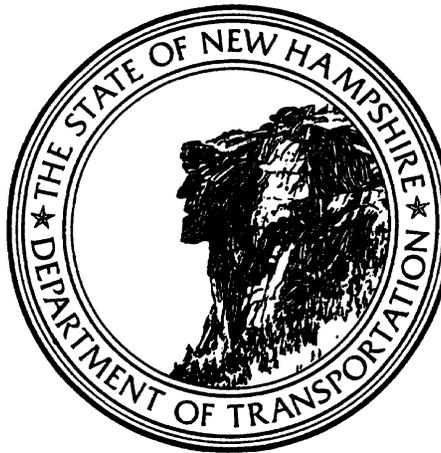


***STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)
2009 to 2012***



Approved: January 23, 2009

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

Federal Aid & Regionally Significant Projects

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**New Hampshire
Statewide Transportation Improvement Program
2009 - 2012**

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Prepare by the New Hampshire Department of Transportation
Bureau of Planning and Community Assistance

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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.

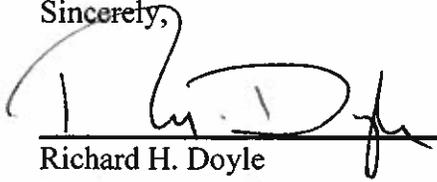
FHWA and FTA also recognize that much progress has been made to financially constrain New Hampshire's STIP. The Federal agencies commend New Hampshire's significant efforts to improve financial plan and constraint documentation to support a positive financial constraint finding for the STIP. We encourage 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.

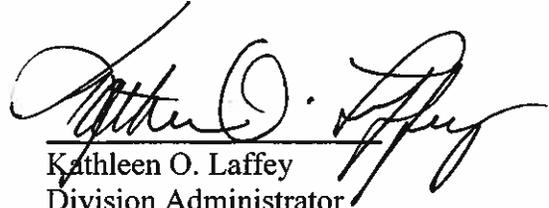
FHWA and FTA also request that all of New Hampshire's MPOs post their updated metropolitan TIPs, long-range metropolitan transportation plans and participation plans on their websites, and likewise request that the State of New Hampshire post the approved STIP and their updated public involvement procedures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

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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,

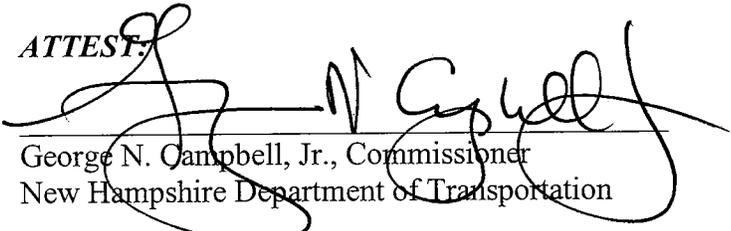
WHEREAS the Statewide Transportation Improvement Program (STIP) continues to be financially constrained as required by Section 450.216 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

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

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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 beginning in 2010 to project costs.

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.

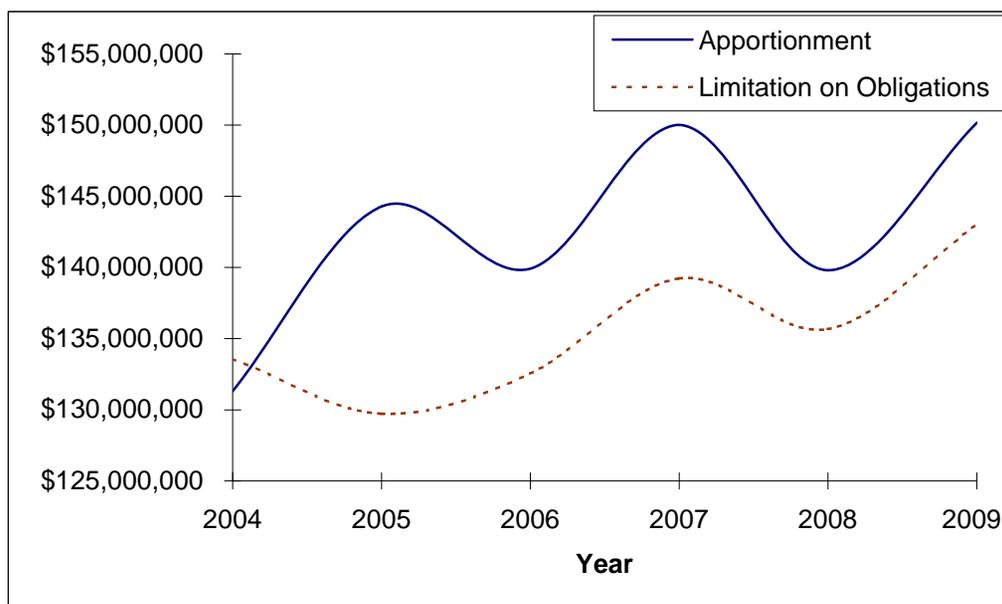
Federal Resources

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*	\$ 150,148,022	\$ 143,006,749	95%



* figures for 2009 were estimated based on early data from FHWA and past trends

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.

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 already approved FY 2009 budget and draft 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. While not 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.

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.

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**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	
FHWA - Federal-aid w/ Match										
0.08 Alcohol Incentive Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Off System	\$ 3,669,379	\$ 73,000	\$ 10,000	\$ 3,752,379	\$ 415,000	\$ 3,669,379	\$ 102,280	\$ 1,348,040	\$ 5,119,699	\$ 7,251,600
Bridge On System	\$ -	\$ 136,000	\$ 7,500	\$ 143,500	\$ 717,500	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ 20,793,149	\$ 2,948,724	\$ 2,528,853	\$ 26,270,726	\$ 27,387,884	\$ 20,793,149	\$ 3,922,132	\$ 77,400	\$ 24,792,681	\$ 19,997,660
Congestion Mitigation and Air Quality Program	\$ 10,041,428	\$ 1,039,821	\$ 282,407	\$ 11,363,656	\$ 6,611,142	\$ 10,041,428	\$ 1,888,560	\$ 1,616,384	\$ 13,546,372	\$ 17,524,722
Coordinated Border Infrastructure Program - Formula	\$ 332,755	\$ -	\$ -	\$ 332,755	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -
Coordinated Border Infrastructure Program - Non Formula	\$ -	\$ 125,394	\$ -	\$ -	\$ 626,972	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration Projects (ISTEA 1991-1998) - Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration Projects (ISTEA 1991-1998) - Non-Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 321,984	\$ 80,496	\$ -	\$ -	\$ 402,480
Emergency Relief	\$ 200,000	\$ 50,000	\$ -	\$ 250,000	\$ 250,000	\$ 3,715,200	\$ 928,800	\$ -	\$ 4,644,000	\$ 4,644,000
Equity Bonus	\$ 8,035,619	\$ 544,074	\$ 33,000	\$ 8,612,693	\$ 2,885,369	\$ 7,910,000	\$ 18,060	\$ -	\$ 7,928,060	\$ 90,300
Forest Highways	\$ 812,900	\$ -	\$ -	\$ 812,900	\$ 725,000	\$ 812,900	\$ -	\$ -	\$ 812,900	\$ 725,000
High Priority Grants (STEA04_Ext_2005)	\$ 1,256,072	\$ -	\$ -	\$ 1,256,072	\$ 1,256,072	\$ 3,729,537	\$ -	\$ -	\$ 3,729,537	\$ 3,729,537
High Priority Projects (Post TEA-21)	\$ 265,000	\$ -	\$ -	\$ 265,000	\$ 265,000	\$ -	\$ -	\$ -	\$ -	\$ -
High Priority Projects (SAFETEA-LU 2005)	\$ 11,464,948	\$ 2,211,336	\$ 147,077	\$ 13,823,360	\$ 13,823,360	\$ 27,463,519	\$ 6,188,962	\$ 321,600	\$ 33,974,081	\$ 33,974,081
High Priority Projects (TEA-21 1998-2003)	\$ 2,650,550	\$ -	\$ 200,000	\$ 2,850,550	\$ 2,850,550	\$ 3,112,284	\$ 178,314	\$ 526,207	\$ 3,816,805	\$ 3,816,804
Highway Safety Improvement Program (HSIP)	\$ 6,156,575	\$ 280,000	\$ 115,677	\$ 6,552,252	\$ 3,956,766	\$ 6,156,575	\$ 390,000	\$ -	\$ 6,546,575	\$ 3,900,000
Highway Tax Evasion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intelligent Transportation System Integration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interstate Maintenance	\$ 21,395,335	\$ 4,152,762	\$ 27,780	\$ 25,575,877	\$ 41,805,418	\$ 21,395,335	\$ 3,530,035	\$ -	\$ 24,925,370	\$ 35,300,350
Local Tech Assistance Program	\$ 63,000	\$ -	\$ -	\$ 63,000	\$ -	\$ 140,000	\$ -	\$ -	\$ 140,000	\$ -
Metropolitan Planning	\$ 1,519,833	\$ 271,870	\$ -	\$ 1,791,703	\$ 1,359,349	\$ 1,519,833	\$ 271,870	\$ -	\$ 1,791,703	\$ 1,359,349
Minimum Guarantee	\$ -	\$ 6,692	\$ -	\$ 6,692	\$ 33,461	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Carrier Safety Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway System	\$ 42,581,007	\$ 5,789,082	\$ -	\$ 48,370,089	\$ 28,945,409	\$ 42,581,007	\$ 7,906,193	\$ -	\$ 50,487,200	\$ 39,530,963
National Historic Covered Bridge Preservation (NHCBP)	\$ 944,000	\$ 2,000	\$ 234,000	\$ 1,180,000	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways Program	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 300,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 300,000
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ 1,250,000	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ 1,250,000
Safety Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Seat Belt Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Planning & Research	\$ 3,055,415	\$ 1,197,918	\$ -	\$ 4,253,333	\$ 5,989,591	\$ 3,043,854	\$ 1,035,156	\$ -	\$ 4,079,010	\$ 5,175,780
STP-Areas Less Than 200K	\$ 15,912,590	\$ 384,500	\$ -	\$ 16,297,090	\$ 1,922,500	\$ 15,912,590	\$ 631,800	\$ 24,768	\$ 16,569,158	\$ 3,282,840
STP-Areas Over 200K	\$ 1,611,833	\$ -	\$ -	\$ 1,611,833	\$ -	\$ 1,611,833	\$ 552,120	\$ -	\$ 2,163,953	\$ 2,760,600
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000
STP-Enhancement	\$ 3,884,240	\$ 2,000	\$ 1,693,962	\$ 5,580,202	\$ 7,676,642	\$ 3,884,240	\$ -	\$ 472,294	\$ 4,356,534	\$ 2,361,471
STP-Hazard Elimination	\$ -	\$ 524,500	\$ 31,000	\$ 555,500	\$ 2,777,500	\$ -	\$ 407,000	\$ -	\$ 407,000	\$ 2,035,000
STP-Non Urban Areas Under 5K	\$ 3,199,730	\$ 251,136	\$ -	\$ 3,450,866	\$ 1,255,678	\$ 3,199,730	\$ 1,003,507	\$ -	\$ 4,203,237	\$ 5,017,535
STP-Rail	\$ 1,100,000	\$ 88,000	\$ 10,000	\$ 1,198,000	\$ 1,120,000	\$ 1,100,000	\$ 88,000	\$ -	\$ 1,188,000	\$ 1,020,000
STP-Safety	\$ -	\$ 10,000	\$ 113,500	\$ 123,500	\$ 617,500	\$ -	\$ 10,320	\$ -	\$ 10,320	\$ 51,600
STP-State Flexible	\$ 12,434,492	\$ 6,269,314	\$ 5,500	\$ 18,709,306	\$ 34,494,869	\$ 12,434,492	\$ 7,082,611	\$ 123,160	\$ 19,640,263	\$ 39,174,056
Strategic Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation & Community & System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Assistance	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ 300,000	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ 300,000
GARVEE Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA FEDERAL-AID TOTAL	\$ 175,840,111	\$ 26,724,323	\$ 5,440,256	\$ 207,879,295	\$ 193,579,532	\$ 197,309,130	\$ 36,582,416	\$ 4,509,853	\$ 237,998,919	\$ 235,846,728

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	
FTA - Federal-aid w/ Match										
FTA Section 3037 Job Access and Reverse Commute Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5303 Metro Planning	\$ 373,671	\$ -	\$ -	\$ 373,671	\$ 373,671	\$ 373,671	\$ -	\$ -	\$ 373,671	\$ 373,671
FTA Section 5307 Capital and Subsidy (Operating) Program	\$ 6,196,447	\$ 147,200	\$ 3,145,110	\$ 9,488,757	\$ 9,488,757	\$ 6,196,447	\$ 158,928	\$ 3,169,603	\$ 9,524,978	\$ 9,488,757
FTA Section 5309 Capital Funding Program - Formula	\$ -	\$ 122,400	\$ 442,400	\$ 564,800	\$ 564,800	\$ -	\$ -	\$ -	\$ -	\$ 564,800
FTA Section 5310 Capital Program	\$ 625,384	\$ -	\$ 150,000	\$ 775,384	\$ 775,384	\$ 625,384	\$ -	\$ 161,200	\$ 786,584	\$ 775,384
FTA Section 5311 Capital & Operating Program	\$ 3,619,915	\$ -	\$ 1,942,800	\$ 5,562,715	\$ 5,562,715	\$ 3,619,915	\$ -	\$ 2,088,400	\$ 5,708,315	\$ 5,562,715
FTA Section 5313/5314 Planning & Tech Studies	\$ 97,574	\$ -	\$ -	\$ 97,574	\$ 97,574	\$ 97,574	\$ -	\$ -	\$ 97,574	\$ 97,574
FTA Section 5316 JARC	\$ 424,371	\$ -	\$ 350,000	\$ 774,371	\$ 774,371	\$ 424,371	\$ -	\$ 361,200	\$ 785,571	\$ 774,371
FTA Section 5317 New Freedoms	\$ 415,111	\$ -	\$ 340,000	\$ 755,111	\$ 755,111	\$ 415,111	\$ -	\$ 350,880	\$ 765,991	\$ 755,111
FTA FEDERAL-AID TOTAL	\$ 11,752,473	\$ 269,600	\$ 6,370,310	\$ 18,392,383	\$ 18,392,383	\$ 11,752,473	\$ 158,928	\$ 6,131,283	\$ 18,042,684	\$ 18,392,383
FHWA/FTA FEDERAL-AID TOTAL	\$ 187,592,584	\$ 26,993,923	\$ 11,810,566	\$ 226,271,678	\$ 211,971,915	\$ 209,061,603	\$ 36,741,344	\$ 10,641,136	\$ 256,041,603	\$ 254,239,111
Innovative Financing										
GARVEE Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Innovative Financing	\$ -									
State Fund Sources (State Funded Projects Only)										
State Funds - No Federal-Aid Match	\$ -	\$ 66,405,000	\$ -	\$ 66,405,000	\$ 41,347,000	\$ -	\$ 177,819,000	\$ -	\$ 177,819,000	\$ 88,351,000
Total State Fund Sources	\$ -	\$ 66,405,000	\$ -	\$ 66,405,000	\$ 41,347,000	\$ -	\$ 177,819,000	\$ -	\$ 177,819,000	\$ 88,351,000
Other Fund Sources										
Non-Participating Funds (other states, municipalities, private sources)	\$ -	\$ (1,666,000)	\$ 3,705,576	\$ 2,039,576	\$ 2,039,576	\$ -	\$ -	\$ 23,776,970	\$ 23,776,970	\$ 23,776,970
Total Other Fund Sources	\$ -	\$ (1,666,000)	\$ 3,705,576	\$ 2,039,576	\$ 2,039,576	\$ -	\$ -	\$ 23,776,970	\$ 23,776,970	\$ 23,776,970
TOTAL ALL PROGRAMS	\$ 187,592,584	\$ 91,732,923	\$ 15,516,142	\$ 294,716,254	\$ 255,358,491	\$ 209,061,603	\$ 214,560,344	\$ 34,418,106	\$ 457,637,573	\$ 366,367,081

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 Improvement Program					2012 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
<i>FHWA - Federal-aid w/ Match</i>										
0.08 Alcohol Incentive Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Off System	\$ 3,669,379	\$ 21,000	\$ 1,239,000	\$ 4,929,379	\$ 6,300,000	\$ 3,669,379	\$ -	\$ -	\$ 3,669,379	\$ -
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ 20,793,149	\$ 5,416,410	\$ 702,900	\$ 26,912,459	\$ 30,596,552	\$ 20,793,149	\$ 3,435,452	\$ 1,529,947	\$ 25,758,548	\$ 24,826,996
Congestion Mitigation and Air Quality Program	\$ 10,041,428	\$ 713,550	\$ 2,502,750	\$ 13,257,728	\$ 16,081,500	\$ 10,041,428	\$ 1,978	\$ 384,685	\$ 10,428,091	\$ 1,933,317
Coordinated Border Infrastructure Program - Formula	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -
Coordinated Border Infrastructure Program - Non Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration Projects (ISTEA 1991-1998) - Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration Projects (ISTEA 1991-1998) - Non-Formula	\$ 419,918	\$ 104,980	\$ -	\$ 524,898	\$ 524,898	\$ 1,286,512	\$ 321,628	\$ -	\$ 1,608,140	\$ 1,608,140
Emergency Relief	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equity Bonus	\$ 7,910,000	\$ -	\$ -	\$ 7,910,000	\$ -	\$ 7,922,694	\$ -	\$ -	\$ 7,922,694	\$ -
Forest Highways	\$ 812,900	\$ -	\$ -	\$ 812,900	\$ 700,000	\$ 812,900	\$ -	\$ -	\$ -	\$ 700,000
High Priority Grants (STEA04_Ext_2005)	\$ 5,456,000	\$ -	\$ -	\$ 5,456,000	\$ 5,456,000	\$ -	\$ -	\$ -	\$ -	\$ -
High Priority Projects (Post TEA-21)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 549,550	\$ -	\$ -	\$ 549,550	\$ 549,550
High Priority Projects (SAFETEA-LU 2005)	\$ 5,974,896	\$ 452,828	\$ 48,776	\$ 6,476,500	\$ 6,476,500	\$ 9,434,701	\$ 1,143,159	\$ 1,011,496	\$ 11,589,356	\$ 11,589,356
High Priority Projects (TEA-21 1998-2003)	\$ 5,096,815	\$ -	\$ 1,274,204	\$ 6,371,019	\$ 6,371,019	\$ 4,933,473	\$ -	\$ 1,233,368	\$ 6,166,841	\$ 6,166,842
Highway Safety Improvement Program (HSIP)	\$ 6,156,575	\$ 610,000	\$ -	\$ 6,766,575	\$ 6,100,000	\$ 6,156,575	\$ 665,000	\$ -	\$ 6,821,575	\$ 6,650,000
Highway Tax Evasion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intelligent Transportation System Integration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interstate Maintenance	\$ 21,395,335	\$ 2,706,576	\$ -	\$ 24,101,911	\$ 27,065,761	\$ 21,395,335	\$ 2,485,393	\$ -	\$ 23,880,728	\$ 24,853,931
Local Tech Assistance Program	\$ 140,000	\$ -	\$ -	\$ 140,000	\$ -	\$ 140,000	\$ -	\$ -	\$ 140,000	\$ -
Metropolitan Planning	\$ 1,519,833	\$ 271,870	\$ -	\$ 1,791,703	\$ 1,359,349	\$ 1,519,833	\$ 271,870	\$ -	\$ 1,791,703	\$ 1,359,349
Minimum Guarantee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Carrier Safety Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway System	\$ 42,581,007	\$ 11,014,152	\$ -	\$ 53,595,159	\$ 55,070,758	\$ 42,581,007	\$ 12,183,753	\$ -	\$ 54,764,760	\$ 60,918,765
National Historic Covered Bridge Preservation (NHCBP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways Program	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 300,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 300,000
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ 1,250,000	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ 1,250,000
Safety Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Seat Belt Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Planning & Research	\$ 3,043,854	\$ 935,156	\$ -	\$ 3,979,010	\$ 4,675,780	\$ 3,043,854	\$ 635,156	\$ -	\$ 3,679,010	\$ 3,175,780
STP-Areas Less Than 200K	\$ 15,912,590	\$ 1,691,142	\$ -	\$ 17,603,732	\$ 8,455,711	\$ 15,912,590	\$ 3,516,269	\$ -	\$ 19,428,859	\$ 17,581,343
STP-Areas Over 200K	\$ 1,611,833	\$ -	\$ -	\$ 1,611,833	\$ -	\$ 1,611,833	\$ -	\$ -	\$ 1,611,833	\$ -
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000
STP-Enhancement	\$ 3,884,240	\$ 66,783	\$ 350,915	\$ 4,301,938	\$ 1,885,410	\$ 3,884,240	\$ 800,000	\$ -	\$ 4,684,240	\$ 4,000,000
STP-Hazard Elimination	\$ -	\$ 407,000	\$ -	\$ 407,000	\$ 2,035,000	\$ -	\$ 407,000	\$ 115,406	\$ 522,406	\$ 2,612,028
STP-Non Urban Areas Under 5K	\$ 3,199,730	\$ 944,468	\$ -	\$ 4,144,198	\$ 4,722,340	\$ 3,199,730	\$ 54,955	\$ -	\$ 3,254,685	\$ 274,775
STP-Rail	\$ 1,100,000	\$ 88,000	\$ -	\$ 1,188,000	\$ 1,020,000	\$ 1,100,000	\$ 88,000	\$ -	\$ 1,188,000	\$ 1,020,000
STP-Safety	\$ -	\$ 85,200	\$ -	\$ 85,200	\$ 426,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-State Flexible	\$ 12,434,492	\$ 8,836,783	\$ 84,434	\$ 21,355,709	\$ 47,728,239	\$ 12,434,492	\$ 8,895,686	\$ 87,604	\$ 21,417,782	\$ 48,044,806
Strategic Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation & Community & System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Assistance	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ 300,000	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ 300,000
GARVEE Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000
FHWA FEDERAL-AID TOTAL	\$ 175,914,235	\$ 34,732,098	\$ 6,202,979	\$ 216,849,312	\$ 235,771,817	\$ 175,183,536	\$ 35,271,499	\$ 4,362,506	\$ 214,004,641	\$ 224,385,978

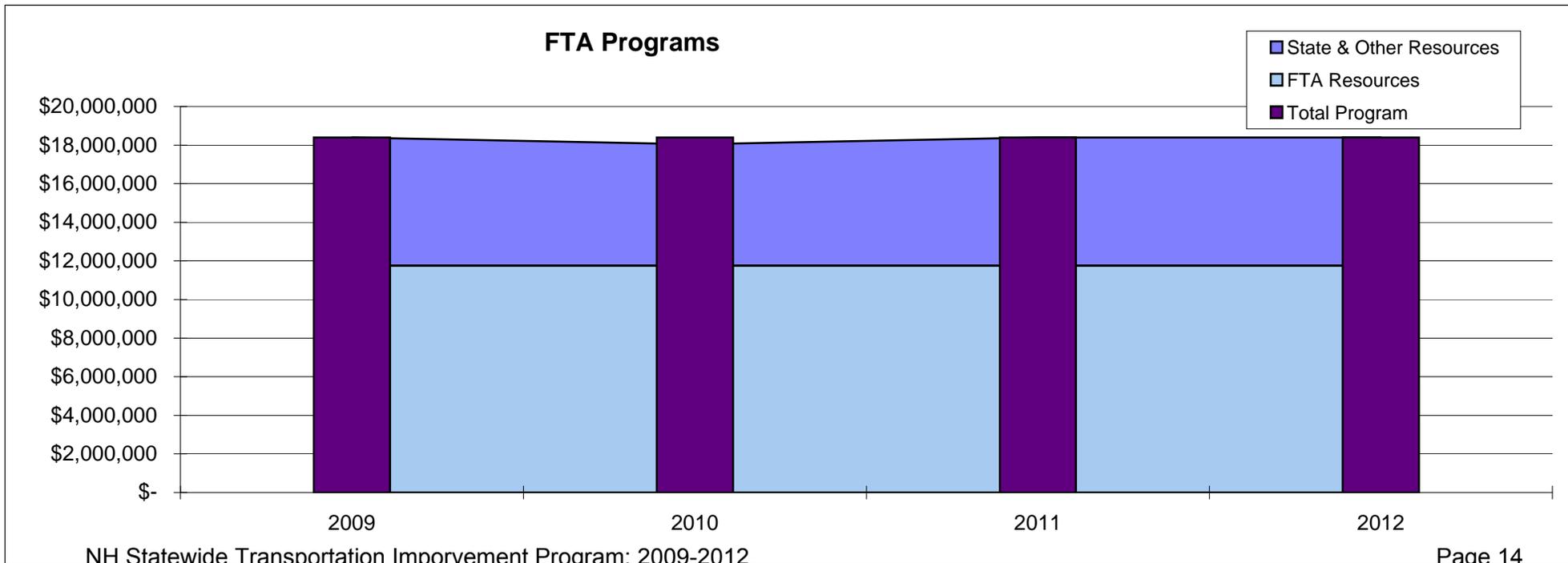
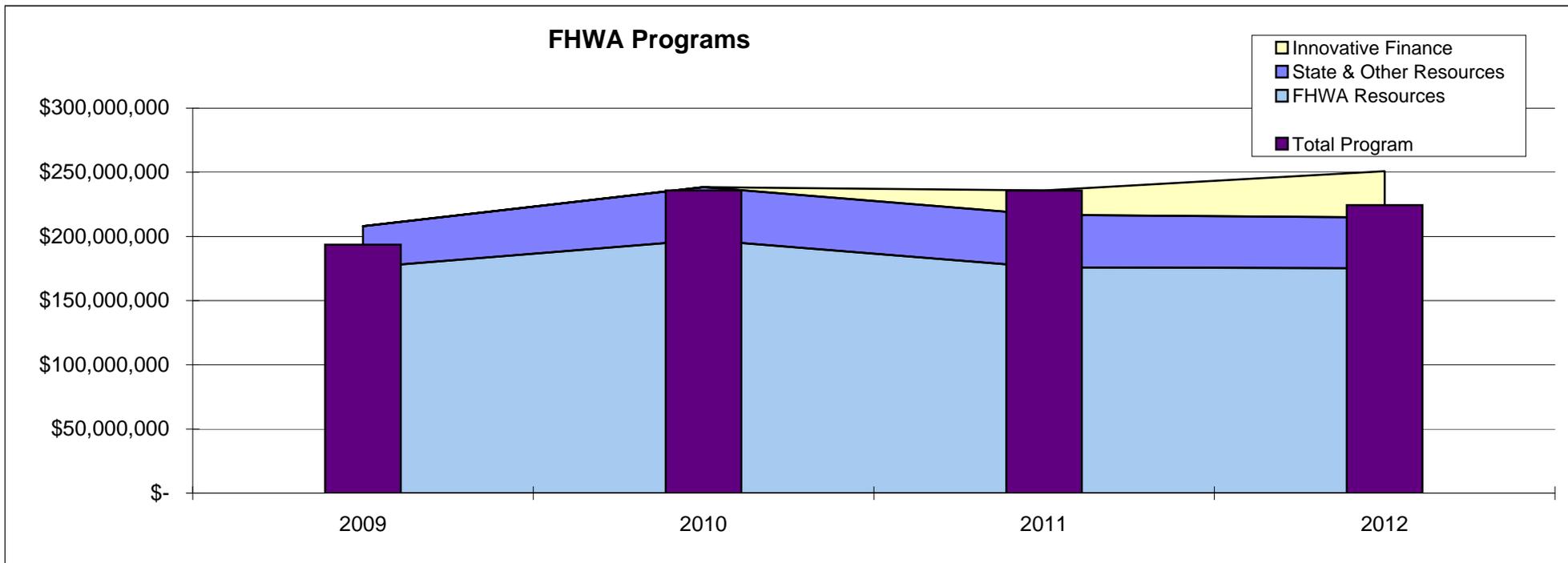
NH STIP 2009-2012:
Financial Constraint Documentation

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	
FTA - Federal-aid w/ Match										
FTA Section 3037 Job Access and Reverse Commute Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5303 Metro Planning	\$ 373,671	\$ -	\$ -	\$ 373,671	\$ 373,671	\$ 373,671	\$ -	\$ -	\$ 373,671	\$ 373,671
FTA Section 5307 Capital and Subsidy (Operating) Program	\$ 6,196,447	\$ 147,200	\$ 3,145,110	\$ 9,488,757	\$ 9,488,757	\$ 6,196,447	\$ 147,200	\$ 3,145,110	\$ 9,488,757	\$ 9,488,757
FTA Section 5309 Capital Funding Program - Formula	\$ -	\$ 122,400	\$ 442,400	\$ 564,800	\$ 564,800	\$ -	\$ 122,400	\$ 442,400	\$ 564,800	\$ 564,800
FTA Section 5310 Capital Program	\$ 625,384	\$ -	\$ 150,000	\$ 775,384	\$ 775,384	\$ 625,384	\$ -	\$ 150,000	\$ 775,384	\$ 775,384
FTA Section 5311 Capital & Operating Program	\$ 3,619,915	\$ -	\$ 1,942,800	\$ 5,562,715	\$ 5,562,715	\$ 3,619,915	\$ -	\$ 1,942,800	\$ 5,562,715	\$ 5,562,715
FTA Section 5313/5314 Planning & Tech Studies	\$ 97,574	\$ -	\$ -	\$ 97,574	\$ 97,574	\$ 97,574	\$ -	\$ -	\$ 97,574	\$ 97,574
FTA Section 5316 JARC	\$ 424,371	\$ -	\$ 350,000	\$ 774,371	\$ 774,371	\$ 424,371	\$ -	\$ 350,000	\$ 774,371	\$ 774,371
FTA Section 5317 New Freedoms	\$ 415,111	\$ -	\$ 340,000	\$ 755,111	\$ 755,111	\$ 415,111	\$ -	\$ 340,000	\$ 755,111	\$ 755,111
FTA FEDERAL-AID TOTAL	\$ 11,752,473	\$ 269,600	\$ 6,370,310	\$ 18,392,383	\$ 18,392,383	\$ 11,752,473	\$ 269,600	\$ 6,370,310	\$ 18,392,383	\$ 18,392,383
FHWA/FTA FEDERAL-AID TOTAL	\$ 187,666,708	\$ 35,001,698	\$ 12,573,289	\$ 235,241,695	\$ 254,164,200	\$ 186,936,009	\$ 35,541,099	\$ 10,732,816	\$ 232,397,024	\$ 242,778,361
Innovative Financing										
GARVEE Bonds	\$ -	\$ 19,000,000	\$ -	\$ 19,000,000	\$ -	\$ -	\$ 36,000,000	\$ -	\$ 36,000,000	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Innovative Financing	\$ -	\$ 19,000,000	\$ -	\$ 19,000,000	\$ -	\$ -	\$ 36,000,000	\$ -	\$ 36,000,000	\$ -
State Fund Sources (State Funded Projects Only)										
State Funds - No Federal-Aid Match	\$ -	\$ 123,922,000	\$ -	\$ 123,922,000	\$ 98,649,000	\$ -	\$ 49,901,000	\$ -	\$ 49,901,000	\$ 48,593,000
Total State Fund Sources	\$ -	\$ 123,922,000	\$ -	\$ 123,922,000	\$ 98,649,000	\$ -	\$ 49,901,000	\$ -	\$ 49,901,000	\$ 48,593,000
Other Fund Sources										
Non-Participating Funds (other states, municipalities, private sources)	\$ -	\$ -	\$ 750,888	\$ 750,888	\$ 750,888	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -
Total Other Fund Sources	\$ -	\$ -	\$ 750,888	\$ 750,888	\$ 750,888	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -
TOTAL ALL PROGRAMS	\$ 187,666,708	\$ 177,923,698	\$ 13,324,177	\$ 378,914,583	\$ 353,564,088	\$ 186,936,009	\$ 121,442,099	\$ 10,772,816	\$ 318,338,024	\$ 291,371,361

	2009		2010		2011		2012	
	State Resources	Total Programmed						
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Statewide Operations & Maintenance	\$ 116,104,329	\$ 116,104,329	\$ 148,819,003	\$ 148,819,003	\$ 153,836,364	\$ 153,836,364	\$ 153,836,364	\$ 153,836,364

2009-2012 STIP: Programmed Dollars versus Available Resources



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Public Involvement

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

The development of the NH STIP is the last step in the continuing transportation planning process. A public comment period for the 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.

Below are the comments received during the public comment period as well as an explanation of how they were addressed:

Comment from:	Comment	Response
Concord	#13860 – Total project cost is reported lower than the actual programmed amounts.	The total project cost was corrected.
Concord	#14817 – The match to federal dollars is shown as City of Concord when it should be the State of NH.	Match dollars should be from the State of NH and have been revised accordingly.
NRPC	Nashua Transit Capital – The amount shown in 2011 should instead be in 2009.	The 2011 and 2009 total dollars will be revised accordingly.
FHWA	Table 1 and the associated text should be further clarified to indicate that only apportioned formula funds are included.	Text was modified and added to clarify what is included in Table 1.
FHWA	Some projects show \$0 in the total project cost field or show negative amounts. Such occurrences should be reviewed and corrected.	The total project cost field was reviewed and corrected.
FHWA	Deobligations shown as negative amounts in the project list do not need to be included.	Deobligations have been removed from the report.
SRPC	#11238 – The project totals in the draft STIP do not match the figures in the MPO Plan.	The draft STIP has been revised to match the TIP figures.
NHDOT	#13878 – The clean air code in the draft STIP does not match the code in the joint RPC/SRPC AQA.	The clean air code has been revised to match the RPC/SRPC AQA; E-33.

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 19, 2009
2	May 21, 2009
3	August 20, 2009
4	November 19, 2009
5	February 18, 2010
6	May 20, 2010

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Project List



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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM LEGEND

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	Comments
ALTON	14121#	NH 11 / NH 28	3.062	INTERSECTION RECONSTRUCTION (ALTON TRAFFIC CIRCLE) - DESIGNATED PROJECT: NH056 (14121A), NH040 (14121B) & NH069 (14121C) [PARENT]						ATT	(#) projects include 2 or more Federal Earmarks. Specific Earmarks are described in the description.
				P	2009	.020	.005	.000	.025	High Priority Projects (SAFETEA-LU 2005)	
				R	2009	.020	.005	.000	.025	STP-Non Urban Areas Under 5K	
				C	2009	.927	.232	.000	1.159	High Priority Projects (SAFETEA-LU 2005)	
					2009	.000	.000	.130	.130	Non Participating	
				Totals		.987	.247	.130	1.364		
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK	11512D	AIRPORT ACCESS ROAD	15.844	CONSTRUCT ACCESS ROAD OVER LITTLE COHAS RIVER AND ACCESS ROAD TO THE MERRIMACK RIVER BRIDGE (Parent = Bed-Man-Lon-Mer 11512)						N/E	
				C	2009	1.703	.426	.000	2.129	Equity Bonus	
					2009	3.760	.940	.000	4.700	National Highway System	
					2010	.483	.121	.000	.604		
				Totals		5.947	1.487	.000	7.433		
STATEWIDE	12223*	TRAFFIC	(Annual)	PAVEMENT MARKING (Annual Project)						E-11	Annual pavement striping program funding.
				C	2009	3.100	.000	.000	3.100	STP-State Flexible	
					2010	3.199	.000	.000	3.199		
					2011	3.302	.000	.000	3.302		
					2012	3.407	.000	.000	3.407		
				Totals		13.008	.000	.000	13.008		

Entire Project Cost*
*Project start to finish, includes all years and phases.

Fiscal Year and Funding Amount (in millions) for each phase

Project Phase of Work
P = Preliminary Engineering
R = Right of Way
C = Construction

2009 Advance Constructed

This FY is an Advanced Construction Conversion to Federal Aid.

As Designated by MPO / DOT

Grouped

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

Grouped (*) projects are Annual Program projects and other grouped projects by function.

Blank spaces here are the same funding as above that space.

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Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments		
			Cost \$(M)	Phase		Code	Comments			
Regionally Significant		Grouped / Parent	Adv Const Payback	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
ALTON	14121	NH 11 / NH 28	3.062		INTERSECTION RECONSTRUCTION (ALTON TRAFFIC CIRCLE) - DESIGNATED PROJECT: NH056 (14121A), NH040 (14121B) & NH069 (14121C) [PARENT]				ATT	Earmarked funding, formerly part of Barnstead-Alton.
	A#			P	2009	.020	.005	.000	.025	High Priority Projects (SAFETEA-LU 2005)
					2009	.020	.005	.000	.025	
				R	2009	.020	.005	.000	.025	
					2009	.057	.014	.000	.071	
					2009	.200	.000	.000	.200	
					2009	.173	.043	.000	.216	
					2009	.020	.005	.000	.025	STP-Non Urban Areas Under 5K
					2009	.030	.008	.000	.038	
				C	2009	.473	.118	.000	.591	Equity Bonus
					2009	.927	.232	.000	1.159	High Priority Projects (SAFETEA-LU 2005)
					2009	.000	.000	.130	.130	Non Participating
	6855			Totals		1.940	.435	.130	2.505	
AMHERST	14832		.269		TOWN HALL BEAUTIFICATION AND SAFETY: ADD GREEN SPACE IMMEDIATELY IN FRONT OF TOWN HALL AND IN FRONT OF ADJOINING OLD BURIAL GROUNDS. IMPROVE PEDESTRIAN SAFETY AND REDUCE PAVED SURFACES WHICH WILL REDUCE STORM WATER RUNOFF (TE Program) [06-01TE]				E-45	Partially funded by AMHERST Specific project from Statewide program. Municipal Managed.
				R	2009	.001	.000	.000	.001	STP-Enhancement
				C	2010	.202	.000	.051	.253	
	6230			Totals		.203	.000	.051	.254	
ANDOVER	14169	NH 11 & 4A	3.113		BRIDGE REMOVAL NH 11 OVER US 4 & ABANDONED RR - RECONFIGURATION TO AT-GRADE INTERSECTION				ATT	Red list bridge, priority #26
				P	2009	.036	.009	.000	.045	Bridge On/Off System
				C	2009	2.224	.556	.000	2.780	
	3260			Totals		2.260	.565	.000	2.825	
ANDOVER - WILMOT - DANBURY	14823		.265		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.
				C	2010	.185	.000	.046	.231	STP-Enhancement
	6231			Totals		.185	.000	.046	.231	

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\$	Funding Category	
ANTRIM 14828 6232	US 202 / NH 31 MAIN STREET	.429	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]	R	2009	.003	.000	.001	.004	STP-Enhancement
				C	2011	.251	.000	.108	.358	
				Totals		.254	.000	.109	.362	
BARNSTEAD - ALTON 14121 2738	NH 28	7.137	RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD	P	2010	.021	.005	.000	.026	STP-Areas Less Than 200K
					2010	.103	.026	.000	.129	
					2011	.043	.011	.000	.053	
					2011	.043	.011	.000	.053	STP-Non Urban Areas Under 5K
				R	2009	.020	.005	.000	.025	
					2010	.083	.021	.000	.103	
					2011	.021	.005	.000	.027	
				C	2010	1.032	.258	.000	1.290	
				Totals		1.365	.341	.000	1.706	
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512 <i>Regionally Significant</i> 194	AIRPORT ACCESS ROAD	52.341	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]	P	2009	.040	.010	.000	.050	National Highway System
					2010	.041	.010	.000	.052	
				R	2009	2.120	.530	.000	2.650	
					2010	.041	.010	.000	.052	
				Totals		2.243	.561	.000	2.803	
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512D <i>Regionally Significant</i> 3150	AIRPORT ACCESS ROAD	13.825	CONSTRUCT ACCESS ROAD OVER LITTLE COHAS RIVER AND ACCESS ROAD TO THE MERRIMACK RIVER BRIDGE (Parent = Bed-Man-Lon-Mer 11512)		2009	1.703	.426	.000	2.129	Equity Bonus
					2009	3.760	.940	.000	4.700	National Highway System
					2010	.483	.121	.000	.604	
				Totals		5.947	1.487	.000	7.433	

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work							CAA	Comments	
		Cost \$(M)	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	Code		
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512F	AIRPORT ACCESS ROAD	15.250			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	3.600	.900	.000	4.500	National Highway System			
					2010	8.600	2.150	.000	10.750				
					Totals	12.200	3.050	.000	15.250				
<i>Regionally Significant</i> 3794													
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512H	AIRPORT ACCESS ROAD	5.496			CONSTRUCT NORTH OF LITTLE COHAS BRIDGE AND FINAL PAVING TO NH 3A (Parent = Bed-Man-Lon-Mer 11512)							N/E	
				C	2012	4.396	1.099	.000	5.496	National Highway System			
					Totals	4.396	1.099	.000	5.496				
<i>Regionally Significant</i> 5670													
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512I	AIRPORT ACCESS ROAD	12.938			WIDEN FE EVERETT TURNPIKE (Parent = Bed-Man-Lon-Mer 11512)							N/E	
				C	2011	5.338	1.335	.000	6.673	National Highway System			
					2012	5.012	1.253	.000	6.265				
					Totals	10.350	2.588	.000	12.938				
<i>Regionally Significant</i> 5671													
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512J	AIRPORT ACCESS ROAD	8.173			EARTHWORK CONTRACT WEST OF THE MERRIMACK RIVER (Parent = Bed-Man-Lon- Mer 11512)							N/E	
				C	2010	2.064	.516	.000	2.580	National Highway System			
					2011	4.474	1.119	.000	5.593				
					Totals	6.538	1.635	.000	8.173				
<i>Regionally Significant</i> 5951													
BELMONT 14400	LAKE WINNISQUAM SCENIC TRAIL	.353			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
				C	2009	.227	.000	.057	.283	STP-Enhancement			
					Totals	.227	.000	.057	.283				
5637													

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\$				
BELMONT	14829		.463			PHASE 2, LAKE WINNISQUAM SCENIC TRAIL: CONSTRUCT HARD PACK GRAVEL SURFACE, 8' WIDE FROM US 3 IN BELMONT TO JEFFERSON ROAD IN BELMONT (TE Program) [06-06TE]						ATT	Partially funded by BELMONT Specific project from Statewide program. Municipal managed.
	6233			P	2010	.030	.000	.008	.038	STP-Enhancement			
					2010	.041	.000	.010	.052				
				R	2010	.001	.000	.000	.001				
				C	2011	.298	.000	.075	.373				
				Totals		.370	.000	.093	.463				
BELMONT - LACONIA	NH 106		3.948			RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA						ATT	
	2787			P	2011	.085	.021	.000	.107	National Highway System			
					2012	.088	.022	.000	.110				
				R	2012	.088	.022	.000	.110				
				Totals		.261	.065	.000	.326				
BENNINGTON	14401	VARIOUS	.700			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			C	2009	.445	.000	.111	.556	STP-Enhancement			
				Totals		.445	.000	.111	.556				
BERLIN	12958 B#	NH 110	9.979			PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (Approx 0.7 MILES) [Section 1702 - Designated Project; Demo Id NH043 (12958B) & NH062 (12958E)] [PARENT]						ATT	Earmark funding.
	2307			P	2009	.120	.030	.000	.150	High Priority Projects (SAFETEA-LU 2005)			
					2010	.028	.007	.000	.035				
					2010	.013	.003	.000	.016	STP-State Flexible			
				R	2009	.720	.180	.000	.900	High Priority Projects (SAFETEA-LU 2005)			
					2009	.866	.217	.000	1.083				
					2009	.380	.095	.000	.475	STP-Areas Less Than 200K			
					2010	.006	.002	.000	.008	High Priority Projects (SAFETEA-LU 2005)			
					2010	.046	.012	.000	.058				
					2010	.096	.024	.000	.120				
					2010	.660	.165	.000	.826	STP-Areas Less Than 200K			
					2010	.191	.048	.000	.239	STP-State Flexible			
				C	2011	.932	.233	.000	1.164	High Priority Projects (SAFETEA-LU 2005)			
					2011	2.306	.577	.000	2.883				
					2011	.386	.096	.000	.482	STP-State Flexible			
					2011	.932	.233	.000	1.164				
				Totals		7.683	1.921	.000	9.603				

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\$	Funding Category	
BETHLEHEM 13087		US 302	.045	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	
				P	2009	.004	.000	.001	.004	STP-Enhancement
				R	2009	.004	.000	.001	.005	
				C	2009	.028	.000	.007	.035	
				Totals		.036	.000	.009	.044	
2331										
CHESTERFIELD 13597		NH 63	.688	RECONSTRUCT TO IMPROVE SAFETY ADJACENT TO SPOFFORD LAKE IN THE AREA OF THE "S-CURVES" FROM NORTH SHORE ROAD SOUTHERLY APPROXIMATELY 0.5 MILES				ATT		
				P	2009	.040	.010	.000	.050	STP-Safety
				R	2010	.041	.010	.000	.052	
				C	2011	.341	.085	.000	.426	
				Totals		.422	.106	.000	.528	
2747										
CLAREMONT 13248 #		NH 12	5.213	NORTH STREET INTERSECTION RELOCATION [Section 1702 - Designated Project; Demo Id NH039 & NH059]				ATT	Partially funded by CLAREMONT Earmark funding. Municipal Managed	
				P	2009	.022	.000	.006	.028	High Priority Projects (SAFETEA-LU 2005)
					2009	.028	.000	.007	.035	
					2009	.070	.000	.018	.088	
					2009	.080	.000	.020	.100	
				R	2009	.080	.000	.020	.100	
					2010	.165	.000	.041	.206	
				C	2012	3.517	.000	.879	4.396	
				Totals		3.962	.000	.991	4.953	
2802										

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\$	Funding Category
CLAREMONT	NH 11/ NH 12	2.725		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
14494 #			P	2009	.150	.000	.000	.150	High Priority Grants (STEA04_Ext_2005)
			R	2009	.010	.000	.000	.010	
				2010	.010	.000	.000	.010	
			C	2010	.400	.000	.000	.400	
				2010	.071	.000	.018	.088	High Priority Projects (SAFETEA-LU 2005)
				2010	.206	.000	.052	.258	
				2010	.224	.000	.056	.279	
				2010	.621	.000	.155	.776	
				2010	.010	.000	.002	.012	STP-State Flexible
				2010	.012	.000	.003	.015	
				2010	.025	.000	.006	.031	
				2010	.411	.000	.103	.514	
2792			Totals		2.150	.000	.395	2.545	
COAST	COAST	29.067		OPERATING ASSISTANCE				E-21	Partially funded by COAST 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	.895	.000	.895	1.789	
				2011	.952	.000	.952	1.904	
				2012	1.013	.000	1.013	2.027	
567			Totals		3.801	.000	3.801	7.602	
COAST	COAST	7.437		PREVENTIVE MAINTENANCE				E-21	Partially funded by COAST FTA maintains transit services using local matching funds.
				2009	.494	.000	.124	.618	FTA 5307 Capital and Operating Program
				2010	.419	.000	.105	.524	
				2011	.446	.000	.111	.557	
				2012	.473	.000	.118	.591	
2691			Totals		1.832	.000	.458	2.291	

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\$	Funding Category	
COAST	COAST	.499	MISC. SUPPORT EQUIPMENT						E-24	Partially funded by COAST FTA maintains transit services using local matching funds.
				2009	.025	.000	.006	.031	FTA 5307 Capital and Operating Program	
				2010	.027	.000	.007	.034		
				2011	.029	.000	.007	.036		
				2012	.031	.000	.008	.038		
3067				Totals	.112	.000	.028	.140		
COAST	COAST	1.004	MISC. BUS STATION EQUIPMENT						E-28	Partially funded by COAST FTA maintains transit services using local matching funds.
				2009	.050	.000	.013	.063	FTA 5307 Capital and Operating Program	
				2010	.053	.000	.013	.066		
				2011	.055	.000	.014	.069		
				2012	.058	.000	.015	.073		
3068				Totals	.217	.000	.054	.271		
COAST	COAST	1.152	GENERAL & COMPREHENSIVE PLANNING						E-36	Partially funded by COAST FTA Funding for intermodal planning. Cost reflects current information.
				2009	.082	.000	.021	.103	FTA 5307 Capital and Operating Program	
				2010	.088	.000	.022	.109		
				2011	.093	.000	.023	.116		
				2012	.099	.000	.025	.124		
3069				Totals	.362	.000	.091	.453		
COAST	COAST	1.667	ADA OPERATIONS						E-21	Partially funded by COAST FTA maintains transit services with local commitment.
				2009	.056	.000	.014	.070	FTA 5307 Capital and Operating Program	
				2010	.059	.000	.015	.073		
				2011	.063	.000	.016	.079		
				2012	.067	.000	.017	.084		
3070				Totals	.244	.000	.061	.306		

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\$	Funding Category	
COAST	COAST	7.307	CAPITAL PROGRAM				E-22	Partially funded by COAST FTA maintains bus fleet for local transit using local matching funds. Cost reflects current information.		
				2009	.703	.000	.176	.879	FTA 5307 Capital and Operating Program	
				2010	.430	.000	.108	.538		
				2011	.457	.000	.114	.571		
				2012	.486	.000	.122	.608		
3503				Totals	2.076	.000	.519	2.595		
COLEBROOK 13476	NH 26	1.445	BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068				ATT			
			P	2012	.051	.013	.000	.063	Bridge On/Off System	
571				Totals	.051	.013	.000	.063		
CONCORD 12004	SEWALLS FALLS ROAD	9.737	REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045]				ATT	Partially funded by CONCORD Earmark Funding (partial). City pays 20% match, Red List bridge.		
			P	2009	.020	.000	.005	.025	Bridge On/Off System	
				2009	.250	.000	.063	.313		
				2010	.021	.000	.005	.026		
			R	2009	.030	.000	.008	.038	Bridge On System	
				2009	.174	.000	.044	.218	Bridge On/Off System	
				2010	.021	.000	.005	.026		
			C	2012	6.120	.000	1.530	7.650		
				2012	.176	.000	.044	.220	High Priority Projects (SAFETEA-LU 2005)	
				2012	.353	.000	.088	.441		
				2012	.350	.000	.088	.438	STP-State Flexible	
293				Totals	7.514	.000	1.879	9.393		
CONCORD 13184C	I-393	.407	CONSTRUCT DRAINAGE AND OVERLAY PAVEMENT FROM NORTH MAIN STREET EAST TO HORSE SHOE POND INTERSECTION				ATT			
			R	2009	.027	.003	.000	.030	Interstate Maintenance	
			C	2010	.249	.028	.000	.277		
				2010	.000	.000	.095	.095	Non Participating	
6205				Totals	.276	.031	.095	.402		
CONCORD 13860	LOUDON RD / PEMBROKE RD / OLD TPK RD	.300	CONSTRUCT COMBINATION OF SIDEWALKS & BIKE PATHS ALONG WITH CURBING, DRAINAGE (CMAQ Program) [02-03CM]				ATT	Partially funded by CONCORD		
			C	2009	.143	.000	.036	.179	Congestion Mitigation and Air Quality Program	
3701				Totals	.143	.000	.036	.179		

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Funding					Funding Category	CAA Code	Comments
		Cost \$(M)	Adv Const Payback		Phase	Fiscal Year	Fed\$	DOT\$	Other\$			
CONCORD 14817	STORRS STREET	2.450		PARK AND RIDE [06-02CM] (CMAQ Project)						ATT	Specific project from Statewide program.	
				P	2009	.120	.030	.000	.150	Congestion Mitigation and Air Quality Program		
				R	2010	1.073	.268	.000	1.342			
				C	2011	.767	.192	.000	.959			
6220				Totals		1.960	.490	.000	2.450			
CONCORD - LACONIA 10672	NH 106	11.085		ROADWAY RECONSTRUCTION & IMPROVEMENTS FROM I-393 INTERCHANGE TO THE LACONIA BYPASS (Pe & Row)						ATT	To address ROW requests that are an outgrowth of the major 20 mile improvements approved in 1995 and subsequently partially built.	
				P	2009	.027	.007	.000	.033	Minimum Guarantee		
				R	2010	.206	.052	.000	.258	National Highway System		
144				Totals		.233	.058	.000	.291			
CONWAY 11339B	US 302 / NH 16	64.570		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		
					2010	.041	.010	.000	.052			
					2012	.046	.012	.000	.058			
					2012	.310	.078	.000	.388			
				R	2009	.600	.150	.000	.750			
					2010	.330	.083	.000	.413			
					2011	.043	.011	.000	.053			
<i>Regionally Significant</i> 176				Totals		1.450	.363	.000	1.813			
CONWAY 11339I	US 302 & NH 16	12.677		WIDENING, PAVEMENT REHABILITATION & DRIVEWAY CONSOLIDATION (Parent = Conway 11339B)						ATT		
				<i>2009 Advance Constructed</i>	C	2009	.016	.000	.000	.016	High Priority Grants (STEA04_Ext_2005)	
<i>Regionally Significant</i> 183				Totals		.016	.000	.000	.016			
CONWAY 14821	NH 16	.592		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.	
				C	2009	.124	.000	.031	.156	STP-Enhancement		
					2009	.309	.000	.078	.386			
6234				Totals		.433	.000	.109	.542			

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Cost \$(M)				Funding Category	CAA Code	Comments
		Cost \$(M)	Location/Scope of Work		Fed\$	DOT\$	Other\$	Tot\$			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category		
CONWAY 14958	NH 16	3.517	BRIDGE REHABILITATION OVER SACO RIVER - 170/071							ATT	Deck plate girder bridge, priority #93.
			P	2011	.051	.013	.000	.064	National Highway System		
			R	2011	.009	.002	.000	.011			
5552			Totals		.060	.015	.000	.075			
CORNISH	SAINT-GAUDENS NATIONAL HISTORIC SITE	.024	PAVEMENT MANAGEMENT PROJECT (National Park Service-FHWA Eastern Federal Lands)							ATT	
			C	2010	.024	.000	.000	.024	STP-State Flexible		
7109			Totals		.024	.000	.000	.024			
DERRY 13249	NH 28	2.315	INTERSECTION IMPROVEMENT @ NH 102							E-51	Partially funded by DERRY
			P	2009	.044	.006	.006	.055	STP-State Flexible		
			R	2009	.132	.000	.033	.165	Equity Bonus		
			C	2009	.013	.000	.001	.015	Highway Safety Improvement Program (HSIP)		
				2009	1.028	.000	.114	1.142			
				2009	.000	.000	.009	.009	Non Participating		
996			Totals		1.217	.006	.163	1.385			
DOVER 13042	NH 9	5.975	REPLACE BRIDGE OVER B&M RAILROAD - 109/106							E-19	Red List bridge, priority #64
			P	2009	.040	.010	.000	.050	Bridge On System		
			R	2009	.096	.024	.000	.120	Bridge On/Off System		
			C	2010	1.829	.457	.000	2.286			
				2010	.211	.053	.000	.263	STP-Areas Over 200K		
				2010	1.833	.458	.000	2.291			
2406			Totals		4.008	1.002	.000	5.010			
DOVER 13509	VARIOUS	.500	DOWNTOWN TRANSIT LOOP [00-05CM]							N/E	Partially funded by DOVER
			C	2009	.400	.000	.100	.500	FHWA to FTA Previous Transfer		
2970			Totals		.400	.000	.100	.500			
DOVER 13796	WASHINGTON STREET	.518	BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118							E-19	Partially funded by DOVER City pays 10% match. RPC comment.
			P	2009	.040	.005	.005	.050	Bridge Off System		
			C	2010	.330	.041	.041	.413			
695			Totals		.370	.046	.046	.463			

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\$	Funding Category
DUBLIN 14318 5720	NH 101	.300		IMPROVEMENTS WITHIN THE VILLAGE AREA TO ENHANCE PEDESTRIAN SAFETY THROUGH TRAFFIC CALMING [Section 115 - Designated Project NH027]					ATT
			C	2009	.265	.000	.000	.265	High Priority Projects (Post TEA-21)
				Totals	.265	.000	.000	.265	
DUBLIN 14319 5640	NH 101 / MAIN ST	.263		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 DUBLIN
			C	2009	.168	.000	.042	.210	STP-Enhancement
				Totals	.168	.000	.042	.210	
DURHAM 3286	US 4 / NH 108	.641		INTERCHANGE IMPROVEMENTS AND RECONFIGURATION INCLUDING THE INSTALLATION OF TRAFFIC SIGNALS, DEDICATED TURNING LANES, SIGNAGE, ETC. - PHASE 2					E-53 From Route 4 Safety Study.
			P	2011	.017	.004	.000	.021	National Highway System
				Totals	.017	.004	.000	.021	
DURHAM 14405 5642	NH155 A / MAIN ST	.491		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]					E-33 Partially funded by UNH Specific project from Statewide program, Municipal managed.
			C	2009	.333	.000	.083	.416	STP-Enhancement
				Totals	.333	.000	.083	.416	
DURHAM - NEWMARKET 13080 2296	NH 108	4.992		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.
			P	2009	.080	.020	.000	.100	STP-State Flexible
				2010	.041	.010	.000	.052	
				2011	.043	.011	.000	.053	STP-Enhancement
			R	2009	.030	.008	.000	.038	STP-State Flexible
				2009	.050	.013	.000	.063	
				2010	.083	.021	.000	.103	
			C	2011	3.013	.753	.000	3.766	STP-Areas Less Than 200K
				2011	.225	.056	.000	.281	STP-Enhancement
				Totals	3.564	.891	.000	4.455	

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\$	Funding Category	
ENFIELD 12967	MAIN STREET & NH 4A	9.902			BRIDGE REPLACEMENT ON MAIN STREET OVER MASCOMA LAKE - 077/139; NH 4A, REHAB. PAVEMENT, ADD SHOULDERS, IMPROVE DRAINAGE				ATT	Red List bridge, priority #52.
			P	2009	.160	.040	.000	.200	Bridge On/Off System	
				2010	.074	.019	.000	.093		
			R	2009	.128	.032	.000	.160		
				2010	.017	.004	.000	.021		
			C	2010	2.000	.500	.000	2.500		
				2011	4.560	1.140	.000	5.700		
585			Totals		6.939	1.735	.000	8.674		
ENFIELD 14406	MAPLE ST	.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
			C	2009	.067	.000	.067	.133	STP-Enhancement	
5644			Totals		.067	.000	.067	.133		
ENFIELD - LEBANON 13962	I-89	8.755			REHAB FROM EXIT 15 TO EXIT 17 (4.0 MILES) [4R]				ATT	Bridge priority #53 and #54.
			P	2009	.113	.013	.000	.125	Interstate Maintenance	
			R	2009	.005	.001	.000	.005		
			C	2011	7.668	.852	.000	8.520		
2761			Totals		7.785	.865	.000	8.650		
EPSOM 15266	NH 107	.874			BRIDGE REPLACEMENT OVER GRIFFIN BROOK - 160/110 [APRIL 2007 RAIN EVENT]				ATT	Bridge damaged by April 2007 floods, priority #30.
			C	2010	.611	.153	.000	.764	Bridge On/Off System	
6717			Totals		.611	.153	.000	.764		
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
			R	2009	.240	.000	.060	.300	Congestion Mitigation and Air Quality Program	
			C	2009	.100	.000	.025	.125		
3713			Totals		.340	.000	.085	.425		
EXETER 15372	EPPING ROAD	.069			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	.055	.014	.000	.069	STP-Areas Less Than 200K	
3287			Totals		.055	.014	.000	.069		

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\$	Funding Category
FRANKLIN 13928 #	US 3	3.967		UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH057 (13928B) & NH037 (13928A)] [PARENT]					ATT Partially funded by FRANKLIN Earmarked funding.
			P	2009	.057	.000	.014	.071	High Priority Projects (SAFETEA-LU 2005)
				2009	.080	.000	.020	.100	
				2009	.393	.000	.098	.491	
				2009	.023	.000	.006	.029	STP-State Flexible
			R	2009	.020	.000	.005	.025	High Priority Projects (SAFETEA-LU 2005)
				2010	.157	.000	.039	.196	
				2010	.050	.000	.012	.062	STP-State Flexible
			C	2011	.264	.000	.066	.330	High Priority Projects (SAFETEA-LU 2005)
				2011	1.281	.000	.320	1.601	
				2011	.849	.000	.212	1.061	STP-State Flexible
2732			Totals		3.174	.000	.793	3.967	
FRANKLIN 15584	US 3 (CENTRAL ST)	.804		MOVE INTERSECTION OF SMITH ST & US 3 TO THE WEST. WIDEN SMITH ST & CANAL ST TO ACCOMMODATE 2 WAY TRAFFIC [DEMO ID NH078]					ATT High Priority Projects (SAFETEA-LU 2005)
			P	2009	.118	.000	.000	.118	
			R	2009	.039	.000	.000	.039	
			C	2010	.647	.000	.000	.647	
7091			Totals		.804	.000	.000	.804	
FRANKLIN - NORTHFIELD - TILTON 13890		.353		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]					ATT Partially funded by GREATER FRANKLIN COMMUNITY TRAILS ASSOC.
			C	2009	.218	.000	.055	.273	STP-Enhancement
3728			Totals		.218	.000	.055	.273	
GILFORD 14825	ALVAH WILSON ROAD	.173		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.
			C	2010	.131	.000	.033	.163	STP-Enhancement
6235			Totals		.131	.000	.033	.163	
GORHAM	NH 16	4.188		BRIDGE REPLACEMENT OVER PEABODY RIVER - 092/058					ATT Bridge Red List Priority # 117
			P	2011	.187	.047	.000	.234	National Highway System
				2012	.070	.018	.000	.088	
3259			Totals		.258	.064	.000	.322	

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Cost \$(M)				Funding Category	CAA Code	Comments	
		Adv Const	Payback		Phase	Fiscal Year	Fed\$	DOT\$				Other\$
Regionally Significant	Grouped / Parent											
GREENLAND 14813		.862		TRUCKSTOP ELECTRIFICATION (CMAQ Program) [06-08CM]						N/E	Partially funded by IDLEAIRE Specific project from Statewide program.	
					P	2009	.005	.000	.001		Congestion Mitigation and Air Quality Program	
					R	2009	.001	.000	.000			
					C	2010	.684	.000	.171			
6222					Totals		.689	.000	.172		.862	
HAMPTON 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		
					<i>2008 Advance Constructed</i>	C	2009	.009	.000	.000		High Priority Projects (SAFETEA-LU 2005)
					<i>2008 Advance Constructed</i>		2009	.035	.009	.000		
					<i>2008 Advance Constructed</i>		2009	.072	.018	.000		
					<i>2008 Advance Constructed</i>		2009	1.196	.299	.000		
2309					Totals		1.311	.326	.000		1.636	
HAMPTON 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
						2009	.040	.010	.000		.050	Bridge On/Off System
					C	2009	.240	.060	.000		.300	
6820					Totals		.288	.072	.000		.360	
HILLSBOROUGH 13893	US 202 / NH 9	.170		STONE ARCH BRIDGE PRESERVATION PROJECT TO MAKE ACCESSIBLE TO THE PUBLIC: NEW TOP SURFACE FOR BRIDGE, STONE MASONRY, ETC. (TE Program) [02- 25TE]						ATT	Partially funded by HILLSBOROUGH	
					C	2009	.116	.000	.029		.145	STP-Enhancement
3731					Totals		.116	.000	.029		.145	
HINSDALE, NH - BRATTLEBORO, VT 12210 #	NH 119	40.056		REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM [Section 1602 - Designated Project; Demo Id NH018 (12210) & NH021 (12210B)] (PARENT)						ATT	Bridge priority #89 and #90.	
					P	2009	.020	.005	.000		.025	High Priority Projects (TEA-21 1998-2003)
						2010	.021	.005	.000		.026	
					R	2010	.021	.005	.000		.026	
						2010	.252	.063	.000		.315	
					C	2011	.279	.070	.000		.349	
4171					Totals		.592	.148	.000		.741	

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)	Phase						
Regionally Significant		Grouped / Parent	Adv Const Payback	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
HOLLIS	13488	ASH STREET (NH 130)	.160		ASH STREET/NH 130; CONSTRUCT NEW SIDEWALK OF 1820' EXTENDING FROM THE POST OFFICE TO APPRX THE INTERSECTION OF MAIN ST AND SILVER LAKE RD (TE Program) [00-40TE]	E-45	Partially funded by HOLLIS Specific project from Statewide program, Municipal Managed.			
	3010									
				P	2009	.025	.000	.006	.031	STP-Enhancement
				R	2009	.001	.000	.000	.001	
				C	2009	.102	.000	.026	.128	
				Totals		.128	.000	.032	.160	
HOOKSETT	12537A	US 3 / NH 28	4.190		WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD [Section 117 - Designated Project; Demo Id NH031]	N/E	Earmark funding.			
				P	2009	.025	.000	.000	.025	High Priority Grants (STEA04_Ext_2005)
					2009	.025	.000	.000	.025	
				R	2009	1.000	.000	.000	1.000	
				C	2010	2.753	.000	.000	2.753	
					2010	.109	.027	.000	.136	STP-State Flexible
				Totals		3.912	.027	.000	3.940	
<i>Regionally Significant</i>	4107									
HOPKINTON	13483A	NH 103 & NH 127	.149		RESTORE COVERED RR BRIDGE NEAR THE INTERSECTION FOR WALK THROUGH MUSEUM IN THE VILLAGE OF CONTOOCOOK (TE Program) [Part of 00-17TE]	ATT	Partially funded by NHDHR & CONTOOCOOK RIVER ASSOC			
	3197			C	2009	.112	.000	.028	.140	STP-Enhancement
				Totals		.112	.000	.028	.140	
HUDSON	13894	NH 102	.401		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]	E-45	Partially funded by HUDSON			
	3732			C	2009	.238	.000	.102	.340	STP-Enhancement
				Totals		.238	.000	.102	.340	
HUDSON	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			
	5646			C	2009	.191	.000	.064	.254	STP-Enhancement
				Totals		.191	.000	.064	.254	
JEFFERSON - RANDOLPH	13602	US 2	1.920		RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD (PE & ROW ONLY)	ATT				
	1886			R	2009	.040	.010	.000	.050	National Highway System
				Totals		.040	.010	.000	.050	

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)	Phase						
Regionally Significant			Adv Const	Fiscal						
Grouped / Parent			Payback	Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
KEENE	14834	CHESHIRE RAIL TRAIL	.083		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			C	2010	.054	.000	.014	.068	STP-Enhancement
					Totals	.054	.000	.014	.068	
KEENE	14891	NH 9, 10, 12	.714		CONSTRUCT MULTI USE TRAIL BRIDGE OVER NH 9, 10, & 12, 750' SOUTH OF WEST STREET [Section 1702 - Designated Project; Demo Id NH049]	ATT	Earmark funding. Municipal Managed			
	6433			C	2009	.118	.029	.000	.147	High Priority Projects (SAFETEA-LU 2005)
					2009	.123	.031	.000	.154	
					2009	.124	.031	.000	.154	
					2009	.126	.032	.000	.158	
					Totals	.490	.123	.000	.613	
KEENE - SWANZEY	10309P	NH 9/10/12/101	1.806		CONSTRUCTION OF MULTI-USE TRAIL BRIDGE OVER NH 12/101, AND MITIGATION SITE (Parent = Keene-Swanzey 10309)	ATT	Incremental/interim improvement.			
	6189			C	2010	1.445	.361	.000	1.806	National Highway System
					Totals	1.445	.361	.000	1.806	
LACONIA	14409		.708		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 Winnipesauk	ATT	Partially funded by LACONIA			
	5647			C	2009	.437	.000	.146	.583	STP-Enhancement
					Totals	.437	.000	.146	.583	
LACONIA	14826		.475		PHASE 2, WINNIPESAUKEE OPECHEE WINNISQUAM (WOW) TRAIL: CONSTRUCT 1.0 MILES OF SHARED USE PATH IN THE RAILROAD CORRIDOR FROM MAIN STREET IN DOWNTOWN LACONIA TO THE BELMONT TOWN LINE (TE Program) [06-22TE]	ATT	Partially funded by LACONIA TRAILS Specific project from Statewide program. Municipal managed.			
	6237			P	2009	.014	.000	.005	.019	STP-Enhancement
					2009	.030	.000	.010	.040	
				R	2009	.001	.000	.000	.001	
				C	2011	.000	.000	.320	.320	Non Participating
					2011	.072	.000	.024	.095	STP-Enhancement
					Totals	.116	.000	.358	.475	

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\$	Funding Category
LANCASTER	14836	US 2 AND MECHANIC STREET	.196		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]					ATT Partially funded by LANCASTER Specific project from Statewide program. Municipal managed.
	6238			P	2009	.001	.000	.000	.001	STP-Enhancement
					2009	.003	.000	.001	.004	
				R	2009	.001	.000	.000	.001	
				C	2010	.152	.000	.038	.190	
				Totals		.157	.000	.039	.196	
LEBANON		I-89	15.841		1" OVERLAY FROM EXIT 17 TO JUST SOUTH OF EXIT 20 (5.5 MILES) INCLUDES SLIP LINING TWIN 66" PIPES NORTH OF EXIT 17 AND BRIDGE JOINT REHAB [4R]; BRIDGES 158/114 & 156/117					ATT Bridge priority #55 and #56.
	1900			P	2010	.139	.015	.000	.155	Interstate Maintenance
					2010	.186	.021	.000	.206	
					2011	.048	.005	.000	.053	
				Totals		.373	.041	.000	.414	
LEBANON		I-89	.612		PARK AND RIDE					ATT
	6924									
					2009	.490	.122	.000	.612	FTA 5309 Capital Funding Program - Formula
				Totals		.490	.122	.000	.612	
LEBANON	10034A	US 4 (MECHANIC STREET)	3.632		RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM					ATT Partially funded by LEBANON MUNICIPAL MANAGED, 20% City matched project.
	1890			P	2010	.083	.000	.021	.103	STP-Areas Less Than 200K
				R	2010	.017	.000	.004	.021	
				Totals		.099	.000	.025	.124	
LEBANON	11700	I-89	24.377		RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A					ATT
				P	2009	.090	.010	.000	.100	Interstate Maintenance
					2009	.135	.015	.000	.150	
				R	2009	.080	.020	.000	.100	National Highway System
				C	2009	1.941	.216	.000	2.157	Interstate Maintenance
					2010	7.133	.793	.000	7.925	
					2011	7.562	.840	.000	8.402	
				Totals		16.941	1.893	.000	18.834	

Regionally Significant

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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\$	Funding Category
LEBANON	13491	US 4	.316		BIKE & PEDESTRIAN IMPROVEMENTS ALONG US 4 NEAR I-89, EXIT 19 (TE Program) [00-52TE]					ATT Partially funded by LEBANON
	3011			C	2009	.000	.000	-.043	-.043	Non Participating
					Totals	.000	.000	-.043	-.043	
LEBANON	13558A	NH 12A	4.225		BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117					ATT Partially funded by LEBANON Municipal Managed.
	5583			P	2009	.024	.000	.006	.030	Bridge On/Off System
					2009	.080	.000	.020	.100	
				R	2010	.268	.000	.067	.335	
				C	2011	2.812	.000	.703	3.515	
					Totals	3.184	.000	.796	3.980	
LEBANON	13951	US 4	10.296		BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A					ATT Red List bridge, priority #33.
	1875			P	2009	.090	.023	.000	.113	Bridge On/Off System
					2010	.237	.059	.000	.297	
					2011	.043	.011	.000	.053	
				R	2009	.060	.015	.000	.075	
					2010	.041	.010	.000	.052	
					2010	.041	.010	.000	.052	
				C	2011	7.544	1.886	.000	9.431	
					Totals	8.057	2.014	.000	10.071	
LEBANON	14431		.596		SERVICE IMPROVEMENT FOR BUS ROUTE [04-24CM]					ATT Partially funded by LEBANON CMAQ Dollars Previously Transferred to FTA in 2005.
	5620			P	2009	.477	.000	.119	.596	FHWA to FTA Previous Transfer
					Totals	.477	.000	.119	.596	
LEBANON, NH - HARTFORD, VT		I-89	13.653		WIDEN & REHABILITATION BRIDGES OVER CONNECTICUT RIVER					ATT Bridge priorities #91 and #92.
	2771			P	2011	.107	.012	.000	.118	Interstate Maintenance
					2012	.550	.061	.000	.611	
					Totals	.656	.073	.000	.729	

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\$	Funding Category			
LEBANON, NH - HARTFORD, VT 14957	US 4	5.408		REHABILITATE BRIDGE OVER CONNECTICUT RIVER - 058/127							ATT	Red List bridge, priority #6.
			P	2009	.160	.040	.000	.200	Bridge On/Off System			
				2010	.165	.041	.000	.206				
			R	2010	.021	.005	.000	.026				
				2010	.372	.093	.000	.464				
			C	2010	3.509	.877	.000	4.386				
2753			Totals		4.226	1.057	.000	5.283				
LINCOLN	I-93	5.412		COLD PLANE & OVERLAY WITH FABRIC & 2" PAVEMENT FROM US 3 BRIDGE TO WHITEHOUSE BRIDGE (6 MILES) [4R]							ATT	
			P	2009	.158	.018	.000	.175	Interstate Maintenance			
				2010	.070	.008	.000	.077				
			C	2010	4.644	.516	.000	5.160				
2784			Totals		4.871	.541	.000	5.412				
LINCOLN	I-93	13.995		RECLAIM AND OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) [4R]							ATT	
			P	2009	.090	.010	.000	.100	Interstate Maintenance			
				2010	.093	.010	.000	.103				
				2011	.048	.005	.000	.053				
			C	2012	5.770	.641	.000	6.411				
				2012	6.595	.733	.000	7.327				
3254			Totals		12.596	1.400	.000	13.995				
LITCHFIELD 14838	ALBUQUERQUE AVENUE	.569		ALBUQUERQUE AVENUE TRAIL COMPLETION: CONSTRUCT 0.85 MILES AND 0.95 MILES OF PEDESTRIAN BIKEWAY ADJACENT TO ALBUQUERQUE AVENUE (TE Program) [06-26TE]							E-45	Partially funded by LITCHFIELD Specific project from Statewide program. Municipal managed.
			R	2009	.008	.000	.002	.010	STP-Enhancement			
			C	2011	.375	.000	.094	.469				
6239			Totals		.383	.000	.096	.479				
LITTLETON 13897	RIVERFRONT PATHWAY & TRANSPORTATION MUSEUM	.239		PHASE II: CONSTRUCT 200' PATH FROM END OF PHASE I TO SOLOMON BLOCK. CONSTRUCT 100' CANTILEVERED STRUCTURE FROM PATH TO COTTAGE ST BRIDGE. CONSTRUCT 65' STRUCTURE UNDER COTTAGE ST FROM EAST SIDE OF COTTAGE ST BRIDGE, CONSTRUCT PATH TO CONNECT WITH OPERA							ATT	Partially funded by LITTLETON
			C	2009	.159	.000	.040	.199	STP-Enhancement			
3736			Totals		.159	.000	.040	.199				

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Cost \$(M)					Funding Category	CAA	Comments
		Cost \$(M)	Location/Scope of Work		Fed\$	DOT\$	Other\$	Tot\$	Code			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category			
LONDONDERRY - SALEM	TRANSIT	1.228		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	.232	.000	.058	.290			
6292				Totals		.457	.000	.114	.572			
LYME, NH - THETFORD, VT 14460	EAST THETFORD ROAD	4.742		BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER - 053/112						ATT	Bridge priority #106.	
			P	2012	.088	.022	.000	.110	Bridge On/Off System			
				2012	.088	.022	.000	.110				
			R	2012	.004	.001	.000	.005				
				2012	.009	.002	.000	.011				
3269			Totals		.189	.047	.000	.236				
MANCHESTER	TRANSIT AUTHORITY	49.275		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	1.342	.000	1.342	2.683			
					2011	1.438	.000	1.438	2.876			
					2012	1.545	.000	1.545	3.091			
602			Totals		5.575	.000	5.575	11.149				
MANCHESTER	TRANSIT AUTHORITY	7.353		OPERATING ASSISTANCE FOR CAPITAL MAINTENANCE OF MTA FLEET						E-21	Partially funded by MANCHESTER TRANSIT AUTHORITY 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	.325	.000	.081	.407			
					2011	.353	.000	.088	.441			
					2012	.382	.000	.095	.477			
2496			Totals		1.360	.000	.340	1.700				

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		Fiscal Year	Fed\$	DOT\$	Other\$			Tot\$
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category		
MANCHESTER		TRANSIT AUTHORITY	7.508	REPLACEMENT BUSES							E-30	Partially funded by MANCHESTER TRANSIT AUTHORITY 20% match by city of Manchester. FTA maintains fleet replacement of 12-year heavy-duty transit buses using local match.
	3062				2010	.291	.000	.073	.363	FTA 5307 Capital and Operating Program		
					Totals	.291	.000	.073	.363			
MANCHESTER		TRANSIT AUTHORITY	4.286	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	.211	.000	.053	.263			
					2011	.226	.000	.056	.282			
					2012	.242	.000	.060	.302			
	5916				Totals	.874	.000	.219	1.093			
MANCHESTER		TRANSIT AUTHORITY	1.776	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	.107	.000	.027	.133	FTA 5307 Capital and Operating Program		
					2011	.114	.000	.029	.143			
					2012	.062	.000	.015	.077			
	5917				Totals	.282	.000	.071	.353			
MANCHESTER		TRANSIT AUTHORITY	.436	REPLACEMENT OF TRANSIT SERVICE VEHICLES							E-30	Partially funded by MANCHESTER 20% match by city of Manchester. FTA improves transit service operation.
					2010	.020	.000	.005	.025	FTA 5307 Capital and Operating Program		
					2011	.021	.000	.005	.027			
	5919				Totals	.041	.000	.010	.051			

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	1.171	MISCELLANEOUS CAPITAL								E-30	Partially funded by CITY OF MANCHESTER 20% Match by City of Manchester. FTA maintains transit service operation.
	6923					2010	.073	.000	.018	.092	FTA 5307 Capital and Operating Program		
						2011	.080	.000	.020	.100			
						2012	.087	.000	.022	.108			
						Totals	.240	.000	.060	.300			
MANCHESTER	13512		11.631	CONSTRUCT 600 SPACE PARK'N RIDE STRUCTURE (CMAQ Program) [00-13CM]								N/E	Specific project from Statewide program.
	2968					P 2012	.008	.002	.000	.010	Congestion Mitigation and Air Quality Program		
						Totals	.008	.002	.000	.010			
MANCHESTER	14025B	GRANITE STREET	1.315	RECONSTRUCT CROSSINGS, ROADWAY APPROACHES AND SIGNALS WITH ASSOCIATED WORK OF SPRING ST (845-631L0, KIDDER ST (845-630E), COMMERCIAL ST (854-629K) AND B&M RAILROAD [Parent = Manch 14025 & Statewide Railroad-RCS]								E-1	Partially funded by MANCHESTER Breakout project from Granite Street bridge project (City) and Statewide program.
	5595					P 2009	.064	.000	.016	.080	STP-Hazard Elimination		
						C 2009	.454	.114	.000	.568			
						2009	.050	.000	.000	.050	STP-Rail		
						2009	.040	.000	.010	.050			
						2009	.454	.000	.114	.568	STP-Safety		
						Totals	1.062	.114	.140	1.315			
MANCHESTER	14025E	GRANITE STREET	4.939	WIDENING FROM ELM STREET TO COMMERCIAL STREET [Section 115 - Designated Project; Demo Id NH079] [Parent = Manch 14025]								N/E	Earmark funds for City of Manchester.
	5842					C 2009	1.666	.000	.000	1.666	High Priority Projects (SAFETEA-LU 2005)		
						Totals	1.666	.000	.000	1.666			
MANCHESTER	14170	ISLAND POND ROAD	7.454	BRIDGE REPLACEMENT OVER I-93 - 166/124 & 166/125 AND SOUND WALL								E-19	Red List bridges, priorities #42 and #43.
	4255					P 2009	.016	.004	.000	.020	Bridge On/Off System		
						C 2009	1.716	.429	.000	2.144	National Highway System		
						Totals	1.732	.433	.000	2.164			
MANCHESTER	14411	ROCKINGHAM RECREATIONAL TRAIL	.400	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	Partially funded by MANCHESTER Specific project from Statewide program, Municipal managed.
	5649					C 2009	.288	.000	.072	.360	STP-Enhancement		
						Totals	.288	.000	.072	.360			

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\$	Funding Category		
MANCHESTER 14812			1.445			INCREASED TRANSIT SERVICE (CMAQ Program) [06-12CM]					N/E	Partially funded by MTA Specific project from Statewide program.
				C	2009	1.156	.000	.289	1.445	FHWA to FTA Previous Transfer		
					Totals	1.156	.000	.289	1.445			
<i>Regionally Significant</i> 6224												
MANCHESTER - HOOKSETT 14604	I-93		5.400			MERRIMACK RIVER BRIDGES IN MANCHESTER NORTH 1 MI TO I-293 IN HOOKSETT; 4R WORK INCLUDING BRIDGE REHABILITATION @ MERRIMACK RIVER AND NH3A					E-19	Red List Bridge, priority #15 and #16.
				P	2009	.068	.008	.000	.075	Interstate Maintenance		
				C	2010	4.644	.516	.000	5.160			
					Totals	4.712	.524	.000	5.235			
6196												
MEREDITH 10430 #	US 3 / NH 25		10.089			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	2009	.057	.014	.000	.071	High Priority Projects (SAFETEA-LU 2005)		
					2009	.343	.086	.000	.429			
					2010	.330	.083	.000	.413			
					2010	.041	.010	.000	.052	STP-Non Urban Areas Under 5K		
				R	2009	.090	.023	.000	.113	High Priority Projects (SAFETEA-LU 2005)		
					2009	.310	.077	.000	.387			
					2010	.673	.168	.000	.842			
					2010	.152	.038	.000	.190	STP-Non Urban Areas Under 5K		
				C	2011	.025	.006	.000	.031	High Priority Projects (SAFETEA-LU 2005)		
					2011	.051	.013	.000	.064			
					2011	.843	.000	.000	.843			
					2011	3.509	.877	.000	4.387	STP-Non Urban Areas Under 5K		
					Totals	6.426	1.396	.000	7.821			
6869												
MERRIMACK 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	2009	.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	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
MILFORD 14492 #	NH 101A & NH 13	2.993		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	Earmarked funding.			
			P	2009	.014	.004	.000	.018	High Priority Projects (SAFETEA-LU 2005)
				2009	.079	.000	.020	.098	
			R	2009	.010	.003	.000	.013	
				2009	.058	.015	.000	.073	
				2009	.171	.000	.043	.214	
			C	2011	.195	.000	.049	.244	
				2011	.366	.092	.000	.458	
				2011	1.281	.320	.000	1.601	
				2011	.025	.006	.000	.031	STP-State Flexible
				2011	.033	.008	.000	.042	
				2011	.051	.013	.000	.064	
4065			Totals		2.285	.460	.111	2.856	
MILFORD 14837	SOUTH STREET	.625		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]	E-45	Partially funded by MILFORD Specific project from Statewide program. Municipal managed.			
			R	2009	.001	.000	.000	.001	STP-Enhancement
			C	2009	.440	.000	.110	.550	
6240			Totals		.441	.000	.110	.551	
MILFORD TO NASHUA 10136	NH 101A	9.602		ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY	E-53				
			P	2009	.100	.025	.000	.125	National Highway System
				2011	.213	.053	.000	.266	
			R	2010	.103	.026	.000	.129	
				2012	.110	.027	.000	.137	
			C	2011	2.556	.639	.000	3.195	
730			Totals		3.082	.771	.000	3.853	
NASHUA	NASHUA TRANSIT SYSTEM	2.829		BUS EQUIPMENT	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
607			Totals		.880	.000	.220	1.100	

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\$	Funding Category	
NASHUA		NASHUA TRANSIT SYSTEM	2.825	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	.132	.000	.033	.165		
				2011	.136	.000	.034	.170		
				2012	.141	.000	.035	.176		
608				Totals	.537	.000	.134	.671		
NASHUA		NASHUA TRANSIT SYSTEM	27.705	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	1.201	.000	.300	1.502		
				2011	1.240	.000	.310	1.550		
				2012	1.279	.000	.320	1.599		
609				Totals	4.885	.000	1.221	6.106		
NASHUA		NASHUA TRANSIT SYSTEM	.730	CAPITAL EQUIPMENT					E-30	Partially funded by NASHUA FTA. Replaces outdated equipment using local match.
				2009	.049	.000	.012	.062	FTA 5307 Capital and Operating Program	
				2010	.052	.000	.013	.066		
				2011	.056	.000	.014	.070		
				2012	.059	.000	.015	.074		
				2012	.061	.000	.015	.076		
				2012	.063	.000	.016	.079		
3797				Totals	.341	.000	.085	.426		
NASHUA		NASHUA TRANSIT SYSTEM	6.405	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	.337	.000	.084	.421		
				2011	.358	.000	.090	.448		
				2012	.381	.000	.095	.476		
3799				Totals	1.393	.000	.348	1.741		

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Cost \$(M)					CAA	Comments
		Cost \$(M)	Location/Scope of Work		Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category		
NASHUA 10040A	BROAD STREET PARKWAY	23.006		SECOND RIVER BRIDGE CROSSING OVER NASHUA RIVER (PE & ROW Only) [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T]						N/E	Partially funded by NASHUA
			P	2009	.800	.000	.200	1.000	High Priority Projects (TEA-21 1998-2003)		
				2010	.008	.000	.002	.010			
				2010	.413	.000	.103	.516			
				2010	.705	.176	.000	.881			
			R	2009	1.351	.000	.000	1.351			
				2010	.008	.002	.000	.010			
				2010	.047	.000	.012	.058			
				2010	1.637	.000	.409	2.046			
			Totals		4.969	.178	.726	5.873			
<i>Regionally Significant</i> 18											
NASHUA 10040G	BALDWIN STREET	4.989		RECONSTRUCTION AND EXTENSION FROM AMHERST STREET, OVER B&M RAILROAD AND THE FUTURE BROAD STREET PARKWAY TO FAIRMOUNT STREET, WITH CONNECTOR TO FUTURE PARKWAY [Section 1602 - Designated Project; Demo Id NH003] [Sister Demo Projects: 10040A, G, H, J, S, T]						N/E	Partially funded by NASHUA Earmark funding (partial). Municipal Managed, Red List bridge priority #109.
			C	2011	.027	.000	.007	.034	High Priority Projects (TEA-21 1998-2003)		
				2011	3.964	.991	.000	4.955	STP-State Flexible		
			Totals		3.991	.991	.007	4.989			
<i>Regionally Significant</i> 2641											
NASHUA 10040H	BROAD STREET PARKWAY	6.167		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	4.933	.000	1.233	6.167	High Priority Projects (TEA-21 1998-2003)		
			Totals		4.933	.000	1.233	6.167			
<i>Regionally Significant</i> 2642											
NASHUA 10040I	BROAD STREET PARKWAY	11.650		CONSTRUCTION OF BRIDGE OVER NASHUA RIVER; FAIRMOUNT STREET BRIDGE OVER PARKWAY (Parent = Nashua 10040A)						N/E	Earmark funding (partial). Municipal Managed.
			C	2012	1.287	.322	.000	1.608	Demonstration Projects (ISTEA 1991-1998) - Non-Formula		
				2012	8.034	2.008	.000	10.042	STP-Areas Less Than 200K		
			Totals		9.320	2.330	.000	11.650			
<i>Regionally Significant</i> 2643											
NASHUA 10040J	BROAD STREET PARKWAY	5.432		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 Earmark funding (partial). Municipal Managed.
			C	2011	4.345	.000	1.086	5.432	High Priority Projects (TEA-21 1998-2003)		
			Totals		4.345	.000	1.086	5.432			
<i>Regionally Significant</i> 2647											

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

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Cost \$(M)				Funding Category	CAA	Comments
		Cost \$(M)	Location/Scope of Work		Fed\$	DOT\$	Other\$	Tot\$		Code	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category		
NASHUA 10040M	BROAD STREET PARKWAY	.500	CHIMNEY STABILIZATION (Parent = Nashua 10040A)							N/E	
			C	2009	.500	.000	.000	.500	High Priority Projects (TEA-21 1998-2003)		
<i>Regionally Significant</i> 2645				Totals	.500	.000	.000	.500			
NASHUA 10040P	BROAD STREET PARKWAY	.294	BUILDING DEMOLITION PROJECT WIDE (TO CONSTRUCT SECOND BRIDGE CROSSING OF NASHUA RIVER) (Parent = Nashua 10040A)							N/E	
			R	2010	.294	.000	.000	.294	High Priority Projects (TEA-21 1998-2003)		
<i>Regionally Significant</i> 2644				Totals	.294	.000	.000	.294			
NASHUA 10040S	BROAD STREET PARKWAY	.266	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 R-O-W Demolition. High Priority funding appropriated in 1998.
			R	2011	.107	.000	.027	.133	High Priority Projects (TEA-21 1998-2003)		
<i>Regionally Significant</i> 3752				2011	.107	.000	.027	.133			
				Totals	.213	.000	.053	.266			
NASHUA 10040T	BROAD STREET PARKWAY	.639	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 R-O-W Demolition. High Priority funding appropriated in 1998.
			R	2011	.511	.000	.128	.639	High Priority Projects (TEA-21 1998-2003)		
<i>Regionally Significant</i> 3753				Totals	.511	.000	.128	.639			
NASHUA 10136A	NH 101A	7.430	WIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY (Milford to Nashua 10136)							N/E	Municipal Managed and 20% match.
			P	2010	.155	.039	.000	.194	National Highway System		
				2011	.160	.040	.000	.200			
			R	2011	.213	.053	.000	.266			
			C	2012	4.836	1.209	.000	6.045	STP-Areas Less Than 200K		
<i>Regionally Significant</i> 3593				Totals	5.364	1.341	.000	6.704			
NASHUA 13117	FEE TPK	6.897	CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES (CMAQ Program) [98-13CM]							N/E	Specific project from Statewide program, Municipal Managed.
			P	2009	.160	.040	.000	.200	Congestion Mitigation and Air Quality Program		
			R	2010	3.179	.795	.000	3.973			
			C	2011	2.087	.522	.000	2.609			
<i>Regionally Significant</i> 2344				Totals	5.426	1.356	.000	6.782			

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\$	Funding Category	
NASHUA	13514		15.813	PURCHASE COMMUTER RAIL EQUIPMENT (CMAQ Program) [00-12CM]						N/E	Partially funded by NASHUA Specific project from Statewide program, Municipal Managed.
				C	2010	4.130	.000	1.033	5.163	Congestion Mitigation and Air Quality Program	
					2011	4.260	.000	1.065	5.325		
					2011	4.260	.000	1.065	5.325		
					Totals	12.650	.000	3.163	15.813		
<i>Regionally Significant</i>											
	2959										
NASHUA	13875		5.772	PROVIDE 3 YEARS OPERATING SUPPORT FOR LOWELL - NASHUA COMMUTER RAIL STARTUP (CMAQ Program) [02-22CM]						N/E	Partially funded by NASHUA Specific project from Statewide program, Municipal managed.
				P	2011	1.491	.000	.373	1.864	Congestion Mitigation and Air Quality Program	
					2012	1.539	.000	.385	1.923		
					Totals	3.030	.000	.757	3.787		
<i>Regionally Significant</i>											
	3698										
NASHUA	14432	VARIOUS	2.364	TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS (CMAQ Program) [04-30CM]						N/E	Partially funded by NASHUA Specific project from Statewide program, Municipal managed.
				P	2009	.240	.000	.060	.300	Congestion Mitigation and Air Quality Program	
				C	2010	1.651	.000	.413	2.064		
					Totals	1.891	.000	.473	2.364		
	5621										
NASHUA	14815		.913	INCREASED TRANSIT SERVICE (CMAQ Program) [06-13CM]						N/E	Partially funded by NASHUA Specific project from Statewide program. Municipal managed.
				C	2009	.730	.000	.183	.913	FHWA to FTA Previous Transfer	
					Totals	.730	.000	.183	.913		
	6225										
NEW BOSTON	14835		.154	MILLPOND FOOTBRIDGE: CONSTRUCT STEEL TRUSS BRIDGE WITH A SPAN OF 110' AND A WIDTH OF 6'. A BOARDWALK WILL BE CONSTRUCTED LEADING UP TO THE BRIDGE (TE Program) [06-34TE]						ATT	Partially funded by NEW BOSTON Specific project from Statewide program. Municipal managed.
				P	2009	.002	.000	.001	.003	STP-Enhancement	
				R	2009	.001	.000	.000	.001		
				C	2010	.102	.000	.025	.127		
					Totals	.105	.000	.026	.131		
	6242										

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)	Adv Const Payback						
Regionally Significant			Grouped / Parent	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
NEW CASTLE		NH 1B	.127		CONSTRUCT SIDEWALK BETWEEN RESIDENTIAL NEIGHBORHOODS AND THE ELEMENTARY SCHOOL (300 LF) AND BETWEEN THE GREAT COMMON (LIBRARY/PARK/BEACH) AND THE WENTWORTH HOTEL (1,150 LF) (TE Program) [06-35TE]	E-45	Partially funded by NEW CASTLE Specific project from Statewide program. Municipal managed.			
14827				P	2009	.004	.000	.001	.005	STP-Enhancement
					2009	.008	.000	.002	.010	
				R	2009	.004	.000	.001	.005	
				C	2010	.086	.000	.021	.107	
6243				Totals		.102	.000	.025	.127	
NEW HAMPTON		NH 104	.118		EXIT 23 PARK'N'RIDE EXPANSION (CMAQ Program) [02-24CM]	ATT				
13876				C	2009	.086	.022	.000	.108	Congestion Mitigation and Air Quality Program
3699				Totals		.086	.022	.000	.108	
NEW IPSWICH		NH 123 / 124	3.153		REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093	ATT	Red List bridge, priority #29.			
14465				P	2009	.096	.024	.000	.120	Bridge On System
				R	2010	.124	.031	.000	.155	Bridge On/Off System
				C	2012	2.198	.550	.000	2.748	
2757				Totals		2.418	.605	.000	3.023	
NEW LONDON		I-89 SB & NB	2.626		BRIDGE REHABILITATION OVER KING HILL ROAD - 124/058 & 124/059	ATT	Red List bridges, priority #66 and #67.			
				P	2011	.256	.064	.000	.320	Bridge On/Off System
3261				Totals		.256	.064	.000	.320	
NEWINGTON - DOVER		NH 16 / US 4 / SPLDG TPK	296.916		WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL [Section 117 - Designated Project; Demo Id NH036, NH053 & NH070] [PARENT]	N/E	Turnpike Priority Capital Program - funding for Little Bay bridge and Newington interchange construction.			
11238 #				P	2009	.000	4.732	.000	4.732	Turnpike Program
					2010	.000	5.639	.000	5.639	
					2011	.000	2.251	.000	2.251	
				R	2009	.000	3.308	.000	3.308	
					2010	.000	2.255	.000	2.255	
				C	2010	4.128	1.032	.000	5.160	High Priority Projects (SAFETEA-LU 2005)
					2010	16.512	4.128	.000	20.640	
					2011	5.456	.000	.000	5.456	High Priority Grants (STEA04_Ext_2005)
					2011	3.125	.000	.000	3.125	High Priority Projects (SAFETEA-LU 2005)
					2012	.000	23.500	.000	23.500	Turnpike Program
Regionally Significant				Totals		29.221	46.845	.000	76.066	
2679										

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

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	
			Cost \$(M)	Adv Const Payback		Code	Comments		
Regionally Significant	Grouped / Parent	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
NEWINGTON - DOVER 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
5935		R	2009	.120	.030	.000	.150	National Highway System	
		Totals		.120	.030	.000	.150		
NEWMARKET - NEWFIELDS 13878	NH 108	.809	CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO THE NORTHERLY LIMIT OF PROJECT P4386 IN NEWFIELDS (CMAQ Program) [02-25CM]						E-33
3708		C	2009	.577	.144	.000	.721	Congestion Mitigation and Air Quality Program	
		Totals		.577	.144	.000	.721		
NEWPORT 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
3013		C	2009	.381	.000	.095	.476	STP-Enhancement	
		Totals		.381	.000	.095	.476		
NORTH HAMPTON 14820	NH 111	.151	SCHOOL ZONE SIDEWALK IMPROVEMENTS: CONSTRUCT 0.2 MILES OF SIDEWALK ALONG NH 111 CONNECTING ELEMENTARY SCHOOLS WITH THE TOWN AMENITIES (TE Program) [06-42TE]						E-45 Specific project from Statewide program. Municipal managed.
6246		R	2009	.008	.002	.000	.010	STP-Enhancement	
		C	2010	.067	.000	.017	.084		
		Totals		.075	.002	.017	.094		
OSSIPEE 10431	NH 16	4.530	RECONSTRUCTION FROM NH 28 NORTH 3.36 MILES						ATT
95		P	2011	.107	.027	.000	.133	National Highway System	
		Totals		.107	.027	.000	.133		
OSSIPEE 13910	NH 16, NH 25, NH 41	2.429	INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25 TO INCLUDE THE RELOCATION OF NH 41 TO THE INTERSECTION OF NH 16 AND NH 25 WEST						ATT
1888		P	2009	.052	.013	.000	.065	National Highway System	
			2010	.124	.031	.000	.155		
		R	2009	.024	.006	.000	.030		
			2010	.206	.052	.000	.258		
		Totals		.406	.102	.000	.508		
OSSIPEE 14749	NH 16/25	7.055	RECONSTRUCT ROADWAY 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	.103	.026	.000	.129	Bridge On/Off System	
			2012	.220	.055	.000	.275	STP-Areas Less Than 200K	
		R	2011	.068	.017	.000	.085	Bridge On/Off System	
		Totals		.391	.098	.000	.489		

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\$	Funding Category
OSSIPEE 15296A	NUDD ROAD	.790		BRIDGE REHABILITATION, WHITTIER COVERED BRIDGE OVER BEARCAMP RIVER - 108/333					ATT Partially funded by OSSIPEE
			P	2009	.024	.000	.006	.030	National Historic Covered Bridge Preservation (NHCBP)
			C	2009	.608	.000	.152	.760	
6878			Totals		.632	.000	.158	.790	
OSSIPEE - FREEDOM - EFFINGHAM 13901		.131		SPUR OF OSSIPEE LAKE TRAIL: CONSTRUCT A 0.3 MILE FACILITY WITH A BIKE/PED UNDERPASS. THIS SPUR WILL CONNECT TO 23 MILE OSSIPEE LAKE TRAIL, STATEWIDE BIKE ROUTE SYSTEM AND DOT PROPOSED OSSIPEE MULTI MODAL TRANSPORTATION FACILITY (TE Program) [02-49TE]					ATT Partially funded by NATL BIKE PATH ASSOC Specific project from Statewide program. Municipal managed.
			C	2009	.092	.000	.023	.115	STP-Enhancement
3740			Totals		.092	.000	.023	.115	
PELHAM 14491 #	NH 111A	3.926		IMPROVEMENTS TO TWO INTERSECTIONS: MAIN STREET / NASHUA ROAD AND OLD BRIDGE STREET / COMMON STREET [Section 1702 - Designated Project; Demo Id NH055 (14491) & Demo Id NH072 (14491A)] [PARENT]					E-51 Earmarked funding.
			P	2009	.140	.035	.000	.175	High Priority Projects (SAFETEA-LU 2005)
			R	2009	.120	.030	.000	.150	
				2009	.124	.031	.000	.155	
				2009	.310	.078	.000	.388	
			C	2010	.072	.018	.000	.090	Equity Bonus
				2010	.774	.000	.000	.774	High Priority Projects (SAFETEA-LU 2005)
				2010	1.600	.400	.000	2.000	
6859			Totals		3.140	.591	.000	3.731	
PEMBROKE 14477 A#	US 3 / PEMBROKE HILL RD	2.961		INTERSECTION IMPROVEMENT PROJECT [Section 1702 - Designated Project; Demo Id NH042 (14477A) & NH061 (14477B)] [PARENT]					ATT Earmarked funding.
			P	2009	.020	.005	.000	.025	High Priority Projects (SAFETEA-LU 2005)
				2009	.020	.005	.000	.025	
				2009	.040	.010	.000	.050	
				2009	.040	.010	.000	.050	
			R	2009	.020	.005	.000	.025	
				2009	.080	.020	.000	.100	
			C	2011	.034	.009	.000	.043	
				2011	.072	.018	.000	.091	
				2011	.118	.030	.000	.148	
				2011	.295	.074	.000	.369	
				2011	1.196	.299	.000	1.495	
				2011	.061	.015	.000	.076	STP-State Flexible
3782			Totals		1.996	.499	.000	2.496	

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\$
Regionally Significant			Grouped / Parent	Payback	Phase	Year						
PETERBOROUGH 14772		US 202	2.578	RECONSTRUCTION FROM NH 101 INTERSECTION NORTH 2.5 MILES							ATT	
					P	2010	.206	.052	.000	.258	STP-Areas Less Than 200K	
					R	2012	.044	.011	.000	.055		
					Totals		.250	.063	.000	.313		
2760												
PETERBOROUGH 14772A		US 202	1.232	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	2009	.060	.015	.000	.075	STP-Areas Less Than 200K	
					R	2009	.080	.020	.000	.100		
					C	2010	.826	.206	.000	1.032		
					Totals		.966	.241	.000	1.207		
6501												
PLAISTOW 10044F		NH 125	7.843	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	6.275	1.569	.000	7.843	National Highway System	
					Totals		6.275	1.569	.000	7.843		
6372												
PLAISTOW - KINGSTON 10044B		NH 125	13.411	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.
					P	2009	.200	.050	.000	.250	STP-State Flexible	
						2010	.165	.041	.000	.206	STP-Areas Over 200K	
					R	2009	.800	.200	.000	1.000	STP-State Flexible	
						2009	.960	.240	.000	1.200		
						2010	1.238	.310	.000	1.548		
					Totals		3.364	.841	.000	4.204		
24												
PORTSMOUTH 12900		US 1 BYPASS	6.979	RECONSTRUCT FROM TRAFFIC CIRCLE NORTH TO SARAH LONG BRIDGE INCLUDING BRIDGES 227/112, 211/114 & 205/116							E-19	Three Red List bridges; priorities #45, #49, and #88.
					P	2009	.250	.063	.000	.313	Bridge On System	
						2009	.072	.018	.000	.090	Bridge On/Off System	
						2010	.008	.002	.000	.010		
					R	2009	.016	.004	.000	.020	Bridge On System	
						2009	.134	.034	.000	.168		
						2009	.200	.050	.000	.250	Bridge On/Off System	
						2009	.050	.013	.000	.063	STP-Areas Less Than 200K	
						2010	.017	.004	.000	.021	Bridge On/Off System	
					C	2012	4.836	1.209	.000	6.045		
					Totals		5.583	1.396	.000	6.979		
622												

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\$	Funding Category			
PORTSMOUTH 13455 2759	US 1 BYPASS	11.236		RECONSTRUCT FROM SAGAMORE CREEK PROJECT TO TRAFFIC CIRCLE, INCLUDING BRIDGES 173/071, 183/087, 188/097, 189/100, 192/106				E-19	Three Red List bridges; priorities #44, #46, #47 and #48.			
				P	2009	.400	.100			.000	.500	STP-Areas Less Than 200K
					2010	.165	.041			.000	.206	
				R	2009	.072	.018			.000	.090	
					2010	.330	.083			.000	.413	
C	2011	2.663	.666	.000	3.328							
			Totals	3.630	.907	.000	4.537					
PORTSMOUTH 13516 2961	WOODBURY AVE / MARKET STREET	.100		SIGNAL COORDINATION ALONG WOODBURY AVE FROM I-95 INTERCHANGE TO GOSLING ROAD (CMAQ Program) [00-21CM]				E-51	Partially funded by PORTSMOUTH Specific project from Statewide program.			
				C	2009	.068	.000			.017	.085	Congestion Mitigation and Air Quality Program
					Totals	.068	.000			.017	.085	
PORTSMOUTH 13903 3742	BOW STREET	1.665		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			.844	.844	Non Participating
					2010	.516	.000			.129	.645	STP-Enhancement
					Totals	.516	.000			.973	1.489	
PORTSMOUTH 14368 3284	I-95	.330		INTERCHANGE IMPROVEMENTS @ MARKET STREET				E-53	Partially funded by PORTSMOUTH			
				C	2009	.250	.000			.028	.278	Interstate Maintenance
					Totals	.250	.000			.028	.278	
PORTSMOUTH 14417 5655	GRAFTON DRIVE	.515		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 PORTSMOUTH Specific project from Statewide program, Municipal managed.			
				C	2009	.360	.000			.090	.450	STP-Enhancement
					Totals	.360	.000			.090	.450	
PORTSMOUTH - KITTELY 13678E 7134	US 1, US 1 BYPASS, I-95	1.300		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
					Totals	.520	.130			.650	1.300	

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	Fiscal	Phase	Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
		Payback								
PORTSMOUTH, NH - KITTELY, ME 13678	US 1	52.642								E-19 Partially funded by CITY OF PORTSMOUTH - SCOTT AVE BRIDGE Red List bridge, priority #1.
				P	2009	.040	.000	.010	.050	Bridge On/Off System
					2009	.000	.000	.050	.050	Non Participating
				C	2009	-.001	.000	.000	-.001	Bridge On/Off System
					2009	.008	.002	.000	.010	
					2009	.096	.000	.024	.120	
					2009	.443	.000	.111	.553	
					2009	.453	.113	.000	.566	
					2009	.669	.167	.000	.836	
					2009	8.869	.000	2.217	11.086	
					2009	.000	.000	-.002	-.002	Non Participating
					2010	.000	.000	.009	.009	
					2010	.000	.000	.009	.009	
					2010	.000	.000	.011	.011	
					2010	.000	.000	.050	.050	
					2010	.000	.000	.566	.566	
					2010	.000	.000	.616	.616	
					2010	.000	.000	.836	.836	
					2010	.000	.000	20.536	20.536	
				Totals		10.577	.282	25.043	35.902	
2756										
RANDOLPH 13602A	US 2	3.089								ATT
				C	2009	2.471	.618	.000	3.089	Coordinated Border Infrastructure Program - Non Formula
				Totals		2.471	.618	.000	3.089	
4211										
ROCHESTER 10620D	SPAULDING TPK	16.503								N/E
				P	2009	.000	.500	.000	.500	Turnpike Program
				R	2009	.000	.200	.000	.200	
				Totals		.000	.700	.000	.700	
<i>Regionally Significant</i> 1724										
ROCHESTER 10620H	SPAULDING TPK	35.403								N/E Turnpike Priority Capital Program, Bridge Red List Priority # 19.
				C	2009	.000	4.856	.000	4.856	Turnpike Program
					2010	.000	15.033	.000	15.033	
					2011	.000	15.514	.000	15.514	
				Totals		.000	35.403	.000	35.403	
<i>Regionally Significant</i> 2103										

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

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work					CAA	Comments	
			Cost \$(M)	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$		Funding Category
ROCHESTER	10620I	SPAULDING TPK	27.892			CONSTRUCTION OF 2nd BARREL THROUGH EXIT 14 AND EXIT 15 - PHASE 3					N/E	Turnpike Priority Capital Program
					C	2009	.000	5.313	.000	5.313	Turnpike Program	
						2009	.000	6.641	.000	6.641		
						2009	.000	15.938	.000	15.938		
						Totals	.000	27.892	.000	27.892		
<i>Regionally Significant</i>												
	2104											
ROCHESTER	10620J	SPAULDING TPK	19.068			CONSTRUCTION OF 2nd BARREL THROUGH EXIT 16 (Chestnut Hill Connector) - PHASE 4					N/E	Turnpike Priority Capital Program
					C	2011	.000	4.655	.000	4.655	Turnpike Program	
						2012	.000	14.412	.000	14.412		
						Totals	.000	19.068	.000	19.068		
<i>Regionally Significant</i>												
	2105											
ROCHESTER	10620K	SPAULDING TPK	17.466			EXIT 11 & 12 (NH 125) BRIDGE - 157/110, AND 2ND BARREL - PHASE 2					N/E	Bridge Red List Priority #20, #21, #22, and #23.
					C	2009	.000	1.100	.000	1.100	Turnpike Program	
						2010	.000	13.964	.000	13.964		
						2011	.000	2.402	.000	2.402		
						Totals	.000	17.466	.000	17.466		
<i>Regionally Significant</i>												
	3885											
ROCHESTER	10620L	SPAULDING TPK	38.396			CONSTRUCTION OF 2ND BARREL THROUGH EXIT 14 & 15 - PHASE 3, PART B					N/E	Turnpike Priority Capital Program
					C	2010	.000	7.018	.000	7.018	Turnpike Program	
						2011	.000	21.939	.000	21.939		
						2012	.000	9.439	.000	9.439		
						Totals	.000	38.396	.000	38.396		
<i>Regionally Significant</i>												
	3973											
ROCHESTER	14350	NH 202A (WALNUT STREET)	1.603			INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE, NORTH MAIN, & WASHINGTON STREETS					E-51	Partially funded by ROCHESTER Municipal Managed, 20% city match.
					P	2009	.060	.000	.015	.075	STP-Hazard Elimination	
					R	2012	.462	.000	.115	.577		
						Totals	.522	.000	.130	.652		
	2750											

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\$	Funding Category	
ROCHESTER-SOMERSWORTH-DOVER-NEWINGTON-PORTSMOUTH 13880	SPAULDING TPK	.800									N/E Partially funded by COAST
				P	2009	.028	.000	.007	.035	FHWA to FTA Previous Transfer	
				C	2009	.612	.000	.153	.765		
3706				Totals		.640	.000	.160	.800		
ROXBURY - SULLIVAN 10439	NH 9	7.029									ATT Red List bridge priority #50.
				P	2011	.021	.005	.000	.027	National Highway System	
					2012	.016	.004	.000	.021		
					2012	.088	.022	.000	.110		
				R	2011	.021	.005	.000	.027		
					2012	.264	.066	.000	.330		
102				Totals		.411	.103	.000	.513		
SALEM 14430A		.919									E-21
					2009	.735	.184	.000	.919	FHWA to FTA Previous Transfer	
6114				Totals		.735	.184	.000	.919		
SALEM - DERRY	TRANSIT	.336									E-52 Boston urbanized area FTA funds.
					2009	.064	.016	.000	.080	FTA 5307 Capital and Operating Program	
					2010	.066	.017	.000	.083		
					2011	.068	.017	.000	.085		
					2012	.070	.018	.000	.088		
2985				Totals		.269	.067	.000	.336		
SALEM - MANCHESTER	TRANSIT	.582									E-30 Boston Urbanized Area Funding
					2009	.154	.038	.000	.192	FTA 5307 Capital and Operating Program	
					2010	.159	.040	.000	.198		
2903				Totals		.312	.078	.000	.390		

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\$	Funding Category		
SALEM TO MANCHESTER 10418	I-93		7.091	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)							N/E	I-93 widening. Costs reflect PE and ROW needs.
				P	2009	1.182	.296	.000	1.478	National Highway System		
				R	2009	1.200	.300	.000	1.500			
					2009	1.200	.300	.000	1.500			
				Totals		3.582	.896	.000	4.478			
<i>Regionally Significant</i> 66												
SALEM TO MANCHESTER 10418C	I-93		140.050	RECONSTRUCT & WIDEN MAINLINE, ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER (PE & ROW Only) [Section 1602 - Designated Project; Demo Id NH014]							E-38	Corridor project overall for PE & ROW, construction broken out to individual projects.
				P	2009	9.878	1.098	.000	10.975	Interstate Maintenance		
					2010	4.180	.464	.000	4.644			
					2011	3.259	.362	.000	3.621			
				R	2009	2.403	.267	.000	2.670			
					2009	7.200	.800	.000	8.000			
					2010	.003	.000	.000	.004			
					2010	4.687	.521	.000	5.208			
				Totals		31.609	3.512	.000	35.122			
<i>Regionally Significant</i> 69												
SALEM TO MANCHESTER 10418L	I-93		10.040	IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT (CMAQ Program) [04-04CM]							N/E	
				C	2009	4.000	1.000	.000	5.000	FHWA to FTA Previous Transfer		
				Totals		4.000	1.000	.000	5.000			
5613												
SALEM TO MANCHESTER 10418T	I-93		.255	CORRIDOR SERVICE PATROL (Salem to Manchester)							E-7	
				P	2009	.135	.015	.000	.150	Interstate Maintenance		
					2010	.046	.005	.000	.052			
					2011	.048	.005	.000	.053			
				Totals		.229	.025	.000	.255			
7112												
SALEM TO MANCHESTER 10418W	I-93		5.040	WATER QUALITY STUDY [Section 1702 - Designated Project; Demo Id NH054]							E-34	Earmark funds.
				P	2009	2.936	.734	.000	3.670	High Priority Projects (SAFETEA-LU 2005)		
				Totals		2.936	.734	.000	3.670			
6052												

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	Funding					Funding Category	CAA Code	Comments
		Cost \$(M)	Adv Const Payback		Phase	Fiscal Year	Fed\$	DOT\$	Other\$			
Regionally Significant	Grouped / Parent											
SALEM TO MANCHESTER 13933 L#	I-93	24.045		REPLACEMENT OF ASH STREET & PILLSBURY ROAD BRIDGES & RECONSTRUCT & WIDEN MAINLINE [Section 1702 - Designated Project; Demo IDs NH066 (14634D), NH048 (13933L) and NH074 (14634J) [PARENT]							N/E	Potential GARVEE bonding to facilitate I-93 construction program.
			C	2012	.286	.071	.000	.357	High Priority Projects (SAFETEA-LU 2005)			
				2012	.308	.077	.000	.385				
				2012	.544	.000	.000	.544				
				2012	.596	.149	.000	.745				
				2012	.926	.231	.000	1.157				
				2012	.387	.043	.000	.430	Interstate Maintenance			
				2012	.516	.129	.000	.644	National Highway System			
				2012	.005	.000	.000	.005	STP-State Flexible			
				2012	.457	.114	.000	.572				
				2012	.613	.153	.000	.767				
<i>Regionally Significant</i> 6876				Totals	4.637	.968	.000	5.605				
SALEM TO MANCHESTER 13933D	I-93	24.800		MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem) [Partial Garvee Bonded Project]							N/E	Potential GARVEE bonding to facilitate I-93 construction program. Red list bridges priorities #4 and #5
			C	2011	8.000	2.000	.000	10.000	National Highway System			
				2012	5.440	1.360	.000	6.800				
				2012	6.400	1.600	.000	8.000				
<i>Regionally Significant</i> 3818				Totals	19.840	4.960	.000	24.800				
SALEM TO MANCHESTER 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	3.600	.400	.000	4.000	Interstate Maintenance			
				2012	4.800	1.200	.000	6.000	National Highway System			
<i>Regionally Significant</i> 3819				Totals	8.400	1.600	.000	10.000				
SALEM TO MANCHESTER 13933F	I-93	6.100		BROOKDALE ROAD, BRIDGE REPLACEMENT & APPROACHES (Salem)							N/E	Potential GARVEE bonding to facilitate I-93 construction program.
			C	2011	4.880	1.220	.000	6.100	National Highway System			
<i>Regionally Significant</i> 5728				Totals	4.880	1.220	.000	6.100				

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							
SALEM TO MANCHESTER 13933G	I-93		30.000	EXIT 3 AREA, NB MAINLINE CONSTRUCTION FROM SALEM TOWN LINE TO MILE MARKER 6.3, INCLUDING INTERIM TRANSITIONS, AND APPROXIMATELY 3700 L.F. OF SB MAINLINE RECONSTRUCTION NORTH OF EXIT 3 (WINDHAM)								N/E	This project may utilize GARVEE bond proceeds if available. Red list bridges, priorities #2 and #3
					C	2009	6.300	.700	.000	7.000	Interstate Maintenance		
						2010	11.200	2.800	.000	14.000	National Highway System		
						2011	7.200	1.800	.000	9.000			
						Totals	24.700	5.300	.000	30.000			
<i>Regionally Significant</i> 3816													
SALEM TO MANCHESTER 13933I	I-93		87.800	EXIT 3 AREA, RECONSTRUCT SOUTHBOUND BARREL FROM BROOKDALE ROAD TO NORTH OF NH 111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM)								N/E	Potential GARVEE bonding to facilitate I-93 construction program.
					C	2012	1.600	.400	.000	2.000	National Highway System		
						Totals	1.600	.400	.000	2.000			
<i>Regionally Significant</i> 3820													
SALEM TO MANCHESTER 13933K	I-93		35.724	EXIT 3 AREA SB OFF-RAMP AND NB BRIDGES OVER NH 111 & NH 111A (Windham)								N/E	This project may utilize GARVEE bond proceeds if available.
					C	2009	.036	.009	.000	.045	STP-State Flexible		
						2009	8.034	2.009	.000	10.043			
						2010	7.850	1.962	.000	9.812			
						Totals	15.920	3.980	.000	19.900			
<i>Regionally Significant</i> 3824													
SALEM TO MANCHESTER 14633E	I-93		16.090	EXIT 5 AREA, RECONST SB RAMPS AND NB ON RAMP (Londonderry)								N/E	
					C	2009	7.060	1.765	.000	8.826	National Highway System		
						Totals	7.060	1.765	.000	8.826			
<i>Regionally Significant</i> 6336													
SALEM TO MANCHESTER 14633F	I-93		50.200	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	10.400	2.600	.000	13.000	National Highway System		
						2012	19.200	4.800	.000	24.000			
						Totals	29.600	7.400	.000	37.000			
<i>Regionally Significant</i> 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\$	Funding Category		
SALEM TO MANCHESTER 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	
				C	2009	.781	.195	.000	.976	High Priority Projects (SAFETEA-LU 2005)		
					2010	.396	.099	.000	.495			
					2011	.020	.005	.000	.025			
					Totals	1.197	.299	.000	1.496			
6177												
SALEM TO MANCHESTER 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	STP-State Flexible		
					2009	.470	.117	.000	.587			
					Totals	.535	.134	.000	.669			
6886												
SALEM TO MANCHESTER 14634 C#		I-93	2.823		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	2009	.044	.011	.000	.055	High Priority Projects (SAFETEA-LU 2005)		
					2009	.299	.075	.000	.374			
					2009	.353	.088	.000	.441	STP-State Flexible		
					Totals	.696	.174	.000	.870			
6885												
SALEM TO MANCHESTER 14634 F#		I-93	5.443		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	.550	.000	.000	.550	High Priority Projects (Post TEA-21)		
					2012	.272	.000	.000	.272	High Priority Projects (SAFETEA-LU 2005)		
					2012	.226	.056	.000	.282			
					2012	.435	.109	.000	.544			
					2012	.440	.110	.000	.550			
					2012	.470	.118	.000	.588			
					2012	.887	.222	.000	1.109			
					2012	.002	.001	.000	.003	STP-State Flexible		
					2012	.038	.010	.000	.048			
					2012	.323	.081	.000	.404			
					2012	.876	.219	.000	1.095			
					Totals	4.519	.924	.000	5.443			
Regionally Significant												
6858												

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Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA					Comments
		Cost \$(M)			Code	Comments				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
SALEM TO MANCHESTER TO CONCORD 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)						N/E
			C	2009	2.160	.540	.000	2.700	Congestion Mitigation and Air Quality Program	
				2009	1.000	.111	.000	1.111	Interstate Maintenance	
			Totals		3.160	.651	.000	3.811		
<i>Regionally Significant</i> 3888										
SEABROOK TO PORTSMOUTH 11151E	BLUE STAR TPK (I-95)	4.478		ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF ITS TECHNOLOGIES AND ITS FIELD DEVICES FOR TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (CMAQ Program) [04-31CM]						N/E Specific project from Statewide program.
			P	2009	.080	.020	.000	.100	Congestion Mitigation and Air Quality Program	
			C	2010	1.651	.413	.000	2.064		
				2010	1.651	.413	.000	2.064		
			Totals		3.382	.846	.000	4.228		
SEACOAST 14818		.300		SEACOAST COMMUTER OPTIONS - PROGRAM EXPANSION / ACCELERATED IMPLEMENTATION (CMAQ Program) [06-25CM]						E-32 Partially funded by PEASE DEVELOPMENT AUTHORITY
			C	2009	.080	.000	.020	.100	Congestion Mitigation and Air Quality Program	
				2009	.080	.000	.020	.100		
				2009	.080	.000	.020	.100		
			Totals		.240	.000	.060	.300		
6227										
SOMERSWORTH 14419		.298		RENOVATE THE HISTORIC B&M RAILROAD STATION 319 IN DOWNTOWN SOMERSWORTH CREATING A PUBLICLY ACCESSIBLE HISTORIC AREA & MULTI-MODAL TRANSPORTATION FOCAL POINT IN THE DOWNTOWN (TE Program) [04-59TE]						E-28 Partially funded by SOMERSWORTH
			C	2009	.182	.000	.082	.264	STP-Enhancement	
			Totals		.182	.000	.082	.264		
5657										
SOMERSWORTH, NH - BERWICK, ME 12228	NH 9	.845		REHAB BRIDGE OVER SALMON FALLS RIVER - 101/114						E-19 Partially funded by MAINE Municipal Managed.
			P	2010	.000	.000	.026	.026	Non Participating	
				2010	.021	.000	.005	.026	STP-State Flexible	
			R	2010	.000	.000	.005	.005	Non Participating	
				2010	.004	.000	.001	.005	STP-State Flexible	
			C	2011	.000	.000	.391	.391	Non Participating	
				2011	.313	.000	.078	.391	STP-State Flexible	
			Totals		.338	.000	.507	.845		
417										

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\$	Funding Category	
SOUTHWEST		7.475	SOUTHWEST REGIONAL WELCOME CENTER (Location To Be Determined)					ATT		
			P	2011	.170	.043	.000	.213	STP-Areas Less Than 200K	
3282				Totals	.170	.043	.000	.213		
STATEWIDE	RAIL	2.032	PASSENGER RAIL DEVELOPMENT					ATT	Partially funded by FEDERAL RR GRANT	
			C	2009	.000	.000	1.000	1.000	Federal Railroad Grant	
				2010	.000	.000	1.032	1.032		
6927				Totals	.000	.000	2.032	2.032		
STATEWIDE	TRAFFIC	(Annual)	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511)					N/E	Engineering for ITS and CARS-511 projects	
			P	2009	.200	.050	.000	.250	STP-State Flexible	
				2009	.200	.050	.000	.250		
				2010	.200	.050	.000	.250		
				2011	.200	.050	.000	.250		
				2012	.200	.050	.000	.250		
4227		<i>Grouped</i>		Totals	1.000	.250	.000	1.250		
STATEWIDE	TRANSIT	(Annual)	ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM					E-21	Partially funded by LOCAL AGENCIES Replaces vehicles serving elderly and disabled people. Uses local match. Cost decrease reflects anticipated federal revenue.	
				2009	.600	.000	.150	.750	FTA 5310 Capital Program	
				2010	.645	.000	.161	.806		
				2011	.693	.000	.173	.866		
				2012	.745	.000	.186	.931		
3505		<i>Grouped</i>		Totals	2.682	.000	.671	3.353		

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\$	Funding Category
STATEWIDE	TRANSIT	(Annual)	RURAL PUBLIC TRANSIT						E-21 Partially funded by RURAL TRANSIT SYSTEMS Continues transit service in 6 communities outside urbanized areas. Uses local match. Cost decrease reflects anticipated federal revenue.
				2009	2,914	.000	1,943	4,857	FTA 5311 Capital & Operating Program
				2010	3,133	.000	2,088	5,221	
				2011	3,368	.000	2,245	5,613	
				2012	3,620	.000	2,414	6,034	
3506	<i>Grouped</i>		Totals		13,035	.000	8,690	21,725	
STATEWIDE	TRANSIT	5.151	JOB ACCESS & REVERSE COMMUTE						E-21 Partially funded by LOCAL
				2009	.350	.000	.350	.700	FTA 5316 JARC
				2010	.361	.000	.361	.722	
				2011	.373	.000	.373	.746	
				2012	.385	.000	.385	.769	
6290			Totals		1,469	.000	1,469	2,937	
STATEWIDE	TRANSIT	5.025	NEW FREEDOMS INITIATIVE						E-21 Partially funded by LOCAL
				2009	.340	.000	.340	.680	FTA 5317 New Freedom Program
				2010	.351	.000	.351	.702	
				2011	.362	.000	.362	.724	
				2012	.374	.000	.374	.747	
6291			Totals		1,427	.000	1,427	2,853	
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			Totals		1,770	.000	.442	2,212	
STATEWIDE	TRANSIT	2.180	CAPITAL EQUIPMENT FOR I-93 AND I-95						E-21 Boston Urbanized Area Funds
				2009	.371	.093	.000	.464	FTA 5307 Capital and Operating Program
				2010	.411	.103	.000	.514	
				2011	.456	.114	.000	.570	
				2012	.506	.126	.000	.632	
6926			Totals		1,744	.436	.000	2,180	

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				
Regionally Significant		Grouped / Parent	Payback	Phase	Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
STATEWIDE 12223 *		TRAFFIC	(Annual)	PAVEMENT MARKING (Annual Project)						E-11	Annual pavement striping program funding.
				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		<u>Grouped</u>			Totals	12.400	.000	.000	12.400		
STATEWIDE 12229		VARIOUS	.261	DEVELOP & IMPLEMENT MARKETING CAMPAIGN FOR CAR/VANPOOL USE [94-03CM]						N/E	
				P	2009	.094	.024	.000	.118	Congestion Mitigation and Air Quality Program	
457					Totals	.094	.024	.000	.118		
STATEWIDE 12563 *		ADMINISTRATION	(Annual)	ANNUAL TRAINING PROGRAM (Annual Project)						E-35	Program Funding for Departmental Training.
				P	2009	.160	.040	.000	.200	STP-State Flexible	
					2010	.160	.040	.000	.200		
					2011	.160	.040	.000	.200		
					2012	.160	.040	.000	.200		
451		<u>Grouped</u>			Totals	.640	.160	.000	.800		
STATEWIDE 14265			6.253	CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM]						N/E	
				P	2009	.129	.032	.000	.162	Congestion Mitigation and Air Quality Program	
				C	2009	.084	.021	.000	.106		
					2009	.508	.127	.000	.635		
5623					Totals	.722	.180	.000	.902		
STATEWIDE 14744		VARIOUS	.800	SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA						E-19	
				P	2009	-.076	-.019	.000	-.095	Bridge On/Off System	
					2009	.436	.109	.000	.545		
				R	2009	.004	.001	.000	.005		
6289					Totals	.364	.091	.000	.455		
STATEWIDE 14816			.316	TRAFFIC SIGNAL OPTIMIZATION - NON-ATTAINMENT TOWNS ONLY (CMAQ Program) [06-27CM]						E-52	Partially funded by NHDOT
				P	2009	.093	.000	.023	.116	Congestion Mitigation and Air Quality Program	
6228					Totals	.093	.000	.023	.116		

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\$	Funding Category	
STATEWIDE 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		
STATEWIDE 14932 *	VARIOUS	(Annual)	SAFE ROUTES TO SCHOOL PROGRAM [SRTS 14932*]						E-6	
			P	2009	.125	.000	.000	.125	Safe Routes to School	
				2009	.175	.000	.000	.175		
				2010	.125	.000	.000	.125		
				2010	.175	.000	.000	.175		
				2011	.125	.000	.000	.125		
				2011	.175	.000	.000	.175		
				2012	.125	.000	.000	.125		
				2012	.175	.000	.000	.175		
			R	2009	.050	.000	.000	.050		
				2010	.050	.000	.000	.050		
				2011	.050	.000	.000	.050		
				2012	.050	.000	.000	.050		
			C	2009	.075	.000	.000	.075		
				2009	.825	.000	.000	.825		
				2010	.075	.000	.000	.075		
				2010	.825	.000	.000	.825		
				2011	.075	.000	.000	.075		
				2011	.825	.000	.000	.825		
				2012	.075	.000	.000	.075		
				2012	.825	.000	.000	.825		
3965	<u>Grouped</u>		Totals		5.000	.000	.000	5.000		

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\$	Funding Category	
STATEWIDE 14936	PE & ROW	.066	PROJECT PROVIDES PAINT INSPECTION AND CONSULTING SERVICES AS NEEDED FOR ALL BRIDGE RELATED CONTRACTS ON A STATEWIDE BASIS				E-19			
			P	2009	.000	.005	.000	.005	Betterment	
				2009	.004	.001	.000	.005	Bridge On/Off System	
				2010	.000	.005	.000	.005	Betterment	
				2010	.004	.001	.000	.005	Bridge On/Off System	
				2011	.000	.005	.000	.005	Betterment	
				2011	.004	.001	.000	.005	Bridge On/Off System	
6490			Totals		.012	.019	.000	.031		
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		
			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		
5973	<u>Grouped</u>		Totals		3.200	.800	.000	4.000		
STATEWIDE 15263A	ENG & ROW	.750	COMPLEX BRIDGE INSPECTION				E-19	Consultant Services to Provide Periodic Specialized Inspection Needs.		
			P	2009	.000	-.023	.000	-.023	Betterment	
				2009	.020	.005	.000	.025	Bridge On/Off System	
				2009	.178	.045	.000	.223		
				2009	.318	.079	.000	.397		
				2009	.000	-.023	.000	-.023	Turnpike Program	
3570			Totals		.516	.084	.000	.600		
STATEWIDE 15610	VARIOUS LOCATIONS	.625	INSTALL RWIS STATIONS AROUND THE STATE				E-7			
			C	2009	.500	.125	.000	.625	STP-State Flexible	
7110			Totals		.500	.125	.000	.625		

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\$	Funding Category	
STATEWIDE BRPPI *	PRESERVATION	(Annual)	BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program)				E-19			
			P	2009	.080	.020	.000	.100	Bridge On/Off System	
				2010	.080	.020	.000	.100		
				2011	.080	.020	.000	.100		
				2012	.080	.020	.000	.100		
			R	2009	.016	.004	.000	.020		
				2010	.016	.004	.000	.020		
				2011	.016	.004	.000	.020		
				2012	.016	.004	.000	.020		
			C	2009	6.304	1.576	.000	7.880		
				2010	6.304	1.576	.000	7.880		
				2011	6.304	1.576	.000	7.880		
				2012	6.304	1.576	.000	7.880		
6601	<u>Grouped</u>		Totals		25.600	6.400	.000	32.000		
STATEWIDE CRDR *	VARIOUS	(Annual)	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)				E-19			
			P	2009	.040	.010	.000	.050	STP-State Flexible	
				2010	.040	.010	.000	.050		
				2011	.040	.010	.000	.050		
				2012	.040	.010	.000	.050		
			R	2009	.024	.006	.000	.030		
				2010	.024	.006	.000	.030		
				2011	.024	.006	.000	.030		
				2012	.024	.006	.000	.030		
			C	2009	.736	.184	.000	.920		
				2010	.736	.184	.000	.920		
				2011	.736	.184	.000	.920		
				2012	.736	.184	.000	.920		
4157	<u>Grouped</u>		Totals		3.200	.800	.000	4.000		

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\$	Funding Category
STATEWIDE EFH *	LOW VOLUME CORRIDORS	(Annual)	TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project)						ATT
			P	2009	.020	.000	.000	.020	Forest Highways
				2010	.020	.000	.000	.020	
				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	.700	.000	.000	.700	
				2010	.700	.000	.000	.700	
				2011	.675	.000	.000	.675	
				2012	.675	.000	.000	.675	
444	<u>Grouped</u>		Totals		2.850	.000	.000	2.850	
STATEWIDE GRR *	PRESERVATION	(Annual)	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)						E-9
			P	2009	.040	.010	.000	.050	STP-Hazard Elimination
				2010	.024	.006	.000	.030	
				2011	.024	.006	.000	.030	
				2012	.024	.006	.000	.030	
			R	2009	.004	.001	.000	.005	
				2010	.004	.001	.000	.005	
				2011	.004	.001	.000	.005	
				2012	.004	.001	.000	.005	
			C	2009	1.600	.400	.000	2.000	
				2010	1.600	.400	.000	2.000	
				2011	1.600	.400	.000	2.000	
				2012	1.600	.400	.000	2.000	
785	<u>Grouped</u>		Totals		6.528	1.632	.000	8.160	

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\$	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	.225	.025	.000	.250	Highway Safety Improvement Program (HSIP)
				2010	.315	.035	.000	.350	
				2011	.495	.055	.000	.550	
				2012	.540	.060	.000	.600	
			R	2009	.045	.005	.000	.050	
				2010	.045	.005	.000	.050	
				2011	.045	.005	.000	.050	
				2012	.045	.005	.000	.050	
			C	2009	2.250	.250	.000	2.500	
				2010	3.150	.350	.000	3.500	
				2011	4.950	.550	.000	5.500	
				2012	5.400	.600	.000	6.000	
6767	Grouped		Totals		17.505	1.945	.000	19.450	
STATEWIDE IPPP *	PAVEMENT	(Annual)	INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program)						E-10
			P	2009	.018	.002	.000	.020	Interstate Maintenance
				2010	.018	.002	.000	.020	
				2011	.018	.002	.000	.020	
				2012	.018	.002	.000	.020	
			C	2009	5.719	.635	.000	6.354	
				2010	5.400	.600	.000	6.000	
				2011	5.400	.600	.000	6.000	
				2012	5.400	.600	.000	6.000	
3927	Grouped		Totals		21.991	2.443	.000	24.434	

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	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	.160	.040	.000	.200		
				2011	.080	.020	.000	.100		
			R	2009	.032	.008	.000	.040		
				2010	.084	.021	.000	.105		
				2011	.004	.001	.000	.005		
			C	2010	5.000	.000	1.250	6.250		
				2011	2.400	.000	.600	3.000		
221	<u>Grouped</u>		Totals		8.000	.150	1.850	10.000		
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	<u>Grouped</u>		Totals		2.499	.625	.000	3.124		

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Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
STATEWIDE PRRCS *	PAVEMENT	(Annual)	PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program)				E-10			
			P	2009	.120	.030	.000	.150	STP-State Flexible	
				2010	.120	.030	.000	.150		
				2011	.120	.030	.000	.150		
				2012	.120	.030	.000	.150		
			R	2009	.020	.005	.000	.025		
				2010	.020	.005	.000	.025		
				2011	.020	.005	.000	.025		
				2012	.020	.005	.000	.025		
			C	2009	8.000	2.000	.000	10.000		
				2010	12.800	3.200	.000	16.000		
				2011	12.800	3.200	.000	16.000		
				2012	12.800	3.200	.000	16.000		
452	<u>Grouped</u>		Totals		46.960	11.740	.000	58.700		
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	.024	.006	.000	.030		
				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	.320	.080	.000	.400		
				2010	.400	.000	.000	.400		
				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		3.008	.352	.000	3.360		

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\$	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	.080	.020	.000	.100	National Scenic Byways Program	
				2010	.080	.020	.000	.100		
				2011	.080	.020	.000	.100		
				2012	.080	.020	.000	.100		
			R	2009	.080	.020	.000	.100		
				2010	.080	.020	.000	.100		
				2011	.080	.020	.000	.100		
				2012	.080	.020	.000	.100		
			C	2009	.080	.020	.000	.100		
				2010	.080	.020	.000	.100		
				2011	.080	.020	.000	.100		
				2012	.080	.020	.000	.100		
1155	<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\$	Funding Category	
STATEWIDE SSRR *	PAVEMENT	(Annual)	SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS						E-10	
			P	2009	.040	.010	.000	.050	STP-State Flexible	
				2010	.040	.010	.000	.050		
				2011	.040	.010	.000	.050		
				2012	.040	.010	.000	.050		
			R	2009	.004	.001	.000	.005		
				2010	.004	.001	.000	.005		
				2011	.004	.001	.000	.005		
				2012	.004	.001	.000	.005		
			C	2009	2.356	.589	.000	2.945		
				2010	2.356	.589	.000	2.945		
				2011	2.356	.589	.000	2.945		
				2012	2.356	.589	.000	2.945		
4148	<u>Grouped</u>		Totals		9.600	2.400	.000	12.000		
STATEWIDE TE *	MUNICIPAL	(Annual)	TRANSPORTATION ENHANCEMENT PROJECTS (Annual Project)						E-45	
			C	2012	3.200	.800	.000	4.000	STP-Enhancement	
3747	<u>Grouped</u>		Totals		3.200	.800	.000	4.000		
STATEWIDE 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	<u>Grouped</u>		Totals		.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\$	Funding Category	
STATEWIDE USSS *		TRAFFIC	(Annual)	UPDATE SIGNING ON STATE SYSTEM (Annual Project)					E-44	
			P	2009	.008	.002	.000	.010	STP-State Flexible	
				2010	.008	.002	.000	.010		
				2011	.008	.002	.000	.010		
				2012	.008	.002	.000	.010		
			C	2009	.440	.110	.000	.550		
				2010	.440	.110	.000	.550		
				2011	.440	.110	.000	.550		
				2012	.440	.110	.000	.550		
2735		<u>Grouped</u>		Totals	1.792	.448	.000	2.240		
STATEWIDE CONSULTANT		TRAFFIC	.448	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	.165	.041	.000	.206	STP-State Flexible	
2681				Totals	.165	.041	.000	.206		
STATEWIDE M & R ACTIVITIES 13921 *		ENG & ROW	(Annual)	EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project)					E-34	Means of Servicing Sophisticated Electronic Lab & Materials Equipment used on Federal Aid Highway & Bridge Projects
			P	2009	.036	.009	.000	.045	STP-Areas Less Than 200K	
				2010	.036	.009	.000	.045		
				2011	.036	.009	.000	.045		
				2012	.036	.009	.000	.045		
			C	2009	.040	.010	.000	.050		
				2010	.040	.010	.000	.050		
				2011	.040	.010	.000	.050		
				2012	.040	.010	.000	.050		
3801		<u>Grouped</u>		Totals	.304	.076	.000	.380		
STATEWIDE SPECIAL 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>		Totals	.270	.000	.000	.270		

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\$	Funding Category
STATEWIDE SPECIAL 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>		Totals		.600	.600	.000	1.200	
STATEWIDE SPECIAL 10909 *	ENG & ROW	(Annual)		GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project)				E-34	For Funding Shared (MA & NH) USGS Geodectic Survey Advisor Position & Coordination
			P	2009	.034	.008	.000	.042	STP-State Flexible
				2010	.035	.009	.000	.044	
				2011	.038	.009	.000	.047	
				2012	.039	.010	.000	.049	
2683	<u>Grouped</u>		Totals		.146	.036	.000	.182	
STATEWIDE-TRAC 13668	ADMINISTRATION	.353		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.
			P	2009	.021	.000	.000	.021	STP-State Flexible
				2010	.021	.000	.000	.021	
				2011	.022	.000	.000	.022	
				2012	.023	.000	.000	.023	
3512			Totals		.087	.000	.000	.087	
STODDARD - ANTRIM - HILLSBOROUGH	NH 9	9.749		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	
			P	2010	.103	.026	.000	.129	National Highway System
				2012	.220	.055	.000	.275	
3272			Totals		.323	.081	.000	.404	

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\$	Funding Category
SUMMER YOUTH LANDSCAPE PROGRAM 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	<i>Grouped</i>		C	2009	.046	.011	.000	.057	STP-State Flexible
				2010	.046	.011	.000	.057	
				2011	.046	.011	.000	.057	
				2012	.046	.011	.000	.057	
				Totals	.182	.046	.000	.228	
SUTTON - NEW LONDON	I-89	13.817		RECLAIM AND 5-1/2" HBP FROM EXIT 10 TO EXIT 11 (4 MILES) [4R]					ATT
3256			P	2011	.106	.012	.000	.118	Interstate Maintenance
				Totals	.106	.012	.000	.118	
SWANZEY 14195	MAIN STREET	.495		THOMPSON COVERED BRIDGE - 093/124; FIRE PROTECTION / DETECTION SYSTEM & IMPLEMENTATION OF SCOUR COUNTERMEASURES FOR THE CENTER PIER AND THE ABUTMENTS					ATT
5578			P	2009	.008	.002	.000	.010	National Historic Covered Bridge Preservation (NHCBP)
			C	2009	.304	.000	.076	.380	
				Totals	.312	.002	.076	.390	
SWANZEY 14421	ASHUELOT RAIL TRAIL	.110		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			C	2009	.071	.000	.018	.088	STP-Enhancement
				Totals	.071	.000	.018	.088	
TAMWORTH 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.
5661			P	2009	.013	.000	.003	.016	STP-Enhancement
			C	2009	.064	.000	.016	.080	
				Totals	.077	.000	.019	.096	

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\$	Funding Category				
TAMWORTH 14833	NH 113		.046			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.
				P	2009	.005	.000	.001	.006	STP-Enhancement				
				R	2009	.001	.000	.000	.001					
				C	2010	.031	.000	.008	.038					
6248				Totals		.037	.000	.009	.046					
TILTON - NORTHFIELD 14839			.304			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.
				P	2009	.038	.000	.009	.047	STP-Enhancement				
				R	2009	.001	.000	.000	.001					
				C	2011	.205	.000	.051	.256					
6249				Totals		.243	.000	.061	.304					
WAKEFIELD 14824			.225			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.
				R	2009	.001	.000	.000	.001	STP-Enhancement				
				C	2010	.148	.000	.037	.185					
6250				Totals		.149	.000	.037	.186					
WALPOLE - CHARLESTOWN 14747	NH 12		10.881			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	.124	.031	.000	.155					
					2010	.155	.039	.000	.194					
					2012	.220	.055	.000	.275					
				R	2010	.041	.010	.000	.052					
					2010	.198	.050	.000	.248					
					2011	.204	.051	.000	.256					
				C	2010	2.188	.547	.000	2.735					
1891				Totals		3.210	.803	.000	4.013					

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\$	Funding Category			
WALPOLE, NH - ROCKINGHAM, VT 12905	BRIDGE STREET	3.912		VILAS BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052							ATT	Redlist bridge priority #36.
			P	2011	.021	.005	.000	.027	Bridge On/Off System			
				2012	.044	.011	.000	.055				
			R	2010	.004	.001	.000	.005				
				2011	.004	.001	.000	.005				
1877				Totals	.074	.018	.000	.092				
WARNER	I-89	9.629		1" OVERLAY FROM EXIT 8 TO EXIT 9 (4 MILES) [4R]							ATT	
			P	2010	.093	.010	.000	.103	Interstate Maintenance			
				2011	.096	.011	.000	.107				
				2012	.049	.005	.000	.055				
3258				Totals	.238	.026	.000	.265				
WARNER - SUTTON	I-89	19.592		RECLAIM AND 6-1/2" HBP FROM EXIT 9 TO EXIT 10 (7 MILES) [4R]							ATT	Two Red List bridge, priority #27 and #28.
			P	2010	.186	.021	.000	.206	Interstate Maintenance			
				Totals	.186	.021	.000	.206				
WHITEFIELD 14425	US 3	.031		UPGRADE DRAINAGE & SIDEWALKS ON US 3 - 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	2009	.005	.000	.001	.006	STP-Enhancement			
			C	2009	.020	.000	.005	.025				
5663				Totals	.025	.000	.006	.031				
WHITEFIELD P2953	US 3	6.757		RECONSTRUCT FROM CARROLL T/L NORTH 2.1 MILES [Section 1602 - Designated Project; Demo Id NH012]							ATT	
			C	2009	-.334	-.084	.000	-.418	STP-Non Urban Areas Under 5K			
				2009	.060	.015	.000	.075				
				2009	1.129	.282	.000	1.411				
651				Totals	.855	.214	.000	1.068				
WILTON - MILFORD - AMHERST - BEDFORD 13692	NH 101	13.285		SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY							N/E	
			P	2010	.206	.052	.000	.258	National Highway System			
				2011	.082	.020	.000	.102				
			R	2012	.070	.018	.000	.088				
2739				Totals	.359	.090	.000	.448				

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\$	Funding Category	
WINCHESTER		NH 10	4.414								ATT Red List bridge, priority #35.
12906				P	2010	.206	.052	.000	.258	Demonstration Projects (ISTEA 1991-1998) - Non-Formula	
				R	2010	.033	.008	.000	.041		
					2010	.083	.021	.000	.103		
				C	2011	2.741	.685	.000	3.426	Bridge On/Off System	
					2011	.420	.105	.000	.525	Demonstration Projects (ISTEA 1991-1998) - Non-Formula	
1873				Totals		3.483	.871	.000	4.354		
WINDHAM			.216								E-45 Partially funded by WINDHAM Specific project from Statewide program.
14830				P	2009	.022	.000	.005	.027	STP-Enhancement	
				R	2009	.001	.000	.000	.001		
				C	2010	.143	.000	.036	.179		
6251				Totals		.165	.000	.041	.207		
WINDHAM - SALEM		NH 111 BYPASS	32.322								N/E
10075				P	2009	.015	.005	.000	.020	Misc. Fed.	
34				Totals		.015	.005	.000	.020		
WINDHAM - SALEM		NH 111	.228								E-42
10075K				C	2009	.182	.046	.000	.228	National Highway System	
6041				Totals		.182	.046	.000	.228		
WOODSTOCK		I-93	2.350								ATT Address preservation/maintenance needs at Barron Mountain rock cut per study recommendations.
14773				C	2009	2.097	.233	.000	2.330	Interstate Maintenance	
6345				Totals		2.097	.233	.000	2.330		

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

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Appendix A

STIP Revision Procedures



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Statewide Transportation Improvement
Program (STIP):

Revision Procedures

New Hampshire Department of Transportation



March 25, 2008
Approved



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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% (\$750k limit)	<20% (\$500k limit)
> \$5 Million to \$10 Million	>20%	10% to 20% (\$1.5 million limit)	<10% (\$500k limit)
> \$10 Million to \$50 Million	>10%	5% to 10% (\$3.5 million limit)	<5% (\$750k limit)
Over \$50 Million	>5%	1% to 5% (\$5 million limit)	<1% (\$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.

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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.

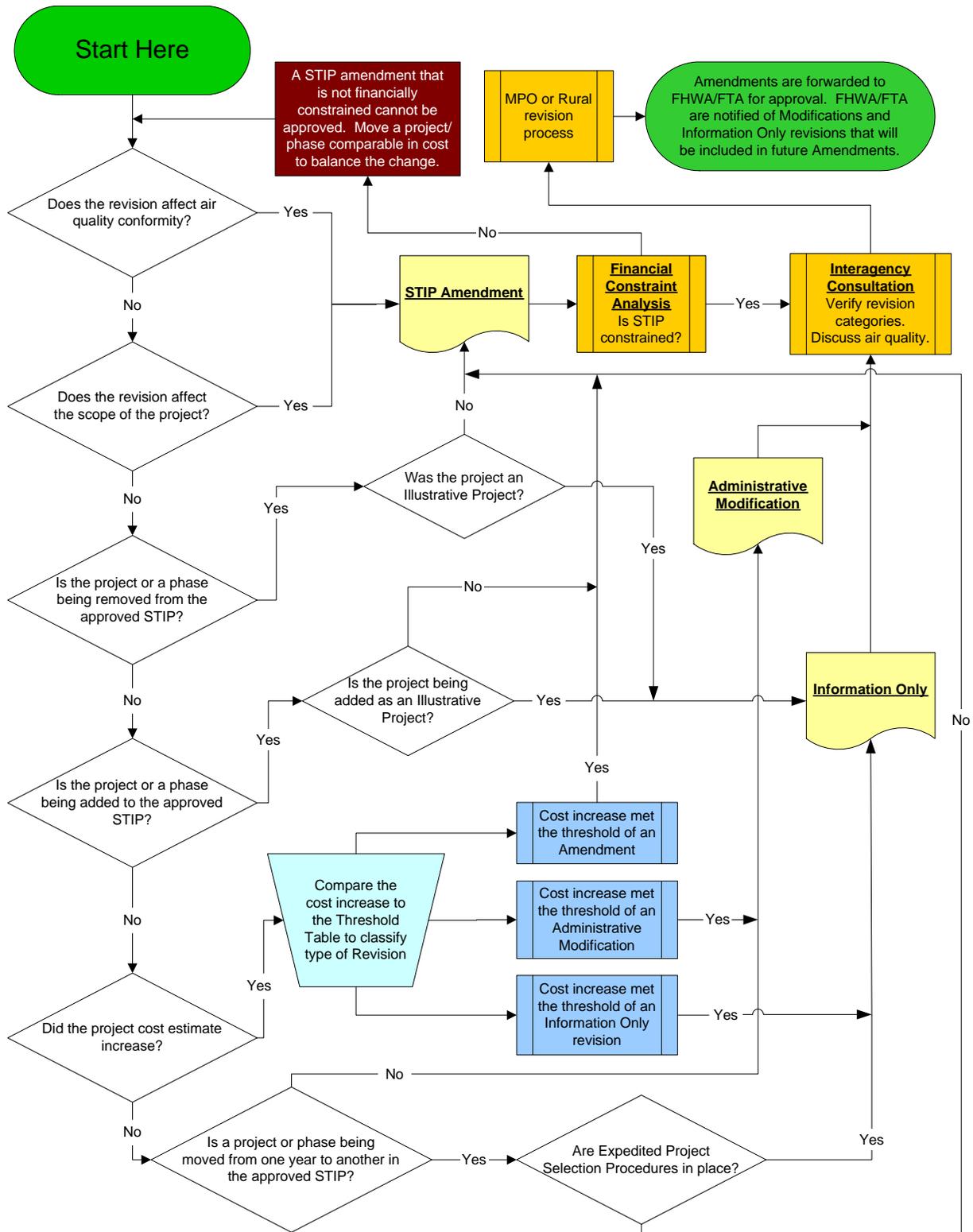
Regional Emissions Analysis: The process to identify and document the anticipated effects of a project on air quality. An analysis is conducted for projects in non-attainment or maintenance areas. Project changes that could affect an analysis include, but are not limited to, any that impact capacity,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



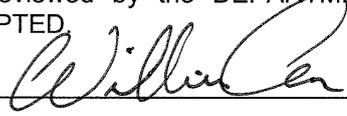
C. Approval Signatures

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

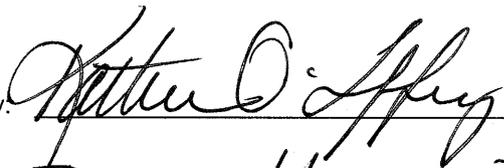
By: 

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

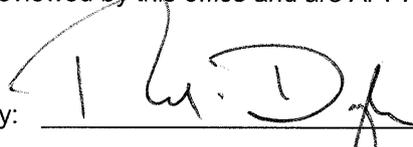
By: 

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