500,000</b>  | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ 26,500,000</b>  | <b>\$ 8,000,000</b>   |
| <b>State Fund Sources (State Funded Projects Only)</b>                  |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| State Funds - No Federal-Aid Match                                      | \$ -                  | \$ 80,000,000         | \$ -                  | \$ 80,000,000         | \$ 74,192,997         | \$ -                  | \$ 177,819,000        | \$ -                  | \$ 177,819,000        | \$ 135,029,570        |
| <b>Total State Fund Sources</b>   | <b>\$ -</b>           | <b>\$ 80,000,000</b>  | <b>\$ -</b>           | <b>\$ 80,000,000</b>  | <b>\$ 74,192,997</b>  | <b>\$ -</b>           | <b>\$ 177,819,000</b> | <b>\$ -</b>           | <b>\$ 177,819,000</b> | <b>\$ 135,029,570</b> |
| <b>Other Fund Sources</b>   |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| Non-Participating Funds (other states, municipalities, private sources) | \$ -                  | \$ 294,190            | \$ 3,528,795          | \$ 3,822,985          | \$ 3,822,985          | \$ 576,125            | \$ 4,986,182          | \$ 5,562,307          | \$ 11,124,614         | \$ 11,124,614         |
| <b>Total Other Fund Sources</b>   | <b>\$ -</b>           | <b>\$ 294,190</b>     | <b>\$ 3,528,795</b>   | <b>\$ 3,822,985</b>   | <b>\$ 3,822,985</b>   | <b>\$ 576,125</b>     | <b>\$ 4,986,182</b>   | <b>\$ 5,562,307</b>   | <b>\$ 11,124,614</b>  | <b>\$ 11,124,614</b>  |
| <b>TOTAL ALL PROGRAMS</b>   | <b>\$ 337,040,701</b> | <b>\$ 108,299,782</b> | <b>\$ 13,343,586</b>  | <b>\$ 458,684,069</b> | <b>\$ 455,952,893</b> | <b>\$ 279,535,465</b> | <b>\$ 207,533,410</b> | <b>\$ 22,027,124</b>  | <b>\$ 509,095,999</b> | <b>\$ 447,826,031</b> |

**NH STIP 2009-2012:**  
**Financial Constraint Documentation**

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

|   | 2011<br>Improvement Program |                      |                       |                       |                       | 2012<br>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><i>FHWA - Federal-aid w/ Match</i></b>               |                             |                      |                       |                       |                       |                             |                      |                       |                       |                       |
| 0.08 Alcohol Incentive Program                          | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| American Recovery Reinvestment Act                      | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Bridge Off System                                       | \$ 3,786,799                | \$ 402,668           | \$ 3,194,040          | \$ 7,383,507          | \$ 4,553,200          | \$ 3,907,977                | \$ 36,910            | \$ 850,000            | \$ 4,794,887          | \$ 4,434,550          |
| Bridge On System  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 2,167              | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Bridge On/Off System                                    | \$ 21,458,530               | \$ 4,031,743         | \$ 140,197            | \$ 25,630,470         | \$ 70,846,983         | \$ 22,145,203               | \$ 15,390,517        | \$ 2,430,728          | \$ 39,966,448         | \$ 86,537,552         |
| Congestion Mitigation and Air Quality Program           | \$ 10,362,754               | \$ 1,879,898         | \$ 2,659,860          | \$ 14,902,512         | \$ 16,400,407         | \$ 10,694,362               | \$ 1,800             | \$ 1,350,000          | \$ 12,046,162         | \$ 6,759,000          |
| Coordinated Border Infrastructure Program - Formula     | \$ 309,600                  | \$ -                 | \$ -                  | \$ 309,600            | \$ -                  | \$ 319,507                  | \$ -                 | \$ -                  | \$ 319,507            | \$ -                  |
| Coordinated Border Infrastructure Program - Non Formula | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Demonstration Projects (ISTEA 1991-1998) - Formula      | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Demonstration Projects (ISTEA 1991-1998) - Non-Formula  | \$ 406,907                  | \$ 101,727           | \$ -                  | \$ 508,634            | \$ 310,593            | \$ 1,246,598                | \$ 311,649           | \$ -                  | \$ 1,558,247          | \$ 1,558,247          |
| Equity Bonus  | \$ 8,163,120                | \$ 30,960            | \$ -                  | \$ 8,194,080          | \$ -                  | \$ 8,424,340                | \$ 35,145            | \$ 63,586             | \$ 8,523,071          | \$ 493,654            |
| Forest Highways   | \$ 838,913                  | \$ -                 | \$ -                  | \$ 838,913            | \$ 725,000            | \$ 865,758                  | \$ -                 | \$ -                  | \$ 865,758            | \$ 725,000            |
| High Priority Grants (STEA04_Ext_2005)                  | \$ 2,345,882                | \$ 130,327           | \$ 130,327            | \$ 2,606,535          | \$ 2,606,535          | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| High Priority Projects (Post TEA-21)                    | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ 479,250                  | \$ 26,625            | \$ 26,625             | \$ 532,500            | \$ 532,500            |
| High Priority Projects (SAFETEA-LU 2005)                | \$ 9,904,516                | \$ 550,251           | \$ 550,251            | \$ 11,005,018         | \$ 11,005,018         | \$ 8,272,033                | \$ 459,557           | \$ 459,557            | \$ 9,191,148          | \$ 9,191,148          |
| High Priority Projects (SAFETEA-LU-EXT 2010)            | \$ 859,140                  | \$ 47,730            | \$ 47,730             | \$ 954,600            | \$ 954,600            | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| High Priority Projects (TEA-21 1998-2003)               | \$ 5,860,582                | \$ 325,588           | \$ 325,588            | \$ 6,511,758          | \$ 6,511,758          | \$ 5,377,962                | \$ 298,776           | \$ 298,776            | \$ 5,975,513          | \$ 5,975,513          |
| Highway Infrastructure (Flexible)                       | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Highway Safety Improvement Program (HSIP)               | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 6,100,000          | \$ -                        | \$ 165,000           | \$ -                  | \$ 165,000            | \$ 1,650,000          |
| Interstate Maintenance                                  | \$ 22,079,986               | \$ 3,140,572         | \$ -                  | \$ 25,220,558         | \$ 29,358,484         | \$ 22,786,545               | \$ 2,430,456         | \$ -                  | \$ 25,217,001         | \$ 10,992,056         |
| Local Tech Assistance Program                           | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Metropolitan Planning                                   | \$ 144,480                  | \$ -                 | \$ -                  | \$ 144,480            | \$ 910,914            | \$ 149,103                  | \$ 182,183           | \$ -                  | \$ 331,286            | \$ 910,914            |
| Minimum Guarantee (Flexible)                            | \$ 1,568,468                | \$ 280,570           | \$ -                  | \$ 1,849,037          | \$ -                  | \$ 1,618,659                | \$ -                 | \$ -                  | \$ 1,618,659          | \$ -                  |
| Motor Carrier Safety Grant                              | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| National Highway System                                 | \$ 43,943,599               | \$ 2,020,461         | \$ -                  | \$ 45,964,060         | \$ 27,455,098         | \$ 45,349,794               | \$ 14,623,975        | \$ -                  | \$ 59,973,769         | \$ 73,207,837         |
| National Historic Covered Bridge Preservation (NHCBP)   | \$ 2,394,240                | \$ -                 | \$ -                  | \$ 2,394,240          | \$ -                  | \$ 2,470,856                | \$ -                 | \$ -                  | \$ 2,470,856          | \$ -                  |
| National Scenic Byways Program                          | \$ -                        | \$ 153,768           | \$ -                  | \$ 153,768            | \$ 1,580,750          | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| New Entrants Safety Audits                              | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Recreational Trails                                     | \$ 1,506,989                | \$ 161,198           | \$ -                  | \$ 1,668,188          | \$ 781,000            | \$ 1,555,213                | \$ 156,200           | \$ -                  | \$ 1,711,413          | \$ 781,000            |
| Redistribution (Flexible)                               | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Safe Routes to School                                   | \$ 1,032,000                | \$ -                 | \$ -                  | \$ 1,032,000          | \$ 1,250,000          | \$ 1,065,024                | \$ -                 | \$ -                  | \$ 1,065,024          | \$ 1,250,000          |
| Safety Grants   | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Seat Belt Safety  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| State Planning & Research                               | \$ 3,141,257                | \$ 691,548           | \$ -                  | \$ 3,832,806          | \$ 3,175,780          | \$ 3,241,778                | \$ 635,156           | \$ -                  | \$ 3,876,934          | \$ 3,175,780          |
| STP-Areas Less Than 200K                                | \$ 16,421,793               | \$ 621,264           | \$ 24,768             | \$ 17,067,825         | \$ 8,086,640          | \$ 16,947,290               | \$ 3,707,015         | \$ 302,548            | \$ 20,956,853         | \$ 20,047,813         |
| STP-Areas Over 200K                                     | \$ 1,663,412                | \$ -                 | \$ -                  | \$ 1,663,412          | \$ 820,000            | \$ 1,716,641                | \$ -                 | \$ -                  | \$ 1,716,641          | \$ -                  |
| STP-DBE   | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 90,000             | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 90,000             |
| STP-Enhancement   | \$ 4,008,536                | \$ 14,146            | \$ 1,036,255          | \$ 5,058,936          | \$ 2,742,569          | \$ 4,136,809                | \$ 845,795           | \$ -                  | \$ 4,982,604          | \$ 6,619,332          |
| STP-Hazard Elimination                                  | \$ -                        | \$ 422,088           | \$ -                  | \$ 422,088            | \$ 2,035,000          | \$ -                        | \$ 407,000           | \$ 111,825            | \$ 518,825            | \$ 2,594,125          |
| STP-Non Urban Areas Under 5K                            | \$ 3,302,121                | \$ 1,135,397         | \$ -                  | \$ 4,437,518          | \$ 7,857,143          | \$ 3,407,789                | \$ 697,470           | \$ -                  | \$ 4,105,259          | \$ 3,487,350          |
| STP-Rail  | \$ 1,135,200                | \$ 90,816            | \$ 5,160              | \$ 1,231,176          | \$ 1,020,000          | \$ 1,171,526                | \$ 88,000            | \$ -                  | \$ 1,259,526          | \$ 1,020,000          |
| STP-Safety  | \$ -                        | \$ 108,876           | \$ 86,172             | \$ 195,048            | \$ 522,294            | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| STP-State Flexible                                      | \$ 15,791,527               | \$ 6,587,650         | \$ 6,192              | \$ 22,385,369         | \$ 48,201,036         | \$ 16,296,856               | \$ 8,322,630         | \$ -                  | \$ 24,619,486         | \$ 40,713,152         |
| Strategic Asset Management                              | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Transportation & Community & System Preservation        | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ -                  |
| Transportation Assistance                               | \$ -                        | \$ 154,800           | \$ -                  | \$ 154,800            | \$ 300,000            | \$ -                        | \$ 150,000           | \$ -                  | \$ 150,000            | \$ 300,000            |
| GARVEE Debt Service                                     | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 10,972,636         | \$ -                        | \$ -                 | \$ -                  | \$ -                  | \$ 10,965,444         |
| <b>FHWA FEDERAL-AID TOTAL</b>                           | <b>\$ 182,430,350</b>       | <b>\$ 23,084,047</b> | <b>\$ 8,206,540</b>   | <b>\$ 213,720,937</b> | <b>\$ 267,175,605</b> | <b>\$ 183,646,872</b>       | <b>\$ 48,971,859</b> | <b>\$ 5,893,645</b>   | <b>\$ 238,512,376</b> | <b>\$ 294,011,967</b> |

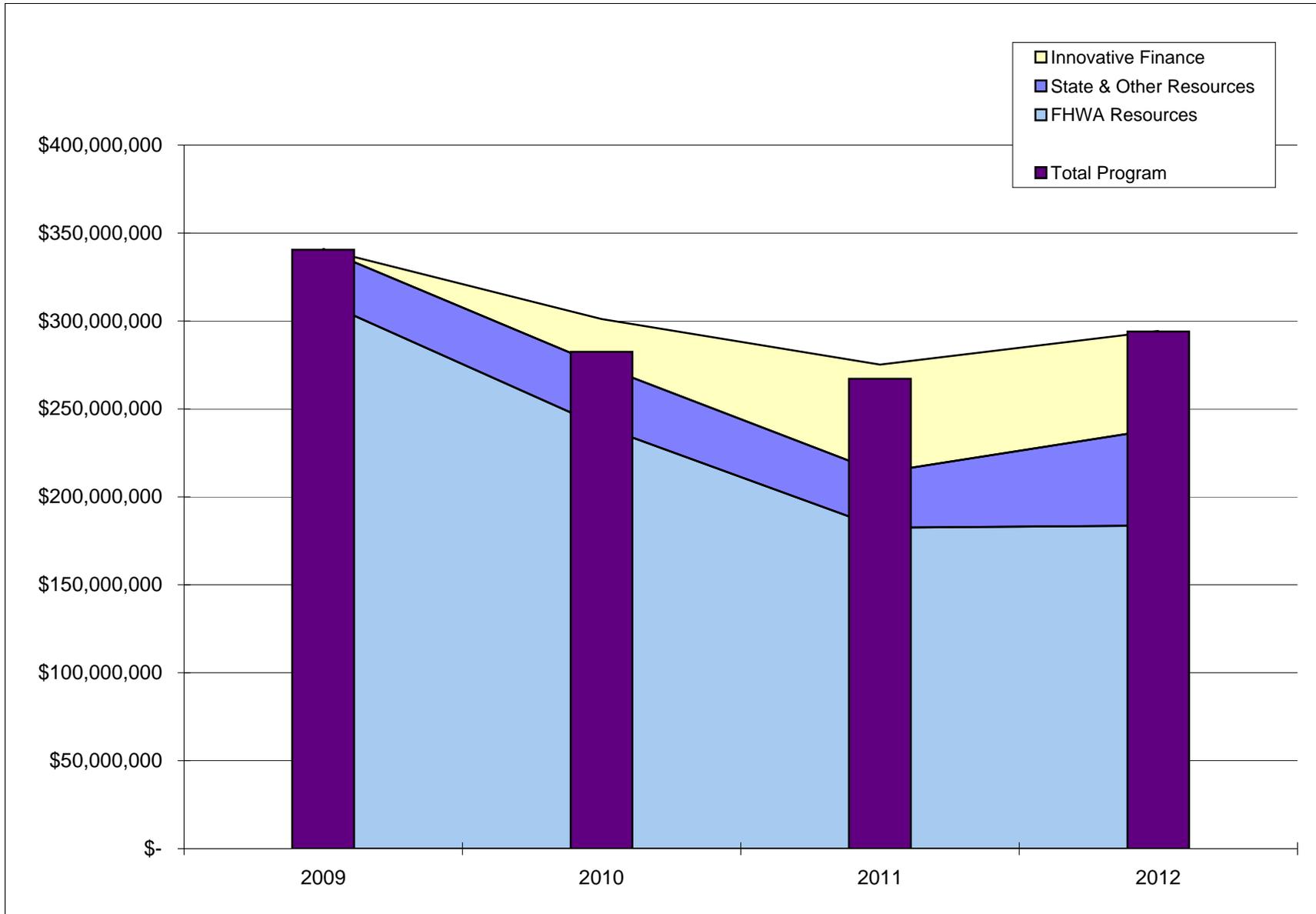
**NH STIP 2009-2012:**  
**Financial Constraint Documentation**

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

|   | 2011                  |                       |                       |                       |                       | 2012                  |                       |                       |                       |                       |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|   | 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 3037 Job Access and Reverse Commute Grants                          | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  |
| FTA 5303 Metro Planning   | \$ 383,000            | \$ -                  | \$ -                  | \$ 383,000            | \$ -                  | \$ 393,000            | \$ -                  | \$ 393,000            | \$ -                  | \$ -                  |
| FTA 5307 Capital and Operating Program                                  | \$ 6,351,000          | \$ 517,000            | \$ 3,332,000          | \$ 10,200,000         | \$ 11,306,000         | \$ 6,510,000          | \$ 530,000            | \$ 3,415,000          | \$ 10,455,000         | \$ 11,589,000         |
| FTA 5309 Capital Funding Program - Formula                              | \$ -                  | \$ 50,000             | \$ -                  | \$ 50,000             | \$ 251,000            | \$ -                  | \$ 51,000             | \$ -                  | \$ 51,000             | \$ 257,000            |
| FTA 5310 Capital Program  | \$ 641,000            | \$ -                  | \$ 165,000            | \$ 806,000            | \$ 826,000            | \$ 657,000            | \$ -                  | \$ 169,000            | \$ 826,000            | \$ 847,000            |
| FTA 5311 Capital & Operating Program                                    | \$ 3,710,000          | \$ -                  | \$ 2,141,000          | \$ 5,851,000          | \$ 5,352,000          | \$ 3,803,000          | \$ -                  | \$ 2,195,000          | \$ 5,998,000          | \$ 5,486,000          |
| FTA 5313/5314 Planning & Tech Studies                                   | \$ 100,000            | \$ -                  | \$ -                  | \$ 100,000            | \$ -                  | \$ 103,000            | \$ -                  | \$ -                  | \$ 103,000            | \$ -                  |
| FTA 5316 JARC   | \$ 435,000            | \$ -                  | \$ 370,000            | \$ 805,000            | \$ 740,000            | \$ 446,000            | \$ -                  | \$ 379,000            | \$ 825,000            | \$ 759,000            |
| FTA 5317 New Freedom Program  | \$ 569,000            | \$ -                  | \$ -                  | \$ 569,000            | \$ 569,000            | \$ 583,000            | \$ -                  | \$ -                  | \$ 583,000            | \$ 583,000            |
| <b>FTA FEDERAL-AID TOTAL</b>  | <b>\$ 12,189,000</b>  | <b>\$ 567,000</b>     | <b>\$ 6,008,000</b>   | <b>\$ 18,764,000</b>  | <b>\$ 19,044,000</b>  | <b>\$ 12,495,000</b>  | <b>\$ 581,000</b>     | <b>\$ 6,158,000</b>   | <b>\$ 19,234,000</b>  | <b>\$ 19,521,000</b>  |
| <b>FHWA/FTA FEDERAL-AID TOTAL</b>                                       | <b>\$ 194,619,350</b> | <b>\$ 23,651,047</b>  | <b>\$ 14,214,540</b>  | <b>\$ 232,484,937</b> | <b>\$ 286,219,605</b> | <b>\$ 196,141,872</b> | <b>\$ 49,552,859</b>  | <b>\$ 12,051,645</b>  | <b>\$ 257,746,376</b> | <b>\$ 313,532,967</b> |
| <b>Innovative Financing</b>   |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| GARVEE Bonds  | \$ -                  | \$ 61,500,000         | \$ -                  | \$ 61,500,000         | \$ -                  | \$ 55,750,000         | \$ -                  | \$ 55,750,000         | \$ -                  | \$ -                  |
| Toll Credit   | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  |
| Other   | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  | \$ -                  |
| <b>Total Innovative Financing</b>                                       | <b>\$ -</b>           | <b>\$ 61,500,000</b>  | <b>\$ -</b>           | <b>\$ 61,500,000</b>  | <b>\$ -</b>           | <b>\$ 55,750,000</b>  | <b>\$ -</b>           | <b>\$ 55,750,000</b>  | <b>\$ -</b>           | <b>\$ -</b>           |
| <b>State Fund Sources (State Funded Projects Only)</b>                  |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| State Funds - No Federal-Aid Match                                      | \$ -                  | \$ 123,922,000        | \$ -                  | \$ 123,922,000        | \$ 79,912,236         | \$ -                  | \$ 74,782,198         | \$ -                  | \$ 94,009,764         | \$ 74,782,198         |
| <b>Total State Fund Sources</b>   | <b>\$ -</b>           | <b>\$ 123,922,000</b> | <b>\$ -</b>           | <b>\$ 123,922,000</b> | <b>\$ 79,912,236</b>  | <b>\$ -</b>           | <b>\$ 74,782,198</b>  | <b>\$ -</b>           | <b>\$ 94,009,764</b>  | <b>\$ 74,782,198</b>  |
| <b>Other Fund Sources</b>   |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
| Non-Participating Funds (other states, municipalities, private sources) | \$ -                  | \$ -                  | \$ 6,693,365          | \$ 6,693,365          | \$ 6,693,365          | \$ -                  | \$ -                  | \$ 16,605,010         | \$ 16,605,010         | \$ 16,605,010         |
| <b>Total Other Fund Sources</b>   | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ 6,693,365</b>   | <b>\$ 6,693,365</b>   | <b>\$ 6,693,365</b>   | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ 16,605,010</b>  | <b>\$ 16,605,010</b>  | <b>\$ 16,605,010</b>  |
| <b>TOTAL ALL PROGRAMS</b>   | <b>\$ 194,619,350</b> | <b>\$ 209,073,047</b> | <b>\$ 20,907,905</b>  | <b>\$ 424,600,302</b> | <b>\$ 372,825,206</b> | <b>\$ 196,141,872</b> | <b>\$ 180,085,057</b> | <b>\$ 28,656,655</b>  | <b>\$ 424,111,150</b> | <b>\$ 404,920,175</b> |

|   | 2009                  |                       | 2010                  |                       | 2011                  |                       | 2012                  |                       |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|   | State Resources       | Total Programmed      |
|   | Available             | Programmed            | Available             | Programmed            | Available             | Programmed            | Available             | Programmed            |
| <b>Statewide Operations &amp; Maintenance</b> | <b>\$ 116,104,329</b> | <b>\$ 116,104,329</b> | <b>\$ 148,819,003</b> | <b>\$ 148,819,003</b> | <b>\$ 153,836,364</b> | <b>\$ 153,836,364</b> | <b>\$ 153,836,364</b> | <b>\$ 153,836,364</b> |

**DRAFT - 2009-2012 STIP**  
**Programmed Dollars versus Available Resources - FHWA Program Related**



## **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 2009-2012 NH STIP was held during the months of November and December in 2008. The notice was posted in major regional newspapers and the draft STIP was available on the internet and through each of the nine regional planning commissions.

## **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 **Table 3**. The dates listed indicate when the proposed Amendments will be ready to begin 30-day public comment periods.

**Table 3 – Amendment Schedule**

|   |                   |
|---|-------------------|
| 1 | February 9, 2009  |
| 2 | May 21, 2009      |
| 3 | August 20, 2009   |
| 4 | December 17, 2009 |
| 5 | May 14, 2010      |

*blank for printing*

## Project List

*blank for printing*

# 2009 - 2012 STIP

| Name                   | State# | Rte/Street:   | Overall Project |                        | Location/Scope of Work   | CAA   |          |       |        |                  |  |     |  |
|------------------------|--------|---------------|-----------------|------------------------|--|-------|----------|-------|--------|------------------|--|-----|--|
|                        |        |               | Cost \$(M)      | Location/Scope of Work |  | Code  | Comments |       |        |                  |  |     |  |
| Regionally Significant |        |               | Adv Const       | Fiscal                 |  |       |          |       |        |                  |  |     |  |
| Grouped / Parent       |        |               | Payback         | Year                   | Fed\$  | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category |  |     |  |
| ALBANY                 |        | NH 112        | .596            |                        | FROM OLIVERIAN BROOK EAST 5.5 MILES TO PASSACONAWAY RD. PE/ROW TO REHAB THE ROADWAY, WIDEN THE SHOULDERS TO 4', IMPROVE DRAINAGE AND OTHER SAFETY IMPROVEMENTS (Const Under 13632A & 13632B) |       |          |       |        |                  |  | ATT |  |
| 13632                  |        |               |                 | P                      | 2010   | .025  | .006     | .000  | .031   |                  | STP-Non Urban Areas Under 5K             |     |  |
|                        |        |               |                 |                        | 2010   | .006  | .002     | .000  | .008   |                  | STP-Safety                               |     |  |
|                        |        |               |                 | <b>Totals</b>          |  | .031  | .008     | .000  | .039   |                  |  |     |  |
| 3071                   |        |               |                 |                        |  |       |          |       |        |                  |  |     |  |
| ALSTEAD                |        | NH 123A       | .470            |                        | BRIDGE REHABILITATION / DECK REPLACEMENT OVER WARREN BROOK - 073/163 {Red List}  |       |          |       |        |                  |  |     |  |
| 15900                  |        |               |                 | P                      | 2010   | .000  | .125     | .000  | .125   |                  | Betterment                               |     |  |
|                        |        |               |                 |                        | 2010   | .193  | .000     | .000  | .193   | .039             | Bridge On/Off System                     |     |  |
|                        |        |               |                 | R                      | 2010   | .000  | .004     | .000  | .004   |                  | Betterment                               |     |  |
|                        |        |               |                 |                        | 2010   | .017  | .000     | .000  | .017   | .003             | Bridge On/Off System                     |     |  |
|                        |        |               |                 | C                      | 2012   | .340  | .085     | .000  | .425   |                  |  |     |  |
|                        |        |               |                 | <b>Totals</b>          |  | .549  | .214     | .000  | .763   | .042             |  |     |  |
| 7491                   |        |               |                 |                        |  |       |          |       |        |                  |  |     |  |
| ALTON                  |        | NH 11 / NH 28 | .050            |                        | INTERSECTION RECONSTRUCTION (ALTON TRAFFIC CIRCLE) DEMO ID NH056 [Sister Demo Id NH040 & NH069]  |       |          |       |        |                  |  | ATT | Earmarked funding, formerly part of Barnstead-Alton. |
| 14121A                 |        |               |                 | P                      | 2010   | .020  | .005     | .000  | .025   |                  | High Priority Projects (SAFETEA-LU 2005) |     |  |
|                        |        |               |                 | R                      | 2010   | .198  | .000     | .000  | .198   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .002  | .001     | .000  | .003   |                  | HPER Ear\$ Not Rec'd                     |     |  |
|                        |        |               |                 | C                      | 2010   | .057  | .014     | .000  | .071   |                  | High Priority Projects (SAFETEA-LU 2005) |     |  |
|                        |        |               |                 |                        | 2010   | .076  | .019     | .000  | .095   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .082  | .021     | .000  | .103   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .183  | .046     | .000  | .229   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | 1.122 | .281     | .000  | 1.403  |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .016  | .004     | .000  | .020   |                  | HPER Ear\$ Not Rec'd                     |     |  |
|                        |        |               |                 |                        | 2010   | .041  | .010     | .000  | .051   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .558  | .139     | .000  | .697   |                  |  |     |  |
|                        |        |               |                 |                        | 2010   | .000  | .000     | .130  | .130   |                  | Non Participating                        |     |  |
|                        |        |               |                 | <b>Totals</b>          |  | 2.355 | .539     | .130  | 3.024  |                  |  |     |  |
| 6507                   |        |               |                 |                        |  |       |          |       |        |                  |  |     |  |
| ALTON                  |        | NH 28         |                 |                        | INTERSECTION IMPROVEMENTS AT STOCKBRIDGE CORNER ROAD (PE Charged to BARNSTEAD-ALTON 14121)   |       |          |       |        |                  |  | ATT |  |
| 14121D                 |        |               |                 | R                      | 2010   | .128  | .000     | .000  | .128   | .026             | STP-Non Urban Areas Under 5K             |     |  |
|                        |        |               |                 | C                      | 2011   | 1.328 | .000     | .000  | 1.328  | .257             |  |     |  |
|                        |        |               |                 | <b>Totals</b>          |  | 1.456 | .000     | .000  | 1.456  | .283             |  |     |  |
| 7555                   |        |               |                 |                        |  |       |          |       |        |                  |  |     |  |

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

| Name State#                            | Rte/Street:                | Overall Project |         | Location/Scope of Work   | Cost \$(M)    |             | Funding |       |         |       | CAA    | Comments   |
|--|----------------------------|-----------------|---------|--|---------------|-------------|---------|-------|---------|-------|--------|--|
|  |                            | Adv Const       | Payback |  | Phase         | Fiscal Year | Fed\$   | DOT\$ | Other\$ | Tot\$ | TpkC\$ |  |
| ANDOVER<br>14057                       | NH 11                      | .137            |         | PAVEMENT REHAB AND SAFETY WORK BEGINNING 300 FT EAST OF SAM HILL RD IN E. ANDOVER PROCEEDING EAST 1.5 MILES TO ANDOVER/FRANKLIN LINE - [Federal Resurfacing Program]   |               |             |         |       |         |       | E-10   |  |
| 4004                                   |                            |                 |         |  | <b>R</b>      | <b>2009</b> | .001    | .000  | .000    | .001  |        | STP-Safety   |
|  |                            |                 |         |  | <b>Totals</b> |             | .001    | .000  | .000    | .001  |        |  |
| ANDOVER<br>14169                       | NH 11 & US 4               | 3.047           |         | BRIDGE REMOVAL NH 11 OVER US 4 & ABANDONED RR - RECONFIGURATION TO AT-GRADE INTERSECTION {Red List}  |               |             |         |       |         |       | ATT    | Red list bridge, priority #26  |
|  |                            |                 |         |  | <b>P</b>      | <b>2009</b> | .036    | .009  | .000    | .045  |        | Bridge On/Off System   |
|  |                            |                 |         |  |               | <b>2009</b> | .001    | .000  | .000    | .001  | .000   | STP-Non Urban Areas Under 5K   |
|  |                            |                 |         |  |               | <b>2009</b> | .007    | .000  | .000    | .007  | .001   |  |
|  |                            |                 |         |  |               | <b>2009</b> | .009    | .000  | .000    | .009  | .002   |  |
|  |                            |                 |         |  | <b>C</b>      | <b>2009</b> | 2.649   | .662  | .000    | 3.312 |        | Bridge On/Off System   |
|  |                            |                 |         |  |               | <b>2009</b> | .075    | .019  | .000    | .093  |        | Equity Bonus (Flexible)  |
|  |                            |                 |         |  |               | <b>2009</b> | .015    | .000  | .000    | .015  | .003   | STP-Non Urban Areas Under 5K   |
| 3260                                   |                            |                 |         |  | <b>Totals</b> |             | 2.792   | .690  | .000    | 3.482 | .006   |  |
| ANDOVER<br>15901                       | NH 11                      | 2.703           |         | BRIDGE REHABILITATION / DECK REPLACEMENT OVER BLACKWATER RIVER - 050/093 {Red List}  |               |             |         |       |         |       | ATT    |  |
|  |                            |                 |         |  | <b>P</b>      | <b>2010</b> | .070    | .000  | .000    | .070  | .014   | Bridge On/Off System   |
|  |                            |                 |         |  |               | <b>2011</b> | .000    | .129  | .000    | .129  |        | Betterment   |
|  |                            |                 |         |  | <b>R</b>      | <b>2010</b> | .001    | .000  | .000    | .001  | .000   | Bridge On/Off System   |
|  |                            |                 |         |  |               | <b>2011</b> | .000    | .004  | .000    | .004  |        | Betterment   |
|  |                            |                 |         |  | <b>C</b>      | <b>2011</b> | 1.940   | .485  | .000    | 2.425 |        | Bridge On/Off System   |
| 7492                                   |                            |                 |         |  | <b>Totals</b> |             | 2.011   | .618  | .000    | 2.629 | .014   |  |
| ANDOVER -<br>WILMOT - DANBURY<br>14823 |                            | .261            |         | NORTHERN RAIL TRAIL: IMPROVEMENTS: CONSTRUCT LEDGE PACK SURFACE ON NORTHERN RAIL CORRIDOR FROM DANBURY THROUGH WILMOT AND ENDING IN ANDOVER. APPROXIMATELY 8.3 MILES IN LENGTH (TE Program) [06-02TE]  |               |             |         |       |         |       | ATT    | Partially funded by FRIENDS OF NORTHERN RAIL-TRAIL Specific project from Statewide program. Municipal Managed. |
|  |                            |                 |         |  | <b>P</b>      | <b>2009</b> | .002    | .000  | .001    | .003  |        | STP-Enhancement  |
|  |                            |                 |         |  |               | <b>2009</b> | .006    | .000  | .002    | .008  |        |  |
|  |                            |                 |         |  | <b>C</b>      | <b>2010</b> | .267    | .000  | .067    | .334  |        |  |
| 6231                                   |                            |                 |         |  | <b>Totals</b> |             | .276    | .000  | .069    | .345  |        |  |
| ANTRIM<br>14828                        | US 202 / NH 31 MAIN STREET | .417            |         | REHABILITATION PHASE 2: CONTINUE EXISTING PROJECT ON THE WEST SIDE TO RECONSTRUCT SIDEWALKS, SHOULDERS AND DRAINAGE TO IMPROVE THE DOWNTOWN PEDESTRIAN FACILITIES AND COMPLETE TRAFFIC CALMING AND PEDESTRIAN FLOW IMPROVEMENTS (TE Program) [06-03TE] |               |             |         |       |         |       | ATT    | Partially funded by ANTRIM Specific project from Statewide program. Municipal Managed.                         |
|  |                            |                 |         |  | <b>R</b>      | <b>2010</b> | .003    | .000  | .001    | .004  |        | STP-Enhancement  |
|  |                            |                 |         |  | <b>C</b>      | <b>2011</b> | .243    | .000  | .104    | .347  |        |  |
| 6232                                   |                            |                 |         |  | <b>Totals</b> |             | .246    | .000  | .105    | .351  |        |  |

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 |                    |             | Adv Const        | Fiscal |   |       |         |       |        |      | Funding Category                                      |  |
|                        |                    |             | Grouped / Parent | Year   | Fed\$   | DOT\$ | Other\$ | Tot\$ | TpkC\$ |      |   |  |
|                        |                    |             | Payback          | Phase  |   |       |         |       |        |      |   |  |
| BARNSTEAD - ALTON      | NH 28              |             | 7.591            |        | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD |       |         |       |        |      | ATT   |  |
| 14121                  |                    |             |                  | P      | 2010  | .014  | .000    | .000  | .014   |      | STP-Areas Less Than 200K                              |  |
|                        |                    |             |                  |        | 2010  | .140  | .000    | .000  | .140   |      |   |  |
|                        |                    |             |                  |        | 2011  | .099  | .000    | .000  | .099   |      |   |  |
|                        |                    |             |                  |        | 2011  | .010  | .000    | .000  | .010   |      | STP-Non Urban Areas Under 5K                          |  |
|                        |                    |             |                  | R      | 2010  | .012  | .000    | .000  | .012   |      |   |  |
|                        |                    |             |                  |        | 2010  | .116  | .000    | .000  | .116   |      |   |  |
|                        |                    |             |                  |        | 2011  | .028  | .000    | .000  | .028   |      |   |  |
|                        |                    |             |                  | C      | 2010  | 1.287 | .000    | .000  | 1.287  |      |   |  |
| 2738                   |                    |             |                  | Totals |   | 1.705 | .000    | .000  | 1.705  |      |   |  |
| BARTLETT               | US 302             |             | 13.184           |        | REPLACE BRIDGE OVER NHRR - 188/123 & OVER SACO RIVER - 189/129 TO INCLUDE APPROACHES                    |       |         |       |        |      | ATT   |  |
| 13043                  |                    |             |                  | P      | 2010  | .012  | .000    | .000  | .012   | .002 | Bridge On/Off System                                  |  |
|                        |                    |             |                  | R      | 2010  | .020  | .000    | .000  | .020   | .004 |   |  |
|                        |                    |             |                  | C      | 2010  | .348  | .000    | .000  | .348   | .070 |   |  |
| 557                    |                    |             |                  | Totals |   | .381  | .000    | .000  | .381   | .076 |   |  |
| BATH                   | WEST BATH ROAD     |             | 3.165            |        | VILLAGE COVERED BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 137/095 {Red List}                        |       |         |       |        |      | ATT   | Partially funded by BATH Specific project from Statewide program, Municipal managed. |
| 14439                  |                    |             |                  | P      | 2010  | .000  | .116    | .029  | .145   |      | State Aid Bridge                                      |  |
|                        |                    |             |                  |        | 2010  | .000  | .121    | .030  | .151   |      |   |  |
|                        |                    |             |                  | C      | 2010  | 2.320 | .000    | .000  | 2.320  |      | National Historic Covered Bridge Preservation (NHCBP) |  |
|                        |                    |             |                  |        | 2010  | .000  | .093    | .023  | .116   |      | State Aid Bridge                                      |  |
|                        |                    |             |                  |        | 2010  | .000  | .371    | .093  | .464   |      |   |  |
| 5933                   |                    |             |                  | Totals |   | 2.320 | .701    | .175  | 3.196  |      |   |  |
| BATH                   | US 302             |             | .068             |        | REPAIR SLOPE FAILURE & INSTALL DRAINAGE TO PREVENT FUTURE OCCURENCES {Betterment}                       |       |         |       |        |      | ATT   |  |
| 15376                  |                    |             |                  | C      | 2009  | .000  | .068    | .000  | .068   |      | Betterment  |  |
| 6852                   |                    |             |                  | Totals |   | .000  | .068    | .000  | .068   |      |   |  |
| BEDFORD                | NH 101 / I-293     |             | 17.669           |        | ROADWAY AND BRIDGE RECONSTRUCTION FROM I-293 INTERCHANGE WEST TO PLUMMER ROAD OVERPASS                  |       |         |       |        |      | N/E   |  |
| 10018D                 |                    |             |                  | C      | 2009  | .162  | .000    | .000  | .162   | .032 | Bridge On/Off System                                  |  |
| 3016                   |                    |             |                  | Totals |   | .162  | .000    | .000  | .162   | .032 |   |  |
| BEDFORD                | US 3 / KILTON ROAD |             | 10.538           |        | CONSTRUCTION OF NEW NH 101 WB ON AND OFF RAMPS AND RECONSTRUCTION OF KILTON ROAD AND US 3               |       |         |       |        |      | N/E   |  |
| 10018E                 |                    |             |                  | C      | 2009  | .115  | .029    | .000  | .144   |      | STP-Areas Less Than 200K                              |  |
| 3017                   |                    |             |                  | Totals |   | .115  | .029    | .000  | .144   |      |   |  |

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

| Name State#  | Rte/Street:         | Overall Project |         | Location/Scope of Work   | Cost \$(M) |               | CAA    |       |         |               | Comments |   |
|--|---------------------|-----------------|---------|--|------------|---------------|--------|-------|---------|---------------|----------|---|
|  |                     | Adv Const       | Payback |  | Phase      | Fiscal Year   | Fed\$  | DOT\$ | Other\$ | Tot\$         |          | TpkC\$  |
| BEDFORD<br>10018F  | US 3                | .243            |         | LANDSCAPING KILTON ROAD, US 3, BERM ALONG NH 101 ON RAMP, DRAINAGE BASINS  |            |               |        |       |         |               | N/E      |   |
| 2503   |                     |                 |         |  | <b>C</b>   | <b>2009</b>   | .024   | .006  | .000    | <b>.030</b>   |          | STP-Areas Less Than 200K  |
|  |                     |                 |         |  |            | <b>Totals</b> | .024   | .006  | .000    | <b>.030</b>   |          |   |
| BEDFORD<br>13953   | NH 101              | .489            |         | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM NH 114 TO WALLACE ROAD  |            |               |        |       |         |               | N/E      | Scope reduction/modification, to address pavement and specific intersections only. RPC comment.                 |
| 1818   |                     |                 |         |  | <b>P</b>   | <b>2010</b>   | .308   | .077  | .000    | <b>.385</b>   |          | National Highway System   |
|  |                     |                 |         |  |            | <b>Totals</b> | .308   | .077  | .000    | <b>.385</b>   |          |   |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY<br>11512A               | AIRPORT ACCESS ROAD | 32.892          |         | CONSTRUCT BRIDGE OVER MERRIMACK RIVER, NH 3A, AND BRIDGE BOX CULVERT UNDER NH 3A FOR WILDLIFE CROSSING (Parent = Bed-Man-Lon-Mer 11512)  |            |               |        |       |         |               | N/E      |   |
| 2844   |                     |                 |         |  | <b>C</b>   | <b>2009</b>   | 2.400  | .600  | .000    | <b>3.000</b>  |          | National Highway System   |
|  |                     |                 |         |  |            | <b>2009</b>   | 2.500  | .625  | .000    | <b>3.125</b>  |          |   |
|  |                     |                 |         |  |            | <b>2009</b>   | 2.850  | .712  | .000    | <b>3.562</b>  |          |   |
|  |                     |                 |         |  |            | <b>2009</b>   | 1.563  | .391  | .000    | <b>1.954</b>  |          | STP-State Flexible  |
|  |                     |                 |         |  |            | <b>2010</b>   | 2.000  | .500  | .000    | <b>2.500</b>  |          | National Highway System   |
|  |                     |                 |         |  |            | <b>Totals</b> | 11.313 | 2.828 | .000    | <b>14.141</b> |          |   |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY<br>11512C               | AIRPORT ACCESS ROAD | 21.113          |         | CONSTRUCT FE EVERETT TPK BRIDGE OVER MANCHESTER AIRPORT ACCESS ROAD (MAAR) AND RAMP A & C BRIDGES (Parent = Bed-Man-Lon-Mer 11512)   |            |               |        |       |         |               | N/E      |   |
| 5669   |                     |                 |         |  | <b>C</b>   | <b>2009</b>   | 2.500  | .625  | .000    | <b>3.125</b>  |          | STP-Areas Less Than 200K  |
|  |                     |                 |         |  |            | <b>2010</b>   | 2.101  | .525  | .000    | <b>2.626</b>  |          |   |
|  |                     |                 |         |  |            | <b>Totals</b> | 4.601  | 1.150 | .000    | <b>5.751</b>  |          |   |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512 | AIRPORT ACCESS ROAD | 52.587          |         | IMPROVE ACCESS FROM F.E.E.T. TO MANCHESTER AIRPORT AND SURROUNDING AREA, PRELIMINARY DESIGN PREPARATION EIS FINAL DESIGN [PE & ROW] [Section 1602 - Designated Project; Demo Id NH009] |            |               |        |       |         |               | N/E      | (HB 393-A '91 ACT). PE and ROW to support completion of design and ROW needs as necessary to construct project. |
|  |                     |                 |         |  | <b>P</b>   | <b>2009</b>   | .040   | .010  | .000    | <b>.050</b>   |          | Equity Bonus (Flexible)   |
|  |                     |                 |         |  |            | <b>2010</b>   | .040   | .010  | .000    | <b>.050</b>   |          |   |
|  |                     |                 |         |  |            | <b>2010</b>   | .280   | .070  | .000    | <b>.350</b>   |          |   |
|  |                     |                 |         |  | <b>R</b>   | <b>2009</b>   | .048   | .012  | .000    | <b>.060</b>   |          |   |
|  |                     |                 |         |  |            | <b>2009</b>   | .063   | .016  | .000    | <b>.078</b>   |          | National Highway System   |
|  |                     |                 |         |  |            | <b>2009</b>   | 2.009  | .502  | .000    | <b>2.512</b>  |          |   |
|  |                     |                 |         |  |            | <b>2010</b>   | .840   | .210  | .000    | <b>1.050</b>  |          | Equity Bonus (Flexible)   |
|  |                     |                 |         |  |            | <b>Totals</b> | 3.320  | .830  | .000    | <b>4.150</b>  |          |   |

Regionally Significant

194

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

pdf 35

| Name State#   | Rte/Street: | Overall Project     |                       | Location/Scope of Work   | CAA           |          |       |         |        |        |                         |     |
|---|-------------|---------------------|-----------------------|--|---------------|----------|-------|---------|--------|--------|-------------------------|-----|
|   |             | Cost \$(M)          |                       |  | Code          | Comments |       |         |        |        |                         |     |
| Regionally Significant  |             | Grouped / Parent    | Adv Const Payback     | Phase  | Fiscal Year   | Fed\$    | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category        |     |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512D |             | AIRPORT ACCESS ROAD | 13.844                | CONSTRUCT ACCESS ROAD OVER LITTLE COHAS RIVER AND ACCESS ROAD TO THE MERRIMACK RIVER BRIDGE (Parent = Bed-Man-Lon-Mer 11512) |               |          |       |         |        |        |                         | N/E |
|   |             |                     | <i>2008 Adv Const</i> | C  | 2009          | 1.200    | .300  | .000    | 1.500  |        | National Highway System |     |
|   |             |                     | <i>2008 Adv Const</i> |  | 2009          | 2.383    | .596  | .000    | 2.979  |        |                         |     |
|   |             |                     | <i>2008 Adv Const</i> |  | 2009          | 2.500    | .625  | .000    | 3.125  |        |                         |     |
| <i>Regionally Significant</i><br>3150                             |             |                     |                       |  | <b>Totals</b> | 6.083    | 1.521 | .000    | 7.604  |        |                         |     |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512F |             | AIRPORT ACCESS ROAD | 14.490                | CONSTRUCT US 3, RAMPS H AND J, AND AIRPORT ACCESS ROAD BRIDGE OVER US 3 (Parent = Bed-Man-Lon-Mer 11512)                     |               |          |       |         |        |        |                         | N/E |
|   |             |                     |                       | C  | 2009          | 1.414    | .000  | .000    | 1.414  | .283   | Bridge On/Off System    |     |
|   |             |                     |                       |  | 2009          | 3.518    | .000  | .000    | 3.518  | .704   | National Highway System |     |
|   |             |                     |                       |  | 2009          | .000     | .000  | .002    | .002   |        | Non Participating       |     |
|   |             |                     |                       |  | 2009          | .000     | .000  | .008    | .008   |        |                         |     |
|   |             |                     |                       |  | 2009          | .000     | .000  | .030    | .030   |        |                         |     |
|   |             |                     | <i>2009 Adv Const</i> |  | 2010          | 2.054    | .000  | .000    | 2.054  | .411   | Bridge On/Off System    |     |
|   |             |                     | <i>2009 Adv Const</i> |  | 2010          | .490     | .000  | .000    | .490   | .098   | National Highway System |     |
|   |             |                     | <i>2009 Adv Const</i> |  | 2010          | 3.128    | .000  | .000    | 3.128  | .626   |                         |     |
|   |             |                     | <i>2009 Adv Const</i> |  | 2011          | 3.200    | .800  | .000    | 4.000  |        |                         |     |
| <i>Regionally Significant</i><br>3794                             |             |                     |                       |  | <b>Totals</b> | 13.805   | .800  | .040    | 14.645 | 2.121  |                         |     |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512H |             | AIRPORT ACCESS ROAD | 7.506                 | CONSTRUCT NORTH OF LITTLE COHAS BRIDGE AND FINAL PAVING TO NH 3A (Parent = Bed-Man-Lon-Mer 11512)                            |               |          |       |         |        |        |                         | N/E |
|   |             |                     |                       | C  | 2011          | .537     | .134  | .000    | .671   |        | National Highway System |     |
|   |             |                     |                       |  | 2011          | 2.273    | .568  | .000    | 2.841  |        |                         |     |
|   |             |                     |                       |  | 2012          | 3.195    | .799  | .000    | 3.994  |        |                         |     |
| <i>Regionally Significant</i><br>5670                             |             |                     |                       |  | <b>Totals</b> | 6.004    | 1.501 | .000    | 7.506  |        |                         |     |

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\$  | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category                   |  |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512I |             | AIRPORT ACCESS ROAD          | 10.435            | WIDEN FE EVERETT TURNPIKE (Parent = Bed-Man-Lon-Mer 11512) [ARRA]  |               |        |       |         |        |        | N/E                                |  |
|   |             |                              |                   | C  | 2009          | 12.704 | .000  | .000    | 12.704 |        | American Recovery Reinvestment Act |  |
|   |             |                              |                   |  | 2009          | .000   | .069  | .000    | .069   |        | Turnpike Program                   |  |
|   |             |                              |                   |  | 2010          | .000   | .000  | .000    | .000   |        |                                    |  |
|   |             |                              |                   |  | <b>Totals</b> | 12.704 | .069  | .000    | 12.773 |        |                                    |  |
| <i>Regionally Significant</i><br>5671                             |             |                              |                   |  |               |        |       |         |        |        |                                    |  |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512J |             | AIRPORT ACCESS ROAD          | 5.161             | EARTHWORK CONTRACT WEST OF THE MERRIMACK RIVER (Parent = Bed-Man-Lon-Mer 11512) [ARRA]   |               |        |       |         |        |        | N/E                                |  |
|   |             |                              |                   | C  | 2009          | 1.060  | .000  | .000    | 1.060  |        | American Recovery Reinvestment Act |  |
|   |             |                              |                   |  | 2009          | 7.463  | .000  | .000    | 7.463  |        | Turnpike Program                   |  |
|   |             |                              |                   |  | 2009          | .000   | .067  | .000    | .067   |        |                                    |  |
|   |             |                              |                   |  | <b>Totals</b> | 8.524  | .067  | .000    | 8.590  |        |                                    |  |
| <i>Regionally Significant</i><br>5951                             |             |                              |                   |  |               |        |       |         |        |        |                                    |  |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512K |             | AIRPORT ACCESS ROAD          | 17.062            | SELECTS, FINAL PAVING AND MISCELLANEOUS WEST OF MERRIMACK RIVER (Parent = Bed-Man-Lon-Mer 11512)                                   |               |        |       |         |        |        | E-10                               | Current construction schedule and specific construction contract breakout. |
|   |             |                              |                   | C  | 2010          | .870   | .218  | .000    | 1.088  |        | National Highway System            |  |
|   |             |                              |                   |  | 2010          | 5.780  | 1.445 | .000    | 7.225  |        |                                    |  |
|   |             |                              |                   |  | 2010          | 7.000  | 1.750 | .000    | 8.750  |        |                                    |  |
|   |             |                              |                   |  | <b>Totals</b> | 13.650 | 3.412 | .000    | 17.062 |        |                                    |  |
| 5952  |             |                              |                   |  |               |        |       |         |        |        |                                    |  |
| BEDFORD -<br>MANCHESTER -<br>LONDONDERRY -<br>MERRIMACK<br>11512N |             | MANCHESTER AIRPORT ACCESS RD | 1.072             | IMPROVEMENTS TO TURNPIKE SYSTEM NEAR BEDFORD TOLL PLAZA (Parent = Bed-Man-Lon-Mer 11512) (Turnpike Match for 11512C) [TRR Program] |               |        |       |         |        |        |                                    |  |
|   |             |                              |                   | C  | 2009          | .000   | .069  | .000    | .069   |        | Turnpike Program                   |  |
|   |             |                              |                   |  | 2010          | .000   | .050  | .000    | .050   |        |                                    |  |
|   |             |                              |                   |  | <b>Totals</b> | .000   | .120  | .000    | .120   |        |                                    |  |
| 6436  |             |                              |                   |  |               |        |       |         |        |        |                                    |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                   |                                |
| BELMONT                | 14400  | LAKE WINNISQUAM SCENIC TRAIL | .861              |        | 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    |
|                        | 5637   |                              |                   | P      | 2010   | .028  | .000  | .007    | .035  |        | STP-Enhancement                    |                                |
|                        |        |                              |                   |        | 2010   | .030  | .000  | .008    | .038  |        |                                    |                                |
|                        |        |                              |                   | C      | 2010   | .605  | .000  | .151    | .756  |        |                                    |                                |
|                        |        |                              |                   | Totals |  | .663  | .000  | .166    | .829  |        |                                    |                                |
| BELMONT - LACONIA      | NH 106 |                              | 3.605             |        | RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA  |       |       |         |       |        | ATT                                |                                |
|                        |        |                              |                   | P      | 2011   | .083  | .021  | .000    | .103  |        | National Highway System            |                                |
|                        |        |                              |                   |        | 2012   | .080  | .020  | .000    | .100  |        |                                    |                                |
|                        |        |                              |                   | R      | 2012   | .085  | .021  | .000    | .107  |        |                                    |                                |
|                        |        |                              |                   | Totals |  | .248  | .062  | .000    | .310  |        |                                    |                                |
| BENNINGTON             | 14401  | VARIOUS                      | .802              |        | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV |       |       |         |       |        | ATT                                | Partially funded by BENNINGTON |
|                        | 5638   |                              |                   | P      | 2009   | .000  | .000  | .021    | .021  |        | Non Participating                  |                                |
|                        |        |                              |                   | C      | 2009   | .004  | .000  | .000    | .004  |        | American Recovery Reinvestment Act |                                |
|                        |        |                              |                   |        | 2009   | .618  | .000  | .000    | .618  |        |                                    |                                |
|                        |        |                              |                   |        | 2009   | .000  | .000  | .020    | .020  |        | Non Participating                  |                                |
|                        |        |                              |                   |        | 2009   | .005  | .000  | .001    | .006  |        | STP-Enhancement                    |                                |
|                        |        |                              |                   |        | 2010   | .001  | .000  | .000    | .001  |        | American Recovery Reinvestment Act |                                |
|                        |        |                              |                   |        | 2010   | .005  | .000  | .000    | .005  |        |                                    |                                |
|                        |        |                              |                   |        | 2010   | .000  | .000  | .020    | .020  |        | Non Participating                  |                                |
|                        |        |                              |                   |        | 2010   | .009  | .002  | .000    | .011  |        | STP-Enhancement                    |                                |
|                        |        |                              |                   | Totals |  | .641  | .002  | .061    | .704  |        |                                    |                                |
| BENNINGTON             | 16030  | VILLAGE AREA                 |                   |        | PEDESTRIAN IMPROVEMENTS [09-02TE]  |       |       |         |       |        | ATT                                | Partially funded by BENNINGTON |
|                        | 7633   |                              |                   | P      | 2011   | .063  | .000  | .016    | .078  |        | STP-Enhancement                    |                                |
|                        |        |                              |                   | R      | 2011   | .017  | .000  | .004    | .021  |        |                                    |                                |
|                        |        |                              |                   | C      | 2012   | .426  | .000  | .107    | .533  |        |                                    |                                |
|                        |        |                              |                   | Totals |  | .505  | .000  | .126    | .632  |        |                                    |                                |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category                             |
| BERLIN<br>12958B       | NH 110           | 10.560            |       | PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) [Section 1702 - Designated Project; Demo Id NH043] [Sister Demo Id NH062]              |       | ATT   | Partially funded by BERLIN Turnpike Priority Capital Program, Earmark funding. |       |        |  |
|                        |                  |                   | P     | 2010   | .040  | .000  | .010   | .050  |        | High Priority Projects (SAFETEA-LU 2005)     |
|                        |                  |                   |       | 2010   | .108  | .000  | .027   | .134  |        |  |
|                        |                  |                   |       | 2010   | .012  | .000  | .003   | .016  |        | HPER Ear\$ Not Rec'd                         |
|                        |                  |                   |       | 2010   | .000  | .000  | .065   | .065  |        | Non Participating                            |
|                        |                  |                   |       | 2010   | .440  | .000  | .000   | .440  | .088   | STP-State Flexible                           |
|                        |                  |                   | R     | 2010   | .006  | .000  | .002   | .008  |        | High Priority Projects (SAFETEA-LU 2005)     |
|                        |                  |                   |       | 2010   | .018  | .000  | .004   | .022  |        |  |
|                        |                  |                   |       | 2010   | .302  | .000  | .075   | .377  |        |  |
|                        |                  |                   |       | 2010   | 1.148 | .000  | .287   | 1.435 |        |  |
|                        |                  | 2008 Adv Const    |       | 2010   | .034  | .000  | .008   | .042  |        | HPER Ear\$ Not Rec'd                         |
|                        |                  | 2008 Adv Const    |       | 2010   | .116  | .000  | .029   | .145  |        |  |
|                        |                  |                   |       | 2010   | .000  | .000  | .020   | .020  |        | Non Participating                            |
|                        |                  |                   |       | 2011   | .432  | .000  | .108   | .540  |        | High Priority Projects (SAFETEA-LU 2005)     |
|                        |                  |                   |       | 2011   | 2.045 | .000  | .511   | 2.556 |        |  |
|                        |                  |                   |       | 2012   | .469  | .000  | .117   | .586  |        |  |
|                        |                  |                   | C     | 2012   | .494  | .000  | .123   | .617  |        |  |
|                        |                  |                   |       | 2012   | 1.210 | .000  | .303   | 1.513 |        | STP-Areas Less Than 200K                     |
| 3763                   |                  |                   |       | <b>Totals</b>  | 6.873 | .000  | 1.693  | 8.567 | .088   |  |
| BERLIN<br>13886        | HILLSIDE AVENUE  | .202              |       | REPLACEMENT OF OLD SIDEWALKS [02-05TE]   |       | ATT   | Partially funded by BERLIN   |       |        |  |
|                        |                  |                   | C     | 2009   | .008  | .000  | .002   | .010  |        | STP-Enhancement                              |
| 3724                   |                  |                   |       | <b>Totals</b>  | .008  | .000  | .002   | .010  |        |  |
| BERLIN<br>16019        | HUTCHINS STREET  |                   |       | RECONSTRUCTION FROM NAPERT STREET TO BRIDGE STREET, EARMARK PROJECT (DEMO ID NH085)  |       | ATT   |  |       |        |  |
|                        |                  |                   | P     | 2010   | .072  | .000  | .000   | .072  |        | High Priority Projects (SAFETEA-LU-EXT 2010) |
|                        |                  |                   | R     | 2010   | .002  | .000  | .000   | .002  |        |  |
|                        |                  |                   | C     | 2010   | .706  | .000  | .000   | .706  |        |  |
| 7620                   |                  |                   |       | <b>Totals</b>  | .779  | .000  | .000   | .779  |        |  |
| BETHLEHEM<br>13087     | US 302           | .046              |       | CORRECTION OF TRAFFIC & PEDESTRIAN SAFETY DEFICIENCIES; INCLUDING SIDEWALKS, CURBING, CROSSWALKS, SIGNING, & LIGHTING IN THE CENTER OF TOWN (TE Program) [98-77TE] |       | ATT   | Partially funded by BETHLEHEM  |       |        |  |
|                        |                  | 2008 Adv Const    | P     | 2010   | .004  | .000  | .001   | .005  |        | STP-Enhancement                              |
|                        |                  | 2008 Adv Const    | R     | 2010   | .004  | .000  | .001   | .005  |        |  |
|                        |                  |                   | C     | 2011   | .029  | .000  | .007   | .036  |        |  |
| 2331                   |                  |                   |       | <b>Totals</b>  | .036  | .000  | .009   | .046  |        |  |

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

| Name State#            | Rte/Street:      | Overall Project   |        | Location/Scope of Work  | CAA   |          |         |       |        |  |  |   |
|------------------------|------------------|-------------------|--------|---|-------|----------|---------|-------|--------|--|--|---|
|                        |                  | Cost \$(M)        |        |   | Code  | Comments |         |       |        |  |  |   |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase  | Fiscal Year   | Fed\$ | DOT\$    | Other\$ | Tot\$ | TpkC\$ | Funding Category                       |  |   |
| BOSCAWEN<br>14402      | NORTH MAIN ST    | .533              |        | KING ST SIDEWALK CONNECTOR: CONSTRUCT SIDEWALKS ALONG NORTH MAIN ST FROM EXISTING SIDEWALK TO INTERSECTION OF US 3/4 & FROM US 3/4 INTERSECTION TO RIVER RD CONNECTING WITH EXISTING SIDEWALK ON KING ST. PROVIDE PED WALK SIGNAL AND CROSS WALKS AT US 3/4 |       |          |         |       |        |  |  | ATT   |
|                        |                  |                   | C      | 2009  | .484  | .000     | .000    | .484  |        | American Recovery Reinvestment Act     |  |   |
|                        |                  |                   |        | 2009  | .023  | .000     | .007    | .030  |        | STP-Enhancement                        |  |   |
|                        |                  |                   |        | 2010  | .019  | .000     | .000    | .019  |        | American Recovery Reinvestment Act     |  |   |
| 5639                   |                  |                   | Totals |   | .526  | .000     | .007    | .532  |        |  |  |   |
| BRADFORD<br>16032      | EAST MAIN STREET |                   |        | PEDESTRIAN IMPROVEMENT [09-04TE]  |       |          |         |       |        |  |  | ATT Partially funded by BRADFORD  |
|                        |                  |                   | P      | 2011  | .090  | .000     | .023    | .113  |        | STP-Enhancement                        |  |   |
|                        |                  |                   | R      | 2011  | .026  | .000     | .007    | .033  |        |  |  |   |
|                        |                  |                   | C      | 2012  | .430  | .000     | .107    | .537  |        |  |  |   |
| 7626                   |                  |                   | Totals |   | .546  | .000     | .137    | .683  |        |  |  |   |
| BRISTOL<br>16026       | CENTRAL SQUARE   |                   |        | PEDESTRIAN / BICYCLE IMPROVEMENT [09-05TE]  |       |          |         |       |        |  |  | ATT Partially funded by BRISTOL   |
|                        |                  |                   | P      | 2011  | .041  | .000     | .010    | .051  |        | STP-Enhancement                        |  |   |
|                        |                  |                   | R      | 2011  | .001  | .000     | .000    | .001  |        |  |  |   |
|                        |                  |                   | C      | 2011  | .368  | .000     | .092    | .461  |        |  |  |   |
| 7631                   |                  |                   | Totals |   | .410  | .000     | .103    | .513  |        |  |  |   |
| CAMPTON<br>12407       | BLAIR ROAD       | .414              |        | REHAB BRIDGE OVER PEMIGEWASSET RIVER - 117/076 {Red List}   |       |          |         |       |        |  |  | ATT Partially funded by CAMPTON Specific project from Statewide program, Municipal Managed. |
|                        |                  |                   | P      | 2010  | .000  | .079     | .020    | .099  |        | State Aid Bridge                       |  |   |
|                        |                  |                   | C      | 2010  | .000  | .252     | .063    | .316  |        |  |  |   |
| 676                    |                  |                   | Totals |   | .000  | .331     | .083    | .414  |        |  |  |   |
| CART                   | TRANSIT          | .328              |        | PREVENTATIVE MAINTENANCE  |       |          |         |       |        |  |  | E-23 Boston urbanized area FTA funds.   |
|                        |                  |                   |        | 2009  | .064  | .016     | .000    | .080  |        | FTA 5307 Capital and Operating Program |  |   |
|                        |                  |                   |        | 2010  | .064  | .016     | .000    | .080  |        |  |  |   |
|                        |                  |                   |        | 2011  | .066  | .017     | .000    | .083  |        |  |  |   |
|                        |                  |                   |        | 2012  | .068  | .017     | .000    | .085  |        |  |  |   |
| 2985                   |                  |                   | Totals |   | .262  | .066     | .000    | .328  |        |  |  |   |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                       |  |  |
| CART                   | TRANSIT          | 9.567             |                | OPERATING ASSISTANCE   |       |       |         |       |        |  |  | E-21   |
|                        |                  |                   |                | 2009   | .321  | .321  | .000    | .642  |        | FTA 5307 Capital and Operating Program |  |  |
|                        |                  |                   |                | 2010   | .342  | .342  | .000    | .685  |        |  |  |  |
|                        |                  |                   |                | 2011   | .356  | .356  | .000    | .712  |        |  |  |  |
|                        |                  |                   |                | 2012   | .367  | .367  | .000    | .735  |        |  |  |  |
| 7239                   |                  |                   |                | <b>Totals</b>  | 1.387 | 1.387 | .000    | 2.774 |        |  |  |  |
| CHESTERFIELD<br>13597  | NH 63            | .724              |                | 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  |
|                        |                  |                   | 2008 Adv Const | P  | 2010  | .055  | .000    | .000  | .055   | .011                                   | STP-Safety                               |  |
|                        |                  |                   | 2008 Adv Const | R  | 2010  | .055  | .000    | .000  | .055   | .011                                   |  |  |
|                        |                  |                   |                | C  | 2011  | .363  | .091    | .000  | .454   |  |  |  |
| 2747                   |                  |                   |                | <b>Totals</b>  |       | .473  | .091    | .000  | .564   | .022                                   |  |  |
| CLAREMONT<br>13248 #   | NH 12            | 5.487             |                | NORTH STREET INTERSECTION RELOCATION [Section 1702 - Designated Project; Demo Id NH039 & NH059]  |       |       |         |       |        |  |  | ATT Partially funded by CLAREMONT Earmark funding. Municipal Managed |
|                        |                  |                   |                | P  | 2010  | .178  | .000    | .044  | .222   |  | High Priority Projects (SAFETEA-LU 2005) |  |
|                        |                  |                   |                |  | 2010  | .022  | .000    | .006  | .028   |  | HPER Ear\$ Not Rec'd                     |  |
|                        |                  |                   |                | R  | 2010  | .072  | .000    | .018  | .090   |  | High Priority Projects (SAFETEA-LU 2005) |  |
|                        |                  |                   |                |  | 2010  | .160  | .000    | .040  | .200   |  |  |  |
|                        |                  |                   |                |  | 2010  | .008  | .000    | .002  | .010   |  | HPER Ear\$ Not Rec'd                     |  |
|                        |                  |                   |                | C  | 2012  | .353  | .000    | .088  | .441   |  | High Priority Projects (SAFETEA-LU 2005) |  |
|                        |                  |                   |                |  | 2012  | .554  | .000    | .138  | .692   |  |  |  |
|                        |                  |                   |                |  | 2012  | 1.665 | .000    | .416  | 2.082  |  |  |  |
|                        |                  |                   |                |  | 2012  | .066  | .000    | .017  | .083   |  | HPER Ear\$ Not Rec'd                     |  |
|                        |                  |                   |                |  | 2012  | 1.104 | .000    | .276  | 1.379  |  |  |  |
| 2802                   |                  |                   |                | <b>Totals</b>  |       | 4.182 | .000    | 1.045 | 5.227  |  |  |  |

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\$    | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category  |
| CLAREMONT<br>14494 #         | NH 11/ NH 12     | 2.501                      | RECONSTRUCTION AND UPGRADE OF THE INTERSECTIONS OF MAPLE AVENUE, PLEASANT STREET (DRAPER'S CORNER), AND CHARLESTOWN RD [Section 1702 - Designated Project; Demo Id NH047 (14494), NH030 (14494A) & NH065 (14494B)] [PARENT] |             |          |       |         |       |        | ATT Earmark funding. Municipal Managed  |
|                              |                  |                            | P   | 2010        | .150     | .000  | .000    | .150  |        | High Priority Grants (STEA04_Ext_2005)  |
|                              |                  |                            | R   | 2009        | .010     | .000  | .000    | .010  |        |   |
|                              |                  |                            |   | 2009        | .020     | .000  | .000    | .020  |        |   |
|                              |                  |                            |   | 2010        | .020     | .000  | .000    | .020  |        |   |
|                              |                  |                            | C   | 2010        | .388     | .000  | .000    | .388  |        |   |
|                              |                  |                            |   | 2010        | .068     | .000  | .017    | .086  |        | High Priority Projects (SAFETEA-LU 2005)  |
|                              |                  |                            |   | 2010        | .200     | .000  | .050    | .250  |        |   |
|                              |                  |                            |   | 2010        | .217     | .000  | .054    | .271  |        |   |
|                              |                  |                            |   | 2010        | .601     | .000  | .150    | .752  |        |   |
|                              |                  |                            |   | 2010        | .010     | .000  | .002    | .012  |        | HPER Ear\$ Not Rec'd  |
|                              |                  |                            |   | 2010        | .012     | .000  | .003    | .014  |        |   |
|                              |                  |                            |   | 2010        | .024     | .000  | .006    | .030  |        |   |
|                              |                  |                            |   | 2010        | .399     | .000  | .100    | .498  |        |   |
| 2792                         |                  |                            | <b>Totals</b>   |             | 2.118    | .000  | .383    | 2.501 |        |   |
| CLAREMONT - NEWPORT<br>10433 | NH 11 & 103      | 16.586                     | RECONSTRUCTION FROM URBAN COMPACT LINE TO KELLEYVILLE BRIDGE, APPROXIMATELY 3.8 MILES   |             |          |       |         |       |        | ATT   |
|                              |                  |                            | R   | 2010        | .053     | .000  | .000    | .053  | .011   | STP-Areas Less Than 200K  |
|                              |                  |                            | C   | 2010        | 1.145    | .000  | .000    | 1.145 | .229   |   |
| 96                           |                  |                            | <b>Totals</b>   |             | 1.198    | .000  | .000    | 1.198 | .240   |   |
| COAST                        | COAST            | 28.590                     | OPERATING ASSISTANCE  |             |          |       |         |       |        | E-21 Partially funded by COAST<br>FTA maintains transit services using local matching funds. Cost reflects current information. |
|                              |                  |                            |   | 2009        | .941     | .000  | .941    | 1.882 |        | FTA 5307 Capital and Operating Program  |
|                              |                  |                            |   | 2010        | .901     | .000  | .901    | 1.801 |        |   |
|                              |                  |                            |   | 2011        | .923     | .000  | .923    | 1.845 |        |   |
|                              |                  |                            |   | 2012        | .982     | .000  | .982    | 1.964 |        |   |
| 567                          |                  |                            | <b>Totals</b>   |             | 3.746    | .000  | 3.746   | 7.492 |        |   |
| COAST                        | COAST            | 7.296                      | PREVENTIVE MAINTENANCE  |             |          |       |         |       |        | E-21 Partially funded by COAST<br>FTA maintains transit services using local matching funds.                                    |
|                              |                  |                            |   | 2009        | .494     | .000  | .124    | .618  |        | FTA 5307 Capital and Operating Program  |
|                              |                  |                            |   | 2010        | .406     | .000  | .102    | .508  |        |   |
|                              |                  |                            |   | 2011        | .432     | .000  | .108    | .540  |        |   |
|                              |                  |                            |   | 2012        | .458     | .000  | .115    | .573  |        |   |
| 2691                         |                  |                            | <b>Totals</b>   |             | 1.791    | .000  | .448    | 2.239 |        |   |

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\$    | DOT\$    | Other\$ | Tot\$ | TpkC\$ | Funding Category  |
| COAST                  | COAST            | .491              |                            | MISC. SUPPORT EQUIPMENT           |          |          |         |       |        | E-24 Partially funded by COAST<br>FTA maintains transit services using local matching funds.<br>FTA 5307 Capital and Operating Program              |
|                        |                  |                   |                            | 2009                              | .025     | .000     | .006    | .031  |        |   |
|                        |                  |                   |                            | 2010                              | .026     | .000     | .007    | .033  |        |   |
|                        |                  |                   |                            | 2011                              | .028     | .000     | .007    | .035  |        |   |
|                        |                  |                   |                            | 2012                              | .030     | .000     | .007    | .037  |        |   |
| 3067                   |                  |                   |                            | <b>Totals</b>                     | .109     | .000     | .027    | .136  |        |   |
| COAST                  | COAST            | 1.131             |                            | MISC. BUS STATION EQUIPMENT [ESP] |          |          |         |       |        | E-28 FTA maintains transit services using local matching funds.<br>American Recovery Reinvestment Act<br>FTA 5307 Capital and Operating Program     |
|                        |                  |                   | C                          | 2009                              | .143     | .000     | .000    | .143  |        |   |
|                        |                  |                   |                            | 2009                              | .050     | .000     | .013    | .063  |        |   |
|                        |                  |                   |                            | 2010                              | .051     | .000     | .013    | .064  |        |   |
|                        |                  |                   |                            | 2011                              | .054     | .000     | .013    | .067  |        |   |
|                        |                  |                   |                            | 2012                              | .056     | .000     | .014    | .070  |        |   |
| 3068                   |                  |                   |                            | <b>Totals</b>                     | .354     | .000     | .053    | .407  |        |   |
| COAST                  | COAST            | 1.133             |                            | GENERAL & COMPREHENSIVE PLANNING  |          |          |         |       |        | E-36 Partially funded by COAST<br>FTA Funding for intermodal planning. Cost reflects current information.<br>FTA 5307 Capital and Operating Program |
|                        |                  |                   |                            | 2009                              | .082     | .000     | .021    | .103  |        |   |
|                        |                  |                   |                            | 2010                              | .085     | .000     | .021    | .106  |        |   |
|                        |                  |                   |                            | 2011                              | .090     | .000     | .022    | .112  |        |   |
|                        |                  |                   |                            | 2012                              | .096     | .000     | .024    | .120  |        |   |
| 3069                   |                  |                   |                            | <b>Totals</b>                     | .353     | .000     | .088    | .442  |        |   |
| COAST                  | COAST            | 1.636             |                            | ADA OPERATIONS                    |          |          |         |       |        | E-21 Partially funded by COAST<br>FTA maintains transit services with local commitment.<br>FTA 5307 Capital and Operating Program                   |
|                        |                  |                   |                            | 2009                              | .056     | .000     | .014    | .070  |        |   |
|                        |                  |                   |                            | 2010                              | .057     | .000     | .014    | .071  |        |   |
|                        |                  |                   |                            | 2011                              | .061     | .000     | .015    | .076  |        |   |
|                        |                  |                   |                            | 2012                              | .065     | .000     | .016    | .081  |        |   |
| 3070                   |                  |                   |                            | <b>Totals</b>                     | .239     | .000     | .060    | .298  |        |   |

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     |              |                |              |               |   |
|-------------------------------|--------|-------------------------|----------------------------|---|--------------------|--------------|--------------|----------------|--------------|---------------|---|
| <b>Regionally Significant</b> |        | <b>Grouped / Parent</b> | <b>Adv Const Payback</b>   | <b>Phase</b>  | <b>Fiscal Year</b> | <b>Fed\$</b> | <b>DOT\$</b> | <b>Other\$</b> | <b>Tot\$</b> | <b>TpkC\$</b> | <b>Funding Category</b>   |
| COAST                         |        | COAST                   | 11.287                     | CAPITAL PROGRAM   |                    |              |              |                |              |               | E-22 FTA maintains bus fleet for local transit using local matching funds. Cost reflects current information. |
|                               |        |                         |                            | <b>C</b>  | <b>2009</b>        | 4.099        | .000         | .000           | <b>4.099</b> |               | American Recovery Reinvestment Act  |
|                               |        |                         |                            |   | <b>2009</b>        | .703         | .000         | .176           | <b>.879</b>  |               | FTA 5307 Capital and Operating Program  |
|                               |        |                         |                            |   | <b>2010</b>        | .417         | .000         | .104           | <b>.521</b>  |               |   |
|                               |        |                         |                            |   | <b>2011</b>        | .443         | .000         | .111           | <b>.553</b>  |               |   |
|                               |        |                         |                            |   | <b>2012</b>        | .471         | .000         | .118           | <b>.589</b>  |               |   |
| 3503                          |        |                         |                            | <b>Totals</b>   |                    | 6.132        | .000         | .508           | <b>6.641</b> |               |   |
| COLEBROOK<br>13476            |        | NH 26                   | 1.398                      | BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068   |                    |              |              |                |              |               | ATT   |
|                               |        |                         |                            | <b>P</b>  | <b>2012</b>        | .049         | .012         | .000           | <b>.061</b>  |               | Bridge On/Off System  |
| 571                           |        |                         |                            | <b>Totals</b>   |                    | .049         | .012         | .000           | <b>.061</b>  |               |   |
| COLEBROOK<br>P2493C           |        | NH 26                   | 12.036                     | RECONSTRUCT FROM 3 MILES WEST OF DIXVILLE T/L EASTERLY 2.5 MILES TO INCLUDE REPLACEMENT OF BRIDGES: 202/059 OVER BALSAM POND OUTLET AND 201/062 & 177/068 OVER MOHAWK RIVER |                    |              |              |                |              |               | ATT   |
|                               |        |                         |                            | <b>R</b>  | <b>2009</b>        | .038         | .000         | .000           | <b>.038</b>  | .008          | Bridge On/Off System  |
|                               |        |                         |                            |   | <b>2009</b>        | .027         | .000         | .000           | <b>.027</b>  | .005          | Equity Bonus (Flexible)   |
|                               |        |                         |                            | <b>C</b>  | <b>2009</b>        | .031         | .000         | .000           | <b>.031</b>  | .006          | Bridge On/Off System  |
|                               |        |                         |                            |   | <b>2009</b>        | .079         | .000         | .000           | <b>.079</b>  | .016          |   |
| 650                           |        |                         |                            | <b>Totals</b>   |                    | .175         | .000         | .000           | <b>.175</b>  | .035          |   |
| COLEBROOK<br>P2493D           |        | NH 26                   | .024                       | DEMOLITION OF 1.5 STORY WOOD FRAME RESIDENCE WITH ATTACHED SHED   |                    |              |              |                |              |               | ATT   |
|                               |        |                         |                            | <b>R</b>  | <b>2009</b>        | .008         | .002         | .000           | <b>.010</b>  |               | STP-Non Urban Areas Under 5K  |
| 5801                          |        |                         |                            | <b>Totals</b>   |                    | .008         | .002         | .000           | <b>.010</b>  |               |   |

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\$    | DOT\$    | Other\$  | Tot\$ | TpkC\$ | Funding Category                              |  |
| CONCORD<br>12004       | SEWALLS FALLS ROAD                   | 10.376                | 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, Red List bridge. |       |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> | P   | 2010                   | .022     | .000     | .006   | .028  |        | Bridge On/Off System                          |  |
|                        |                                      | <i>2008 Adv Const</i> |   | 2010                   | .027     | .000     | .007   | .034  |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> |   | 2010                   | .270     | .000     | .068   | .338  |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> | R   | 2010                   | .020     | .000     | .005   | .026  |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> |   | 2010                   | .204     | .000     | .051   | .255  |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> |   | 2011                   | .022     | .000     | .006   | .028  |        |   |  |
|                        |                                      |                       | C   | 2012                   | 2.609    | .000     | .652   | 3.261 |        |   |  |
|                        |                                      |                       |   | 2012                   | .254     | .000     | .064   | .318  |        | Equity Bonus (Flexible)                       |  |
|                        |                                      |                       |   | 2012                   | .146     | .000     | .036   | .182  |        | High Priority Projects (SAFETEA-LU 2005)      |  |
|                        |                                      |                       |   | 2012                   | .461     | .000     | .115   | .577  |        |   |  |
|                        |                                      |                       |   | 2012                   | .076     | .000     | .019   | .095  |        | HPER Ear\$ Not Rec'd                          |  |
| 293                    |                                      |                       | <b>Totals</b>   |                        | 4.112    | .000     | 1.028  | 5.140 |        |   |  |
| CONCORD<br>13184C      | I-393                                | .395                  | CONSTRUCT DRAINAGE AND OVERLAY PAVEMENT FROM NORTH MAIN STREET EAST TO HORSE SHOE POND INTERSECTION   |                        |          | ATT      |  |       |        |   |  |
|                        |                                      | <i>2008 Adv Const</i> | R   | 2010                   | .027     | .003     | .000   | .030  |        | Interstate Maintenance                        |  |
|                        |                                      |                       | C   | 2010                   | .241     | .027     | .000   | .268  |        |   |  |
|                        |                                      |                       |   | 2010                   | .000     | .000     | .092   | .092  |        | Non Participating                             |  |
| 6205                   |                                      |                       | <b>Totals</b>   |                        | .268     | .030     | .092   | .390  |        |   |  |
| CONCORD<br>13860       | LOUDON RD / PEMBROKE RD / OLD TPK RD | .300                  | CONSTRUCT COMBINATION OF SIDEWALKS & BIKE PATHS ALONG WITH CURBING, DRAINAGE (TE Program) [02-03CM]   |                        |          | ATT      | Partially funded by CONCORD  |       |        |   |  |
|                        |                                      |                       | C   | 2010                   | .143     | .000     | .036   | .179  |        | STP-Enhancement                               |  |
| 3701                   |                                      |                       | <b>Totals</b>   |                        | .143     | .000     | .036   | .179  |        |   |  |
| CONCORD<br>13889       |                                      | .110                  | NORTH MAIN STREET;CAT BUS SHELTERS - EAGLE SQUARE & NH STATE HOUSE: DESIGN AND CONSTRUCT 2 BUS SHELTERS ON NORTH MAIN STREET, ONE IN FRONT OF NH STATE HOUSE AND A SECOND ONE ACROSS THE STREET IN FRONT OF THE HISTORIC EAGLE SQUARE HOTEL (TE Program) [02-14 |                        |          | ATT      | Partially funded by CONCORD  |       |        |   |  |
|                        |                                      |                       | C   | 2010                   | .000     | .000     | .000   | .001  |        | STP-Enhancement                               |  |
| 3726                   |                                      |                       | <b>Totals</b>   |                        | .000     | .000     | .000   | .001  |        |   |  |
| CONCORD<br>14817       | STORRS STREET                        | 2.645                 | PARK AND RIDE [06-02CM] (CMAQ Project)  |                        |          | ATT      | Specific project from Statewide program.   |       |        |   |  |
|                        |                                      |                       | P   | 2010                   | .120     | .030     | .000   | .150  |        | Congestion Mitigation and Air Quality Program |  |
|                        |                                      |                       | R   | 2010                   | 1.040    | .260     | .000   | 1.300 |        |   |  |
| 6220                   |                                      |                       | <b>Totals</b>   |                        | 1.160    | .290     | .000   | 1.450 |        |   |  |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category                          |     |   |
| CONCORD<br>15902              | I-93                 | 3.768             | BRIDGE REHABILITATION / DECK REPLACEMENT, STRIP / REPAINT STEEL STRINGERS CARRYING DELTA DRIVE OVER I-93 - 142/116 {Red List}   |                        |          |          |         |        |        |   |     |   |
|                               |                      |                   | P   | 2010                   | .000     | .125     | .000    | .125   |        | Betterment                                |     |   |
|                               |                      |                   |   | 2010                   | .070     | .000     | .000    | .070   | .014   | Bridge On/Off System                      |     |   |
|                               |                      |                   | R   | 2010                   | .000     | .004     | .000    | .004   |        | Betterment                                |     |   |
|                               |                      |                   |   | 2010                   | .001     | .000     | .000    | .001   | .000   | Bridge On/Off System                      |     |   |
|                               |                      |                   | C   | 2012                   | 2.854    | .714     | .000    | 3.568  |        |   |     |   |
| 7493                          |                      |                   | Totals  |                        | 2.925    | .843     | .000    | 3.768  | .014   |   |     |   |
| CONWAY<br>11339B              | US 302 / NH 16       | 66.315            | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] [Section 1602 - Designated Project; Demo Id NH004] |                        |          |          |         |        |        |   | ATT | PE and ROW to support completion of design and ROW needs as necessary to construct project. |
|                               |                      |                   | P   | 2009                   | .080     | .020     | .000    | .100   |        | National Highway System                   |     |   |
|                               |                      |                   |   | 2009                   | 3.945    | .000     | .000    | 3.945  | .789   |   |     |   |
|                               |                      |                   |   | 2009                   | .055     | .000     | .000    | .055   |        | STP-Areas Less Than 200K                  |     |   |
|                               |                      |                   |   | 2010                   | .055     | .000     | .000    | .055   |        | National Highway System                   |     |   |
|                               |                      |                   |   | 2011                   | .057     | .000     | .000    | .057   | .011   |   |     |   |
|                               |                      |                   | R   | 2009                   | .008     | .002     | .000    | .010   |        |   |     |   |
|                               |                      |                   |   | 2009                   | .055     | .000     | .000    | .055   | .011   | STP-Areas Less Than 200K                  |     |   |
|                               |                      |                   |   | 2009                   | 5.392    | .000     | .000    | 5.392  | 1.078  |   |     |   |
|                               |                      |                   |   | 2010                   | .438     | .000     | .000    | .438   |        | National Highway System                   |     |   |
|                               |                      |                   |   | 2010                   | 1.694    | .424     | .000    | 2.118  |        |   |     |   |
|                               |                      |                   |   | 2011                   | .045     | .011     | .000    | .057   |        |   |     |   |
| <i>Regionally Significant</i> |                      |                   | Totals  |                        | 11.824   | .457     | .000    | 12.281 | 1.889  |   |     |   |
| 176                           |                      |                   |   |                        |          |          |         |        |        |   |     |   |
| CONWAY<br>11339I              | US 302 & NH 16       | 12.677            | WIDENING, PAVEMENT REHABILITATION & DRIVEWAY CONSOLIDATION (Parent = Conway 11339B)   |                        |          |          |         |        |        |   | ATT |   |
|                               |                      |                   |   | 2010                   | .016     | .000     | .000    | .016   |        | High Priority Grants (STEA04_Ext_2005)    |     |   |
| <i>Regionally Significant</i> |                      | 2004 Adv Const    | Totals  |                        | .016     | .000     | .000    | .016   |        |   |     |   |
| 183                           |                      |                   |   |                        |          |          |         |        |        |   |     |   |
| CONWAY<br>11339X              | 470 TASKER HILL ROAD | .017              | DEMOLITION OF 1 STORY WOOD FRAME RESIDENCE WITH ATTCHED PORCH [Section 1602 - Designated Project; Demo Id NH021] (Parent = Conway 11339B)   |                        |          |          |         |        |        |   | ATT |   |
|                               |                      |                   | R   | 2009                   | .005     | .001     | .000    | .007   |        | High Priority Projects (TEA-21 1998-2003) |     |   |
|                               |                      |                   | Totals  |                        | .005     | .001     | .000    | .007   |        |   |     |   |
| 5798                          |                      |                   |   |                        |          |          |         |        |        |   |     |   |

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  | Code                   | Comments   | Adv Const | Fiscal | Phase | Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ |
| Regionally Significant           | Grouped / Parent                        | Payback         |   |                        |  |           |        |       |      |       |       |         |       |        |
| CONWAY<br>14821                  | NH 16                                   | .710            | VILLAGE STREETScape PROJECT: REDESIGN WORK INCLUDES SIDEWALK UPGRADES, CROSS WALKS, UTILITY RELOCATION, LANDSCAPING, LIGHTING, AND GATEWAY MARKERS (TE Program) [06-11TE] | ATT                    | Partially funded by CONWAY VILLAGE FIRE DISTRICT Specific project from Statewide program. Municipal managed. |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 6234                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| CONWAY<br>14958                  | NH 16                                   | 3.408           | BRIDGE REHABILITATION OVER SACO RIVER - 170/071   | ATT                    | Deck plate girder bridge, priority #93.  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 5552                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| CORNISH                          | SAINT-GAUDENS<br>NATIONAL HISTORIC SITE | .023            | PAVEMENT MANAGEMENT PROJECT (National Park Service-FHWA Eastern Federal Lands)  | ATT                    |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 7109                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| DANBURY<br>15288                 | NH 104                                  | .026            | REPLACE/SLIPLINE EXIST. PIPE STARTING AT THE INTERSECTION US 4 EAST APPROX. 600 FT; NORTH RD STARTING FROM INTERSECTION NORTH APPROX. 600 FT {Betterment}                 | ATT                    |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 6737                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| DERRY -<br>MANCHESTER<br>14567J  |   | .725            | UNDERGROUND STORAGE TANK REMOVAL AND REPLACEMENT AT PATROL SHEDS 527 AND 528  |                        | Partially funded by ORG 0559 LAW 264:2-II-C  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 6788                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| DISTRICT 1<br>11661P             |   | .303            | ANNUAL HIGHWAY MAINTENANCE DISTRICT WIDE LEVELING PROJECT [BET-RL*792] {Betterment}   | ATT                    |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 6604                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| DISTRICT 1<br>SHOULDERS<br>15306 | VARIOUS ROUTES                          | .020            | PURCHASE CRUSHED GRAVEL TO BACK UP SHOULDERS PAVED UNDER THE 2007 RESURFACING PROJECT {Betterment}  | ATT                    |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
|                                  |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |
| 6760                             |   |                 |   |                        |  |           |        |       |      |       |       |         |       |        |

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

pdf 47

| Name                          | State# | Rte/Street:       | Overall Project Cost \$(M) | Location/Scope of Work   | CAA Code | Comments   |
|-------------------------------|--------|-------------------|----------------------------|--|----------|--|
| <b>Regionally Significant</b> |        |                   |                            |  |          |  |
| DISTRICT 2<br>11662P          |        |                   | .386                       | ANNUAL HIGHWAY MAINTENANCE DISTRICT WIDE LEVELING PROJECT [BET-RL*792] {Betterment}                      | ATT      |  |
| 6605                          |        |                   |                            | <b>C</b> <b>2009</b>   .000   .386   .000   <b>.386</b>   Betterment                                     |          |  |
|                               |        |                   |                            | <b>Totals</b>   .000   .386   .000   <b>.386</b>   |          |  |
| DISTRICTS<br>BET-RES *        |        | PAVEMENT          | (Annual)                   | RESURFACE @ VARIOUS LOCATIONS (Annual Advertised Projects)   | E-10     | Yearly paving by contract from Statewide Betterment Resurfacing Program. |
| 581                           |        |                   |                            | <b>C</b> <b>2009</b>   18.000   .000   .000   <b>18.000</b>   American Recovery Reinvestment Act         |          |  |
|                               |        |                   |                            | <b>2009</b>   .000   12.000   .000   <b>12.000</b>   Betterment  |          |  |
|                               |        |                   |                            | <b>2010</b>   10.000   .000   .000   <b>10.000</b>   American Recovery Reinvestment Act                  |          |  |
|                               |        |                   |                            | <b>2010</b>   .000   12.000   .000   <b>12.000</b>   Betterment  |          |  |
|                               |        |                   |                            | <b>2011</b>   .000   12.000   .000   <b>12.000</b>   |          |  |
|                               |        |                   |                            | <b>2012</b>   .000   12.000   .000   <b>12.000</b>   |          |  |
|                               |        |                   |                            | <b>Totals</b>   28.000   48.000   .000   <b>76.000</b>   |          |  |
|                               |        |                   |                            | <i>Grouped</i>   |          |  |
| DOVER<br>13042                |        | NH 9              | 7.168                      | REPLACE BRIDGE OVER B&M RAILROAD - 109/106 {Statewide Federal Bridge Program} {Red List}                 | E-19     | Red List bridge, priority #64  |
| 2406                          |        |                   |                            | <b>P</b> <b>2009</b>   .020   .000   .000   <b>.020</b>   .004   Bridge On/Off System                    |          |  |
|                               |        |                   |                            | <b>2009</b>   .030   .000   .000   <b>.030</b>   |          |  |
|                               |        |                   |                            | <b>2009</b>   .127   .000   .000   <b>.127</b>   .025  |          |  |
|                               |        |                   |                            | <b>R</b> <b>2009</b>   .042   .000   .000   <b>.042</b>   .008   |          |  |
|                               |        |                   |                            | <b>2009</b>   .420   .000   .000   <b>.420</b>   |          |  |
|                               |        |                   |                            | <b>C</b> <b>2009</b>   .255   .000   .000   <b>.255</b>   .051   |          |  |
|                               |        |                   |                            | <b>2009</b>   .487   .000   .000   <b>.487</b>   |          |  |
|                               |        |                   |                            | <b>2009</b>   2.430   .000   .000   <b>2.430</b>   |          |  |
|                               |        |                   |                            | <b>2009</b>   2.392   .000   .000   <b>2.392</b>   Equity Bonus (Flexible)                               |          |  |
|                               |        |                   |                            | <b>Totals</b>   6.203   .000   .000   <b>6.203</b>   .089  |          |  |
| DOVER<br>13509                |        | VARIOUS           | 1.702                      | DOWNTOWN TRANSIT LOOP [00-05CM]  | N/E      | Partially funded by DOVER  |
| 2970                          |        |                   |                            | <b>C</b> <b>2010</b>   1.361   .000   .340   <b>1.702</b>   FHWA to FTA Previous Transfer                |          |  |
|                               |        |                   |                            | <b>Totals</b>   1.361   .000   .340   <b>1.702</b>   |          |  |
| DOVER<br>13796                |        | WASHINGTON STREET | .505                       | BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118 {Municipal Bridge Program}                             | E-19     | City pays 10% match. RPC comment.  |
| 695                           |        |                   |                            | <i>2008 Adv Const</i> <b>P</b> <b>2010</b>   .050   .000   .000   <b>.050</b>   .010   Bridge Off System |          |  |
|                               |        |                   |                            | <b>C</b> <b>2010</b>   .320   .040   .040   <b>.400</b>  |          |  |
|                               |        |                   |                            | <b>Totals</b>   .370   .040   .040   <b>.450</b>   .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)        |        |  | Code  |       |          |       |        |  |
| Regionally Significant | Grouped / Parent    | Adv Const Payback | Phase  | Fiscal Year  | Fed\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category   |
| DOVER<br>13945         | WASHINGTON STREET   | 4.668             |        | BRIDGE REPLACEMENT OVER COCHECO RIVER (Future Br# 136/123)   |       |       |          |       |        | E-19 Partially funded by DOVER   |
|                        |                     |                   | C      | 2009   | .173  | .000  | .043     | .216  |        | Equity Bonus (Flexible)  |
|                        |                     |                   |        | 2009   | .000  | .000  | .012     | .012  |        | Non Participating  |
|                        |                     |                   |        | 2009   | .006  | .000  | .002     | .008  |        | Redistribution (Flexible)  |
| 3845                   |                     |                   | Totals |  | .179  | .000  | .056     | .235  |        |  |
| DUBLIN<br>14318        | NH 101              | .300              |        | IMPROVEMENTS WITHIN THE VILLAGE AREA TO ENHANCE PEDESTRIAN SAFETY THROUGH TRAFFIC CALMING [Section 115 - Designated Project NH027]               |       |       |          |       |        | ATT High Priority Projects (Post TEA-21)   |
|                        |                     |                   | R      | 2009   | .006  | .000  | .000     | .006  |        |  |
|                        |                     |                   | C      | 2010   | .300  | .000  | .000     | .300  |        |  |
| 5720                   |                     |                   | Totals |  | .306  | .000  | .000     | .306  |        |  |
| DUBLIN<br>14319        | NH 101 / MAIN ST    | .339              |        | PHASE 1: NH 101 PEDESTRIAN IMPROVEMENTS - CONSTRUCT 6,000' SIDEWALK ADJACENT TO MAIN ST. PHASE 1: PEDESTRIAN IMPROVEMENTS (TE Program) [04-11TE] |       |       |          |       |        | ATT Partially funded by SOFT MATCH FROM DUBLIN   |
|                        |                     |                   | P      | 2009   | .045  | .000  | .011     | .056  |        | STP-Enhancement  |
|                        |                     |                   |        | 2010   | .016  | .000  | .004     | .020  |        |  |
|                        |                     |                   | R      | 2010   | .000  | .000  | .000     | .000  |        |  |
|                        |                     |                   | C      | 2010   | .206  | .000  | .052     | .258  |        |  |
| 5640                   |                     |                   | Totals |  | .268  | .000  | .067     | .335  |        |  |
| DUBLIN<br>14928        | OLD MARLBROUGH ROAD | .484              |        | BRIDGE REPLACEMENT OVER CHARCOAL BROOK - 089/099   |       |       |          |       |        | ATT Partially funded by DUBLIN Specific project from Statewide program, Municipal managed. |
|                        |                     |                   | P      | 2009   | .000  | .000  | .000     | .001  |        | FEMA   |
|                        |                     |                   | C      | 2009   | .000  | .088  | .022     | .110  |        | State Aid Bridge   |
| 6485                   |                     |                   | Totals |  | .000  | .088  | .022     | .110  |        |  |
| DUMMER<br>15805        | NH 16               | .415              |        | REALIGN AND RECONSTRUCT FROM NH 110A EAST .5 MILES TO THE DRIVE FOR THE ANDROSCOGGIN RIVER BOAT RAMP   |       |       |          |       |        | ATT Betterment   |
|                        |                     |                   | P      | 2010   | .000  | .007  | .000     | .007  |        |  |
|                        |                     |                   |        | 2010   | .000  | .026  | .000     | .026  |        |  |
|                        |                     |                   |        | 2010   | .000  | .049  | .000     | .049  |        |  |
|                        |                     |                   |        | 2010   | .000  | .075  | .000     | .075  |        |  |
|                        |                     |                   | R      | 2010   | .000  | .010  | .000     | .010  |        |  |
|                        |                     |                   |        | 2010   | .000  | .010  | .000     | .010  |        |  |
|                        |                     |                   |        | 2010   | .000  | .020  | .000     | .020  |        |  |
|                        |                     |                   | C      | 2010   | .000  | .333  | .000     | .333  |        |  |
|                        |                     |                   |        | 2010   | .000  | .335  | .000     | .335  |        |  |
| 7386                   |                     |                   | Totals |  | .000  | .865  | .000     | .865  |        |  |

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\$       | DOT\$    | Other\$ | Tot\$ | TpkC\$                           | Funding Category                              |
| DURHAM                 |                  | US 4 / NH 108     | .618                       | INTERCHANGE IMPROVEMENTS AND RECONFIGURATION INCLUDING THE INSTALLATION OF TRAFFIC SIGNALS, DEDICATED TURNING LANES, SIGNAGE, ETC. - PHASE 2   |             |          |         | E-53  | From Route 4 Safety Study.       |   |
|                        |                  |                   |                            | <b>P</b>   | <b>2011</b> | .017     | .004    | .000  | <b>.021</b>                      | National Highway System                       |
|                        | 3286             |                   |                            | <b>Totals</b>  |             | .017     | .004    | .000  | <b>.021</b>                      |   |
| DURHAM                 | 13867            | MAIN STREET       | 2.104                      | RECONSTRUCT MAIN ST TO PERMIT BI-DIRECTION TRANSIT SHUTTLE SERVICE / PROJECT INCLUDES BIKE/PED SAFETY IMPROVEMENTS FROM WESTERN EDGE OF CAMPUS TO DOWNTOWN @ PETTEE BROOK LANE [02-07CM] & LIGHTING (CMAQ Program) [06-29CM] |             |          |         | E-6   | Partially funded by UNH & DURHAM |   |
|                        |                  |                   |                            | <b>C</b>   | <b>2009</b> | .007     | .000    | .002  | <b>.008</b>                      | Congestion Mitigation and Air Quality Program |
|                        | 3712             |                   |                            | <b>Totals</b>  |             | .007     | .000    | .002  | <b>.008</b>                      |   |
| DURHAM                 | 13868            |                   | .628                       | EXPAND OR REPLACE ACCESSIBLE RAIL PLATFORM, STATION RENOVATION TO INCLUDE DEDICATED INDOOR TRAVELER WAITING SPACE AND CONSTRUCTION TO PROVIDE INTERMODAL BUS ACCESS TO PLATFORM AREA (CMAQ Program) [02-08CM]                |             |          |         | N/E   | Partially funded by UNH          |   |
|                        |                  |                   |                            | <b>C</b>   | <b>2009</b> | .003     | .000    | .001  | <b>.004</b>                      | Congestion Mitigation and Air Quality Program |
|                        |                  |                   |                            |  | <b>2009</b> | .004     | .000    | .001  | <b>.005</b>                      |   |
|                        | 3710             |                   |                            | <b>Totals</b>  |             | .007     | .000    | .002  | <b>.009</b>                      |   |
| DURHAM                 | 15808            | WILDCAT TRANSIT   | .238                       | CAPITAL - PURCHASE 2 SMALL COMPRESSED NATURAL GAS REPLACEMENT BUSES  |             |          |         | E-30  |                                  |   |
|                        |                  |                   |                            |  | <b>2010</b> | .190     | .048    | .000  | <b>.238</b>                      | FTA 5309 Capital Funding Program - Formula    |
|                        | 7390             |                   |                            | <b>Totals</b>  |             | .190     | .048    | .000  | <b>.238</b>                      |   |
| DURHAM -               | NEWMARKET        | NH 108            | 5.429                      | 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  | RPC request to advance.          |   |
|                        | 13080            |                   |                            | <b>P</b>   | <b>2009</b> | .008     | .002    | .000  | <b>.010</b>                      | STP-State Flexible                            |
|                        |                  |                   |                            |  | <b>2009</b> | .080     | .020    | .000  | <b>.100</b>                      |   |
|                        |                  |                   |                            |  | <b>2010</b> | .016     | .000    | .000  | <b>.016</b>                      | Equity Bonus (Flexible)                       |
|                        |                  |                   |                            |  | <b>2010</b> | .044     | .000    | .000  | <b>.044</b>                      | .009  |
|                        |                  |                   |                            |  | <b>2010</b> | .020     | .000    | .000  | <b>.020</b>                      | STP-Enhancement                               |
|                        |                  |                   |                            |  | <b>2011</b> | .025     | .006    | .000  | <b>.031</b>                      |   |
|                        |                  |                   |                            | <b>R</b>   | <b>2009</b> | .044     | .011    | .000  | <b>.055</b>                      | STP-State Flexible                            |
|                        |                  |                   |                            |  | <b>2010</b> | .116     | .000    | .000  | <b>.116</b>                      | Equity Bonus (Flexible)                       |
|                        |                  |                   |                            |  | <b>2010</b> | .049     | .000    | .000  | <b>.049</b>                      | STP-Enhancement                               |
|                        |                  |                   |                            | <b>C</b>   | <b>2012</b> | .141     | .035    | .000  | <b>.176</b>                      | Equity Bonus (Flexible)                       |
|                        |                  |                   |                            |  | <b>2012</b> | 3.238    | .809    | .000  | <b>4.047</b>                     | STP-Areas Less Than 200K                      |
|                        |                  |                   |                            |  | <b>2012</b> | .183     | .046    | .000  | <b>.229</b>                      | STP-Enhancement                               |
|                        | 2296             |                   |                            | <b>Totals</b>  |             | 3.963    | .930    | .000  | <b>4.893</b>                     | .009  |

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\$  | DOT\$    | Other\$  | Tot\$ | TpkC\$   | Funding Category                              |                              |
| DURHAM & SURROUNDING COMMUNITIES 13870 | .606              |                       |                            | FUNDING FOR NON-TRANSIT (FLEET) VEHICLE INFRASTRUCTURE SHARE OF REGIONAL CNG FUELING STATION AND FUNDING FOR MARGINAL COST OF "CNG" ENGINES ON NEW FLEET VEHICLES (POLICE, SERVICE, ETC) (CMAQ Program) [02-10CM]  |          |          | N/E   | Partially funded by UNH  |   |                              |
|  |                   | P                     | 2009                       | .018   | .000     | .005     | .023  |  | Congestion Mitigation and Air Quality Program |                              |
|  |                   | C                     | 2009                       | .166   | .000     | .042     | .208  |  |   |                              |
| 3709                                   |                   | <b>Totals</b>         |                            | .185   | .000     | .046     | .231  |  |   |                              |
| DURHAM (UNH) 14405                     | 1.210             |                       |                            | NH 155A MAIN STREET IMPROVEMENTS - CONSTRUCT SIDEWALKS, MULTI-USE PATHS & BICYCLE SHOULDERS ALONG NH 155A FOR APPROXIMATELY 1.1 MILES APPROACHING THE UNH CAMPUS AND DOWNTOWN DURHAM (TE Program) [04-13TE] [ARRA] |          |          | E-33  | Partially funded by UNH<br>Specific project from Statewide program, Municipal managed. |   |                              |
|  |                   | P                     | 2009                       | .043   | .000     | .011     | .054  |  | STP-Enhancement                               |                              |
|  |                   | C                     | 2009                       | .036   | .000     | .000     | .036  |  | American Recovery Reinvestment Act            |                              |
|  |                   |                       | 2009                       | .722   | .000     | .000     | .722  |  |   |                              |
|  |                   |                       | 2009                       | .000   | .268     | .000     | .268  |  | Non Participating                             |                              |
|  |                   |                       | 2009                       | .044   | .011     | .000     | .055  |  | STP-Enhancement                               |                              |
| 5642                                   |                   | <b>Totals</b>         |                            | .845   | .279     | .011     | 1.135 |  |   |                              |
| ENFIELD 12967                          | 10.719            |                       |                            | BRIDGE REPLACEMENT ON MAIN STREET OVER MASCOMA LAKE - 077/139; NH 4A, REHAB. PAVEMENT, ADD SHOULDERS, IMPROVE DRAINAGE {Red List}  |          |          | ATT   | Red List bridge, priority #52.   |   |                              |
|  |                   | <i>2008 Adv Const</i> | P                          | 2010   | .140     | .000     | .000  | .140   | .028  | Bridge Off System            |
|  |                   | <i>2008 Adv Const</i> |                            | 2010   | .150     | .000     | .000  | .150   | .030  |                              |
|  |                   |                       |                            | 2010   | .160     | .040     | .000  | .200   |   |                              |
|  |                   | <i>2008 Adv Const</i> | R                          | 2010   | .020     | .000     | .000  | .020   | .004  | Bridge On/Off System         |
|  |                   | <i>2008 Adv Const</i> |                            | 2010   | .160     | .000     | .000  | .160   | .032  |                              |
|  |                   | <i>1998 Adv Const</i> | C                          | 2010   | 1.770    | .000     | .000  | 1.770  | .354  |                              |
|  |                   | <i>1998 Adv Const</i> |                            | 2010   | .730     | .000     | .000  | .730   | .146  | STP-Non Urban Areas Under 5K |
|  |                   | <i>1998 Adv Const</i> |                            | 2011   | 4.830    | .000     | .000  | 4.830  | .966  | Bridge On/Off System         |
|  |                   | <i>1998 Adv Const</i> |                            | 2011   | 1.690    | .000     | .000  | 1.690  | .338  | STP-Non Urban Areas Under 5K |
| 585                                    |                   | <b>Totals</b>         |                            |  | 9.650    | .040     | .000  | 9.690  | 1.898   |                              |
| ENFIELD 14406                          | .173              |                       |                            | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE (TE Program) [04-16TE]                      |          |          | ATT   | Partially funded by ENFIELD  |   |                              |
|  |                   | P                     | 2010                       | .003   | .000     | .003     | .005  |  | STP-Enhancement                               |                              |
|  |                   | C                     | 2010                       | .064   | .000     | .064     | .128  |  |   |                              |
| 5644                                   |                   | <b>Totals</b>         |                            | .067   | .000     | .067     | .133  |  |   |                              |

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 |        |                | Adv Const             | Fiscal |                        |   |       |         |       |        |   |      |          |   |
|                        |        |                | Grouped / Parent      | Phase  | Year                   | Fed\$   | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                              |      |          |   |
| ENFIELD - LEBANON      | 13962  | I-89           | 13.425                |        |                        | REHAB FROM EXIT 15 TO EXIT 17, INCLUDES BRIDGES 156/117 & 155/117 (Red List) (4.0 MILES) [BRPPI*6601] {4R & Statewide Federal Bridge Program} |       |         |       |        |   |      | ATT      | Bridge priority #53 and #54.                    |
|                        |        |                | <i>2008 Adv Const</i> | P      | 2009                   | .090  | .000  | .000    | .090  | .018   | Redistribution (Flexible)                     |      |          |   |
|                        |        |                | <i>2008 Adv Const</i> |        | 2010                   | .051  | .000  | .000    | .051  | .010   | Bridge On/Off System                          |      |          |   |
|                        |        |                |                       |        | 2011                   | .051  | .006  | .000    | .057  |        | Interstate Maintenance                        |      |          |   |
|                        |        |                | <i>2008 Adv Const</i> | R      | 2010                   | .005  | .000  | .000    | .005  | .001   | National Highway System                       |      |          |   |
|                        |        |                |                       | C      | 2012                   | .937  | .234  | .000    | 1.172 |        | Bridge On/Off System                          |      |          |   |
|                        |        |                |                       |        | 2012                   | 1.704   | .426  | .000    | 2.130 |        |   |      |          |   |
|                        |        |                |                       |        | 2012                   | 3.834   | .426  | .000    | 4.260 |        | Interstate Maintenance                        |      |          |   |
|                        | 2761   |                |                       |        | <b>Totals</b>          | 6.672   | 1.092 | .000    | 7.764 | .029   |   |      |          |   |
| EXETER                 | 13871  | LINCOLN STREET | .475                  |        |                        | EXPAND EXISTING PASSENGER RAILROAD STATION PARKING AREA (PROJECT #10025A) FROM 78 TO 140 PARKING SPACES (CMAQ Program) [02-13CM]              |       |         |       |        |   |      | N/E      | Partially funded by EXETER                      |
|                        |        |                | <i>2008 Adv Const</i> | R      | 2010                   | .240  | .000  | .060    | .300  |        | Congestion Mitigation and Air Quality Program |      |          |   |
|                        |        |                |                       | C      | 2010                   | .100  | .000  | .025    | .125  |        |   |      |          |   |
|                        | 3713   |                |                       |        | <b>Totals</b>          | .340  | .000  | .085    | .425  |        |   |      |          |   |
| EXETER                 | 15372  | EPPING ROAD    | .067                  |        |                        | IMPLEMENTATION OF ACCESS MANAGEMENT PLAN DEVELOPED BY EXETER TO LIKELY INCLUDE ROW ACQUISITIONS AND DRIVEWAY CONSOLIDATION                    |       |         |       |        |   |      | E-6      | Deferred beyond TYP, RPC comment pending study. |
|                        |        |                |                       | P      | 2012                   | .054  | .013  | .000    | .067  |        | STP-Areas Less Than 200K                      |      |          |   |
|                        | 3287   |                |                       |        | <b>Totals</b>          | .054  | .013  | .000    | .067  |        |   |      |          |   |
| FRANKLIN               | 13928A | US 3           | 4.725                 |        |                        | UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037] [Sister Demo Id NH057]        |       |         |       |        |   |      | ATT      | Earmarked funding.                              |
|                        |        |                |                       | P      | 2009                   | .080  | .020  | .000    | .100  |        | High Priority Projects (SAFETEA-LU 2005)      |      |          |   |
|                        |        |                |                       |        | 2010                   | .031  | .008  | .000    | .039  |        |   |      |          |   |
|                        |        |                |                       |        | 2010                   | .057  | .014  | .000    | .071  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .374  | .093  | .000    | .467  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .024  | .006  | .000    | .030  |        | HPER Ear\$ Not Rec'd                          |      |          |   |
|                        |        |                |                       | R      | 2009                   | .020  | .005  | .000    | .025  |        | High Priority Projects (SAFETEA-LU 2005)      |      |          |   |
|                        |        |                |                       |        | 2010                   | .009  | .002  | .000    | .011  |        |   |      |          |   |
|                        |        |                |                       |        | 2010                   | .050  | .013  | .000    | .063  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .001  | .000  | .000    | .001  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .012  | .003  | .000    | .015  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .092  | .023  | .000    | .116  |        |   |      |          |   |
|                        |        |                |                       |        | 2011                   | .060  | .015  | .000    | .075  |        | HPER Ear\$ Not Rec'd                          |      |          |   |
|                        |        |                |                       | C      | 2012                   | .413  | .103  | .000    | .517  |        | High Priority Projects (SAFETEA-LU 2005)      |      |          |   |
|                        |        |                |                       |        | 2012                   | 1.707   | .427  | .000    | 2.134 |        |   |      |          |   |
|                        |        |                |                       |        | 2012                   | .274  | .068  | .000    | .342  |        | HPER Ear\$ Not Rec'd                          |      |          |   |
|                        |        |                |                       |        | 2012                   | .575  | .144  | .000    | .719  |        |   |      |          |   |
|                        | 6047   |                |                       |        | <b>Totals</b>          | 3.780   | .945  | .000    | 4.725 |        |   |      |          |   |

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

| Name State#                                   | Rte/Street:       | Overall Project   |                        | Location/Scope of Work  | CAA   |          | Code    | Comments |        |   |
|---|-------------------|-------------------|------------------------|---|-------|----------|---------|----------|--------|---|
|   |                   | Cost \$(M)        | Location/Scope of Work |   | Code  | Comments |         |          |        |   |
| Regionally Significant                        | Grouped / Parent  | Adv Const Payback | Phase                  | Fiscal Year   | Fed\$ | DOT\$    | Other\$ | Tot\$    | TpkC\$ | Funding Category  |
| FRANKLIN<br>15584                             | US 3 (CENTRAL ST) | .784              |                        | MOVE INTERSECTION OF SMITH ST & US 3 TO THE WEST. WIDEN SMITH ST & CANAL ST TO ACCOMMODATE 2 WAY TRAFFIC [DEMO ID NH078]  |       |          |         |          |        |   |
|   |                   |                   | P                      | 2009  | .050  | .000     | .000    | .050     |        | High Priority Projects (SAFETEA-LU 2005)  |
|   |                   |                   |                        | 2010  | .072  | .000     | .000    | .072     |        |   |
|   |                   |                   | R                      | 2009  | .010  | .000     | .000    | .010     |        |   |
|   |                   |                   |                        | 2010  | .029  | .000     | .000    | .029     |        |   |
|   |                   |                   | C                      | 2010  | .623  | .000     | .000    | .623     |        |   |
| 7091  |                   |                   | Totals                 |   | .784  | .000     | .000    | .784     |        |   |
| FRANKLIN -<br>NORTHFIELD -<br>TILTON<br>13890 |                   | .671              |                        | WINNIPESAUKEE RIVER TRAIL PHASE 2: CONSTRUCT TRAIL FROM PARK STREET IN NORTHFIELD THROUGH TILTON AND CROSS OVER OF NH 140 IN TILTON AND THROUGH THE CORRIDOR TO THE BELMONT T/L (TE Program) [02-22TE] [ARRA] |       |          |         |          |        | ATT   |
|   |                   |                   | C                      | 2010  | .430  | .000     | .000    | .430     |        | American Recovery Reinvestment Act  |
|   |                   |                   |                        | 2010  | .128  | .000     | .032    | .160     |        | STP-Enhancement   |
| 3728  |                   |                   | Totals                 |   | .558  | .000     | .032    | .590     |        |   |
| GILFORD<br>14825                              | ALVAH WILSON ROAD | .192              |                        | VILLAGE SIDEWALK PHASE 4: CONSTRUCT SIDEWALK. THIS SIDEWALK WILL CONNECT ALL THE GILFORD SCHOOLS TO THE EXISTING VILLAGE SIDEWALKS (TE Program) [06-16TE]   |       |          |         |          |        | ATT Partially funded by CLASS OF 2010 Specific project from Statewide program. Municipal managed. |
|   |                   |                   | P                      | 2009  | .000  | .000     | .023    | .023     |        | Non Participating   |
|   |                   |                   | C                      | 2010  | .127  | .000     | .032    | .158     |        | STP-Enhancement   |
| 6235  |                   |                   | Totals                 |   | .127  | .000     | .055    | .182     |        |   |
| GILFORD<br>15903                              | US 3 BYP & NH 11  | 1.801             |                        | BRIDGE REHABILITATION / DECK REPLACEMENT OVER NH 11A - 160/053 {Red List}   |       |          |         |          |        |   |
|   |                   |                   | P                      | 2010  | .000  | .100     | .000    | .100     |        | Betterment  |
|   |                   |                   |                        | 2010  | .045  | .000     | .000    | .045     | .009   | Bridge On/Off System  |
|   |                   |                   | R                      | 2010  | .000  | .004     | .000    | .004     |        | Betterment  |
|   |                   |                   |                        | 2010  | .001  | .000     | .000    | .001     | .000   | Bridge On/Off System  |
|   |                   |                   | C                      | 2012  | 1.321 | .330     | .000    | 1.651    |        |   |
| 7494  |                   |                   | Totals                 |   | 1.367 | .434     | .000    | 1.801    | .009   |   |
| GOFFSTOWN<br>14901                            | ELM ST            | .192              |                        | EMERGENCY REPAIR MAY 2006 FLOOD EVENT   |       |          |         |          |        | Partially funded by GOFFSTOWN   |
|   |                   |                   | C                      | 2010  | .139  | .000     | .035    | .174     |        | Equity Bonus (Flexible)   |
| 6456  |                   |                   | Totals                 |   | .139  | .000     | .035    | .174     |        |   |

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\$   | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                              |      |          |   |
| GOFFSTOWN<br>16029             | GOFFSTOWN BRANCH TAIL<br>CORRIDOR |                   |                |                        | 4 PROJECT IMPROVEMENT SITES [09-17TE]   |       |         |       |        |   |      | E-33     | Partially funded by GOFFSTOWN   |
|                                |                                   |                   | P              | 2011                   | .035  | .000  | .009    | .044  |        | STP-Enhancement                               |      |          |   |
|                                |                                   |                   | R              | 2011                   | .030  | .000  | .007    | .037  |        |   |      |          |   |
|                                |                                   |                   | C              | 2011                   | .262  | .065  | .001    | .327  |        |   |      |          |   |
| 7632                           |                                   |                   | Totals         |                        | .326  | .065  | .017    | .408  |        |   |      |          |   |
| GORHAM<br>12279                | MULTI-MODAL ROUTE                 | 1.177             |                |                        | CONSTRUCT MULTI-MODAL PATH CONNECTING US 2 AND NH 16 SOUTH OF THE ST. LAWRENCE & ATLANTIC RAILROADS [94-22TE] & [98-71TE]   |       |         |       |        |   |      | ATT      | Partially funded by GORHAM  |
|                                |                                   |                   | C              | 2010                   | .035  | .000  | .009    | .043  |        | STP-Enhancement                               |      |          |   |
| 479                            |                                   |                   | Totals         |                        | .035  | .000  | .009    | .043  |        |   |      |          |   |
| GREENLAND<br>14813             |                                   | .835              |                |                        | TRUCKSTOP ELECTRIFICATION (CMAQ Program) [06-08CM]  |       |         |       |        |   |      | N/E      | Partially funded by IDLEAIRE<br>Specific project from Statewide<br>program. |
|                                |                                   |                   | P              | 2010                   | .005  | .000  | .001    | .006  |        | Congestion Mitigation and Air Quality Program |      |          |   |
|                                |                                   |                   | R              | 2010                   | .001  | .000  | .000    | .001  |        |   |      |          |   |
|                                |                                   |                   | C              | 2011                   | .684  | .000  | .171    | .855  |        |   |      |          |   |
| 6222                           |                                   |                   | Totals         |                        | .689  | .000  | .172    | .862  |        |   |      |          |   |
| HAMPTON<br>14188 #             | NH 1A                             | 7.430             |                |                        | BRIDGE REHAB, REPLACE DECK/FENDER SYSTEM OVER HAMPTON RIVER - 235/025 [Sect 1702 - Designated Project Demo Id NH050 (14188), NH067 (14188A), & NH073 (14188B)] (PARENT) |       |         |       |        |   |      | E-19     |   |
|                                |                                   |                   | 2008 Adv Const | C                      | 2009  | .009  | .000    | .000  | .009   | High Priority Projects (SAFETEA-LU 2005)      |      |          |   |
|                                |                                   |                   | 2008 Adv Const |                        | 2009  | .035  | .009    | .000  | .043   |   |      |          |   |
|                                |                                   |                   | 2008 Adv Const |                        | 2009  | .072  | .018    | .000  | .090   |   |      |          |   |
|                                |                                   |                   | 2008 Adv Const |                        | 2009  | 1.196 | .299    | .000  | 1.494  |   |      |          |   |
| 2309                           |                                   |                   | Totals         |                        | 1.311   | .326  | .000    | 1.636 |        |   |      |          |   |
| HAMPTON<br>14188C              | NH 1A                             | .360              |                |                        | ELECTRICAL UPGRADES / REPAIRS TO BRIDGE CONTROL PANEL ON BRIDGE OVER HAMPTON RIVER - 235/025  |       |         |       |        |   |      | E-19     |   |
|                                |                                   |                   | P              | 2009                   | .008  | .002  | .000    | .010  |        | Bridge On System                              |      |          |   |
|                                |                                   |                   |                | 2010                   | .200  | .050  | .000    | .250  |        |   |      |          |   |
|                                |                                   |                   |                | 2010                   | .051  | .000  | .000    | .051  | .010   | Bridge On/Off System                          |      |          |   |
|                                |                                   |                   |                | 2011                   | .002  | .000  | .000    | .002  |        | Bridge On System                              |      |          |   |
|                                |                                   |                   | C              | 2010                   | .240  | .060  | .000    | .300  |        | STP-Areas Less Than 200K                      |      |          |   |
| Regionally Significant<br>6820 |                                   |                   | Totals         |                        | .501  | .112  | .000    | .613  | .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)       |        |  | Code  |                  |          |       |        |  |
| Regionally Significant              |                           | Adv Const        | Fiscal |  |       | Funding Category |          |       |        |  |
|                                     |                           | Grouped / Parent | Phase  | Year   | Fed\$ | DOT\$            | Other\$  | Tot\$ | TpkC\$ |  |
| HAMPTON - NORTH<br>HAMPTON<br>15678 | BLUE STAR TURNPIKE (I-95) | 1.105            |        | WIDEN & RETROFIT EXISTING TOLL FACILITY TO IMPLEMENT HIGHWAY SPEED (OPEN-ROAD) TOLLING INCLUDING APPROACH AND DEPARTURE WIDENING. PROJECT HAS ONLY PE & ROW - CON COST CHARGED TO A, B, C, & D.  |       |                  |          |       |        | E-2  |
|                                     |                           |                  | P      | 2009   | .000  | .100             | .000     | .100  |        | Turnpike Program   |
|                                     |                           |                  |        | 2009   | .000  | .750             | .000     | .750  |        |  |
|                                     |                           |                  |        | 2010   | .000  | .250             | .000     | .250  |        |  |
|                                     |                           |                  | R      | 2009   | .000  | .005             | .000     | .005  |        |  |
|                                     |                           |                  | Totals |  | .000  | 1.105            | .000     | 1.105 |        |  |
| <i>Regionally Significant</i>       |                           |                  |        |  |       |                  |          |       |        |  |
| 7204                                |                           |                  |        |  |       |                  |          |       |        |  |
| HAVERHILL - BATH<br>10436           | US 302                    | 3.488            |        | RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES   |       |                  |          |       |        | ATT Scope reduction to address pavement and problem intersections only. Further addressed by private development |
|                                     |                           |                  | P      | 2011   | .045  | .011             | .000     | .057  |        | STP-Non Urban Areas Under 5K   |
|                                     |                           |                  |        | 2011   | .112  | .028             | .000     | .141  |        |  |
|                                     |                           |                  |        | 2012   | .016  | .004             | .000     | .020  |        |  |
|                                     |                           |                  | R      | 2011   | .016  | .004             | .000     | .020  |        |  |
|                                     |                           |                  |        | 2011   | .049  | .012             | .000     | .061  |        |  |
|                                     |                           |                  |        | 2012   | .008  | .002             | .000     | .010  |        |  |
|                                     |                           |                  |        | 2012   | .048  | .012             | .000     | .060  |        |  |
|                                     |                           |                  | Totals |  | .294  | .074             | .000     | .368  |        |  |
| 99                                  |                           |                  |        |  |       |                  |          |       |        |  |
| HILLSBOROUGH<br>13892               | CENTRAL SQUARE            | .472             |        | PEDESTRIAN IMPROVEMENTS AT CENTRAL SQUARE (5 POINT INTERSECTION) (TE Program) [02-24TE] (Brick & mortar construction to improve appearance & function of Central Square and to also bring the pedestrian facilities into compliance with the American Disabili |       |                  |          |       |        | ATT Partially funded by HILLSBOROUGH   |
|                                     |                           |                  | C      | 2009   | .047  | .000             | .012     | .059  |        | STP-Enhancement  |
|                                     |                           |                  | Totals |  | .047  | .000             | .012     | .059  |        |  |
| 3730                                |                           |                  |        |  |       |                  |          |       |        |  |
| HILLSBOROUGH<br>13893               | US 202 / NH 9             | .250             |        | STONE ARCH BRIDGE PRESERVATION PROJECT TO MAKE ACCESSIBLE TO THE PUBLIC: NEW TOP SURFACE FOR BRIDGE, STONE MASONRY, ETC. (TE Program) [02-25TE] [ARRA]   |       |                  |          |       |        | ATT Partially funded by HILLSBOROUGH   |
|                                     |                           |                  | P      | 2010   | .000  | .000             | .010     | .010  |        | Non Participating  |
|                                     |                           |                  | C      | 2009   | .150  | .000             | .000     | .150  |        | American Recovery Reinvestment Act   |
|                                     |                           |                  |        | 2009   | .065  | .000             | .000     | .065  | .013   | STP-Enhancement  |
|                                     |                           |                  | Totals |  | .215  | .000             | .010     | .225  | .013   |  |
| 3731                                |                           |                  |        |  |       |                  |          |       |        |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                          |      |          |  |
| HINSDALE, NH -<br>BRATTLEBORO, VT<br>12210 # | NH 119              | 38.414            |        | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY<br>CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM [Section 1602 - Designated<br>Project; Demo Id NH018 (12210) & NH021 (12210B) [PARENT] |       |       |         |       |        |   |      | ATT      | Bridge priority #89 and #90.   |
|  |                     |                   | P      | 2010   | .020  | .005  | .000    | .025  |        | High Priority Projects (TEA-21 1998-2003) |      |          |  |
|  |                     |                   |        | 2010   | .020  | .005  | .000    | .025  |        |   |      |          |  |
|  |                     |                   | R      | 2010   | .020  | .005  | .000    | .025  |        |   |      |          |  |
|  |                     |                   |        | 2010   | .244  | .061  | .000    | .305  |        |   |      |          |  |
|  |                     |                   | C      | 2011   | .271  | .068  | .000    | .338  |        |   |      |          |  |
| 4171   |                     |                   | Totals |  | .575  | .144  | .000    | .718  |        |   |      |          |  |
| HOLLIS<br>13488                              | ASH STREET (NH 130) | .160              |        | ASH STREET/NH 130; CONSTRUCT NEW SIDEWALK OF 1820' EXTENDING FROM THE<br>POST OFFICE TO APPRX THE INTERSECTION OF MAIN ST AND SILVER LAKE RD (TE<br>Program) [00-40TE]                                       |       |       |         |       |        |   |      | E-45     | Partially funded by HOLLIS<br>Specific project from Statewide<br>program, Municipal Managed. |
|  |                     |                   | P      | 2009   | .003  | .000  | .001    | .004  |        | STP-Enhancement                           |      |          |  |
|  |                     |                   |        | 2009   | .025  | .000  | .006    | .031  |        |   |      |          |  |
|  |                     |                   | R      | 2009   | .001  | .000  | .000    | .001  |        |   |      |          |  |
|  |                     |                   | C      | 2010   | .219  | .000  | .055    | .274  |        |   |      |          |  |
| 3010   |                     |                   | Totals |  | .248  | .000  | .062    | .310  |        |   |      |          |  |
| HOOKSETT<br>12537A                           | US 3 / NH 28        | 5.647             |        | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH<br>MARTIN'S FERRY ROAD [Section 117 - Designated Project; Demo Id NH031]   |       |       |         |       |        |   |      | N/E      | Earmark funding.   |
|  |                     |                   | P      | 2009   | .050  | .000  | .000    | .050  |        | High Priority Grants (STEAO4_Ext_2005)    |      |          |  |
|  |                     |                   |        | 2010   | .350  | .000  | .000    | .350  |        |   |      |          |  |
|  |                     |                   | R      | 2010   | .250  | .000  | .000    | .250  |        |   |      |          |  |
|  |                     |                   | C      | 2011   | 2.607 | .000  | .000    | 2.607 |        |   |      |          |  |
|  |                     |                   |        | 2011   | .053  | .013  | .000    | .066  |        | HPER Ear\$ Not Rec'd                      |      |          |  |
|  |                     |                   |        | 2011   | 2.074 | .000  | .000    | 2.074 | .402   | STP-Areas Less Than 200K                  |      |          |  |
| Regionally Significant<br>4107               |                     |                   | Totals |  | 5.384 | .013  | .000    | 5.397 | .402   |   |      |          |  |
| HOOKSETT<br>12537B                           | US 3 / NH 28        | 3.500             |        | DALTON BROOK, RECONSTRUCTION OF DRAINAGE {Parent=12537A}   |       |       |         |       |        |   |      |          |  |
|  |                     |                   | C      | 2010   | 3.500 | .000  | .000    | 3.500 | .700   | STP-Areas Less Than 200K                  |      |          |  |
| 7457   |                     |                   | Totals |  | 3.500 | .000  | .000    | 3.500 | .700   |   |      |          |  |
| HOPKINTON<br>13483A                          | NH 103 & NH 127     | .141              |        | RESTORE COVERED RR BRIDGE NEAR THE INTERSECTION FOR WALK THROUGH<br>MUSEUM IN THE VILLAGE OF CONTOOCOOK (TE Program) [Part of 00-17TE]   |       |       |         |       |        |   |      | ATT      | Partially funded by NHDHR &<br>CONTOOCOOK RIVER ASSOC  |
|  |                     |                   | C      | 2009   | .109  | .000  | .027    | .136  |        | STP-Enhancement                           |      |          |  |
| 3197   |                     |                   | Totals |  | .109  | .000  | .027    | .136  |        |   |      |          |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category |      |                                    |  |
| HOPKINTON - NEW LONDON<br>14511 | I-89             | 11.408            |       | EXIT 7 TO 8 (4R); EXIT 9 TO 11 INLAY TW TO PRESERVE PAVEMENT  |       |       |         |       |        |                  |      | ATT                                |  |
|                                 |                  |                   |       | 2008 Adv Const  | C     | 2009  | 1.528   | .170  | .000   | 1.697            |      | National Highway System            |  |
|                                 |                  |                   |       | 2008 Adv Const  |       | 2009  | .019    | .000  | .000   | .019             | .004 | Redistribution (Flexible)          |  |
|                                 |                  |                   |       | 2008 Adv Const  |       | 2009  | .500    | .000  | .000   | .500             | .100 | STP-State Flexible                 |  |
|                                 |                  |                   |       | 2008 Adv Const  |       | 2009  | 1.000   | .000  | .000   | 1.000            | .200 | STP-State Flexible                 |  |
|                                 |                  |                   |       |   |       | 2010  | .256    | .000  | .000   | .256             | .051 | Equity Bonus (Flexible)            |  |
|                                 |                  |                   |       |   |       | 2010  | .293    | .000  | .000   | .293             | .059 |                                    |  |
|                                 |                  |                   |       |   |       | 2010  | .012    | .000  | .000   | .012             | .002 | Minimum Guarantee (Flexible)       |  |
| 6218                            |                  |                   |       | <b>Totals</b>   |       |       | 3.608   | .170  | .000   | 3.777            | .416 |                                    |  |
| HUDSON<br>12460                 | NH 102           | 4.174             |       | RECONSTRUCT FROM HIGHLAND STREET TO McDONALDS ON NH 102, EXTEND SIDEWALKS ON BOTH SIDES OF NH 102   |       |       |         |       |        |                  |      | N/E Partially funded by HUDSON     |  |
|                                 |                  |                   |       | P   | 2010  | .279  | .000    | .070  | .349   |                  |      | Minimum Guarantee (Flexible)       |  |
|                                 |                  |                   |       | C   | 2010  | .018  | .000    | .005  | .023   |                  |      | STP-State Flexible                 |  |
| 592                             |                  |                   |       | <b>Totals</b>   |       | .297  | .000    | .074  | .372   |                  |      |                                    |  |
| HUDSON<br>13100                 | NH 3A            | .463              |       | CONSTRUCT SIDEWALKS FROM BIRCH STREET TO CENTRAL STREET (TE Program) [98-23TE]  |       |       |         |       |        |                  |      | E-33 Partially funded by HUDSON    |  |
|                                 |                  |                   |       | C   | 2009  | .021  | .000    | .005  | .027   |                  |      | STP-Enhancement                    |  |
| 2298                            |                  |                   |       | <b>Totals</b>   |       | .021  | .000    | .005  | .027   |                  |      |                                    |  |
| HUDSON<br>13894                 | NH 102           | .482              |       | CONSTRUCT 4,000 LF OF 5' WIDE BITUMINOUS SIDEWALK ON ONE SIDE & CONSTRUCT 4,000 LF OF 4' WIDE BITUMINOUS & BICYCLE LANE ON ONE SIDE: LOCATED ON THE EAST SIDE OF NH 102 BETWEEN EVERGREEN DRIVE AND MEGAN DRIVE (TE Program) [02-27TE] [ARRA] |       |       |         |       |        |                  |      | E-45                               |  |
|                                 |                  |                   |       | C   | 2009  | .357  | .000    | .000  | .357   |                  |      | American Recovery Reinvestment Act |  |
|                                 |                  |                   |       |   | 2009  | .001  | .000    | .000  | .001   |                  |      | STP-Enhancement                    |  |
|                                 |                  |                   |       |   | 2009  | .028  | .000    | .012  | .040   |                  |      |                                    |  |
|                                 |                  |                   |       |   | 2009  | .030  | .000    | .013  | .043   |                  |      |                                    |  |
| 3732                            |                  |                   |       | <b>Totals</b>   |       | .416  | .000    | .025  | .441   |                  |      |                                    |  |
| HUDSON<br>14408                 | TRAIN DEPOT      | .274              |       | 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    |  |
|                                 |                  |                   |       | 2008 Adv Const  | P     | 2010  | .015    | .000  | .005   | .021             |      | STP-Enhancement                    |  |
|                                 |                  |                   |       |   | C     | 2010  | .190    | .000  | .063   | .253             |      |                                    |  |
| 5646                            |                  |                   |       | <b>Totals</b>   |       | .205  | .000    | .068  | .274   |                  |      |                                    |  |

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\$ | DOT\$ | Other\$  | Tot\$        | TpkC\$ | Funding Category                         |  |
| JEFFERSON - RANDOLPH 13602 | US 2                | 1.473                 |          | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD (PE & ROW ONLY) {National Corridor Preservation & Border Crossing}       |       |       |          |              |        | ATT                                      |  |
| 1886                       |                     | <i>2008 Adv Const</i> | <b>R</b> | <b>2010</b>  | .040  | .010  | .000     | <b>.050</b>  |        | National Highway System                  |  |
|                            |                     |                       |          | <b>Totals</b>  | .040  | .010  | .000     | <b>.050</b>  |        |  |  |
| KEENE 14834                | CHESHIRE RAIL TRAIL | .085                  |          | IMPROVE EXISTING TRAIL SURFACE AND REPAIR DRAINAGE FROM PITCHER STREET TO BRADFORD ROAD AND FROM BRADFORD ROAD TO WHITCOMB'S MILL ROAD. ADD A TRAILHEAD AT WHITCOMB'S MILL ROAD (TE Program) [06-20TE] |       |       |          |              |        | ATT                                      | Partially funded by KEENE Specific project from Statewide program. |
| 6236                       |                     |                       | <b>P</b> | <b>2010</b>  | .003  | .000  | .001     | <b>.004</b>  |        | STP-Enhancement                          |  |
|                            |                     |                       |          | <b>2010</b>  | .030  | .000  | .007     | <b>.037</b>  |        |  |  |
|                            |                     |                       | <b>C</b> | <b>2010</b>  | .053  | .000  | .013     | <b>.066</b>  |        |  |  |
|                            |                     |                       |          | <b>Totals</b>  | .086  | .000  | .021     | <b>.107</b>  |        |  |  |
| KEENE 14891                | NH 9, 10, 12        | 1.200                 |          | CONSTRUCT MULTI USE TRAIL BRIDGE OVER NH 9, 10, & 12, 750' SOUTH OF WEST STREET [Section 1702 - Designated Project; Demo Id NH049]   |       |       |          |              |        | ATT                                      | Partially funded by KEENE Earmark funding. Municipal Managed       |
| 6433                       |                     | <i>2008 Adv Const</i> | <b>P</b> | <b>2009</b>  | .072  | .000  | .018     | <b>.090</b>  |        | High Priority Projects (SAFETEA-LU 2005) |  |
|                            |                     | <i>2008 Adv Const</i> |          | <b>2010</b>  | .000  | .000  | .054     | <b>.054</b>  |        | Non Participating                        |  |
|                            |                     |                       | <b>R</b> | <b>2009</b>  | .001  | .000  | .000     | <b>.001</b>  |        | High Priority Projects (SAFETEA-LU 2005) |  |
|                            |                     |                       |          | <b>2010</b>  | .000  | .000  | .024     | <b>.024</b>  |        | Non Participating                        |  |
|                            |                     |                       | <b>C</b> | <b>2010</b>  | .021  | .000  | .005     | <b>.026</b>  |        | High Priority Projects (SAFETEA-LU 2005) |  |
|                            |                     |                       |          | <b>2010</b>  | .466  | .000  | .117     | <b>.583</b>  |        |  |  |
|                            |                     |                       |          | <b>2010</b>  | .000  | .000  | .412     | <b>.412</b>  |        | Non Participating                        |  |
|                            |                     |                       |          | <b>Totals</b>  | .560  | .000  | .630     | <b>1.190</b> |        |  |  |
| KEENE - SWANZEY 10309H     | NH 9/10/12/101      | 6.052                 |          | INTERIM INTERSECTION IMPROVEMENTS AT WINCHESTER STREET (Parent = Keene-Swanzey 10309)  |       |       |          |              |        | ATT                                      |  |
| 5704                       |                     |                       | <b>C</b> | <b>2010</b>  | .011  | .000  | .000     | <b>.011</b>  | .002   | STP-Areas Less Than 200K                 |  |
|                            |                     |                       |          | <b>Totals</b>  | .011  | .000  | .000     | <b>.011</b>  | .002   |  |  |
| KEENE - SWANZEY 10309Q     | 692-694 MAIN ST     | .061                  |          | PARCEL 216 BUILDING DEMOLITION (Parent = Keene-Swanzey 10309)  |       |       |          |              |        | ATT                                      |  |
| 6362                       |                     |                       | <b>R</b> | <b>2009</b>  | .009  | .002  | .000     | <b>.011</b>  |        | Equity Bonus (Flexible)                  |  |
|                            |                     |                       |          | <b>Totals</b>  | .009  | .002  | .000     | <b>.011</b>  |        |  |  |

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

| Name                   | State# | Rte/Street:              | Overall Project  |   |       |       |         |          |        | CAA  |  |
|------------------------|--------|--------------------------|------------------|---|-------|-------|---------|----------|--------|--|--|
|                        |        |                          | Cost \$(M)       | Location/Scope of Work  |       |       | Code    | Comments |        |  |  |
| Regionally Significant |        |                          | Adv Const        | Fiscal  | Fed\$ | DOT\$ | Other\$ | Tot\$    | TpkC\$ | Funding Category                           |  |
|                        |        |                          | Grouped / Parent | Phase   | Year  |       |         |          |        |  |  |
| LACONIA                |        |                          | .701             |   |       |       |         |          |        | ATT  |  |
| 14409                  |        |                          |                  | LACONIA - OPECHEE - WINNISQUAM (WOW) TRAIL PHASE 1 - CONSTRUCT 7040' (Segments 7-10) SHARED USE PATH FOR BICYCLES & PEDESTRIANS IN RAILROAD CORRIDOR FROM MAIN ST (Laconia) TO ELM ST (Lakeport) (Phase I: Laconia - Opechee - Winnisquam, Part of Winnepesauk) |       |       |         |          |        |  |  |
|                        |        |                          |                  | C   | 2009  | .001  | .000    | .000     | .001   | American Recovery Reinvestment Act         |  |
|                        |        |                          |                  |   | 2009  | .561  | .000    | .000     | .561   |  |  |
|                        |        |                          |                  |   | 2010  | .010  | .000    | .000     | .010   |  |  |
|                        |        |                          |                  |   | 2010  | .027  | .000    | .000     | .027   |  |  |
| 5647                   |        |                          |                  | Totals  |       | .598  | .000    | .000     | .598   |  |  |
| LACONIA                |        |                          | .462             |   |       |       |         |          |        | ATT  |  |
| 14826                  |        |                          |                  | 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]   |       |       |         |          |        |  | Partially funded by LACONIA TRAILS Specific project from Statewide program. Municipal managed. |
|                        |        |                          |                  | P   | 2010  | .014  | .000    | .005     | .019   | STP-Enhancement                            |  |
|                        |        |                          |                  |   | 2010  | .030  | .000    | .010     | .040   |  |  |
|                        |        |                          |                  | R   | 2010  | .001  | .000    | .000     | .001   |  |  |
|                        |        |                          |                  | C   | 2011  | .000  | .000    | .310     | .310   | Non Participating                          |  |
|                        |        |                          |                  |   | 2011  | .069  | .000    | .023     | .092   | STP-Enhancement                            |  |
| 6237                   |        |                          |                  | Totals  |       | .114  | .000    | .348     | .462   |  |  |
| LANCASTER              |        | US 2 AND MECHANIC STREET | .191             |   |       |       |         |          |        | ATT  |  |
| 14836                  |        |                          |                  | RECONSTRUCT 300 LF OF SIDEWALK ON US 2 / US 3 AND 900 LF ON MECHANIC STREET INCLUDING INSTALLATION OF 11 DRIVEWAY TIP-DOWNS. WIDEN TO 5' AND OVERLAY 460 LF OF ASPHALT SIDEWALK NEAR SOLDIER'S PARK (TE Program) [06-24TE]                                      |       |       |         |          |        |  | Partially funded by LANCASTER Specific project from Statewide program. Municipal managed.      |
|                        |        |                          |                  | P   | 2009  | .003  | .000    | .001     | .004   | STP-Enhancement                            |  |
|                        |        |                          |                  |   | 2010  | .025  | .000    | .000     | .025   |  |  |
|                        |        |                          |                  | R   | 2010  | .001  | .000    | .000     | .001   |  |  |
|                        |        |                          |                  | C   | 2010  | .132  | .000    | .033     | .165   |  |  |
| 6238                   |        |                          |                  | Totals  |       | .161  | .000    | .034     | .195   |  |  |
| LEBANON                |        | I-89                     | .612             |   |       |       |         |          |        | ATT  |  |
|                        |        |                          |                  | PARK AND RIDE & BUS TERMINAL  |       |       |         |          |        |  |  |
|                        |        |                          |                  |   | 2009  | .490  | .122    | .000     | .612   | FTA 5309 Capital Funding Program - Formula |  |
| 6924                   |        |                          |                  | Totals  |       | .490  | .122    | .000     | .612   |  |  |
| LEBANON                |        | US 4 (MECHANIC STREET)   | 3.521            |   |       |       |         |          |        | ATT  |  |
| 10034A                 |        |                          |                  | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM  |       |       |         |          |        |  | Partially funded by LEBANON MUNICIPAL MANAGED, 20% City matched project.                       |
|                        |        |                          |                  | P   | 2010  | .080  | .000    | .020     | .100   | STP-Areas Less Than 200K                   |  |
|                        |        |                          |                  | R   | 2010  | .016  | .000    | .004     | .020   |  |  |
| 1890                   |        |                          |                  | Totals  |       | .096  | .000    | .024     | .120   |  |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category              |      |          |   |
| LEBANON<br>11700                     | I-89             | 10.747            |       | RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A          |       |       |         |       |        |                               |      | ATT      |   |
|                                      |                  |                   | P     | 2009   | .090  | .010  | .000    | .100  |        | Interstate Maintenance        |      |          |   |
|                                      |                  |                   |       | 2009   | .125  | .000  | .000    | .125  |        |                               |      |          |   |
|                                      |                  |                   |       | 2009   | .135  | .015  | .000    | .150  |        |                               |      |          |   |
|                                      |                  |                   | R     | 2009   | .286  | .032  | .000    | .318  |        |                               |      |          |   |
|                                      |                  |                   | C     | 2010   | .042  | .005  | .000    | .047  |        |                               |      |          |   |
|                                      |                  | 2009 Adv Const    |       | 2010   | .495  | .055  | .000    | .550  |        | National Highway System       |      |          |   |
|                                      |                  |                   |       | 2010   | .000  | .000  | .326    | .326  |        | Non Participating             |      |          |   |
|                                      |                  | 2009 Adv Const    |       | 2011   | 1.485 | .165  | .000    | 1.650 |        | National Highway System       |      |          |   |
|                                      |                  |                   |       | 2012   | 2.118 | .235  | .000    | 2.353 |        |                               |      |          |   |
|                                      |                  |                   |       | <b>Totals</b>  | 4.776 | .517  | .326    | 5.619 |        |                               |      |          |   |
| <i>Regionally Significant</i><br>222 |                  |                   |       |  |       |       |         |       |        |                               |      |          |   |
| LEBANON<br>13491                     | US 4             | .316              |       | BIKE & PEDESTRIAN IMPROVEMENTS ALONG US 4 NEAR I-89, EXIT 19 (TE Program) [00-52TE]            |       |       |         |       |        |                               |      | ATT      |   |
|                                      |                  |                   | C     | 2009   | .002  | .001  | .000    | .003  |        | STP-Enhancement               |      |          |   |
|                                      |                  |                   |       | 2009   | .010  | .003  | .000    | .013  |        |                               |      |          |   |
|                                      |                  |                   |       | 2009   | .051  | .013  | .000    | .064  |        |                               |      |          |   |
|                                      |                  |                   |       | <b>Totals</b>  | .064  | .016  | .000    | .080  |        |                               |      |          |   |
| 3011                                 |                  |                   |       |  |       |       |         |       |        |                               |      |          |   |
| LEBANON<br>13951                     | US 4             | 11.060            |       | BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List} |       |       |         |       |        |                               |      | ATT      | Red List bridge, priority #33.  |
|                                      |                  |                   | P     | 2009   | .025  | .000  | .000    | .025  | .005   | Bridge On/Off System          |      |          |   |
|                                      |                  | 2008 Adv Const    |       | 2010   | .375  | .000  | .000    | .375  |        |                               |      |          |   |
|                                      |                  | 2008 Adv Const    |       | 2011   | .040  | .010  | .000    | .050  |        |                               |      |          |   |
|                                      |                  | 2008 Adv Const    | R     | 2011   | .040  | .010  | .000    | .050  |        |                               |      |          |   |
|                                      |                  | 2008 Adv Const    |       | 2011   | .040  | .010  | .000    | .050  |        |                               |      |          |   |
|                                      |                  | 2008 Adv Const    |       | 2011   | .060  | .015  | .000    | .075  |        |                               |      |          |   |
|                                      |                  |                   | C     | 2012   | 5.325 | .000  | .000    | 5.325 | 1.000  |                               |      |          |   |
|                                      |                  |                   |       | <b>Totals</b>  | 5.905 | .045  | .000    | 5.950 | 1.005  |                               |      |          |   |
| 1875                                 |                  |                   |       |  |       |       |         |       |        |                               |      |          |   |
| LEBANON<br>14194                     | US 4             | 4.829             |       | BRIDGE REHABILITATION OVER B&M RAILROAD / MASCOMA RIVER - 077/107                              |       |       |         |       |        |                               |      | ATT      | Partially funded by LEBANON MUNICIPAL MANAGED. 20% City Match Project.          |
|                                      |                  |                   | C     | 2009   | .030  | .000  | .008    | .038  |        | Bridge On/Off System          |      |          |   |
|                                      |                  |                   |       | <b>Totals</b>  | .030  | .000  | .008    | .038  |        |                               |      |          |   |
| 5582                                 |                  |                   |       |  |       |       |         |       |        |                               |      |          |   |
| LEBANON<br>14431                     |                  | .596              |       | SERVICE IMPROVEMENT FOR BUS ROUTE [04-24CM]  |       |       |         |       |        |                               |      | ATT      | Partially funded by LEBANON CMAQ Dollars Previously Transferred to FTA in 2005. |
|                                      |                  |                   | P     | 2009   | .477  | .000  | .119    | .596  |        | FHWA to FTA Previous Transfer |      |          |   |
|                                      |                  |                   |       | <b>Totals</b>  | .477  | .000  | .119    | .596  |        |                               |      |          |   |
| 5620                                 |                  |                   |       |  |       |       |         |       |        |                               |      |          |   |

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                 |             | Adv Const             | Fiscal   |                        |       |       |         |               |        |                        |                                |          |
|  |             | Grouped / Parent      | Phase  | Year                   | Fed\$ | DOT\$ | Other\$ | Tot\$         | TpkC\$ | Funding Category       |                                |          |
| LEBANON<br>15880                       | I-89        | 16.122                | NB/SB ROADWAY RECONSTRUCTION & DECK REPLACEMENT/REHABILITATION FROM MILE MARKER 54.8 TO 60.0, INCLUDES EXIT 19 (Bridges: 093/109, 094/108, 097/112, 098/112, 098/111, 140/124, 141/123, 099/111) |                        |       |       |         |               |        | ATT                    | Bridge priority #55 and #56.   |          |
|  |             | <i>2011 Adv Const</i> | <b>P</b>   | <b>2010</b>            | .050  | .000  | .000    | <b>.050</b>   |        | Interstate Maintenance |                                |          |
|  |             |                       |  | <b>2011</b>            | .103  | .000  | .000    | <b>.103</b>   |        |                        |                                |          |
|  |             |                       |  | <b>2012</b>            | .096  | .011  | .000    | <b>.107</b>   |        |                        |                                |          |
|  |             |                       | <b>R</b>   | <b>2010</b>            | .005  | .000  | .000    | <b>.005</b>   | .001   |                        |                                |          |
| 1900                                   |             |                       |  | <b>Totals</b>          | .254  | .011  | .000    | <b>.265</b>   | .001   |                        |                                |          |
| LEBANON, NH -<br>HARTFORD, VT          | I-89        | 13.194                | REHABILITATION OF BRIDGES OVER CONNECTICUT RIVER - 044/103 & 044/104   |                        |       |       |         |               |        | ATT                    | Bridge priorities #91 and #92. |          |
|  |             |                       | <b>P</b>   | <b>2011</b>            | .103  | .011  | .000    | <b>.115</b>   |        | Interstate Maintenance |                                |          |
|  |             | <i>2011 Adv Const</i> |  | <b>2012</b>            | .500  | .056  | .000    | <b>.556</b>   |        |                        |                                |          |
| 2771                                   |             |                       |  | <b>Totals</b>          | .603  | .067  | .000    | <b>.670</b>   |        |                        |                                |          |
| LEBANON, NH -<br>HARTFORD, VT<br>14957 | US 4        | 10.861                | REPLACE BRIDGE OVER CONNECTICUT RIVER - 058/127 {Red List}   |                        |       |       |         |               |        | ATT                    | Red List bridge, priority #6.  |          |
|  |             |                       | <b>P</b>   | <b>2009</b>            | .141  | .000  | .000    | <b>.141</b>   |        | Bridge On/Off System   |                                |          |
|  |             |                       |  | <b>2009</b>            | .000  | .000  | .059    | <b>.059</b>   |        | Non Participating      |                                |          |
|  |             |                       |  | <b>2010</b>            | .185  | .000  | .000    | <b>.185</b>   | .037   | Bridge On/Off System   |                                |          |
|  |             |                       |  | <b>2010</b>            | .000  | .000  | .015    | <b>.015</b>   |        | Non Participating      |                                |          |
|  |             |                       |  | <b>2010</b>            | .000  | .000  | .021    | <b>.021</b>   |        |                        |                                |          |
|  |             |                       |  | <b>2011</b>            | .289  | .000  | .000    | <b>.289</b>   |        | Bridge On/Off System   |                                |          |
|  |             |                       | <b>R</b>   | <b>2009</b>            | .000  | .000  | .002    | <b>.002</b>   |        | Non Participating      |                                |          |
|  |             |                       |  | <b>2011</b>            | .083  | .021  | .000    | <b>.103</b>   |        | Bridge On/Off System   |                                |          |
|  |             |                       | <b>C</b>   | <b>2011</b>            | 3.913 | .978  | .000    | <b>4.892</b>  |        |                        |                                |          |
|  |             |                       |  | <b>2011</b>            | .000  | .000  | .784    | <b>.784</b>   |        | Non Participating      |                                |          |
|  |             |                       |  | <b>2012</b>            | .298  | .075  | .000    | <b>.373</b>   |        | Bridge On/Off System   |                                |          |
|  |             |                       |  | <b>2012</b>            | 3.110 | .777  | .000    | <b>3.887</b>  |        |                        |                                |          |
| 2753                                   |             |                       |  | <b>Totals</b>          | 8.020 | 1.851 | .880    | <b>10.751</b> | .037   |                        |                                |          |

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\$  | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category                                 |      |   |
| LEBANON, NH -<br>HARTFORD, VT<br>14957A | US 4             | 3.151             |       | ADVANCE DETOUR BRIDGE FOR BRIDGE REPLACEMENT OVER CONNECTICUT RIVER - 058/127 [Parent=14957] {Red List}  |        |       |         |        |        |  | ATT  |   |
|   |                  |                   | C     | 2009   | .008   | .000  | .000    | .008   | .002   | Bridge On/Off System                             |      |   |
|   |                  |                   |       | 2009   | .165   | .000  | .000    | .165   | .033   |  |      |   |
|   |                  |                   |       | 2009   | 3.710  | .000  | .000    | 3.710  | .742   |  |      |   |
|   |                  |                   |       | 2009   | .000   | .000  | .014    | .014   |        | Non Participating                                |      |   |
|   |                  |                   |       | 2009   | .000   | .000  | .455    | .455   |        |  |      |   |
|   |                  |                   |       | 2009   | .164   | .000  | .000    | .164   | .033   | STP-State Flexible                               |      |   |
|   |                  |                   |       | 2009   | .578   | .144  | .000    | .722   |        | Transportation & Community & System Preservation |      |   |
|   |                  |                   |       | 2010   | .000   | .000  | .001    | .001   |        | Non Participating                                |      |   |
| 7176                                    |                  |                   |       | <b>Totals</b>  | 4.624  | .144  | .471    | 5.239  | .809   |  |      |   |
| LINCOLN<br>13334                        | NH 112           | .223              |       | RECLAIM, 3 1/2" HBP FROM HANCOCK BROOK BRIDGE EAST TO LIVERMORE T/L (3.76 MI) (Pe & Row Only) (See 13334B,C,D for Construction)                        |        |       |         |        |        |  | ATT  | Deferred from TYP, PMST treatment and guardrail repair in 2006. |
|   |                  |                   | R     | 2011   | .009   | .002  | .000    | .011   |        | STP-State Flexible                               |      |   |
| 2806                                    |                  |                   |       | <b>Totals</b>  | .009   | .002  | .000    | .011   |        |  |      |   |
| LINCOLN -<br>FRANCONIA<br>15603         | I-93             | 8.886             |       | PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE WORK IN LINCOLN FROM THE WHITEHOUSE BRIDGE NORTH 5.6 MILES TO LAFAYETTE BROOK IN FRANCONIA [4R] [JOBS] |        |       |         |        |        |  | ATT  |   |
|   |                  |                   | P     | 2009   | .175   | .000  | .000    | .175   |        | STP-Areas Less Than 200K                         |      |   |
|   |                  |                   |       | 2010   | .023   | .000  | .000    | .023   |        | Interstate Maintenance                           |      |   |
|   |                  |                   |       | 2010   | .054   | .000  | .000    | .054   | .005   |  |      |   |
|   |                  |                   |       | 2010   | .023   | .000  | .000    | .023   | .005   | National Highway System                          |      |   |
|   |                  |                   |       | 2010   | .000   | .000  | .031    | .031   |        | Non Participating                                |      |   |
|   |                  |                   |       | 2010   | .000   | .000  | .054    | .054   |        |  |      |   |
|   |                  |                   | C     | 2010   | .045   | .000  | .000    | .045   | .009   | Bridge On/Off System                             |      |   |
|   |                  |                   |       | 2010   | .450   | .000  | .000    | .450   | .090   |  |      |   |
|   |                  |                   |       | 2010   | .005   | .000  | .000    | .005   | .001   | Interstate Maintenance                           |      |   |
|   |                  |                   |       | 2010   | 5.050  | .000  | .000    | 5.050  | .505   |  |      |   |
|   |                  |                   |       | 2010   | 6.000  | .000  | .000    | 6.000  | 1.200  | National Highway System                          |      |   |
|   |                  |                   |       | 2010   | .000   | .000  | .003    | .003   |        | Non Participating                                |      |   |
|   |                  |                   |       | 2010   | .003   | .000  | .000    | .003   | .001   | STP-Non Urban Areas Under 5K                     |      |   |
|   |                  |                   |       | 2011   | .083   | .000  | .000    | .083   | .016   | Bridge On/Off System                             |      |   |
|   |                  |                   |       | 2011   | .826   | .000  | .000    | .826   | .160   |  |      |   |
|   |                  |                   |       | 2011   | .109   | .000  | .000    | .109   | .011   | Interstate Maintenance                           |      |   |
| 2784                                    |                  |                   |       | <b>Totals</b>  | 13.936 | .000  | .088    | 14.023 | 2.002  |  |      |   |

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\$ | DOT\$ | Other\$  | Tot\$  | TpkC\$ | Funding Category   |
| LITCHFIELD<br>14838                    | ALBUQUERQUE AVENUE                         | .484              |        | ALBUQUERQUE AVENUE TRAIL COMPLETION: CONSTRUCT 0.85 MILES AND 0.95 MILES OF PEDESTRIAN BIKEWAY ADJACENT TO ALBUQUERQUE AVENUE (TE Program) [06-26TE] [ARRA]   |       |       |          |        |        | E-45 Specific project from Statewide program. Municipal managed. |
|  |  |                   | C      | 2009  | .463  | .000  | .000     | .463   |        | American Recovery Reinvestment Act                               |
|  |  |                   |        | 2009  | .022  | .000  | .005     | .027   |        | STP-Enhancement  |
| 6239                                   |  |                   | Totals |   | .484  | .000  | .005     | .490   |        |  |
| LITTLETON<br>13861                     | MAIN STREET                                | 3.378             |        | PEDESTRIAN IMPROVEMENTS AND IMPLEMENTATION OF PROJECTS AND RECOMMENDATIONS DEVELOPED THROUGH LITTLETON - PHASE I, TCSP PROJECT TO INCLUDE ROADWAY RECONSTRUCTION {Transportation Community & System Preservation & State Aid Highway Program} |       |       |          |        |        | ATT Partially funded by LITTLETON-1/3 MATCH FOR SAH              |
|  |  |                   | C      | 2009  | .000  | .000  | .097     | .097   |        | Non Participating  |
|  |  |                   |        | 2009  | .000  | .000  | .115     | .115   |        |  |
|  |  |                   |        | 2009  | .000  | .243  | .061     | .304   |        |  |
|  |  |                   |        | 2009  | .000  | .004  | .002     | .006   |        | State Aid Hwy  |
|  |  |                   |        | 2009  | .000  | .194  | .000     | .194   |        |  |
|  |  |                   |        | 2009  | .355  | .000  | .000     | .355   |        | Transportation & Community & System Preservation                 |
| 3786                                   |  |                   | Totals |   | .355  | .441  | .275     | 1.071  |        |  |
| LITTLETON<br>13897                     | RIVERFRONT PATHWAY & TRANSPORTATION MUSEUM | .255              |        | PHASE II: INCLUDES CONSTRUCTION OF APPROXIMATELY 1,000' OF RIVERWALK ALONG AMMONOOSUC RIVER FROM SOUTH END OF PEDESTRIAN COVERED BR (PHASE I) TO COTTAGE STREET (US 302) BR.(TE Program) [02-35TE]  |       |       |          |        |        | ATT Partially funded by LITTLETON                                |
|  |  |                   | P      | 2009  | .013  | .000  | .003     | .016   |        | STP-Enhancement  |
|  |  |                   |        | 2010  | .003  | .000  | .001     | .004   |        |  |
|  |  |                   | C      | 2010  | .155  | .000  | .039     | .194   |        |  |
| 3736                                   |  |                   | Totals |   | .171  | .000  | .043     | .214   |        |  |
| LITTLETON, NH - WATERFORD, VT<br>15926 | I-93                                       | 10.004            |        | BRIDGE REHABILITATION / DECK REPLACEMENT CARRYING I-93 SB & NB OVER CONNECTICUT RIVER - 104/136 & 105/135 {Red List} [JOBS]   |       |       |          |        |        |  |
|  |  |                   | P      | 2010  | .195  | .000  | .000     | .195   | .039   | Bridge On/Off System   |
|  |  |                   | R      | 2010  | .005  | .000  | .000     | .005   | .001   |  |
|  |  |                   | C      | 2012  | 3.834 | .959  | .000     | 4.793  |        |  |
|  |  |                   |        | 2012  | 4.260 | 1.065 | .000     | 5.325  |        |  |
| 7516                                   |  |                   | Totals |   | 8.294 | 2.024 | .000     | 10.318 | .040   |  |
| LONDONDERRY<br>13872                   | VARIOUS                                    | .697              |        | CONSTRUCT APPROX. 6200' OF MULTIPURPOSE PATH & SIDEWALK: BEGINNING @ PILLSBURY & WILSHIRE RDS TO MAMMOTH RD & CONTINUE AS AN INDEPENDENT MULTI-USE PATH (CMAQ Program) [02-16CM]  |       |       |          |        |        | N/E Partially funded by LONDONDERRY                              |
|  |  |                   | C      | 2009  | .006  | .000  | .002     | .008   |        | Congestion Mitigation and Air Quality Program                    |
| 3703                                   |  |                   | Totals |   | .006  | .000  | .002     | .008   |        |  |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category  |
| LONDONDERRY - SALEM                   | TRANSIT            | 3.191             | CAPITAL  |                        |          |          |         |        |        | E-30 Boston Urbanized Area Funding  |
|                                       |                    |                   |  | 2009                   | .154     | .038     | .000    | .192   |        | FTA 5307 Capital and Operating Program  |
|                                       |                    |                   |  | 2010                   | .154     | .038     | .000    | .192   |        |   |
|                                       |                    |                   |  | 2011                   | .181     | .045     | .000    | .226   |        |   |
|                                       |                    |                   |  | 2012                   | .187     | .047     | .000    | .233   |        |   |
|                                       |                    |                   |  | <b>Totals</b>          | .675     | .169     | .000    | .843   |        |   |
| <i>Regionally Significant</i><br>2903 |                    |                   |  |                        |          |          |         |        |        |   |
| LONDONDERRY - SALEM                   | TRANSIT            | 3.818             | COMMUTER BUS PREVENTATIVE MAINTENANCE                      |                        |          |          |         |        |        | E-21 Partially funded by LOCAL Boston Urbanized Area Funding  |
|                                       |                    |                   |  | 2009                   | .225     | .000     | .056    | .281   |        | FTA 5307 Capital and Operating Program  |
|                                       |                    |                   |  | 2010                   | .225     | .000     | .056    | .281   |        |   |
|                                       |                    |                   |  | 2011                   | .232     | .058     | .000    | .290   |        |   |
|                                       |                    |                   |  | 2012                   | .240     | .060     | .000    | .300   |        |   |
|                                       |                    |                   |  | <b>Totals</b>          | .922     | .118     | .113    | 1.152  |        |   |
| 6292                                  |                    |                   |  |                        |          |          |         |        |        |   |
| LYME, NH - THETFORD, VT<br>14460      | EAST THETFORD ROAD | 4.561             | BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER - 053/112 |                        |          |          |         |        |        | ATT Bridge priority #106.   |
|                                       |                    |                   |  | <b>P</b> 2012          | .085     | .021     | .000    | .107   |        | Bridge On/Off System  |
|                                       |                    |                   |  | 2012                   | .085     | .021     | .000    | .107   |        |   |
|                                       |                    |                   |  | <b>R</b> 2012          | .004     | .001     | .000    | .005   |        |   |
|                                       |                    |                   |  | 2012                   | .009     | .002     | .000    | .011   |        |   |
|                                       |                    |                   |  | <b>Totals</b>          | .183     | .046     | .000    | .229   |        |   |
| 3269                                  |                    |                   |  |                        |          |          |         |        |        |   |
| MANCHESTER                            | TRANSIT AUTHORITY  | 57.865            | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE               |                        |          |          |         |        |        | E-21 Partially funded by MANCHESTER TRANSIT AUTHORITY 50% Match by City of Manchester. FTA, maintains transit service utilizing local match. Limited to net eligible total operating funds used for ADA Para transit and capital maintenance. |
|                                       |                    |                   |  | 2009                   | 1.250    | .000     | 1.250   | 2.500  |        | FTA 5307 Capital and Operating Program  |
|                                       |                    |                   |  | 2010                   | 1.300    | .000     | 1.300   | 2.600  |        |   |
|                                       |                    |                   |  | 2011                   | 1.393    | .000     | 1.393   | 2.786  |        |   |
|                                       |                    |                   |  | 2012                   | 1.497    | .000     | 1.497   | 2.995  |        |   |
|                                       |                    |                   |  | <b>Totals</b>          | 5.441    | .000     | 5.441   | 10.881 |        |   |
| 602                                   |                    |                   |  |                        |          |          |         |        |        |   |

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

| Name                   | State# | Rte/Street:       | Overall Project   |   |       |             |       |       |         | Funding Category | CAA Code                               | Comments   |
|------------------------|--------|-------------------|-------------------|---|-------|-------------|-------|-------|---------|------------------|--|--|
|                        |        |                   | Cost \$(M)        | Location/Scope of Work                                    | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ |                  |  |  |
| Regionally Significant |        | Grouped / Parent  | Adv Const Payback |   |       |             |       |       |         |                  |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY | 7.198             | OPERATING ASSISTANCE FOR CAPITAL MAINTENANCE OF MTA FLEET |       |             |       |       |         |                  | E-21                                   | Partially funded by MANCHESTER TRANSIT AUTHORITY<br>20% match by city of Manchester. FTA maintains transit service bus fleet using local match. Limited to vehicle preventive maintenance expenses within net eligible operating expenses. |
|                        |        |                   |                   |   | 2009  | .300        | .000  | .075  | .375    |                  | FTA 5307 Capital and Operating Program |  |
|                        |        |                   |                   |   | 2010  | .315        | .000  | .079  | .394    |                  |  |  |
|                        |        |                   |                   |   | 2011  | .342        | .000  | .085  | .427    |                  |  |  |
|                        |        |                   |                   |   | 2012  | .370        | .000  | .092  | .462    |                  |  |  |
| 2496                   |        |                   |                   | <b>Totals</b>   |       | 1.327       | .000  | .332  | 1.658   |                  |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY | 7.418             | REPLACEMENT BUSES   |       |             |       |       |         |                  | E-30                                   | Partially funded by MANCHESTER TRANSIT AUTHORITY<br>20% match by city of Manchester. FTA maintains fleet replacement of 12-year heavy-duty transit buses using local match.  |
|                        |        |                   |                   |   | 2010  | .282        | .000  | .070  | .352    |                  | FTA 5307 Capital and Operating Program |  |
| 3062                   |        |                   |                   | <b>Totals</b>   |       | .282        | .000  | .070  | .352    |                  |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY | 4.187             | OPERATING ASSISTANCE FOR ADA PARATRANSIT SERVICE          |       |             |       |       |         |                  | E-21                                   | Partially funded by MANCHESTER 20% Match by City of Manchester. FTA, maintains ADA paratransit service using local match. Limited to 10% of net eligible total operating expenses.   |
|                        |        |                   |                   |   | 2009  | .196        | .000  | .049  | .245    |                  | FTA 5307 Capital and Operating Program |  |
|                        |        |                   |                   |   | 2010  | .204        | .000  | .051  | .255    |                  |  |  |
|                        |        |                   |                   |   | 2011  | .219        | .000  | .055  | .273    |                  |  |  |
|                        |        |                   |                   |   | 2012  | .234        | .000  | .059  | .293    |                  |  |  |
| 5916                   |        |                   |                   | <b>Totals</b>   |       | .853        | .000  | .213  | 1.066   |                  |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY | 1.749             | REPLACEMENT OF ADA PARATRANSIT VANS                       |       |             |       |       |         |                  | E-30                                   | Partially funded by MANCHESTER 20% match by city of Manchester. FTA maintains fleet replacement of 5-year light-duty para transit vans using local match.  |
|                        |        |                   |                   |   | 2010  | .103        | .000  | .026  | .129    |                  | FTA 5307 Capital and Operating Program |  |
|                        |        |                   |                   |   | 2011  | .111        | .000  | .028  | .138    |                  |  |  |
|                        |        |                   |                   |   | 2012  | .060        | .000  | .015  | .075    |                  |  |  |
| 5917                   |        |                   |                   | <b>Totals</b>   |       | .273        | .000  | .068  | .342    |                  |  |  |

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\$ | DOT\$ |          |          | Other\$                                | Tot\$  |
| Regionally Significant |        |                   | Grouped / Parent | Payback                | Phase | Year           |        |       |       |          |          |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY |                  | .429                   |       |                |        |       |       |          |          | E-30                                   | Partially funded by MANCHESTER 20% match by city of Manchester. FTA improves transit service operation.          |
|                        |        |                   |                  |                        |       | 2010           | .019   | .000  | .005  | .024     |          | FTA 5307 Capital and Operating Program |  |
|                        |        |                   |                  |                        |       | 2011           | .021   | .000  | .005  | .026     |          |  |  |
| 5919                   |        |                   |                  |                        |       | Totals         | .040   | .000  | .010  | .050     |          |  |  |
| MANCHESTER             |        | TRANSIT AUTHORITY |                  | 1.899                  |       |                |        |       |       |          |          | E-30                                   | 20% Match by City of Manchester. FTA maintains transit service operation.  |
|                        |        |                   |                  |                        |       | 2009           | .408   | .000  | .000  | .408     |          | FTA-ARRA Stimulus                      |  |
|                        |        |                   |                  |                        |       | 2010           | .071   | .000  | .018  | .089     |          | FTA 5307 Capital and Operating Program |  |
|                        |        |                   |                  |                        |       | 2011           | .078   | .000  | .019  | .097     |          |  |  |
|                        |        |                   |                  |                        |       | 2012           | .084   | .000  | .021  | .105     |          |  |  |
| 6923                   |        |                   |                  |                        |       | Totals         | .641   | .000  | .058  | .699     |          |  |  |
| MANCHESTER             |        |                   |                  | 11.202                 |       |                |        |       |       |          |          | N/E                                    | Specific project from Statewide program.   |
| 13512                  |        |                   |                  |                        |       |                |        |       |       |          |          |  |  |
|                        |        |                   |                  |                        |       | 2008 Adv Const |        |       |       |          |          |  |  |
|                        |        |                   |                  |                        |       | P              | 2012   | .007  | .002  | .000     | .009     |  | Congestion Mitigation and Air Quality Program  |
| 2968                   |        |                   |                  |                        |       |                | Totals | .007  | .002  | .000     | .009     |  |  |
| MANCHESTER             |        | GRANITE STREET    |                  | 1.047                  |       |                |        |       |       |          |          | E-1                                    | Partially funded by MANCHESTER Breakout project from Granite Street bridge project (City) and Statewide program. |
| 14025B                 |        |                   |                  |                        |       |                |        |       |       |          |          |  |  |
|                        |        |                   |                  |                        |       | P              | 2011   | .055  | .000  | .014     | .068     |  | STP-Safety   |
| 5595                   |        |                   |                  |                        |       |                | Totals | .055  | .000  | .014     | .068     |  |  |
| MANCHESTER             |        | GRANITE STREET    |                  | 4.939                  |       |                |        |       |       |          |          | N/E                                    | Earmark funds for City of Manchester.  |
| 14025E                 |        |                   |                  |                        |       |                |        |       |       |          |          |  |  |
|                        |        |                   |                  |                        |       | C              | 2009   | 1.666 | .000  | .000     | 1.666    |  | High Priority Projects (SAFETEA-LU 2005)   |
| 5842                   |        |                   |                  |                        |       |                | Totals | 1.666 | .000  | .000     | 1.666    |  |  |
| MANCHESTER             |        | ISLAND POND ROAD  |                  | 7.854                  |       |                |        |       |       |          |          | E-19                                   | Red List bridges, priorities #42 and #43.  |
| 14170                  |        |                   |                  |                        |       |                |        |       |       |          |          |  |  |
|                        |        |                   |                  |                        |       | C              | 2010   | .310  | .000  | .000     | .310     |  | Bridge On/Off System   |
|                        |        |                   |                  |                        |       |                | 2010   | .090  | .000  | .000     | .090     |  | National Highway System  |
|                        |        |                   |                  |                        |       | 2008 Adv Const | 2010   | 1.949 | .000  | .000     | 1.949    |  |  |
| 4255                   |        |                   |                  |                        |       |                | Totals | 2.349 | .000  | .000     | 2.349    |  | .080   |

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\$  | DOT\$   | Other\$  | Tot\$  | TpkC\$ | Funding Category             |
| MANCHESTER<br>14411                   | ROCKINGHAM<br>RECREATIONAL TRAIL  | .262                  |        | IMPROVEMENTS TO DEVELOP FORMER MANCHESTER & PORTSMOUTH BRANCH RAILROAD FOR BICYCLES & PEDESTRIAN ACCESS FROM TARRYTOWN RD SOUTH TO LAKE MASSABESIC. ALSO INCLUDES CONSTRUCTION OF A PEDESTRIAN CULVERT AT PEABODY AVE (TE Program) [04-32TE] | E-33   | Specific project from Statewide program, Municipal managed. |          |        |        |                              |
|                                       |                                   |                       | C      | 2009   | .026   | .007  | .000     | .033   |        | STP-Enhancement              |
|                                       |                                   |                       |        | 2009   | .320   | .000  | .080     | .400   |        |                              |
| 5649                                  |                                   |                       | Totals |  | .346   | .007  | .080     | .433   |        |                              |
| MANCHESTER<br>14812                   |                                   | 1.645                 |        | INCREASED TRANSIT SERVICE (CMAQ Program) [06-12CM]   | N/E    | Specific project from Statewide program.                    |          |        |        |                              |
|                                       |                                   |                       | C      | 2009   | .160   | .040  | .000     | .200   |        | CMAQ Transfer                |
| <i>Regionally Significant</i><br>6224 |                                   |                       | Totals |  | .160   | .040  | .000     | .200   |        |                              |
| MANCHESTER<br>16016                   | ELM, GRANITE, & AUBURN<br>STREETS |                       |        | ELM ST FROM GRANITE TO VALLEY; GRANITE ST FROM CANAL TO ELM; WEST AUBURN ST TO OLD GRANITE ST; AKA GAS LIGHT IMPROVE INFRASTRUCTURE & PED AMENITIES. High Priority Project (HPP) DEMO ID NH084   | E-33   | High Priority Projects (SAFETEA-LU-EXT 2010)                |          |        |        |                              |
|                                       |                                   |                       | P      | 2010   | .066   | .000  | .000     | .066   |        |                              |
|                                       |                                   |                       | R      | 2010   | .008   | .000  | .000     | .008   |        |                              |
|                                       |                                   |                       | C      | 2011   | .955   | .000  | .000     | .955   |        |                              |
| 7618                                  |                                   |                       | Totals |  | 1.029  | .000  | .000     | 1.029  |        |                              |
| MANCHESTER<br>16033                   | GOFFSTOWN BRANCH<br>TRAIL         |                       |        | TRAIL IMPROVEMENTS [09-26TE]   | E-33   | Partially funded by MANCHESTER                              |          |        |        |                              |
|                                       |                                   |                       | P      | 2011   | .001   | .000  | .000     | .001   |        | STP-Enhancement              |
|                                       |                                   |                       | R      | 2011   | .001   | .000  | .000     | .001   |        |                              |
|                                       |                                   |                       | C      | 2011   | .194   | .000  | .048     | .242   |        |                              |
| 7638                                  |                                   |                       | Totals |  | .195   | .000  | .049     | .244   |        |                              |
| MANCHESTER -<br>HOOKSETT<br>14604     | I-93                              | 12.120                |        | NB/SB BRIDGE DECK REPLACEMENT OVER MERRIMACK RIVER, NB/SB BRIDGE DECK REHAB OVER NH 3A, ROADWAY REHAB FROM SOUTH OF RIVER BRIDGES NORTH TO I-293 (4R FUNDING, BRPPI#6601) 059/087 & 060/086 {Both Red List} [JOBS]                           | E-19   | Red List Bridge, priority #15 and #16.                      |          |        |        |                              |
|                                       |                                   | <i>2008 Adv Const</i> | P      | 2009   | .056   | .000  | .000     | .056   | .011   | Bridge On/Off System         |
|                                       |                                   | <i>2008 Adv Const</i> |        | 2009   | .019   | .000  | .000     | .019   | .004   | Minimum Guarantee (Flexible) |
|                                       |                                   |                       |        | 2009   | .000   | .050  | .000     | .050   |        | Non Participating            |
|                                       |                                   |                       |        | 2010   | .000   | .000  | .000     | .000   | .000   | Bridge On/Off System         |
|                                       |                                   |                       |        | 2010   | .044   | .011  | .000     | .055   |        | Interstate Maintenance       |
|                                       |                                   |                       |        | 2010   | .000   | .000  | .000     | .000   | .000   | Minimum Guarantee (Flexible) |
|                                       |                                   |                       | C      | 2010   | .055   | .000  | .000     | .055   | .011   | Bridge On/Off System         |
|                                       |                                   |                       |        | 2010   | 8.246  | 2.062   | .000     | 10.308 |        |                              |
|                                       |                                   |                       |        | 2010   | .018   | .000  | .000     | .018   | .002   | Interstate Maintenance       |
|                                       |                                   |                       |        | 2010   | 2.919  | .324  | .000     | 3.243  |        |                              |
| 6196                                  |                                   |                       | Totals |  | 11.357 | 2.447   | .000     | 13.803 | .028   |                              |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category   |
| MANCHESTER - WEARE<br>13898     |                      | .559              |       | PHASE 2: DEVELOPMENT OF THE FORMER MANCHESTER & NO. WEARE RAILROAD INTO AN ALTERNATIVE TRANS. SYSTEM & REC. TRAIL; APPROX. 0.4 MILES FROM SO. MAIN ST TO A POINT PARALLEL TO DOUGLAS ST (TE Program) [02-38TE]                      |       |       |          |       |        | E-45 Partially funded by MANCHESTER  |
|                                 |                      |                   | C     | 2009  | .052  | .000  | .013     | .065  |        | STP-Enhancement  |
|                                 |                      |                   |       | Totals  | .052  | .000  | .013     | .065  |        |  |
| 3737                            |                      |                   |       |   |       |       |          |       |        |  |
| MANCHESTER TO CONCORD<br>14510Z | I-93, I-293, FEE TPK | 7.000             |       | INSTALLATION OF FIBER OPTIC CABLE AND CONDUIT FROM EXIT 13 IN CONCORD TO THE I-93 / I-293 JUNCTION IN MANCHESTER [ITS](Parent Project = Salem to Manchester 10418Z) [ARRA]  |       |       |          |       |        | N/E Deferred from TYP, other means of connection communication.                                |
|                                 |                      |                   | C     | 2010  | 1.200 | .300  | .000     | 1.500 |        | National Highway System  |
|                                 |                      |                   |       | 2010  | .000  | .000  | 5.500    | 5.500 |        | Non Participating  |
|                                 |                      |                   |       | Totals  | 1.200 | .300  | 5.500    | 7.000 |        |  |
| 6187                            |                      |                   |       |   |       |       |          |       |        |  |
| MEREDITH<br>10430 #             | US 3 / NH 25         | 9.877             |       | ROADWAY AND INTERSECTION IMPROVEMENTS @ NH 104, NORTH TO NH 25, AND NH 25 FROM US 3, EAST TO THE MEREDITH / CENTER HARBOR T/L [Section 1702 - Designated Project; Demo Id NH041 (10430), NH060 (10430A), & NH071 (10430B)] [PARENT] |       |       |          |       |        | ATT  |
|                                 |                      |                   | P     | 2010  | .057  | .014  | .000     | .071  |        | High Priority Projects (SAFETEA-LU 2005)   |
|                                 |                      |                   |       | 2010  | .320  | .080  | .000     | .400  |        |  |
|                                 |                      |                   |       | 2010  | .343  | .086  | .000     | .429  |        |  |
|                                 |                      |                   |       | 2010  | .040  | .010  | .000     | .050  |        | STP-Non Urban Areas Under 5K   |
|                                 |                      |                   | R     | 2010  | .090  | .023  | .000     | .113  |        | High Priority Projects (SAFETEA-LU 2005)   |
|                                 |                      |                   |       | 2010  | .310  | .077  | .000     | .387  |        |  |
|                                 |                      |                   |       | 2010  | .652  | .163  | .000     | .816  |        |  |
|                                 |                      |                   |       | 2010  | .148  | .037  | .000     | .184  |        | STP-Non Urban Areas Under 5K   |
|                                 |                      |                   | C     | 2011  | .024  | .006  | .000     | .030  |        | High Priority Projects (SAFETEA-LU 2005)   |
|                                 |                      |                   |       | 2011  | .050  | .012  | .000     | .062  |        |  |
|                                 |                      |                   |       | 2011  | .817  | .000  | .000     | .817  |        |  |
|                                 |                      |                   |       | 2011  | 3.401 | .850  | .000     | 4.251 |        | STP-Non Urban Areas Under 5K   |
|                                 |                      |                   |       | Totals  | 6.251 | 1.359 | .000     | 7.610 |        |  |
| 6869                            |                      |                   |       |   |       |       |          |       |        |  |
| MERRIMACK<br>14413              | DW HIGHWAY           | .367              |       | CONSTRUCT SIDEWALKS ALONG DW HIGHWAY IN TOWN CENTER (WEST SIDE) TO FILL SEVERAL GAPS IN EXISTING SIDEWALK SYS. PROVIDE CROSSWALKS TO IMPROVEMENTS PLANNED FOR THE EAST SIDE (TE Program) [04-36TE]                                  |       |       |          |       |        | E-45 Partially funded by MERRIMACK Specific project from Statewide program, Municipal managed. |
|                                 |                      |                   | C     | 2010  | .245  | .000  | .061     | .306  |        | STP-Enhancement  |
|                                 |                      |                   |       | Totals  | .245  | .000  | .061     | .306  |        |  |
| 5651                            |                      |                   |       |   |       |       |          |       |        |  |

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\$    | DOT\$    | Other\$   | Tot\$ | TpkC\$ | Funding Category                         |
| MILFORD<br>14492 #         | NH 101A & NH 13  | 3.230             | 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 (14492) & NH058(14492A)] [PARENT]  |                        |          | E-53     | Partially funded by MILFORD Earmarked funding.  |       |        |  |
|                            |                  |                   | P   | 2010                   | .026     | .000     | .007  | .033  |        | High Priority Projects (SAFETEA-LU 2005) |
|                            |                  |                   | R   | 2010                   | .029     | .007     | .000  | .036  |        |  |
|                            |                  |                   |   | 2010                   | .171     | .000     | .043  | .214  |        |  |
|                            |                  |                   | C   | 2011                   | .274     | .000     | .068  | .342  |        |  |
|                            |                  |                   |   | 2011                   | 1.078    | .270     | .000  | 1.348 |        |  |
|                            |                  |                   |   | 2011                   | .024     | .006     | .000  | .030  |        | HPER Ear\$ Not Rec'd                     |
|                            |                  |                   |   | 2011                   | .050     | .012     | .000  | .062  |        |  |
|                            |                  |                   |   | 2011                   | .823     | .206     | .000  | 1.028 |        |  |
| 4065                       |                  |                   | <b>Totals</b>   |                        | 2.474    | .501     | .118  | 3.093 |        |  |
| MILFORD<br>14837           | SOUTH STREET     | 1.284             | SOUTH STREET IMPROVEMENT PROJECT: CONSTRUCT THE PHASE 2 PORTION OF THE DOWNTOWN REVITALIZATION PLAN TO IMPROVE OVERALL SAFETY, PHYSICAL / ADA ACCESSIBILITY, FUNCTIONALITY, DESIGN AND GENERAL AESTHETIC OF THE INTERSECTION (TE Program) [06-28TE] [NH058] |                        |          | E-45     | Partially funded by MILFORD Specific project from Statewide program. Municipal managed. |       |        |  |
|                            |                  |                   | P   | 2009                   | .067     | .000     | .017  | .084  |        | High Priority Projects (SAFETEA-LU 2005) |
|                            |                  |                   | R   | 2009                   | .040     | .000     | .010  | .050  |        |  |
|                            |                  |                   |   | 2009                   | .001     | .000     | .000  | .001  |        | STP-Enhancement                          |
|                            |                  |                   |   | 2009                   | .027     | .000     | .007  | .034  |        |  |
|                            |                  |                   | C   | 2010                   | .188     | .000     | .047  | .235  |        | High Priority Projects (SAFETEA-LU 2005) |
|                            |                  |                   |   | 2010                   | .232     | .000     | .058  | .290  |        |  |
|                            |                  |                   |   | 2010                   | .413     | .000     | .103  | .516  |        | STP-Enhancement                          |
| 6240                       |                  |                   | <b>Totals</b>   |                        | .968     | .000     | .242  | 1.210 |        |  |
| MILFORD TO NASHUA<br>10136 | NH 101A          | 9.354             | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY   |                        |          | E-53     |   |       |        |  |
|                            |                  |                   | P   | 2010                   | .125     | .000     | .000  | .125  |        | National Highway System                  |
|                            |                  |                   |   | 2011                   | .206     | .052     | .000  | .258  |        |  |
|                            |                  |                   | R   | 2010                   | .025     | .000     | .000  | .025  |        |  |
|                            |                  |                   |   | 2011                   | .186     | .046     | .000  | .232  |        |  |
|                            |                  |                   | C   | 2012                   | 2.556    | .639     | .000  | 3.195 |        |  |
| 730                        |                  |                   | <b>Totals</b>   |                        | 3.098    | .737     | .000  | 3.835 |        |  |
| MILTON<br>15280            | EASTERN AVENUE   | .019              | INSTALL 550' OF 18' HDPE CULVERT AND REPLACE 4 CATCH BASINS ALONG CURBSIDE OF SIDEWALK {Betterment}   |                        |          |          |   |       |        |  |
|                            |                  |                   | C   | 2009                   | .000     | .019     | .000  | .019  |        | Betterment                               |
| 6734                       |                  |                   | <b>Totals</b>   |                        | .000     | .019     | .000  | .019  |        |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                       |   |          |
| MILTON<br>15905        | NH 125                | 2.330             | BRIDGE REHABILITATION / DECK REPLACEMENT OVER RR - 212/128 {Red List} |                        |       |       |         |       |        |  |   |          |
|                        |                       |                   | P   | 2010                   | .000  | .125  | .000    | .125  |        | Betterment                             |   |          |
|                        |                       |                   |   | 2010                   | .070  | .000  | .000    | .070  | .014   | Bridge On/Off System                   |   |          |
|                        |                       |                   | R   | 2010                   | .000  | .004  | .000    | .004  |        | Betterment                             |   |          |
|                        |                       |                   |   | 2010                   | .001  | .000  | .000    | .001  | .000   | Bridge On/Off System                   |   |          |
|                        |                       |                   | C   | 2010                   | 1.600 | .400  | .000    | 2.000 |        |  |   |          |
| 7496                   |                       |                   | <b>Totals</b>   |                        | 1.671 | .529  | .000    | 2.200 | .014   |  |   |          |
| NASHUA                 | NASHUA TRANSIT SYSTEM | 3.969             | BUS EQUIPMENT [ARRA]  |                        |       |       |         |       |        | E-30                                   | Partially funded by NASHUA FTA, Maintains modern bus fleet using local match.   |          |
|                        |                       |                   |   | 2009                   | .880  | .000  | .220    | 1.100 |        | FTA 5307 Capital and Operating Program |   |          |
|                        |                       |                   |   | 2009                   | 1.140 | .000  | .000    | 1.140 |        | FTA-ARRA Stimulus                      |   |          |
| 607                    |                       |                   | <b>Totals</b>   |                        | 2.020 | .000  | .220    | 2.240 |        |  |   |          |
| NASHUA                 | NASHUA TRANSIT SYSTEM | 3.204             | CAPITAL PLANNING PROGRAM  |                        |       |       |         |       |        | E-21                                   | Partially funded by NASHUA FTA. Provides intermodal planning using local match. |          |
|                        |                       |                   |   | 2009                   | .128  | .000  | .032    | .160  |        | FTA 5307 Capital and Operating Program |   |          |
|                        |                       |                   |   | 2010                   | .128  | .000  | .032    | .160  |        |  |   |          |
|                        |                       |                   |   | 2011                   | .132  | .000  | .033    | .165  |        |  |   |          |
|                        |                       |                   |   | 2012                   | .136  | .000  | .034    | .170  |        |  |   |          |
| 608                    |                       |                   | <b>Totals</b>   |                        | .524  | .000  | .131    | .656  |        |  |   |          |
| NASHUA                 | NASHUA TRANSIT SYSTEM | 31.222            | OPERATING ASSISTANCE  |                        |       |       |         |       |        | E-21                                   | Partially funded by NASHUA FTA, Maintains transit service using local match.    |          |
|                        |                       |                   |   | 2009                   | 1.164 | .000  | .291    | 1.455 |        | FTA 5307 Capital and Operating Program |   |          |
|                        |                       |                   |   | 2010                   | 1.218 | .000  | .304    | 1.522 |        |  |   |          |
|                        |                       |                   |   | 2011                   | 1.201 | .000  | .300    | 1.502 |        |  |   |          |
|                        |                       |                   |   | 2012                   | 1.240 | .000  | .310    | 1.550 |        |  |   |          |
| 609                    |                       |                   | <b>Totals</b>   |                        | 4.823 | .000  | 1.206   | 6.029 |        |  |   |          |

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\$    | DOT\$    | Other\$ | Tot\$ | TpkC\$ | Funding Category  |
| NASHUA                 |                  | NASHUA TRANSIT SYSTEM | .869                       | CAPITAL EQUIPMENT [ARRA]  |          |          |         |       |        | E-30 Partially funded by NASHUA FTA. Replaces outdated equipment using local match.                         |
|                        |                  |                       |                            | 2009  | .049     | .000     | .012    | .062  |        | FTA 5307 Capital and Operating Program  |
|                        |                  |                       |                            | 2009  | .150     | .000     | .000    | .150  |        | FTA-ARRA Stimulus   |
|                        |                  |                       |                            | 2010  | .051     | .000     | .013    | .064  |        | FTA 5307 Capital and Operating Program  |
|                        |                  |                       |                            | 2011  | .054     | .000     | .014    | .068  |        |   |
|                        |                  |                       |                            | 2012  | .057     | .000     | .014    | .072  |        |   |
|                        |                  |                       |                            | 2012  | .059     | .000     | .015    | .074  |        |   |
|                        |                  |                       |                            | 2012  | .061     | .000     | .015    | .076  |        |   |
| 3797                   |                  |                       |                            | <b>Totals</b>   | .482     | .000     | .083    | .565  |        |   |
| NASHUA                 |                  | NASHUA TRANSIT SYSTEM | 6.296                      | PREVENTIVE MAINTENANCE  |          |          |         |       |        | E-31 Partially funded by NASHUA Maintains transit service using local match.                                |
|                        |                  |                       |                            | 2009  | .317     | .000     | .079    | .396  |        | FTA 5307 Capital and Operating Program  |
|                        |                  |                       |                            | 2010  | .326     | .000     | .082    | .408  |        |   |
|                        |                  |                       |                            | 2011  | .347     | .000     | .087    | .434  |        |   |
|                        |                  |                       |                            | 2012  | .369     | .000     | .092    | .461  |        |   |
| 3799                   |                  |                       |                            | <b>Totals</b>   | 1.359    | .000     | .340    | 1.699 |        |   |
| NASHUA                 | 10040A           | BROAD STREET PARKWAY  | 24.050                     | 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 Partially funded by NASHUA  |
|                        |                  |                       |                            | P 2010  | .200     | .000     | .050    | .250  |        | Demonstration Projects (ISTEA 1991-1998) - Non-Formula  |
|                        |                  |                       |                            | R 2010  | 1.171    | .000     | .293    | 1.463 |        | High Priority Projects (TEA-21 1998-2003)   |
|                        |                  |                       |                            | 2010  | 4.163    | .000     | 1.041   | 5.203 |        |   |
| Regionally Significant |                  |                       |                            | <b>Totals</b>   | 5.533    | .000     | 1.383   | 6.917 |        |   |
| 18                     |                  |                       |                            |   |          |          |         |       |        |   |
| NASHUA                 | 10040G           | BALDWIN STREET        | 4.835                      | RECONSTRUCTION AND EXTENSION FROM AMHERST ST, OVER B&M RAILROAD - 115/120 {Red List} & FUTURE BROAD ST PARKWAY TO FAIRMOUNT ST, WITH CONNECTOR TO FUTURE PARKWAY {Red List} [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G |          |          |         |       |        | N/E Partially funded by NASHUA Earmark funding (partial). Municipal Managed, Red List bridge priority #109. |
|                        |                  |                       |                            | C 2011  | .027     | .000     | .007    | .033  |        | High Priority Projects (TEA-21 1998-2003)   |
|                        |                  |                       |                            | 2011  | 3.841    | .000     | .960    | 4.801 |        | STP-State Flexible  |
| Regionally Significant |                  |                       |                            | <b>Totals</b>   | 3.868    | .000     | .967    | 4.835 |        |   |
| 2641                   |                  |                       |                            |   |          |          |         |       |        |   |
| NASHUA                 | 10040H           | BROAD STREET PARKWAY  | 5.976                      | CONSTRUCTION FROM NASHUA RIVER WESTERLY TO BROAD STREET (TO SUBGRADE ONLY) [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T] (Parent = Nashua 10040A)  |          |          |         |       |        | N/E Partially funded by NASHUA Earmark funding (partial). Municipal Managed.                                |
|                        |                  |                       |                            | C 2012  | 4.780    | .000     | 1.195   | 5.976 |        | High Priority Projects (TEA-21 1998-2003)   |
| Regionally Significant |                  |                       |                            | <b>Totals</b>   | 4.780    | .000     | 1.195   | 5.976 |        |   |
| 2642                   |                  |                       |                            |   |          |          |         |       |        |   |

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                  | Fed\$   | DOT\$ | Other\$  | Tot\$  | TpkC\$   | Funding Category                                       |
|                                       |                      | Payback         | Year   |                        |   |       |          |        |  |  |
| NASHUA<br>10040I                      | BROAD STREET PARKWAY | 11.289          |        |                        | CONSTRUCTION OF BRIDGE OVER NASHUA RIVER; FAIRMOUNT STREET BRIDGE OVER PARKWAY (Parent = Nashua 10040A)   |       |          | N/E    | Earmark funding (partial),<br>Municipal Managed.   |  |
|                                       |                      |                 | C      | 2012                   | 1.247   | .312  | .000     | 1.558  |  | Demonstration Projects (ISTEA 1991-1998) - Non-Formula |
|                                       |                      |                 |        | 2012                   | 7.785   | 1.946 | .000     | 9.731  |  | STP-Areas Less Than 200K                               |
|                                       |                      |                 |        | Totals                 | 9.031   | 2.258 | .000     | 11.289 |  |  |
| <i>Regionally Significant</i><br>2643 |                      |                 |        |                        |   |       |          |        |  |  |
| NASHUA<br>10040J                      | BROAD STREET PARKWAY | 5.263           |        |                        | CONSTRUCTION FROM WEST HOLLIS STREET TO PINE STREET EXTENSION INCLUDING BRIDGE OVER CANAL [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T] (Parent = Nashua 10040A) |       |          | N/E    | Partially funded by NASHUA<br>Earmark funding (partial),<br>Municipal Managed.                 |  |
|                                       |                      |                 | C      | 2011                   | 4.211   | .000  | 1.053    | 5.263  |  | High Priority Projects (TEA-21 1998-2003)              |
|                                       |                      |                 |        | Totals                 | 4.211   | .000  | 1.053    | 5.263  |  |  |
| <i>Regionally Significant</i><br>2647 |                      |                 |        |                        |   |       |          |        |  |  |
| NASHUA<br>10040M                      | BROAD STREET PARKWAY | .500            |        |                        | CHIMNEY STABILIZATION (Parent = Nashua 10040A) {Earmark Project}  |       |          | N/E    |  |  |
|                                       |                      |                 | C      | 2010                   | .500  | .000  | .000     | .500   |  | High Priority Projects (TEA-21 1998-2003)              |
|                                       |                      |                 |        | Totals                 | .500  | .000  | .000     | .500   |  |  |
| <i>Regionally Significant</i><br>2645 |                      |                 |        |                        |   |       |          |        |  |  |
| NASHUA<br>10040P                      | BROAD STREET PARKWAY | .285            |        |                        | BUILDING DEMOLITION PROJECT WIDE (TO CONSTRUCT SECOND BRIDGE CROSSING OF NASHUA RIVER) (Parent = Nashua 10040A)   |       |          | N/E    |  |  |
|                                       |                      |                 | R      | 2010                   | .285  | .000  | .000     | .285   |  | High Priority Projects (TEA-21 1998-2003)              |
|                                       |                      |                 |        | Totals                 | .285  | .000  | .000     | .285   |  |  |
| <i>Regionally Significant</i><br>2644 |                      |                 |        |                        |   |       |          |        |  |  |
| NASHUA<br>10040S                      | BROAD STREET PARKWAY | .258            |        |                        | DEMOLITION OF "NIMCO" BUILDING [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T] (Parent = Nashua 10040A)  |       |          | N/E    | Partially funded by NASHUA<br>R-O-W Demolition. High Priority<br>funding appropriated in 1998. |  |
|                                       |                      |                 | R      | 2011                   | .103  | .000  | .026     | .129   |  | High Priority Projects (TEA-21 1998-2003)              |
|                                       |                      |                 |        | 2011                   | .103  | .000  | .026     | .129   |  |  |
|                                       |                      |                 |        | Totals                 | .206  | .000  | .052     | .258   |  |  |
| <i>Regionally Significant</i><br>3752 |                      |                 |        |                        |   |       |          |        |  |  |
| NASHUA<br>10040T                      | BROAD STREET PARKWAY | .619            |        |                        | MILLYARD UTILITY RELOCATION [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T] (Parent = Nashua 10040A)   |       |          | N/E    | Partially funded by NASHUA<br>R-O-W Demolition. High Priority<br>funding appropriated in 1998. |  |
|                                       |                      |                 | R      | 2010                   | .867  | .000  | .217     | 1.083  |  | High Priority Projects (TEA-21 1998-2003)              |
|                                       |                      |                 |        | Totals                 | .867  | .000  | .217     | 1.083  |  |  |
| <i>Regionally Significant</i><br>3753 |                      |                 |        |                        |   |       |          |        |  |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                              |  |
| NASHUA<br>10136A                      | NH 101A                   | 10.016          |        | PHASE 1 - WIDENING AND IMPROVEMENTS FROM SUNAPEE ST TO BLACKSTONE DR<br>(AS RECOMMENDED BY CORRIDOR STUDY) (Milford to Nashua 10136)                                       |      |       |       |         |       |        | N/E   | Municipal Managed and 20% match.   |
|                                       |                           |                 |        | P  | 2011 | .269  | .067  | .000    | .336  |        | National Highway System                       |  |
|                                       |                           |                 |        | R  | 2011 | 1.841 | .460  | .000    | 2.301 |        |   |  |
|                                       |                           |                 |        | C  | 2012 | .000  | .000  | .510    | .510  |        | Non Participating                             |  |
|                                       |                           |                 |        |  | 2012 | 2.952 | .738  | .000    | 3.690 |        | STP-Areas Less Than 200K                      |  |
| 3593                                  |                           |                 |        | <b>Totals</b>  |      | 5.062 | 1.266 | .510    | 6.838 |        |   |  |
| NASHUA<br>12650                       | DANIEL WEBSTER<br>HIGHWAY | .105            |        | ENHANCE PED SAFETY, COMPLETE SIDEWALK LINKAGES, PLACE X-WALKS,<br>INSTALL PED SIGNALS, ACTIVATION BUTTONS @ LOCATIONS WITH HIGH PED/AUTO<br>TRAFFIC (TE Program) [96-07TE] |      |       |       |         |       |        | E-33  | Partially funded by NASHUA   |
|                                       |                           |                 |        | C  | 2009 | .016  | .000  | .004    | .020  |        | STP-Enhancement                               |  |
| 1118                                  |                           |                 |        | <b>Totals</b>  |      | .016  | .000  | .004    | .020  |        |   |  |
| NASHUA<br>13117                       | FEE TPK                   | 6.615           |        | CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM;<br>FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES<br>(CMAQ Program) [98-13CM]        |      |       |       |         |       |        | N/E   | Specific project from Statewide<br>program, Municipal Managed.                               |
|                                       |                           |                 |        | P  | 2011 | .167  | .042  | .000    | .209  |        | Congestion Mitigation and Air Quality Program |  |
|                                       |                           |                 |        | R  | 2011 | 3.083 | .771  | .000    | 3.853 |        |   |  |
|                                       |                           |                 |        | C  | 2011 | 1.960 | .490  | .000    | 2.450 |        |   |  |
| <i>Regionally Significant</i><br>2344 |                           |                 |        | <b>Totals</b>  |      | 5.210 | 1.302 | .000    | 6.512 |        |   |  |
| NASHUA<br>13875                       |                           | 5.306           |        | PROVIDE 3 YEARS OPERATING SUPPORT FOR LOWELL - NASHUA COMMUTER RAIL<br>STARTUP (CMAQ Program) [02-22CM]  |      |       |       |         |       |        | N/E   | Partially funded by NASHUA<br>Specific project from Statewide<br>program, Municipal managed. |
|                                       |                           |                 |        | P  | 2011 | 1.445 | .000  | .361    | 1.806 |        | Congestion Mitigation and Air Quality Program |  |
|                                       |                           |                 |        |  | 2012 | 1.400 | .000  | .350    | 1.750 |        |   |  |
| <i>Regionally Significant</i><br>3698 |                           |                 |        | <b>Totals</b>  |      | 2.845 | .000  | .711    | 3.556 |        |   |  |
| NASHUA<br>14432                       | VARIOUS                   | 2.300           |        | TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY<br>ADDITIONAL INTERSECTIONS (CMAQ Program) [04-30CM]  |      |       |       |         |       |        | N/E   | Partially funded by NASHUA<br>Specific project from Statewide<br>program, Municipal managed. |
|                                       |                           |                 |        | P  | 2010 | .071  | .000  | .018    | .089  |        | Congestion Mitigation and Air Quality Program |  |
|                                       |                           |                 |        |  | 2010 | .169  | .000  | .042    | .211  |        |   |  |
|                                       |                           |                 |        | C  | 2011 | 1.651 | .000  | .413    | 2.064 |        |   |  |
| 5621                                  |                           |                 |        | <b>Totals</b>  |      | 1.891 | .000  | .473    | 2.364 |        |   |  |
| NASHUA<br>14815                       |                           | .913            |        | INCREASED TRANSIT SERVICE (CMAQ Program) [06-13CM]   |      |       |       |         |       |        | N/E   | Partially funded by NASHUA<br>Specific project from Statewide<br>program. Municipal managed. |
|                                       |                           |                 |        | C  | 2009 | .730  | .000  | .183    | .913  |        | FHWA to FTA Previous Transfer                 |  |
| 6225                                  |                           |                 |        | <b>Totals</b>  |      | .730  | .000  | .183    | .913  |        |   |  |

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\$ | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category                              |   |
| NASHUA TO BOSTON INTERCITY BUS SERVICE<br>14594 | VARIOUS     |                  | 7.593             |                        |             |       |       |         |        |        |   | Partially funded by CAPITAL FUNDS   |
| 6181  |             |                  |                   | C                      | 2009        | .400  | .000  | .100    | .500   |        | Congestion Mitigation and Air Quality Program |   |
|   |             |                  |                   |                        | 2010        | .300  | .075  | .000    | .375   |        |   |   |
|   |             |                  |                   |                        | Totals      | .700  | .075  | .100    | .875   |        |   |   |
| NASHUA-MANCHESTER-CONCORD<br>13514              |             |                  | 15.163            |                        |             |       |       |         |        |        |   | N/E Partially funded by NASHUA Specific project from Statewide program, Municipal Managed.      |
|   |             |                  |                   | C                      | 2011        | 4.130 | .000  | 1.033   | 5.163  |        | Congestion Mitigation and Air Quality Program |   |
|   |             |                  |                   |                        | 2012        | 4.000 | .000  | 1.000   | 5.000  |        |   |   |
|   |             |                  |                   |                        | Totals      | 8.130 | .000  | 2.033   | 10.163 |        |   |   |
| Regionally Significant<br>2959                  |             |                  |                   |                        |             |       |       |         |        |        |   |   |
| NEW BOSTON<br>14835                             |             |                  | .300              |                        |             |       |       |         |        |        |   | ATT Partially funded by NEW BOSTON Specific project from Statewide program. Municipal managed.  |
|   |             |                  |                   | P                      | 2009        | .002  | .000  | .001    | .003   |        | STP-Enhancement                               |   |
|   |             |                  |                   | R                      | 2010        | .001  | .000  | .000    | .001   |        |   |   |
|   |             |                  |                   | C                      | 2010        | .219  | .000  | .055    | .274   |        |   |   |
|   |             |                  |                   |                        | Totals      | .222  | .000  | .055    | .277   |        |   |   |
| NEW CASTLE<br>14827                             | NH 1B       |                  | .136              |                        |             |       |       |         |        |        |   | E-45 Partially funded by NEW CASTLE Specific project from Statewide program. Municipal managed. |
|   |             |                  |                   | P                      | 2010        | .012  | .000  | .003    | .015   |        | STP-Enhancement                               |   |
|   |             |                  |                   |                        | 2010        | .013  | .000  | .003    | .016   |        |   |   |
|   |             |                  |                   | R                      | 2010        | .000  | .000  | .000    | .001   |        |   |   |
|   |             |                  |                   | C                      | 2010        | .083  | .000  | .021    | .104   |        |   |   |
|   |             |                  |                   |                        | Totals      | .108  | .000  | .027    | .136   |        |   |   |
| NEW HAMPTON<br>13876                            | NH 104      |                  | .118              |                        |             |       |       |         |        |        |   | ATT   |
|   |             |                  |                   | C                      | 2010        | .086  | .022  | .000    | .108   |        | Congestion Mitigation and Air Quality Program |   |
|   |             |                  |                   |                        | Totals      | .086  | .022  | .000    | .108   |        |   |   |
| 3699  |             |                  |                   |                        |             |       |       |         |        |        |   |   |

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\$ | DOT\$  | Other\$ | Tot\$  | TpkC\$ | Funding Category     |      |   |
| NEW IPSWICH<br>14465                  | NH 123 / 124             | 3.464             |       | REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093   |       |        |         |        |        |                      |      | ATT Red List bridge, priority #29.  |
|                                       |                          |                   | P     | 2009   | .050  | .000   | .000    | .050   |        | Bridge On/Off System |      |   |
|                                       |                          |                   |       | 2010   | .062  | .015   | .000    | .077   |        |                      |      |   |
|                                       |                          |                   |       | 2011   | .091  | .023   | .000    | .114   |        |                      |      |   |
|                                       |                          |                   | R     | 2010   | .132  | .033   | .000    | .165   |        |                      |      |   |
|                                       |                          |                   | C     | 2012   | 2.343 | .586   | .000    | 2.929  |        |                      |      |   |
| 2757                                  |                          |                   |       | Totals   | 2.677 | .657   | .000    | 3.334  |        |                      |      |   |
| NEWBURY<br>14819                      | NH 103                   | .818              |       | LAKE SUNAPEE WATERFRONT PEDESTRIAN IMPROVEMENTS: NH 103 SIDEWALK AND LIGHTING IMPROVEMENTS LINKING TOWN AMENITIES (TE Program) [06-38TE] |       |        |         |        |        |                      |      | ATT Partially funded by NEWBURY Specific project from Statewide program. Municipal managed. |
|                                       |                          |                   | C     | 2009   | .010  | .000   | .002    | .012   |        | STP-Enhancement      |      |   |
|                                       |                          |                   |       | 2009   | .016  | .000   | .004    | .020   |        |                      |      |   |
| 6244                                  |                          |                   |       | Totals   | .026  | .000   | .006    | .032   |        |                      |      |   |
| NEWINGTON<br>11238M                   | NH 16 / US 4 / SPLDG TPK | 44.751            |       | EXIT 3 INTERCHANGE CONSTRUCTION [PARENT = N-D 11238]   |       |        |         |        |        |                      |      | N/E   |
|                                       |                          |                   | C     | 2011   | .000  | 9.117  | .000    | 9.117  |        | Turnpike Program     |      |   |
|                                       |                          |                   |       | 2012   | .000  | 16.127 | .000    | 16.127 |        |                      |      |   |
| <i>Regionally Significant</i><br>7075 |                          |                   |       | Totals   | .000  | 25.244 | .000    | 25.244 |        |                      |      |   |
| NEWINGTON<br>11238N                   | NH 16 / US 4 / SPLDG TPK | 17.584            |       | EXIT 4 RAMPS AND MAINLINE TURNPIKE CONSTRUCTION [PARENT = N-D 11238]   |       |        |         |        |        |                      |      | N/E   |
|                                       |                          |                   | C     | 2012   | .000  | 6.599  | .000    | 6.599  |        | Turnpike Program     |      |   |
| <i>Regionally Significant</i><br>7076 |                          |                   |       | Totals   | .000  | 6.599  | .000    | 6.599  |        |                      |      |   |

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\$ | DOT\$    | Other\$  | Tot\$  | TpkC\$ | Funding Category  |
| NEWINGTON - DOVER<br>11238            | NH 16 / US 4 / SPLDG TPK           | 37.479            |                        | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL   |       |          |          |        |        | N/E Turnpike Priority Capital Program - funding for Little Bay bridge and Newington interchange construction. |
|                                       |                                    |                   | P                      | 2009  | .000  | .300     | .000     | .300   |        | Turnpike Program  |
|                                       |                                    |                   |                        | 2009  | .000  | 3.100    | .000     | 3.100  |        |   |
|                                       |                                    |                   |                        | 2010  | .000  | 3.400    | .000     | 3.400  |        |   |
|                                       |                                    |                   |                        | 2011  | .000  | 3.509    | .000     | 3.509  |        |   |
|                                       |                                    |                   |                        | 2012  | .000  | 3.621    | .000     | 3.621  |        |   |
|                                       |                                    |                   | R                      | 2009  | .000  | .100     | .000     | .100   |        |   |
|                                       |                                    |                   |                        | 2010  | .000  | 2.100    | .000     | 2.100  |        |   |
|                                       |                                    |                   |                        | 2010  | .000  | 2.800    | .000     | 2.800  |        |   |
|                                       |                                    |                   |                        | 2011  | .000  | 2.270    | .000     | 2.270  |        |   |
|                                       |                                    |                   |                        | 2012  | .000  | 1.537    | .000     | 1.537  |        |   |
|                                       |                                    |                   | C                      | 2010  | .000  | 3.713    | .000     | 3.713  |        |   |
|                                       |                                    |                   |                        | 2011  | .000  | 3.832    | .000     | 3.832  |        |   |
|                                       |                                    |                   |                        | <b>Totals</b>   | .000  | 30.282   | .000     | 30.282 |        |   |
| <i>Regionally Significant</i><br>1191 |                                    |                   |                        |   |       |          |          |        |        |   |
| NEWINGTON - DOVER<br>11238D           | NH 16 / US 4 / SPAULDING TURNPKIKE | .240              |                        | DEVELOP INCIDENT MANAGEMENT PLAN FOR LITTLE BAY BRIDGES AND PURCHASE TRAFFIC CONTROL DEVICES  |       |          |          |        |        | N/E   |
|                                       |                                    |                   | C                      | 2009  | .020  | .000     | .000     | .020   | .004   | Equity Bonus (Flexible)   |
|                                       |                                    |                   |                        | <b>Totals</b>   | .020  | .000     | .000     | .020   | .004   |   |
| 3682                                  |                                    |                   |                        |   |       |          |          |        |        |   |
| NEWINGTON - DOVER<br>11238E           | NH 16 / US 4 / SPAULDING TPK       | 5.204             |                        | RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS  |       |          |          |        |        | N/E   |
|                                       |                                    |                   | C                      | 2009  | .055  | .014     | .000     | .069   |        | National Highway System   |
|                                       |                                    |                   |                        | <b>Totals</b>   | .055  | .014     | .000     | .069   |        |   |
| 5833                                  |                                    |                   |                        |   |       |          |          |        |        |   |
| NEWINGTON - DOVER<br>11238J           | SPLDG TPK / NH 16 / US 4           | 3.700             |                        | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL (ROW Only)  |       |          |          |        |        | N/E Partially funded by TPK ORG 7514  |
|                                       |                                    |                   | R                      | 2010  | .120  | .000     | .030     | .150   |        | National Highway System   |
|                                       |                                    |                   |                        | <b>Totals</b>   | .120  | .000     | .030     | .150   |        |   |
| <i>Regionally Significant</i><br>5935 |                                    |                   |                        |   |       |          |          |        |        |   |
| NEWINGTON - DOVER<br>11238K           | NH 16 / US 4 / SPAULDING TURNPIKE  | 4.830             |                        | 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   |
|                                       |                                    |                   | R                      | 2009  | .000  | .030     | .000     | .030   |        | Turnpike Program  |
|                                       |                                    |                   | C                      | 2010  | .000  | 4.800    | .000     | 4.800  |        |   |
|                                       |                                    |                   |                        | <b>Totals</b>   | .000  | 4.830    | .000     | 4.830  |        |   |
| <i>Regionally Significant</i><br>6138 |                                    |                   |                        |   |       |          |          |        |        |   |

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\$  | DOT\$  | Other\$  | Tot\$  | TpkC\$ | Funding Category                                 |
| NEWINGTON - DOVER<br>11238L              | NH 16 / US 4 / SPLDG TPK   | 58.140            |        | 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  |
|  |                            |                   | C      | 2010   | 5.412  | .000   | .000     | 5.412  |        | High Priority Grants (STEA04_Ext_2005)           |
|  |                            |                   |        | 2010   | 1.715  | .000   | .000     | 1.715  |        | High Priority Projects (SAFETEA-LU 2005)         |
|  |                            |                   |        | 2010   | 2.475  | .000   | .000     | 2.475  |        |  |
|  |                            |                   |        | 2010   | 4.000  | 1.000  | .000     | 5.000  |        |  |
|  |                            |                   |        | 2010   | 16.030 | 4.007  | .000     | 20.037 |        |  |
|  |                            |                   |        | 2010   | 1.423  | .356   | .000     | 1.778  |        | Transportation & Community & System Preservation |
|  |                            |                   |        | 2010   | .000   | .025   | .000     | .025   |        | Turnpike Program                                 |
|  |                            |                   |        | 2010   | .000   | .088   | .000     | .088   |        |  |
|  |                            |                   |        | 2010   | .000   | 9.963  | .000     | 9.963  |        |  |
|  |                            |                   |        | 2010   | .000   | 11.647 | .000     | 11.647 |        |  |
| 7082                                     |                            |                   | Totals |  | 31.054 | 27.086 | .000     | 58.140 |        |  |
| NEWMARKET<br>13878                       | NH 108                     | .809              |        | CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO THE NEWFIELDS TOWN LINE (CMAQ Program) [02-25CM]                                       |        |        |          |        |        | E-33 Partially funded by STATE OF NH             |
|  |                            |                   | P      | 2010   | .091   | .000   | .023     | .114   |        | Congestion Mitigation and Air Quality Program    |
|  |                            |                   | R      | 2010   | .013   | .000   | .003     | .016   |        |  |
|  |                            |                   | C      | 2011   | .561   | .000   | .140     | .701   |        |  |
| 3708                                     |                            |                   | Totals |  | .665   | .000   | .166     | .831   |        |  |
| NEWPORT<br>13500                         |                            | .611              |        | REHABILITATE & PROVIDE FIRE PROTECTION FOR PIER AND WRIGHT'S COVERED RR BRIDGES (TE Program) [00-76TE] and [06-40TE]   |        |        |          |        |        | ATT Partially funded by NEWPORT                  |
|  |                            |                   | C      | 2010   | .381   | .000   | .095     | .476   |        | STP-Enhancement                                  |
| 3013                                     |                            |                   | Totals |  | .381   | .000   | .095     | .476   |        |  |
| NORTH HAVERHILL -<br>WENTWORTH<br>14567F |                            | .590              |        | UNDERGROUND STORAGE TANK REMOVAL AND REPLACEMENT AT PATROL SHEDS 204 & 202, NO. HAVERHILL AND WENTWORTH, RESPECTIVELY.   |        |        |          |        |        | ATT Partially funded by ORG 0559                 |
|  |                            |                   | R      | 2010   | .000   | .000   | .000     | .000   |        | Non Participating                                |
| 6709                                     |                            |                   | Totals |  | .000   | .000   | .000     | .000   |        |  |
| NORTHFIELD<br>16035                      | CONCORD TO LINCOLN<br>RAIL |                   |        | TRAIL IMPROVEMENTS INCLUDING BRIDGE OVER WINNIPESAUKEE RIVER [09-37TE]   |        |        |          |        |        | ATT Partially funded by NORTHFIELD               |
|  |                            |                   | P      | 2011   | .041   | .000   | .010     | .052   |        | STP-Enhancement                                  |
|  |                            |                   | R      | 2011   | .066   | .000   | .017     | .083   |        |  |
|  |                            |                   | C      | 2012   | .102   | .000   | .025     | .127   |        |  |
| 7635                                     |                            |                   | Totals |  | .209   | .000   | .052     | .262   |        |  |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$  | Funding Category                                      |
| NORTHUMBERLAND<br>12990 | US 3                | .041              |       | RECONSTRUCTION, SOUTH FROM STRATFORD TOWN LINE, 1.4 MILES   |       |       |          | ATT   | Scope reduction to address pavement only.           |   |
| 734                     |                     |                   | P     | 2010  | .003  | .001  | .000     | .004  |   | STP-Non Urban Areas Under 5K                          |
|                         |                     |                   |       | Totals  | .003  | .001  | .000     | .004  |   |   |
| OSSIPEE<br>10431        | NH 16               | 4.261             |       | RECONSTRUCTION FROM NH 28 NORTH 3.36 MILES  |       |       |          | ATT   |   |   |
| 95                      |                     |                   | P     | 2011  | .103  | .026  | .000     | .129  |   | National Highway System                               |
|                         |                     |                   |       | Totals  | .103  | .026  | .000     | .129  |   |   |
| OSSIPEE<br>13910        | NH 16, NH 25, NH 41 | 2.385             |       | INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25  |       |       |          | ATT   |   |   |
| 1888                    |                     |                   | P     | 2011  | .054  | .013  | .000     | .067  |   | National Highway System                               |
|                         |                     |                   |       | 2012  | .128  | .032  | .000     | .160  |   |   |
|                         |                     |                   | R     | 2011  | .025  | .006  | .000     | .031  |   |   |
|                         |                     |                   |       | 2012  | .213  | .053  | .000     | .266  |   |   |
|                         |                     |                   |       | Totals  | .419  | .105  | .000     | .524  |   |   |
| OSSIPEE<br>14749        | NH 16/25            | 6.803             |       | ROADWAY RESURFACING AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 137/299, 137/297, 152/268, 123/324 |       |       |          | ATT   | Three redlist bridges, priorities #58, #59, and #60 |   |
| 2762                    |                     |                   | P     | 2010  | .015  | .000  | .000     | .015  | .003  | Bridge On/Off System                                  |
|                         |                     | 2008 Adv Const    |       | 2012  | .088  | .022  | .000     | .110  |   | Bridge Off System                                     |
|                         |                     |                   |       | Totals  | .103  | .022  | .000     | .125  | .003  |   |
| OSSIPEE<br>15296A       | NUDD ROAD           | .760              |       | BRIDGE REHABILITATION, WHITTIER COVERED BRIDGE OVER BEARCAMP RIVER - 108/333  |       |       |          | ATT   | Partially funded by OSSIPEE                         |   |
| 6878                    |                     |                   | P     | 2009  | .025  | .000  | .006     | .031  |   | National Historic Covered Bridge Preservation (NHCBP) |
|                         |                     |                   | C     | 2010  | .024  | .000  | .006     | .030  |   |   |
|                         |                     |                   |       | 2010  | .559  | .000  | .140     | .699  |   |   |
|                         |                     |                   |       | Totals  | .608  | .000  | .152     | .760  |   |   |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                         |      |  |
| PELHAM<br>14491        | NH 111A                 | 5.102             |               | IMPROVEMENTS TO TWO INTERSECTIONS: MAIN STREET / NASHUA ROAD AND OLD BRIDGE STREET / COMMON STREET [Section 1702 - Designated Project; Demo Id NH055 & NH072] |       |       |         |       |        |  | E-51 | Earmarked funding. This project takes the place of 14491# (id 6859) which was used to combine all Earmarks for this project. |
|                        |                         |                   | P             | 2010  | .044  | .011  | .000    | .055  |        | High Priority Projects (SAFETEA-LU 2005) |      |  |
|                        |                         |                   |               | 2010  | .100  | .025  | .000    | .125  |        |  |      |  |
|                        |                         |                   |               | 2011  | .045  | .011  | .000    | .057  |        |  |      |  |
|                        |                         |                   | R             | 2010  | .004  | .001  | .000    | .005  |        |  |      |  |
|                        |                         |                   |               | 2010  | .020  | .005  | .000    | .025  |        |  |      |  |
|                        |                         |                   |               | 2010  | .036  | .009  | .000    | .045  |        |  |      |  |
|                        |                         |                   |               | 2010  | .376  | .094  | .000    | .470  |        |  |      |  |
|                        |                         |                   |               | 2011  | .060  | .015  | .000    | .075  |        |  |      |  |
|                        |                         |                   | C             | 2011  | .766  | .000  | .000    | .766  |        |  |      |  |
|                        |                         |                   |               | 2011  | 1.202 | .301  | .000    | 1.503 |        |  |      |  |
|                        |                         |                   |               | 2011  | .008  | .000  | .000    | .008  |        | HPER Ear\$ Not Rec'd                     |      |  |
|                        |                         |                   |               | 2011  | .658  | .165  | .000    | .823  |        |  |      |  |
|                        |                         |                   |               | 2011  | .200  | .050  | .000    | .249  |        | STP-State Flexible                       |      |  |
| 4231                   |                         |                   | <b>Totals</b> |   | 3.519 | .686  | .000    | 4.205 |        |  |      |  |
| PEMBROKE<br>14477 A#   | US 3 / PEMBROKE HILL RD | 2.903             |               | INTERSECTION IMPROVEMENT PROJECT [Section 1702 - Designated Project; Demo Id NH042 (14477A) & NH061 (14477B)] [PARENT]  |       |       |         |       |        |  | ATT  | Earmarked funding.   |
|                        |                         |                   | P             | 2010  | .016  | .004  | .000    | .020  |        | High Priority Projects (SAFETEA-LU 2005) |      |  |
|                        |                         |                   |               | 2010  | .020  | .005  | .000    | .025  |        |  |      |  |
|                        |                         |                   |               | 2010  | .024  | .006  | .000    | .030  |        |  |      |  |
|                        |                         |                   |               | 2010  | .060  | .015  | .000    | .075  |        |  |      |  |
|                        |                         |                   | R             | 2010  | .020  | .005  | .000    | .025  |        |  |      |  |
|                        |                         |                   |               | 2011  | .083  | .021  | .000    | .103  |        |  |      |  |
|                        |                         |                   | C             | 2011  | .086  | .021  | .000    | .107  |        |  |      |  |
|                        |                         |                   |               | 2011  | .289  | .072  | .000    | .361  |        |  |      |  |
|                        |                         |                   |               | 2011  | .869  | .217  | .000    | 1.086 |        |  |      |  |
|                        |                         |                   |               | 2011  | .017  | .004  | .000    | .021  |        | HPER Ear\$ Not Rec'd                     |      |  |
|                        |                         |                   |               | 2011  | .035  | .009  | .000    | .043  |        |  |      |  |
|                        |                         |                   |               | 2011  | .576  | .144  | .000    | .720  |        |  |      |  |
|                        |                         |                   |               | 2011  | .049  | .012  | .000    | .061  |        | STP-State Flexible                       |      |  |
| 3782                   |                         |                   | <b>Totals</b> |   | 2.142 | .536  | .000    | 2.678 |        |  |      |  |

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 |   |       |         |       |        |       |                          | Funding Category |  |
|                                       |                  | Payback         | Year   | Fed\$   | DOT\$ | Other\$ | Tot\$ | TpkC\$ |       |                          |                  |  |
| PETERBOROUGH<br>14772A                | US 202           | 1.208           |        | 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 (14772)    |
|                                       |                  |                 | P      | 2010  | .067  | .017    | .000  | .083   |       | STP-Areas Less Than 200K |                  |  |
|                                       |                  |                 | R      | 2010  | .008  | .002    | .000  | .010   |       |                          |                  |  |
|                                       |                  |                 |        | 2010  | .072  | .018    | .000  | .090   |       |                          |                  |  |
|                                       |                  |                 | C      | 2011  | .826  | .206    | .000  | 1.032  |       |                          |                  |  |
| 6501                                  |                  |                 | Totals |   | .972  | .243    | .000  | 1.215  |       |                          |                  |  |
| PETERBOROUGH<br>15879                 | US 202 / NH 101  | 1.061           |        | REHABILITATE BRIDGE INCLUDING REPLACE DECK AND PAINT GIRDERS OVER CONTOOCOOK RIVER - 087/077 {Red List}   |       |         |       |        |       |                          | ATT              | Red List Bridge Priority #75                     |
|                                       |                  |                 | P      | 2010  | .050  | .000    | .000  | .050   | .010  | Bridge On/Off System     |                  |  |
|                                       |                  |                 | R      | 2010  | .005  | .000    | .000  | .005   | .001  |                          |                  |  |
|                                       |                  |                 | C      | 2012  | .805  | .201    | .000  | 1.006  |       |                          |                  |  |
| 6779                                  |                  |                 | Totals |   | .860  | .201    | .000  | 1.061  | .011  |                          |                  |  |
| PLAISTOW<br>10044F                    | NH 125           | 7.737           |        | RECONSTRUCT INTERSECTIONS OF DANVILLE ROAD, JESSE GEORGE ROAD & NH 121A, AS WELL AS CONSTRUCT JUG HANDLES AT EAST ROAD & OPPOSITE WALTON ROAD (Parent = Plaistow-Kingston 10044B) |       |         |       |        |       |                          | N/E              | Breakout project from Plaistow-Kingston project. |
|                                       |                  |                 | C      | 2010  | .100  | .000    | .000  | .100   | .020  | National Highway System  |                  |  |
|                                       |                  |                 |        | 2011  | 6.400 | .000    | .000  | 6.400  | 1.280 |                          |                  |  |
|                                       |                  |                 |        | 2011  | .000  | .000    | .509  | .509   |       | Non Participating        |                  |  |
|                                       |                  |                 |        | 2012  | 2.389 | .000    | .000  | 2.389  | .449  | National Highway System  |                  |  |
| <i>Regionally Significant</i><br>6372 |                  |                 | Totals |   | 8.889 | .000    | .509  | 9.398  | 1.749 |                          |                  |  |
| PLAISTOW -<br>ATKINSON<br>12359       | NH 121           | 9.158           |        | REPLACE BRIDGE OVER LITTLE RIVER & B&M RR - 105/028   |       |         |       |        |       |                          | E-19             |  |
|                                       |                  |                 | C      | 2009  | 1.792 | .000    | .000  | 1.792  | .358  | Bridge On/Off System     |                  |  |
| 618                                   |                  |                 | Totals |   | 1.792 | .000    | .000  | 1.792  | .358  |                          |                  |  |

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\$ | DOT\$ | Other\$  | Tot\$        | TpkC\$ | Funding Category   |
| PLAISTOW - KINGSTON<br>10044B       | NH 125                    | 14.066                |          | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |       |       |          |              |        | N/E Original overall project, construction now programmed in specific projects.                    |
|                                     |                           | <i>2008 Adv Const</i> | <b>P</b> | <b>2009</b>   | .200  | .050  | .000     | <b>.250</b>  |        | STP-Areas Over 200K  |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2010</b>   | .176  | .044  | .000     | <b>.220</b>  |        |  |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2010</b>   | .256  | .064  | .000     | <b>.320</b>  |        |  |
|                                     |                           | <i>2008 Adv Const</i> | <b>R</b> | <b>2009</b>   | 1.804 | .000  | .000     | <b>1.804</b> | .361   | National Highway System  |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2009</b>   | .003  | .000  | .000     | <b>.003</b>  | .001   | STP-Areas Over 200K  |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2009</b>   | .400  | .100  | .000     | <b>.500</b>  |        | STP-State Flexible   |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2010</b>   | 2.200 | .550  | .000     | <b>2.750</b> |        | STP-Areas Over 200K  |
|                                     |                           | <i>2008 Adv Const</i> |          | <b>2011</b>   | .656  | .164  | .000     | <b>.820</b>  |        |  |
|                                     |                           |                       |          | <b>Totals</b>   | 5.695 | .972  | .000     | <b>6.667</b> | .361   |  |
| <i>Regionally Significant</i><br>24 |                           |                       |          |   |       |       |          |              |        |  |
| PLYMOUTH<br>15882                   | NH 25 / NH 3A             | 2.155                 |          | REHABILITATE BRIDGE DECK OVER BAKER RIVER - 117/143   |       |       |          |              |        | ATT Red List Bridge Priority #61   |
|                                     |                           |                       | <b>P</b> | <b>2010</b>   | .062  | .016  | .000     | <b>.078</b>  |        | Bridge On/Off System   |
|                                     |                           |                       |          | <b>2010</b>   | .000  | .004  | .000     | <b>.004</b>  |        | Non Participating  |
|                                     |                           |                       | <b>R</b> | <b>2010</b>   | .005  | .001  | .000     | <b>.006</b>  |        | Bridge On/Off System   |
|                                     |                           |                       | <b>C</b> | <b>2011</b>   | 1.606 | .401  | .000     | <b>2.007</b> |        |  |
|                                     |                           |                       |          | <b>Totals</b>   | 1.673 | .422  | .000     | <b>2.095</b> |        |  |
| 6780                                |                           |                       |          |   |       |       |          |              |        |  |
| PLYMOUTH<br>16027                   | HIGHLAND STREET EXTENSION |                       |          | SOUTH MAIN STREET TO GREEN STREET, PEDESTRIAN IMPROVEMENT [09-41TE]   |       |       |          |              |        | ATT Partially funded by PLYMOUTH   |
|                                     |                           |                       | <b>P</b> | <b>2011</b>   | .021  | .000  | .005     | <b>.026</b>  |        | STP-Enhancement  |
|                                     |                           |                       | <b>R</b> | <b>2011</b>   | .001  | .000  | .000     | <b>.001</b>  |        |  |
|                                     |                           |                       | <b>C</b> | <b>2011</b>   | .185  | .000  | .046     | <b>.231</b>  |        |  |
|                                     |                           |                       |          | <b>Totals</b>   | .206  | .000  | .052     | <b>.258</b>  |        |  |
| 7634                                |                           |                       |          |   |       |       |          |              |        |  |
| PORTSMOUTH<br>10665                 | NH 33 (Old NH101)         | 8.038                 |          | REPLACE BRIDGE OVER B & M RR - 154/101  |       |       |          |              |        | E-19 Partially funded by 10 % BY PORTSMOUTH & 10% BY STATE Municipal managed, bridge priority #17. |
|                                     |                           |                       | <b>C</b> | <b>2010</b>   | .009  | .001  | .001     | <b>.011</b>  |        | Equity Bonus (Flexible)  |
|                                     |                           |                       |          | <b>Totals</b>   | .009  | .001  | .001     | <b>.011</b>  |        |  |
| 141                                 |                           |                       |          |   |       |       |          |              |        |  |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category  |
| PORTSMOUTH<br>13455                   | US 1 BYPASS                  | 17.759            |        | REPLACE BRIDGES OVER THE BYPASS: BRIDGES 173/071,183/087, 188/097, 205/116, 211/114, AND 227/112 {Red List}                                     |       |       |          |       |        | E-19 Three Red List bridges; priorities #44, #46, #47 and #48.              |
|                                       |                              |                   | P      | 2010  | 1.113 | .000  | .000     | 1.113 |        | Bridge On/Off System  |
|                                       |                              |                   | R      | 2010  | 1.600 | .000  | .000     | 1.600 | .320   |   |
|                                       |                              |                   | R      | 2009  | .090  | .000  | .000     | .090  |        |   |
|                                       |                              | 2008 Adv Const    | R      | 2009  | .500  | .000  | .000     | .500  | .100   |   |
|                                       |                              |                   | R      | 2010  | .110  | .000  | .000     | .110  |        |   |
|                                       |                              |                   | R      | 2011  | .256  | .064  | .000     | .320  |        |   |
|                                       |                              |                   | Totals |   | 3.668 | .064  | .000     | 3.732 | .420   |   |
| <i>Regionally Significant</i><br>2759 |                              |                   |        |   |       |       |          |       |        |   |
| PORTSMOUTH<br>13455A                  | US 1 BYPASS                  |                   |        | REMOVE US 1 SOUTH BOUND BRIDGE OVER US 1 BYPASS -173/071 (Red List) (Pe & Row in Parent 13455)  |       |       |          |       |        | STP-Areas Less Than 200K  |
|                                       |                              |                   | C      | 2012  | 2.726 | .682  | .000     | 3.408 |        |   |
|                                       |                              |                   | Totals |   | 2.726 | .682  | .000     | 3.408 |        |   |
| 7431                                  |                              |                   |        |   |       |       |          |       |        |   |
| PORTSMOUTH<br>13455B                  | US 1 BYPASS                  |                   |        | REPLACE MIDDLE ROAD BRIDGE (183/087) {Red List} & ISLINGTON STREET BRIDGE (188/097) {Red List} OVER US 1 BYPASS (Pe & Row in Parent 13455)      |       |       |          |       |        | STP-Areas Less Than 200K  |
|                                       |                              |                   | C      | 2012  | 4.175 | 1.044 | .000     | 5.219 |        |   |
|                                       |                              |                   | Totals |   | 4.175 | 1.044 | .000     | 5.219 |        |   |
| 7432                                  |                              |                   |        |   |       |       |          |       |        |   |
| PORTSMOUTH<br>13516                   | WOODBURY AVE / MARKET STREET | .100              |        | SIGNAL COORDINATION ALONG MARKET STREET FROM I-95 INTERCHANGE TO KEARSARGE WAY (CMAQ Program) [00-21CM]   |       |       |          |       |        | N/E Partially funded by PORTSMOUTH Specific project from Statewide program. |
|                                       |                              |                   | P      | 2010  | .010  | .000  | .003     | .013  |        | Congestion Mitigation and Air Quality Program                               |
|                                       |                              |                   | R      | 2010  | .002  | .000  | .000     | .002  |        |   |
|                                       |                              |                   | C      | 2010  | .068  | .000  | .017     | .085  |        |   |
|                                       |                              |                   | Totals |   | .080  | .000  | .020     | .100  |        |   |
| <i>Regionally Significant</i><br>2961 |                              |                   |        |   |       |       |          |       |        |   |
| PORTSMOUTH<br>13903                   | BOW STREET                   | 1.619             |        | PISCATAQUA RIVERWALK: CONSTRUCT 400 LF OF PEDESTRIAN FACILITY AND PIER ALONG THE PISCATAQUA RIVER PARALLELING BOW STREET (TE Program) [02-53TE] |       |       |          |       |        | E-33 Specific project from Statewide program, Municipal managed.            |
|                                       |                              |                   | C      | 2010  | .000  | .000  | .818     | .818  |        | Non Participating   |
|                                       |                              |                   | C      | 2010  | .500  | .000  | .125     | .625  |        | STP-Enhancement   |
|                                       |                              |                   | Totals |   | .500  | .000  | .943     | 1.443 |        |   |
| 3742                                  |                              |                   |        |   |       |       |          |       |        |   |
| PORTSMOUTH<br>14368                   | I-95                         | .330              |        | INTERCHANGE IMPROVEMENTS @ MARKET STREET  |       |       |          |       |        | E-53 Partially funded by PORTSMOUTH   |
|                                       |                              |                   | C      | 2010  | .250  | .000  | .028     | .278  |        | Interstate Maintenance  |
|                                       |                              |                   | Totals |   | .250  | .000  | .028     | .278  |        |   |
| 3284                                  |                              |                   |        |   |       |       |          |       |        |   |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$  | Funding Category     |
| PORTSMOUTH<br>14376                      | I-95                    | 6.420             |        | PAINT BRIDGE APPROACHES TO BRIDGE OVER PISCATAQUA RIVER - 258/128   |       |       |          | E-19  | Advanced and phased implementations to address deteriorating paint conditions and bridge preservation.      |                      |
|  |                         |                   | P      | 2009  | .009  | .000  | .000     | .009  | .002  | Bridge On/Off System |
|  |                         |                   |        | 2010  | .004  | .000  | .000     | .004  | .001  |                      |
|  |                         |                   | C      | 2009  | .030  | .000  | .000     | .030  | .006  |                      |
|  |                         |                   |        | 2009  | .294  | .000  | .000     | .294  | .059  |                      |
|  |                         |                   |        | 2009  | .325  | .000  | .000     | .325  | .065  |                      |
|  |                         |                   |        | 2009  | 1.351 | .000  | .000     | 1.351 |   |                      |
|  |                         |                   |        | 2009  | 5.068 | .000  | .000     | 5.068 | 1.014   |                      |
|  |                         |                   |        | 2011  | 1.922 | .000  | .000     | 1.922 | .373  |                      |
| 5560                                     |                         |                   | Totals |   | 9.002 | .000  | .000     | 9.002 | 1.518   |                      |
| PORTSMOUTH<br>14417                      | GRAFTON DRIVE           | .802              |        | TRADE PORT MULTI-USE PATH - CONSTRUCT A MULTI USE PATH ALONG GRAFTON DR BETWEEN NH AVENUE AND PORTSMOUTH TRANSPORTATION CENTER, AND BETWEEN PEASE GOLF COURSE AND AIRPORT RD (TE Program) [04-54TE] |       |       |          | E-33  | Partially funded by PEASE DEVELOPMENT AUTHORITY Specific project from Statewide program, Municipal managed. |                      |
|  |                         |                   | P      | 2010  | .028  | .000  | .007     | .036  |   | STP-Enhancement      |
|  |                         |                   | C      | 2010  | .561  | .000  | .140     | .701  |   |                      |
| 5655                                     |                         |                   | Totals |   | .589  | .000  | .147     | .737  |   |                      |
| PORTSMOUTH -<br>KITTERY<br>13678E        | US 1, US 1 BYPASS, I-95 | 3.333             |        | TRANSPORTATION NEED STUDY FOR MEMORIAL BRIDGE, SARAH LONG BRIDGE, AND HIGH-LEVEL BRIDGE OVER PISCATAQUA RIVER   |       |       |          | DNA   |   |                      |
|  |                         |                   | P      | 2009  | .520  | .130  | .000     | .650  |   | Bridge On/Off System |
|  |                         |                   |        | 2009  | .000  | .000  | .650     | .650  |   | Non Participating    |
|  |                         |                   |        | 2010  | .038  | .010  | .000     | .048  |   | Bridge On/Off System |
|  |                         |                   |        | 2010  | .158  | .039  | .000     | .197  |   |                      |
|  |                         |                   |        | 2010  | .617  | .154  | .000     | .772  |   |                      |
|  |                         |                   |        | 2010  | .000  | .000  | .048     | .048  |   | Non Participating    |
|  |                         |                   |        | 2010  | .000  | .000  | .197     | .197  |   |                      |
|  |                         |                   |        | 2010  | .000  | .000  | .772     | .772  |   |                      |
| 7134                                     |                         |                   | Totals |   | 1.333 | .333  | 1.667    | 3.333 |   |                      |
| PORTSMOUTH, NH -<br>KITTERY, ME<br>13678 | US 1                    | 5.706             |        | REHABILITATE BRIDGE OVER PISCATAQUA RIVER - 247/084 (Memorial Bridge) & REPLACE SCOTT AVENUE BRIDGE - 246/083 {Red List}  |       |       |          | E-19  | Partially funded by CITY OF PORTSMOUTH - SCOTT AVE BRIDGE Red List bridge, priority #1.                     |                      |
|  |                         | 2008 Adv Const    | P      | 2010  | .040  | .000  | .010     | .050  |   | Bridge On/Off System |
|  |                         |                   |        | 2010  | .000  | .000  | .050     | .050  |   | Non Participating    |
|  |                         |                   | C      | 2010  | .010  | .000  | .000     | .010  | .002  | Bridge On/Off System |
| Regionally Significant<br>2756           |                         |                   | Totals |   | .050  | .000  | .060     | .110  | .002  |                      |

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\$  | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category  |   |
| PORTSMOUTH, NH -<br>KITTELY, ME<br>13678F | US 1          | 73.771           |                   |                        |             |        |       |         |        |        | E-19  | MEMORIAL BRIDGE OVER PISCATAQUA RIVER BASED ON CONNECTION STUDY.<br>REPLACEMENT OF SCOTT AVENUE BRIDGE AND REHABILITATION OF THE KITTELY<br>APPROACH SPANS                          |
|   |               |                  |                   | P                      | 2010        | .325   | .000  | .000    | .325   | .065   | Bridge On/Off System                                    |   |
|   |               |                  |                   |                        | 2010        | .000   | .000  | .325    | .325   |        | Non Participating                                       |   |
|   |               | 2010 Adv Const   |                   |                        | 2011        | 1.750  | .000  | .000    | 1.750  | .350   | Bridge On/Off System                                    |   |
|   |               |                  |                   |                        | 2011        | .000   | .000  | 1.806   | 1.806  |        | Non Participating                                       |   |
|   |               | 2011 Adv Const   |                   | R                      | 2011        | .005   | .000  | .000    | .005   | .001   | Bridge On/Off System                                    |   |
|   |               |                  |                   |                        | 2011        | .000   | .000  | .005    | .005   |        | Non Participating                                       |   |
|   |               |                  |                   | C                      | 2011        | 1.032  | .000  | .000    | 1.032  | .200   | Bridge On/Off System                                    |   |
|   |               |                  |                   |                        | 2011        | 2.064  | .000  | .000    | 2.064  | .400   |   |   |
|   |               |                  |                   |                        | 2011        | .000   | .000  | 1.032   | 1.032  |        | Non Participating                                       |   |
|   |               |                  |                   |                        | 2011        | .000   | .000  | 2.064   | 2.064  |        |   |   |
|   |               | 2011 Adv Const   |                   |                        | 2012        | 3.200  | .000  | .800    | 4.000  |        | Bridge On/Off System                                    |   |
|   |               | 2011 Adv Const   |                   |                        | 2012        | 11.200 | 2.800 | .000    | 14.000 |        |   |   |
|   |               |                  |                   |                        | 2012        | .000   | .000  | 1.065   | 1.065  |        | Non Participating                                       |   |
|   |               |                  |                   |                        | 2012        | .000   | .000  | 14.910  | 14.910 |        |   |   |
|   |               |                  |                   |                        | Totals      | 19.576 | 2.800 | 22.007  | 44.383 | 1.016  |   |   |
| <i>Regionally Significant</i><br>7262     |               |                  |                   |                        |             |        |       |         |        |        |   |   |
| PORTSMOUTH, NH -<br>KITTELY, ME<br>15731  | US 1 BYPASS   | 38.523           |                   |                        |             |        |       |         |        |        | E-19  | REHABILITATE & PAINT BRIDGE OVER PISCATAQUA RIVER - 251/108 (Sarah Mildred<br>Long Bridge)  |
|   |               |                  |                   | P                      | 2012        | .064   | .016  | .000    | .080   |        | Bridge On/Off System                                    |   |
|   |               |                  |                   |                        | 2012        | .000   | .000  | .080    | .080   |        | Non Participating                                       |   |
|   |               |                  |                   |                        | Totals      | .064   | .016  | .080    | .160   |        |   |   |
| 5559                                      |               |                  |                   |                        |             |        |       |         |        |        |   |   |
| RANDOLPH<br>13602A                        | US 2          | 2.479            |                   |                        |             |        |       |         |        |        | ATT   | FULL RECONSTRUCTION, STARTING APPROX . 200 FT EAST OF VALLEY ROAD &<br>PROCEEDING EAST 0.84 MILES (PE & ROW CHARGED TO 13602) {National Corridor<br>Preservation & Border Crossing} |
|   |               |                  |                   | C                      | 2009        | 2.327  | .582  | .000    | 2.909  |        | Coordinated Border Infrastructure Program - Non Formula |   |
|   |               |                  |                   |                        | Totals      | 2.327  | .582  | .000    | 2.909  |        |   |   |
| 4211                                      |               |                  |                   |                        |             |        |       |         |        |        |   |   |
| ROCHESTER<br>10620D                       | SPAULDING TPK | 16.634           |                   |                        |             |        |       |         |        |        | N/E   | CONSTRUCT 4 LANE TPK FROM EXIT 11/12 (NH 125) TO EXIT 16 (US 202)<br>(PRELIMINARY ENGINEERING AND ROW ACQUISITIONS)   |
|   |               |                  |                   | P                      | 2009        | .000   | .014  | .000    | .014   |        | Turnpike Program  |   |
|   |               |                  |                   |                        | 2009        | .000   | .500  | .000    | .500   |        |   |   |
|   |               |                  |                   |                        | 2010        | .000   | .017  | .000    | .017   |        |   |   |
|   |               |                  |                   |                        | 2010        | .000   | .875  | .000    | .875   |        |   |   |
|   |               |                  |                   | R                      | 2009        | .000   | .200  | .000    | .200   |        |   |   |
|   |               |                  |                   |                        | 2010        | .000   | .100  | .000    | .100   |        |   |   |
|   |               |                  |                   |                        | Totals      | .000   | 1.706 | .000    | 1.706  |        |   |   |
| <i>Regionally Significant</i><br>1724     |               |                  |                   |                        |             |        |       |         |        |        |   |   |

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\$   | DOT\$  | Other\$ | Tot\$  | TpkC\$ | Funding Category  |
| ROCHESTER                     | 10620G | SPAULDING TPK    | 16.650                     | CONSTRUCTION OF EXIT 11 & 12 (NH 125) BRIDGE - 158/110, AND 2nd BARREL - PHASE 1                                       | N/E         | Partially funded by CITY OF ROCHESTER   |        |         |        |        |                   |
|                               |        |                  |                            | C  | 2009        | .000  | .000   | .267    | .267   |        | Non Participating |
|                               |        |                  |                            |  | 2009        | .000  | 1.124  | .000    | 1.124  |        | Turnpike Program  |
|                               |        |                  |                            |  | Totals      | .000  | 1.124  | .267    | 1.391  |        |                   |
| ROCHESTER                     | 10620H | SPAULDING TPK    | 24.118                     | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 13 - PHASE 2 - 139/094 {Turnpike} {Red List}                                   | N/E         | Partially funded by ROCHESTER Turnpike Priority Capital Program, Bridge Red List Priority # 19. |        |         |        |        |                   |
|                               |        |                  |                            | C  | 2009        | .000  | .000   | .057    | .057   |        | Non Participating |
|                               |        |                  |                            |  | 2009        | .000  | .005   | .000    | .005   |        | Turnpike Program  |
|                               |        |                  |                            |  | 2009        | .000  | 9.983  | .000    | 9.983  |        |                   |
|                               |        |                  |                            |  | 2009        | .000  | 19.138 | .000    | 19.138 |        |                   |
|                               |        |                  |                            |  | 2010        | .000  | .030   | .000    | .030   |        |                   |
|                               |        |                  |                            |  | Totals      | .000  | 29.156 | .057    | 29.213 |        |                   |
| <i>Regionally Significant</i> |        |                  |                            |  |             |   |        |         |        |        |                   |
|                               | 2103   |                  |                            |  |             |   |        |         |        |        |                   |
| ROCHESTER                     | 10620I | SPAULDING TPK    | 30.799                     | SPAULDING TURNPIKE EXPANSION, FROM EXIT 15 TO JUST SOUTH OF EXIT 16 INCLUDING NH 11 OVER SPAULDING TURNPIKE {Turnpike} | N/E         | Partially funded by CITY OF ROCHESTER Turnpike Priority Capital Program                         |        |         |        |        |                   |
|                               |        |                  |                            | C  | 2009        | .000  | .000   | 1.040   | 1.040  |        | Non Participating |
|                               |        |                  |                            |  | 2009        | .000  | .071   | .000    | .071   |        | Turnpike Program  |
|                               |        |                  |                            |  | 2009        | .000  | .344   | .000    | .344   |        |                   |
|                               |        |                  |                            |  | 2009        | .000  | 1.022  | .000    | 1.022  |        |                   |
|                               |        |                  |                            |  | 2009        | .000  | 32.546 | .000    | 32.546 |        |                   |
|                               |        |                  |                            |  | Totals      | .000  | 33.982 | 1.040   | 35.023 |        |                   |
| <i>Regionally Significant</i> |        |                  |                            |  |             |   |        |         |        |        |                   |
|                               | 2104   |                  |                            |  |             |   |        |         |        |        |                   |
| ROCHESTER                     | 10620J | SPAULDING TPK    | 18.495                     | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 16 (Chestnut Hill Connector) - PHASE 4 {Turnpike}                              | N/E         | Turnpike Priority Capital Program   |        |         |        |        |                   |
|                               |        |                  |                            | C  | 2011        | .000  | 3.922  | .000    | 3.922  |        | Turnpike Program  |
|                               |        |                  |                            |  | 2012        | .000  | 14.573 | .000    | 14.573 |        |                   |
|                               |        |                  |                            |  | Totals      | .000  | 18.495 | .000    | 18.495 |        |                   |
| <i>Regionally Significant</i> |        |                  |                            |  |             |   |        |         |        |        |                   |
|                               | 2105   |                  |                            |  |             |   |        |         |        |        |                   |

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   |
|-------------------------------|--------|-------------------------|----------------------------|--|--------------------|--|
| <b>Regionally Significant</b> |        |                         |                            |  |                    |  |
|                               |        | <b>Grouped / Parent</b> | <b>Adv Const Payback</b>   | <b>Phase</b>   | <b>Fiscal Year</b> | <b>Fed\$ DOT\$ Other\$ Tot\$ TpkC\$ Funding Category</b>                                     |
| ROCHESTER                     | 10620K | SPAULDING TPK           | 18.169                     | EXIT 11 & 12 (NH 125) BRIDGE - 157/110, AND 2ND BARREL - PHASE 2 {Turnpike} {Red List}   | N/E                | Partially funded by FAIRPOINT COMMUNICATION Bridge Red List Priority #20, #21, #22, and #23. |
|                               |        |                         |                            | <b>C</b>   | <b>2009</b>        | .000 .000 .001   <b>.001</b>   Non Participating   |
|                               |        |                         |                            |  | <b>2009</b>        | .000 .000 .012   <b>.012</b>   |
|                               |        |                         |                            |  | <b>2009</b>        | .000 3.764 .000   <b>3.764</b>   Turnpike Program  |
|                               |        |                         |                            |  | <b>2009</b>        | .000 5.659 .000   <b>5.659</b>   |
|                               |        |                         |                            |  | <b>2009</b>        | .000 10.118 .000   <b>10.118</b>   |
|                               |        |                         |                            | <b>Totals</b>  |                    | .000 19.541 .012   <b>19.553</b>   |
| <i>Regionally Significant</i> |        |                         |                            |  |                    |  |
|                               | 3885   |                         |                            |  |                    |  |
| ROCHESTER                     | 10620L | SPAULDING TPK           | 24.322                     | SPAULDING TURNPIKE EXPANSION FROM EXIT 14, INCLUDING BRIDGE 117/088, TO EXIT 15, INCLUDING TEN ROD ROAD, FARMINGTON ROAD AND PHASE 2 MITIGATION {Turnpike}     | N/E                | Turnpike Priority Capital Program  |
|                               |        |                         |                            | <b>C</b>   | <b>2010</b>        | .000 6.320 .000   <b>6.320</b>   Turnpike Program  |
|                               |        |                         |                            |  | <b>2011</b>        | .000 18.002 .000   <b>18.002</b>   |
|                               |        |                         |                            | <b>Totals</b>  |                    | .000 24.322 .000   <b>24.322</b>   |
| <i>Regionally Significant</i> |        |                         |                            |  |                    |  |
|                               | 3973   |                         |                            |  |                    |  |
| ROCHESTER                     | 14350  | NH 202A (WALNUT STREET) | 1.569                      | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE, NORTH MAIN, & WASHINGTON STREETS   | E-51               | Partially funded by ROCHESTER Municipal Managed, 20% city match.                             |
|                               |        |                         |                            | <b>P</b>   | <b>2010</b>        | .068 .000 .017   <b>.085</b>   STP-Hazard Elimination  |
|                               |        |                         |                            | <b>R</b>   | <b>2012</b>        | .447 .000 .112   <b>.559</b>   |
|                               |        |                         |                            | <b>Totals</b>  |                    | .515 .000 .129   <b>.644</b>   |
|                               | 2750   |                         |                            |  |                    |  |
| ROXBURY - SULLIVAN            | 10439  | NH 9                    | 6.634                      | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI; 093/061   | ATT                | Red List bridge priority #50.  |
|                               |        |                         |                            | <b>P</b>   | <b>2010</b>        | .018 .006 .000   <b>.024</b>   Interstate Maintenance  |
|                               |        | <i>2008 Adv Const</i>   |                            |  | <b>2011</b>        | .020 .005 .000   <b>.025</b>   National Highway System                                       |
|                               |        | <i>2008 Adv Const</i>   |                            |  | <b>2012</b>        | .015 .004 .000   <b>.019</b>   |
|                               |        | <i>2008 Adv Const</i>   |                            |  | <b>2012</b>        | .080 .020 .000   <b>.100</b>   |
|                               |        | <i>2008 Adv Const</i>   |                            | <b>R</b>   | <b>2011</b>        | .020 .005 .000   <b>.025</b>   |
|                               |        | <i>2008 Adv Const</i>   |                            |  | <b>2012</b>        | .240 .060 .000   <b>.300</b>   |
|                               |        |                         |                            | <b>Totals</b>  |                    | .393 .100 .000   <b>.493</b>   |
|                               | 102    |                         |                            |  |                    |  |
| SALEM                         | 14430A |                         | 1.129                      | TRANSIT SERVICE FOR EMPLOYEES IN THE REGION CONNECTING SALEM TO OTHER COMMUNITIES WITH THE GOAL OF FIXED ROUTE TRANSIT (CMAQ Program) [Part of 04-20CM] [ARRA] | E-21               |  |
|                               |        |                         |                            |  | <b>2009</b>        | .210 .000 .000   <b>.210</b>   FTA-ARRA Stimulus   |
|                               |        |                         |                            | <b>Totals</b>  |                    | .210 .000 .000   <b>.210</b>   |
|                               | 6114   |                         |                            |  |                    |  |

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\$  | DOT\$ | Other\$  | Tot\$  | TpkC\$ | Funding Category                           |
| SALEM<br>16031                   | MANCHESTER &<br>LAWRENCE RAIL<br>CORRIDOR |                       |               | MULTI-USE TRAIL IMPROVEMENTS IN SALEM, WINDHAM & DERRY [09-47TE]   |        |       | E-33     | Partially funded by SALEM  |        |  |
|                                  |   |                       | P             | 2011   | .068   | .000  | .017     | .085   |        | STP-Enhancement                            |
|                                  |   |                       |               | 2012   | .113   | .000  | .028     | .141   |        |  |
|                                  |   |                       | R             | 2011   | .001   | .000  | .000     | .001   |        |  |
|                                  |   |                       | C             | 2012   | .612   | .000  | .153     | .765   |        |  |
| 7636                             |   |                       | <b>Totals</b> |  | .793   | .000  | .198     | .991   |        |  |
| SALEM TO<br>MANCHESTER<br>10418  | I-93                                      | 7.840                 |               | PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)<br>[Section 117 - Designated Project; Demo Id NH032]   |        |       | N/E      | I-93 widening. Costs reflect PE and ROW needs.   |        |  |
|                                  |   | <i>2008 Adv Const</i> | P             | 2011   | 1.182  | .295  | .000     | 1.477  |        | National Highway System                    |
|                                  |   | <i>2008 Adv Const</i> | R             | 2011   | 1.200  | .300  | .000     | 1.500  |        |  |
|                                  |   | <i>2008 Adv Const</i> |               | 2011   | 1.200  | .300  | .000     | 1.500  |        |  |
| <i>Regionally Significant</i>    |   |                       | <b>Totals</b> |  | 3.582  | .895  | .000     | 4.477  |        |  |
| 66                               |   |                       |               |  |        |       |          |  |        |  |
| SALEM TO<br>MANCHESTER<br>10418C | I-93                                      | 160.000               |               | RECONSTRUCT & WIDEN MAINLINE, ENVIRONMENTAL IMPACT STUDY AND FINAL<br>DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER (PE & ROW Only)<br>[Section 1602 - Designated Project; Demo Id NH014] |        |       | N/E      | Corridor project overall for PE & ROW, construction broken out to individual projects. |        |  |
|                                  |   |                       | P             | 2009   | 1.904  | .476  | .000     | 2.380  |        | Equity Bonus (Flexible)                    |
|                                  |   |                       |               | 2009   | 2.400  | .600  | .000     | 3.000  |        |  |
|                                  |   |                       |               | 2009   | .741   | .082  | .000     | .823   |        | Interstate Maintenance                     |
|                                  |   |                       |               | 2009   | 4.160  | .462  | .000     | 4.622  |        | National Highway System                    |
|                                  |   |                       |               | 2009   | 2.430  | .000  | .000     | 2.430  | .486   | STP-Areas Less Than 200K                   |
|                                  |   |                       |               | 2010   | .500   | .000  | .000     | .500   | .100   | Equity Bonus (Flexible)                    |
|                                  |   |                       |               | 2010   | .704   | .176  | .000     | .880   |        | FTA 5309 Capital Funding Program - Formula |
|                                  |   |                       |               | 2010   | .500   | .000  | .000     | .500   | .050   | Interstate Maintenance                     |
|                                  |   | <i>2008 Adv Const</i> |               | 2010   | 3.615  | .402  | .000     | 4.017  |        |  |
|                                  |   | <i>2008 Adv Const</i> |               | 2010   | 4.305  | .478  | .000     | 4.783  |        |  |
|                                  |   |                       |               | 2010   | .200   | .000  | .000     | .200   | .040   | National Highway System                    |
|                                  |   | <i>2008 Adv Const</i> |               | 2011   | 6.657  | .740  | .000     | 7.397  |        | Interstate Maintenance                     |
|                                  |   |                       | R             | 2010   | 1.547  | .387  | .000     | 1.933  |        | FTA 5309 Capital Funding Program - Formula |
|                                  |   | <i>2008 Adv Const</i> |               | 2010   | 1.125  | .125  | .000     | 1.250  |        | Interstate Maintenance                     |
|                                  |   | <i>2008 Adv Const</i> |               | 2010   | 11.250 | 1.250 | .000     | 12.500   |        |  |
|                                  |   | <i>2008 Adv Const</i> |               | 2011   | .990   | .110  | .000     | 1.100  |        |  |
|                                  |   | <i>2008 Adv Const</i> |               | 2011   | 3.600  | .400  | .000     | 4.000  |        |  |
|                                  |   | <i>2008 Adv Const</i> |               | 2011   | 5.013  | .557  | .000     | 5.570  |        |  |
| <i>Regionally Significant</i>    |   |                       | <b>Totals</b> |  | 51.641 | 6.245 | .000     | 57.886   | .676   |  |
| 69                               |   |                       |               |  |        |       |          |  |        |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                              |                     |
| SALEM TO<br>MANCHESTER<br>10418I | I-93             | 6.018           |        |                        |                |       |       |         |       |        |   | N/E                 |
|                                  |                  |                 |        | C                      | 2009           | .300  | .075  | .000    | .375  |        | High Priority Projects (SAFETEA-LU 2005)      |                     |
| 3139                             |                  |                 |        |                        | Totals         | .300  | .075  | .000    | .375  |        |   |                     |
| SALEM TO<br>MANCHESTER<br>10418L | I-93             | 10.040          |        |                        |                |       |       |         |       |        |   | N/E                 |
|                                  |                  |                 |        | C                      | 2009           | 4.000 | 1.000 | .000    | 5.000 |        | FHWA to FTA Previous Transfer                 |                     |
| 5613                             |                  |                 |        |                        | Totals         | 4.000 | 1.000 | .000    | 5.000 |        |   |                     |
| SALEM TO<br>MANCHESTER<br>10418N | I-93             | 7.222           |        |                        |                |       |       |         |       |        |   | E-28                |
|                                  |                  |                 |        | C                      | 2009           | .083  | .021  | .000    | .104  |        | Congestion Mitigation and Air Quality Program |                     |
|                                  |                  |                 |        |                        | 2009           | .000  | .000  | .114    | .114  |        | Non Participating                             |                     |
| 5692                             |                  |                 |        |                        | Totals         | .083  | .021  | .114    | .218  |        |   |                     |
| SALEM TO<br>MANCHESTER<br>10418T | I-93             | .350            |        |                        |                |       |       |         |       |        |   | E-7                 |
|                                  |                  |                 |        | P                      | 2009           | .000  | .000  | .000    | .000  | .000   | Minimum Guarantee (Flexible)                  |                     |
|                                  |                  |                 |        |                        | 2009           | .001  | .000  | .000    | .001  | .000   |   |                     |
|                                  |                  |                 |        |                        | 2009           | .005  | .000  | .000    | .005  | .001   | STP-Areas Less Than 200K                      |                     |
|                                  |                  |                 |        |                        | 2009           | .144  | .000  | .000    | .144  | .029   | STP-State Flexible                            |                     |
|                                  |                  |                 |        |                        | 2009 Adv Const | .113  | .013  | .000    | .125  |        | Interstate Maintenance                        |                     |
|                                  |                  |                 |        |                        | 2009 Adv Const | .068  | .008  | .000    | .075  |        |   |                     |
| 7112                             |                  |                 |        |                        | Totals         | .330  | .020  | .000    | .350  | .030   |   |                     |
| SALEM TO<br>MANCHESTER<br>10418W | I-93             | 5.105           |        |                        |                |       |       |         |       |        |   | E-34 Earmark funds. |
|                                  |                  |                 |        | P                      | 2011           | .594  | .149  | .000    | .743  |        | High Priority Projects (SAFETEA-LU 2005)      |                     |
|                                  |                  |                 |        |                        | 2012           | .619  | .155  | .000    | .774  |        |   |                     |
| 6052                             |                  |                 |        |                        | Totals         | 1.213 | .303  | .000    | 1.516 |        |   |                     |

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\$  | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category        |      |          |  |
| SALEM TO MANCHESTER<br>13933C | I-93             | 25.213                |       | EXIT 1: REPLACE RAMP BRIDGES & RECONSTRUCT RAMPS [SALEM]           |        |       |         |        |        |                         |      | N/E      | Reflects current construction sequencing and costs. GARVEE bonding to facilitate construction program.     |
|                               |                  | <i>2007 Adv Const</i> | C     | 2009   | 1.818  | .000  | .000    | 1.818  | .364   | Bridge On/Off System    |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | .013   | .000  | .000    | .013   | .001   | Interstate Maintenance  |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | .053   | .000  | .000    | .053   | .005   |                         |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | .095   | .000  | .000    | .095   | .010   |                         |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | .952   | .000  | .000    | .952   | .095   |                         |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | 2.494  | .277  | .000    | 2.771  |        |                         |      |          |  |
|                               |                  | <i>2007 Adv Const</i> |       | 2009   | 2.500  | .625  | .000    | 3.125  |        | National Highway System |      |          |  |
| 3814                          |                  |                       |       | <b>Totals</b>  | 7.925  | .902  | .000    | 8.827  | .475   |                         |      |          |  |
| SALEM TO MANCHESTER<br>13933D | I-93             | 35.524                |       | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem) [JOBS]                |        |       |         |        |        |                         |      | N/E      | Potential GARVEE bonding to facilitate I-93 construction program. Red list bridges priorities #4 and #5    |
|                               |                  |                       | C     | 2011   | 8.018  | 2.004 | .000    | 10.022 |        | Bridge On/Off System    |      |          |  |
|                               |                  |                       |       | 2011   | 2.682  | .671  | .000    | 3.353  |        | National Highway System |      |          |  |
|                               |                  | <i>2011 Adv Const</i> |       | 2012   | 1.284  | .321  | .000    | 1.605  |        |                         |      |          |  |
|                               |                  |                       |       | 2012   | 3.595  | .899  | .000    | 4.494  |        |                         |      |          |  |
|                               |                  | <i>2011 Adv Const</i> |       | 2012   | 12.840 | 3.210 | .000    | 16.050 |        |                         |      |          |  |
| <i>Regionally Significant</i> |                  |                       |       | <b>Totals</b>  | 28.419 | 7.105 | .000    | 35.524 |        |                         |      |          |  |
| 3818                          |                  |                       |       |  |        |       |         |        |        |                         |      |          |  |
| SALEM TO MANCHESTER<br>13933E | I-93             | 47.400                |       | EXIT 2 INTERCHANGE & NH97 (Salem)                                  |        |       |         |        |        |                         |      | N/E      | Potential GARVEE bonding to facilitate I-93 construction program. Red list bridges priorities #13 and #14. |
|                               |                  |                       | C     | 2012   | 7.460  | 1.865 | .000    | 9.325  |        | Bridge On/Off System    |      |          |  |
|                               |                  |                       |       | 2012   | 6.074  | 1.519 | .000    | 7.593  |        | National Highway System |      |          |  |
| <i>Regionally Significant</i> |                  |                       |       | <b>Totals</b>  | 13.534 | 3.384 | .000    | 16.918 |        |                         |      |          |  |
| 3819                          |                  |                       |       |  |        |       |         |        |        |                         |      |          |  |
| SALEM TO MANCHESTER<br>13933F | I-93             | 6.518                 |       | BROOKDALE ROAD, BRIDGE REPLACEMENT & APPROACHES (Salem) {Red List} |        |       |         |        |        |                         |      | N/E      | Potential GARVEE bonding to facilitate I-93 construction program.  |
|                               |                  |                       | C     | 2010   | .899   | .000  | .000    | .899   |        | Bridge Off System       |      |          |  |
|                               |                  |                       |       | 2010   | 5.619  | .000  | .000    | 5.619  |        | National Highway System |      |          |  |
|                               |                  |                       |       | <b>Totals</b>  | 6.518  | .000  | .000    | 6.518  |        |                         |      |          |  |
| 5728                          |                  |                       |       |  |        |       |         |        |        |                         |      |          |  |

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\$  | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category   |
|                                  |                  | Payback         |               |                        |      |        |          |         |        |        |  |
| SALEM TO<br>MANCHESTER<br>13933G | I-93             | 27.165          |               |                        |      |        |          |         |        |        | N/E This project may utilize GARVEE bond proceeds if available. Red list bridges, priorities #2 and #3 |
|                                  |                  |                 | C             | 2009                   |      | .004   | .000     | .000    | .004   |        | American Recovery Reinvestment Act   |
|                                  |                  |                 |               | 2009                   |      | .131   | .000     | .000    | .131   |        |  |
|                                  |                  |                 |               | 2009                   |      | 3.020  | .000     | .000    | 3.020  |        |  |
|                                  |                  |                 |               | 2009                   |      | 29.827 | .000     | .000    | 26.827 |        |  |
|                                  |                  |                 |               | 2009                   |      | .003   | .000     | .000    | .003   | .001   | Equity Bonus (Flexible)  |
|                                  |                  |                 |               | 2009                   |      | .017   | .000     | .000    | .017   | .003   |  |
|                                  |                  |                 |               | 2009                   |      | .000   | .000     | .024    | .024   |        | Non Participating  |
|                                  |                  |                 |               | 2009                   |      | .000   | .000     | .067    | .067   |        |  |
|                                  |                  |                 |               | 2009                   |      | .017   | .000     | .000    | .017   | .003   | STP-State Flexible   |
|                                  |                  |                 |               | 2009                   |      | .050   | .000     | .000    | .050   | .010   |  |
|                                  |                  |                 |               | 2010                   |      | .091   | .000     | .000    | .091   | .018   | Equity Bonus (Flexible)  |
|                                  |                  |                 |               | 2010                   |      | .030   | .000     | .000    | .030   | .006   | National Highway System  |
|                                  |                  |                 |               | 2010                   |      | 1.976  | .000     | .000    | 1.976  | .395   |  |
|                                  |                  |                 |               | 2010                   |      | .000   | .000     | .010    | .010   |        | Non Participating  |
|                                  |                  |                 |               | 2010                   |      | .043   | .000     | .000    | .043   | .009   | STP-Areas Over 200K  |
| 3816                             |                  |                 | <b>Totals</b> |                        |      | 35.210 | .000     | .101    | 29.311 | .445   |  |
| SALEM TO<br>MANCHESTER<br>13933I | I-93             | 87.800          |               |                        |      |        |          |         |        |        | N/E Potential GARVEE bonding to facilitate I-93 construction program.                                  |
|                                  |                  |                 | C             | 2012                   |      | 1.600  | .400     | .000    | 2.000  |        | National Highway System  |
| <i>Regionally Significant</i>    |                  |                 | <b>Totals</b> |                        |      | 1.600  | .400     | .000    | 2.000  |        |  |
| 3820                             |                  |                 |               |                        |      |        |          |         |        |        |  |

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\$  | DOT\$ | Other\$ | Tot\$  | TpkC\$ | Funding Category                       |      |   |
| SALEM TO<br>MANCHESTER<br>13933K | I-93             | 28.759                |       | EXIT 3 AREA SB OFF-RAMP AND NB BRIDGES OVER NH 111 & NH 111A (Windham)<br>(Parent = Salem to Manchester 13933*)            |        |       |         |        |        |  | N/E  | This project may utilize GARVEE bond proceeds if available.   |
|                                  |                  | <i>2008 Adv Const</i> | C     | 2009   | 4.752  | .528  | .000    | 5.280  |        | Interstate Maintenance                 |      |   |
|                                  |                  |                       |       | 2009   | .004   | .001  | .000    | .005   |        | National Highway System                |      |   |
|                                  |                  |                       |       | 2009   | .133   | .033  | .000    | .166   |        |  |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | .000   | .000  | .005    | .005   |        | Non Participating                      |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | .008   | .002  | .000    | .010   |        | STP-State Flexible                     |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | .908   | .227  | .000    | 1.135  |        |  |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | 1.511  | .378  | .000    | 1.889  |        |  |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | 3.249  | .812  | .000    | 4.061  |        |  |      |   |
|                                  |                  |                       |       | 2010   | .738   | .000  | .000    | .738   |        | High Priority Grants (STEA04_Ext_2005) |      |   |
|                                  |                  |                       |       | 2010   | .013   | .000  | .000    | .013   | .003   | Interstate Maintenance                 |      |   |
|                                  |                  |                       |       | 2010   | 1.445  | .000  | .000    | 1.445  | .145   |  |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2010   | 6.572  | .000  | .000    | 6.572  |        |  |      |   |
|                                  |                  |                       |       | 2010   | 1.445  | .000  | .000    | 1.445  | .289   | National Highway System                |      |   |
| 3824                             |                  |                       |       | <b>Totals</b>  | 20.778 | 1.981 | .005    | 22.765 | .437   |  |      |   |
| SALEM TO<br>MANCHESTER<br>14633E | I-93             | 17.038                |       | EXIT 5 AREA, RECONST SB RAMPS AND NB ON RAMP (Londonderry) (Parent = Salem to Manchester 13933*)                           |        |       |         |        |        |  | N/E  |   |
|                                  |                  | <i>2008 Adv Const</i> | C     | 2009   | 2.000  | .500  | .000    | 2.500  |        | National Highway System                |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | 4.855  | 1.214 | .000    | 6.069  |        |  |      |   |
|                                  |                  | <i>2008 Adv Const</i> |       | 2009   | 1.203  | .000  | .000    | 1.203  | .241   | STP-State Flexible                     |      |   |
| 6336                             |                  |                       |       | <b>Totals</b>  | 8.058  | 1.714 | .000    | 9.771  | .241   |  |      |   |
| SALEM TO<br>MANCHESTER<br>14633F | I-93             | 52.990                |       | EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NORTH BOUND AND SOUTH BOUND MAINLINE AND NORTH BOUND OFF-RAMP (Londonderry) |        |       |         |        |        |  | N/E  | This project may utilize GARVEE bond proceeds if available. Four Red list bridges priorities #9, #10, #11, and #12. |
|                                  |                  |                       | C     | 2011   | 16.869 | .000  | .000    | 16.869 |        | Bridge On/Off System                   |      |   |
|                                  |                  | <i>2011 Adv Const</i> |       | 2012   | 14.448 | 3.612 | .000    | 18.060 |        | National Highway System                |      |   |
|                                  |                  | <i>2011 Adv Const</i> |       | 2012   | 14.448 | 3.612 | .000    | 18.060 |        |  |      |   |
| <i>Regionally Significant</i>    |                  |                       |       | <b>Totals</b>  | 45.765 | 7.224 | .000    | 52.990 |        |  |      |   |
| 6338                             |                  |                       |       |  |        |       |         |        |        |  |      |   |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                         |      |          |
| SALEM TO<br>MANCHESTER<br>14634    | I-93             | 3.000                 |       | PARK & RIDE @ EXIT 5 (Londonderry) [Part of 04-33CM] [Section 1702 - Designated Project; Demo Id NH064] [Sister Project - Demo Id NH046]  |       |       |         |       |        |  |      | N/E      |
|                                    |                  | <i>2006 Adv Const</i> | C     | 2009  | .400  | .100  | .000    | .500  |        | High Priority Projects (SAFETEA-LU 2005) |      |          |
|                                    |                  | <i>2006 Adv Const</i> |       | 2010  | .377  | .094  | .000    | .471  |        |  |      |          |
|                                    |                  | <i>2006 Adv Const</i> |       | 2010  | .400  | .100  | .000    | .500  |        |  |      |          |
|                                    |                  | <i>2006 Adv Const</i> |       | 2011  | .020  | .005  | .000    | .025  |        |  |      |          |
| 6177                               |                  |                       |       | <b>Totals</b>   | 1.197 | .299  | .000    | 1.496 |        |  |      |          |
| SALEM TO<br>MANCHESTER<br>14634 A# | I-93             | 1.741                 |       | SYBIAK FARM, 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 NH051(14634A) & NH076(14634B)] [PARENT]                  |       |       |         |       |        |  |      | N/E      |
|                                    |                  |                       | R     | 2009  | .031  | .008  | .000    | .038  |        | High Priority Projects (SAFETEA-LU 2005) |      |          |
|                                    |                  |                       |       | 2009  | .035  | .009  | .000    | .043  |        | HPER Ear\$ Not Rec'd                     |      |          |
|                                    |                  |                       |       | 2009  | .470  | .117  | .000    | .587  |        |  |      |          |
| 6886                               |                  |                       |       | <b>Totals</b>   | .535  | .134  | .000    | .669  |        |  |      |          |
| SALEM TO<br>MANCHESTER<br>14634 C# | I-93             | 3.346                 |       | CRYSTAL LAKE, 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 NH029(14634E), NH052(14634C), & NH068(14634D)] [PARENT] |       |       |         |       |        |  |      | N/E      |
|                                    |                  |                       | R     | 2010  | .044  | .011  | .000    | .055  |        | High Priority Projects (SAFETEA-LU 2005) |      |          |
|                                    |                  |                       |       | 2010  | .299  | .075  | .000    | .374  |        |  |      |          |
|                                    |                  |                       |       | 2010  | .547  | .137  | .000    | .683  |        |  |      |          |
|                                    |                  |                       |       | 2010  | .002  | .001  | .000    | .003  |        | National Highway System                  |      |          |
|                                    |                  |                       |       | 2010  | .013  | .003  | .000    | .016  |        |  |      |          |
|                                    |                  |                       |       | 2010  | .154  | .039  | .000    | .193  |        |  |      |          |
|                                    |                  |                       |       | 2010  | .353  | .088  | .000    | .441  |        |  |      |          |
| 6885                               |                  |                       |       | <b>Totals</b>   | 1.413 | .353  | .000    | 1.766 |        |  |      |          |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category  |
| SALEM TO MANCHESTER<br>14634 F#          | I-93             | 5.274             |       | SOUTH ROAD MITIGATION [Londonderry] [Section 1702 - Designated Project NH026, NH044(14634F), NH063(14634G), & NH075(14634H)] [PARENT]  |       |       |          |       |        | N/E Potential GARVEE bonding to facilitate I-93 construction program. Earmarked funds |
|  |                  |                   | C     | 2012   | .533  | .000  | .000     | .533  |        | High Priority Projects (Post TEA-21)  |
|  |                  |                   |       | 2012   | .264  | .000  | .000     | .264  |        | High Priority Projects (SAFETEA-LU 2005)  |
|  |                  |                   |       | 2012   | .219  | .055  | .000     | .273  |        |   |
|  |                  |                   |       | 2012   | .422  | .105  | .000     | .527  |        |   |
|  |                  |                   |       | 2012   | .426  | .107  | .000     | .533  |        |   |
|  |                  |                   |       | 2012   | .456  | .114  | .000     | .570  |        |   |
|  |                  |                   |       | 2012   | .859  | .215  | .000     | 1.074 |        |   |
|  |                  |                   |       | 2012   | .002  | .001  | .000     | .003  |        | HPER Ear\$ Not Rec'd  |
|  |                  |                   |       | 2012   | .037  | .009  | .000     | .046  |        |   |
|  |                  |                   |       | 2012   | .313  | .078  | .000     | .391  |        |   |
|  |                  |                   |       | 2012   | .849  | .212  | .000     | 1.061 |        |   |
| <i>Regionally Significant</i><br>6858    |                  |                   |       | <b>Totals</b>  | 4.379 | .896  | .000     | 5.274 |        |   |
| SALEM TO MANCHESTER<br>14800 *           | I-93             | 146.781           |       | "DEBT SERVICE PROJECT" FOR: RECONSTRUCTION & WIDENING FROM S/L TO MANCHESTER [Garvee Bonded Projects - 2005 NH Legislature Approved]   |       |       |          |       |        | N/E GARVEE Bond debt service, approximately \$24 million annually through 2022.       |
|  |                  |                   | C     | 2012   | 1.728 | .432  | .000     | 2.161 |        | National Highway System   |
| 4110                                     |                  |                   |       | <b>Totals</b>  | 1.728 | .432  | .000     | 2.161 |        |   |
| SALEM TO MANCHESTER TO CONCORD<br>10418Z | I-93             | 4.928             |       | IMPLEMENTATION OF INCIDENT MANAGEMENT AND ITS TECHNOLOGIES FOR OVERALL CORRIDOR, TO IMPROVE EFFICIENCY BEFORE, DURING & AFTER I-93 CONSTRUCTION, INCLUDES CMAQ APP [06-22CM] (CMAQ Program) [ARRA] |       |       |          |       |        | N/E   |
|  |                  |                   | C     | 2009   | .001  | .000  | .000     | .001  | .000   | Congestion Mitigation and Air Quality Program   |
|  |                  |                   |       | 2009   | .415  | .000  | .000     | .415  | .083   |   |
|  |                  |                   |       | 2009   | 2.285 | .000  | .000     | 2.285 | .457   |   |
|  |                  |                   |       | 2009   | 1.056 | .000  | .000     | 1.056 | .211   | National Highway System   |
|  |                  |                   |       | 2009   | .017  | .000  | .000     | .017  | .003   | Redistribution (Flexible)   |
|  |                  |                   |       | 2009   | .038  | .000  | .000     | .038  | .008   |   |
| <i>Regionally Significant</i><br>3888    |                  |                   |       | <b>Totals</b>  | 3.811 | .000  | .000     | 3.811 | .762   |   |
| SEABROOK<br>15769                        | NH 107           |                   |       | BRIDGE WIDENING OVER I-95 {Turnpike}   |       |       |          |       |        | E-38  |
|  |                  |                   | P     | 2010   | .000  | .150  | .000     | .150  |        | Turnpike Program  |
| 7305                                     |                  |                   |       | <b>Totals</b>  | .000  | .150  | .000     | .150  |        |   |

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\$ | DOT\$ | Other\$  | Tot\$ | TpkC\$ | Funding Category                              |   |
| SEABROOK TO PORTSMOUTH 11151E         | BLUE STAR TPK (I-95) | 4.350             |        | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF ITS TECHNOLOGIES AND ITS FIELD DEVICES FOR TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (CMAQ Program) [04-31CM] [ARRA] |       |       |          |       |        | N/E   | Specific project from Statewide program.        |
|                                       |                      |                   | P      | 2009   | .080  | .020  | .000     | .100  |        | Congestion Mitigation and Air Quality Program |   |
|                                       |                      |                   | C      | 2009   | 1.600 | .400  | .000     | 2.000 |        |   |   |
|                                       |                      |                   |        | 2009   | 1.600 | .400  | .000     | 2.000 |        |   |   |
|                                       |                      |                   | Totals |  | 3.280 | .820  | .000     | 4.100 |        |   |   |
| <i>Regionally Significant</i><br>3550 |                      |                   |        |  |       |       |          |       |        |   |   |
| SEACOAST 14818                        |                      | .300              |        | SEACOAST COMMUTER OPTIONS - PROGRAM EXPANSION / ACCELERATED IMPLEMENTATION (CMAQ Program) [06-25CM]  |       |       |          |       |        | E-32  | Partially funded by PEASE DEVELOPMENT AUTHORITY |
|                                       |                      |                   | C      | 2010   | .080  | .000  | .020     | .100  |        | Congestion Mitigation and Air Quality Program |   |
|                                       |                      |                   |        | 2010   | .080  | .000  | .020     | .100  |        |   |   |
|                                       |                      |                   |        | 2010   | .080  | .000  | .020     | .100  |        |   |   |
|                                       |                      |                   | Totals |  | .240  | .000  | .060     | .300  |        |   |   |
| 6227                                  |                      |                   |        |  |       |       |          |       |        |   |   |
| SOMERSWORTH, NH - BERWICK, ME 12228   | NH 9                 | .819              |        | REHAB BRIDGE OVER SALMON FALLS RIVER - 101/114   |       |       |          |       |        | E-19  | Partially funded by MAINE Municipal Managed.    |
|                                       |                      |                   | P      | 2010   | .000  | .000  | .025     | .025  |        | Non Participating                             |   |
|                                       |                      |                   |        | 2010   | .020  | .000  | .005     | .025  |        | STP-State Flexible                            |   |
|                                       |                      |                   | R      | 2010   | .000  | .000  | .005     | .005  |        | Non Participating                             |   |
|                                       |                      |                   |        | 2010   | .004  | .000  | .001     | .005  |        | STP-State Flexible                            |   |
|                                       |                      |                   | C      | 2011   | .000  | .000  | .379     | .379  |        | Non Participating                             |   |
|                                       |                      |                   |        | 2011   | .303  | .000  | .076     | .379  |        | STP-State Flexible                            |   |
|                                       |                      |                   | Totals |  | .327  | .000  | .491     | .819  |        |   |   |
| 417                                   |                      |                   |        |  |       |       |          |       |        |   |   |
| SOUTHWEST                             |                      | .206              |        | SOUTHWEST REGIONAL WELCOME CENTER (Location To Be Determined)  |       |       |          |       |        | ATT   |   |
|                                       |                      |                   | P      | 2011   | .165  | .041  | .000     | .206  |        | STP-Areas Less Than 200K                      |   |
|                                       |                      |                   | Totals |  | .165  | .041  | .000     | .206  |        |   |   |
| 3282                                  |                      |                   |        |  |       |       |          |       |        |   |   |
| SPRINGFIELD 13150C                    | I-89 NB              | .099              |        | INSTALLATION OF RWIS STATION NEXT TO THE SPRINGFIELD WELCOME CENTER  |       |       |          |       |        | ATT   |   |
|                                       |                      |                   | C      | 2009   | .036  | .000  | .000     | .036  | .007   | Equity Bonus (Flexible)                       |   |
|                                       |                      |                   | Totals |  | .036  | .000  | .000     | .036  | .007   |   |   |
| 5829                                  |                      |                   |        |  |       |       |          |       |        |   |   |
| STATEWIDE                             | RAIL                 | 2.000             |        | PASSENGER RAIL DEVELOPMENT   |       |       |          |       |        | ATT   | Partially funded by FEDERAL RR GRANT            |
|                                       |                      |                   | C      | 2009   | .000  | .000  | 1.000    | 1.000 |        | Federal Railroad Grant                        |   |
|                                       |                      |                   |        | 2010   | .000  | .000  | 1.000    | 1.000 |        |   |   |
|                                       |                      |                   | Totals |  | .000  | .000  | 2.000    | 2.000 |        |   |   |
| 6927                                  |                      |                   |        |  |       |       |          |       |        |   |   |

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\$    | DOT\$    | Other\$ | Tot\$         | TpkC\$   | Funding Category                     |
| STATEWIDE              | TRAFFIC          | (Annual)          |                            | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |          |          |         | N/E           | Engineering for ITS and CARS-511 projects  |                                      |
|                        |                  |                   | <b>P</b>                   | <b>2009</b>  | .200     | .050     | .000    | <b>.250</b>   |  | STP-State Flexible                   |
|                        |                  |                   |                            | <b>2009</b>  | .200     | .050     | .000    | <b>.250</b>   |  |                                      |
|                        |                  |                   |                            | <b>2010</b>  | .200     | .050     | .000    | <b>.250</b>   |  |                                      |
|                        |                  |                   |                            | <b>2011</b>  | .200     | .050     | .000    | <b>.250</b>   |  |                                      |
|                        |                  |                   |                            | <b>2012</b>  | .200     | .050     | .000    | <b>.250</b>   |  |                                      |
| 4227                   | <u>Grouped</u>   |                   |                            | <b>Totals</b>  | 1.000    | .250     | .000    | <b>1.250</b>  |  |                                      |
| STATEWIDE              | TRANSIT          | (Annual)          |                            | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM   |          |          |         | E-21          | Partially funded by LOCAL AGENCIES<br>Replaces vehicles serving elderly and disabled people. Uses local match. Cost decrease reflects anticipated federal revenue. |                                      |
|                        |                  |                   |                            | <b>2009</b>  | .642     | .000     | .161    | <b>.803</b>   |  | FTA 5310 Capital Program             |
|                        |                  |                   |                            | <b>2010</b>  | .645     | .000     | .161    | <b>.806</b>   |  |                                      |
|                        |                  |                   |                            | <b>2011</b>  | .693     | .000     | .173    | <b>.866</b>   |  |                                      |
|                        |                  |                   |                            | <b>2012</b>  | .745     | .000     | .186    | <b>.931</b>   |  |                                      |
| 3505                   | <u>Grouped</u>   |                   |                            | <b>Totals</b>  | 2.725    | .000     | .681    | <b>3.406</b>  |  |                                      |
| STATEWIDE              | TRANSIT          | (Annual)          |                            | RURAL PUBLIC TRANSIT   |          |          |         | E-21          | Continues transit service in 6 communities outside urbanized areas. Uses local match. Cost decrease reflects anticipated federal revenue.                          |                                      |
|                        |                  |                   | <b>C</b>                   | <b>2009</b>  | 3.500    | .000     | .000    | <b>3.500</b>  |  | American Recovery Reinvestment Act   |
|                        |                  |                   |                            | <b>2009</b>  | 3.690    | .000     | 2.460   | <b>6.150</b>  |  | FTA 5311 Capital & Operating Program |
|                        |                  |                   |                            | <b>2010</b>  | 3.227    | .000     | 2.151   | <b>5.378</b>  |  |                                      |
|                        |                  |                   |                            | <b>2011</b>  | 3.368    | .000     | 2.245   | <b>5.613</b>  |  |                                      |
|                        |                  |                   |                            | <b>2012</b>  | 3.620    | .000     | 2.414   | <b>6.034</b>  |  |                                      |
| 3506                   | <u>Grouped</u>   |                   |                            | <b>Totals</b>  | 17.405   | .000     | 9.270   | <b>26.675</b> |  |                                      |
| STATEWIDE              | TRANSIT          | 5.204             |                            | JOB ACCESS & REVERSE COMMUTE                                   |          |          |         | E-21          | Partially funded by LOCAL  |                                      |
|                        |                  |                   |                            | <b>2009</b>  | .411     | .000     | .411    | <b>.822</b>   |  | FTA 5316 JARC                        |
|                        |                  |                   |                            | <b>2010</b>  | .350     | .000     | .350    | <b>.700</b>   |  |                                      |
|                        |                  |                   |                            | <b>2011</b>  | .361     | .000     | .361    | <b>.722</b>   |  |                                      |
|                        |                  |                   |                            | <b>2012</b>  | .373     | .000     | .373    | <b>.746</b>   |  |                                      |
| 6290                   |                  |                   |                            | <b>Totals</b>  | 1.495    | .000     | 1.495   | <b>2.990</b>  |  |                                      |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category                               |
| STATEWIDE              |                  | TRANSIT           | 5.071                      | NEW FREEDOMS INITIATIVE  |          |          |         |        |        | E-21 Partially funded by LOCAL                 |
|                        |                  |                   |                            | 2009   | .397     | .000     | .397    | .794   |        | FTA 5317 New Freedom Program                   |
|                        |                  |                   |                            | 2010   | .340     | .000     | .340    | .680   |        |  |
|                        |                  |                   |                            | 2011   | .351     | .000     | .351    | .702   |        |  |
|                        |                  |                   |                            | 2012   | .362     | .000     | .362    | .724   |        |  |
| 6291                   |                  |                   |                            | <b>Totals</b>  | 1.450    | .000     | 1.450   | 2.900  |        |  |
| STATEWIDE              |                  | TRANSIT           | 2.212                      | BUS ACQUISITION  |          |          |         |        |        | E-21 Partially funded by LOCAL                 |
|                        |                  |                   |                            | 2009   | 1.770    | .000     | .442    | 2.212  |        | FTA 5309 Capital Funding Program - Formula     |
| 6925                   |                  |                   |                            | <b>Totals</b>  | 1.770    | .000     | .442    | 2.212  |        |  |
| STATEWIDE              |                  | TRANSIT           | 2.126                      | CAPITAL EQUIPMENT FOR I-93 AND I-95  |          |          |         |        |        | E-30 Boston Urbanized Area Funds               |
|                        |                  |                   |                            | 2009   | .371     | .093     | .000    | .464   |        | FTA 5307 Capital and Operating Program         |
|                        |                  |                   |                            | 2010   | .398     | .100     | .000    | .498   |        |  |
|                        |                  |                   |                            | 2011   | .442     | .110     | .000    | .552   |        |  |
|                        |                  |                   |                            | 2012   | .490     | .122     | .000    | .612   |        |  |
| 6926                   |                  |                   |                            | <b>Totals</b>  | 1.701    | .425     | .000    | 2.126  |        |  |
| STATEWIDE              |                  | TRANSIT           | 2.096                      | CAPITAL [ARRA]   |          |          |         |        |        | E-28   |
|                        |                  |                   |                            | 2009   | 1.921    | .000     | .000    | 1.921  |        | FTA-ARRA Stimulus                              |
|                        |                  |                   |                            | 2010   | .175     | .000     | .000    | .175   |        |  |
| 7187                   |                  |                   |                            | <b>Totals</b>  | 2.096    | .000     | .000    | 2.096  |        |  |
| STATEWIDE              |                  | TRAFFIC           | (Annual)                   | PAVEMENT MARKING (Annual Project)  |          |          |         |        |        | E-11 Annual pavement striping program funding. |
| 12223 *                |                  |                   |                            | C  | 2009     | 3.100    | .000    | .000   | 3.100  | STP-State Flexible                             |
|                        |                  |                   |                            |  | 2010     | 3.100    | .000    | .000   | 3.100  |  |
|                        |                  |                   |                            |  | 2011     | 3.100    | .000    | .000   | 3.100  |  |
|                        |                  |                   |                            |  | 2012     | 3.100    | .000    | .000   | 3.100  |  |
| 1146                   |                  | <i>Grouped</i>    |                            | <b>Totals</b>  | 12.400   | .000     | .000    | 12.400 |        |  |
| STATEWIDE              |                  | VARIOUS           | .261                       | DEVELOP & IMPLEMENT MARKETING CAMPAIGN FOR CAR/VANPOOL USE AND UPGRADE RIDESHARE DATABASE SOFTWARE [94-03CM] |          |          |         |        |        | N/E  |
| 12229                  |                  |                   |                            | P  | 2010     | .094     | .024    | .000   | .118   | Congestion Mitigation and Air Quality Program  |
| 457                    |                  |                   |                            | <b>Totals</b>  | .094     | .024     | .000    | .118   |        |  |

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\$    | DOT\$    | Other\$ | Tot\$        | TpkC\$ | Funding Category                              |
| STATEWIDE<br>12269A    | VARIOUS ROUTES &<br>LOCATIONS | .082              |                            | PREPARATION OF AN INVENTORY (MULTIPLE PROPERTY DOCUMENT) AND PLAN FOR EACH OF THE VARIOUS HISTORIC ROAD BRIDGE TYPES (TE Program) [94-04TE]<br>{Betterment} | E-34     |          |         |              |        |   |
|                        |                               |                   | <b>P</b>                   | <b>2009</b>   | .000     | .030     | .000    | <b>.030</b>  |        | Betterment                                    |
|                        |                               |                   |                            | <b>2009</b>   | .052     | .000     | .013    | <b>.065</b>  |        | STP-Enhancement                               |
|                        |                               |                   |                            | <b>2010</b>   | .000     | .017     | .000    | <b>.017</b>  |        | Betterment                                    |
| 7113                   |                               |                   |                            | <b>Totals</b>   | .052     | .047     | .013    | <b>.112</b>  |        |   |
| STATEWIDE<br>12563 *   | ADMINISTRATION                | (Annual)          |                            | ANNUAL TRAINING PROGRAM (Annual Project)  | E-35     |          |         |              |        | Program Funding for Departmental Training.    |
|                        |                               |                   | <b>P</b>                   | <b>2009</b>   | .160     | .040     | .000    | <b>.200</b>  |        | STP-State Flexible                            |
|                        |                               |                   |                            | <b>2010</b>   | .160     | .040     | .000    | <b>.200</b>  |        |   |
|                        |                               |                   |                            | <b>2011</b>   | .160     | .040     | .000    | <b>.200</b>  |        |   |
|                        |                               |                   |                            | <b>2012</b>   | .160     | .040     | .000    | <b>.200</b>  |        |   |
| 451                    | <u>Grouped</u>                |                   |                            | <b>Totals</b>   | .640     | .160     | .000    | <b>.800</b>  |        |   |
| STATEWIDE<br>14265     |                               | 6.253             |                            | CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM]        | N/E      |          |         |              |        |   |
|                        |                               |                   | <b>P</b>                   | <b>2009</b>   | .129     | .032     | .000    | <b>.162</b>  |        | Congestion Mitigation and Air Quality Program |
|                        |                               |                   | <b>C</b>                   | <b>2010</b>   | .084     | .021     | .000    | <b>.106</b>  |        |   |
|                        |                               |                   |                            | <b>2010</b>   | .508     | .127     | .000    | <b>.635</b>  |        |   |
| 5623                   |                               |                   |                            | <b>Totals</b>   | .722     | .180     | .000    | <b>.902</b>  |        |   |
| STATEWIDE<br>14354     | MISCELLANEOUS                 | 3.770             |                            | EXPANSION OF THE ALTERNATIVE FUEL VEHICLE PROJECT (AFVP) TO PROVIDE INCREMENTAL COSTS OF AFVS AND 80% INFRASTRUCTURE COSTS (CMAQ Program) [04-05CM]         | N/E      |          |         |              |        | Partially funded by NHDES                     |
|                        |                               |                   | <b>C</b>                   | <b>2010</b>   | .997     | .010     | 1.763   | <b>2.770</b> |        | Congestion Mitigation and Air Quality Program |
| 5614                   |                               |                   |                            | <b>Totals</b>   | .997     | .010     | 1.763   | <b>2.770</b> |        |   |
| STATEWIDE<br>14744     | VARIOUS                       | 2.200             |                            | SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA   | E-19     |          |         |              |        |   |
|                        |                               |                   | <b>P</b>                   | <b>2009</b>   | .001     | .000     | .000    | <b>.001</b>  |        | Bridge On/Off System                          |
|                        |                               |                   |                            | <b>2009</b>   | .400     | .100     | .000    | <b>.500</b>  |        |   |
|                        |                               |                   |                            | <b>2009</b>   | .435     | .109     | .000    | <b>.544</b>  |        |   |
|                        |                               |                   |                            | <b>2010</b>   | .900     | .000     | .000    | <b>.900</b>  |        |   |
|                        |                               |                   | <b>R</b>                   | <b>2010</b>   | .005     | .000     | .000    | <b>.005</b>  |        |   |
|                        |                               |                   | <b>C</b>                   | <b>2010</b>   | .150     | .000     | .000    | <b>.150</b>  | .030   |   |
|                        |                               |                   |                            | <b>2011</b>   | .052     | .000     | .000    | <b>.052</b>  | .010   |   |
| 6289                   |                               |                   |                            | <b>Totals</b>   | 1.943    | .209     | .000    | <b>2.152</b> | .040   |   |

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\$    | DOT\$    | Other\$ | Tot\$ | TpkC\$ | Funding Category                              |  |
| STATEWIDE<br>14780     |                  | VARIOUS           | .354                       | INSTALL DEBRIS NETTING UNDER BRIDGE DECKS   |          |          |         |       | ATT    |   |  |
| 6353                   |                  |                   |                            | C   | 2009     | .009     | .002    | .000  | .011   | Equity Bonus (Flexible)                       |  |
|                        |                  |                   |                            |   | Totals   | .009     | .002    | .000  | .011   |   |  |
| STATEWIDE<br>14816     |                  |                   | .316                       | TRAFFIC SIGNAL OPTIMIZATION - NON-ATTAINMENT TOWNS ONLY (CMAQ Program)<br>[06-27CM] |          |          |         |       | E-52   | Partially funded by NHDOT                     |  |
|                        |                  |                   |                            | P   | 2009     | .027     | .000    | .007  | .033   | Congestion Mitigation and Air Quality Program |  |
|                        |                  |                   |                            |   | 2009     | .066     | .017    | .000  | .083   |   |  |
| 6228                   |                  |                   |                            |   | Totals   | .093     | .017    | .007  | .116   |   |  |
| STATEWIDE<br>14899     |                  | MISCELLANEOUS     | (Annual)                   | MAINTENANCE AND UPGRADES FOR REST AREAS   |          |          |         |       | E-15   |   |  |
|                        |                  |                   |                            | P   | 2009     | .024     | .006    | .000  | .030   | STP-State Flexible                            |  |
|                        |                  |                   |                            |   | 2010     | .024     | .006    | .000  | .030   |   |  |
|                        |                  |                   |                            |   | 2011     | .024     | .006    | .000  | .030   |   |  |
|                        |                  |                   |                            |   | 2012     | .024     | .006    | .000  | .030   |   |  |
|                        |                  |                   |                            | C   | 2009     | .216     | .054    | .000  | .270   |   |  |
|                        |                  |                   |                            |   | 2010     | .216     | .054    | .000  | .270   |   |  |
|                        |                  |                   |                            |   | 2011     | .216     | .054    | .000  | .270   |   |  |
|                        |                  |                   |                            |   | 2012     | .216     | .054    | .000  | .270   |   |  |
| 6127                   |                  | <u>Grouped</u>    |                            |   | Totals   | .960     | .240    | .000  | 1.200  |   |  |

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\$    | DOT\$    | Other\$ | Tot\$        | TpkC\$ | Funding Category      |  |
| STATEWIDE<br>14932 *   | VARIOUS          | (Annual)          |                            | SAFE ROUTES TO SCHOOL PROGRAM [SRTS 14932*]   |          |          |         |              |        | E-6                   |  |
|                        |                  |                   | <b>P</b>                   | <b>2009</b>   | .125     | .000     | .000    | <b>.125</b>  |        | Safe Routes to School |  |
|                        |                  |                   |                            | <b>2009</b>   | .175     | .000     | .000    | <b>.175</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2010</b>   | .125     | .000     | .000    | <b>.125</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2010</b>   | .175     | .000     | .000    | <b>.175</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2011</b>   | .125     | .000     | .000    | <b>.125</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2011</b>   | .175     | .000     | .000    | <b>.175</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2012</b>   | .125     | .000     | .000    | <b>.125</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2012</b>   | .175     | .000     | .000    | <b>.175</b>  |        |                       |  |
|                        |                  |                   | <b>R</b>                   | <b>2009</b>   | .050     | .000     | .000    | <b>.050</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2010</b>   | .050     | .000     | .000    | <b>.050</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2011</b>   | .050     | .000     | .000    | <b>.050</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2012</b>   | .050     | .000     | .000    | <b>.050</b>  |        |                       |  |
|                        |                  |                   | <b>C</b>                   | <b>2009</b>   | .075     | .000     | .000    | <b>.075</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2009</b>   | .597     | .000     | .000    | <b>.597</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2009</b>   | .825     | .000     | .000    | <b>.825</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2010</b>   | .075     | .000     | .000    | <b>.075</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2010</b>   | .825     | .000     | .000    | <b>.825</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2011</b>   | .075     | .000     | .000    | <b>.075</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2011</b>   | .825     | .000     | .000    | <b>.825</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2012</b>   | .075     | .000     | .000    | <b>.075</b>  |        |                       |  |
|                        |                  |                   |                            | <b>2012</b>   | .825     | .000     | .000    | <b>.825</b>  |        |                       |  |
| 3965                   | <u>Grouped</u>   |                   | <b>Totals</b>              |   | 5.597    | .000     | .000    | <b>5.597</b> |        |                       |  |
| STATEWIDE<br>14936     | PE & ROW         | .080              |                            | PROJECT PROVIDES PAINT INSPECTION AND CONSULTING SERVICES AS NEEDED FOR ALL BRIDGE RELATED CONTRACTS ON A STATEWIDE BASIS |          |          |         |              |        | E-19                  |  |
|                        |                  |                   | <b>P</b>                   | <b>2009</b>   | .000     | .005     | .000    | <b>.005</b>  |        | Betterment            |  |
|                        |                  |                   |                            | <b>2009</b>   | .004     | .001     | .000    | <b>.005</b>  |        | Bridge On/Off System  |  |
|                        |                  |                   |                            | <b>2009</b>   | .000     | .005     | .000    | <b>.005</b>  |        | Turnpike Program      |  |
|                        |                  |                   |                            | <b>2010</b>   | .000     | .010     | .000    | <b>.010</b>  |        | Betterment            |  |
|                        |                  |                   |                            | <b>2010</b>   | .008     | .002     | .000    | <b>.010</b>  |        | Bridge On/Off System  |  |
|                        |                  |                   |                            | <b>2010</b>   | .000     | .010     | .000    | <b>.010</b>  |        | Turnpike Program      |  |
|                        |                  |                   |                            | <b>2011</b>   | .000     | .005     | .000    | <b>.005</b>  |        | Betterment            |  |
|                        |                  |                   |                            | <b>2011</b>   | .004     | .001     | .000    | <b>.005</b>  |        | Bridge On/Off System  |  |
|                        |                  |                   |                            | <b>2011</b>   | .000     | .005     | .000    | <b>.005</b>  |        | Turnpike Program      |  |
| 6490                   |                  |                   | <b>Totals</b>              |   | .016     | .044     | .000    | <b>.060</b>  |        |                       |  |

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     |              |                |   |               |  |
|-------------------------------|---------|-------------------------|----------------------------|--|--------------------|--------------|--------------|----------------|---|---------------|--|
| <b>Regionally Significant</b> |         | <b>Grouped / Parent</b> | <b>Adv Const Payback</b>   | <b>Phase</b>   | <b>Fiscal Year</b> | <b>Fed\$</b> | <b>DOT\$</b> | <b>Other\$</b> | <b>Tot\$</b>  | <b>TpkC\$</b> | <b>Funding Category</b>                          |
| STATEWIDE                     | 15252   | TRANSIT                 | (Annual)                   | CAPITAL ASSISTANCE TO PUBLIC TRANSIT AND TRANSPORTATION FOR ELDERLY & DISABLED         |                    |              |              | E-21           | Funds Transferred to FTA to Support Coordinated Transportation Services |               |  |
|                               | 5973    |                         |                            | C  | 2009               | .800         | .200         | .000           | 1.000   |               | STP-Areas Less Than 200K                         |
|                               |         |                         |                            |  | 2010               | .800         | .200         | .000           | 1.000   |               |  |
|                               |         |                         |                            |  | 2011               | .800         | .200         | .000           | 1.000   |               |  |
|                               |         |                         |                            |  | 2012               | .800         | .200         | .000           | 1.000   |               |  |
|                               |         |                         |                            |  | <b>Totals</b>      | 3.200        | .800         | .000           | 4.000   |               |  |
| STATEWIDE                     | 15610   | VARIOUS LOCATIONS       | .625                       | INSTALL RWIS STATIONS AROUND THE STATE   |                    |              |              | E-7            |   |               |  |
|                               | 7110    |                         |                            | C  | 2010               | .625         | .000         | .000           | .625  | .125          | Equity Bonus (Flexible)                          |
|                               |         |                         |                            |  | <b>Totals</b>      | .625         | .000         | .000           | .625  | .125          |  |
| STATEWIDE                     | BRPPI * | PRESERVATION            | (Annual)                   | BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program) |                    |              |              | E-19           |   |               |  |
|                               | 6601    |                         |                            | P  | 2009               | .200         | .050         | .000           | .250  |               | Bridge On/Off System                             |
|                               |         |                         |                            |  | 2010               | .320         | .080         | .000           | .400  |               |  |
|                               |         |                         |                            |  | 2010               | .024         | .006         | .000           | .030  |               | Transportation & Community & System Preservation |
|                               |         |                         |                            |  | 2011               | .080         | .020         | .000           | .100  |               | Bridge On/Off System                             |
|                               |         |                         |                            |  | 2012               | .080         | .020         | .000           | .100  |               |  |
|                               |         |                         |                            | R  | 2009               | .016         | .004         | .000           | .020  |               |  |
|                               |         |                         |                            |  | 2010               | .048         | .012         | .000           | .060  |               |  |
|                               |         |                         |                            |  | 2010               | .002         | .001         | .000           | .003  |               | Transportation & Community & System Preservation |
|                               |         |                         |                            |  | 2011               | .016         | .004         | .000           | .020  |               | Bridge On/Off System                             |
|                               |         |                         |                            |  | 2012               | .016         | .004         | .000           | .020  |               |  |
|                               |         |                         |                            | C  | 2009               | 14.800       | 3.700        | .000           | 18.500  |               |  |
|                               |         |                         |                            |  | 2010               | 8.944        | 2.236        | .000           | 11.180  |               |  |
|                               |         |                         |                            |  | 2010               | 4.500        | .000         | .000           | 4.500   |               | Jobs for Main St                                 |
|                               |         |                         |                            |  | 2010               | .174         | .044         | .000           | .218  |               | Transportation & Community & System Preservation |
|                               |         |                         |                            |  | 2011               | 6.304        | 1.576        | .000           | 7.880   |               | Bridge On/Off System                             |
|                               |         |                         |                            |  | 2012               | 6.304        | 1.576        | .000           | 7.880   |               |  |
|                               |         |                         |                            |  | <b>Totals</b>      | 41.828       | 9.332        | .000           | 51.160  |               |  |

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\$    | DOT\$ | Other\$ | Tot\$        | TpkC\$ | Funding Category                   |  |
| STATEWIDE<br>CBI *     | PRESERVATION     | (Annual)                   | COMPLEX BRIDGE INSPECTION (PARENT)                                     |             |          |       |         |              | E-34   |                                    |  |
|                        |                  |                            | <b>P</b>   | <b>2009</b> | .040     | .010  | .000    | <b>.050</b>  |        | Bridge On/Off System               |  |
|                        |                  |                            |  | <b>2009</b> | .480     | .120  | .000    | <b>.600</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2009</b> | .000     | .050  | .000    | <b>.050</b>  |        | Non Participating                  |  |
|                        |                  |                            |  | <b>2010</b> | .460     | .115  | .000    | <b>.575</b>  |        | Bridge On/Off System               |  |
|                        |                  |                            |  | <b>2010</b> | .600     | .150  | .000    | <b>.750</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2010</b> | .000     | .575  | .000    | <b>.575</b>  |        | Non Participating                  |  |
|                        |                  |                            |  | <b>2011</b> | .600     | .150  | .000    | <b>.750</b>  |        | Bridge On/Off System               |  |
|                        |                  |                            | <b>R</b>   | <b>2009</b> | .001     | .000  | .000    | <b>.001</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2009</b> | .000     | .001  | .000    | <b>.001</b>  |        | Non Participating                  |  |
|                        |                  |                            |  | <b>2010</b> | .001     | .000  | .000    | <b>.001</b>  |        | Bridge On/Off System               |  |
|                        |                  |                            |  | <b>2010</b> | .000     | .001  | .000    | <b>.001</b>  |        | Non Participating                  |  |
| 7237                   | <u>Grouped</u>   |                            | <b>Totals</b>  |             | 2.182    | 1.173 | .000    | <b>3.355</b> |        |                                    |  |
| STATEWIDE<br>CRDR *    | VARIOUS          | (Annual)                   | CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project) |             |          |       |         |              | E-19   |                                    |  |
|                        |                  |                            | <b>P</b>   | <b>2009</b> | .018     | .000  | .000    | <b>.018</b>  |        | American Recovery Reinvestment Act |  |
|                        |                  |                            |  | <b>2009</b> | .040     | .010  | .000    | <b>.050</b>  |        | STP-State Flexible                 |  |
|                        |                  |                            |  | <b>2010</b> | .160     | .040  | .000    | <b>.200</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2011</b> | .120     | .030  | .000    | <b>.150</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2012</b> | .120     | .030  | .000    | <b>.150</b>  |        |                                    |  |
|                        |                  |                            | <b>R</b>   | <b>2009</b> | .150     | .000  | .000    | <b>.150</b>  |        | American Recovery Reinvestment Act |  |
|                        |                  |                            |  | <b>2009</b> | .120     | .030  | .000    | <b>.150</b>  |        | STP-State Flexible                 |  |
|                        |                  |                            |  | <b>2010</b> | .024     | .006  | .000    | <b>.030</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2011</b> | .024     | .006  | .000    | <b>.030</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2012</b> | .024     | .006  | .000    | <b>.030</b>  |        |                                    |  |
|                        |                  |                            | <b>C</b>   | <b>2009</b> | .505     | .000  | .000    | <b>.505</b>  |        | American Recovery Reinvestment Act |  |
|                        |                  |                            |  | <b>2009</b> | 1.040    | .260  | .000    | <b>1.300</b> |        | STP-State Flexible                 |  |
|                        |                  |                            |  | <b>2010</b> | .616     | .154  | .000    | <b>.770</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2011</b> | .656     | .164  | .000    | <b>.820</b>  |        |                                    |  |
|                        |                  |                            |  | <b>2012</b> | .656     | .164  | .000    | <b>.820</b>  |        |                                    |  |
| 4157                   | <u>Grouped</u>   |                            | <b>Totals</b>  |             | 4.273    | .900  | .000    | <b>5.173</b> |        |                                    |  |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category                   |  |
| STATEWIDE<br>EFH *     | LOW VOLUME CORRIDORS | (Annual)          | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |                        |          |          |         |        | ATT    |                                    |  |
|                        |                      |                   | P  | 2009                   | .050     | .000     | .000    | .050   |        | Forest Highways                    |  |
|                        |                      |                   |  | 2010                   | .150     | .000     | .000    | .150   |        |                                    |  |
|                        |                      |                   |  | 2011                   | .020     | .000     | .000    | .020   |        |                                    |  |
|                        |                      |                   |  | 2012                   | .020     | .000     | .000    | .020   |        |                                    |  |
|                        |                      |                   | R  | 2009                   | .005     | .000     | .000    | .005   |        |                                    |  |
|                        |                      |                   |  | 2010                   | .005     | .000     | .000    | .005   |        |                                    |  |
|                        |                      |                   |  | 2011                   | .005     | .000     | .000    | .005   |        |                                    |  |
|                        |                      |                   |  | 2012                   | .005     | .000     | .000    | .005   |        |                                    |  |
|                        |                      |                   | C  | 2009                   | .620     | .000     | .000    | .620   |        | American Recovery Reinvestment Act |  |
|                        |                      |                   |  | 2009                   | .700     | .000     | .000    | .700   |        | Forest Highways                    |  |
|                        |                      |                   |  | 2010                   | .700     | .000     | .000    | .700   |        |                                    |  |
|                        |                      |                   |  | 2011                   | .700     | .000     | .000    | .700   |        |                                    |  |
|                        |                      |                   |  | 2012                   | .700     | .000     | .000    | .700   |        |                                    |  |
| 444                    | <u>Grouped</u>       |                   | Totals   |                        | 3.680    | .000     | .000    | 3.680  |        |                                    |  |
| STATEWIDE<br>GRR *     | PRESERVATION         | (Annual)          | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)                       |                        |          |          |         |        | E-9    |                                    |  |
|                        |                      |                   | P  | 2009                   | .060     | .000     | .000    | .060   |        | American Recovery Reinvestment Act |  |
|                        |                      |                   |  | 2009                   | .120     | .030     | .000    | .150   |        | STP-Hazard Elimination             |  |
|                        |                      |                   |  | 2010                   | .140     | .035     | .000    | .175   |        |                                    |  |
|                        |                      |                   |  | 2011                   | .140     | .035     | .000    | .175   |        |                                    |  |
|                        |                      |                   |  | 2012                   | .140     | .035     | .000    | .175   |        |                                    |  |
|                        |                      |                   | R  | 2009                   | .008     | .000     | .000    | .008   |        | American Recovery Reinvestment Act |  |
|                        |                      |                   |  | 2010                   | .004     | .001     | .000    | .005   |        | STP-Hazard Elimination             |  |
|                        |                      |                   |  | 2011                   | .004     | .001     | .000    | .005   |        |                                    |  |
|                        |                      |                   |  | 2012                   | .004     | .001     | .000    | .005   |        |                                    |  |
|                        |                      |                   | C  | 2009                   | 3.200    | .000     | .000    | 3.200  |        | American Recovery Reinvestment Act |  |
|                        |                      |                   |  | 2009                   | 1.600    | .400     | .000    | 2.000  |        | STP-Hazard Elimination             |  |
|                        |                      |                   |  | 2010                   | 1.300    | .000     | .000    | 1.300  |        | Jobs for Main St                   |  |
|                        |                      |                   |  | 2010                   | 1.484    | .371     | .000    | 1.855  |        | STP-Hazard Elimination             |  |
|                        |                      |                   |  | 2011                   | .780     | .195     | .000    | .975   |        |                                    |  |
|                        |                      |                   |  | 2012                   | 1.484    | .371     | .000    | 1.855  |        |                                    |  |
| 785                    | <u>Grouped</u>       |                   | Totals   |                        | 10.468   | 1.475    | .000    | 11.943 |        |                                    |  |

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\$ DOT\$ Other\$ Tot\$ TpkC\$ Funding Category |  |
| STATEWIDE HSIP *       |        | PRESERVATION     | (Annual)                   | HIGHWAY SAFETY IMPROVEMENT PROGRAM [PARENT]  |             |   | E-6 Federal specified funding for safety projects in accordance with the Highway Safety Improvement Program. |
|                        |        |                  |                            | P  | 2009        | .756 .084 .000 .840                               | Highway Safety Improvement Program (HSIP)  |
|                        |        |                  |                            |  | 2010        | .540 .060 .000 .600                               |  |
|                        |        |                  |                            |  | 2011        | .495 .055 .000 .550                               |  |
|                        |        |                  |                            |  | 2012        | .540 .060 .000 .600                               |  |
|                        |        |                  |                            | R  | 2009        | .158 .018 .000 .175                               |  |
|                        |        |                  |                            |  | 2010        | .090 .010 .000 .100                               |  |
|                        |        |                  |                            |  | 2011        | .045 .005 .000 .050                               |  |
|                        |        |                  |                            |  | 2012        | .045 .005 .000 .050                               |  |
|                        |        |                  |                            | C  | 2009        | 6.300 .700 .000 7.000                             |  |
|                        |        |                  |                            |  | 2010        | 6.750 .750 .000 7.500                             |  |
|                        |        |                  |                            |  | 2011        | 4.950 .550 .000 5.500                             |  |
|                        |        |                  |                            |  | 2012        | .900 .100 .000 1.000                              |  |
| 6767                   |        | <u>Grouped</u>   |                            | <b>Totals</b>  |             | 21.569 2.397 .000 23.965                          |  |
| STATEWIDE IPPP *       |        | PAVEMENT         | (Annual)                   | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program) |             |   | E-10   |
|                        |        |                  |                            | P  | 2009        | .295 .000 .000 .295                               | American Recovery Reinvestment Act   |
|                        |        |                  |                            |  | 2009        | .018 .002 .000 .020                               | Interstate Maintenance   |
|                        |        |                  |                            |  | 2010        | .225 .025 .000 .250                               |  |
|                        |        |                  |                            |  | 2011        | .225 .025 .000 .250                               |  |
|                        |        |                  |                            |  | 2012        | .225 .025 .000 .250                               |  |
|                        |        |                  |                            | C  | 2009        | 31.300 .000 .000 31.300                           | American Recovery Reinvestment Act   |
|                        |        |                  |                            |  | 2009        | 5.719 .635 .000 6.354                             | Interstate Maintenance   |
|                        |        |                  |                            |  | 2010        | 3.393 .377 .000 3.770                             |  |
|                        |        |                  |                            |  | 2010        | 3.000 .000 .000 3.000                             | Jobs for Main St   |
|                        |        |                  |                            |  | 2011        | 4.147 .461 .000 4.607                             | Interstate Maintenance   |
|                        |        |                  |                            |  | 2012        | 5.193 .577 .000 5.770                             |  |
| 3927                   |        | <u>Grouped</u>   |                            | <b>Totals</b>  |             | 53.740 2.127 .000 55.867                          |  |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category    |  |
| STATEWIDE MOBRR        | MUNICIPAL            | (Annual)          | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project) |                        |          |          | E-19    |        |        |                     |  |
|                        |                      |                   | P   | 2009                   | .240     | .060     | .000    | .300   |        | Bridge Off System   |  |
|                        |                      |                   |   | 2010                   | .400     | .100     | .000    | .500   |        |                     |  |
|                        |                      |                   |   | 2011                   | .080     | .020     | .000    | .100   |        |                     |  |
|                        |                      |                   | R   | 2009                   | .080     | .020     | .000    | .100   |        |                     |  |
|                        |                      |                   |   | 2010                   | .080     | .020     | .000    | .100   |        |                     |  |
|                        |                      |                   |   | 2011                   | .080     | .020     | .000    | .100   |        |                     |  |
|                        |                      |                   | C   | 2009                   | .800     | .000     | .200    | 1.000  |        |                     |  |
|                        |                      |                   |   | 2010                   | 12.200   | .000     | 3.050   | 15.250 |        |                     |  |
|                        |                      | 2009 Adv Const    |   | 2011                   | 3.400    | .000     | .850    | 4.250  |        |                     |  |
|                        |                      |                   |   | 2012                   | 3.400    | .000     | .850    | 4.250  |        |                     |  |
| 221                    |                      |                   | <b>Totals</b>   |                        | 20.760   | .240     | 4.950   | 25.950 |        |                     |  |
|                        |                      |                   |   |                        |          |          |         |        |        | <u>Grouped</u>      |  |
| STATEWIDE P8903 *      | LOW VOLUME CORRIDORS | (Annual)          | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY  |                        |          |          | E-33    |        |        |                     | Specified Funding for Recreational Trail Program Administered by DRED. |
|                        |                      |                   | P   | 2009                   | .004     | .001     | .000    | .005   |        | Recreational Trails |  |
|                        |                      |                   |   | 2010                   | .004     | .001     | .000    | .005   |        |                     |  |
|                        |                      |                   |   | 2011                   | .004     | .001     | .000    | .005   |        |                     |  |
|                        |                      |                   |   | 2012                   | .004     | .001     | .000    | .005   |        |                     |  |
|                        |                      |                   | R   | 2009                   | .001     | .000     | .000    | .001   |        |                     |  |
|                        |                      |                   |   | 2010                   | .001     | .000     | .000    | .001   |        |                     |  |
|                        |                      |                   |   | 2011                   | .001     | .000     | .000    | .001   |        |                     |  |
|                        |                      |                   |   | 2012                   | .001     | .000     | .000    | .001   |        |                     |  |
|                        |                      |                   | C   | 2009                   | .620     | .155     | .000    | .775   |        |                     |  |
|                        |                      |                   |   | 2010                   | .620     | .155     | .000    | .775   |        |                     |  |
|                        |                      |                   |   | 2011                   | .620     | .155     | .000    | .775   |        |                     |  |
|                        |                      |                   |   | 2012                   | .620     | .155     | .000    | .775   |        |                     |  |
| 2570                   |                      |                   | <b>Totals</b>   |                        | 2.499    | .625     | .000    | 3.124  |        |                     |  |
|                        |                      |                   |   |                        |          |          |         |        |        | <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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category                   |  |
| STATEWIDE PRRCS *      | PAVEMENT         | (Annual)          | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program) |                        |          |          | E-10    |        |        |                                    |  |
|                        |                  |                   | P  | 2009                   | .175     | .000     | .000    | .175   |        | American Recovery Reinvestment Act |  |
|                        |                  |                   |  | 2009                   | .120     | .030     | .000    | .150   |        | STP-State Flexible                 |  |
|                        |                  |                   |  | 2010                   | .380     | .095     | .000    | .475   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .300     | .075     | .000    | .375   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .300     | .075     | .000    | .375   |        |                                    |  |
|                        |                  |                   | R  | 2009                   | .025     | .000     | .000    | .025   |        | American Recovery Reinvestment Act |  |
|                        |                  |                   |  | 2009                   | .020     | .005     | .000    | .025   |        | STP-State Flexible                 |  |
|                        |                  |                   |  | 2010                   | .020     | .005     | .000    | .025   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .020     | .005     | .000    | .025   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .020     | .005     | .000    | .025   |        |                                    |  |
|                        |                  |                   | C  | 2009                   | 15.000   | .000     | .000    | 15.000 |        | American Recovery Reinvestment Act |  |
|                        |                  |                   |  | 2009                   | 8.000    | 2.000    | .000    | 10.000 |        | STP-State Flexible                 |  |
|                        |                  |                   |  | 2010                   | 10.000   | .000     | .000    | 10.000 |        | Jobs for Main St                   |  |
|                        |                  |                   |  | 2010                   | 12.540   | 3.135    | .000    | 15.675 |        | STP-State Flexible                 |  |
|                        |                  |                   |  | 2011                   | 12.620   | 3.155    | .000    | 15.775 |        |                                    |  |
|                        |                  |                   |  | 2012                   | 12.620   | 3.155    | .000    | 15.775 |        |                                    |  |
| 452                    | <u>Grouped</u>   |                   | Totals   |                        | 72.160   | 11.740   | .000    | 83.900 |        |                                    |  |
| STATEWIDE RR-RCS *     | RAIL             | (Annual)          | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)  |                        |          |          | E-1     |        |        |                                    | Force Account with Railroad to improve safety of railroad crossings. |
|                        |                  |                   | P  | 2009                   | .024     | .006     | .000    | .030   |        | STP-Rail                           |  |
|                        |                  |                   |  | 2010                   | .076     | .019     | .000    | .095   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .024     | .006     | .000    | .030   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .024     | .006     | .000    | .030   |        |                                    |  |
|                        |                  |                   | R  | 2009                   | .008     | .002     | .000    | .010   |        |                                    |  |
|                        |                  |                   |  | 2010                   | .008     | .002     | .000    | .010   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .008     | .002     | .000    | .010   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .008     | .002     | .000    | .010   |        |                                    |  |
|                        |                  |                   | C  | 2009                   | .320     | .080     | .000    | .400   |        |                                    |  |
|                        |                  |                   |  | 2009                   | .400     | .000     | .000    | .400   |        |                                    |  |
|                        |                  |                   |  | 2010                   | .550     | .000     | .000    | .550   |        |                                    |  |
|                        |                  |                   |  | 2010                   | .600     | .150     | .000    | .750   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .320     | .080     | .000    | .400   |        |                                    |  |
|                        |                  |                   |  | 2011                   | .400     | .000     | .000    | .400   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .320     | .080     | .000    | .400   |        |                                    |  |
|                        |                  |                   |  | 2012                   | .400     | .000     | .000    | .400   |        |                                    |  |
| 1147                   | <u>Grouped</u>   |                   | Totals   |                        | 3.490    | .435     | .000    | 3.925  |        |                                    |  |

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\$    | DOT\$    | Other\$ | Tot\$   | TpkC\$ | Funding Category               |  |
| STATEWIDE RR-REPD *    | RAIL                 | (Annual)          | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project)  |                        |          |          | E-8     | Force Account with Railroad. To improve safety of railroad crossings. |        |                                |  |
|                        |                      |                   | P   | 2009                   | .020     | .000     | .000    | .020  |        | STP-Rail                       |  |
|                        |                      |                   |   | 2010                   | .020     | .000     | .000    | .020  |        |                                |  |
|                        |                      |                   |   | 2011                   | .020     | .000     | .000    | .020  |        |                                |  |
|                        |                      |                   |   | 2012                   | .020     | .000     | .000    | .020  |        |                                |  |
|                        |                      |                   | R   | 2009                   | .010     | .000     | .000    | .010  |        |                                |  |
|                        |                      |                   |   | 2010                   | .010     | .000     | .000    | .010  |        |                                |  |
|                        |                      |                   |   | 2011                   | .010     | .000     | .000    | .010  |        |                                |  |
|                        |                      |                   |   | 2012                   | .010     | .000     | .000    | .010  |        |                                |  |
|                        |                      |                   | C   | 2009                   | .150     | .000     | .000    | .150  |        |                                |  |
|                        |                      |                   |   | 2010                   | .150     | .000     | .000    | .150  |        |                                |  |
|                        |                      |                   |   | 2011                   | .150     | .000     | .000    | .150  |        |                                |  |
|                        |                      |                   |   | 2012                   | .150     | .000     | .000    | .150  |        |                                |  |
| 637                    | <u>Grouped</u>       |                   | Totals  |                        | .720     | .000     | .000    | .720  |        |                                |  |
| 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   | 2009                   | .122     | .030     | .000    | .152  |        | National Scenic Byways Program |  |
|                        |                      |                   |   | 2010                   | .042     | .010     | .000    | .052  |        |                                |  |
|                        |                      |                   |   | 2011                   | .258     | .065     | .000    | .323  |        |                                |  |
|                        |                      |                   | R   | 2009                   | .004     | .001     | .000    | .005  |        |                                |  |
|                        |                      |                   |   | 2011                   | .584     | .146     | .000    | .730  |        |                                |  |
|                        |                      |                   | C   | 2009                   | .416     | .117     | .000    | .532  |        |                                |  |
|                        |                      |                   |   | 2011                   | .422     | .106     | .000    | .528  |        |                                |  |
| 1155                   | <u>Grouped</u>       |                   | Totals  |                        | 1.847    | .474     | .000    | 2.322   |        |                                |  |
| STATEWIDE SIP          | MISCELLANEOUS        | (Annual)          | SAFETY INCENTIVE PROGRAMS   |                        |          |          | E-6     | Safety incentive grants and awareness initiatives.                    |        |                                |  |
|                        |                      |                   | P   | 2009                   | .137     | .000     | .000    | .137  |        | 0.08 Alcohol Incentive Program |  |
|                        |                      |                   |   | 2009                   | .582     | .000     | .000    | .582  |        |                                |  |
| 5673                   | <u>Grouped</u>       |                   | Totals  |                        | .719     | .000     | .000    | .719  |        |                                |  |

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\$    | DOT\$    | Other\$ | Tot\$  | TpkC\$ | Funding Category                                       |  |
| STATEWIDE<br>SSRR *    | PAVEMENT         | (Annual)          | SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS |                        |          |          |         |        | E-10   |  |  |
|                        |                  |                   | P   | 2009                   | .040     | .010     | .000    | .050   |        | STP-State Flexible                                     |  |
|                        |                  |                   |   | 2010                   | .080     | .020     | .000    | .100   |        |  |  |
|                        |                  |                   |   | 2011                   | .120     | .030     | .000    | .150   |        |  |  |
|                        |                  |                   |   | 2012                   | .120     | .030     | .000    | .150   |        |  |  |
|                        |                  |                   | R   | 2009                   | .004     | .001     | .000    | .005   |        |  |  |
|                        |                  |                   |   | 2010                   | .004     | .001     | .000    | .005   |        |  |  |
|                        |                  |                   |   | 2011                   | .004     | .001     | .000    | .005   |        |  |  |
|                        |                  |                   |   | 2012                   | .004     | .001     | .000    | .005   |        |  |  |
|                        |                  |                   | C   | 2009                   | 8.600    | .000     | .000    | 8.600  |        | American Recovery Reinvestment Act                     |  |
|                        |                  |                   |   | 2009                   | 3.156    | .789     | .000    | 3.945  |        | STP-State Flexible                                     |  |
|                        |                  | 2009 Adv Const    |   | 2010                   | .800     | .200     | .000    | 1.000  |        |  |  |
|                        |                  |                   |   | 2010                   | 3.916    | .979     | .000    | 4.895  |        |  |  |
|                        |                  |                   |   | 2011                   | 2.276    | .569     | .000    | 2.845  |        |  |  |
|                        |                  |                   |   | 2012                   | 2.276    | .569     | .000    | 2.845  |        |  |  |
| 4148                   |                  |                   | <b>Totals</b>   |                        | 21.400   | 3.200    | .000    | 24.600 |        |  |  |
|                        |                  |                   |   |                        |          |          |         |        |        |  |  |
| STATEWIDE<br>TE *      | MUNICIPAL        | (Annual)          | TRANSPORTATION ENHANCEMENT PROJECTS (Annual Project)                  |                        |          |          |         |        | E-45   |  |  |
|                        |                  |                   | C   | 2012                   | 3.200    | .800     | .000    | 4.000  |        | STP-Enhancement  |  |
| 3747                   |                  |                   | <b>Totals</b>   |                        | 3.200    | .800     | .000    | 4.000  |        |  |  |
|                        |                  |                   |   |                        |          |          |         |        |        |  |  |
| STATEWIDE<br>UBI *     | ENG & ROW        | (Annual)          | UNDERWATER BRIDGE INSPECTION (Annual Project)                         |                        |          |          |         |        | E-38   | Consultant services for underwater bridge inspections. |  |
|                        |                  |                   | P   | 2009                   | .048     | .012     | .000    | .060   |        | Bridge On/Off System                                   |  |
|                        |                  |                   |   | 2010                   | .048     | .012     | .000    | .060   |        |  |  |
|                        |                  |                   |   | 2011                   | .024     | .006     | .000    | .030   |        |  |  |
|                        |                  |                   |   | 2012                   | .024     | .006     | .000    | .030   |        |  |  |
| 186                    |                  |                   | <b>Totals</b>   |                        | .144     | .036     | .000    | .180   |        |  |  |

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\$    | DOT\$    | Other\$ | Tot\$ | TpkC\$       | Funding Category          |  |
| STATEWIDE<br>USSS *          |                  | TRAFFIC           | (Annual)                   | UPDATE SIGNING ON STATE SYSTEM (Annual Project)   |          |          |         |       | E-44         |                           |  |
|                              |                  |                   |                            | P   | 2009     | .008     | .002    | .000  | .010         | STP-State Flexible        |  |
|                              |                  |                   |                            |   | 2010     | .024     | .006    | .000  | .030         |                           |  |
|                              |                  |                   |                            |   | 2011     | .024     | .006    | .000  | .030         |                           |  |
|                              |                  |                   |                            |   | 2012     | .024     | .006    | .000  | .030         |                           |  |
|                              |                  |                   |                            | C   | 2009     | .440     | .110    | .000  | .550         |                           |  |
|                              |                  |                   |                            |   | 2010     | .424     | .106    | .000  | .530         |                           |  |
|                              |                  |                   |                            |   | 2011     | .424     | .106    | .000  | .530         |                           |  |
|                              |                  |                   |                            |   | 2012     | .424     | .106    | .000  | .530         |                           |  |
| 2735                         |                  | <u>Grouped</u>    |                            | <b>Totals</b>   |          | 1.792    | .448    | .000  | <b>2.240</b> |                           |  |
| STATEWIDE<br>CONSULTANT      |                  | TRAFFIC           | .400                       | INSPECTION OF SIGN STRUCTURES ON ALL STATE MAINTAINED HIGHWAYS  |          |          |         |       | E-13         |                           | Sign frame structures require in depth inspection every 5 years to assure structural capacity for safety purposes. |
|                              |                  |                   |                            | P   | 2010     | .160     | .040    | .000  | .200         | STP-State Flexible        |  |
| 2681                         |                  |                   |                            | <b>Totals</b>   |          | .160     | .040    | .000  | <b>.200</b>  |                           |  |
| STATEWIDE SPECIAL<br>10336 * |                  | 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.  |
|                              |                  |                   |                            | P   | 2010     | .090     | .000    | .000  | .090         | STP-DBE                   |  |
|                              |                  |                   |                            |   | 2011     | .090     | .000    | .000  | .090         |                           |  |
|                              |                  |                   |                            |   | 2012     | .090     | .000    | .000  | .090         |                           |  |
| 45                           |                  | <u>Grouped</u>    |                            | <b>Totals</b>   |          | .270     | .000    | .000  | <b>.270</b>  |                           |  |
| STATEWIDE SPECIAL<br>10344 * |                  | MUNICIPAL         | (Annual)                   | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |          |          |         |       | E-35         |                           |  |
|                              |                  |                   |                            | P   | 2009     | .150     | .150    | .000  | .300         | Transportation Assistance |  |
|                              |                  |                   |                            |   | 2010     | .150     | .150    | .000  | .300         |                           |  |
|                              |                  |                   |                            |   | 2011     | .150     | .150    | .000  | .300         |                           |  |
|                              |                  |                   |                            |   | 2012     | .150     | .150    | .000  | .300         |                           |  |
| 58                           |                  | <u>Grouped</u>    |                            | <b>Totals</b>   |          | .600     | .600    | .000  | <b>1.200</b> |                           |  |

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\$    | DOT\$    | Other\$ | Tot\$       | TpkC\$  | Funding Category        |
| STATEWIDE SPECIAL<br>10909 *              | ENG & ROW        | (Annual)              |                            | GEODETTIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project)  |          |          |         | E-34        | For Funding Shared (MA & NH) USGS Geodetic Survey Advisor Position & Coordination |                         |
|   |                  |                       | <b>P</b>                   | <b>2009</b>  | .034     | .008     | .000    | <b>.042</b> |   | STP-State Flexible      |
|   |                  |                       |                            | <b>2010</b>  | .035     | .009     | .000    | <b>.044</b> |   |                         |
|   |                  |                       |                            | <b>2011</b>  | .038     | .009     | .000    | <b>.047</b> |   |                         |
|   |                  |                       |                            | <b>2012</b>  | .039     | .010     | .000    | <b>.049</b> |   |                         |
| 2683                                      | <b>Grouped</b>   |                       |                            | <b>Totals</b>  | .146     | .036     | .000    | <b>.182</b> |   |                         |
| STATEWIDE-TRAC<br>13668                   | ADMINISTRATION   | .348                  |                            | 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>2009</b>  | .021     | .000     | .000    | <b>.021</b> |   | Equity Bonus (Flexible) |
|   |                  |                       |                            | <b>2010</b>  | .017     | .004     | .000    | <b>.021</b> |   | STP-State Flexible      |
|   |                  |                       |                            | <b>2011</b>  | .017     | .004     | .000    | <b>.021</b> |   |                         |
|   |                  |                       |                            | <b>2012</b>  | .018     | .004     | .000    | <b>.022</b> |   |                         |
| 3512                                      |                  |                       |                            | <b>Totals</b>  | .072     | .013     | .000    | <b>.085</b> |   |                         |
| STEWARTSTOWN,<br>NH - CANAAN, VT<br>15838 | BRIDGE STREET    |                       |                            | BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 054/163 {Red List}  |          |          |         | E-19        |   |                         |
|   |                  |                       | <b>P</b>                   | <b>2010</b>  | .060     | .015     | .000    | <b>.075</b> |   | Bridge Off System       |
|   |                  |                       |                            | <b>2011</b>  | .062     | .015     | .000    | <b>.077</b> |   |                         |
|   |                  |                       |                            | <b>2012</b>  | .043     | .011     | .000    | <b>.053</b> |   |                         |
|   |                  |                       | <b>R</b>                   | <b>2010</b>  | .008     | .002     | .000    | <b>.010</b> |   |                         |
|   |                  |                       |                            | <b>2011</b>  | .021     | .005     | .000    | <b>.026</b> |   |                         |
|   |                  |                       |                            | <b>2012</b>  | .017     | .004     | .000    | <b>.021</b> |   |                         |
| 7416                                      |                  |                       |                            | <b>Totals</b>  | .210     | .053     | .000    | <b>.263</b> |   |                         |
| STODDARD -<br>ANTRIM -<br>HILLSBOROUGH    | NH 9             | 9.185                 |                            | CAPACITY, SAFETY IMPROVEMENTS, & ACQUIRE CONTROLLED ACCESS R.O.W. FROM JUST EAST OF NH 123 TO WESTERLY END OF HILLSBOROUGH BYPASS TO IMPROVE ROADWAY GEOMETRICS AND ALIGNMENT (APPROX. 10 MILES) |          |          |         | ATT         |   |                         |
|   |                  |                       | <b>P</b>                   | <b>2010</b>  | .100     | .025     | .000    | <b>.125</b> |   | National Highway System |
|   |                  | <i>2010 Adv Const</i> |                            | <b>2012</b>  | .200     | .050     | .000    | <b>.250</b> |   |                         |
| 3272                                      |                  |                       |                            | <b>Totals</b>  | .300     | .075     | .000    | <b>.375</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)            |       |  |       |       |         |       |        |   | Code |   |
| Regionally Significant                    | Grouped / Parent    | Adv Const Payback     | Phase | Fiscal Year  | Fed\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                                      |      |   |
| SUMMER YOUTH LANDSCAPE PROGRAM<br>12500 * | 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                                      | <b>Grouped</b>      |                       | C     | 2009   | .046  | .011  | .000    | .057  |        | STP-State Flexible                                    |      |   |
|   |                     |                       |       | 2010   | .046  | .011  | .000    | .057  |        |   |      |   |
|   |                     |                       |       | 2011   | .046  | .011  | .000    | .057  |        |   |      |   |
|   |                     |                       |       | 2012   | .046  | .011  | .000    | .057  |        |   |      |   |
|   |                     |                       |       | <b>Totals</b>  | .182  | .046  | .000    | .228  |        |   |      |   |
| SUTTON - NEW LONDON                       | I-89                | 13.389                |       | PAVEMENT REHABILITATION FROM EXIT 10 TO EXIT 11 (4 MILES) [4R]   |       |       |         |       |        |   | ATT  |   |
| 3256                                      |                     |                       | P     | 2011   | .122  | .000  | .000    | .122  |        | Interstate Maintenance                                |      |   |
|   |                     |                       |       | <b>Totals</b>  | .122  | .000  | .000    | .122  |        |   |      |   |
| SWANZEY<br>14195                          | MAIN STREET         | 1.192                 |       | THOMPSON COVERED BRIDGE - 093/124; FIRE PROTECTION / DETECTION SYSTEM & IMPLEMENTATION OF SCOUR COUNTERMEASURES FOR THE CENTER PIER AND THE ABUTMENTS  |       |       |         |       |        |   | ATT  | Partially funded by SWANZEY                           |
| 5578                                      |                     |                       | P     | 2009   | .060  | .000  | .015    | .075  |        | National Historic Covered Bridge Preservation (NHCBP) |      |   |
|   |                     |                       | C     | 2009   | .244  | .000  | .061    | .305  |        | Non Participating                                     |      |   |
|   |                     |                       |       | 2009   | .000  | .000  | .402    | .402  |        | State Aid Bridge                                      |      |   |
|   |                     |                       |       | 2010   | .000  | .052  | .013    | .065  |        |   |      |   |
|   |                     |                       |       | <b>Totals</b>  | .304  | .052  | .491    | .847  |        |   |      |   |
| SWANZEY<br>14421                          | ASHUELOT RAIL TRAIL | .252                  |       | ASHUELOT RAIL TRAIL IMPROVEMENT - IMPROVE 13,000' OF RAIL TRAIL BY IMPROVING EXISTING RR BED TO A CRUSHED GRANITE HARD PACK SURFACE. INSTALL BIKE STORAGE FACILITY AT TOWN-OWNED TRAILHEAD PARKING AREA NEAR CRESSON COVERED BRIDGE (TE Program) [04-61TE] |       |       |         |       |        |   | ATT  | Partially funded by SWANZEY                           |
| 5659                                      |                     | <i>2008 Adv Const</i> | P     | 2010   | .008  | .000  | .002    | .010  |        | STP-Enhancement                                       |      |   |
|   |                     |                       | C     | 2010   | .176  | .000  | .044    | .219  |        |   |      |   |
|   |                     |                       |       | <b>Totals</b>  | .184  | .000  | .046    | .230  |        |   |      |   |
| TAMWORTH<br>14317                         |                     | .477                  |       | CHOCORUA VILLAGE INTERSECTION IMPROVEMENT PROJECT [Section 115 - Designated Project; Demo Id NH024] [Sister Project - Demo Id NH028]   |       |       |         |       |        |   | ATT  |   |
| 5718                                      |                     |                       | C     | 2009   | .001  | .000  | .000    | .001  |        | High Priority Projects (Post TEA-21)                  |      |   |
|   |                     |                       |       | 2009   | .015  | .000  | .000    | .015  |        |   |      |   |
|   |                     |                       |       | <b>Totals</b>  | .016  | .000  | .000    | .016  |        |   |      |   |
| TAMWORTH<br>14317B                        |                     | .197                  |       | CHOCORUA VILLAGE INTERSECTION IMPROVEMENT PROJECT [Section 117 - Designated Project; Demo Id NH028] [Sister Project - Demo Id NH024]   |       |       |         |       |        |   | ATT  |   |
| 6109                                      |                     |                       | C     | 2009   | .004  | .000  | .000    | .004  |        | High Priority Grants (STEA04_Ext_2005)                |      |   |
|   |                     |                       |       | <b>Totals</b>  | .004  | .000  | .000    | .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)      |               |                        |   |       |         |              |        |                      | Code |          |   |
| Regionally Significant          |                  | Adv Const       | Fiscal        |                        |   |       |         |              |        |                      |      |          |   |
|                                 | Grouped / Parent | Payback         | Year          | Phase                  | Fed\$   | DOT\$ | Other\$ | Tot\$        | TpkC\$ | Funding Category     |      |          |   |
| TAMWORTH<br>14423               | NH 113           | .096            |               |                        | PAVED SHOULDERS ON ROUTE 113 - CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES OF NH113 STARTING IN TAMWORTH AT THE FOUR CORNERS TO PROJECT S-2487 (0.6 MILES), CONTINUING AT THE SOUTH END OF PROJECT S-2487 TO JUST SOUTH OF SOUTHEN ENTRANCE TO THE TAMWORTH ELEM |       |         |              |        |                      |      | ATT      | Partially funded by TAMWORTH Specific project from Statewide program, Municipal managed.                |
|                                 |                  |                 | <b>P</b>      | <b>2010</b>            | .013  | .000  | .003    | <b>.016</b>  |        | STP-Enhancement      |      |          |   |
|                                 |                  |                 | <b>C</b>      | <b>2010</b>            | .064  | .000  | .016    | <b>.080</b>  |        |                      |      |          |   |
| 5661                            |                  |                 | <b>Totals</b> |                        | .077  | .000  | .019    | <b>.096</b>  |        |                      |      |          |   |
| TAMWORTH<br>14833               | NH 113           | .045            |               |                        | CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES STARTING 10' SOUTH OF THE SOUTHERLY ENTRANCE TO THE TAMWORTH ELEMENTARY SCHOOL AND GOING 1,212 LF TO THE NORTH END OF THE BRIDGE OVER THE BEARCAMP RIVER (TE Program) [06-53TE]                                      |       |         |              |        |                      |      | ATT      | Partially funded by TAMWORTH Specific project from Statewide program. Municipal managed.                |
|                                 |                  |                 | <b>P</b>      | <b>2010</b>            | .005  | .000  | .001    | <b>.006</b>  |        | STP-Enhancement      |      |          |   |
|                                 |                  |                 | <b>R</b>      | <b>2010</b>            | .001  | .000  | .000    | <b>.001</b>  |        |                      |      |          |   |
|                                 |                  |                 | <b>C</b>      | <b>2010</b>            | .030  | .000  | .007    | <b>.037</b>  |        |                      |      |          |   |
| 6248                            |                  |                 | <b>Totals</b> |                        | .036  | .000  | .009    | <b>.045</b>  |        |                      |      |          |   |
| THORNTON<br>15906               | CROSS ROAD       | 6.377           |               |                        | BRIDGE REHABILITATION / DECK REPLACEMENT OVER PEMIGEWASSET RIVER - 175/076 {Red List}   |       |         |              |        |                      |      | E-19     |   |
|                                 |                  |                 | <b>P</b>      | <b>2010</b>            | .070  | .000  | .000    | <b>.070</b>  | .014   | Bridge On/Off System |      |          |   |
|                                 |                  |                 |               | <b>2012</b>            | .000  | .133  | .000    | <b>.133</b>  |        | Betterment           |      |          |   |
|                                 |                  |                 | <b>R</b>      | <b>2010</b>            | .001  | .000  | .000    | <b>.001</b>  | .000   | Bridge On/Off System |      |          |   |
|                                 |                  |                 |               | <b>2012</b>            | .000  | .004  | .000    | <b>.004</b>  |        | Betterment           |      |          |   |
|                                 |                  |                 | <b>C</b>      | <b>2010</b>            | 4.788   | 1.197 | .000    | <b>5.986</b> |        | Bridge On/Off System |      |          |   |
| 7498                            |                  |                 | <b>Totals</b> |                        | 4.859   | 1.335 | .000    | <b>6.194</b> | .014   |                      |      |          |   |
| TILTON -<br>NORTHFIELD<br>14839 |                  | .296            |               |                        | MODIFICATIONS TO THE WINNIPESAUKEE RIVER TRAIL PHASE 2: CONSTRUCT A STEEL ARCH BRIDGE OVER THE WINNIPESAUKEE RIVER SUITABLE FOR PEDESTRIANS AND BICYCLES WHICH IS ADA COMPLIANT. THE NEW BRIDGE WOULD BE BUILT UPSTREAM (TE Program) [06-55TE]                  |       |         |              |        |                      |      | ATT      | Partially funded by WINNI RIVER TRAIL ASSOC Specific project from Statewide program. Municipal managed. |
|                                 |                  |                 | <b>P</b>      | <b>2010</b>            | .038  | .000  | .009    | <b>.047</b>  |        | STP-Enhancement      |      |          |   |
|                                 |                  |                 | <b>R</b>      | <b>2010</b>            | .001  | .000  | .000    | <b>.001</b>  |        |                      |      |          |   |
|                                 |                  |                 | <b>C</b>      | <b>2011</b>            | .198  | .000  | .050    | <b>.248</b>  |        |                      |      |          |   |
| 6249                            |                  |                 | <b>Totals</b> |                        | .237  | .000  | .059    | <b>.296</b>  |        |                      |      |          |   |
| WAKEFIELD<br>14824              |                  | .219            |               |                        | SANBORNVILLE / PAUL SCHOOL SIDEWALK PROJECT: CONSTRUCT 3,740 LF OF 5' WIDE PEDESTRIAN / BICYCLE WAYS THAT LINK THE ELEMENTARY / MIDDLE SCHOOL WITH THE ADJACENT NEIGHBORHOODS AND TOWN CENTER (TE Program) [06-57TE]  |       |         |              |        |                      |      | ATT      | Partially funded by WAKEFIELD Specific project from Statewide program. RPC comment. Municipal managed.  |
|                                 |                  |                 | <b>P</b>      | <b>2010</b>            | .013  | .000  | .003    | <b>.017</b>  |        | STP-Enhancement      |      |          |   |
|                                 |                  |                 | <b>R</b>      | <b>2010</b>            | .001  | .000  | .000    | <b>.001</b>  |        |                      |      |          |   |
|                                 |                  |                 | <b>C</b>      | <b>2010</b>            | .130  | .000  | .033    | <b>.163</b>  |        |                      |      |          |   |
| 6250                            |                  |                 | <b>Totals</b> |                        | .144  | .000  | .036    | <b>.181</b>  |        |                      |      |          |   |

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\$    | DOT\$    | Other\$ | Tot\$ | TpkC\$ | Funding Category             |  |
| WAKEFIELD<br>14871                    | NH 16            | .892              | INTERSECTION IMPROVEMENTS AT GOVENORS ROAD (BET-HIRI)   |                        |          |          |         |       |        |                              | Partially funded by NHDOT BONDED BETTERMENT = ORG 0563-091<br>Specific project from Statewide program. |
| 6408                                  |                  |                   | C   | 2009                   | .000     | .246     | .000    | .246  |        | Betterment                   |  |
|                                       |                  |                   |   | Totals                 | .000     | .246     | .000    | .246  |        |                              |  |
| WALPOLE - CHARLESTOWN<br>14747        | NH 12            | 11.766            | RECONSTRUCTION FROM MAIN STREET IN WALPOLE TO NH 12A IN CHARLESTOWN, REMOVE CONCRETE BASE, ADD SHOULDERS AND IMPROVE DRAINAGE |                        |          |          |         |       |        |                              | ATT  |
|                                       |                  |                   | P   | 2009                   | .080     | .020     | .000    | .100  |        | STP-Non Urban Areas Under 5K |  |
|                                       |                  |                   |   | 2010                   | .147     | .037     | .000    | .184  |        |                              |  |
|                                       |                  |                   |   | 2010                   | .150     | .038     | .000    | .188  |        |                              |  |
|                                       |                  |                   |   | 2012                   | .234     | .059     | .000    | .293  |        |                              |  |
|                                       |                  |                   | R   | 2010                   | .063     | .016     | .000    | .079  |        |                              |  |
|                                       |                  |                   |   | 2010                   | .192     | .048     | .000    | .240  |        |                              |  |
|                                       |                  |                   |   | 2011                   | .218     | .054     | .000    | .272  |        |                              |  |
|                                       |                  |                   | C   | 2012                   | 2.484    | .621     | .000    | 3.104 |        |                              |  |
| 1891                                  |                  |                   |   | Totals                 | 3.568    | .892     | .000    | 4.460 |        |                              |  |
| WALPOLE, NH - ROCKINGHAM, VT<br>12905 | BRIDGE STREET    | 4.158             | VILAS BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052  |                        |          |          |         |       |        |                              | ATT Redlist bridge priority #36.   |
|                                       |                  |                   | P   | 2010                   | .022     | .006     | .000    | .028  |        | Bridge On/Off System         |  |
|                                       |                  |                   |   | 2011                   | .045     | .011     | .000    | .057  |        |                              |  |
|                                       |                  |                   |   | 2012                   | .047     | .012     | .000    | .059  |        |                              |  |
|                                       |                  |                   | R   | 2010                   | .004     | .001     | .000    | .006  |        |                              |  |
|                                       |                  |                   |   | 2011                   | .005     | .001     | .000    | .006  |        |                              |  |
| 1877                                  |                  |                   |   | Totals                 | .123     | .031     | .000    | .154  |        |                              |  |
| WARNER                                | I-89             | 9.324             | 1" OVERLAY FROM EXIT 8 TO EXIT 9 (4 MILES) [4R]   |                        |          |          |         |       |        |                              | ATT  |
|                                       |                  |                   | P   | 2010                   | .090     | .010     | .000    | .100  |        | Interstate Maintenance       |  |
|                                       |                  |                   |   | 2011                   | .090     | .010     | .000    | .100  |        |                              |  |
|                                       |                  |                   |   | 2012                   | .045     | .005     | .000    | .050  |        |                              |  |
| 3258                                  |                  |                   |   | Totals                 | .225     | .025     | .000    | .250  |        |                              |  |
| WARNER<br>15360                       | NH 103           | .015              | ROCK CUT REMIDIATION AND CLEAN UP   |                        |          |          |         |       |        |                              | ATT  |
|                                       |                  |                   | C   | 2009                   | .000     | .015     | .000    | .015  |        | Betterment                   |  |
| 6839                                  |                  |                   |   | Totals                 | .000     | .015     | .000    | .015  |        |                              |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category       |      |  |
| WARNER<br>15907                | NH 127           | 1.638             |        | BRIDGE REHABILITATION / DECK REPLACEMENT OVER WARNER RIVER - 254/180<br>{Red List}                                 |       |       |         |       |        |                        |      |  |
|                                |                  |                   | P      | 2010   | .000  | .125  | .000    | .125  |        | Betterment             |      |  |
|                                |                  |                   |        | 2010   | .070  | .000  | .000    | .070  | .014   | Bridge On/Off System   |      |  |
|                                |                  |                   | R      | 2010   | .000  | .004  | .000    | .004  |        | Betterment             |      |  |
|                                |                  |                   |        | 2010   | .001  | .000  | .000    | .001  | .000   | Bridge On/Off System   |      |  |
|                                |                  |                   | C      | 2012   | 1.150 | .288  | .000    | 1.438 |        |                        |      |  |
| 7497                           |                  |                   | Totals |  | 1.221 | .417  | .000    | 1.638 | .014   |                        |      |  |
| WARNER - SUTTON<br>15747       | I-89             | 18.990            |        | PAVEMENT REHABILITATION FROM EXIT 9 TO EXIT 10 (7 MILES) [4R]  |       |       |         |       |        |                        |      | ATT Two Red List bridge, priority #27 and #28. |
|                                |                  |                   | P      | 2010   | .206  | .000  | .000    | .206  |        | Interstate Maintenance |      |  |
| 3253                           |                  |                   | Totals |  | .206  | .000  | .000    | .206  |        |                        |      |  |
| WARREN -<br>WENTWORTH<br>11847 | NH 25            | 3.500             |        | REPLACE BRIDGE OVER BAKER RIVER - 109/048  |       |       |         |       |        |                        |      | ATT  |
|                                |                  |                   | R      | 2009   | .032  | .008  | .000    | .040  |        | Bridge On System       |      |  |
|                                |                  |                   |        | 2009   | .011  | .000  | .000    | .011  | .002   | Bridge On/Off System   |      |  |
|                                |                  |                   |        | 2009   | .044  | .000  | .000    | .044  | .009   |                        |      |  |
| 247                            |                  |                   | Totals |  | .087  | .008  | .000    | .095  | .011   |                        |      |  |
| WENTWORTH<br>15908             | NH 25 & NH 118   | 4.460             |        | BRIDGE REHABILITATION / DECK REPLACEMENT, STRIP / REPAINT STEEL<br>STRINGERS OVER BAKER RIVER - 146/090 {Red List} |       |       |         |       |        |                        |      |  |
|                                |                  |                   | P      | 2010   | .000  | .125  | .000    | .125  |        | Betterment             |      |  |
|                                |                  |                   |        | 2010   | .070  | .000  | .000    | .070  | .014   | Bridge On/Off System   |      |  |
|                                |                  |                   | R      | 2010   | .000  | .004  | .000    | .004  |        | Betterment             |      |  |
|                                |                  |                   |        | 2010   | .001  | .000  | .000    | .001  | .000   | Bridge On/Off System   |      |  |
|                                |                  |                   | C      | 2012   | 3.408 | .852  | .000    | 4.260 |        |                        |      |  |
| 7499                           |                  |                   | Totals |  | 3.479 | .981  | .000    | 4.460 | .014   |                        |      |  |
| WESTMORELAND<br>14109          | NH 12 & NH 63    | 2.282             |        | REBUILD/REPAIR ROADWAY DAMAGE DUE TO FLOODING & CONSTRUCT<br>DRAINAGE IMPROVEMENTS                                 |       |       |         |       |        |                        |      | E-46   |
|                                |                  |                   | P      | 2009   | .032  | .000  | .000    | .032  |        | Emergency Relief       |      |  |
|                                |                  |                   | R      | 2009   | .033  | .000  | .000    | .033  |        |                        |      |  |
| 4191                           |                  |                   | Totals |  | .065  | .000  | .000    | .065  |        |                        |      |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category             |                                |
| WHITEFIELD<br>14425                              | US 3             | .068              |        | UPGRADE DRAINAGE & SIDEWALKS - UPGRADE 1200' OF SIDEWALKS, CURBING & SWALE. UPGRADE 1600' DRAINAGE PIPE & INSTALL 17 NEW CATCH BASINS (TE Program) [04-66TE]  |       |       |         |       |        | ATT                          | Partially funded by WHITEFIELD |
|  |                  |                   | P      | 2011  | .007  | .000  | .002    | .009  |        | STP-Enhancement              |                                |
|  |                  |                   | R      | 2011  | .001  | .000  | .000    | .001  |        |                              |                                |
|  |                  |                   | C      | 2011  | .048  | .000  | .012    | .060  |        |                              |                                |
| 5663   |                  |                   | Totals |   | .056  | .000  | .014    | .070  |        |                              |                                |
| WHITEFIELD<br>16028                              | DOWNTOWN AREA    |                   |        | PEDESTRIAN / BICYCLE IMPROVEMENT [09-50TE]  |       |       |         |       |        | ATT                          | Partially funded by WHITEFIELD |
|  |                  |                   | P      | 2011  | .009  | .000  | .002    | .011  |        | STP-Enhancement              |                                |
|  |                  |                   | R      | 2011  | .001  | .000  | .000    | .001  |        |                              |                                |
|  |                  |                   | C      | 2011  | .031  | .000  | .008    | .039  |        |                              |                                |
| 7637   |                  |                   | Totals |   | .041  | .000  | .010    | .052  |        |                              |                                |
| WHITEFIELD<br>P2953                              | US 3             | 6.757             |        | RECONSTRUCT FROM CARROLL T/L NORTH 2.1 MILES [Section 1602 - Designated Project; Demo Id NH012]   |       |       |         |       |        | ATT                          |                                |
|  |                  |                   | C      | 2009  | .060  | .015  | .000    | .075  |        | STP-Non Urban Areas Under 5K |                                |
|  |                  | 2008 Adv Const    |        | 2009  | 1.129 | .282  | .000    | 1.411 |        |                              |                                |
| 651  |                  |                   | Totals |   | 1.189 | .297  | .000    | 1.486 |        |                              |                                |
| WHITEFIELD<br>P2953A                             | US 3 & UNION ST  | .044              |        | 82 UNION ST, DEMOLITION OF A 1.5 STORY WOOD FRAME RESIDENCE W/ATTACHED SHED AND BARN, AND US 3, DEMOLITION OF A 1.5 STORY WOOD FRAME RESIDENCE AND A WOOD FRAME SHED [Section 1602 - Designated Project; Demo Id NH012] |       |       |         |       |        | ATT                          |                                |
|  |                  |                   | R      | 2009  | .015  | .004  | .000    | .019  |        | STP-Non Urban Areas Under 5K |                                |
| 5800   |                  |                   | Totals |   | .015  | .004  | .000    | .019  |        |                              |                                |
| WILTON - MILFORD -<br>AMHERST - BEDFORD<br>13692 | NH 101           | 10.868            |        | SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY  |       |       |         |       |        | N/E                          |                                |
|  |                  |                   | P      | 2010  | .001  | .000  | .000    | .001  | .000   | National Highway System      |                                |
|  |                  |                   |        | 2010  | .023  | .000  | .000    | .023  | .005   |                              |                                |
|  |                  |                   |        | 2010  | .086  | .000  | .000    | .086  | .017   |                              |                                |
|  |                  | 2008 Adv Const    |        | 2011  | .189  | .047  | .000    | .236  |        |                              |                                |
|  |                  |                   | R      | 2012  | .068  | .017  | .000    | .085  |        |                              |                                |
| 2739   |                  |                   | Totals |   | .367  | .064  | .000    | .431  | .022   |                              |                                |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category                                       |      |  |
| WINCHESTER<br>12906    | NH 10                      | 6.568             |               | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 [Designated Demo Id NH007]<br>{Red List}   |       |       |         |       |        |  | ATT  | Red List bridge, priority #35.   |
|                        |                            |                   | P             | 2010  | .040  | .010  | .000    | .050  |        | Demonstration Projects (ISTEA 1991-1998) - Non-Formula |      |  |
|                        |                            |                   |               | 2010  | .318  | .000  | .000    | .318  |        |  |      |  |
|                        |                            |                   | R             | 2010  | .043  | .011  | .000    | .054  |        |  |      |  |
|                        |                            |                   |               | 2010  | .080  | .020  | .000    | .100  |        |  |      |  |
|                        |                            |                   | C             | 2011  | 2.962 | .741  | .000    | 3.703 |        | Bridge On/Off System                                   |      |  |
|                        |                            |                   |               | 2011  | .248  | .062  | .000    | .311  |        | Demonstration Projects (ISTEA 1991-1998) - Non-Formula |      |  |
|                        |                            |                   |               | 2011  | 1.578 | .394  | .000    | 1.972 |        | STP-Areas Less Than 200K                               |      |  |
| 1873                   |                            |                   | <b>Totals</b> |   | 5.270 | 1.238 | .000    | 6.508 |        |  |      |  |
| WINCHESTER<br>15881    | NH 119                     | 2.659             |               | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 113/077 {Red List}   |       |       |         |       |        |  | ATT  | Red List Bridge Priority #68   |
|                        |                            |                   | P             | 2010  | .050  | .000  | .000    | .050  | .010   | Bridge On/Off System                                   |      |  |
|                        |                            |                   | R             | 2010  | .005  | .000  | .000    | .005  | .001   |  |      |  |
|                        |                            |                   | C             | 2010  | 1.956 | .489  | .000    | 2.445 |        |  |      |  |
| 6783                   |                            |                   | <b>Totals</b> |   | 2.011 | .489  | .000    | 2.500 | .011   |  |      |  |
| WINCHESTER<br>16034    | MAIN STREET & WARWICK ROAD |                   |               | PEDESTRIAN / BICYCLE IMPROVEMENT [09-51TE]  |       |       |         |       |        |  | ATT  | Partially funded by WINCHESTER   |
|                        |                            |                   | P             | 2011  | .023  | .000  | .006    | .028  |        | STP-Enhancement  |      |  |
|                        |                            |                   | R             | 2011  | .017  | .000  | .004    | .021  |        |  |      |  |
|                        |                            |                   | C             | 2012  | .230  | .000  | .058    | .288  |        |  |      |  |
| 7639                   |                            |                   | <b>Totals</b> |   | .269  | .000  | .067    | .336  |        |  |      |  |
| WINDHAM<br>14830       |                            | .271              |               | REHABILITATE WINDHAM DEPOT AS VISITORS CENTER / MUSEUM / WAY STATION<br>ON SALEM - CONCORD BIKEWAY / RAIL TRAIL: ALSO MAKE IMPROVEMENTS TO<br>PARKING AREAS (TE Program) [06-59TE] [ARRA] |       |       |         |       |        |  | E-45 | Partially funded by WINDHAM<br>Specific project from Statewide<br>program. |
|                        |                            |                   | P             | 2009  | .008  | .000  | .002    | .011  |        | STP-Enhancement  |      |  |
|                        |                            |                   |               | 2009  | .022  | .000  | .005    | .027  |        |  |      |  |
|                        |                            |                   | R             | 2010  | .001  | .000  | .000    | .001  |        |  |      |  |
|                        |                            |                   | C             | 2010  | .182  | .000  | .000    | .182  |        | American Recovery Reinvestment Act                     |      |  |
|                        |                            |                   |               | 2010  | .034  | .008  | .000    | .042  |        | STP-Enhancement  |      |  |
| 6251                   |                            |                   | <b>Totals</b> |   | .246  | .008  | .008    | .262  |        |  |      |  |

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\$ | DOT\$ | Other\$ | Tot\$ | TpkC\$ | Funding Category          |      |   |
| WINDHAM - SALEM<br>10075        | NH 111 BYPASS    | 31.120            |        | CONSTRUCT BYPASS AROUND SHADOW LAKE. NH 28 FROM LAKE STREET TO JONES ROAD [Pe & Row Only]                         |       |       |         |       |        |                           | N/E  |   |
|                                 |                  |                   | P      | 2009  | .075  | .000  | .000    | .075  |        | National Highway System   |      |   |
|                                 |                  |                   |        | 2009  | 1.277 | .000  | .000    | 1.277 | .255   |                           |      |   |
|                                 |                  |                   |        | 2010  | .050  | .000  | .000    | .050  | .010   | Redistribution (Flexible) |      |   |
|                                 |                  |                   |        | 2010  | .150  | .000  | .000    | .150  | .030   |                           |      |   |
|                                 |                  |                   |        | 2011  | .050  | .012  | .000    | .062  |        | National Highway System   |      |   |
|                                 |                  |                   | R      | 2010  | .016  | .004  | .000    | .020  |        |                           |      |   |
|                                 |                  |                   |        | 2010  | .400  | .100  | .000    | .500  |        |                           |      |   |
| 34                              |                  |                   | Totals |   | 2.018 | .116  | .000    | 2.134 | .295   |                           |      |   |
| WINDHAM - SALEM<br>10075K       | NH 111           | .173              |        | LANDSCAPING (Parent = Win-Sal 10075)  |       |       |         |       |        |                           | E-42 |   |
|                                 |                  |                   | C      | 2009  | .012  | .003  | .000    | .016  |        | National Highway System   |      |   |
|                                 |                  |                   |        | 2009  | .182  | .046  | .000    | .228  |        |                           |      |   |
| 6041                            |                  |                   | Totals |   | .195  | .049  | .000    | .243  |        |                           |      |   |
| WOODSTOCK<br>14773              | I-93             | 1.487             |        | NB NON MEDIAN SIDE & SB MEDIAN SIDE ROCK CUT 004R MAINTAIN & REPLACE EXIST MECHANICAL ROCK STABILIZATION MEASURES |       |       |         |       |        |                           | ATT  | Address preservation/maintenance needs at Barron Mountain rock cut per study recommendations. |
|                                 |                  |                   | P      | 2009  | .027  | .000  | .000    | .027  | .003   | Interstate Maintenance    |      |   |
|                                 |                  |                   | C      | 2009  | .072  | .000  | .000    | .072  | .007   |                           |      |   |
|                                 |                  |                   |        | 2009  | 1.640 | .182  | .000    | 1.822 |        | National Highway System   |      |   |
| 6345                            |                  |                   | Totals |   | 1.739 | .182  | .000    | 1.922 | .010   |                           |      |   |
| WOODSTOCK -<br>LINCOLN<br>15755 | I-93             |                   |        | RECLAIM AND OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) [4R]  |       |       |         |       |        |                           | ATT  |   |
|                                 |                  |                   | P      | 2011  | .041  | .010  | .000    | .052  |        | National Highway System   |      |   |
|                                 |                  |                   |        | 2012  | .085  | .021  | .000    | .107  |        |                           |      |   |
|                                 |                  |                   | R      | 2012  | .004  | .001  | .000    | .005  |        |                           |      |   |
|                                 |                  |                   | C      | 2012  | 4.970 | 1.242 | .000    | 6.212 |        |                           |      |   |
| 7292                            |                  |                   | Totals |   | 5.100 | 1.275 | .000    | 6.376 |        |                           |      |   |

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

*blank for printing*

Statewide Transportation Improvement  
Program (STIP):

**Revision Procedures**

New Hampshire Department of Transportation



March 25, 2008  
*Approved*



# Table of Contents

|   |          |
|---|----------|
| <b>I. Overview.....</b>                     | <b>1</b> |
| <b>II. Decision Thresholds.....</b>         | <b>1</b> |
| A. Amendment.....                           | 2        |
| B. Administrative Modification.....         | 2        |
| C. Information Only.....                    | 2        |
| D. Project Cost Change Threshold Table..... | 3        |
| <b>III. Interagency Consultation.....</b>   | <b>3</b> |
| A. Dispute Resolution.....                  | 4        |
| <b>IV. Amendments.....</b>                  | <b>4</b> |
| A. Metropolitan Areas.....                  | 4        |
| B. Non-Metropolitan Areas.....              | 4        |
| <b>V. Administrative Modification.....</b>  | <b>5</b> |
| A. Metropolitan Areas.....                  | 5        |
| B. Non-Metropolitan Areas.....              | 5        |
| <b>VI. Information Only.....</b>            | <b>6</b> |
| A. Metropolitan Areas.....                  | 7        |
| B. Non-Metropolitan Areas.....              | 7        |
| <b>VII. Submission of STIP Updates.....</b> | <b>7</b> |
| <b>VIII. Air Quality Conformity.....</b>    | <b>8</b> |
| <b>X. Appendix.....</b>                     | <b>9</b> |
| A. Definitions - Clarifications.....        | 9        |
| B. Process Diagram.....                     | 11       |
| C. Approval Signatures.....                 | 12       |

## ***I. Overview***

The NH Department of Transportation (NHDOT), through cooperation and coordination with the Metropolitan Planning Organizations (MPO) and the rural Regional Planning Commissions (RPC), maintains the Statewide Transportation Improvement Program (STIP). To comply with Federal rules the MPO area Transportation Improvement Programs (TIPs) and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project status, therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised. Changes in project schedules, funding needs, and project scopes require revising the approved STIP.

These changes may be initiated from the NHDOT or at the MPO and depending upon their significance and complexity, require coordination from several agencies and may also require Federal approval. Through interagency consultation, the NHDOT participates with representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and the NH Department of Environmental Services (NHDES), MPOs and RPCs to discuss issues, effects of, and requirements regarding revisions of the STIP. These issues include MPO public comments and participation periods, statewide comment periods, financial constraint and air quality conformity determinations.

The procedure for formally amending the STIP differs depending on the nature of the proposed amendment. Through Interagency Consultation, criteria have been developed describing the thresholds and triggers that will define what type of action is required to make a revision to the STIP. As described in 23 CFR 450 there are two types of revisions to an approved STIP: an Amendment and an Administrative Modification. Following are the thresholds or events that trigger the necessity for an amendment and the provisions that would allow for an administrative modification. A third category of change, Information Only, has been included in this process to facilitate the exchange of information and an expedited process when specific minor changes are made to projects within the STIP. To help ensure that the STIP remains financially constrained as revisions are made, the NHDOT will balance the net effect of project changes by year and provide supporting financial constraint documentation.

## ***II. Decision Thresholds***

The following thresholds were established by NHDOT in consultation with the MPO and rural RPCs, FHWA, FTA, EPA, and NHDES. The intent of setting these thresholds is to establish a transparent and consistent decision making process for how changes to projects within the STIP will be managed. For changes to the cost of projects, a sliding scale is outlined in Table II-1 (page 3) to determine which category of revision is required. All measurements for these cost changes will be made from the last approved STIP to account for incremental changes. Please refer to Appendix A for additional clarification on some of the terms and concepts outlined in the Decision Thresholds and throughout these Procedures.

## **A. Amendment**

- ❑ Any change to a project that impacts the regional emissions analysis used for the current Conformity Determination. Primarily affects Not Exempt projects with year or scope changes;
- ❑ Adding or removing a Regionally Significant or Not Exempt project or phase of a project (Appendix A for definition);
- ❑ Adding or removing a federally funded project or phase of a project;
- ❑ Making a change in the scope of work of a project that uses state or federal funds or of any regionally significant projects regardless of the funding source;
- ❑ A significant change in the total cost of a project (Table II-1, page 3);
- ❑ A change in the fiscal year of any phase of a project or portion of a phase in areas where expedited project selection procedures have not been adopted; no such areas currently exist in NH;
- ❑ Officially adding a project that had been included for illustrative purposes.

## **B. Administrative Modification**

- ❑ A moderate change in the total cost of a project (Table II-1, page 3);
- ❑ Combining or separating two or more projects that are part of an approved STIP;
- ❑ Combining or separating phases within a project that are part of an approved STIP;
- ❑ Identifying a specific project that was part of a general parent project and adjusting the parent project accordingly.

## **C. Information Only**

- ❑ A change in the fiscal year of any phase or portion of a phase of a project in areas where expedited project selection procedures have been adopted, provided they are advanced or delayed within the STIP years and do not affect the financial constraint of the STIP. Currently, procedures are in effect for the entire State of NH;
- ❑ Including illustrative projects in anticipation of the availability of federal or other funds. Such projects would also be removed through an Information Only revision;
- ❑ A minor change in the total cost of a project (Table II-1, page 3);
- ❑ Minor technical corrections, such as typographic errors or missing data.

## D. Project Cost Change Threshold Table

Table II-1

| Total Cost of Project within approved STIP Years | Full Amendment   | Administrative Modification         | Information Only           |
|--|--|-------------------------------------|----------------------------|
|  | <i>Action Needed if the Change in Cost from the amount approved in the most current STIP is:</i> |                                     |                            |
| < \$1 Million                                    | >75%   | 50% to 75%                          | <50%                       |
|  |  | (\$750k limit)                      | (\$500k limit)             |
| \$1 Million to \$5 Million                       | >30%   | 20% to 30%<br>(\$750k limit)        | <20%<br>(\$500k limit)     |
| > \$5 Million to \$10 Million                    | >20%   | 10% to 20%<br>(\$1.5 million limit) | <10%<br>(\$500k limit)     |
| > \$10 Million to \$50 Million                   | >10%   | 5% to 10%<br>(\$3.5 million limit)  | <5%<br>(\$750k limit)      |
| Over \$50 Million                                | >5%  | 1% to 5%<br>(\$5 million limit)     | <1%<br>(\$1 million limit) |

### III. Interagency Consultation

Before a STIP revision can be adopted by NHDOT or recommended for approval by FHWA/FTA and prior to the start of any public comment periods, the proposed changes, whether initiated from the MPO or the NHDOT, will be discussed through interagency consultation meetings/phone conferences or correspondence. This review includes all projects eligible for amendments, administrative modifications, and most information only changes. Representatives from FHWA, FTA, EPA, NHDOT, NHDES, MPOs, and RPCs in the attainment area are invited to participate in monthly discussions. Any public input that has been received should be expressed through the planning commission staff in attendance or by the agencies.

Through interagency consultation a recommendation will be made regarding each project's regional significance. At a minimum, that recommendation will meet the standards outlined in 23 CFR 450. Interagency consultation also provides a forum to determine if a proposed revision will require a conformity determination.

Interagency consultation provides one of the first opportunities for MPOs, the federal agencies, and others involved to view and comment on potential STIP revisions. Any comments received through the consultation process may affect how the State selects to categorize the revisions before distributing them for public comment and formal review at the MPO level. In an urban area, final categorization is at the discretion of the MPO which may chose to process any lesser revision as a full Amendment. Alternatively, if an MPO wishes to process a change as a lesser revision than what was discussed at the interagency consultation, e.g. changing from an Amendment to an Information Only revision, it should be discussed again during the consultation process.

## **A. Dispute Resolution**

When disagreements arise over any aspect of a STIP revision that cannot be satisfactorily and amicably resolved between the immediate parties involved, they will be brought forward for discussion as part of the consultation process. The interagency group may provide guidance to the parties involved in the dispute and to whichever agency(s) have the ultimate approval authority. Any such guidance shall be documented in the meeting notes. However, while the guidance provided through interagency consultation should weigh heavily on decisions made to resolve the dispute, it is not binding.

## **IV. Amendments**

Amendments are major revisions that are intended to address substantial changes to projects or changes, either in scope or cost, that may affect air quality conformity or financial constraint. The amendment process also provides an opportunity to process all administrative modifications and information only changes that may have been approved since the previous amendment.

Amendments require, at a minimum, a 30-day public comment period, a conformity determination as needed, and subsequent approvals, but may also require a review or update to the air quality analysis (regional emissions analysis). In rural areas the timeframe to adopt an Amendment will likely be about 3 months. In MPO areas, the timeframe will likely take at least 3 months and may take up to 5 if there are air quality conformity issues. To the extent possible, amendments to the STIP will be processed on a quarterly basis.

### **A. Metropolitan Areas**

Project changes in an MPO area must comply with the provisions of 23 CFR 450.326 pertaining to TIP revisions. Regardless of whether the project change is initiated by the MPO or the NHDOT, the MPO board must adopt the change to their approved TIP. There must be a public participation process, consistent with the respective MPO public participation plan, and a public comment period of at least 30 days. Upon formal endorsement of the amendment at a public MPO meeting, the MPO shall provide a copy of the amendment to the State, FHWA and FTA. In non-attainment or maintenance areas, any amendment to the TIP must be accompanied by a corresponding conformity determination by the MPO. That conformity determination, depending upon the discussions through interagency consultation, may or may not require a new air quality analysis.

The State shall incorporate the amendment into the STIP and submit the amended STIP to FHWA/FTA for approval. The NHDOT must demonstrate that the STIP remains financially constrained. Each amendment shall be dated and sequentially numbered. The FHWA/FTA shall approve or disapprove the STIP amendment in whole or may choose to exclude specific projects from the approval. If the amendment consists of only highway projects or only transit projects and no conformity determination is required, the FHWA or FTA may approve the amendment unilaterally. Otherwise approval will be by joint letter. The state will forward copies of the approval to the affected MPOs. The MPO will, in turn, notify the affected Transit Operator(s), if transit projects are involved.

### **B. Non-Metropolitan Areas**

The NHDOT will notify the non-MPO area RPCs of the project changes and hold a 30-day public comment period in which to receive comments from the RPCs and the general public. The Director of Project Development for NHDOT will have approval authority for rural area

amendments to the STIP. After the comment period closes, the NHDOT forwards the amendment, along with any comments received, to FHWA/FTA for approval. Based on comments from the planning commissions or the public, additional consideration will be given to the proposed changes. The State will notify affected transit operators if transit projects are involved.

## **V. Administrative Modification**

Consistent with the definitions outlined in 23 U.S.C. 101(a) and 49 U.S.C. 5302, administrative modifications are minor revisions with the intent of allowing, where suitable, relatively small changes to be made to projects in an expedited fashion. Administrative modifications can be made based on the thresholds established in Section II-B (page 2) and in Table II-1 (page 3). The administrative modification option is available for projects at the discretion of the MPO, or the State in rural areas, which may instead opt for the formal amendment process. Unlike in the case of full amendments, an MPO may delegate the approval of modifications to a person or committee, e.g. the Executive Director or Executive Committee.

A list of all the projects that are potentially eligible for administrative modifications will be reviewed through the interagency consultation process. Following that review, each of the affected MPOs and rural planning commissions will receive a list of projects with the proposed changes within their jurisdiction. The NHDOT will certify that the STIP will remain financially constrained after taking into account the proposed project changes and will notify FHWA/FTA of the project changes. Administrative modifications should typically take less than 2 months to process.

To ensure consistency with federal regulations regarding air quality conformity, any project that is identified to potentially affect the air quality determination of a non-attainment or maintenance area will be discussed during interagency consultation. If, through consultation, a proposed administrative modification is identified as having an impact on the air quality determination, that revision will be escalated to an Amendment.

### **A. Metropolitan Areas**

Each MPO has the option to create and adopt, as part of their prospectus, procedures to process administrative modifications. The person or committee designated as having approval authority, or the MPO policy committee, will review the list of projects and issue a letter stating concurrence or disapproval of the proposed changes. The NHDOT will notify the FHWA/FTA of the approval of administrative modifications. The FHWA/FTA shall place these adjustment letters on file with the STIP and the State shall update the STIP to include these modifications periodically as full amendments or STIP updates are processed. If the person or board designated as having approval authority elects not to approve an administrative modification, that change could still be pursued through the full amendment process. FHWA/FTA will review modifications and will accept or not accept them, however, no formal approval will be required.

### **B. Non-Metropolitan Areas**

The NHDOT, through this document and in a manner consistent with federal regulations (23 CFR 450 and 23 USC), establishes procedures to act on project changes as administrative

modifications for the non-MPO areas of the State. These procedures have been developed through consultation with the regional planning commissions and federal agencies.

Project changes within the thresholds outlined in section II-B and in Table II-1 of this document (pages 2-3) may be processed as administrative modifications, provided:

- the NHDOT shall notify the affected RPCs in writing of the need for the proposed changes. This notice shall include an explanation of the purpose and need of the change and will be discussed through the interagency consultation process;
- for any project changes which will impact the timeline or amount of local matching funds, the NHDOT, in consultation with the RPC, shall determine that the funds will be available after contacting the governing body;
- written concurrence with the proposed change in project implementation is issued by the Director of Project Development of the NHDOT or their designee.

The NHDOT will notify the FHWA/FTA of the approval of administrative modifications. The FHWA/FTA shall place these adjustment letters on file with the STIP and the State shall update the STIP to include these modifications periodically as full amendments or STIP updates are processed. FHWA/FTA will review modifications and will accept or not accept them, however, no formal approval will be required.

## ***VI. Information Only***

Changes made through expedited project selection procedures as well as minor changes in project cost consistent with the thresholds established in Table II-1 (page 3) would qualify as Information Only changes. Information only changes are classified as minor revisions. These types of changes will be reported in the STIP as future amendments or STIP updates are processed. Information Only changes to projects will be reviewed through the interagency consultation process except in rare circumstances. Those rare circumstances include emergency revisions to projects due to an unforeseen need and will be limited to revisions eligible for expedited project selection procedures. The intended timeframe to approve project changes in the Information Only category is approximately 1 month. Unlike in the case of full amendments, an MPO may delegate the approval of information only changes to a person or committee, e.g. the Executive Director or Executive Committee. For the rural areas of NH, the Director of Project Development for NHDOT will have approval authority.

To ensure consistency with federal regulations regarding air quality conformity, any project that is identified to potentially affect the air quality determination of a non-attainment or maintenance area will be discussed during interagency consultation. If, through consultation, a proposed information only revision is identified as having an impact on the air quality determination, that revision will be escalated to an Amendment.

Included in Information Only changes, expedited project selection procedures provide flexibility to advance or delay projects within the STIP provided that there are no impacts to air quality conformity and that the STIP remains financially constrained by year.

## **A. Metropolitan Areas**

Each MPO has the option to create and adopt, as part of their prospectus, expedited project selection procedures. Once expedited project selection procedures have been adopted, the approval of changes to a project's schedule within the STIP is typically given at an administrative level, e.g. the Executive Director of a MPO.

A list of all the projects that are potentially eligible for expedited project selection procedures will be reviewed through the interagency consultation process. Following that review, each of the affected MPOs will receive a list of projects with the proposed schedule changes within their jurisdiction. The person designated as having approval authority by the MPO as part of the expedited project selection procedure will then review the list of projects and issue a letter to NHDOT stating concurrence or disapproval of the proposed changes.

When MPO approval of the change is received by NHDOT, the approval letter will be included with a submittal to FHWA/FTA as part of the next full amendment or update to the STIP. If approval of the change is not provided by the MPO, the project may be considered for a full STIP amendment, including the more rigorous public involvement and approval requirements. All projects approved through expedited project selection procedures will be included in the financial constraint information issued as part of STIP amendments or STIP updates.

## **B. Non-Metropolitan Areas**

The NHDOT, through this document and in a manner consistent with federal regulations (23 CFR 450.216 and 450.220), establishes procedures to act on project changes through an expedited project selection process for the non-MPO areas of the State. These procedures have been developed through consultation with the rural regional planning commissions.

Project changes within the thresholds outlined in section II-C and in Table II-1 of this document (pages 2-3) may be processed as information only changes, provided:

- the NHDOT shall notify the affected RPCs in writing of the need to delay or advance projects. This notice shall include an explanation of the purpose and need of the change and may be discussed through the interagency consultation process;
- for any project proposed to be advanced that requires local matching funds, the NHDOT, in consultation with the RPC, shall determine that the funds will be available after contacting the governing body;
- written concurrence with the proposed change in project implementation is issued by the Director of Project Development of the NHDOT or their designee.

Changes to projects through this expedited project selection procedure will be considered information only changes to the STIP and will be processed with future STIP amendments or updates.

## **VII. Submission of STIP Updates**

STIP amendments for single projects may be accommodated by FHWA/FTA, however, it is strongly suggested that the State bundle projects for approval and submit an updated STIP project

listing including a group of amendments, administrative modifications, and information only changes on a quarterly basis or less frequently if there have been no changes in the STIP during the previous quarter. This will make for a more rational tracking of the current STIP by the State, the Federal Agencies and the MPOs. Each amendment request shall be dated and sequentially numbered and three copies submitted to FHWA and one copy to FTA.

### ***VIII. Air Quality Conformity***

Any changes that will potentially trigger conformity are discussed and explored by the participating agencies through the interagency consultation process allowing potential impacts to be identified early in the revision process. STIP Amendments that involve Not Exempt projects must include a conformity determination.

If the proposed revision to the STIP will impact the existing air quality analysis, a new analysis and a new determination are required; such revisions will always require an Amendment. Any revisions to the air quality analysis also require an amendment of the MPO Regional Transportation Plan (RTP). The new air quality analysis shall be developed and amended into the RTP (consultation and public notice procedures apply). The amended TIP conformity determination would then be based on the amended RTP air quality analysis. The STIP amendment, the supporting RTP, and a statement of finding of conformity will then be submitted to FHWA/FTA for approval. The FHWA/FTA approval letter will reflect approval of this new conformity determination.

If the proposed revision to the STIP does not affect the existing regional emissions analysis, but triggers a determination of conformity for other reasons, it shall be explicitly reflected in the amendment with a statement that the finding of conformity relies on the previous (existing) regional emissions analysis.

## ***X. Appendix***

### **A. Definitions - Clarifications**

**Administrative Modification**: The middle tier of a revision requiring interagency consultation, approval by NHDOT and/or by a designee of an MPO, and notification of FHWA/FTA. Consistent with the definitions included in 23 CFR 450.104, administrative modifications are classified as minor revisions.

**Air Quality Conformity Determination**: Required under federal rules for areas that are classified as non-attainment or in maintenance of national ambient air quality standards. The Determination certifies that the area meets criteria pollution limits defined in the NH Statewide Implementation Plan.

**Amendment**: The highest tier of a revision requiring a 30-day public comment period, interagency consultation, adoption by NHDOT and/or approval by an MPO, approval by FHWA/FTA, and in non-attainment or maintenance areas, a finding of conformity. Consistent with the definitions included in 23 CFR 450.104, amendments are classified as major revisions

**Exempt Status**: A classification, Exempt or Not Exempt, given to all projects within non-attainment or maintenance areas. Project classifications are determined through Interagency Consultation. The project status is reported in the STIP under the heading CAA Code. For Exempt projects, a numeric code is included which is associated with the federal list of exempt activities.

**Expedited Project Selection Procedures**: A process outlined in federal rules that permit a change in the years of implementation of a project or phase of a project provided that the original date(s) and revised date(s) were contained in an approved STIP. For the urban areas of the state, each MPO, if they wish to utilize these expedited procedures, must adopt them as part of their prospectus. Under these procedures, this type of change falls into the Information Only tier of revision.

**Illustrative Projects**: Projects that are included in the STIP in anticipation of the receipt of federal or other funds. Illustrative projects are not required to be included in financial constraint information nor in an air quality analysis. Such projects are not eligible for federal funding until they are officially added through an Amendment. The primary reasons to add projects for illustrative purposes are to document the projects, spur open discussion among stakeholders, and to identify the need for additional resources.

**Information Only:** The lowest tier of a revision requiring interagency consultation and approval by NHDOT and/or by a designee of an MPO. Consistent with the definitions included in 23 CFR 450.104, information only revisions are classified as minor revisions.

**Phase:** A component of a project defined as Preliminary Engineering (P), Right of Way (R), or Construction (C) programmed with a dollar amount and a fiscal year.

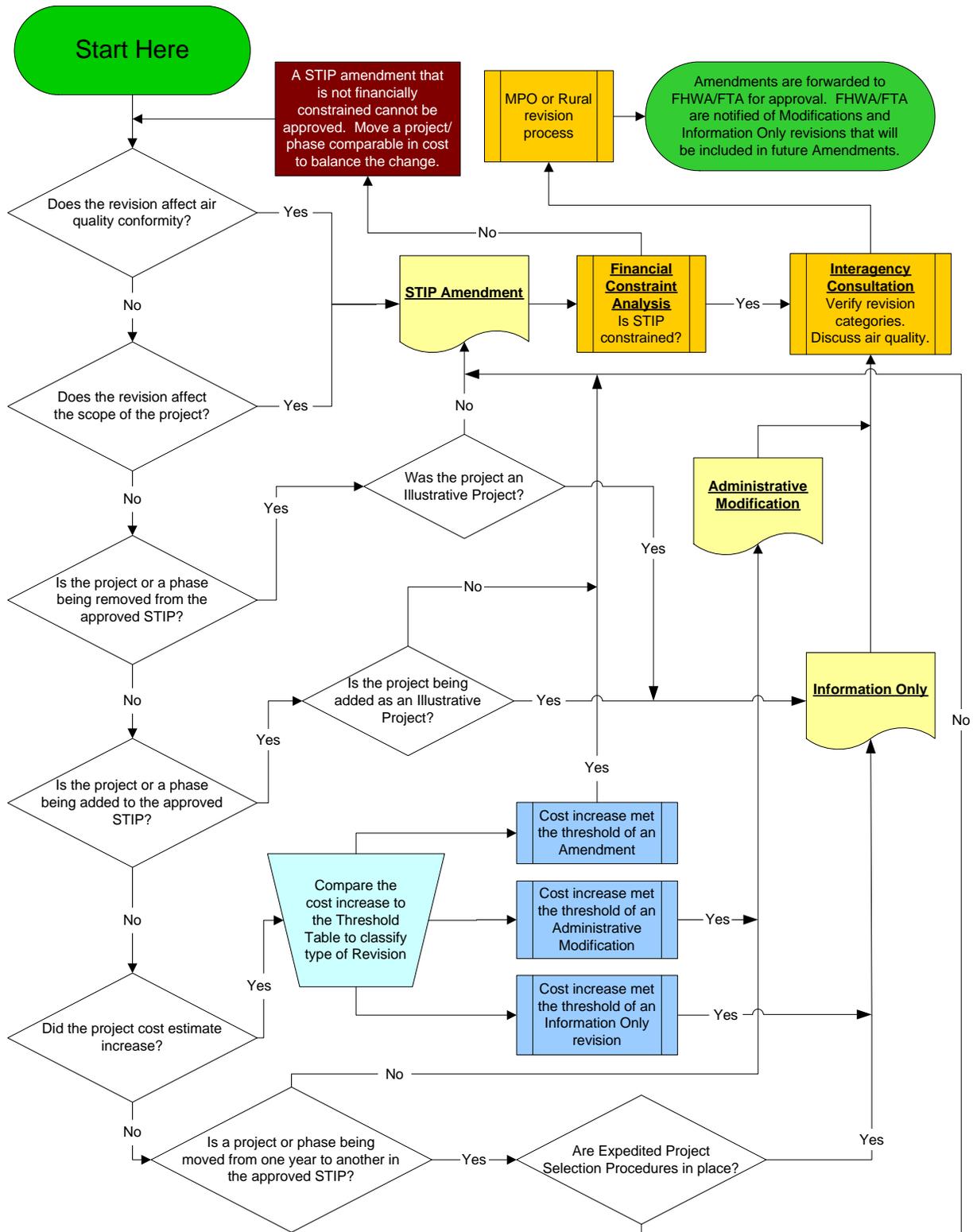
**Regional Emissions Analysis:** The process to identify and document the anticipated effects of a project on air quality. An analysis is conducted for projects in non-attainment or maintenance areas. Project changes that could affect an analysis include, but are not limited to, any that impact capacity, congestion, travel speeds, project areas or the exempt status of a project. Any change to an analysis requires an Amendment and a new Determination.

**Regionally Significant:** A determination discussed through interagency consultation, made by an MPO or the State, and documented in a TIP, Conformity Document, and/or other Plan. Federal rules generally define regionally significant projects to include those that serve regional transportation needs, specifically identifying principal arterials. Most revisions made to a designated Regionally Significant project will qualify as Amendments. Work completed on the Interstate, Turnpike, or NHS system would typically qualify as regionally significant.

**Revision:** Any change to a project within the STIP.

**STIP Update:** A process undertaken on a biennial basis in NH to publish a new STIP that includes all relevant project information for a period of 4 years.

## B. Process Diagram



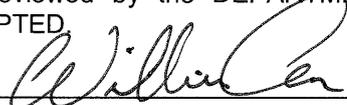
### C. Approval Signatures

IN WITNESS WHEREOF the parties hereto have APPROVED these PROCEDURES on the day and year written below.

#### Department of Transportation

This is to certify that these PROCEDURES have been reviewed by the DEPARTMENT and are APPROVED as to form and execution and are considered ADOPTED.

Dated: 3/11/08

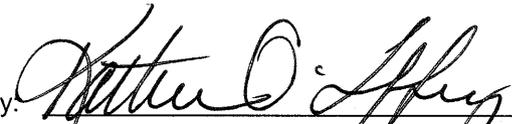
By: 

Title: William J. Cass, P.E.  
Director of Project Development  
NHDOT

#### Federal Highway Administration

This is to certify that these PROCEDURES have been reviewed by this office and are APPROVED as to form and execution.

Dated: 3/17/08

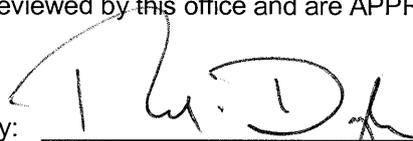
By: 

Title: DIVISION ADMINISTRATOR

#### Federal Transit Administration

This is to certify that these PROCEDURES have been reviewed by this office and are APPROVED as to form and execution.

Dated: 3/25/08

By: 

Title: REGIONAL ADMINISTRATOR