GOVERNOR’S ADVISORY COMMISSION ON INTERMODAL TRANSPORTATION (GACIT) RECOMMENDATIONS FOR THE TEN YEAR TRANSPORTATION IMPROVEMENT PLAN 2019 - 2028

Projects Only

SUBMITTED TO THE GOVERNOR AS A DRAFT FOR CONSIDERATION AND INPUT

PURSUANT TO RSA 228:99 OF THE LAWS OF NEW HAMPSHIRE

PROJECTS LISTED ALPHABETICALLY

PREPARED BY THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

December 20, 2017
2019-2028 Draft Ten Year Plan
Federal Aid Program
HSIP (100%) and CMAQ (75%)

Draft TYP December Total = $1,853.0 (in millions)

FAST ACT Estimated Revenue = $1,825.7 (in millions)
Non-Federal Formula Revenue = $27.3 (in millions)

Total Federal Revenue = $1,853.0

Notes  CMAQ, HSIP, RecTrails, TAP Programs at FAST ACT funded levels (with exception of CMAQ at 75%)
## DRAFT 2019-2028 Ten Year Plan
### Total Program Dollars by FY

<table>
<thead>
<tr>
<th>FY</th>
<th>Highway and Bridge</th>
<th>Non-Highway Funded</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Funding Sources</td>
<td>Program Total</td>
</tr>
<tr>
<td></td>
<td>FHWA 7, 8, 9</td>
<td>Program Total</td>
</tr>
<tr>
<td></td>
<td>TIFIA Financing</td>
<td>Highway Funded</td>
</tr>
<tr>
<td></td>
<td>I-93 Debt Service</td>
<td>Other Modes</td>
</tr>
<tr>
<td></td>
<td>SAM 7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SB367</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other 8 Matching</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Funds</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sub Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Turnpike Improvement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Turnpike R&amp;R</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rail 6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit 7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Airport</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FY</td>
<td>TVP FY Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% of Total Program</td>
</tr>
<tr>
<td>2019</td>
<td>$185.65 7, 8, 9 $</td>
<td>$1,853.01 7, 8, 9</td>
</tr>
<tr>
<td>2020</td>
<td>$185.65 7, 8, 9  $</td>
<td>$222.13 7, 8, 9</td>
</tr>
<tr>
<td>2021</td>
<td>$186.48 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2022</td>
<td>$185.94 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2023</td>
<td>$186.10 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2024</td>
<td>$184.58 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2025</td>
<td>$186.55 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2026</td>
<td>$184.80 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2027</td>
<td>$187.18 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
<tr>
<td>2028</td>
<td>$184.23 7, 8, 9  $</td>
<td>$234.13 7, 8, 9</td>
</tr>
</tbody>
</table>

### Notes:
1. I-93 Payments based on GARVEE Bonds and Debt Service are Included
2. Betterment program maintained at current budget levels, SAM program includes carryover from the State Aid Highway program
3. Total comprised from project matching costs Maine, Vermont, and other states
4. Figures include inflation
5. FHWA categories includes approximately $1.16 million annually to address railroad crossings
6. Self-funded FTA programs and projects are limited to available funds
7. Proposed Turnpike Capital program, and projects that may be constructed with toll increase under proposed toll structure Proposal for Acceleration and Expansion of Turnpike Capital Program dated 11/22/2017
8. FHWA and SB367 State Aid Bridge revenue includes the local matching funds
9. FHWA Revenue based on FAST Act anticipated appropriations through 2020 and level funded there after

### Revenue Notes:
- Dollars include indirect costs and inflation (2.55%)
## 2019-2028 Ten Year Plan

### All Funding

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>PAVEMENT</th>
<th>BRIDGES</th>
<th>I-93 EXPANSION</th>
<th>MANDATED FEDERAL</th>
<th>INDIVIDUAL PROJECTS</th>
<th>ROADSIDE</th>
<th>RAIL</th>
<th>TRANSIT</th>
<th>AIRPORTS</th>
<th>DEBT SERVICE</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>80.04</td>
<td>91.43</td>
<td>26.15</td>
<td>30.00</td>
<td>67.81</td>
<td>8.54</td>
<td>2.10</td>
<td>29.80</td>
<td>31.10</td>
<td>20.55</td>
<td>387.53</td>
</tr>
<tr>
<td>2020</td>
<td>74.85</td>
<td>110.66</td>
<td>26.88</td>
<td>31.00</td>
<td>106.10</td>
<td>12.26</td>
<td>0.60</td>
<td>29.76</td>
<td>52.98</td>
<td>22.66</td>
<td>467.75</td>
</tr>
<tr>
<td>2021</td>
<td>80.70</td>
<td>101.06</td>
<td>11.00</td>
<td>31.02</td>
<td>124.81</td>
<td>14.52</td>
<td>0.60</td>
<td>29.46</td>
<td>25.92</td>
<td>28.12</td>
<td>447.21</td>
</tr>
<tr>
<td>2022</td>
<td>78.53</td>
<td>62.42</td>
<td>16.50</td>
<td>30.47</td>
<td>158.69</td>
<td>14.52</td>
<td>2.10</td>
<td>32.00</td>
<td>14.66</td>
<td>27.96</td>
<td>437.83</td>
</tr>
<tr>
<td>2023</td>
<td>76.10</td>
<td>75.43</td>
<td>0.00</td>
<td>30.47</td>
<td>152.61</td>
<td>14.52</td>
<td>0.60</td>
<td>30.82</td>
<td>27.78</td>
<td>27.68</td>
<td>436.01</td>
</tr>
<tr>
<td>2024</td>
<td>75.04</td>
<td>57.96</td>
<td>0.00</td>
<td>30.47</td>
<td>137.35</td>
<td>14.52</td>
<td>0.60</td>
<td>31.49</td>
<td>18.20</td>
<td>27.37</td>
<td>393.00</td>
</tr>
<tr>
<td>2025</td>
<td>87.25</td>
<td>58.16</td>
<td>0.00</td>
<td>30.47</td>
<td>128.19</td>
<td>14.52</td>
<td>2.10</td>
<td>34.23</td>
<td>20.40</td>
<td>27.03</td>
<td>402.34</td>
</tr>
<tr>
<td>2026</td>
<td>82.28</td>
<td>64.91</td>
<td>0.00</td>
<td>30.12</td>
<td>76.43</td>
<td>16.52</td>
<td>0.60</td>
<td>33.60</td>
<td>23.36</td>
<td>31.51</td>
<td>359.32</td>
</tr>
<tr>
<td>2027</td>
<td>71.88</td>
<td>74.91</td>
<td>0.00</td>
<td>30.14</td>
<td>84.78</td>
<td>16.52</td>
<td>0.60</td>
<td>39.16</td>
<td>21.54</td>
<td>31.51</td>
<td>371.04</td>
</tr>
<tr>
<td>2028</td>
<td>72.18</td>
<td>99.80</td>
<td>0.00</td>
<td>30.14</td>
<td>29.26</td>
<td>19.27</td>
<td>2.10</td>
<td>34.19</td>
<td>20.18</td>
<td>31.51</td>
<td>338.63</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>778.84</td>
<td>796.75</td>
<td>80.53</td>
<td>304.28</td>
<td>1066.04</td>
<td>145.68</td>
<td>12.00</td>
<td>324.51</td>
<td>256.11</td>
<td>275.92</td>
<td>4040.66</td>
</tr>
</tbody>
</table>

% Grand Total  19.3%   19.7%   2.0%   7.5%   26.4%   3.6%   0.3%   8.0%   6.3%   6.8%   100.0%

~ Dollars include indirect costs and inflation (2.55%)  
12/19/17
Draft 2019-2028 Ten Year Plan
Share of Total Dollars of Funding

- PAVEMENT: 19%
- BRIDGES: 20%
- I-93 EXPANSION: 2%
- MANDATED FEDERAL: 8%
- DEBT SERVICE: 7%
- AIRPORTS: 6%
- TRANSIT: 8%
- RAIL: 0.3%
- ROADSIDE: 4%
- INDIVIDUAL PROJECTS: 26%
- ROAD: 19%
### Turnpike Capital Program - $750M

**Toll Incr eff 3/1/18, $50M New Bonds**  
(amounts in millions of $)

#### Turnpike Capital Program - $750M

1. **Toll Incr eff 3/1/18, $50M New Bonds**
2. Projected in draft TYP2019-2028

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FY 17</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FY 25</th>
<th>FY 26</th>
<th>FY 27</th>
<th>FY 28</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Total Revenue</strong></td>
<td>134.0</td>
<td>146.1</td>
<td>171.8</td>
<td>174.6</td>
<td>174.5</td>
<td>177.0</td>
<td>179.6</td>
<td>182.1</td>
<td>184.8</td>
<td>187.5</td>
<td>190.4</td>
<td>193.3</td>
</tr>
<tr>
<td><strong>2. Total Operating Expenses</strong></td>
<td>9.3</td>
<td>18.2</td>
<td>14.3</td>
<td>12.3</td>
<td>13.2</td>
<td>13.9</td>
<td>14.4</td>
<td>13.3</td>
<td>13.6</td>
<td>13.6</td>
<td>14.1</td>
<td>14.4</td>
</tr>
<tr>
<td><strong>3. Total Operating Annual Surplus/(Deficit)</strong></td>
<td>33.5</td>
<td>18.2</td>
<td>63.6</td>
<td>68.2</td>
<td>67.7</td>
<td>75.2</td>
<td>83.0</td>
<td>84.8</td>
<td>89.7</td>
<td>87.1</td>
<td>88.5</td>
<td>87.7</td>
</tr>
<tr>
<td><strong>4. Total Capital Additions</strong></td>
<td>33.5</td>
<td>18.2</td>
<td>63.6</td>
<td>68.2</td>
<td>67.7</td>
<td>125.1</td>
<td>130.8</td>
<td>134.6</td>
<td>137.0</td>
<td>139.4</td>
<td>141.8</td>
<td>143.2</td>
</tr>
<tr>
<td><strong>5. Net Revenue</strong></td>
<td>41.3</td>
<td>41.3</td>
<td>41.3</td>
<td>41.3</td>
<td>34.5</td>
<td>27.7</td>
<td>28.4</td>
<td>24.6</td>
<td>28.5</td>
<td>28.5</td>
<td>30.6</td>
<td>32.0</td>
</tr>
<tr>
<td><strong>6. Total Other Obligations</strong></td>
<td>9.3</td>
<td>18.2</td>
<td>14.3</td>
<td>12.3</td>
<td>13.2</td>
<td>13.9</td>
<td>14.4</td>
<td>13.3</td>
<td>13.6</td>
<td>13.6</td>
<td>14.1</td>
<td>14.4</td>
</tr>
<tr>
<td><strong>7. Projected Bond Covenant Coverage Ratios</strong></td>
<td>1.2</td>
<td>1.3</td>
<td>2.04</td>
<td>2.16</td>
<td>2.20</td>
<td>2.24</td>
<td>2.28</td>
<td>2.32</td>
<td>2.36</td>
<td>2.40</td>
<td>2.44</td>
<td>2.48</td>
</tr>
</tbody>
</table>

#### Additional Notes:

- **Updated by msb 6/7/2017**
- **Unaudited**
- **Accrual FY 17 FY 18 FY 19 FY 20 FY 21 FY 22 FY 23 FY 24 FY 25 FY 26 FY 27 FY 28**
- **Projected Bond Covenant Coverage Ratios FY 17 FY 18 FY 19 FY 20 FY 21 FY 22 FY 23 FY 24 FY 25 FY 26 FY 27 FY 28**
- **Revenue Bond Debt Service Coverage 1.2 (1.3)**
- **All Obligation Coverage 1.0 (1.1)**

---

**Footnotes:**

- **Base:** Updated by msb 6/7/2017
- **Unaudited**
- **Accrual**
## Turnpike Capital Program - $750M
### No Toll Increase, No New Bonds
(amounts in millions of $)

### Expanded PROGRAM
Projects in draft TYP2019-2028

---

### Unaudited Accrual

| B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | AH |
| 1 | Base: Updated by msb 6/7/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | Total Revenue | 134.0 | 133.5 | 135.4 | 137.5 | 139.3 | 141.1 | 143.0 | 144.9 | 146.8 | 148.9 | 151.1 | 153.3 |
| 22 | Total Operating Expenditures | 49.9 | 68.4 | 52.6 | 52.8 | 52.3 | 53.4 | 54.5 | 55.7 | 56.9 | 58.1 | 59.3 | 60.6 |
| 23 | Net Revenue | 84.1 | 65.1 | 82.8 | 84.6 | 87.1 | 87.8 | 88.5 | 89.2 | 89.9 | 90.8 | 91.8 | 92.8 |
| 24 | Net Total Revenue Bond Debt Service | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 | 41.3 |
| 25 | Total Other Obligations | 9.3 | 18.2 | 14.3 | 12.3 | 13.2 | 13.9 | 14.4 | 13.3 | 13.6 | 14.1 | 14.4 |
| 26 | Total Operating Annual Surplus/(Deficit) | 33.5 | 5.6 | 27.2 | 31.0 | 32.6 | 39.4 | 46.5 | 49.7 | 55.6 | 56.4 | 57.1 | 57.7 |
| 27 | Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | Bond Issuance Costs | - | - | - | - | - | - | - | - | - | - | - | - |
| 29 | Total Capital Additions | 33.5 | 5.6 | 27.2 | 31.0 | 32.6 | 39.4 | 46.5 | 49.7 | 55.6 | 56.4 | 57.1 | 57.7 |
| 30 | 1-93 Concord Acquisition (FY19) | - | - | - | - | - | - | - | - | - | - | - | - |
| 31 | Total Capital Program Expenditures | 35.2 | 33.2 | 39.2 | 72.7 | 106.5 | 109.2 | 117.7 | 89.0 | 92.0 | 48.3 | 53.9 | 25.4 |
| 32 | Total Annual Capital Surplus/(Deficit) | (1.7) | (27.6) | (30.5) | (41.7) | (73.9) | (69.8) | (71.2) | (39.3) | (36.4) | 8.1 | 3.2 | 32.3 |
| 33 | BEGINNING Operating Cash | 91.0 | 87.9 | 60.3 | 29.7 | (11.9) | (79.0) | (142.9) | (212.8) | (246.6) | (283.0) | (275.0) | (271.8) |
| 34 | Annual Surplus / (Deficit) | (1.7) | (27.6) | (30.5) | (41.7) | (73.9) | (69.8) | (71.2) | (39.3) | (36.4) | 8.1 | 3.2 | 32.3 |
| 35 | Set aside Reserve on Proposed bonds | - | - | - | - | - | 6.9 | 5.9 | 1.4 | 5.5 | - | - | - |
| 36 | Deferred Revenue Account - Prepaid Tolls | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 |
| 37 | Ending Operating Cash and Short Term Investments | 76.2 | 48.6 | 18.0 | (23.6) | (90.7) | (154.6) | (224.5) | (256.3) | (294.7) | (286.7) | (283.5) | (251.2) |
| 38 | Change in Reserve Accounts | 0.4 | - | - | - | - | (6.9) | (5.9) | (1.4) | (5.5) | - | - | - |
| 39 | Ending Balance of Reserve Accounts | 63.7 | 63.7 | 63.7 | 63.7 | 56.8 | 50.9 | 49.5 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 |
| 40 | PROJECTED BOND COVENANT COVERAGE RATIOS | | | | | | | | | | | | | |
| 41 | Revenue Bond Debt Service Coverage 1.2 (1.3) | 2.04 | 1.58 | 2.00 | 2.05 | 2.11 | 2.54 | 3.20 | 3.40 | 4.32 | 4.41 | 4.46 | 4.48 |
| 42 | All Obligation Coverage 1.0 (1.1) | 1.66 | 1.25 | 1.66 | 1.77 | 1.65 | 1.81 | 2.11 | 2.26 | 2.62 | 2.64 | 2.64 | 2.64 |

---

S:\Global\B10-Commissioner\TenYearPlan(2019-2028)\Copy of Tpke Models - Current FY 2016 final accrual basis 12-20-2017CMW.xlsProgExp-Toll IncrBond&FUP (B2)
## ALBANY (29597)

**Route/Road**: NH 16  
**Category**: INDIVIDUAL PROJECTS

**Scope**: SHOULDER WIDENING AND PAVEMENT RESURFACING TO ENABLE INSTALLATION OF CENTERLINE RUMBLE STRIPS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>1,050,388</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>629,308</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>73,551</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>4,681,845</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,100,613</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $8,535,705  
**Previous Funding**: $412,500  
**Total Project Cost**: $8,948,205

**Comments**: None

## ALEXANDRIA (15937)

**Route/Road**: NH 104  
**Category**: PRESERVATION & MAINTENANCE

**Scope**: NH 104 250’ WEST OF BERRY RD. REHABILITATE/REPLACE A 66” X 84” CMP

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>225,610</td>
<td>CRDR *</td>
</tr>
</tbody>
</table>

**Total**: $225,610  
**Previous Funding**: $33,500  
**Total Project Cost**: $259,110

**Comments**: None

Includes inflation and indirects using program
# ALLENSTOWN (40362)

**Route/Road:** NH ROUTE 28  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REHABILITATION, REDLISTED BRIDGE CARRYING NH 28 OVER SUNCOOK RIVER (BR NO 107/098)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>102,550</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>157,748</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,156,935</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Funding</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,417,232</td>
<td>$154,800</td>
<td>$2,417,232</td>
<td>$0</td>
<td>$2,572,032</td>
</tr>
</tbody>
</table>

**Comments:** None

---

# ALSTEAD (40649)

**Route/Road:** HILL ROAD OVER DARBY BROOK  
**Category:** BRIDGES

**Scope:** BRIDGE REHABILITATION-HILL ROAD OVER DARBY BROOK-BR. #159-134

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>43,139</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>204,909</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Funding</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$248,047</td>
<td>$0</td>
<td>$248,047</td>
<td>$0</td>
<td>$248,047</td>
</tr>
</tbody>
</table>

**Comments:** None

---

Includes inflation and indirects using program.
### ALSTEAD (40650)

**Route/Road**: DREWSVILLE ROAD OVER DARBY BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-DREWSVILLE ROAD  
OVER DARBY BROOK-BR. #058/132  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>32,354</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>150,985</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $183,339

**Previous Funding**: $0

**Current TYP Funding**: $183,339

**Future Funding Required**: $0

**Total Project Cost**: $183,339

**Comments**: None

---

### ALSTEAD (40661)

**Route/Road**: COMSTOCK ROAD OVER DARBY BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-COMSTOCK ROAD OVER  
DARBY BROOK-BR. #046/141  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>132,716</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>11,060</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>884,775</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $1,028,550

**Previous Funding**: $0

**Current TYP Funding**: $1,028,550

**Future Funding Required**: $0

**Total Project Cost**: $1,028,550

**Comments**: None

---

Includes inflation and indirects using program
### ALTON - GILFORD (40634)

**Route/Road**: NH 11  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: PLANNING STUDY TO IDENTIFY PRIORITY NEEDS FROM EAST OF MINGE COVE ROAD TO EAST OF ELLACOYA PARK

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>250,000</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding**: $250,000  
**Previous Funding**: $0  
**Current TYP Funding**: $250,000  
**Future Funding Required**: $0  
**Total Project Cost**: $250,000

**Comments**: None

### ALTON (40624)

**Route/Road**: NH 11  
**Category**: RED LIST BRIDGES  
**Scope**: BRIDGE REHABILITATION FOR REDLIST BRIDGE CARRYING NH 11 OVER MERRYMEETING RIVER (BR NO 163/184)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>275,000</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>237,263</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,459,878</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>383,820</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Funding**: $2,355,961  
**Previous Funding**: $0  
**Current TYP Funding**: $2,355,961  
**Future Funding Required**: $0  
**Total Project Cost**: $2,355,961

**Comments**: None

*Includes inflation and indirects using program*
## AMHERST (20231)

**Route/Road:** HORACE GREELEY ROAD  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REPLACEMENT-HORACE GREELEY RD  
OVER PULPIT BROOK-BR.#060/158  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>166,311</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,258</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>478,501</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $650,070  
**Previous Funding** $0  
**Current TYP Funding** $650,070  
**Future Funding Required** $0

**Total Project Cost** $650,070

**Comments** None

---

## AMHERST (40654)

**Route/Road:** MONT VERNON ROAD OVER CEASARS BROOK  
**Category:** BRIDGES

**Scope:** BRIDGE REPLACEMENT-MONT VERNON ROAD  
OVER CEASARS BROOK-BR. #112/071  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>121,657</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>884,775</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $1,011,961  
**Previous Funding** $0  
**Current TYP Funding** $1,011,961  
**Future Funding Required** $0

**Total Project Cost** $1,011,961

**Comments** None

---

Includes inflation and indirects using program
### AMHERST (40657)

**Route/Road:** THORNTON FERRY ROAD OVER BEAVER BROOK  
**Category:** BRIDGES

**Scope:** BRIDGE REPLACEMENT-THORNTON FERRY ROAD OVER BEAVER BROOK-BR. #145/106  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>283,543</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,671</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,582,168</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total Funding: $1,871,381

| Previous Funding | $0  |
| Current TYP Funding | $1,871,381  |
| Future Funding Required | $0  |

**Total Project Cost:** $1,871,381

**Comments:** None

### AMHERST (41413)

**Route/Road:** NH ROUTE 122  
**Category:** RED LIST BRIDGES

**Scope:** REHAB OF RED LIST BRIDGE CARRYING NH 122 (MAIN ST) OVER NH 101 IN THE TOWN OF AMHERST (135/109)  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>249,518</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,558,802</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

Total Funding: $3,045,582

**Previous Funding:** $0

| Current TYP Funding | $3,045,582  |
| Future Funding Required | $0  |

**Total Project Cost:** $3,045,582

**Comments:** None

---

Includes inflation and indirects using program
### ANDOVER (20650)

**Route/Road**: NH 11  
**Category**: BRIDGES

**Scope**: REPLACE 5-SPAN BRIDGE CARRYING NH 11 OVER NHRR(ABD).

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,239,083</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

- **Total**: $3,239,083
- **Previous Funding**: $261,000
- **Current TYP Funding**: $3,239,083
- **Future Funding Required**: $0
- **Total Project Cost**: $3,500,083

**Comments**: None

---

### ANDOVER (40392)

**Route/Road**: US 4  
**Category**: RED LIST BRIDGES

**Scope**: US 4 OVER BLACKWATER RIVER REHABILITATION OR REPLACEMENT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engg</td>
<td>2019</td>
<td>225,610</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engg</td>
<td>2020</td>
<td>115,682</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engg</td>
<td>2021</td>
<td>118,631</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>121,657</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>4,366,556</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

- **Total**: $4,948,136
- **Previous Funding**: $283,800
- **Current TYP Funding**: $4,948,136
- **Future Funding Required**: $0
- **Total Project Cost**: $5,231,936

**Comments**: None

---

Includes inflation and indirects using program
# Ten Year Plan

## Pending Approval

### New Hampshire Department of Transportation

**2019 - 2028**  
**Ten Year Plan**  
**12/19/2017**

---

### ANDOVER (41407)

**Route/Road** LAWRENCE ROAD OVER BLACKWATER RIVER  
**Category** BRIDGES

**Scope** BRIDGE REPLACEMENT-LAWRENCE ROAD OVER  
BLACKWATER RIVER-BR. #098/093

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>348,928</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,815</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,477,386</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $2,832,129  
**Previous Funding** $0  
**Current TYP Funding** $2,832,129  
**Future Funding Required** $0  
**Total Project Cost** $2,832,129

**Comments** None

---

### ANTRIM (14942)

**Route/Road** CRAIG ROAD  
**Category** RED LIST BRIDGES

**Scope** BRIDGE REPLACEMENT-CRAIG ROAD OVER  
BROOK - 117/093 (RED LIST)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>49,769</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>188,015</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $243,313  
**Previous Funding** $0  
**Current TYP Funding** $243,313  
**Future Funding Required** $0  
**Total Project Cost** $243,313

**Comments** None

---

Includes inflation and indirects using program
## ASHLAND - BRIDGEWATER (24904)

**Route/Road**: US ROUTE 3  
**Category**: BRIDGES

### Scope
BRIDGE REHAB OF BRIDGE CARRYING US 3 NH25 OVER NHRR AND PEMIGEWASSET RIVER (BR NO 076/080)

### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineer</td>
<td>2019</td>
<td>236,891</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineer</td>
<td>2020</td>
<td>225,579</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineer</td>
<td>2021</td>
<td>231,331</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineer</td>
<td>2022</td>
<td>243,313</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>6,985,000</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $7,922,114

### Previous Funding
- $15,000

### Current TYP Funding
- $7,922,114

### Future Funding Required
- $0

**Total Project Cost**: $7,937,114

### Comments
None

## ASHLAND (41370)

**Route/Road**: MAIN STREET, NH ROUTES 3 / 25  
**Category**: MANDATED FEDERAL

### Scope
RECONSTRUCT SIDEWALKS TO ADA COMPLIANCE AND CONSTRUCT NEW SIDEWALKS ON MAIN STREET US RTE 3/25

### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>35,234</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>348,395</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total**: $383,629

### Previous Funding
- $70,455

### Current TYP Funding
- $383,629

### Future Funding Required
- $0

**Total Project Cost**: $454,084

### Comments
None
### Auburn (29316)

**Route/Road**: Griffin Mill Road Over Maple Falls Brook  
**Category**: RED List Bridges  
**Scope**: Bridge Rehabilitation-Griffin Mill Rd Over Maple Falls Brook-Br. #095/127  
**Strategy**: Tier 5  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>71,888</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>11,060</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>248,843</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total                  | $331,790 | Previous Funding | $0 |
|                        |          | Current TYP Funding | $331,790 |
|                        |          | Future Funding Required | $0 |
| Total Project Cost     | $331,790 | |

**Comments**: None

### Barnstead (16020)

**Route/Road**: Hannah Nutter Road  
**Category**: Bridges  
**Scope**: Bridge Replacement-Hannah Nutter Road Over Big River-Br. #149/073  
**Strategy**: Tier 5  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>110,844</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,258</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>935,969</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total                  | $1,052,071 | Previous Funding | $50,000 |
|                        |            | Current TYP Funding | $1,052,071 |
|                        |            | Future Funding Required | $0 |
| Total Project Cost     | $1,102,071 | |

**Comments**: None
### BARNSTEAD-ALTON (14121)

**Route/Road**: NH 28  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: NH 28 RECONSTRUCTION OF INTERSECTION WITH NORTH BARNSTEAD ROAD/NORTH ROAD  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,410,063</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,181,242</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $4,591,305  
**Previous Funding** $1,963,020  
**Current TYP Funding** $4,591,305  
**Future Funding Required** $0  
**Total Project Cost** $6,554,325

**Comments**: None

### BARRINGTON (16402)

**Route/Road**: US ROUTE 4  
**Category**: ROADSIDE  
**Scope**: ROUTE 4 CULVERT REPLACEMENT JUST WEST OF TOPAZ DRIVE  
**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>578,408</td>
<td>CRDR *</td>
</tr>
</tbody>
</table>

**Total** $578,408  
**Previous Funding** $85,400  
**Current TYP Funding** $578,408  
**Future Funding Required** $0  
**Total Project Cost** $663,808

**Comments**: None

*Includes inflation and indirects using program*
## BARRINGTON (26722)

**Route/Road**  
GREEN HILL RD OVER ISINGLASS RIVER

**Category**  
BRIDGES

**Scope**  
BRIDGE REHABILITATION-GREENHILL RD OVER ISINGLASS RIVER-BR. #109/162

**Strategy**  
TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>196,862</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,006,533</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  
$2,208,925

**Previous Funding**  
$0

**Current TYP Funding**  
$2,208,925

**Future Funding Required**  
$0

**Total Project Cost**  
$2,208,925

**Comments**  
None

---

## BARRINGTON (41398)

**Route/Road**  
MALLEGO ROAD OVER MALLEGO BROOK

**Category**  
BRIDGES

**Scope**  
BRIDGE REPLACEMENT-MALLEGO ROAD OVER MALLEGO BROOK-BR. #139/116

**Strategy**  
TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>133,315</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>528,133</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  
$666,575

**Previous Funding**  
$0

**Current TYP Funding**  
$666,575

**Future Funding Required**  
$0

**Total Project Cost**  
$666,575

**Comments**  
None

---

Includes inflation and indirects using program.
### BARRINGTON (41410)

**Route/Road**  OLD CANAAN ROAD OVER SPRUCE BROOK  
**Category**  BRIDGES

**Scope**  BRIDGE REPLACEMENT-OLD CANAAN ROAD OVER SPRUCE BROOK-BR. #052/059  
**Strategy**  TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>104,678</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,815</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>564,100</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  $674,593  
**Previous Funding**  $0  
**Current TYP Funding**  $674,593  
**Future Funding Required**  $0  
**Total Project Cost**  $674,593

**Comments**  None

### BARRINGTON (41415)

**Route/Road**  US ROUTE 4  
**Category**  RED LIST BRIDGES

**Scope**  REHAB OR REPLACEMENT OF RED LIST BRIDGE CARRYING US 4 OVER OYSTER RIVER IN THE TOWN OF BARRINGTON  
**Strategy**  TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,247,587</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**  $1,484,850  
**Previous Funding**  $0  
**Current TYP Funding**  $1,484,850  
**Future Funding Required**  $0  
**Total Project Cost**  $1,484,850

**Comments**  None

Includes inflation and indirects using program
### BEDFORD - MANCHESTER (40731)

**Route/Road** | I-293 EB & WB
---|---
**Category** | BRIDGES

**Scope**
BRIDGE PRESERVATION EFFORTS FOR THE BRIDGES CARRYING I-293 EB & WB OVER MERRIMACK RIVER

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>410,200</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
</tbody>
</table>

Total: $410,200

**Previous Funding**: $5,523,500

**Current TYP Funding**: $410,200

**Future Funding Required**: $0

**Total Project Cost**: $5,933,700

**Comments**: None

### BEDFORD - MERRIMACK (16100)

**Route/Road** | F.E. EVERETT TPK
---|---
**Category** | INDIVIDUAL PROJECTS

**Scope**
IMPROVEMENT TO BEDFORD MAINLINE TOLL PLAZA TO INSTITUTE OPEN ROAD TOLLING (TPK CAPITAL PROGRAM)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>7,300,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

Total: $7,300,000

**Previous Funding**: $4,381,000

**Current TYP Funding**: $7,300,000

**Future Funding Required**: $0

**Total Project Cost**: $11,681,000

**Comments**: None
### BEDFORD (13692C)

**Route/Road:** NH 101  
**Category:** RED LIST BRIDGES

#### Scope
BRIDGE REHAB OR REPLACEMENT OF BR NO 090/065 CARRYING NH 101 OVER PULPIT BROOK

#### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>603,683</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>793,364</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>823,203</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>129,520</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $2,349,770

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$2,349,770</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $2,349,770

**Comments:** None

---

### BEDFORD (21684)

**Route/Road:** CATESBY LANE  
**Category:** BRIDGES

#### Scope
BRIDGE REPLACEMENT-CATESBY LANE OVER MCQUADE BROOK-BR. #102/098 (NEW)

#### Strategy
TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>94,649</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,258</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>531,083</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $630,990

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$630,990</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $630,990

**Comments:** None

---

Includes inflation and indirects using program
### Bedford (24217)

**Route/Road** BEALS RD OVER BABOOSIC BROOK

**Category** RED LIST BRIDGES

**Scope** BRIDGE REPLACEMENT-BEALS RD OVER BABOOSIC BROOK-BR. #105-055

**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>167,152</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>757,588</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $930,270

Previous Funding $0

Current TYP Funding $930,270

Future Funding Required $0

Total Project Cost $930,270

**Comments** None

---

### Bedford (40664)

**Route/Road** US 3

**Category** INDIVIDUAL PROJECTS

**Scope** US 3 WIDENING FROM HAWTHORNE DRIVE NORTH TO MANCHESTER AIRPORT ACCESS ROAD

**Strategy** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>563,286</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>278,149</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>4,698,424</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $5,539,860

Previous Funding $0

Current TYP Funding $5,539,860

Future Funding Required $0

Total Project Cost $5,539,860

**Comments** None
## BELMONT (22872)

**Route/Road**  CHURCH STREET  

**Category**  BRIDGES  

**Scope**  BRIDGE REHABILITATION-CHURCH ST OVER TIOGA RIVER-BR. #103/072  

**Strategy**  TIER 5  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>26,291</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>2,103</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>99,907</td>
<td>SAB *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$128,301</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAB *</td>
<td>$0</td>
<td>$128,301</td>
<td>$0</td>
<td>$128,301</td>
</tr>
</tbody>
</table>

**Comments**  None  

## BELMONT (40635)

**Route/Road**  NH 140 AND MAIN STREET  

**Category**  INDIVIDUAL PROJECTS  

**Scope**  IMPROVE INTERSECTION SAFETY AND CONGESTION  

**Strategy**  TIER 3  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>28,920</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>29,658</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>30,414</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>543,745</td>
<td>None-Highway</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$632,737</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>None-Highway</td>
<td>$0</td>
<td>$632,737</td>
<td>$0</td>
<td>$632,737</td>
</tr>
</tbody>
</table>

**Comments**  None
<table>
<thead>
<tr>
<th>BENNINGTON (29486)</th>
<th>Category</th>
<th>RED LIST BRIDGES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route/Road</strong></td>
<td><strong>Scope</strong></td>
<td>S. BENNINGTON RD OVER RUSSELL BROOK</td>
</tr>
<tr>
<td>S BENNINGTON ROAD</td>
<td>S. BENNINGTON RD OVER RUSSELL BROOK</td>
<td></td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td><strong>Strategy</strong></td>
<td>TIER 4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RED LIST BRIDGES</td>
</tr>
<tr>
<td><strong>Phase</strong></td>
<td><strong>Year</strong></td>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>767,641</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$767,641</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current TYP Funding</strong></td>
<td>$767,641</td>
<td>Future Funding Required</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$1,016,818</td>
<td>Comments</td>
</tr>
<tr>
<td></td>
<td></td>
<td>None</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BERLIN (41367)</th>
<th>Category</th>
<th>MANDATED FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route/Road</strong></td>
<td><strong>Scope</strong></td>
<td>MAIN STREET AND RIVERSIDE DRIVE</td>
</tr>
<tr>
<td>MAIN STREET AND RIVERSIDE DRIVE</td>
<td>CONST. MULTI-USE PATH ALONG ANDROSCOGGIN RIVER FROM SERVICE CREDIT UNION HERITAGE PARK TO 12TH ST.</td>
<td></td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td><strong>Strategy</strong></td>
<td>TIER 5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MANDATED FEDERAL</td>
</tr>
<tr>
<td><strong>Phase</strong></td>
<td><strong>Year</strong></td>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>30,765</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>801,357</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$832,122</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current TYP Funding</strong></td>
<td>$832,122</td>
<td>Future Funding Required</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$932,298</td>
<td>Comments</td>
</tr>
<tr>
<td></td>
<td></td>
<td>None</td>
</tr>
</tbody>
</table>
### BOSCAWEN (41578)

**Route/Road:** KING ST  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** MULTIMODAL AND SAFETY IMPROVEMENTS TO KING STREET  
**Strategy:** TIER 2  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>495,683</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>27,596</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>4,626,373</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding:** $5,149,652  
**Previous Funding:** $0  
**Current TYP Funding:** $5,149,652  
**Future Funding Required:** $0  
**Total Project Cost:** $5,149,652  

**Comments:** None

---

### BOSTON - MANCHESTER (680930)

**Route/Road:** BOSTON EXPRESS  
**Category:** TRANSIT  
**Scope:** BOSTON EXPRESS - OPERATING EXPENSES FOR FE EVERETT TURNPIKE COMMUTER SERVICE. ANNUAL PROJECT.  
**Strategy:** TIER 1  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>51,275</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>52,583</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>53,923</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>55,298</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>56,709</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>58,155</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>59,638</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>61,158</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>62,718</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>64,317</td>
<td>FTA5307_NHDOT</td>
</tr>
</tbody>
</table>

**Total Funding:** $575,773  
**Previous Funding:** $747,605  
**Current TYP Funding:** $575,773  
**Future Funding Required:** $0  
**Total Project Cost:** $1,323,378  

**Comments:** None

Includes inflation and indirects using program
**BOSTON-MANCHESTER (68093P)**

**Route/Road:** BOSTON EXPRESS  
**Category:** TRANSIT

**Scope:** BOSTON EXPRESS - OPERATING EXPENSES FOR I93 COMMUTER SERVICE. ANNUAL PROJECT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2021</td>
<td>701,004</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>718,879</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>737,211</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>756,010</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>775,288</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>795,058</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>815,332</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>836,123</td>
<td>FTA5307_NHDOT</td>
</tr>
</tbody>
</table>

**Total:** $6,134,904  
**Previous Funding:** $0

**Total Project Cost:** $6,134,904

**Current TYP Funding:** $6,134,904  
**Future Funding Required:** $0

**Comments:** None
## BOW - CONCORD (13742)

### Route/Road
- I-93

### Category
- INDIVIDUAL PROJECTS

### Scope
- I-93 WIDENING FROM I-89 TO BETWEEN EXIT 15 AND 16

### Strategy
- TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>1,400,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>3,516,241</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>4,478,412</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>4,000,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>483,759</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>571,588</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>1,800,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>22,400,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>29,200,001</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>51,599,999</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>61,600,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>8,200,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>39,400,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>8,700,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>35,900,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>19,800,000</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $293,050,000

**Previous Funding** $6,100,000

**Current TYP Funding** $293,050,000

**Future Funding Required** $0

**Total Project Cost** $299,150,000

**Comments** None

---

Includes inflation and indirects using program
### BOW (24224)

**Route/Road**: RIVER RD OVER BOW BOG BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-RIVER RD OVER BOW BOG BROOK- BR. #184/127  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>123,907</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>989,541</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total                  |      | $1,113,448 |
|                       |      |            |
| Previous Funding      | $0   |            |
| Current TYP Funding   | $1,113,448 |            |
| Future Funding Required| $0 |            |

| Total Project Cost    | $1,113,448 |
|                       |            |

**Comments**: None

### BOW (24225)

**Route/Road**: BIRCHDALE RD OVER WHITE BROOK  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT-BIRCHDALE RD OVER WHITE BROOK-BR. #092/136  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>2025</td>
<td>131,203</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>5,964</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>578,484</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total             | $715,650 |
|                   |         |
| Previous Funding  | $0      |
| Current TYP Funding| $715,650 |
| Future Funding Required| $0 |

| Total Project Cost| $715,650 |
|                  |         |

**Comments**: None

*Includes inflation and indirects using program*
BOW (29641)

**Route/Road:** NH 3A

**Category:** INDIVIDUAL PROJECTS

**Scope:** NH RTE 3A CORRIDOR SAFETY IMPROVEMENTS

**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>115,682</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>520,567</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,424,302</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                  |      | $4,060,551|

| Previous Funding       |     | $495,000 |
| Current TYP Funding     | $4,060,551|
| Future Funding Required | $0   |
| Total Project Cost      | $4,555,551|

**Comments:** None

BRISTOL (40636)

**Route/Road:** NH 104

**Category:** INDIVIDUAL PROJECTS

**Scope:** ROADWAY WIDENING AND SHOULDERS FOR BIKE/PED TRAVEL FROM SCHOOL ST TO WEST OF DANFORTH BROOK RD

**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>115,682</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>148,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>129,377</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,507,979</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                  |      | $2,901,038|

| Previous Funding       |     | $0        |
| Current TYP Funding     | $2,901,038|
| Future Funding Required | $0   |
| Total Project Cost      | $2,901,038|

**Comments:** None

Includes inflation and indirects using program
## BRISTOL (41579)

**Route/Road**: LAKE STREET  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: BIKE PED IMPROVEMENTS TO LAKE ST.  
**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>280,098</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>13,798</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,507,082</td>
<td>None-Highway</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$2,800,978</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $2,800,978  
**Future Funding Required**: $0  
**Total Project Cost**: $2,800,978

**Comments**: None

---

## BROOKLINE (40662)

**Route/Road**: NH 13  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: CONSTRUCT SOUTHBOUND LEFT TURN LANE ONTO OLD MILFORD RD  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>11,281</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>11,568</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>12,166</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>228,732</td>
<td>None-Highway</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$263,747</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $263,747  
**Future Funding Required**: $0  
**Total Project Cost**: $263,747

**Comments**: None

---

*Includes inflation and indirects using program*
## BROOKLINE (41364)

**Route/Road**: SOUTH MAIN ST., MASON ROAD  
**Category**: MANDATED FEDERAL

**Scope**: CONST. SIDEWALKS ON RTE 130, CONST 60 FOOT PED BRIDGE OVER NISSITISSIT RIVER AND SIDEWALK TO BEACH

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>651,193</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total**: $651,193  
**Previous Funding**: $91,920  
**Current TYP Funding**: $651,193  
**Future Funding Required**: $0

**Total Project Cost**: $743,113

**Comments**: None

---

## BROOKLINE (41408)

**Route/Road**: BOND STREET OVER NISSITISSIT RIVER  
**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-BOND STREET OVER NISSITISSIT RIVER-BR. #088/074

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>93,047</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,815</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>412,898</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $511,760  
**Previous Funding**: $0  
**Current TYP Funding**: $511,760  
**Future Funding Required**: $0

**Total Project Cost**: $511,760

**Comments**: None
### CANAAN (41399)

**Route/Road**: POTATO ROAD OVER INDIAN RIVER

**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-POTATO ROAD OVER INDIAN RIVER-BR. #147/055

**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>97,423</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>533,260</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total $635,810

**Previous Funding**: $0

**Current TYP Funding**: $635,810

**Future Funding Required**: $0

Total Project Cost $635,810

**Comments**: None

### CANAAN (41406)

**Route/Road**: GRIST MILL HILL ROAD OVER INDIAN RIVER

**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-GRIST MILL HILL ROAD OVER INDIAN RIVER-BR. #172/070

**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>107,746</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,671</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>453,668</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total $567,085

**Previous Funding**: $0

**Current TYP Funding**: $567,085

**Future Funding Required**: $0

Total Project Cost $567,085

**Comments**: None
### CANDIA (41592)

**Route/Road**: NH43/NH27/RAYMOND RD  
**Category**: INDIVIDUAL PROJECTS

**Scope**: SAFETY & OPERATIONAL IMPROVEMENTS ON NH 27; NH 43 & RAYMOND ROAD  
**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>424,493</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>141,498</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>5,546,709</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding** $6,112,700

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$6,112,700</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost** $6,112,700

**Comments**: None

### CART (60100A)

**Route/Road**: COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)  
**Category**: TRANSIT

**Scope**: COOP. ALLIANCE FOR REG. TRANSPORTATION - PREVENTATIVE MAINTENANCE (DERRY-SALEM REGION)  
**Strategy**: TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>98,704</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>101,221</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>103,802</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>106,449</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>109,164</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>111,948</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>114,802</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>117,730</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>120,732</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>123,810</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total Funding** $1,108,363

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$565,580</td>
<td>$1,108,363</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost** $1,673,943

**Comments**: None

Includes inflation and indirects using program
### CART (60100B)

#### Route/Road
- COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)

#### Scope
- COOP. ALLIANCE FOR REG. TRANSPORTATION - OPERATING ASSISTANCE (DERRY-SALEM REGION)

#### Category
- TRANSIT

#### Strategy
- ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>227,558</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>233,361</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>239,312</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>245,414</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>251,672</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>258,090</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>264,671</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>271,420</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>278,342</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>285,439</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total** $2,555,281

| Previous Funding | $2,211,101 |
| Current TYP Funding | $2,555,281 |
| Future Funding Required | $0 |

**Total Project Cost** $4,766,382

### Comments
- None

Includes inflation and indirects using program.
## CART (60100C)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Category</th>
<th>Strategy</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)</td>
<td>TRANSPORT</td>
<td>ALL TIERS</td>
<td>COOP. ALLIANCE FOR REG. TRANSPORTATION - MOBILITY MGMT</td>
</tr>
</tbody>
</table>

### Phase Year Funding Program

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>126,586</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>50,313</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>129,814</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>51,596</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>133,124</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>52,912</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>136,519</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>54,261</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>140,000</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>55,645</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>143,570</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>57,064</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>147,231</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>58,519</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>150,985</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>60,011</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>154,835</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>61,541</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>158,784</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>63,111</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $1,986,417 |

| Previous Funding | $657,895 |
| Current TYP Funding | $1,986,417 |
| Future Funding Required | $0 |
| Total Project Cost | $2,644,312 |

### Comments
None

Includes inflation and indirects using program
### CART (60100D)

**Route/Road**
COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)

**Scope**
COOP. ALLIANCE FOR REG. TRANSPORTATION - GENERAL & COMPREHENSIVE PLANNING.

**Category**
TRANSIT

**Strategy**
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>14,101</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>14,460</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>14,829</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>15,207</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>15,595</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>15,993</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>16,400</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>16,819</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>17,247</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>17,687</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total** $158,338

**Previous Funding** $117,940

**Current TYP Funding** $158,338

**Future Funding Required** $0

**Total Project Cost** $276,278

**Comments** None

Includes inflation and indirects using program
### CART (60100E)

**Route/Road:** COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)

**Category:** TRANSIT

**Scope:** COOP. ALLIANCE FOR REG. TRANSPORTATION - CAPITAL PROGRAM

**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>59,419</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>38,004</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>35,261</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>12,063</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>53,923</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>55,298</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>55,298</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>56,709</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>56,709</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>58,155</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>58,155</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>59,638</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>59,638</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>61,158</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>61,158</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>62,718</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>62,718</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>64,317</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>64,317</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total** $1,034,655

**Previous Funding** $502,040

**Current TYP Funding** $1,034,655

**Future Funding Required** $0

**Total Project Cost** $1,536,695

**Comments:** None

Includes inflation and indirects using program
### CENTER HARBOR - NEW HAMPTON (24579)

**Route/Road**: Waukewan Road  
**Category**: RED LIST BRIDGES  
**Scope**: Waukewan Road Bridge Rehabilitation over Lake Waukewan Inlet, Redlist Bridge 080/040  
**Strategy**: TIER 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>86,761</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>711,788</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $798,550  
**Previous Funding**: $335,500  
**Current TYP Funding**: $798,550  
**Future Funding Required**: $0  
**Total Project Cost**: $1,134,050  

**Comments**: None

### CHARLESTOWN (40667)

**Route/Road**: NH 12  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: RECONSTRUCT OR REHABILITATE FROM NH 12A IN SOUTHERN CHARLESTOWN TO ALMAR STREET (APPROX 2.4 MILES)  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>499,035</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>262,405</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>4,581,906</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $5,343,346  
**Previous Funding**: $0  
**Current TYP Funding**: $5,343,346  
**Future Funding Required**: $0  
**Total Project Cost**: $5,343,346  

**Comments**: None
### CHARLESTOWN (41591)

**Route/Road:** RT12  
**Category:** INDIVIDUAL PROJECTS

**Scope:** RECONSTRUCT/REHABILITATE NH12 FROM NH12A TO ALMAR STREET

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>362,331</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>181,165</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,750,418</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                | $3,293,914 |
| Previous Funding     | $0         |
| Current TYP Funding  | $3,293,914 |
| Future Funding Required | $0       |
| Total Project Cost   | $3,293,914 |

**Comments:** Partially Funded

---

### CHICHESTER (40631)

**Route/Road:** NH 28 AND MAIN STREET  
**Category:** INDIVIDUAL PROJECTS

**Scope:** INTERSECTION IMPROVEMENTS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>145,988</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>76,764</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,338,266</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                | $1,561,018 |
| Previous Funding     | $0         |
| Current TYP Funding  | $1,561,018 |
| Future Funding Required | $0       |
| Total Project Cost   | $1,561,018 |

**Comments:** None

---

Includes inflation and indirects using program
### CHICHESTER (41577)

**Route/Road**: US RTE 4 & KING RD  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: US RTE 4 AND KING ROAD IMPROVEMENT PLANNING STUDY  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2020</td>
<td>200,000</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total Funding**: $200,000

**Current TYP Funding**: $200,000

**Previous Funding**: $0

**Future Funding Required**: $0

**Total Project Cost**: $200,000

**Comments**: None

### CLAREMONT, NH - WEATHERSFIELD, VT (41467)

**Route/Road**: NH 12 & NH 103  
**Category**: BRIDGES  
**Scope**: BRIDGE REHAB, BRIDGE CARRYING NH 12 & 103 OVER CONN RIVER BETWEEN CLAREMONT NH AND WEATHERSFIELD VT  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>271,350</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>40,547</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>166,962</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>24,948</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>114,146</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>17,056</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>437,282</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>235,459</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,759,584</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Funding**: $4,067,335

**Current TYP Funding**: $4,067,335

**Previous Funding**: $0

**Future Funding Required**: $0

**Total Project Cost**: $4,067,335

**Comments**: None

Includes inflation and indirects using program
### CLAREMONT (27691)

**Route/Road:** NH 12A  
**Category:** RED LIST BRIDGES

**Scope:** NH 12A, BRIDGE REHABILITATION CARRYING NH 12A OVER SUGAR RIVER, BR NO 072/127  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>205,100</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,317,905</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,402,511</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $6,925,516  
**Previous Funding** $309,600  
**Current TYP Funding** $6,925,516  
**Future Funding Required** $0  
**Total Project Cost** $7,235,116

**Comments** None

---

### CLAREMONT (40577)

**Route/Road:** CLAREMONT MUNICIPAL AIRPORT  
**Category:** AIRPORT

**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>170,917</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>175,274</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>466,965</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>1,789,468</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>1,159,215</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>779,263</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>203,861</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>627,178</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>169,797</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total** $5,541,940  
**Previous Funding** $0  
**Current TYP Funding** $5,541,940  
**Future Funding Required** $0  
**Total Project Cost** $5,541,940

**Comments** None

Includes inflation and indirects using program
### CLAREMONT (41748)
**Route/Road**: WASHINGTON STREET  
**Category**: MANDATED FEDERAL  
**Scope**: TO LINK TEN TRAFFIC SIGNALS ON A TWO MILE STRETCH OF WASHINGTON STREET.  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>64,800</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,255</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>592,534</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $667,589  
**Future Funding Required**: $0  
**Total Project Cost**: $667,589

**Comments**: None

### COAST (60000A)
**Route/Road**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)  
**Category**: TRANSIT  
**Strategy**: ALL TIERS  
**Scope**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION - OPERATING ASSISTANCE. ANNUAL PROJECT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,736,592</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>2,879,841</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>2,953,277</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>3,028,586</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>3,105,815</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>3,185,013</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>3,266,231</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>3,349,520</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>3,434,932</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>3,522,523</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Previous Funding**: $10,600,076  
**Current TYP Funding**: $31,462,330  
**Future Funding Required**: $0  
**Total Project Cost**: $42,062,405

**Comments**: None

---

Includes inflation and indirects using program
### COAST (60000B)

**Route/Road**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Category**: TRANSIT

**Scope**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST) - PREVENTATIVE MAINTENANCE.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>547,923</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>561,895</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>576,223</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>590,917</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>605,985</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>621,438</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>637,284</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>653,535</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>670,200</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>687,290</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total**: $6,152,689

**Previous Funding**: $2,916,694

**Current TYP Funding**: $6,152,689

**Future Funding Required**: $0

**Total Project Cost**: $9,069,383

**Comments**: None

Includes inflation and indirects using program.
### COAST (60000C)

**Route/Road**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Category**: TRANSIT

**Strategy**: TIER 6

**Scope**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST) - MISCELLANEOUS SUPPORT EQUIPMENT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>99,368</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>103,816</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>106,463</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>109,178</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>111,962</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>114,817</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>117,745</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>120,747</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>123,826</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>126,984</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $1,134,906 |

| Previous Funding | $764,585 |
| Current TYP Funding | $1,134,906 |
| Future Funding Required | $0 |
| Total Project Cost | $1,899,490 |

**Comments**: None

Includes inflation and indirects using program.
## Ten Year Plan

**Route/Road**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Category**: TRANSIT

**Strategy**: TIER 6

**Scope**: COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST) - BUS STATION EQUIPMENT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>60,180</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>59,801</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>61,326</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>62,890</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>64,493</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>66,138</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>67,825</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>69,554</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>71,328</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>73,147</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total**: $656,682

**Previous Funding**: $312,400

**Current TYP Funding**: $656,682

**Future Funding Required**: $0

**Total Project Cost**: $969,081

**Comments**: None
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>87,376</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>89,604</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>91,889</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>94,232</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>96,635</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>99,099</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>101,626</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>104,217</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>106,875</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>109,600</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

Total: $981,152

Previous Funding: $407,132
Current TYP Funding: $981,152
Future Funding Required: $0

Total Project Cost: $1,388,285

Comments: None
## COAST (60000F)

**Route/Road:** COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Category:** TRANSIT

**Scope:** COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST) - ADA OPERATIONS. ANNUAL PROJECT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>283,332</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>290,557</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>297,967</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>305,565</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>313,357</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>321,347</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>329,541</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>337,945</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>346,562</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>355,400</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $3,181,573 |

**Previous Funding:** $1,289,506

**Current TYP Funding:** $3,181,573

**Future Funding Required:** $0

**Total Project Cost:** $4,471,079

**Comments:** None

Includes inflation and indirects using program
**COAST (60000G)**

**Route/Road**
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Scope**
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST) - CAPITAL PROGRAM.

**Category**
TRANSIT

**Strategy**
TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2021</td>
<td>172,430</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>176,827</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>181,336</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>185,960</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>190,702</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>195,565</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>200,552</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>205,666</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $1,509,035 |

| Previous Funding | $1,652,735 |
| Current TYP Funding | $1,509,035 |
| Future Funding Required | $0 |

**Total Project Cost** $3,161,771

**Comments**
None

**COAST (60000H)**

**Route/Road**
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

**Scope**
MOBILITY MANAGEMENT FOR COAST

**Category**
TRANSIT

**Strategy**
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>44,774</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $44,774 |

| Previous Funding | $88,850 |
| Current TYP Funding | $44,774 |
| Future Funding Required | $0 |

**Total Project Cost** $133,624

**Comments**
None

Includes inflation and indirects using program
## COLEBROOK (40640)

**Route/Road**: US 3 / MAIN STREET  
**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCTION OF ABOUT 2700' OF US 3/Main St FROM SOUTH MAIN STREET TRAFFIC ISLAND TO BEAVER BROOK

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>76,362</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>20,697</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,792,826</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

Total $1,889,885

Previous Funding $0

Current TYP Funding $1,889,885

Future Funding Required $0

Total Project Cost $1,889,885

**Comments**: None

---

## COLEBROOK (40651)

**Route/Road**: HARVEY SWELL ROAD OVER EAST BRANCH  
**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-HARVEY SWELL ROAD OVER EAST BRANCH-BR. #190/109

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>64,708</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>172,555</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total $242,655

Previous Funding $0

Current TYP Funding $242,655

Future Funding Required $0

Total Project Cost $242,655

**Comments**: None

---

Includes inflation and indirecst using program
### COLEBROOK (40652)

**Route/Road**  BEAR ROCK ROAD OVER WEST BRANCH (MOHAWK RIVER)

**Scope**  BRIDGE REPLACEMENT-BEAR ROCK ROAD OVER WEST BRANCH (MOHAWK RIVER) BR. #167/120

**Category**  BRIDGES

**Strategy**  TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>97,062</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>550,018</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  $652,473

**Previous Funding**  $0

**Current TYP Funding**  $652,473

**Future Funding Required**  $0

**Total Project Cost**  $652,473

**Comments**  None

### COLEBROOK (40655)

**Route/Road**  PLEASANT STREET OVER MOHAWK RIVER

**Category**  BRIDGES

**Strategy**  TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>77,418</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>359,440</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  $442,387

**Previous Funding**  $0

**Current TYP Funding**  $442,387

**Future Funding Required**  $0

**Total Project Cost**  $442,387

**Comments**  None
### COMMUTER/INTERCITY BUS REPLACEMENT (40284)

**Route/Road**: VARIOUS  
**Category**: MANDATED FEDERAL

**Scope**: REPLACEMENT OF EXISTING STATE-OWNED COACHES USED FOR COMMUTER AND INTERCITY BUS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>4,757,283</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>1,299,824</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

Total $6,057,107  

**Previous Funding**: $9,297,997  
**Current TYP Funding**: $6,057,107  
**Future Funding Required**: $0  
**Total Project Cost**: $15,355,104

**Comments**: None

### CONCORD (13742D)

**Route/Road**: STICKNEY AVENUE  
**Category**: INDIVIDUAL PROJECTS

**Scope**: REMOVAL OF STATE OWNED BUILDINGS AT STICKNEY AVENUE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>167,738</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>474,294</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

Total $642,032  

**Previous Funding**: $0  
**Current TYP Funding**: $642,032  
**Future Funding Required**: $0  
**Total Project Cost**: $642,032

**Comments**: None

Includes inflation and indirects using program
**CONCORD (29601)**

**Route/Road:** NH 13  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** IMPROVEMENTS AT I89 EXIT 2 NB AND SB RAMPS  
**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>282,013</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>354,708</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>28,201</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>8,304</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,457,726</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $3,130,952  
**Previous Funding** $0

**Comments:** None

---

**CONCORD (40565)**

**Route/Road:** CONCORD MUNICIPAL AIRPORT  
**Category:** AIRPORT  
**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>1,408,384</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>247,138</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>245,651</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>252,161</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>428,465</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>646,163</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,325,278</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>3,615,134</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>3,707,320</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>1,768,721</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total** $13,644,413  
**Previous Funding** $0

**Comments:** None

Includes inflation and indirects using program
## CONCORD (41212)

**Route/Road**: NH ROUTE 9 (LOUDON RD) OVER MERRIMACK RIVER

**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-NH ROUTE 9 (LOUDON RD) OVER MERRIMACK RIVER BR. #163/111 (SAB+MOBRR) RED LIST

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>6,083</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>5,614,144</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,697,469</td>
<td>MOBRR *</td>
</tr>
</tbody>
</table>

**Total**: $9,317,695

**Previous Funding**: $445,000

**Current TYP Funding**: $9,317,695

**Future Funding Required**: $0

**Total Project Cost**: $9,762,695

**Comments**: None

---

## CONCORD (41411)

**Route/Road**: NH ARFF TRAINING FACILITY

**Category**: AIRPORT

**Scope**: PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF ARFF TRAINING FACILITIES; PLANNING STUDIES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>512,750</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>52,583</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>539,234</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>378,056</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>198,792</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>209,060</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total**: $1,890,475

**Previous Funding**: $0

**Current TYP Funding**: $1,890,475

**Future Funding Required**: $0

**Total Project Cost**: $1,890,475

**Comments**: None

Includes inflation and indirects using program
## CONCORD (41468)

**Route/Road:** I-93 NB & SB  
**Category:** BRIDGES

**Scope**  
ADDRESS PRIORITY BRIDGES CARRYING I-93 NB & SB OVER MERRIMACK RIVER (136/117 & 136/116) IN CONCORD

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>383,820</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>393,608</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>1,883,675</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>1,379,792</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>9,658,545</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>18,394,699</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**  
$32,094,139

**Previous Funding**  
$0

**Current TYP Funding**  
$32,094,139

**Future Funding Required**  
$0

**Total Project Cost**  
$32,094,139

**Comments**  
None

### CONNECTICUT RIVER BRIDGES (40798)

**Route/Road:** VARIOUS  
**Category:** DEBT SERVICE

**Scope**  
GARVEE DEBT SERVICE FOR CONNECTICUT RIVER BRIDGES

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,568,663</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>8,109,375</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>8,105,750</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>8,108,875</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>8,108,000</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>8,107,500</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>8,106,625</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>8,104,625</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>8,105,625</td>
<td>GARVEE Debt Service</td>
</tr>
</tbody>
</table>

**Total**  
$66,425,038

**Previous Funding**  
$0

**Current TYP Funding**  
$66,425,038

**Future Funding Required**  
$7,172,703

**Total Project Cost**  
$73,597,741

**Comments**  
None

Includes inflation and indirects using program
## CONWAY (40018)

**Route/Road**: NH 16  
**Category**: INDIVIDUAL PROJECTS

### Scope
RECONSTRUCT NH 16 FROM OLYMPIC LANE EAST  
0.60 MILES TO VILLAGE LANE - MULTI FUNDED

### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,395,849</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>702,211</td>
<td>SAH *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>675,395</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,051,650</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $3,825,105  

**Previous Funding**: $293,590

**Current TYP Funding**: $3,825,105  
**Future Funding Required**: $0

**Total Project Cost**: $4,118,695

**Comments**: None

## CONWAY (40638)

**Route/Road**: NH16, NH 113 AND NH 153  
**Category**: INDIVIDUAL PROJECTS

### Scope
ROUNDABOUT IMPROVEMENTS TO NH 16  
INCLUDING INTERSECTIONS OF NH 16/NH 153 AND NH 16/NH 113

### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>401,500</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>200,750</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,597,750</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $3,200,000  

**Previous Funding**: $0

**Current TYP Funding**: $3,200,000  
**Future Funding Required**: $0

**Total Project Cost**: $3,200,000

**Comments**: None

Includes inflation and indirects using program.
### CONWAY (41402)

**Route/Road:** WASHINGTON STREET OVER SWIFT RIVER  
**Category:** BRIDGES  
**Scope:** BRIDGE REHABILITATION-WASHINGTON STREET OVER SWIFT RIVER BR. #164/063  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>141,771</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,786,318</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total Funding:** $1,928,090  
**Previous Funding:** $0  
**Current TYP Funding:** $1,928,090  
**Future Funding Required:** $0  
**Total Project Cost:** $1,928,090  

**Comments:** None

### CONWAY (41755)

**Route/Road:** NA  
**Category:** MANDATED FEDERAL  
**Strategy:** TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>148,020</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>101,196</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>1,333</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,283,926</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total Funding:** $1,534,475  
**Previous Funding:** $0  
**Current TYP Funding:** $1,534,475  
**Future Funding Required:** $0  
**Total Project Cost:** $1,534,475  

**Comments:** None
### DANBURY (16303)

Route/Road: US 4  
Category: BRIDGES  

**Scope**  
REHABILITATE BRIDGE CARRYING US 4 OVER NHRR - 156/104

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,544,994</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

Total: $2,544,994  
Previous Funding: $242,000

### DANBURY (40395)

Route/Road: US 4  
Category: BRIDGES  

**Scope**  
US 4 OVER SMITH RIVER BRIDGE REHABILITATION OR REPLACEMENT

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>225,610</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>57,841</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,433,130</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,247,587</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

Total: $3,964,168  
Previous Funding: $113,520

Includes inflation and indirecs using program
### DEERFIELD (24477)

**Route/Road:** NH 107  
**Category:** RED LIST BRIDGES

**Scope:** NH 107 OVER FEESE’S POND - REPLACE BRIDGE NUMBER 137/116.

**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,134,170</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $1,134,170  

**Previous Funding** $13,937

- **Current TYP Funding** $1,134,170
- **Future Funding Required** $0

**Total Project Cost** $1,148,108

**Comments:** None

---

### DERRY - LONDONDERRY (13065)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION

**Scope:** I-93 EXIT 4A - PRELIM., FINAL DESIGN, ROW & CONSTRUCTION OF NEW INTERCHANGE AND CONNECTING ROADWAY

**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>48,144</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>2,508,020</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>8,800,000</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>541,223</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>910,646</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>7,943,835</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,407,223</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>10,458,777</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>15,589,354</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total** $49,207,222  

**Previous Funding** $7,481,628

- **Current TYP Funding** $49,207,222
- **Future Funding Required** $0

**Total Project Cost** $56,688,850

**Comments:** None
### DERRY (16118)

**Route/Road**: DREW ROAD  
**Category**: BRIDGES

<table>
<thead>
<tr>
<th>Scope</th>
<th>Program</th>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIDGE REPLACEMENT-DREW RD OVER DREW BROOK-BR. #167/101-CULVERT REPLACED WITH BRIDGE</td>
<td></td>
<td>Construction</td>
<td>2019</td>
<td>235,141</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $235,141  
**Previous Funding**: $77,700  
**Current TYP Funding**: $235,141  
**Future Funding Required**: $0  
**Total Project Cost**: $312,841

**Comments**: None

### DERRY (41400)

**Route/Road**: NORTH SHORE ROAD  
**Category**: BRIDGES

<table>
<thead>
<tr>
<th>Scope</th>
<th>Program</th>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIDGE REPLACEMENT-NORTH SHORE RD OVER TRIBUTARY I TO BEAVER LAKE OUTLET-BR. #099/129</td>
<td></td>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>77,425</td>
<td>SAB *</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2019</td>
<td>1,026</td>
<td>SAB *</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construction</td>
<td>2019</td>
<td>265,605</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $344,055  
**Previous Funding**: $0  
**Current TYP Funding**: $344,055  
**Future Funding Required**: $0  
**Total Project Cost**: $344,055

**Comments**: None

---

Includes inflation and indirecots using program
### DISTRICT 1 (16161G)

**Route/Road:** VARIOUS  
**Category:** PRESERVATION & MAINTENANCE  
**Scope:** ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 1 FOR CY 2018/FY 2019.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,312,515</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,501,008</td>
<td>Pave-T3-4-Resurf</td>
</tr>
</tbody>
</table>

| Total       | $3,813,522 |
| Previous Funding | $1,290,025 |
| Current TYP Funding | $3,813,522 |
| Future Funding Required | $0 |

**Total Project Cost:** $5,103,547  
**Comments:** None

### DISTRICT 2 (16162G)

**Route/Road:** VARIOUS  
**Category:** PRESERVATION & MAINTENANCE  
**Scope:** ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 2 FOR CY 2018/FY 2019.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,087,549</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>600,667</td>
<td>Pave-T2-Resurf</td>
</tr>
</tbody>
</table>

| Total       | $2,688,216 |
| Previous Funding | $870,025 |
| Current TYP Funding | $2,688,216 |
| Future Funding Required | $0 |

**Total Project Cost:** $3,558,241  
**Comments:** None

Includes inflation and indirects using program.
### DISTRICT 3 (16163G)

**Route/Road**  VARIOUS  

**Category**  PRESERVATION & MAINTENANCE  

**Scope**  ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 3 FOR CY 2018/FY 2019.  

**Strategy**  ALL TIERS  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,673,648</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>78,827</td>
<td>Pave-T2-Resurf</td>
</tr>
</tbody>
</table>

**Total**  $1,752,475  

**Previous Funding**  $650,025  

**Current TYP Funding**  $1,752,475  

**Future Funding Required**  $0  

**Total Project Cost**  $2,402,500  

**Comments**  None

---

### DISTRICT 3 (40933)

**Route/Road**  VARIOUS  

**Category**  PRESERVATION & MAINTENANCE  

**Scope**  ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 3 FOR CY 2018/FY 2019.  

**Strategy**  ALL TIERS  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,703,819</td>
<td>Pave-T3-4-Resurf</td>
</tr>
</tbody>
</table>

**Total**  $1,703,819  

**Previous Funding**  $0  

**Current TYP Funding**  $1,703,819  

**Future Funding Required**  $0  

**Total Project Cost**  $1,703,819  

**Comments**  None

---

### DISTRICT 4 (16164G)

**Route/Road**  VARIOUS  

**Category**  PRESERVATION & MAINTENANCE  

**Scope**  ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 4 FOR CY 2018/FY 2019.  

**Strategy**  ALL TIERS  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,678,155</td>
<td>Pave-T3-4-Resurf</td>
</tr>
</tbody>
</table>

**Total**  $4,678,155  

**Previous Funding**  $360,025  

**Current TYP Funding**  $4,678,155  

**Future Funding Required**  $0  

**Total Project Cost**  $5,038,180  

**Comments**  None

---

Includes inflation and indirects using program
### District 4 (40934)

**Route/Road:** VARIOUS  
**Category:** PRESERVATION & MAINTENANCE  

**Scope:** ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 4 FOR CY 2018/FY 2019.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,643,851</td>
<td>Pave-T3-4-Resurf</td>
</tr>
</tbody>
</table>

**Total:** $1,643,851  
**Previous Funding:** $0  
**Current TYP Funding:** $1,643,851  
**Future Funding Required:** $0  
**Total Project Cost:** $1,643,851

**Comments:** None

---

### District 5 (16165G)

**Route/Road:** VARIOUS  
**Category:** PRESERVATION & MAINTENANCE  

**Scope:** ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 5 FOR CY 2018/FY 2019.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,814,754</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>125,774</td>
<td>Pave-T2-Resurf</td>
</tr>
</tbody>
</table>

**Total:** $2,940,529  
**Previous Funding:** $1,330,025  
**Current TYP Funding:** $2,940,529  
**Future Funding Required:** $0  
**Total Project Cost:** $4,270,554

**Comments:** None

---

### District 6 (16166G)

**Route/Road:** VARIOUS  
**Category:** PRESERVATION & MAINTENANCE  

**Scope:** ROADWAY RESURFACING, VARIOUS LOCATIONS IN DISTRICT 6 FOR CY 2018/FY 2019.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,454,283</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>95,221</td>
<td>Pave-T2-Resurf</td>
</tr>
</tbody>
</table>

**Total:** $2,549,504  
**Previous Funding:** $1,130,025  
**Current TYP Funding:** $2,549,504  
**Future Funding Required:** $0  
**Total Project Cost:** $3,679,529

**Comments:** None

Includes inflation and indirects using program
### DOVER - ROCHESTER (29440)

**Route/Road** SPAULDING TURNPIKE  
**Category** INDIVIDUAL PROJECTS

#### IMPROVEMENTS TO DOVER & ROCHESTER TOLLS PLAZAS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>800,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>5,600,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>5,400,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total** $11,800,000  
**Previous Funding** $920,000  
**Current TYP Funding** $11,800,000  
**Future Funding Required** $0  
**Total Project Cost** $12,720,000

**Comments** None

---

### DOVER - SOMERSWORTH - ROCHESTER (29604)

**Route/Road** NH 108  
**Category** INDIVIDUAL PROJECTS

#### NH RTE 108 - COMPLETE STREETS CONSISTENT WITH IMPROVEMENTS UNDER U-3 ALTERNATIVE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>451,220</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>1,330,338</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>5,852,526</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,001,125</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $10,635,209  
**Previous Funding** $722,040  
**Current TYP Funding** $10,635,209  
**Future Funding Required** $0  
**Total Project Cost** $11,357,249

**Comments** None

---

Includes inflation and indirects using program
### DOVER - SOMERSWORTH - ROCHESTER (40599)
**Route/Road**: NH 16 (SPAULDING TURNPIKE)  
**Category**: INDIVIDUAL PROJECTS

**Scope**: UPDATE OF FEASIBILITY STUDY FOR CONSTRUCTION OF EXIT 10 & EASTERN CONNECTION ALONG NH 16.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>2,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>

**Comments**: None

### DOVER, NH - SOUTH BERWICK, MAINE (41433)
**Route/Road**: GULF ROAD  
**Category**: RED LIST BRIDGES

**Scope**: ADDRESS RED LIST BRIDGE CARRYING GULF ROAD OVER SALMON FALLS RIVER BETWEEN DOVER AND SOUTH BERWICK

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>NON-PAR (Maine)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>67,274</td>
<td>NON-PAR (Maine)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>67,274</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>NON-PAR (Maine)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,768,721</td>
<td>NON-PAR (Maine)</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,768,721</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,203,829</td>
<td>$0</td>
<td>$4,203,829</td>
<td>$0</td>
<td>$4,203,829</td>
</tr>
</tbody>
</table>

**Comments**: None
## DOVER (41373)

**Route/Road:** RTE 155, RTE 108, BELLAMY RD. DALEY DR. DURHAM RD  
**Category:** MANDATED FEDERAL  
**Strategy:** TIER 6

**Scope:** IMP. EXIST. PATH FROM KNOX MARSH RD. TO BELLAMY RD. CONSTRUCT NEW MULTI-USE PATH FROM BELLAM

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>41,020</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>297,091</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total:** $338,111  
**Previous Funding:** $120,620  
**Current TYP Funding:** $338,111  
**Future Funding Required:** $0  
**Total Project Cost:** $458,731

**Comments:** None

---

## DOVER (41730)

**Route/Road:** NH 16 (SPAULDING TURNPIKE)  
**Category:** INDIVIDUAL PROJECTS  
**Strategy:** TIER 1

**Scope:** SPAULDING TURNPIKE EXIT 6 TO 9 FEASIBILITY STUDY

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engine</td>
<td>2021</td>
<td>2,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total:** $2,000,000  
**Previous Funding:** $0  
**Current TYP Funding:** $2,000,000  
**Future Funding Required:** $0  
**Total Project Cost:** $2,000,000

**Comments:** None

---

## DOVER (41746)

**Route/Road:** RTE 108  
**Category:** MANDATED FEDERAL  
**Strategy:** TIER 2

**Scope:** TRAFFIC SIGNAL IMPROVEMENTS AND INSTALLATION OF A CAMERA SYSTEM TO MONITOR TRAFFIC FLOW.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engine</td>
<td>2019</td>
<td>20,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>133,315</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total:** $153,315  
**Previous Funding:** $0  
**Current TYP Funding:** $153,315  
**Future Funding Required:** $0  
**Total Project Cost:** $153,315

**Comments:** None

Includes inflation and indirects using program
# Ten Year Plan

## DUMMER - CAMBRIDGE - ERROL (16304B)

### Route/Road
NH 16

### Category
INDIVIDUAL PROJECTS

#### Scope
WIDENING AND REHABILITATION WHERE NEEDED FROM NH 110A IN DUMMER TO 0.2 MILES SOUTH OF NH 26.

#### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,300,000</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $3,300,000

**Previous Funding**

**Current TYP Funding** $3,300,000

**Future Funding Required** $0

**Total Project Cost** $3,630,000

### Comments
None

---

## DURHAM (UNH) (41369)

### Route/Road
MAIN STREET

### Category
MANDATED FEDERAL

#### Scope
CONSTRUCT SIDEWALKS, CROSSWALKS, LIGHTING, AND LANDSCAPING ALONG MAIN STREET IN DURHAM ON UNH CAMPU

#### Strategy
TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>408,761</td>
<td>TA</td>
</tr>
</tbody>
</table>

**Total** $408,761

**Previous Funding**

**Current TYP Funding** $408,761

**Future Funding Required** $0

**Total Project Cost** $471,693

### Comments
None

---

## DURHAM (16236)

### Route/Road
US 4

### Category
BRIDGES

#### Scope
BRIDGE REPLACEMENT, FOR BRIDGE CARRYING US 4 OVER BUNKER CREEK (BR NO 145/116)

#### Strategy
TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,512,200</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $4,512,200

**Previous Funding**

**Current TYP Funding** $4,512,200

**Future Funding Required** $0

**Total Project Cost** $5,843,200

### Comments
None

---

Includes inflation and indirects using program
### DURHAM (16254)

**Route/Road:** US 4 / NH 108  
**Category:** INDIVIDUAL PROJECTS

**Scope:** INTERSECTION IMPROVEMENTS AT THE US 4 RAMP INTERSECTION WITH NH 108. (PROJECT SCOPE IS UNKNOWN)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>28,201</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>28,201</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>578,408</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total:** $634,810

**Previous Funding:** $256,408

**Current TYP Funding:** $634,810

**Future Funding Required:** $0

**Total Project Cost:** $891,218

**Comments:** None

### DURHAM (41432)

**Route/Road:** BENNETT ROAD  
**Category:** RED LIST BRIDGES

**Scope:** ADDRESS THE RED LIST BRIDGE CARRYING BENNETT ROAD OVER PAR IN THE TOWN OF DURHAM (093/080)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>134,548</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>141,498</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>70,749</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,061,233</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $1,673,947

**Previous Funding:** $0

**Current TYP Funding:** $1,673,947

**Future Funding Required:** $0

**Total Project Cost:** $1,673,947

**Comments:** None

Includes inflation and indirects using program
### DURHAM (41753)

**Route/Road:** UNH  
**Category:** MANDATED FEDERAL

**Scope:** TRANSIT FACILITY IMPROVEMENT AT THE UNH-DURHAM RAIL STATION TO INCREASE PASSENGER RIDERSHIP.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>60,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>41,020</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>46,148</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>850,140</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total Funding:** $997,307  
**Previous Funding:** $0

**Current TYP Funding:** $997,307  
**Future Funding Required:** $0

**Total Project Cost:** $997,307

**Comments:** None

---

### EATON (41404)

**Route/Road:** POTTER ROAD OVER SNOW BROOK  
**Category:** BRIDGES

**Scope:** BRIDGE REPLACEMENT-POTTER ROAD OVER SNOW BROOK-BR. #058/130

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>90,734</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,671</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>391,289</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total Funding:** $487,693  
**Previous Funding:** $0

**Current TYP Funding:** $487,693  
**Future Funding Required:** $0

**Total Project Cost:** $487,693

**Comments:** None
# Ten Year Plan

## ENFIELD (13592)

**Route/Road**: SHAKER BOULEVARD  
**Category**: BRIDGES

**Scope**: SHAKER BLVD OVER KNOX RIVER  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>61,158</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>18,347</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>287,444</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total | $366,950 |

| Previous Funding | $0 |

| Current TYP Funding | $366,950 |

| Future Funding Required | $0 |

| Total Project Cost | $366,950 |

**Comments**: None

## ENFIELD (40526)

**Route/Road**: US 4  
**Category**: INDIVIDUAL PROJECTS

**Scope**: ADD SHOULDERS, IMPROVE ALIGNMENT, AND REMOVE CLEAR ZONE OBSTRUCTIONS  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>289,204</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>304,141</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>182,485</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>93,569</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>6,121,383</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total | $6,990,782 |

| Previous Funding | $302,500 |

| Current TYP Funding | $6,990,782 |

| Future Funding Required | $0 |

| Total Project Cost | $7,293,282 |

**Comments**: None
### EPPING (29608)

**Route/Road**  NH 125  
**Category**  INDIVIDUAL PROJECTS

**Scope**  NH RTE 125 IMPROVEMENTS FROM NH 27 TO NH 87 - 1.7 MILES  
**Strategy**  TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>676,830</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>124,936</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>451,220</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>264,548</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>9,380,290</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**  $10,897,824  
**Previous Funding**  $632,500  
**Current TYP Funding**  $10,897,824  
**Future Funding Required**  $0  
**Total Project Cost**  $11,530,324

**Comments**  None

### EXETER (40623)

**Route/Road**  NH 111A  
**Category**  RED LIST BRIDGES

**Scope**  BRIDGE REPLACEMENT TO ADDRESS RED LIST BRIDGE CARRYING NH 111A OVER LITTLE RIVER (BR NO 075/078)  
**Strategy**  TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>296,579</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>380,481</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>243,313</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,624,051</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**  $3,544,424  
**Previous Funding**  $0  
**Current TYP Funding**  $3,544,424  
**Future Funding Required**  $0  
**Total Project Cost**  $3,544,424

**Comments**  None

Includes inflation and indirects using program
## EXETER (41372)

**Route/Road**  
NH 27, NH 111A, WINTER ST, SPRING ST  

**Category**  
MANDATED FEDERAL  

**Scope**  
CONSTRUCT SIDEWALKS ON EPPING ROAD, BRENTWOOD ROAD, WINTER STREET, AND SPRING STREET  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>10,255</td>
<td>08-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>474,718</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Program**  
MANDATED FEDERAL  
TIER 5  

**Strategy**  
TIER 5  

**Previous Funding**  
$92,093  

**Current TYP Funding**  
$484,973  

**Future Funding Required**  
None  

**Total Project Cost**  
$577,067  

**Comments**  
None

## FRANCESTOWN (15765)

**Route/Road**  
SOUTH NEW BOSTON ROAD  

**Category**  
BRIDGES  

**Scope**  
BRIDGE REPLACEMENT-SO. NEW BOSTON RD OVER SO. BR. PISCATAQUOG RIVER; BR. #149/058  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>147,231</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,258</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>899,161</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Program**  
BRIDGES  
TIER 5  

**Strategy**  
TIER 5  

**Previous Funding**  
None  

**Current TYP Funding**  
$1,051,650  

**Future Funding Required**  
None  

**Total Project Cost**  
$1,051,650  

**Comments**  
None
**FRANCONIA - LITTLETON (40514)**

**Route/Road**: I-93  
**Category**: INTERSTATE MAINTENANCE  

**Scope**
PAVEMENT JOINT SOUTH OF EXIT 35 TO PAVEMENT JOINT NORTH OF EXIT 42 INCLUDES EXITS 35 THRU 42

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>121,657</td>
<td>4R</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>124,759</td>
<td>4R</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>60,828</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>62,379</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>15,870,257</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>10,704,823</td>
<td>4R</td>
</tr>
</tbody>
</table>

**Total**: $27,072,643  
**Previous Funding**: $0  
**Future Funding Required**: $0  
**Total Project Cost**: $27,072,643

**Comments**: None

---

**FRANCONIA (24497)**

**Route/Road**: NH 18  
**Category**: RED LIST BRIDGES

**Scope**
NH 18, SUPERSTRUCTURE REPLACEMENT FOR BRIDGE CARRYING NH 18 OVER LAFAYETTE BROOK (BR NO 089/099)

**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,118,969</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $3,118,969  
**Previous Funding**: $495,000  
**Current TYP Funding**: $3,118,969  
**Future Funding Required**: $0  
**Total Project Cost**: $3,613,969

**Comments**: None

---

Includes inflation and indirects using program
### GILFORD (40574)

**Route/Road**: LACONIA MUNICIPAL AIRPORT  
**Category**: AIRPORT

**Scope**: PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>626,694</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>934,800</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>215,693</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,212,598</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>4,251,218</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>1,615,405</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,073,476</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>679,536</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>627,178</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total**: $11,236,599  
**Previous Funding**: $0  
**Current TYP Funding**: $11,236,599  
**Future Funding Required**: $0  
**Total Project Cost**: $11,236,599  

**Comments**: None

### GILFORD (41502)

**Route/Road**: US 3 AND NH 11  
**Category**: RED LIST BRIDGES

**Scope**: ADDRESS RED LIST BRIDGE CARRYING US 3 AND NH 11 OVER US 3 AND NH 11 IN THE TOWN OF GILFORD(114/066)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>249,518</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,968,039</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $2,345,496  
**Previous Funding**: $0  
**Current TYP Funding**: $2,345,496  
**Future Funding Required**: $0  
**Total Project Cost**: $2,345,496  

**Comments**: None

Includes inflation and indirecits using program.
### GILMANTON (16232)

**Route/Road** STAGE ROAD  
**Category** BRIDGES

**Scope** BRIDGE REPLACEMENT - STAGE RD OVER BROOK  
BR #106/041  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>147,403</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>1,026</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>866,409</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $1,014,838  
**Previous Funding** $0  
**Current TYP Funding** $1,014,838  
**Future Funding Required** $0  
**Total Project Cost** $1,014,838  

**Comments** None

### GILMANTON (16234)

**Route/Road** CRYSTAL LAKE ROAD  
**Category** BRIDGES

**Scope** BRIDGE REPLACEMENT-CRYSTAL LAKE RD OVER  
NELSON BROOK- BR. #174/094  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>126,198</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,517</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>652,023</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $788,738  
**Previous Funding** $0  
**Current TYP Funding** $788,738  
**Future Funding Required** $0  
**Total Project Cost** $788,738  

**Comments** None
### HAMPSTEAD (41717)

**Route/Road**: NH121/DERRY RD/DEPOT RD  
**Category**: INDIVIDUAL PROJECTS

**Scope**: IMPROVE THE INTERSECTION OF NH121/DERRY RD/DEPOT RD

**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>240,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>120,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,040,000</td>
<td>None-Other</td>
</tr>
</tbody>
</table>

**Total**: $2,400,000  
**Previous Funding**: $0  
**Current TYP Funding**: $2,400,000  
**Future Funding Required**: $0  
**Total Project Cost**: $2,400,000

**Comments**: None

### HAMPTON - PORTSMOUTH (26485)

**Route/Road**: HAMPTON BRANCH RAIL CORRIDOR  
**Category**: INDIVIDUAL PROJECTS

**Scope**: PURCHASE RAIL CORRIDOR FROM HAMPTON TO PORTSMOUTH APPROXIMATELY 9.7 MILES AND IMPROVE TRAIL SURFACE.

**Strategy**: TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>990,000</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total**: $990,000  
**Previous Funding**: $4,400,000  
**Current TYP Funding**: $990,000  
**Future Funding Required**: $0  
**Total Project Cost**: $5,390,000

**Comments**: None
### HAMPTON (40797)

**Route/Road**: OCEAN BOULEVARD  
**Category**: INDIVIDUAL PROJECTS

**Scope**: IMPROVEMENTS TO OCEAN BOULEVARD.

**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>216,903</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>222,434</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>228,106</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>233,922</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>319,850</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>6,560,128</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $7,781,344  
**Current TYP Funding**: $7,781,344  
**Future Funding Required**: $0  
**Total Project Cost**: $7,781,344

**Comments**: None

---

### HAMPTON-HAMPTON FALLS (41497)

**Route/Road**: I-95  
**Category**: INDIVIDUAL PROJECTS

**Scope**: OPEN ROAD TOLLING EXPANSION AT HAMPTON TOLL PLAZA

**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>649,700</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>6,650,300</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**: $7,300,000  
**Current TYP Funding**: $7,300,000  
**Future Funding Required**: $0  
**Total Project Cost**: $7,300,000

**Comments**: None

---

Includes inflation and indirects using program
### HAMPTON-NORTH HAMPTON-DOVER (41098)

**Route/Road**: I-95 AND SPAULDING TURNPIKE  
**Category**: INTERSTATE MAINTENANCE  
**Scope**: EASTERN TPK RESURFACING: I-95 MM 4.4 TO 5.4  
**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,589,250</td>
<td>TRR *</td>
</tr>
</tbody>
</table>

**Total**: $3,589,250  
**Previous Funding**: $10,000  
**Current TYP Funding**: $3,589,250  
**Future Funding Required**: $0  
**Total Project Cost**: $3,599,250  

**Comments**: None

---

### HARRISVILLE (16114)

**Route/Road**: SOUTH ROAD  
**Category**: BRIDGES  
**Scope**: BRIDGE REPLACEMENT-SOUTH RD OVER MINNEWAWA BROOK- BR. #061/060  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>691,272</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $691,272  
**Previous Funding**: $113,517  
**Current TYP Funding**: $691,272  
**Future Funding Required**: $0  
**Total Project Cost**: $804,789  

**Comments**: None

---

Includes inflation and indirects using program
## HAVERHILL (41409)

**Route/Road:** DEAN MEMORIAL AIRPORT  
**Category:** AIRPORT

**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>56,973</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>58,425</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>179,745</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>176,955</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>108,377</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>129,232</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>530,110</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>430,554</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>225,784</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>2,829,954</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

| Total               |       | $4,726,109|                      |
| Previous Funding    |       | $0        |                      |
| Current TYP Funding  |       | $4,726,109|                      |
| Future Funding Required |   | $0        |                      |
| Total Project Cost  |       | $4,726,109|                      |

**Comments:** None

## HENNIKER - HOPKINTON (40633)

**Route/Road:** US 202, NH 9, NH 127  
**Category:** INDIVIDUAL PROJECTS

**Scope:** INTERSECTION IMPROVEMENTS

**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>91,291</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>47,658</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>837,234</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                   |       | $976,183 |                  |
| Previous Funding        |       | $0       |                  |
| Current TYP Funding     |       | $976,183 |                  |
| Future Funding Required |       | $0       |                  |
| Total Project Cost      |       | $976,183 |                  |

**Comments:** None

Includes inflation and indirects using program
## HILLSBOROUGH (41368)

**Route/Road**  
WEST MAIN STREET / NH RTE 149

**Category**  
MANDATED FEDERAL

**Scope**  
CONSTRUCT APPROXIMATELY 4,600 FEET OF SIDEWALK ALONG NH ROUTE 149

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>624,048</td>
<td>TA *</td>
</tr>
</tbody>
</table>

| Total       |       | $629,175 |

**Previous Funding**  
$86,727

**Current TYP Funding**  
$629,175

**Future Funding Required**  
$0

**Total Project Cost**  
$715,902

**Comments**  
None

---

## HINSDALE, NH - BRATTLEBORO, VT (12210C)

**Route/Road**  
NH 119

**Category**  
BRIDGES

**Scope**  
RECONSTRUCTION OF THE BRIDGES OVER THE CONNECTICUT RIVER

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>9,024,400</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>13,099,776</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>8,118,740</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>15,567,999</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
</tbody>
</table>

| Total       |       | $45,810,916 |

**Previous Funding**  
$1,472,055

**Current TYP Funding**  
$45,810,916

**Future Funding Required**  
$0

**Total Project Cost**  
$47,282,971

**Comments**  
Funded with future GARVEE bonds

Includes inflation and indirects using program
### Hinsdale (41365)
**Route/Road:** Brattleboro Road
**Category:** MANDATED FEDERAL

**Scope:** Construct sidewalks along Brattleboro Road.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>488,542</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total Funding:** $493,670

| Previous Funding | $72,172 |
| Current TYP Funding | $493,670 |
| Future Funding Required | $0 |

**Total Project Cost:** $565,841

**Comments:** None

### Hooksett (24862)
**Route/Road:** NH 3A from Commerce Rd North to Goonan Rd
**Category:** INDIVIDUAL PROJECTS

**Scope:** Reconstruct and widen NH 3A from Commerce Road North to Goonan Road

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>189,297</td>
<td>SAH *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>126,198</td>
<td>SAH *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>946,485</td>
<td>SAH *</td>
</tr>
</tbody>
</table>

**Total Funding:** $1,261,980

| Previous Funding | $0 |
| Current TYP Funding | $1,261,980 |
| Future Funding Required | $0 |

**Total Project Cost:** $1,261,980

**Comments:** None
### HOOKSETT (29611)

**Route/Road:** US 3 / NH 28  
**Category:** INDIVIDUAL PROJECTS

**Scope:** RECONSTRUCTION AND WIDENING FROM NH 27 / WHITEHALL RD / MARTIN'S FERRY RD TO W ALICE AVE / ALICE AVE

**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>780,850</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>59,316</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>56,403</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>289,204</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>207,605</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>2,433,130</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>5,815,665</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>5,963,574</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total:** $15,605,747  
**Previous Funding:** $550,000

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2024</td>
<td>5,815,665</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>5,963,574</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $16,155,747

**Comments:** None

---

### HOOKSETT (41726)

**Route/Road:** I-93  
**Category:** INDIVIDUAL PROJECTS

**Scope:** HOOKSETT RAMP AET

**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>153,825</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,846,175</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total:** $2,000,000

**Previous Funding:** $0

**Current TYP Funding:** $2,000,000  
**Future Funding Required:** $0

**Total Project Cost:** $2,000,000

**Comments:** None

Includes inflation and indirects using program
### Hudson (41754)

**Route/Road:** NH 3A  
**Category:** MANDATED FEDERAL

**Scope:** CONSTRUCTING A THIRD SOUTHBOUND RIGHT TURN LANE ON LOWELL RD/NH 3A

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>90,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>61,530</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,068,477</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>360,208</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total Funding:** $1,580,215  
**Previous Funding:** $0  
**Current TYP Funding:** $1,580,215  
**Future Funding Required:** $0  
**Total Project Cost:** $1,580,215

**Comments:** None

### Jackson (27709)

**Route/Road:** NH ROUTE 16  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REPLACE/REHAB, FOR RED LIST BRIDGE CARRYING NH 16 OVER ELLIS RIVER (BR NO 144/056)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>112,805</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>115,682</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,871,381</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Funding:** $2,099,868  
**Previous Funding:** $559,020  
**Current TYP Funding:** $2,099,868  
**Future Funding Required:** $0  
**Total Project Cost:** $2,658,888

**Comments:** None

Includes inflation and indirects using program.
### Phase Year Funding

#### VALLEY CROSS ROAD OVER WILDCAT BROOK

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>112,805</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>497,368</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $615,300

- **Previous Funding** $0
- **Current TYP Funding** $615,300
- **Future Funding Required** $0

**Total Project Cost** $615,300

| Comments | None |

#### US 202

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>US 202</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2022</td>
<td>7,309,022</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $7,309,022

- **Previous Funding** $1,946,120
- **Current TYP Funding** $7,309,022
- **Future Funding Required** $0

**Total Project Cost** $9,255,142

| Comments | None |
### JAFFREY (41401)

**Route/Road:** NUTTING ROAD OVER CONTOOCOOK RIVER  
**Category:** BRIDGES

**Scope:** BRIDGE REHABILITATION-NUTTING ROAD OVER CONTOOCOOK RIVER-BR. #159/094  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>107,847</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>614,726</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total:** $727,965  
**Previous Funding:** $0  
**Current TYP Funding:** $727,965  
**Future Funding Required:** $0  
**Total Project Cost:** $727,965

**Comments:** None

---

### JEFFERSON - RANDOLPH (13602C)

**Route/Road:** US 2  
**Category:** INDIVIDUAL PROJECTS

**Scope:** IMPROVEMENTS FROM NH 115 TO JEFFERSON/RANDOLPH TOWNLINE.  
**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>505,851</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>518,751</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>288,195</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>295,544</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>7,273,920</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total:** $8,882,261  
**Previous Funding:** $0  
**Current TYP Funding:** $8,882,261  
**Future Funding Required:** $0  
**Total Project Cost:** $8,882,261

**Comments:** None
# Ten Year Plan

**KEENE - SWANZEY (40100)**

**Route/Road:** NH 9/10/12/101  
**Category:** INDIVIDUAL PROJECTS

**Scope:** CONSTRUCTION OF FLOODPLAIN AND WETLAND MITIGATION FOR THE KEENE-SWANZEY SERIES OF PROJECTS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>169,208</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>112,805</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,308,404</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total** $1,590,417  
**Previous Funding** $55,000  
**Current TYP Funding** $1,590,417  
**Future Funding Required** $0  
**Total Project Cost** $1,645,417

**Comments:** None

---

**KEENE (10309B)**

**Route/Road:** WINCHESTER STREET  
**Category:** INDIVIDUAL PROJECTS

**Scope:** RECONSTRUCTION FROM NH 101 ROUNDABOUT NORTH TO PEARL ST/ISLAND ST INCLUDING KEY RD INTERSECTION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,896,148</td>
<td>MUPCA*</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,197,855</td>
<td>MUPCA*</td>
</tr>
</tbody>
</table>

**Total** $5,094,003  
**Previous Funding** $642,000  
**Current TYP Funding** $5,094,003  
**Future Funding Required** $0  
**Total Project Cost** $5,736,003

**Comments:** None

---

Includes inflation and indirects using program
### KEENE (15854)
**Route/Road**: ROXBURY STREET  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-ROXBURY ST OVER BEAVER BROOK-BR. #140/077  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>107,678</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>10,255</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>523,005</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $640,938 | **Previous Funding** $0

**Current TYP Funding** $640,938  
**Future Funding Required** $0

**Total Project Cost** $640,938

**Comments**: None

---

### KEENE (40568)
**Route/Road**: DILLANT-HOPKINS AIRPORT  
**Category**: AIRPORT

**Scope**: PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>3,703,194</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>491,471</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>1,460,245</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>61,934</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>695,877</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>193,849</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>198,791</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>679,537</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>1,756,099</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>929,025</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total** $10,170,022 | **Previous Funding** $0

**Current TYP Funding** $10,170,022  
**Future Funding Required** $0

**Total Project Cost** $10,170,022

**Comments**: None

---

Includes inflation and indirects using program
## KEENE (40653)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>GEORGE STREET OVER BEAVER BROOK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category</strong></td>
<td>BRIDGES</td>
</tr>
<tr>
<td><strong>Scope</strong></td>
<td>BRIDGE REPLACEMENT-GEORGE STREET OVER BEAVER BROOK-#142/072</td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td>TIER 5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>127,186</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>630,402</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

| Total                        | $763,118 |

### Previous Funding

| Current TYP Funding | $763,118 |
| Future Funding Required | $0 |

### Total Project Cost

| Total Project Cost | $763,118 |

### Comments

None

## KEENE (40666)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>NH 10 (WINCHESTER STREET)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category</strong></td>
<td>INDIVIDUAL PROJECTS</td>
</tr>
<tr>
<td><strong>Scope</strong></td>
<td>RECONSTRUCTION OF WINCHESTER STREET FROM NH 101 TO SWANZEY TOWN LINE</td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td>TIER 5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>343,801</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>180,779</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,151,617</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                        | $3,676,198 |

### Previous Funding

| Current TYP Funding | $3,676,198 |
| Future Funding Required | $0 |

### Total Project Cost

| Total Project Cost | $3,676,198 |

### Comments

None

Includes inflation and indirects using program
### KEENE (41590)

**Route/Road**: SWANZEY FACTORY RD/NH 101  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: RECONSTRUCTION OF NH 101 FROM SWANZEY FACTORY RD TO MARLBOROUGH TOWNLINE  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>362,330</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>181,165</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,103,905</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $3,647,401  
**Future Funding Required**: $0  
**Total Project Cost**: $3,647,401

**Comments**: Partially Funded

### LACONIA (24181)

**Route/Road**: CENTENARY AVENUE  
**Category**: RED LIST BRIDGES  
**Scope**: BRIDGE REMOVAL, CARRYING CENTENARY AVENUE OVER NH RR, BR. NO. 126/163, RED LIST  
**Strategy**: TIER 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,000</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>300,000</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $400,000  
**Future Funding Required**: $0  
**Total Project Cost**: $400,000

**Comments**: None
### LACONIA (26706)

**Route/Road**: ACADEMY STREET OVER DURKEE BROOK  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT-ACADEMY ST OVER DURKEE BROOK-BR. #121/037  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>110,423</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>10,517</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>588,924</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total Funding**: $709,864  
**Previous Funding**: $0  
**Current TYP Funding**: $709,864  
**Future Funding Required**: $0  
**Total Project Cost**: $709,864

**Comments**: None

### LACONIA (40656)

**Route/Road**: COURT STREET OVER DURKEE BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-COURT STREET OVER DURKEE BROOK-BR. #113/036  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>149,306</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>44,239</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>691,230</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total Funding**: $884,775  
**Previous Funding**: $0  
**Current TYP Funding**: $884,775  
**Future Funding Required**: $0  
**Total Project Cost**: $884,775

**Comments**: None

*Includes inflation and indirects using program*
### LACONIA (41469)

**Route/Road**: US 3 AND NH 11  
**Category**: BRIDGES

**Scope**: ADDRESS BRIDGE CARRYING US 3 AND NH 11 OVER MILE HILL ROAD IN THE CITY OF LACONIA (121/028)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>374,276</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>269,096</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>67,274</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,449,480</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $4,160,127

**Previous Funding** $0

<table>
<thead>
<tr>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,160,127</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost** $4,160,127

**Comments**: None

### LANCASTER, NH - GUILDHALL, VT (16155)

**Route/Road**: US 2  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT, US 2 OVER CONNECTICUT RIVER (ROGER'S RANGER'S BRIDGE)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,102,000</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,845,900</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,416,931</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $10,364,831

**Previous Funding** $1,661,400

<table>
<thead>
<tr>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,364,831</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost** $12,026,231

**Comments**: None
LEBANON, NH - HARTFORD, VT (16148)

Route/Road: I-89 NB & SB
Category: RED LIST BRIDGES

**Scope:** SUPERSTRUCTURE REPLACE & WIDENING, I-89 NB & SB OVER CONNECTICUT RIVER (BR NO 044/103 & 044/104)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>11,690,700</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,691,800</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>11,988,813</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,785,941</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>4,589,957</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,449,460</td>
<td>NON-PAR (Vermont)</td>
</tr>
</tbody>
</table>

**Total:** $37,196,671

**Previous Funding:** $2,855,228

**Current TYP Funding:** $37,196,671

**Future Funding Required:** $0

**Total Project Cost:** $40,051,898

**Comments:** Funded with future GARVEE bonds

---

LEBANON (13558A)

Route/Road: NH 12A
Category: RED LIST BRIDGES

**Scope:** NH 12A BRIDGE REPLACEMENT OVER B&M RR BRIDGE# 062/117 (MOBRR-221)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>25,638</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>26,291</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,206,601</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,235,402</td>
<td>MOBRR *</td>
</tr>
</tbody>
</table>

**Total:** $7,493,932

**Previous Funding:** $665,000

**Current TYP Funding:** $7,493,932

**Future Funding Required:** $0

**Total Project Cost:** $8,158,932

**Comments:** None

Includes inflation and indirects using program
### LEBANON (15717)

**Route/Road**  
NH 10  

**Category**  
PRESERVATION & MAINTENANCE  

**Scope**  
NH 10 REPLACEMENT OF 3'X4' CONCRETE BOX CULVERT  

**Strategy**  
TIER 2  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>403,278</td>
<td>CRDR *</td>
</tr>
</tbody>
</table>

**Total**  
$403,278  

**Previous Funding**  
$188,677  

**Current TYP Funding**  
$403,278  

**Future Funding Required**  
$0  

**Total Project Cost**  
$591,955  

**Comments**  
None

---

### LEBANON (24221)

**Route/Road**  
TRUES BROOK RD OVER BLOODS BROOK  

**Category**  
RED LIST BRIDGES  

**Scope**  
BRIDGE REPLACEMENT-TRUES BROOK RD OVER BLOODS BROOK-BR. #066/059  

**Strategy**  
TIER 5  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>204,604</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>16,590</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,338,222</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  
$1,559,415  

**Previous Funding**  
$0  

**Current TYP Funding**  
$1,559,415  

**Future Funding Required**  
$0  

**Total Project Cost**  
$1,559,415  

**Comments**  
None
## LEBANON (24222)

**Route/Road**  
NH 120 PARKING LOT, PED OVER NHRR (ABD)  

**Category**  
RED LIST BRIDGES  

### Scope

BRIDGE REHABILITATION NH 120 PARKING LOT, PED OVER NHRR (ABD)-BR. #121/117

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>113,417</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,671</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>578,427</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**  
$697,515  

**Previous Funding**  
$0  

**Current TYP Funding**  
$697,515  

**Future Funding Required**  
$0  

**Total Project Cost**  
$697,515

**Comments**  
None

---

## LEBANON (25821)

**Route/Road**  
MASCOMA STREET  

**Category**  
RED LIST BRIDGES  

### Scope

BRIDGE REHABILITATION, FOR REDLIST BRIDGE CARRYING MASCOMA STREET OVER I-89 (BR NO 103/116)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2023</td>
<td>4,990,350</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**  
$4,990,350  

**Previous Funding**  
$276,100  

**Current TYP Funding**  
$4,990,350  

**Future Funding Required**  
$0  

**Total Project Cost**  
$5,266,450

**Comments**  
None
## LEBANON (29612)

**Route/Road:** I89  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** EXIT 18 / NH 120 IMPROVEMENTS  
**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>282,013</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>118,631</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>919,393</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,048,650</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $4,368,687

**Previous Funding** $302,500

**Current TYP Funding** $4,368,687

**Future Funding Required** $0

**Total Project Cost** $4,671,187

**Comments:** None

---

## LEBANON (40564)

**Route/Road:** LEBANON MUNICIPAL AIRPORT  
**Category:** AIRPORT  
**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,256,100</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>13,671,453</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>5,176,643</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>4,423,873</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>4,536,682</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>3,274,103</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,325,278</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>1,359,073</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>1,393,729</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>1,429,269</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total** $38,846,205

**Previous Funding** $0

**Current TYP Funding** $38,846,205

**Future Funding Required** $0

**Total Project Cost** $38,846,205

**Comments:** None

---

Includes inflation and indirects using program
LEBANON (40794)

**Route/Road**: US 4 (MECHANIC ST)

**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCT MECHANIC ST / HIGH ST / MASCOMA ST INTERSECTION

**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>113,520</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,635,000</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total Project Cost**: $3,159,720

**Previous Funding**: $411,200

**Current TYP Funding**: $2,748,520

**Future Funding Required**: $0

**Total Project Cost**: $3,159,720

**Comments**: None

---

LEBANON (41191)

**Route/Road**: I-89 NB & SB

**Category**: RED LIST BRIDGES

**Scope**: REHAB OF THE I-89 NB & SB OVER US 4 & NH 10 BRIDGES AND PRESERVATION EFFORTS FOR THE MASCOMA RIVER

**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,640</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,000,000</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,592,410</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,186,314</td>
<td>4R</td>
</tr>
</tbody>
</table>

**Total Project Cost**: $9,389,364

**Previous Funding**: $605,000

**Current TYP Funding**: $8,784,364

**Future Funding Required**: $0

**Total Project Cost**: $9,389,364

**Comments**: None

---

Includes inflation and indirects using program
**LEBANON (41366)**

**Route/Road:** LAHAYE DRIVE  
**Category:** MANDATED FEDERAL

**Scope:** CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS ALONG LAHAYE DR FROM NH RTE 120 TO MOUNT SUPPORT RD

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>33,842</td>
<td>TA *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>10,255</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>715,122</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total:** $759,219  
**Previous Funding:** $122,880  
**Current TYP Funding:** $759,219  
**Future Funding Required:** $0  
**Total Project Cost:** $882,099

**Comments:** None

---

**LEE (413322)**

**Route/Road:** NH ROUTE 125  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REPLACEMENT OF CULVERT CARRYING NH 125 OVER LITTLE RIVER BR NO 073/084

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>18,248</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,871,381</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $2,126,893  
**Previous Funding:** $220,000  
**Current TYP Funding:** $2,126,893  
**Future Funding Required:** $0  
**Total Project Cost:** $2,346,893

**Comments:** None

Includes inflation and indirects using program.
## LITTLETON, NH - WATERFORD, VT (27711)

**Route/Road:** NH ROUTE 18  
**Category:** RED LIST BRIDGES

**Scope:** DECK REPLACEMENT AND PAINTING OF RED LIST BRIDGE CARRYING NH 118 OVER CONNECTICUT RIVER (109/134)  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>102,550</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>54,146</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>127,881</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>55,527</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>107,847</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>56,943</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>110,597</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>58,395</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>129,749</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>59,884</td>
<td>NON-PAR (Vermont)</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,180,668</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,590,334</td>
<td>NON-PAR (Vermont)</td>
</tr>
</tbody>
</table>

**Total:** $5,634,522  
**Previous Funding:** $0  
**Current TYP Funding:** $5,634,522  
**Future Funding Required:** $0  
**Total Project Cost:** $5,634,522

**Comments:** None

## LITTLETON (41362)

**Route/Road:** COTTAGE STREET, MILL STREET, SOUTH STREET, MEADOW STREET  
**Category:** MANDATED FEDERAL

**Scope:** CONST SIDEWALKS ALONG COTTAGE ST, MILL ST, SOUTH ST, MEADOW ST, MT. EUSTIS RD, BRONSON ST  
**Strategy:** TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>34,867</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>905,913</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total:** $940,780  
**Previous Funding:** $164,000  
**Current TYP Funding:** $940,780  
**Future Funding Required:** $0  
**Total Project Cost:** $1,104,780

**Comments:** None

Includes inflation and indirects using program
## LONDONDERRY (41593)

**Route/Road**: NH28/NH128  
**Category**: INDIVIDUAL PROJECTS  

<table>
<thead>
<tr>
<th>Scope</th>
<th>Strategy</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAFETY &amp; OPERATIONAL IMPROVEMENTS AT THE INTERSECTION OF NH 28./NH 128</td>
<td>TIER 2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Program</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>None-Highway</td>
<td>70,749</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>None-Highway</td>
<td>70,749</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>None-Highway</td>
<td>1,273,479</td>
</tr>
</tbody>
</table>

| Total               | $1,414,977 | Previous Funding | $0 |
|                     |           | Current TYP Funding | $1,414,977 |
|                     |           | Future Funding Required | $0 |
|                     |           | Total Project Cost | $1,414,977 |

**Comments**: None

---

## LONDONDERRY (41715)

**Route/Road**: NH 28/STONEHENGE ROAD  
**Category**: INDIVIDUAL PROJECTS  

<table>
<thead>
<tr>
<th>Scope</th>
<th>Strategy</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATIONAL AND CAPACITY IMPROVEMENTS AT THE INTERSECTION OF NH 28 &amp; STONEHENGE RD.</td>
<td>TIER 2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Program</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>None-Highway</td>
<td>55,000</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>None-Highway</td>
<td>100,000</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>None-Highway</td>
<td>700,000</td>
</tr>
</tbody>
</table>

| Total               | $855,000 | Previous Funding | $0 |
|                     |         | Current TYP Funding | $855,000 |
|                     |         | Future Funding Required | $0 |
|                     |         | Total Project Cost | $855,000 |

**Comments**: None

---

Includes inflation and indirects using program
## LOUDON - CANTERBURY (29613A)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>NH RTE 106</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>INDIVIDUAL PROJECTS</td>
</tr>
<tr>
<td>Scope</td>
<td>NH RTE 106 ROADWAY WIDENING (3.6 MI, PHASE II) FROM SOUCOOK ROAD, LOUDON TO AMES ROAD, CANTERBURY</td>
</tr>
<tr>
<td>Strategy</td>
<td>TIER 2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>1,060,367</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,735,223</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>5,338,413</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total              | $8,134,003 |
| Previous Funding   | $440,000 |
| Current TYP Funding | $8,134,003 |
| Future Funding Required | $0 |
| Total Project Cost | $8,574,003 |

**Comments**: None

---

## LOUDON (40632)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>NH 106 AND SOUTH VILLAGE ROAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>INDIVIDUAL PROJECTS</td>
</tr>
<tr>
<td>Scope</td>
<td>INTERSECTION IMPROVEMENTS</td>
</tr>
<tr>
<td>Strategy</td>
<td>TIER 2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>55,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>56,403</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>59,316</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>63,970</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,115,222</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total               | $1,349,910 |
| Previous Funding    | $0 |
| Current TYP Funding | $1,349,910 |
| Future Funding Required | $0 |
| Total Project Cost  | $1,349,910 |

**Comments**: None

---

Includes inflation and indirects using program
# Ten Year Plan

## Lyme, NH - Thetford, VT (14460)

**Route/Road:** East Thetford Road  
**Category:** Red List Bridges

**Scope:** Bridge Rehab, for Red List Bridge carrying East Thetford Road over the Conn. River (Br No 053/112)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,000,000</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,927,089</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>497,686</td>
<td>Non-PAR (Vermont)</td>
</tr>
</tbody>
</table>

**Total:** $5,424,774

**Previous Funding:** $816,970

**Current TYP Funding:** $5,424,774

**Future Funding Required:** $0

**Total Project Cost:** $6,241,744

**Comments:** None

## Lyndeborough (41435)

**Route/Road:** NHRR  
**Category:** Red List Bridges

**Scope:** Address Red List Bridge carrying NHRR over Glass Factory Road in the Town of Lyndeborough (108/070)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>134,548</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,414,977</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $1,687,504

**Previous Funding:** $0

**Current TYP Funding:** $1,687,504

**Future Funding Required:** $0

**Total Project Cost:** $1,687,504

**Comments:** None
### Madbury (24226)

**Route/Road:** Nute Road Over Bellamy River  
**Category:** BRIDGES  
**Scope:** Bridge Replacement-Nute Rd Over Bellamy River-Br. #056/072  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>124,024</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>668,650</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $798,066

**Previous Funding** $0

**Current TYP Funding** $798,066

**Future Funding Required** $0

**Total Project Cost** $798,066

**Comments:** None

---

### Madbury (41596)

**Route/Road:** Madbury Rd  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** Planning Study To Identify Potential Intersection Safety Improvements To The NH 155/Madbury Road/To  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>707,488</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $707,488

**Previous Funding** $0

**Current TYP Funding** $707,488

**Future Funding Required** $0

**Total Project Cost** $707,488

**Comments:** None
### Ten Year Plan

**Pending Approval**

**2019 - 2028**

**Ten Year Plan**

**12/19/2017**

#### MANCHESTER (15837)

**Route/Road**: US 3 (ELM STREET)

**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATION-US 3 (ELM ST) OVER B&MRR-BR. #144/075

**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>97,853</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>30,579</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>850,100</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $978,533

**Previous Funding**: $0

**Current TYP Funding**: $978,533

**Future Funding Required**: $0

**Total Project Cost**: $978,533

**Comments**: None

#### MANCHESTER (16099)

**Route/Road**: I-293 / FEE TPK

**Category**: INDIVIDUAL PROJECTS

**Scope**: PRELIMINARY ENGINEERING STUDY FOR RECONSTRUCTION OF THE F.E. EEVERETT TURNPIKE AT EXITS 6 AND 7

**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>6,000,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>1,341,719</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>6,258,281</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**: $13,600,000

**Previous Funding**: $4,400,000

**Current TYP Funding**: $13,600,000

**Future Funding Required**: $0

**Total Project Cost**: $18,000,000

**Comments**: None

*Includes inflation and indirecits using program*
### MANCHESTER (16099A)

**Route/Road**  RECONSTRUCT AND WIDENING OF EXIT 6 (AMOSKEAG)

**Scope**  RECONSTRUCT AND WIDEN OF EXIT 6 (AMOSKEAG) IN MANCHESTER.

**Category**  INDIVIDUAL PROJECTS

**Strategy**  TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,500,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>6,400,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>30,000,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>30,000,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>23,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**  $91,900,000

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$91,900,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost**  $91,900,000

**Comments**  None

### MANCHESTER (16099B)

**Route/Road**  EXIT 7 FEE TURNPIKE

**Category**  INDIVIDUAL PROJECTS

**Strategy**  TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2021</td>
<td>15,500,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>24,000,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>9,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**  $48,499,999

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$48,499,999</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost**  $48,499,999

**Comments**  None

Includes inflation and indirects using program.
## MANCHESTER (24206)

**Route/Road**: SALMON STREET WB OVER RD, BMRR, MARRIMACK RIVER AND RAMP  
**Scope**: BRIDGE REHAB-SALMON ST WB OVER RD, BMRR, MERRIMACK RIVER, RAMP-BR. #106/072  
**Category**: BRIDGES  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>97,062</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>463,741</td>
<td>SAB *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$566,195</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $566,195  
**Future Funding Required**: $0  
**Total Project Cost**: $566,195

**Comments**: None

---

## MANCHESTER (24211)

**Route/Road**: RAMP E (CANAL ST) OVER BMRR  
**Category**: BRIDGES  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>80,885</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>372,071</td>
<td>SAB *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$458,349</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $458,349  
**Future Funding Required**: $0  
**Total Project Cost**: $458,349

**Comments**: None

---

Includes inflation and indirects using program
## MANCHESTER (24212)

**Route/Road:** SAMON ST EB OVER RD, BMRR, MERRIMACK RIVER AND RAMP  
**Scope:** SALMON ST EB OVER RD, BMRR, MERRIMACK RIVER, RAMP-BR #107/072  
**Category:** BRIDGES  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>113,239</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>566,195</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total:** $684,827  
**Previous Funding:** $0  
**Current TYP Funding:** $684,827  
**Future Funding Required:** $0  
**Total Project Cost:** $684,827

**Comments:** None

## MANCHESTER (28336)

**Route/Road:** REHAB QUEEN CITY BRIDGE OVER I-293, BMRR & MERRIMACK RIVER  
**Scope:** BRIDGE REHABILITATION-QUEEN CITY BR. OVER I-293, BMRR & MERRIMACK RIVER-BR. #151/065 (MOBRR)  
**Category:** RED LIST BRIDGES  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>661,448</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,258</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,455,931</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>4,976,857</td>
<td>MOBRR *</td>
</tr>
</tbody>
</table>

**Total:** $7,099,494  
**Previous Funding:** $0  
**Current TYP Funding:** $7,099,494  
**Future Funding Required:** $0  
**Total Project Cost:** $7,099,494

**Comments:** None

Includes inflation and indirects using program
### MANCHESTER (40428)

**Route/Road:** RAIL TRAIL  
**Category:** MANDATED FEDERAL

**Scope:** CONSTRUCT MULTI-USE PATH ALONG BAKER ST, BROWN AVE, DUBISZ ST, AND SUNDIAL AVE.  
(14-25TAP)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>697,576</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total:** $697,576  
**Previous Funding:** $132,270  
**Current TYP Funding:** $697,576  
**Future Funding Required:** $0  
**Total Project Cost:** $829,846

**Comments:** None

### MANCHESTER (40563)

**Route/Road:** MANCHESTER-BOSTON REGIONAL AIRPORT  
**Category:** AIRPORT

**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>18,459,000</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>17,878,054</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>5,392,337</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>4,866,260</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>6,124,520</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>3,876,972</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>3,975,835</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>4,077,220</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>4,181,189</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>4,287,808</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total:** $73,119,196  
**Previous Funding:** $0  
**Current TYP Funding:** $73,119,196  
**Future Funding Required:** $0  
**Total Project Cost:** $73,119,196

**Comments:** None
### MANCHESTER (41414)

**Route/Road**: HUSE ROAD  
**Category**: RED LIST BRIDGES

**Scope**: REHAB RED LIST BRIDGE CARRYING HUSE ROAD OVER I-293 AND NH ROUTE 101 (176/106)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Eng.</td>
<td>2023</td>
<td>187,138</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Eng.</td>
<td>2024</td>
<td>191,910</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,312,026</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,018,224</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $3,709,297

**Previous Funding**: $0

**Current TYP Funding**: $3,709,297

**Future Funding Required**: $0

**Total Project Cost**: $3,709,297

**Comments**: None

---

### MANCHESTER (41475)

**Route/Road**: I-93 SB  
**Category**: BRIDGES

**Scope**: ADDRESS BRIDGE CARRYING I-93 SB OVER STEVENS POND IN THE CITY OF MANCHESTER (124/119)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Eng.</td>
<td>2024</td>
<td>191,910</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Eng.</td>
<td>2025</td>
<td>131,203</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Eng.</td>
<td>2026</td>
<td>1,009,112</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Eng.</td>
<td>2027</td>
<td>689,896</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,898,961</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>10,074,884</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $15,995,965

**Previous Funding**: $0

**Current TYP Funding**: $15,995,965

**Future Funding Required**: $0

**Total Project Cost**: $15,995,965

**Comments**: None

---

Includes inflation and indirects using program.
### MANCHESTER (41594)

**Route/Road:** I-293  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** OPERATIONAL IMPROVEMENTS AT THE I-293 EXIT  
1 INTERCHANGE (SOUTH WILLOW ST.)  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>212,247</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>70,749</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,839,470</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total:** $2,122,465  
**Previous Funding:** $0  
**Current TYP Funding:** $2,122,465  
**Future Funding Required:** $0  
**Total Project Cost:** $2,122,465

**Comments:** None

---

### MANCHESTER (41728)

**Route/Road:** INTERSTATE 293  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** MANCHESTER I-293 WIDENING FEASIBILITY STUDY  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>2,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total:** $2,000,000  
**Previous Funding:** $0  
**Current TYP Funding:** $2,000,000  
**Future Funding Required:** $0  
**Total Project Cost:** $2,000,000

**Comments:** None

---

Includes inflation and indirects using program
## MANCHESTER (41747)

**Route/Road**  
GRANITE ST & SOUTH WILLOW ST

**Category**  
MANDATED FEDERAL

**Scope**  
IMPLEMENT AN ADAPTIVE SIGNAL CONTROL SYSTEM ON GRANITE ST & UPGRADE SO. WILLOW ST. SIGNAL PERFORMANCE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>165,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>112,805</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,288,272</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total**  
$1,566,077

**Previous Funding**  
$0

**Current TYP Funding**  
$1,566,077

**Future Funding Required**  
$0

**Total Project Cost**  
$1,566,077

**Comments**  
None

## MANCHESTER (60200A)

**Route/Road**  
MANCHESTER TRANSIT AUTHORITY (MTA)

**Category**  
TRANSIT

**Scope**  
MANCHESTER TRANSIT AUTHORITY (MTA) - OPERATING ASSISTANCE FOR FIXED ROUTE TRANSIT SERVICE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,186,766</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>2,242,528</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>2,299,713</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>2,358,356</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>2,418,494</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>2,480,165</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>2,543,410</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>2,608,266</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>2,674,777</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>2,742,984</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total**  
$24,555,459

**Previous Funding**  
$8,709,678

**Current TYP Funding**  
$24,555,459

**Future Funding Required**  
$0

**Total Project Cost**  
$33,265,138

**Comments**  
None

Includes inflation and indirects using program
### MANCHESTER (60200B)

**Route/Road:** MANCHESTER TRANSIT AUTHORITY (MTA)  
**Category:** TRANSIT

**Scope:** MANCHESTER TRANSIT AUTHORITY (MTA) - OPERATING ASSISTANCE FOR CAPITAL MAINTENANCE OF TRANSIT FLEET.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>627,430</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>643,429</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>659,837</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>676,662</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>693,917</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>711,612</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>729,758</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>748,367</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>767,200</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>786,763</td>
<td>FTA5307</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$7,044,975</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,313,234</td>
<td>$7,044,975</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $9,358,209

**Comments:** None

---

### MANCHESTER (60200C)

**Route/Road:** MANCHESTER TRANSIT AUTHORITY (MTA)  
**Category:** TRANSIT

**Scope:** MANCHESTER TRANSIT AUTHORITY (MTA) - REPLACEMENT BUSES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>1,115,624</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>951,423</td>
<td>FTA5307</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$2,067,047</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,858,315</td>
<td>$2,067,047</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $3,925,362

**Comments:** None
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>566,153</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>580,590</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>595,395</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>610,577</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>626,147</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>642,114</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>658,488</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>675,279</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>692,499</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>710,158</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total** $6,357,400

**Previous Funding** $1,678,816

**Current TYP Funding** $6,357,400

**Future Funding Required** $0

**Total Project Cost** $8,036,216

**Comments** None

Includes inflation and indirects using program
## MANCHESTER (60200E)

**Route/Road**  
MANCHESTER TRANSIT AUTHORITY (MTA)  

**Category**  
TRANSIT

**Scope**  
MANCHESTER TRANSIT AUTHORITY (MTA) - REPLACEMENT OF ADA PARATRANSIT VANS. FTA SECTION 5307 FUNDS.

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>147,473</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>151,234</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>155,090</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>159,045</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>163,101</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>167,260</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>171,525</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>175,899</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>180,384</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>184,984</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $1,655,993 |
| Previous Funding | $640,214 |
| Current TYP Funding | $1,655,993 |
| Future Funding Required | $0 |
| Total Project Cost | $2,296,207 |

**Comments**  
None

## MANCHESTER (60200F)

**Route/Road**  
MANCHESTER TRANSIT AUTHORITY (MTA)  

**Category**  
TRANSIT

**Scope**  
MANCHESTER TRANSIT AUTHORITY (MTA) - REPLACEMENT OF TRANSIT SERVICE VEHICLES.

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2020</td>
<td>136,715</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

| Total | $136,715 |
| Previous Funding | $30,000 |
| Current TYP Funding | $136,715 |
| Future Funding Required | $0 |
| Total Project Cost | $166,715 |

**Comments**  
None
### MANCHESTER (60200G)

**Route/Road**: MANCHESTER TRANSIT AUTHORITY (MTA)  
**Category**: TRANSIT

**Scope**: MANCHESTER TRANSIT AUTHORITY (MTA) - MISCELLANEOUS CAPITAL FOR PUBLIC TRANSPORTATION.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>139,799</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>143,364</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>147,020</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>150,769</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>154,614</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>158,556</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>162,599</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>166,746</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total** $1,223,467  
**Previous Funding** $523,008  
**Current TYP Funding** $1,223,467  
**Future Funding Required** $0  
**Total Project Cost** $1,746,475

**Comments**: None

---

### MARLOW (40088)

**Route/Road**: NH 10, NH 123  
**Category**: BRIDGES

**Scope**: NH 10 & NH 123 OVER ASHUELOT RIVER - REPAIR OR REPLACE BRIDGE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>145,593</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>16,590</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,013,838</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $1,176,021  
**Previous Funding** $0  
**Current TYP Funding** $1,176,021  
**Future Funding Required** $0  
**Total Project Cost** $1,176,021

**Comments**: None

Includes inflation and indirects using program
### MEREDITH (41483)

**Route/Road**: US ROUTE 3  
**Category**: BRIDGES

**Scope**: ADDRESS BRIDGE CARRYING US ROUTE 3 OVER MAPLE STREET AND NHRR IN THE TOWN OF MEREDITH (184/138)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>561,414</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>269,096</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>277,674</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>67,274</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>8,489,861</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $9,793,260  
**Previous Funding**: $0  
**Current TYP Funding**: $9,793,260  
**Future Funding Required**: $0  
**Total Project Cost**: $9,793,260

**Comments**: None

---

### MERRIMACK (10136D)

**Route/Road**: NH 101A  
**Category**: INDIVIDUAL PROJECTS

**Scope**: WIDEN 101A FROM BOSTON POST RD TO CONT. BLVD & SAFETY IMPR. AT CRAFTSMAN LANE / BOSTON POST RD

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>507,623</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,735,223</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,372,628</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $4,615,474  
**Previous Funding**: $1,760,000  
**Current TYP Funding**: $4,615,474  
**Future Funding Required**: $0  
**Total Project Cost**: $6,375,474

**Comments**: None

---

Includes inflation and indirects using program
### MERRIMACK (29174)

**Route/Road**: US 3 OVER BABOOSIC BROOK  
**Category**: BRIDGES  
**Scope**: BRIDGE REPLACEMENT-US 3 OVER BABOOSIC BROOK- BR. # 118/135  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>215,492</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>11,342</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,538,612</td>
<td>SAB *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$3,765,446</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $0  
**Current TYP Funding**: $3,765,446  
**Future Funding Required**: $0  
**Total Project Cost**: $3,765,446

**Comments**: None

### MERRIMACK (40300)

**Route/Road**: MULTI-USE PATH  
**Category**: MANDATED FEDERAL  
**Scope**: CONSTRUCT MULTI-USE PATH IN THE TOWN OF MERRIMACK FOR APPROXIMATELY 2,500LF. (14-15TAP)  
**Strategy**: TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>497,368</td>
<td>TA *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$497,368</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $67,242  
**Current TYP Funding**: $497,368  
**Future Funding Required**: $0  
**Total Project Cost**: $564,610

**Comments**: None

Includes inflation and indirects using program
## MERRIMACK (41371)

**Route/Road**: DANIEL WEBSTER HIGHWAY AND WODBURY ST.  
**Category**: MANDATED FEDERAL  
**Scope**: CONSTRUCT SIDEWALKS ALONG DANIEL WEBSTER HIGHWAY, AND WOODBURY STREET  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>20,510</td>
<td>TA *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>20,510</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>573,149</td>
<td>TA *</td>
</tr>
</tbody>
</table>

| Total                  |     | $614,169|         |
| Previous Funding       |     | $107,720|         |
| Current TYP Funding    |     | $614,169|         |
| Future Funding Required|     | $0      |         |

| Total Project Cost     |     | $721,889|         |
| Comments               |     | None    |         |

## MERRIMACK (41588)

**Route/Road**: DW HIGHWAY  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: SAFETY & CAPACITY IMPROVEMENTS TO THE US3/WIRE ROAD INTERSECTION  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>96,585</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>13,798</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,041,743</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total                  |     | $1,152,126|         |
| Previous Funding       |     | $0        |         |
| Current TYP Funding    |     | $1,152,126|         |
| Future Funding Required|     | $0        |         |

| Total Project Cost     |     | $1,152,126|         |
| Comments               |     | None      |         |

Includes inflation and indirects using program.
### MERRIMACK (41727)

**Route/Road:** F. E. EVERRETTE TURNPIKE  
**Category:** INDIVIDUAL PROJECTS

**Scope:** EXIT 10 AND 11 TOLL PLAZA REMOVAL

**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>24,960</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,175,040</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

| Total            | $1,200,000 |
| Previous Funding | $0         |
| Current TYP Funding | $1,200,000 |
| Future Funding Required | $0         |

**Total Project Cost:** $1,200,000

**Comments:** None

### MILAN (40576)

**Route/Road:** BERLIN REGIONAL AIRPORT  
**Category:** AIRPORT

**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>398,806</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>399,377</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,855,390</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>836,238</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>214,391</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

| Total            | $3,704,202 |
| Previous Funding | $0         |
| Current TYP Funding | $3,704,202 |
| Future Funding Required | $0         |

**Total Project Cost:** $3,704,202

**Comments:** None
### MILFORD (41587)

**Route/Road**: BRIDGE STREET  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: REHABILITATION OF THE SWING BRIDGE  
**Program**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>63,000</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>6,560</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>662,601</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $732,161  
**Previous Funding**: $0  
**Current TYP Funding**: $732,161  
**Future Funding Required**: $0  
**Total Project Cost**: $732,161

**Comments**: None

### MILTON (40658)

**Route/Road**: TOWNHOUSE ROAD OVER NORTHEAST POND  
**Category**: BRIDGES  
**Scope**: BRIDGE REPLACEMENT-TOWNHOUSE ROAD OVER NORTHEAST POND-BR. #168/152  
**Program**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>78,874</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>78,874</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,517</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,517</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>646,765</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>646,765</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

**Total**: $1,472,310  
**Previous Funding**: $0  
**Current TYP Funding**: $1,472,310  
**Future Funding Required**: $0  
**Total Project Cost**: $1,472,310

**Comments**: None
## MOULTONBOROUGH (40639)

**Route/Road:** NH 25 AND LAKE SHORE ROAD  
**Category:** INDIVIDUAL PROJECTS

**Scope:** SAFETY IMPROVEMENTS FROM JUST WEST OF LAKE SHORE DRIVE (W) TO JUST EAST OF LAKE SHORE DRIVE (E)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>28,201</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>27,185</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>59,003</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>263,992</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>31,025</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>540,883</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $950,289  
**Previous Funding** $0

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>13,798</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,357,026</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $1,508,803  
**Previous Funding** $0

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>13,798</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,357,026</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $1,508,803  
**Previous Funding** $0

### Comments
None

---

Includes inflation and indirects using program
**MOULTONBOROUGH (41581)**

**Route/Road**  SHERIDAN RD AND NH 25

**Category**  INDIVIDUAL PROJECTS

**Scope**  INTERSECTION IMPROVEMENTS

**Strategy**  TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>64,867</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>6,727</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>583,806</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

Total  $655,401  Previous Funding $0  
Current TYP Funding  $655,401  Future Funding Required $0  
Total Project Cost  $655,401

**Comments**  None

---

**NASHUA - CONCORD (29408)**

**Route/Road**  F.E. EVERETT TURNPIKE

**Category**  INDIVIDUAL PROJECTS

**Scope**  INTELLIGENT TRANSPORTATION SYSTEM (ITS) DEPLOYMENT ON F.E. EVERETT TURNPIKE

**Strategy**  TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,400,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

Total  $1,400,000  Previous Funding  $3,290,947  
Current TYP Funding  $1,400,000  Future Funding Required $0  
Total Project Cost  $4,690,947

**Comments**  None
### NASHUA - MERRIMACK - BEDFORD - MANCHESTER (13761)

**Route/Road:** F. E. EVERETT TURNPIKE  
**Category:** INDIVIDUAL PROJECTS

**Scope:** F.E.E.TURNPIKE WIDENING OF 2-LANE SECTIONS FROM EXIT 8 (NASHUA) TO NORTH OF I-293 (MANCHESTER)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>3,500,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>4,003,904</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>300,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>4,396,096</td>
<td>TPK *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>2,501,840</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>32,498,160</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>46,500,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>42,500,000</td>
<td>TPK *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$136,200,000</td>
<td></td>
</tr>
<tr>
<td><strong>Previous Funding</strong></td>
<td></td>
<td>$5,000,000</td>
<td></td>
</tr>
<tr>
<td><strong>Current TYP Funding</strong></td>
<td></td>
<td>$136,200,000</td>
<td></td>
</tr>
<tr>
<td><strong>Future Funding Required</strong></td>
<td></td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td></td>
<td>$141,200,000</td>
<td></td>
</tr>
</tbody>
</table>

**Comments:** None

### NASHUA (40818)

**Route/Road:** NH CAPITOL CORRIDOR  
**Category:** BRIDGES

**Scope:** DESIGN AND FINANCIAL PLAN FOR RAIL EXPANSION FROM NASHUA TO CONCORD. CONCORD CAPITOL STUDY.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,000,000</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>2,000,001</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$4,000,001</td>
<td></td>
</tr>
<tr>
<td><strong>Previous Funding</strong></td>
<td></td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Current TYP Funding</strong></td>
<td></td>
<td>$4,000,001</td>
<td></td>
</tr>
<tr>
<td><strong>Future Funding Required</strong></td>
<td></td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td></td>
<td>$4,000,001</td>
<td></td>
</tr>
</tbody>
</table>

**Comments:** None

Includes inflation and indirects using program.
### NASHUA (10136A)

**Route/Road**: NH 101A  
**Category**: INDIVIDUAL PROJECTS

**Scope**: WIDENING OF NH 101A FROM SUNAPEE STREET TO BLACKSTONE DRIVE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>525,888</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>3,064,572</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>4,625,250</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>589,441</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

| Total                  | $8,805,151 | Previous Funding | $1,104,850 |
|                       |            | Current TYP Funding | $8,805,151 |
|                       |            | Future Funding Required | $0 |

| Total Project Cost    | $9,910,000 |

**Comments**: None

### NASHUA (10136B)

**Route/Road**: NH ROUTE 101A  
**Category**: INDIVIDUAL PROJECTS

**Scope**: PHASE II, WIDENING AND IMPROVEMENTS FROM SOMERSET PKWY TO SUNAPEE ST & BLACKSTONE DR TO CELINA AVE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>3,804,169</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>6,942,546</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

| Total                  | $10,746,716 | Previous Funding | $1,710,247 |
|                       |            | Current TYP Funding | $10,746,716 |
|                       |            | Future Funding Required | $0 |

| Total Project Cost    | $12,456,963 |

**Comments**: None
### NASHUA (16314)

**Route/Road**: EAST HOLLIS STREET  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: INTERSECTION IMPROVEMENTS AT EAST HOLLIS ST AND BRIDGE ST FROM C ST TO THE HUDSON TOWN LINE.  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,058,035</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $3,058,035

**Previous Funding**: $823,640  
**Current TYP Funding**: $3,058,035  
**Future Funding Required**: $0  
**Total Project Cost**: $3,881,675

**Comments**: None

---

### NASHUA (40561)

**Route/Road**: BOIRE FIELD  
**Category**: AIRPORT  
**Scope**: PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>341,833</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>1,051,650</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>359,489</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>663,581</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>7,156,615</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>387,697</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,073,476</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>4,892,663</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>857,144</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>6,431,713</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total**: $23,215,861

**Previous Funding**: $0  
**Current TYP Funding**: $23,215,861  
**Future Funding Required**: $0  
**Total Project Cost**: $23,215,861

**Comments**: None
## NASHUA (40660)

### Route/Road

**EAST HOLLIS ST**

### Scope

IMPROVEMENTS ALONG EAST HOLLIS STREET FROM MAIN STREET EAST TO PROPOSED ROUNDABOUT

### Category

INDIVIDUAL PROJECTS

### Strategy

TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>444,046</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>233,491</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>4,070,560</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $4,748,097

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$4,748,097</td>
<td>$0</td>
<td>$4,748,097</td>
</tr>
</tbody>
</table>

### Comments

None

---

## NASHUA (41585)

### Route/Road

**DW HIGHWAY**

### Scope

DW HIGHWAY PEDESTRIAN SAFETY IMPROVEMENTS

### Category

INDIVIDUAL PROJECTS

### Strategy

TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>24,146</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>6,899</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>451,882</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $482,927

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$482,927</td>
<td>$0</td>
<td>$482,927</td>
</tr>
</tbody>
</table>

### Comments

None

---

Includes inflation and indirects using program
### NASHUA (41586)

**Route/Road**: WALNUT ST/CHESTNUT ST/CENTRAL ST  
**Category**: INDIVIDUAL PROJECTS

**Scope**: SAFETY, CAPACITY AND MULTIMODAL ACCESS IMPROVEMENTS TO THE WALNUT STREET OVAL INTERSECTION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>281,478</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>68,990</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,464,309</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding**: $2,814,776  
**Previous Funding**: $0

<table>
<thead>
<tr>
<th>Program</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>None-Highway</td>
<td>$2,814,776</td>
</tr>
</tbody>
</table>

**Future Funding Required**: $0

**Total Project Cost**: $2,814,776

**Comments**: None

---

### NASHUA (41742)

**Route/Road**: HERRITAGE RAIL TRAIL EAST  
**Category**: MANDATED FEDERAL

**Scope**: CONSTRUCT THE HERITAGE RAIL TRAIL EAST

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>78,240</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>53,490</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>994,017</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total Funding**: $1,125,747  
**Previous Funding**: $0

<table>
<thead>
<tr>
<th>Program</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ *</td>
<td>$1,125,747</td>
</tr>
</tbody>
</table>

**Current TYP Funding**: $1,125,747  
**Future Funding Required**: $0

**Total Project Cost**: $1,125,747

**Comments**: None
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>998,384</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>1,035,888</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>1,074,801</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,115,175</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>1,157,067</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>1,200,532</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,245,629</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>1,292,420</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>1,340,970</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>1,391,343</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

Total Funding: $11,852,208

Current TYP Funding: $11,852,208

Future Funding Required: $0

Total Project Cost: $14,759,254

Comments: None
### NASHUA (60900B)

**Route/Road:** NASHUA TRANSIT SYSTEM (NTS)  
**Category:** TRANSIT

**Scope:** NASHUA TRANSIT SYSTEM (NTS) - OPERATING ASSISTANCE. ANNUAL PROJECT.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>1,702,330</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>1,745,739</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>1,790,256</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,835,907</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>1,882,723</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>1,930,732</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,979,966</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>2,030,455</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>2,082,232</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>2,135,329</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total:** $19,115,669  
**Previous Funding:** $7,024,249

**Current TYP Funding:** $19,115,669  
**Future Funding Required:** $0

**Total Project Cost:** $26,139,919

**Comments:** None

### NASHUA (60900C)

**Route/Road:** NASHUA TRANSIT SYSTEM (NTS)

**Category:** TRANSIT

**Scope:** NASHUA TRANSIT SYSTEM (NTS)-FLEET REPLACEMENT. ANNUAL PROJECT USING FTA 5307 AND/OR FTA 5339 FUNDS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>135,586</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,842,909</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>2,043,999</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>704,252</td>
<td>FTA5307</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>5,713,299</td>
<td>FTA5307</td>
</tr>
</tbody>
</table>

**Total:** $10,440,046  
**Previous Funding:** $6,661,072

**Current TYP Funding:** $10,440,046  
**Future Funding Required:** $0

**Total Project Cost:** $17,101,118

**Comments:** None

Includes inflation and indirects using program
### NASHUA-MERRIMACK (41097)

**Route/Road**: F. E. EVERETT TURNPIKE  
**Category**: INTERSTATE MAINTENANCE  
**Strategy**: TIER 1  

**Scope**: CENTRAL TURNPIKE RESURFACING: FEET MM 5.6 TO 9.1, EXIT 10 AND 11 RAMPS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,589,250</td>
<td>TRR *</td>
</tr>
</tbody>
</table>

**Total** $3,589,250

**Previous Funding** $10,000

**Current TYP Funding** $3,589,250

**Future Funding Required** $0

**Total Project Cost** $3,599,250

**Comments**: None

### NEW BOSTON (14771)

**Route/Road**: GREGG MILL ROAD  
**Category**: BRIDGES  
**Strategy**: TIER 5

**Scope**: BRIDGE REPLACEMENT GREGG MILL RD OVER SOUTH BRANCH PISCATAQUOG RIVER - BR. #132/138

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>134,548</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>6,116</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>807,289</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $947,953

**Previous Funding** $0

**Current TYP Funding** $947,953

**Future Funding Required** $0

**Total Project Cost** $947,953

**Comments**: None
### NEW BOSTON (27729)

**Route/Road:** NH ROUTE 13  
**Category:** BRIDGES  
**Scope:** CULVERT REPLACEMENT FOR RED LIST BRIDGE CARRYING NH 13 OVER COCHRANE BROOK (BR NO 122/120)  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>170,126</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>232,618</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,192,751</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $1,595,495  
**Previous Funding** $0  
**Current TYP Funding** $1,595,495  
**Future Funding Required** $0  
**Total Project Cost** $1,595,495

**Comments:** None

---

### NEW CASTLE - RYE (16127)

**Route/Road:** NH 1B  
**Category:** RED LIST BRIDGES  
**Scope:** BRIDGE REPLACE, SINGLE LEAF BASCULE BRIDGE, NH 1B OVER LITTLE HARBOR (RED LIST) BR NO 066/071  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,510,000</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,399,395</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $8,909,395  
**Previous Funding** $8,064,210  
**Current TYP Funding** $8,909,395  
**Future Funding Required** $0  
**Total Project Cost** $16,973,605

**Comments:** None

---

Includes inflation and indirects using program.
### NEW CASTLE-RYE (41713)

**Route/Road**: NH 1A & 1B  
**Category**: ROADSIDE

**Scope**: BICYCLE AND PEDESTRIAN SAFETY ACCOMMODATIONSON NH 1A & 1B.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>280,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>140,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,380,000</td>
<td>None-Other</td>
</tr>
</tbody>
</table>

**Total Funding**: $2,800,000  
**Previous Funding**: $0  
**Current TYP Funding**: $2,800,000  
**Future Funding Required**: $0  
**Total Project Cost**: $2,800,000

**Comments**: None

---

### NEW HAMPTON (25365)

**Route/Road**: SMITH CROSSING  
**Category**: RED LIST BRIDGES

**Scope**: REMOVAL OF BRIDGE CARRYING SMITH CROSSING OVER NH RAILROAD (240/104) (RED LIST)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>28,201</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>57,841</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>29,658</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>328,006</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Funding**: $443,706  
**Previous Funding**: $0  
**Current TYP Funding**: $443,706  
**Future Funding Required**: $0  
**Total Project Cost**: $443,706

**Comments**: None
## NEW LONDON (41219)

**Route/Road**: I-89  
**Category**: PRESERVATION & MAINTENANCE

**Scope**: RESURFACING FROM EXIT 11 NORTH TO 12A INCLUDING THE RAMPS AT EXIT 11 AND 12.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>902,440</td>
<td>Pave-T1-Resurf</td>
</tr>
</tbody>
</table>

**Total**: $902,440  
**Previous Funding**: $1,213,608  
**Current TYP Funding**: $902,440  
**Future Funding Required**: $0  
**Total Project Cost**: $2,116,048

**Comments**: None

## NEWFIELDS - NEWMARKET (28393)

**Route/Road**: NH 108  
**Category**: BRIDGES

**Scope**: BRIDGE REHABILITATIONS OVER BMRR BRIDGE NUMBERS 127/081 & 125/054

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,965,785</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,041,413</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $6,007,198  
**Previous Funding**: $121,000  
**Current TYP Funding**: $6,007,198  
**Future Funding Required**: $0  
**Total Project Cost**: $6,128,198

**Comments**: None

Includes inflation and indirects using program.
### NEWINGTON - DOVER (11238Q)

**Route/Road**: NH 16, US 4 & SPAULDING TURNPIKE  
**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCT SPAULDING TPK FROM LBB TO DOVER TOLL BOOTH & EXIT 6 INTERCHANGE (INCL. NEW SOUNDWALLS)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>15,544,921</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>14,804,027</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>9,569,361</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**: $39,918,309  
**Previous Funding**: $28,445,782  
**Current TYP Funding**: $39,918,309  
**Future Funding Required**: $0  
**Total Project Cost**: $68,364,091

**Comments**: None

---

### NEWINGTON - DOVER (11238S)

**Route/Road**: SPAULDING TURNPIKE / LITTLE BAY BRIDGES  
**Category**: BRIDGES

**Scope**: GENERAL SULLIVAN BRIDGE REHABILITATION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>5,800,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>12,093,978</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>10,711,898</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,900,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**: $31,505,876  
**Previous Funding**: $0  
**Current TYP Funding**: $31,505,876  
**Future Funding Required**: $0  
**Total Project Cost**: $31,505,876

**Comments**: None

Includes inflation and indirects using program
## NEWINGTON (11238U)

**Route/Road** NH 16 (SPAUDING TURNPIKE)  
**Category** INDIVIDUAL PROJECTS  
**Scope** HIGHWAY AND BRIDGE MAINTENANCE FACILITY  
CONSTRUCTION BETWEEN EXIT 3 AND 4 ALONG NH 16 BARELL  
**Strategy** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>550,000</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,501,995</td>
<td>TPK *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,418,741</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total** $7,470,737  
**Previous Funding** $0  
**Current TYP Funding** $7,470,737  
**Future Funding Required** $0  
**Total Project Cost** $7,470,737  

**Comments** None

## NEWPORT (20006)

**Route/Road** SAND HILL ROAD  
**Category** RED LIST BRIDGES  
**Scope** SAND HILL ROAD OVER BROOK - BR. #154/129 - BRIDGE REPLACEMENT  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>18,459</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>2,051</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>82,040</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $102,550  
**Previous Funding** $0  
**Current TYP Funding** $102,550  
**Future Funding Required** $0  
**Total Project Cost** $102,550  

**Comments** None
### NEWTON (29617)

**Route/Road**: NH 108

**Category**: INDIVIDUAL PROJECTS

**Scope**: IMPROVEMENTS TO ROWE’S CORNER (MAPLE AVE, AMESBURY RD)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>169,208</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>912,424</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $1,081,631

**Previous Funding**: $137,500

**Current TYP Funding**: $1,081,631

**Future Funding Required**: $0

**Total Project Cost**: $1,219,131

**Comments**: None

### NEWTON (41436)

**Route/Road**: POND ROAD

**Category**: RED LIST BRIDGES

**Scope**: ADDRESS THE RED LIST BRIDGE CARRYING POND ROAD OVER PAR IN THE TOWN OF NEWTON (064/107)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>93,569</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>31,985</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>134,548</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,414,977</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $1,675,079

**Previous Funding**: $0

**Current TYP Funding**: $1,675,079

**Future Funding Required**: $0

**Total Project Cost**: $1,675,079

**Comments**: None

Includes inflation and indirects using program
### NORTH HAMPTON (24457)

**Route/Road**: US ROUTE 1  
**Category**: RED LIST BRIDGES

**Scope**: REPLACE BRIDGE CARRYING US 1 OVER BOSTON & MAINE RR (REDLIST BR NO 148/132)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>225,610</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>86,761</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>5,338,413</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $5,650,784

- **Previous Funding**: $1,060,840
- **Current TYP Funding**: $5,650,784
- **Future Funding Required**: $0

**Total Project Cost**: $6,711,624

**Comments**: None

### NORTHFIELD (29756)

**Route/Road**: SANDOGARDY POND ROAD  
**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCT AND RECLASSIFY SANDOGARDY POND ROAD FROM NH 132 SOUTH 2.24 MILES TO CANTERBURY TOWN LINE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,230,600</td>
<td>SAH *</td>
</tr>
</tbody>
</table>

**Total**: $1,230,600

- **Previous Funding**: $1,460,000
- **Current TYP Funding**: $1,230,600
- **Future Funding Required**: $0

**Total Project Cost**: $2,690,600

**Comments**: None
### NORTHWOOD (41397)

**Route/Road**: BOW LAKE ROAD

**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-BOW LAKE RD OVER SHELBURNE BROOK- BR. #195/113

**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>102,550</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>461,475</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $569,153

**Previous Funding**: $0

**Current TYP Funding**: $569,153

**Future Funding Required**: $0

**Total Project Cost**: $569,153

**Comments**: None

---

### NORTHWOOD-NOTTINGHAM (41595)

**Route/Road**: RT 4 & 152

**Category**: INDIVIDUAL PROJECTS

**Scope**: INTERSECTION SAFETY IMPROVEMENTS TO THE US 4/NH 152 INTERSECTION

**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>353,744</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>141,498</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,749,689</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $4,244,931

**Previous Funding**: $0

**Current TYP Funding**: $4,244,931

**Future Funding Required**: $0

**Total Project Cost**: $4,244,931

**Comments**: None

Includes inflation and indirects using program
### NOTTINGHAM (40612)

**Route/Road:** NH ROUTE 152  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REHAB OR REPLACE OF THE RED LIST BRIDGE CARRYING NH 152 OVER NORTH RIVER (BR NO 141/127)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>205,100</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>157,748</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>55,298</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>872,319</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $1,290,465

#### Previous Funding

- **Current TYP Funding:** $1,290,465  
- **Future Funding Required:** $0

**Total Project Cost:** $1,290,465

**Comments:** None

### ORFORD (40366)

**Route/Road:** NH ROUTE 25A  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REPLACEMENT IS ANTICIPATED FOR THE BRIDGE CARRYING NH ROUTE 25A OVER BRACKETT BROOK (217/112)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>112,805</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>115,682</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,372,628</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $2,601,115

#### Previous Funding

- **Current TYP Funding:** $2,601,115  
- **Future Funding Required:** $0

**Total Project Cost:** $2,601,115

**Comments:** None
### ORFORD (41151)

**Route/Road**: ARCHERTOWN ROAD  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT - ARCHERTOWN ROAD OVER JACOBS BROOK- BR. NO. 080/120

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engine</td>
<td>2021</td>
<td>161,770</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>10,785</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,164,745</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total: $1,337,299  
Previous Funding: $0  
Current TYP Funding: $1,337,299  
Future Funding Required: $0  
Total Project Cost: $1,337,299

**Comments**: None

### ORFORD (41390)

**Route/Road**: NH ROUTE 25A  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REHAB OR REPLACEMENT OF THE BRIDGE CARRYING NH ROUTE 25A OVER BAKER POND BROOK (219/112)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engine</td>
<td>2021</td>
<td>118,631</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engine</td>
<td>2022</td>
<td>243,313</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>19,191</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,345,482</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

Total: $1,726,618  
Previous Funding: $0  
Current TYP Funding: $1,726,618  
Future Funding Required: $0  
Total Project Cost: $1,726,618

**Comments**: None

Includes inflation and indirects using program
### OSSIEE (10431)

**Route/Road**: NH 16  
**Category**: INDIVIDUAL PROJECTS

**Scope**: PAVEMENT REHABILITATION ALONG NH 16 FROM NH 28 NORTHERLY 1.1 MILES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>56,403</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>56,403</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,158,540</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding**: $3,271,345  
**Previous Funding**: $1,609,439

**Future Funding Required**: $0  
**Total Project Cost**: $4,880,784

**Comments**: None

### OSSIEE (13910)

**Route/Road**: NH 16, NH 25, NH 41  
**Category**: INDIVIDUAL PROJECTS

**Scope**: INTERSECTION IMPROVEMENTS AT NH 41 WITH NH 16 INCLUDING NH 25.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,692,075</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total Funding**: $1,692,075  
**Previous Funding**: $742,500

**Current TYP Funding**: $1,692,075  
**Future Funding Required**: $0  
**Total Project Cost**: $2,434,575

**Comments**: None
### OSSIEPE (14749)
**Route/Road** NH 16 / NH 25  
**Category** RED LIST BRIDGES  
**Scope** NH 16/NH 25; REPLACE THREE RED LIST BRIDGES, 137/299, 137/297, 152/268 & RESURFACE APPROX 3.2 MILES.  
**Strategy** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,256,100</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,732,426</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,677,382</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,720,155</td>
<td>Pave-T2-Rehab</td>
</tr>
</tbody>
</table>

**Total** $10,386,064  
**Previous Funding** $7,266,255  
**Current TYP Funding** $10,386,064  
**Future Funding Required** $0  
**Total Project Cost** $17,652,318

**Comments** None

### PELHAM (16145)
**Route/Road** MAIN STREET  
**Category** RED LIST BRIDGES

**Scope** MAIN ST OVER BEAVER BROOK - BR REPLACEMENT (BR. NO. 110/090) AND CULV REPLACEMENT (BR. NO. 111/090)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>112,805</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>80,977</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>77,110</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>69,952</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>26,199</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>51,704</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,064,190</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $2,482,939  
**Previous Funding** $92,012  
**Current TYP Funding** $2,482,939  
**Future Funding Required** $0  
**Total Project Cost** $2,574,950

**Comments** None

Includes inflation and indirects using program
### PELHAM (26762)

**Route/Road**: WILLOW STREET OVER BEAVER BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-WILLOW ST OVER BEAVER BROOK-BR. #105/069  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>291,647</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>9,553</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>21,033</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,065,415</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>87,806</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

**Total**: $2,475,454  
**Previous Funding**: $0  
**Current TYP Funding**: $2,475,454  
**Future Funding Required**: $0  
**Total Project Cost**: $2,475,454

**Comments**: None

### PELHAM (41589)

**Route/Road**: MAMMOUTH RD/SHERBURNE RD  
**Category**: INDIVIDUAL PROJECTS

**Scope**: SAFETY AND CAPACITY IMPROVEMENTS TO THE NH 128/SHERBURNE ROAD INTERSECTION  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>137,979</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>27,596</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,352,196</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $1,517,771  
**Previous Funding**: $0  
**Current TYP Funding**: $1,517,771  
**Future Funding Required**: $0  
**Total Project Cost**: $1,517,771

**Comments**: None

---

Includes inflation and indirects using program
## PELHAM (41751)

**Route/Road:** NH 128 & SHERBURNE RD  
**Category:** MANDATED FEDERAL

**Scope:** INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF NH128 & SHERBURNE RD AND MAMMOTH & NH111A

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>180,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>123,060</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>153,825</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,630,058</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total** $2,086,943  
**Previous Funding** $0  
**Current TYP Funding** $2,086,943  
**Future Funding Required** $0  
**Total Project Cost** $2,086,943  

**Comments:** None

## PETERBOROUGH (14772A)

**Route/Road:** US 202  
**Category:** INDIVIDUAL PROJECTS

**Scope:** RECONSTRUCT US ROUTE 202 @ MAIN STREET INTERSECTION INCLUDING BOULDER RETAINING WALL STABILIZATION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,589,250</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total** $3,589,250  
**Previous Funding** $540,333  
**Current TYP Funding** $3,589,250  
**Future Funding Required** $0  
**Total Project Cost** $4,129,583

**Comments:** None

---

Includes inflation and indirects using program
# PETERBOROUGH (14933)

**Route/Road**: MAIN STREET  
**Category**: RED LIST BRIDGES  
**Scope**: MAIN STREET BRIDGE REPLACEMENT OVER CONTOOCOOK RIVER - 092/089 (RED LIST)  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,399,362</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>525,825</td>
<td>MOBRR *</td>
</tr>
</tbody>
</table>

| Previous Funding | $545,000 |
| Current TYP Funding | $4,925,187 |
| Future Funding Required | $0 |

**Total Project Cost**: $5,470,187

**Comments**: None

---

# PETERBOROUGH (15879)

**Route/Road**: US 202 / NH 101  
**Category**: RED LIST BRIDGES  
**Scope**: BRIDGE REPLACEMENT AND WIDENING FOR TCP, US 202 & NH 101 OVER CONTOOCOOK RIVER (RED LIST)  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,313,631</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,372,628</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

| Previous Funding | $962,089 |
| Current TYP Funding | $4,686,259 |
| Future Funding Required | $0 |

**Total Project Cost**: $5,648,348

**Comments**: None
## PETERBOROUGH (27712)

**Route/Road**: US ROUTE 202 AND NH ROUTE 123  
**Category**: RED LIST BRIDGES  

**Scope**: BRIDGE REPLACEMENT OF BRIDGE CARRYING US 202 AND NH 123 OVER CONTOOCOOK RIVER (108/116)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>169,208</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>231,363</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>243,313</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>124,759</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>243,313</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>6,560,128</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

| Total              | $7,937,287 |
| Previous Funding   | $0         |
| Current TYP Funding| $7,937,287 |
| Future Funding Required | $0       |
| Total Project Cost  | $7,937,287 |

**Comments**: None
### PLAISTOW - KINGSTON (10044E)

**Route/Road**: NH 125  
**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCT NH 125: ANTICIPATED 3 LANES, FROM SOUTH OF TOWN LINE NORTHERLY APPROX 1.8 MI

**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>28,201</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>28,920</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>29,658</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>30,414</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>1,833,081</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>28,920</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>29,658</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>30,414</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>10,234,203</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>8,120,452</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $20,393,922  
**Previous Funding**: $2,607,000  
**Current TYP Funding**: $20,393,922  
**Future Funding Required**: $0  
**Total Project Cost**: $23,000,922

**Comments**: None

---

### PLAISTOW (40641)

**Route/Road**: NH 121A / MAIN STREET  
**Category**: INDIVIDUAL PROJECTS

**Scope**: TRAFFIC CALMING AND SAFETY IMPROVEMENTS

**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>56,403</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>46,273</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>54,745</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,003,700</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $1,161,120  
**Previous Funding**: $0  
**Current TYP Funding**: $1,161,120  
**Future Funding Required**: $0  
**Total Project Cost**: $1,161,120

**Comments**: None

---

Includes inflation and indirects using program
### PLAISTOW (40645)

**Route/Road**: NH 125  
**Category**: INDIVIDUAL PROJECTS

<table>
<thead>
<tr>
<th>Scope</th>
<th>Strategy</th>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIGNAL COORDINATION AND CONTROL ALONG CORRIDOR FROM MASS S/L TO OLD COUNTY ROAD</td>
<td>TIER 2</td>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,680</td>
<td>None-Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2025</td>
<td>52,743</td>
<td>None-Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construction</td>
<td>2026</td>
<td>922,328</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,680</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>52,743</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>922,328</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $1,075,752  
**Previous Funding**: $0  
**Current TYP Funding**: $1,075,752  
**Future Funding Required**: $0  
**Total Project Cost**: $1,075,752

**Comments**: None

---

### PLYMOUTH (41583)

**Route/Road**: HIGHLAND ST  
**Category**: INDIVIDUAL PROJECTS

<table>
<thead>
<tr>
<th>Scope</th>
<th>Strategy</th>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>RECONSTRUCTION &amp; INTERSECTION IMPROVEMENTS TO HIGHLAND STREET</td>
<td>TIER 5</td>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>77,868</td>
<td>None-Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2024</td>
<td>12,476</td>
<td>None-Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construction</td>
<td>2025</td>
<td>1,346,720</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>77,868</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>12,476</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,346,720</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $1,437,064  
**Previous Funding**: $0  
**Current TYP Funding**: $1,437,064  
**Future Funding Required**: $0  
**Total Project Cost**: $1,437,064

**Comments**: None
### PORTSMOUTH, NH - KITTERY, ME (15731)

**Route/Road**: US 1 BYPASS  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT, US 1 BYPASS OVER PISCATAQUA RIVER (SARAH MILDRID LONG BRIDGE) (RED LIST)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>6,204,275</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$6,204,275</td>
<td></td>
</tr>
</tbody>
</table>

- **Previous Funding**: $208,337,435  
- **Current TYP Funding**: $6,204,275  
- **Future Funding Required**: $0  
- **Total Project Cost**: $214,541,710

**Comments**: None

### PORTSMOUTH, NH - KITTERY, ME (16189)

**Route/Road**: I-95  
**Category**: BRIDGES

**Scope**: REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>5,700,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>5,700,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,800,000</td>
<td>TRR *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$13,200,000</td>
<td></td>
</tr>
</tbody>
</table>

- **Previous Funding**: $12,308,025  
- **Current TYP Funding**: $13,200,000  
- **Future Funding Required**: $0  
- **Total Project Cost**: $25,508,025

**Comments**: None

Includes inflation and indirects using program.
## PORSTMOUTH (29640)

**Route/Road**: US 1  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: US RTE 1 IMPROVEMENTS (1 MI.) FROM CONSTITUTION DR TO WILSON RD AND FROM OCEAN RD TO WHITE CEDAR DR  
**Strategy**: TIER 1  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>564,025</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>313,497</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>564,025</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>1,459,901</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>4,965,238</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $7,866,685  
**Previous Funding**: $495,000  
**Current TYP Funding**: $7,866,685  
**Future Funding Required**: $0  
**Total Project Cost**: $8,361,685  

**Comments**: None

## PORSTMOUTH (40562)

**Route/Road**: PORTSMOUTH INTERNATIONAL AIRPORT  
**Category**: AIRPORT  
**Scope**: PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy**: ALL TIERS  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,142,795</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>16,195,414</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>11,970,987</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,228,853</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>1,260,189</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>5,815,459</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>5,963,753</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>7,033,203</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>6,271,782</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>900,440</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total**: $58,782,876  
**Previous Funding**: $0  
**Current TYP Funding**: $58,782,876  
**Future Funding Required**: $0  
**Total Project Cost**: $58,782,876  

**Comments**: None

Includes inflation and indirects using program
### PORTSMOUTH (40642)

**Route/Road**  
MAPLEWOOD AVENUE

**Category**  
INDIVIDUAL PROJECTS

**Scope**  
COMPLETE STREETS IMPROVEMENTS ON MAPLEWOOD AVENUE FROM CONGRESS STREET TO VAUGHAN STREET

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engg.</td>
<td>2020</td>
<td>33,841</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engg.</td>
<td>2021</td>
<td>32,969</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>35,585</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>652,405</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total             | $754,800 |

**Previous Funding**  
$0

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Current TYP Funding</td>
<td>$754,800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
</tbody>
</table>

| Total Project Cost | $754,800 |

**Comments**  
None

### PORTSMOUTH (40644)

**Route/Road**  
MARKET STREET - RR

**Category**  
INDIVIDUAL PROJECTS

**Scope**  
RAILROAD CROSSING UPGRADE ON MARKET STREET

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engg.</td>
<td>2023</td>
<td>86,084</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>45,265</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>789,125</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

| Total               | $920,474 |

**Previous Funding**  
$0

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Current TYP Funding</td>
<td>$920,474</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
</tbody>
</table>

| Total Project Cost | $920,474 |

**Comments**  
None

Includes inflation and indirects using program
### PORTSMOUTH (41729)

**Route/Road**: INTERSTATE 95  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: PORTSMOUTH I-95 HIGH LEVEL BRIDGE WIDENING FEASIBILITY STUDY  
**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>2,000,000</td>
<td>TPK *</td>
</tr>
</tbody>
</table>

**Total**: $2,000,000  
**Previous Funding**: $0  
**Current TYP Funding**: $2,000,000  
**Future Funding Required**: $0  
**Total Project Cost**: $2,000,000

**Comments**: None

### PORTSMOUTH (41752)

**Route/Road**: NA  
**Category**: MANDATED FEDERAL  
**Scope**: ADD A MULTI-USE PATH FOR BIKE/PEDALONG ELWYN RD EXTENDING FROM RT1 TO HARDING RD.  
**Strategy**: TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>45,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>30,765</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>76,913</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>871,675</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total**: $1,024,353  
**Previous Funding**: $0  
**Current TYP Funding**: $1,024,353  
**Future Funding Required**: $0  
**Total Project Cost**: $1,024,353

**Comments**: None
### RICHMOND (29055)

**Route/Road**  WHIPPLE HILL RD OVER ROARING BROOK  
**Category**  BRIDGES

**Scope**  BRIDGE REPLACEMENT-WHIPPLE HILL RD OVER ROARING BROOK-BR. #065/083  
**Strategy**  TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>217,581</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,392</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,227,565</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$1,450,539</th>
</tr>
</thead>
</table>

**Previous Funding**  $0  
**Current TYP Funding**  $1,450,539  
**Future Funding Required**  $0  
**Total Project Cost**  $1,450,539

**Comments**  None

### RICHMOND (29056)

**Route/Road**  TULLY BROOK RD OVER TULLY BROOK  
**Category**  RED LIST BRIDGES

**Scope**  BRIDGE REHAB-TULLY BROOK RD OVER TULLY BROOK-BR. #155/066  
**Strategy**  TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>107,832</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>605,518</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$718,879</th>
</tr>
</thead>
</table>

**Previous Funding**  $0  
**Current TYP Funding**  $718,879  
**Future Funding Required**  $0  
**Total Project Cost**  $718,879

**Comments**  None
### RINDGE (22652)

**Route/Road** WELLINGTON RD

**Category** RED LIST BRIDGES

**Scope** BRIDGE REPLACEMENT-WELLINGTON ROAD OVER CONVERSEVILLE BROOK-BR. #154/069

**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>110,423</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,517</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>646,765</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

Total $767,705

Current TYP Funding $767,705

Future Funding Required $0

Total Project Cost $767,705

**Comments** None

---

### ROCHESTER (40575)

**Route/Road** SKYHAVEN AIRPORT

**Category** AIRPORT

**Scope** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

**Strategy** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>398,806</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>1,752,751</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>95,864</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>368,656</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>630,095</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>323,081</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,325,278</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>203,861</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>313,589</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>385,903</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

Total $5,797,884

Current TYP Funding $5,797,884

Future Funding Required $0

Total Project Cost $5,797,884

**Comments** None
### ROCHESTER (40647)

**Route/Road**: NH 125 AND LOWELL STREET  
**Category**: INDIVIDUAL PROJECTS  
**Scope**: INTERSECTION SAFETY IMPROVEMENTS AT THIS 5 WAY INTERSECTION  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>199,614</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>104,962</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,829,856</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total**: $2,134,432  
**Previous Funding**: $0  
**Current TYP Funding**: $2,134,432  
**Future Funding Required**: $0  
**Total Project Cost**: $2,134,432

**Comments**: None

### RUMNEY (27162)

**Route/Road**: BUFFALO ROAD OVER BROOK  
**Category**: RED LIST BRIDGES  
**Scope**: BRIDGE REPLACEMENT-BUFFALO RD OVER BROOK-BR. #093/082  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>88,477</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,530</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>403,678</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $497,686  
**Previous Funding**: $0  
**Current TYP Funding**: $497,686  
**Future Funding Required**: $0  
**Total Project Cost**: $497,686

**Comments**: None

---

Inflation and indirects using program.
### SALEM TO MANCHESTER (10418L)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>743,488</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>762,446</td>
<td>FTA5307_NHDOT</td>
</tr>
</tbody>
</table>

**Total:** $1,505,934  
**Previous Funding:** $17,677,243  
**Current TYP Funding:** $1,505,934  
**Future Funding Required:** $0  
**Total Project Cost:** $19,183,177

**Comments:** None

### SALEM TO MANCHESTER (10418T)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>95,884</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>11,568</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total:** $107,452  
**Previous Funding:** $992,852  
**Current TYP Funding:** $107,452  
**Future Funding Required:** $0  
**Total Project Cost:** $1,100,305

**Comments:** None

Includes inflation and indirecets using program.
### SALEM TO MANCHESTER (10418X)

**Route/Road**: I-93  
**Category**: I-93 EXPANSION  
**Scope**: FINAL DESIGN (PE) AND ROW FOR I-93 SALEM TO MANCHESTER CORRIDOR POST SEPTEMBER 4, 2014  
**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>27,876</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>1,538</td>
<td>NON-PAR (dot)</td>
</tr>
</tbody>
</table>

**Total**: $29,415  
**Previous Funding**: $6,985,863  
**Current TYP Funding**: $29,415  
**Future Funding Required**: $0  
**Total Project Cost**: $7,015,278

**Comments**: None

### SALEM TO MANCHESTER (13933A)

**Route/Road**: I-93  
**Category**: I-93 EXPANSION  
**Scope**: MAINLINE, STATE LINE TO EXIT 1 NB & SB  
**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,060,980</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>11,105,427</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $15,166,407  
**Previous Funding**: $0  
**Current TYP Funding**: $15,166,407  
**Future Funding Required**: $0  
**Total Project Cost**: $15,166,407

**Comments**: None

*Includes inflation and indirects using program*
### SALEM TO MANCHESTER (14633)

**Route/Road:** I-93  
**Category:** DEBT SERVICE

**Scope:** DEBT SERVICE PROJECT FOR I-93 CAPACITY IMPROVEMENTS - NORTHERN PROJECTS  
**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,348,693</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,864,483</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,147,107</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,195,000</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,195,000</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,197,986</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,192,014</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>23,405,706</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>23,405,706</td>
<td>SB367-4-CENTS</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>23,405,706</td>
<td>SB367-4-CENTS</td>
</tr>
</tbody>
</table>

**Total**  $84,357,401  
**Previous Funding**  $1,318,380

**Total Project Cost**  $226,110,017

**Comments:** None

### SALEM TO MANCHESTER (14633B)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION

**Scope:** NB & SB MAINLINE, WEIGH STATION TO KENDALL POND RD (WINDHAM & DERRY)  
**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>698,744</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**  $698,744  
**Previous Funding**  $54,001,510

**Total Project Cost**  $54,700,254

**Comments:** None

*Includes inflation and indirects using program*
### SALEM TO MANCHESTER (14633D)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION  

**Scope:** EXIT 4 INTERCHANGE, NB & SB MAINLINE & NH 102 APPROACH WORK  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,430,249</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>885,680</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

| Total | $2,315,929 | Previous Funding | $65,223,837 | Current TYP Funding | $2,315,929 | Future Funding Required | $0 | Total Project Cost | $67,539,766 |

**Comments:** None

---

### SALEM TO MANCHESTER (14633H)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION  

**Scope:** I-93 NB & SB MAINLINE RECONSTRUCTION, EXIT 5 TO I-293 SPLIT (LONDONDERRY & MANCHESTER)  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>426,990</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

| Total | $426,990 | Previous Funding | $48,680,887 | Current TYP Funding | $426,990 | Future Funding Required | $0 | Total Project Cost | $49,107,877 |

**Comments:** None

---

### SALEM TO MANCHESTER (14633I)

**Route/Road:** I-93  
**Category:** I-93 EXPANSION  

**Scope:** NB & SB MAINLINE BETWEEN EXITS 4 AND 5 (LONDONDERRY)  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>575,152</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

| Total | $575,152 | Previous Funding | $36,102,538 | Current TYP Funding | $575,152 | Future Funding Required | $0 | Total Project Cost | $36,677,690 |

**Comments:** None

---

Includes inflation and indirects using program
SALEM TO MANCHESTER (14633J)

**Route/Road**  I-93  
**Category**  I-93 EXPANSION

**Scope**  EXIT 1 TO EXIT 5 - CONSTRUCT 4TH LANE NORTHBOUND AND SOUTHBOUND

**Strategy**  TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>5,744,917</td>
<td>TIFIA</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>177,345</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>5,891,413</td>
<td>TIFIA</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>181,868</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

Total  $11,995,543  
Previous Funding  $0  
Current TYP Funding  $11,995,543  
Future Funding Required  $0  
Total Project Cost  $11,995,543

**Comments**  None

Includes inflation and indirects using program
### SALEM TO MANCHESTER (14800A)

**Route/Road**: I-93  
**Category**: DEBT SERVICE

**Scope**: MAINLINE, EXIT 1-STA 1130 & NH38 (SALEM), BRIDGES 073/063 & 077/063 BOTH RED LIST-DEBT, SERV 13933D

**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>852,759</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>560,448</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,486,558</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>560,448</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>6,410,959</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>539,572</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>6,406,313</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>464,358</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>6,396,934</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>362,483</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>6,370,041</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>269,079</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>6,368,631</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>139,025</td>
<td>RZED</td>
</tr>
</tbody>
</table>

**Total** $38,187,608  
**Previous Funding** $11,584,417  
**Current TYP Funding** $38,187,608  
**Future Funding Required** $0  
**Total Project Cost** $49,772,025

**Comments**: None

---

Includes inflation and indirects using program
### SALEM TO MANCHESTER (14800B)

**Route/Road:** I-93  
**Category:** DEBT SERVICE

**Scope:** I-93 EXIT 5 INTERCHANGE RECONSTRUCTION (LONDONDERRY) - DEBT SERVICE PROJECT

**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>927,885</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>609,822</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,705,617</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>609,822</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>6,975,745</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>587,107</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>6,970,689</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>505,267</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>6,960,485</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>394,417</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>6,931,223</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>292,784</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>6,929,688</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>151,272</td>
<td>RZED</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$41,551,822</th>
<th>Previous Funding</th>
<th>$14,835,377</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Current TYP Funding</td>
<td>$41,551,822</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total Project Cost</td>
<td>$56,387,198</td>
</tr>
</tbody>
</table>

**Comments:** None
### SALEM TO MANCHESTER (14800C)

**Route/Road**: I-93  
**Category**: DEBT SERVICE

**Scope**: Exit 3 Area, Project initiated to track GARVEE bond debt service attributable to the 13933N project

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>315,986</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>207,672</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>921,384</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>207,672</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,375,555</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>199,936</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,373,833</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>172,066</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,370,358</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>134,317</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,360,393</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>99,706</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,359,871</td>
<td>GARVEE Debt Service</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>51,515</td>
<td>RZED</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$14,150,265</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $4,118,544

**Current TYP Funding**: $14,150,265

**Future Funding Required**: $0

**Total Project Cost**: $18,268,809

**Comments**: None

---

### SALEM TO MANCHESTER (14800D)

**Route/Road**: I-93  
**Category**: DEBT SERVICE

**Scope**: I-93 Exit 3 Area - Reconstruct SB ML, NH111 & SB on Ramp (Windham) - Debt Service project for 13933I

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,260,140</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,109,511</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$7,369,651</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Previous Funding**: $28,946,052

**Current TYP Funding**: $7,369,651

**Future Funding Required**: $0

**Total Project Cost**: $36,315,703

**Comments**: None

---

Includes inflation and indirects using program
SALEM TO MANCHESTER (14800E)

**Route/Road**  I-93  

**Category**  DEBT SERVICE

**Scope**  I-93 EXIT 2 INTERCHANGE RECONSTRUCTION & PELHAM RD - DEBT SERVICE PROJECT FOR 13933E (SALEM)

**Strategy**  TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>5,729,434</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,181,961</td>
<td>GARVEE-12</td>
</tr>
</tbody>
</table>

**Total**  $9,911,396  

**Previous Funding**  $36,346,873  

**Current TYP Funding**  $9,911,396  

**Future Funding Required**  $0  

**Total Project Cost**  $46,258,268

**Comments**  None
# Ten Year Plan

**SALEM TO MANCHESTER (14800F)**

**Route/Road:** I-93  
**Category:** DEBT SERVICE

**Scope:** I-93 EXIT 3 AREA - NB ML CONNECTIONS, NB RAMPS & NH 111A RELOCATION - DEBT SERVICE PROJECT FOR 13933H

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,090,193</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>95,554</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>62,800</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,985,465</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>278,625</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>62,800</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>718,363</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>60,460</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>717,842</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>52,032</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>716,792</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>40,617</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>713,778</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>30,151</td>
<td>RZED</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>713,620</td>
<td>GARVEE-11</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>15,579</td>
<td>RZED</td>
</tr>
</tbody>
</table>

**Total**  
$11,354,670

**Previous Funding**  
$24,366,536

**Current TYP Funding**  
$11,354,670

**Future Funding Required**  
$0

**Total Project Cost**  
$35,721,206

**Comments:** None

*Includes inflation and indirects using program*
### SALEM TO MANCHESTER (14800H)

**Route/Road**: I-93  
**Category**: DEBT SERVICE

**Scope**: FINAL DESIGN SERVICES FOR PE & ROW - DEBT SERVICE FOR 10418V

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>1,278,980</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>957,343</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>214,592</td>
<td>GARVEE-12</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>160,626</td>
<td>GARVEE-12</td>
</tr>
</tbody>
</table>

**Total**: $2,611,541  
**Previous Funding**: $9,009,892  
**Current TYP Funding**: $2,611,541  
**Future Funding Required**: $0

**Total Project Cost**: $11,621,433

**Comments**: None

---

### SALEM (12334)

**Route/Road**: NH 28  
**Category**: INDIVIDUAL PROJECTS

**Scope**: RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,563,750</td>
<td>MUPCA*</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>162,561</td>
<td>Ear-NH072</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>564,025</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $3,290,336  
**Previous Funding**: $6,885,000  
**Current TYP Funding**: $3,290,336  
**Future Funding Required**: $0

**Total Project Cost**: $10,175,335

**Comments**: None
### SALEM (15989)

**Route/Road** SOUTH POLICY STREET  
**Category** BRIDGES  
**Scope** BRIDGE REPLACEMENT - SOUTH POLICY ST OVER PORCUPINE BROOK - BR #083/062  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>613,612</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>30,186</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

**Total** $648,925

- **Previous Funding** $103,517
- **Current TYP Funding** $648,925
- **Future Funding Required** $0

**Total Project Cost** $752,442

**Comments** None

### SALEM (20228)

**Route/Road** BLUFF STREET EXT  
**Category** RED LIST BRIDGES  
**Scope** BRIDGE REPLACEMENT - BLUFF ST EXT OVER WIDOW HARRIS BROOK - BR. #116/116  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>15,775</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>686,938</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $702,713

- **Previous Funding** $140,205
- **Current TYP Funding** $702,713
- **Future Funding Required** $0

**Total Project Cost** $842,918

**Comments** None
### SALEM (41750)

**Route/Road**: MANCHESTER & LAWRENCE RAIL LINE  
**Category**: MANDATED FEDERAL

- **Scope**: ADD .3 MILES TO SALEM BIKE-PED CORRIDOR WHICH RUNS ALONG ABANDONED MANCHESTER & LAWRENCE RAIL LINE.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>145,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>51,275</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>671,703</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$867,978</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Comments**: None

### SANBORNTON-ASHLAND (41328)

**Route/Road**: I-93  
**Category**: PRESERVATION & MAINTENANCE

- **Scope**: PAVEMENT PRESERVATION WITH ASSOCIATED EVALUATIONS OF DRAINAGE AND GUARDRAIL I-93 MM 61 TO 75.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>8,996,199</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,927,950</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,898,218</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>751,930</td>
<td>GRR *</td>
</tr>
</tbody>
</table>

| Total      | $13,574,297 | $340,560 |

**Comments**: None

Includes inflation and indirects using program
### SANDOWN (41412)

**Route/Road**: PHILLIPS ROAD OVER EXETER RIVER  
**Category**: BRIDGES  
**Scope**: BRIDGE REPLACEMENT-PHILLIPS ROAD OVER EXETER RIVER-BR. #093/109  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>101,384</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>5,964</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>620,230</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $727,578  
**Previous Funding**: $0  
**Current TYP Funding**: $727,578  
**Future Funding Required**: $0

**Total Project Cost**: $727,578

**Comments**: None

---

### SEABROOK - HAMPTON (15904)

**Route/Road**: NH 1A  
**Category**: RED LIST BRIDGES  
**Scope**: Reconstruction of the bridge over Hampton River-[BRPPI*6601]  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>225,610</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>889,736</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>304,141</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>311,897</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>593,157</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>6,000,000</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>9,300,000</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>8,055,465</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>13,454,823</td>
<td>Bridg-HIB-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $39,134,829  
**Previous Funding**: $0  
**Current TYP Funding**: $39,134,829  
**Future Funding Required**: $0

**Total Project Cost**: $39,912,247

**Comments**: None

Includes inflation and indirects using program.
### SEABROOK (41712)

**Route/Road:** US 1  
**Category:** INDIVIDUAL PROJECTS

**Scope:** CAPACITY IMPROVEMENTS ON US 1 BETWEEN NEW ZEALAND ROAD AND THE HAMPTON FALLS TOWN LINE.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>2019</td>
<td>150,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>100,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,150,000</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

**Total:** $2,800,000

| Previous Funding | $0 |
| Current TYP Funding | $2,800,000 |
| Future Funding Required | $0 |
| Total Project Cost | $2,800,000 |

**Comments:** None

### SHELBURNE (40363)

**Route/Road:** US ROUTE 2  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REHABILITATION OF RED LIST BRIDGE CARRYING US ROUTE 2 OVER PEA BROOK (BR NO 049/089)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>2019</td>
<td>153,825</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary</td>
<td>2020</td>
<td>52,583</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,658,952</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $1,973,207

| Previous Funding | $0 |
| Current TYP Funding | $1,973,207 |
| Future Funding Required | $0 |
| Total Project Cost | $1,973,207 |

**Comments:** None

Includes inflation and indirects using program
# New Hampshire DOT

## 2019 - 2028

### Ten Year Plan

**Pending Approval**

**12/19/2017**

## SHELBURNE (40551)

**Route/Road** North Road  
**Category** Bridges

**Scope** Bridge rehabilitation of the bridge carrying North Road over Androscoggin River (BR NO 075/113)

**Strategy** Tier 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>282,013</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>231,363</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>255,880</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>262,405</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>4,440,092</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

- **Total** $5,471,753
- **Previous Funding** $0
- **Current TYP Funding** $5,471,753
- **Future Funding Required** $0
- **Total Project Cost** $5,471,753

**Comments** None

## SOMERSWORTH (40646)

**Route/Road** NH 9 (High Street), Blackwater Rd, Indigo Hill Rd  
**Category** Individual Projects

**Scope** Intersection Safety Improvements

**Strategy** Tier 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>112,805</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>156,170</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>142,946</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,555,603</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

- **Total** $2,967,525
- **Previous Funding** $0
- **Current TYP Funding** $2,967,525
- **Future Funding Required** $0
- **Total Project Cost** $2,967,525

**Comments** None

---

Includes inflation and indirects using program

Page 163 of 239
**SOMERSWORTH (41363)**

**Route/Road**: PORTIONS ON HIGH STREET, MEMORIAL DRIVE, CEMETERY RD.

**Category**: MANDATED FEDERAL

**Scope**: CONST SIDEWALKS ON HIGH ST, MEMORIAL DR, CEMETERY RD, UPGRADE CROSSWALK ACROSS HIGH ST, CONST PATH

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>20,510</td>
<td>TA *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>30,765</td>
<td>TA *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>916,513</td>
<td>TA *</td>
</tr>
</tbody>
</table>

| Total                  | $967,788 |

**Program**

| Previous Funding      | $117,720 |
| Current TYP Funding    | $967,788 |
| Future Funding Required| $0       |

**Total Project Cost**

| $1,085,508 |

**Comments**: None

---

**SOMERSWORTH (41741)**

**Route/Road**: HIGHT STREET / ROUTE 108

**Category**: MANDATED FEDERAL

**Scope**: SIGNAL OPTIMIZATION ON HIGH STREET / ROUTE 108 CORRIDOR

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>48,150</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>32,919</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>697,699</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

| Total                  | $778,767 |

**Program**

| Previous Funding      | $0       |
| Current TYP Funding    | $778,767 |
| Future Funding Required| $0       |

**Total Project Cost**

| $778,767 |

**Comments**: None
### SPRINGFIELD (20509)

**Route/Road**: GEORGES MILLS ROAD  
**Category**: BRIDGES  
**Scope**: GEORGES MILLS ROAD OVER STAR LAKE OUTLET AT INT. OF FISHER CORNER RD - REPLACE TWIN 5' DIA. CULVERTS  
**Strategy**: TIER 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>751,930</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$751,930</th>
<th>Previous Funding</th>
<th>$189,556</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current TYP Funding</td>
<td>$751,930</td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost**: $941,486

**Comments**: None

### STATE CAPITAL BUDGET MATCH (69009)

**Route/Road**: VARIOUS  
**Category**: TRANSIT  
**Scope**: STATE MATCHING CAPITAL FUNDS - TRANSIT  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>470,331</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$470,331</th>
<th>Previous Funding</th>
<th>$900,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current TYP Funding</td>
<td>$470,331</td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost**: $1,370,331

**Comments**: None

### STATEWIDE COMPLEX BRIDGE INSPECTION (40759)

**Route/Road**: STATEWIDE  
**Category**: BRIDGES  
**Scope**: STATEWIDE COMPLEX BRIDGE INSPECTIONS CHILD PROJECT FOR FY 2017, FY 2018, AND FY 2019  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$250,000</th>
<th>Previous Funding</th>
<th>$500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current TYP Funding</td>
<td>$250,000</td>
<td>Future Funding Required</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost**: $750,000

**Comments**: None
### STATEWIDE GUARDRAIL REPAIR (41337)

**Route/Road:** BLUE STAR (I-95), F.E. EVERETT & SPAULDING TURNPIKE  
**Category:** ROADSIDE  
**Scope:** CENTRAL & EASTERN TURNPIKE GUARDRAIL/FENCE REPAIR OR NEW INSTALLATION AS NEEDED.  
**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>107,093</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

**Total** $107,093  
**Previous Funding** $108,190  
**Current TYP Funding** $107,093  
**Future Funding Required** $0

**Total Project Cost** $215,284

**Comments:** None

### STATEWIDE RPC UPWP CONTRACTS 2018-2019 (41375A)

**Route/Road:** STATEWIDE PLANNING  
**Category:** MANDATED FEDERAL  
**Scope:** SFY 2018-2019 UNIFIED PLANNING WORK PROGRAM (UPWP) CONTRACTS WITH 9 RPCS (7/1/17-6/30/19)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Planning Research</td>
<td>2019</td>
<td>2,199,698</td>
<td>SPR1</td>
</tr>
</tbody>
</table>

**Total** $2,199,698  
**Previous Funding** $6,572,280  
**Current TYP Funding** $2,199,698  
**Future Funding Required** $0

**Total Project Cost** $8,771,978

**Comments:** None

### STATEWIDE SPR PART 1 PROGRAM, 2018-2019 (41375)

**Route/Road:** STATEWIDE PLANNING  
**Category:** MANDATED FEDERAL  
**Scope:** NHDOT SPR PART 1 PROGRAM FOR SFY 2018-2019 FOR NHDOT MANAGED ACTIVITIES (NO RPC CONTRACTS)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Planning Research</td>
<td>2019</td>
<td>851,678</td>
<td>SPR1</td>
</tr>
</tbody>
</table>

**Total** $851,678  
**Previous Funding** $2,544,652  
**Current TYP Funding** $851,678  
**Future Funding Required** $0

**Total Project Cost** $3,396,330

**Comments:** None

*Includes inflation and indirects using program*
### STATEWIDE STRIPING (TURNPIKES) (41099)

**Route/Road**: I-95, NH 16, US 3, FEET, I-293 AND I-93  
**Category**: PRESERVATION & MAINTENANCE

#### Scope
STATEWIDE STRIPING

#### Strategy
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>379,435</td>
<td>TRR *</td>
</tr>
</tbody>
</table>

Total $379,435  
Previous Funding $5,000  
Current TYP Funding $379,435  
Future Funding Required $0  
Total Project Cost $384,435

**Comments**: None

### STATEWIDE TOLL SERVICES-HNTB (40479)

**Route/Road**: I-95, NH 16, FEET, I-293 AND I-93  
**Category**: INDIVIDUAL PROJECTS

#### Scope
ON-CALL TOLL SYSTEM SERVICE AGREEMENT-HNTB

#### Strategy
TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>102,550</td>
<td>None-Other</td>
</tr>
</tbody>
</table>

Total $102,550  
Previous Funding $550,000  
Current TYP Funding $102,550  
Future Funding Required $0  
Total Project Cost $652,550

**Comments**: None

---

Includes inflation and indirects using program
## STATEWIDE, RED LIST BRIDGES (40817)

**Route/Road**: VARIOUS  
**Category**: RED LIST BRIDGES  
**Scope**: TO REHABILITATE AND RECONSTRUCT STATE RED LIST BRIDGES  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>383,820</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>393,608</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>1,646,698</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>2,036,185</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>823,349</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>1,018,093</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,883,676</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>10,996,933</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>23,361,851</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total** $42,544,213  
**Previous Funding** $0  
**Current TYP Funding** $42,544,213  
**Future Funding Required** $0  
**Total Project Cost** $42,544,213

**Comments**: None

## STATEWIDE (28134)

**Route/Road**: DISTRICT 1 HORIZONTAL CURVES  
**Category**: ROADSIDE  
**Scope**: HORIZONTAL CURVE SIGNING PROJECT - TWO LANE ROADS IN D1  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>225,610</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>694,089</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

**Total** $919,699  
**Previous Funding** $0  
**Current TYP Funding** $919,699  
**Future Funding Required** $0  
**Total Project Cost** $919,699

**Comments**: None
### STATEWIDE (28139)

**Route/Road**  
DISTRICT 6 HORIZONTAL CURVES (URBAN)

**Category**  
ROADSIDE

**Scope**  
HORIZONTAL CURVE SIGNING PROJECT - TWO LANE URBAN ROADS IN D6

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>394,818</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

Total: **$394,818**

**Previous Funding**  
$165,000

**Current TYP Funding**  
$394,818

**Future Funding Required**  
$0

**Total Project Cost**  
$559,818

**Comments**  
None

---

### STATEWIDE (40581)

**Route/Road**  
STATEWIDE

**Category**  
AIRPORT

**Scope**  
PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>112,805</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>116,850</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>161,770</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>165,895</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>170,126</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>775,395</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>178,913</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>183,475</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>188,153</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>192,951</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

Total: **$2,246,333**

**Previous Funding**  
$0

**Current TYP Funding**  
$2,246,333

**Future Funding Required**  
$0

**Total Project Cost**  
$2,246,333

**Comments**  
None

---

Includes inflation and indirects using program
### STATEWIDE (40841)

**Route/Road**: VARIOUS  
**Category**: MANDATED FEDERAL  
**Scope**: INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPES ALONG STATE ROADWAYS.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>22,561</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>541,464</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

**Total**: $564,025  
**Previous Funding**: $0  
**Current TYP Funding**: $564,025  
**Future Funding Required**: $0  
**Total Project Cost**: $564,025  

**Comments**: None

---

### STATEWIDE (40842)

**Route/Road**: VARIOUS  
**Category**: MANDATED FEDERAL  
**Scope**: INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPES ALONG STATE ROADWAYS.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>23,136</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>555,271</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

**Total**: $578,408  
**Previous Funding**: $0  
**Current TYP Funding**: $578,408  
**Future Funding Required**: $0  
**Total Project Cost**: $578,408  

**Comments**: None
## STATEWIDE (40843)

**Route/Road:** VARIOUS  
**Category:** MANDATED FEDERAL

**Scope:** INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPES ALONG STATE ROADWAYS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>2021</td>
<td>23,726</td>
<td>HSIP</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>569,431</td>
<td>HSIP</td>
</tr>
</tbody>
</table>

**Total:** $593,157  
**Previous Funding:** $0  
**Current TYP Funding:** $593,157  
**Future Funding Required:** $0  
**Total Project Cost:** $593,157

**Comments:** None

## STATEWIDE (40844)

**Route/Road:** VARIOUS  
**Category:** MANDATED FEDERAL

**Scope:** INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPES ALONG STATE ROADWAYS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>2022</td>
<td>24,331</td>
<td>HSIP</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>583,951</td>
<td>HSIP</td>
</tr>
</tbody>
</table>

**Total:** $608,283  
**Previous Funding:** $0  
**Current TYP Funding:** $608,283  
**Future Funding Required:** $0  
**Total Project Cost:** $608,283

**Comments:** None

Includes inflation and indirects using program
## STATEWIDE (40845)

Route/Road: VARIOUS  
Category: MANDATED FEDERAL  

**Scope**  
INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPES ALONG STATE ROADWAYS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>24,952</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>598,842</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

Total: $623,794  

| Previous Funding | $0  
| Current TYP Funding | $623,794  
| Future Funding Required | $0  
| Total Project Cost | $623,794  

**Comments**: None

## STATEWIDE (41327)

Route/Road: I-89 AND NH 101 CRACKSEAL 2019  
Category: PRESERVATION & MAINTENANCE  

**Scope**  
CRACK SEAL FULL WIDTH I-89 MM 36.3 TO 43.6, NH MM 101 102.1 TO 109.4 AND MM 124.6 TO 132.4.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>987,044</td>
<td>Pave-T1-Resurf</td>
</tr>
</tbody>
</table>

Total: $987,044  

| Previous Funding | $85,140  
| Current TYP Funding | $987,044  
| Future Funding Required | $0  
| Total Project Cost | $1,072,184  

**Comments**: None

Includes inflation and indirects using program
### STATEWIDE (41756)

**Route/Road:** VARIOUS  
**Category:** MANDATED FEDERAL

**Scope:** EVALUATE 61+ TRAFFIC CONTROL SIGNALS AND DEVELOP&IMPLEMENT SIGNAL TIMINGS TO IMPROVE TRAFFIC FLOW

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>120,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>82,040</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>102,550</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

**Total Funding:** $304,590

**Previous Funding:** $0

**Current TYP Funding:** $304,590

**Future Funding Required:** $0

**Total Project Cost:** $304,590

**Comments:** None

*Includes inflation and indirects using program*
## STATEWIDE (WLDFL)

**Route/Road**: VARIOUS  
**Category**: ROADSIDE

**Scope**: NATIVE WILDFLOWER AND LILAC PLANTINGS, STATEWIDE  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>10,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>40,000</td>
<td>NON-PAR (other)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>$450,000</th>
<th>Previous Funding $100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>Current TYP Funding $450,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Future Funding Required $0</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td></td>
<td>$550,000</td>
<td></td>
</tr>
</tbody>
</table>

**Comments**: None

Includes inflation and indirects using program
## STRAPFORD (14790)

**Route/Road:** HUCKINS ROAD  
**Category:** BRIDGES  
**Scope:** BRIDGE REPLACEMENT  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>56,403</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>251,248</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total:** $312,778  
**Previous Funding:** $0  
**Current TYP Funding:** $312,778  
**Future Funding Required:** $0  
**Total Project Cost:** $312,778  

### Comments
None

## STRATHAM (41711)

**Route/Road:** NH108/BUNKER HILL AVENUE  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** SIGNALIZATION, TURN LANES AND INTERSECTION REALIGNMENT AT THE NH108/ BUNKER HILL INTERSECTION.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>130,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>65,000</td>
<td>None-Other</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,105,000</td>
<td>None-Other</td>
</tr>
</tbody>
</table>

**Total:** $1,300,000  
**Previous Funding:** $0  
**Current TYP Funding:** $1,300,000  
**Future Funding Required:** $0  
**Total Project Cost:** $1,300,000  

### Comments
None

---

Includes inflation and indirects using program
### SURRY (41470)

**Route/Road:** NH 12  
**Category:** BRIDGES

**Scope:** ADDRESS BRIDGE CARRYING NH 12 OVER NHRR (ABD) IN THE TOWN OF SURRY (082/040)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>177,947</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>935,691</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $1,113,638

**Previous Funding:** $0

**Current TYP Funding:** $1,113,638

**Future Funding Required:** $0

**Total Project Cost:** $1,113,638

**Comments:** None

---

### SUTTON - NEW LONDON (40511)

**Route/Road:** I-89  
**Category:** INTERSTATE MAINTENANCE

**Scope:** PAVEMENT JOINT NORTH OF EXIT 10 TO PAVEMENT JOINT AT EXIT 11. INCLUDES EXIT 11

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>177,947</td>
<td>4R</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>121,657</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>59,316</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>60,828</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,742,762</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,838,203</td>
<td>4R</td>
</tr>
</tbody>
</table>

**Total:** $8,000,713

**Previous Funding:** $0

**Current TYP Funding:** $8,000,713

**Future Funding Required:** $0

**Total Project Cost:** $8,000,713

**Comments:** None

Includes inflation and indirects using program
## 2019 - 2028
### Ten Year Plan

**Pending Approval**

12/19/2017

### SUTTON (41466)
#### Route/Road
- I-89 NB

**Category**
- BRIDGES

**Scope**
- BRIDGE REHAB, BRIDGE CARRYING I-89 NB OVER NH 114 IN THE TOWN OF SUTTON (109/145)

**Strategy**
- TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>121,657</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,871,381</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$2,230,301</th>
<th>$0</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Funding</td>
<td>$2,230,301</td>
<td>$0</td>
<td>$2,230,301</td>
</tr>
<tr>
<td>Current TYP Funding</td>
<td>$2,230,301</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Future Funding Required</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments**
- None

### SWANZEY (27692)
#### Route/Road
- NH ROUTE 32

**Category**
- RED LIST BRIDGES

**Scope**
- BRIDGE REPLACEMENT, BRIDGE CARRYING NH 32 OVER MARTIN BROOK, 149/072

**Strategy**
- TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>102,550</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>105,165</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,437,759</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>$1,645,474</th>
<th>$154,800</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Funding</td>
<td>$154,800</td>
<td>$0</td>
<td>$1,800,274</td>
</tr>
<tr>
<td>Current TYP Funding</td>
<td>$1,645,474</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Future Funding Required</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments**
- None
### SWANZEY (40485)

**Route/Road**: NH 32  
**Category**: MANDATED FEDERAL

**Scope**: STUDY AND IMPLEMENT RECOMMENDATIONS OF 2013 ROAD SAFETY AUDIT  
**Strategy**: TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>902,440</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

**Total** $902,440  
**Previous Funding** $176,000  
**Current TYP Funding** $902,440  
**Future Funding Required** $0  
**Total Project Cost** $1,078,440

**Comments**: None

### SWANZEY (41403)

**Route/Road**: CHRISTIAN HILL ROAD OVER NHRR  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-CHRISTIAN HILL ROAD OVER NHRR-BR. #098/122  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Eng.</td>
<td>2023</td>
<td>215,492</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>56,709</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,542,472</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $1,814,673  
**Previous Funding** $0  
**Current TYP Funding** $1,814,673  
**Future Funding Required** $0  
**Total Project Cost** $1,814,673

**Comments**: None
### TAMWORTH (41434)

**Route/Road**  
NH ROUTE 113A

**Category**  
RED LIST BRIDGES

**Scope**  
ADDRESS RED LIST BRIDGE CARRYING NH 113A OVER SWIFT RIVER IN THE TOWN OF TAMWORTH (081/091)

**Strategy**  
TIER 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>237,263</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>639,700</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>656,013</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

| Total               |      | $1,532,976 |                      |

**Previous Funding**  
$0

**Current TYP Funding**  
$1,532,976

**Future Funding Required**  
$0

**Total Project Cost**  
$1,532,976

**Comments**  
None

---

### THORNTON (40613)

**Route/Road**  
NH 49

**Category**  
RED LIST BRIDGES

**Scope**  
DECK REPLACEMENT AND SCOUR PROTECTION FOR THE BRIDGE CARRYING NH 49 OVER MAD RIVER (BR NO 239/152)

**Strategy**  
TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>256,375</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>210,330</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>215,693</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>4,652,367</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

| Total               |      | $5,334,766 |                      |

**Previous Funding**  
$0

**Current TYP Funding**  
$5,334,766

**Future Funding Required**  
$0

**Total Project Cost**  
$5,334,766

**Comments**  
None
### TILTON (29753)

**Route/Road:** CALEF HILL ROAD  
**Category:** INDIVIDUAL PROJECTS  

**Scope:** RECONSTRUCT AND RE-CLASSIFY CALEF HILL ROAD FROM CLARK ROAD NORTH 1.97 MILES TO SANBORNTON TOWN LINE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>256,375</td>
<td>SAH *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,153,688</td>
<td>SAH *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,183,107</td>
<td>SAH *</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $2,593,169

**Current TYP Funding:** $2,593,169  
**Future Funding Required:** $0  
**Total Project Cost:** $2,593,169

**Comments:** None

### TROY (40370)

**Route/Road:** NH ROUTE 12  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REPLACEMENT OF BRIDGE CARRYING NH 12 OVER S BRANCH ASHUELOT RIVER (BR NO 089/114)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>256,375</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>315,495</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>107,847</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,235,402</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $3,915,119

**Previous Funding:** $412,800  
**Current TYP Funding:** $3,915,119  
**Future Funding Required:** $0  
**Total Project Cost:** $4,327,919

**Comments:** None
### TROY (40371)

**Route/Road**: NH ROUTE 12  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT OF THE BRIDGE (BR NO 096/091) CARRYING NH ROUTE 12 OVER NHRR (ABD)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>282,013</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>289,204</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>118,631</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>4,745,256</td>
<td>Bridg-T1-2-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $5,435,104

**Previous Funding**: $448,800

**Current TYP Funding**: $5,435,104

**Future Funding Required**: $0

**Total Project Cost**: $5,883,904

**Comments**: None

---

### VARIOUS (68090J)

**Route/Road**: NH RTAP PROGRAM  
**Category**: TRANSIT

**Scope**: 5311 FUNDS: NH RURAL TRANSIT ASSISTANCE PROGRAM (NHRTAP)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>71,785</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>76,377</td>
<td>FTA5311</td>
</tr>
</tbody>
</table>

**Total**: $148,162

**Previous Funding**: $203,200

**Current TYP Funding**: $148,162

**Future Funding Required**: $0

**Total Project Cost**: $351,362

**Comments**: None
### WALPOLE - CHARLESTOWN (14747)

**Route/Road**: NH 12  
**Category**: INDIVIDUAL PROJECTS  

**Scope**: FROM NORTH WALPOLE RECONST TO NH 12A IN CHARLESTOWN, ADD SHOULDERS, IMPROVE DRAINAGE, RELOCATE RR  

**Strategy**: TIER 2  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>5,696,653</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,313,631</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total**: $8,010,283  
**Previous Funding**: $15,420,569  
**Current TYP Funding**: $8,010,283  
**Future Funding Required**: $0  
**Total Project Cost**: $23,430,852  

**Comments**: None

---

### WALPOLE, NH - ROCKINGHAM, VT (41720)

**Route/Road**: BRIDGE STREET  
**Category**: RED LIST BRIDGES  

**Scope**: VILAS BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER.  

**Strategy**: TIER 4  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,449,480</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $3,449,480  
**Previous Funding**: $0  
**Current TYP Funding**: $3,449,480  
**Future Funding Required**: $0  
**Total Project Cost**: $3,449,480  

**Comments**: None
### WARNER - SUTTON (15747)

**Route/Road** I-89  
**Category** INTERSTATE MAINTENANCE

**Scope**  
PAVEMENT REHABILITATION FROM EXIT 9 TO EXIT 10 (7 MILES)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>169,208</td>
<td>4R</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>115,682</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>56,403</td>
<td>4R</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>28,920</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>9,490,513</td>
<td>4R</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>6,487,942</td>
<td>4R</td>
</tr>
</tbody>
</table>

**Total** $16,348,666  
**Previous Funding** $0  

**Program**

<table>
<thead>
<tr>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$16,348,666</td>
<td>$0</td>
<td>$16,348,666</td>
</tr>
</tbody>
</table>

**Comments** None

---

### WARNER (15907)

**Route/Road** NH 127  
**Category** RED LIST BRIDGES

**Scope**  
NH 127 OVER WARNER RIVER - BRIDGE REPLACEMENT

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,995,165</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total** $1,995,165  
**Previous Funding** $237,600  

**Program**

<table>
<thead>
<tr>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,995,165</td>
<td>$0</td>
<td>$2,232,765</td>
</tr>
</tbody>
</table>

**Comments** None

Includes inflation and indirects using program
## WARNER (40512)

**Route/Road**: I-89  
**Category**: INTERSTATE MAINTENANCE

### Scope
PAVEMENT JOINT SOUTH OF EXIT 8 TO PAVEMENT JOINT NORTH OF EXIT 9 INCLUDES EXITS 8 AND 9

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>4,512,200</td>
<td>Pave-T1-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>4,627,261</td>
<td>Pave-T1-Rehab</td>
</tr>
</tbody>
</table>

**Total**: $9,139,461  
**Previous Funding**: $440,000

**Future Funding Required**: $0  
**Total Project Cost**: $9,579,461

### Comments
None

## WARNER (40622)

**Route/Road**: NH 103  
**Category**: RED LIST BRIDGES

### Scope
DECK REPLACEMENT FOR THE RED LIST BRIDGE CARRYING NH 103 OVER I-89 NB (BR NO 202/136)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engng</td>
<td>2020</td>
<td>262,913</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,134,170</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $1,397,083  
**Previous Funding**: $0

**Future Funding Required**: $0  
**Total Project Cost**: $1,397,083

### Comments
None
### WEARE (14338)

**Route/Road**: LULL ROAD OVER PEACOCK BROOK  
**Category**: BRIDGES

**Scope**: BRIDGE REPLACEMENT-LULL RD OVER PEACOCK BROOK - BR. #082/045  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>116,309</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,815</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>220,987</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total**: $343,112  
**Previous Funding**: $0  
**Current TYP Funding**: $343,112  
**Future Funding Required**: $0  
**Total Project Cost**: $343,112

**Comments**: None

---

### WEARE (41471)

**Route/Road**: NH 77  
**Category**: BRIDGES

**Scope**: ADDRESS BRIDGE CARRYING NH 77 OVER CANAL 2 CHOATE BROOK IN THE TOWN OF WEARE (159/178)  
**Strategy**: TIER 4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>121,657</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>127,940</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>134,548</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>275,958</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,537,442</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total**: $4,197,545  
**Previous Funding**: $0  
**Current TYP Funding**: $4,197,545  
**Future Funding Required**: $0  
**Total Project Cost**: $4,197,545

**Comments**: None
### WEBSTER (40810)

**Route/Road:** CLOTHESPIN BRIDGE ROAD OVER BLACKWATER RIVER  
**Category:** BRIDGES

**Scope:** BRIDGE REPLACEMENT-CLOTHESPIN BRIDGE ROAD OVER BLACKWATER RIVER-BR. #121/103  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>260,859</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>17,013</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,814,673</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total:** $2,092,544

**Previous Funding:** $0

**Current TYP Funding:** $2,092,544

**Future Funding Required:** $0

**Total Project Cost:** $2,092,544

**Comments:** None

---

### WEBSTER (41429)

**Route/Road:** NH ROUTE 127  
**Category:** RED LIST BRIDGES

**Scope:** ADDRESS RED LIST BRIDGE CARRYING NH 127 OVER BLACKWATER RIVER IN THE TOWN OF WEBSTER (099/123)  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>148,289</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>343,087</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>255,880</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>131,203</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,396,077</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
</tbody>
</table>

**Total:** $4,814,536

**Previous Funding:** $0

**Current TYP Funding:** $4,814,536

**Future Funding Required:** $0

**Total Project Cost:** $4,814,536

**Comments:** None
### WENTWORTH (40648)

**Route/Road** FRESCOLN ROAD OVER ROCKY BRANCH  
**Category** BRIDGES

**Scope** BRIDGE REPLACEMENT-FRESCOLN ROAD OVER ROCKY BRANCH-BR. #108/070  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>126,198</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,517</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>673,056</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $809,771

| Previous Funding | $0  |
| Current TYP Funding | $809,771  |
| Future Funding Required | $0  |

**Total Project Cost** $809,771

**Comments** None

### WHITEFIELD (16025)

**Route/Road** HAZEN ROAD  
**Category** BRIDGES

**Scope** BRIDGE REHABILITATION-HAZEN RD OVER JOHNS RIVER-BR. #159/098  
**Strategy** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>25,638</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,128</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>148,698</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $179,463

| Previous Funding | $0  |
| Current TYP Funding | $179,463  |
| Future Funding Required | $0  |

**Total Project Cost** $179,463

**Comments** None

Includes inflation and indirects using program.
### WHITEFIELD (40578)

**Route/Road:** MT. WASHINGTON REGIONAL AIRPORT  
**Category:** AIRPORT

**Scope:** PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>512,750</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>350,550</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>119,830</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>368,657</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>252,038</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>596,375</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>348,433</td>
<td>Airport Improvement</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>643,171</td>
<td>Airport Improvement</td>
</tr>
</tbody>
</table>

**Total:** $3,191,803  
**Previous Funding:** $0

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>186,272</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>6,899</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,532,268</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total:** $3,725,439  
**Previous Funding:** $0

- Includes inflation and indirects using program

### WHITEFIELD (41582)

**Route/Road:** LANCASTER RD  
**Category:** INDIVIDUAL PROJECTS

**Scope:** ROADWAY RECON & SAFETY IMPROVEMENTS  
**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>186,272</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>6,899</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,532,268</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total:** $3,725,439  
**Previous Funding:** $0

- Includes inflation and indirects using program

### Comments

None
## WILTON - MILFORD - AMHERST - BEDFORD (13692D)

### Route/Road: NH 101

#### Category: INDIVIDUAL PROJECTS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>676,830</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>225,170</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,481,710</td>
<td>Other Fed Aid</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>4,500,011</td>
<td>Other Fed Aid</td>
</tr>
</tbody>
</table>

**Total: $7,883,721**

**Previous Funding:** $880,000

**Program: TIER 1**

### WILTON (15768)

#### Route/Road: OLD COUNTY FARM ROAD

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>53,674</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>5,964</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>202,768</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total: $262,405**

**Previous Funding:** $0

Includes inflation and indireccts using program
### WILTON (26201)

**Route/Road**: STAGE COACH ROAD  
**Category**: RED LIST BRIDGES

**Scope**: BRIDGE REPLACEMENT-STAGE COACH RD OVER BURTON POND- BR. #086/142  
**Strategy**: TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>42,060</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>7,010</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>182,261</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** $231,331  
**Previous Funding** $0  
**Current TYP Funding** $231,331  
**Future Funding Required** $0  
**Total Project Cost** $231,331

**Comments**: None

### WINDHAM (40663)

**Route/Road**: NH 111  
**Category**: INDIVIDUAL PROJECTS

**Scope**: NH 111 CORRIDOR ENGINEERING STUDY FROM WALL ST INTERSECTION TO LOWELL RD / HARDWOOD RD INTERSECTION  
**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2020</td>
<td>318,124</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

**Total** $318,124  
**Previous Funding** $0  
**Current TYP Funding** $318,124  
**Future Funding Required** $0  
**Total Project Cost** $318,124

**Comments**: None
## WINDHAM (40665)

### NH 28 AND ROULSTON ROAD

**Category**: INDIVIDUAL PROJECTS  
**Scope**: INTERSECTION IMPROVEMENTS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>21,833</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>11,480</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>200,141</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

- **Total Project Cost**: $233,454
- **Previous Funding**: $0
- **Current TYP Funding**: $233,454
- **Future Funding Required**: $0

**Comments**: None

---

## WOLFEBORO (29615)

### NH 28

**Category**: INDIVIDUAL PROJECTS  
**Scope**: IMPROVEMENTS FROM NH 109 TO ALTON TOWN LINE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>520,567</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>608,283</td>
<td>None-Highway</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>8,925,412</td>
<td>None-Highway</td>
</tr>
</tbody>
</table>

- **Total Project Cost**: $10,054,261
- **Previous Funding**: $467,500
- **Current TYP Funding**: $10,054,261
- **Future Funding Required**: $0

**Comments**: None

---

Includes inflation and indirects using program
### WOLFEBORO (40617)

**Route/Road:** PLEASANT VALLEY ROAD OVER HEATH BROOK  
**Category:** BRIDGES

**Scope:** BRIDGE REPLACEMENT- PLEASANT VALLEY ROAD OVER HEATH BROOK - BR. #116/072  
**Strategy:** TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>140,664</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>12,232</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>913,705</td>
<td>SAB *</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$1,066,601</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$1,066,601</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $1,066,601  
**Future Funding Required:** $0  

**Comments:** None

### WOODSTOCK (27713)

**Route/Road:** NH ROUTE 175  
**Category:** RED LIST BRIDGES

**Scope:** BRIDGE REHAB OF BRIDGE CARRYING NH 175 OVER PEMIGEWASSET RIVER (177/148)  
**Strategy:** TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>153,825</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>210,330</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>107,847</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>221,194</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>113,417</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>232,618</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,489,275</td>
<td>Bridg-T3-4-Rehab-Rcn</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$4,528,506</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Previous Funding</th>
<th>Current TYP Funding</th>
<th>Future Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$4,528,506</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Project Cost:** $4,528,506  
**Future Funding Required:** $0  

**Comments:** None

---

Includes inflation and indirects using program.
# PROGRAM (STATEWIDE PROGRAMMATIC) (NSTI)

**Route/Road** NATIONAL SUMMER TRANSPORTATION INSTITUTE  
**Category** INDIVIDUAL PROJECTS

**Scope** PROGRAMMATIC PROJECT AS A COOPERATIVE PROJECT AGREEMENT (CPA) WITH THE UNIVERSITY OF NEW HAMPSHIRE.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>20,000</td>
<td>NSTI</td>
</tr>
</tbody>
</table>

Total 200,000.00

**Comments** None

---

# PROGRAM (STATEWIDE PROGRAMMATIC) (ADA)

**Route/Road** VARIOUS  
**Category** ROADSIDE

**Scope** UPGRADES TO SIDE WALKS, CURB RAMPS, AND SIGNALS TO BE COMPLIANT WITH ADA LAWS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>200,000</td>
<td>ADA-Trans</td>
</tr>
</tbody>
</table>

Total 2,000,000.00

**Comments** None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-BMT-BD)

**Route/Road**: VARIOUS  
**Category**: BRIDGES  

**Scope**: PRESERVATION OF STATE OWNED BRIDGES  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,500,000</td>
<td>BET-BMT-BD</td>
</tr>
</tbody>
</table>

**Total**: 15,000,000.00  
**Comments**: None

## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-BMT-HQ)

**Route/Road**: VARIOUS BRIDGE SITE STATEWIDE  
**Category**: BRIDGES  

**Scope**: STATEWIDE BETTERMENT PROGRAM FOR BRIDGE PRESERVATION, REHABILITATION AND RECONSTRUCTION  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>750,000</td>
<td>BET-BMT-HQ</td>
</tr>
</tbody>
</table>

**Total**: 7,500,000.00  
**Comments**: None

Includes inflation and indirects using program.
## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-DRG-HQ)

**Route/Road:** ALL STATE HIGHWAYS  
**Category:** ROADSIDE  

**Scope:** INCLUDES DRAINAGE STRUCTURE REPAIR OR REPLACEMENT ON ALL STATE HIGHWAYS.  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>500,000</td>
<td>BET-DRG-HQ</td>
</tr>
</tbody>
</table>

**Total** 5,000,000.00

**Comments:** None

## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-1)

**Route/Road:** STATE HIGHWAYS IN D1  
**Category:** PRESERVATION & MAINTENANCE  

**Scope:** PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FISCAL YEAR AND FROST HEAVE DAMAGE  
**Strategy:** TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-1</td>
</tr>
</tbody>
</table>

**Total** 4,000,000.00

**Comments:** None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-2)

**Route/Road**: STATE HIGHWAYS IN D2  
**Category**: PRESERVATION & MAINTENANCE

**Scope**: PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FY AND FROST HEAVE DAMAGE IN D

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-2</td>
</tr>
</tbody>
</table>

**Total**: 4,000,000.00

**Comments**: None

### PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-3)

**Route/Road**: STATE HIGHWAYS IN D3  
**Category**: PRESERVATION & MAINTENANCE

**Scope**: PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FY AND FROST HEAVE DAMAGE IN D3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-3</td>
</tr>
</tbody>
</table>

**Total**: 4,000,000.00

**Comments**: None

Includes inflation and indirects using program.
## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-4)

**Route/Road:** STATE HIGHWAYS IN D4  
**Category:** PRESERVATION & MAINTENANCE

**Scope:** PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FY AND FROST HEAVE DAMAGE IN D4

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-4</td>
</tr>
</tbody>
</table>

**Total**  4,000,000.00

**Comments:** None

## PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-5)

**Route/Road:** STATE HIGHWAYS IN D5  
**Category:** PRESERVATION & MAINTENANCE

**Scope:** PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FY AND FROST HEAVE DAMAGE IN D5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-5</td>
</tr>
</tbody>
</table>

**Total**  4,000,000.00

**Comments:** None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (BET-RL-6)

**Route/Road:** STATE HIGHWAYS IN D6  
**Category:** PRESERVATION & MAINTENANCE

**Scope:** PAVEMENT LEVELING OF HIGHWAYS IN ADVANCE OF RESURFACING THE NEXT FY AND FROST HEAVE DAMAGE IN D6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>400,000</td>
<td>BET-RL-6</td>
</tr>
</tbody>
</table>

**Total** 4,000,000.00

**Comments:** None

### PROGRAM (STATEWIDE PROGRAMMATIC) (BET-SEU-HQ)

**Route/Road:** INTERSECTIONS ON STATE HIGHWAYS  
**Category:** ROADSIDE

**Scope:** UPGRADING CAPABILITY, MODERNIZING, & TO ADDRESS ADDED PHASING OF TRAFFIC SIGNAL EQUIP. STATEWIDE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>100,000</td>
<td>BET-SEU-HQ</td>
</tr>
</tbody>
</table>

**Total** 1,000,000.00

**Comments:** None

Includes inflation and indirecst using program
# PROGRAM (STATEWIDE PROGRAMMATIC) (BET-STAL-HQ)

**Route/Road:** STATEWIDE HWYS & BRIDGES IN ALL DISTRICTS  
**Category:** PRESERVATION & MAINTENANCE  

**Scope:** VARIOUS REPAIR PROJECTS THAT ARE APPROVED THAT DO NOT ORIGINATE IN ANY OTHER PLANNED BET PROGRAM.  
**Strategy:** ALL TIERS  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,500,000</td>
<td>BET-STAL-HQ</td>
</tr>
</tbody>
</table>

**Total 25,000,000.00**

**Comments:** None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (BRDG-HIB-M&P)

**Route/Road:** VARIOUS  
**Category:** BRIDGES

**Scope:** MAINTENANCE AND PRESERVATION EFFORTS FOR HIGH INVESTMENT BRIDGES  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>100,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>20,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>2,389,800</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,800,000</td>
<td>Bridg-HIB-Main-Pres</td>
</tr>
</tbody>
</table>

**Total:** $28,789,800.00

**Comments:** None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (BRDG-T1/2-M&P)

**Category**: BRIDGES  
**Route/Road**: TIER 1-2 BRIDGES

**Scope**: MAINTENANCE & PRESERVATION OF TIER 1 & 2 BRIDGES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>550,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>100,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>25,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>7,550,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>8,000,000</td>
<td>Bridg-T1-2-Main-Pres</td>
</tr>
</tbody>
</table>

**Total**: 81,250,000.00

**Comments**: None

Includes inflation and indirects using program
**Program (Statewide Programmatic) (BRDG-T3/4-M&P)**

**Route/Road**: TIER 3-4 BRIDGES  
**Category**: BRIDGES

**Scope**: MAINTENANCE AND PRESERVATION OF TIER 3 & 4 BRIDGES.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>100,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>50,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>10,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,500,000</td>
<td>Bridg-T3-4-Main-Pres</td>
</tr>
</tbody>
</table>

**Total**: 35,650,000.00

**Comments**: None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (CBI)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>VARIOUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>BRIDGES</td>
</tr>
<tr>
<td>Scope</td>
<td>COMPLEX BRIDGE INSPECTION (PARENT)</td>
</tr>
<tr>
<td>Strategy</td>
<td>ALL TIERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>0</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>250,000</td>
<td>CBI *</td>
</tr>
</tbody>
</table>

**Total** 2,250,000.00

**Comments**  None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (CMAQ)

**Route/Road**: VARIOUS  
**Category**: MANDATED FEDERAL  
**Strategy**: ALL TIERS

### Scope

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECTS MUST BE IN NON-ATTAIN AREAS (ANNUAL PROJECT)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>399,904</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>223,699</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>250,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>2</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>100,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>424,517</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>240,176</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>918,445</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,046,701</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,406,909</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>465,200</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>727,673</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>2,001,834</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>4,700,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>4,700,000</td>
<td>CMAQ *</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>4,700,000</td>
<td>CMAQ *</td>
</tr>
</tbody>
</table>

Includes inflation and indirects using program.
### Ten Year Plan 2019 - 2028

**Pending Approval**

12/19/2017

**Total 64,489,605.00**

**Comments None**

**PROGRAM (STATEWIDE PROGRAMMATIC) (CORRST)**

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Scope</th>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>VARIOUS</td>
<td>CORRIDOR STUDIES STATEWIDE</td>
<td>Other</td>
<td>2021</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2022</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2023</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2024</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2025</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2026</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2027</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>2028</td>
<td>700,000</td>
<td>CORRST</td>
</tr>
</tbody>
</table>

**Total 5,600,000.00**

**Comments None**

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (CRDR)

**Route/Road**: VARIOUS  
**Category**: ROADSIDE

**Scope**: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (ANNUAL PROJECT)  
**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>100,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>200,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>200,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>200,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>25,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>30,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>30,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>30,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>30,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,111,112</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,291,592</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,870,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,870,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,870,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,870,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,870,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,765,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,765,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,765,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>5,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>5,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>5,000</td>
<td>CRDR *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>5,000</td>
<td>CRDR *</td>
</tr>
</tbody>
</table>

Includes inflation and indirects using program.
### Ten Year Plan

**2019 - 2028**

#### Pending Approval

**12/19/2017**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2023</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>5,000 CRDR *</td>
<td></td>
</tr>
</tbody>
</table>

| Total | 24,667,704.00 |

**Comments**: None

---

### PROGRAM (STATEWIDE PROGRAMMATIC) (DBE)

**Route/Road**: DISADVANTAGED BUSINESS ENTERPRISE

**Category**: MANDATED FEDERAL

**Scope**: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (ANNUAL PROGRAM)"

**Strategy**: TIER 6

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>65,000 DBE</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>65,000 DBE</td>
<td></td>
</tr>
</tbody>
</table>

| Total | 650,000.00 |

**Comments**: None

*Includes inflation and indirects using program*
# Ten Year Plan

**Pending Approval**

## 2019 - 2028

### Ten Year Plan

**12/19/2017**

### PROGRAM (STATEWIDE PROGRAMMATIC) (FLAP)

- **Route/Road**: VARIOUS
- **Category**: MANDATED FEDERAL

**Scope**: IMPROVING TRANSPORTATION FACILITIES THAT ACCESS FEDERAL LANDS WITHIN NH (FLAP)

**Strategy**: ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>50,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>25,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>275,000</td>
<td>FLAP</td>
</tr>
</tbody>
</table>

**Total**: 2,450,000.00

**Comments**: None

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (FTA5307)

**Route/Road**: BOSTON URBANIZED AREA (UZA)

**Category**: TRANSIT

**Scope**: BOSTON URBANIZED AREA (UZA) FTA SECTION 5307 APPORTIONED FUNDS FOR NHDOT TRANSIT PROJECTS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>717,506</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>767,484</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>2,899,237</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>2,953,069</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>3,007,873</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>3,063,664</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>3,120,459</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>3,178,276</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>3,237,132</td>
<td>FTA5307_NHDOT</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>3,297,046</td>
<td>FTA5307_NHDOT</td>
</tr>
</tbody>
</table>

**Total**: 26,241,746.00

**Comments**: None

### PROGRAM (STATEWIDE PROGRAMMATIC) (FTA5310)

**Route/Road**: VARIOUS

**Category**: TRANSIT

**Scope**: CAPITAL, MOBILITY MGMT, AND OPERATING FOR SENIORS & INDIVIDUALS W/ DISABILITIES - FTA 5310 PROGRAM

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>2,359,217</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>2,385,705</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>2,412,705</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>2,440,227</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>2,468,281</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>2,496,877</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>2,526,025</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>2,555,736</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>2,586,020</td>
<td>FTA5310</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>2,616,888</td>
<td>FTA5310</td>
</tr>
</tbody>
</table>

**Total**: 24,847,681.00

**Comments**: None

Includes inflation and indirec.ts using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (FTA5311)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Nonurbanized Area (Rural) Formula Program - FTA Section 5311 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>TRANSIT</td>
</tr>
<tr>
<td>Scope</td>
<td>NONURBANIZED AREA (RURAL) FORMULA</td>
</tr>
<tr>
<td>Strategy</td>
<td>ALL TIERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>8,227,369</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>8,388,760</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>8,634,440</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>8,807,129</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>8,983,271</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>9,162,937</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>9,346,196</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>9,533,120</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>9,723,782</td>
<td>FTA5311</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>9,918,258</td>
<td>FTA5311</td>
</tr>
</tbody>
</table>

**Total** 90,725,262.00

**Comments** None

### PROGRAM (STATEWIDE PROGRAMMATIC) (FTA5339)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>TRANSIT</td>
</tr>
<tr>
<td>Scope</td>
<td>CAPITAL BUS AND BUS FACILITIES - FTA 5339</td>
</tr>
<tr>
<td>Strategy</td>
<td>ALL TIERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>3,065,751</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>3,130,569</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>3,175,224</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>3,238,432</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>3,302,895</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>3,368,641</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>3,435,694</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>3,504,081</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>3,573,826</td>
<td>FTA5339</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>3,644,958</td>
<td>FTA5339</td>
</tr>
</tbody>
</table>

**Total** 33,440,071.00

**Comments** None

Includes inflation and indirects using program
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>150,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>5,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>0</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>875,120</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,880,000</td>
<td>GRR *</td>
</tr>
</tbody>
</table>

Total: 17,465,120.00

Comments: None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (HAZMAT)

**Route/Road**  
HAZARD MATERIAL REVIEW

**Category**  
INDIVIDUAL PROJECTS

**Scope**  
HAZARD MATERIAL REVIEW FOR POST CONSTRUCTION OBLIGATIONS.

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>36,300</td>
<td>HAZMAT</td>
</tr>
</tbody>
</table>

**Total**  
363,000.00

**Comments**  
None

Includes inflation and indirects using program
**PROGRAM (STATEWIDE PROGRAMMATIC) (HSIP)**

Route/Road: **VARIOUS**  
Category: **MANDATED FEDERAL**  

**Scope**  
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>251,829</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>476,864</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>726,274</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>475,669</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>475,048</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>500,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>500,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>500,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>500,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>500,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>150,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>7,023,430</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>7,809,721</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>8,239,650</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>8,475,130</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>8,460,239</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>9,059,081</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>9,059,081</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>9,059,081</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>9,059,081</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>9,059,081</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>200,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>200,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>200,000</td>
<td>HSIP *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>200,000</td>
<td>HSIP *</td>
</tr>
</tbody>
</table>

Includes inflation and indirects using program
### PROGRAM (STATEWIDE PROGRAMMATIC) (LTAP)

**Scope**: LOCAL TECHNOLOGY ASSISTANCE PROGRAM (LTAP) ADMINISTERED BY THE TECHNOLOGY TRANSFER CENTER @ UNH

**Strategy**: ALL TIERS

**Category**: MANDATED FEDERAL

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Planning Research</td>
<td>2019</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2020</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2021</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2022</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2023</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2024</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2025</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2026</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2027</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2028</td>
<td>150,000</td>
<td>LTAP</td>
</tr>
</tbody>
</table>

**Total** 1,500,000.00

**Comments**: None

Includes inflation and indirecst using program
# Ten Year Plan

**Program (Statewide Programmatic) (MOBRR)**

**Route/Road:** VARIOUS  
**Category:** BRIDGES

**Scope:** Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)

**Strategy:** All Tiers

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>100,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>1</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>0</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>25,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>0</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>0</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>0</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,106</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>0</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,916,675</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>4,500,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>4,500,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>4,500,000</td>
<td>MOBRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>4,500,000</td>
<td>MOBRR *</td>
</tr>
</tbody>
</table>

**Total:** 21,117,782.00

**Comments:** None

Includes inflation and indirects using program
PROGRAM (STATEWIDE PROGRAMMATIC) (OJT/SS)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>30,000</td>
<td>OJT/SS</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>300,000.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

Scope: ON THE JOB TRAINING FOR MINORITY AND WOMEN TO REACH JOURNEYMAN STATUS IN THE CONSTRUCTION INDUSTRY.

Category: MANDATED FEDERAL

Strategy: TIER 6

Includes inflation and indirects using program

None
### PROGRAM (STATEWIDE PROGRAMMATIC) (PAVE-T1-RESURF)

**Route/Road**: TIER 1 HIGHWAYS  
**Category**: PRESERVATION & MAINTENANCE  
**Scope**: RESURFACE TIER 1 HIGHWAYS  
**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>150,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,114,318</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>10,601,782</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>12,500,000</td>
<td>Pave-T1-Resurf</td>
</tr>
</tbody>
</table>

**Total**: 113,216,100.00

**Comments**: None

Includes inflation and indirec using program
Ten Year Plan

Programming (Statewide Programmatic) (PAVE-T2-Rehab)

**Route/Road**: TIER 2 HIGHWAYS  
**Category**: PRESERVATION & MAINTENANCE

**Scope**: REHAB OF TIER 2 ROADS.

**Strategy**: TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>822,618</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>779,845</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,500,000</td>
<td>Pave-T2-Rehab</td>
</tr>
</tbody>
</table>

**Total**: 19,102,463.00

**Comments**: None

Includes inflation and indirects using program.
### PROGRAM (STATEWIDE PROGRAMMATIC) (PAVE-T2-RESURF)

**Route/Road:** TIER 2 HIGHWAYS  
**Category:** PRESERVATION & MAINTENANCE  
**Scope:** RESURFACING TIER 2 ROADWAYS  
**Strategy:** TIER 2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>300,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>50,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>17,436,996</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>20,650,000</td>
<td>Pave-T2-Resurf</td>
</tr>
</tbody>
</table>

**Total** 206,786,996.00

**Comments:** None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (PAVE-T3/4-REHAB)

**Route/Road**: TIER 3-4 ROADS  
**Category**: PRESERVATION & MAINTENANCE  

### Scope
REHAB OF TIER 3 & 4 ROADS.

### Strategy
TIER 3

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,375,000</td>
<td>Pave-T3-4-Rehab</td>
</tr>
</tbody>
</table>

**Total**: 12,375,000.00

### Comments
None

Includes inflation and indirecsts using program
**Program (Statewide Programmatic) (PAVE-T3/4-Resur)**

**Route/Road:** TIER 3/4 HIGHWAYS  
**Category:** PRESERVATION & MAINTENANCE

**Scope:** RESURFACING TIER 3 AND 4 ROADWAYS.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>205,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>205,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>205,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>35,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>35,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>35,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>542,933</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>15,350,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>15,110,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>15,110,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>15,110,000</td>
<td>Pave-T3-4-Resurf</td>
</tr>
</tbody>
</table>

**Total:** 138,692,933.00

**Comments:** None

Includes inflation and indirects using program
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>5,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,095,000</td>
<td>12223 *</td>
</tr>
</tbody>
</table>

**Total** 31,000,000.00

Comments: None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (RCTRL)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>VARIOUS</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>MANDATED FEDERAL</th>
</tr>
</thead>
</table>

**Scope**
RECREATIONAL TRAILS FUND ACT - PROJECTS
SELECTED ANNUALLY

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>1,562,500</td>
<td>RECTRAILS</td>
</tr>
</tbody>
</table>

**Total** 15,625,000.00

**Strategy**
TIER 6

**Comments**
None

Includes inflation and indirecst using program
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>50,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>75,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>75,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,100,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>5,000</td>
<td>RR-RCS *</td>
</tr>
</tbody>
</table>

Includes inflation and indirects using program
**Program (Statewide Programmatic) (RR-REVOLV)**

**Route/Road**: Statewide Railroad Lines  
**Category**: Rail  
**Scope**: Railroad Revolving Loan  
**Strategy**: All Tiers

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,500,000</td>
<td>RR-REVOLV</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,500,000</td>
<td>RR-REVOLV</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,500,000</td>
<td>RR-REVOLV</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,500,000</td>
<td>RR-REVOLV</td>
</tr>
</tbody>
</table>

**Total**: 6,000,000.00

**Comments**: None
### Program (Statewide Programmatic) (RR-RSA)

**Route/Road:** State-Owned Railroad Lines  
**Category:** Rail  

**Scope:** Perform construction & maintenance on the State-Owned Railroad Lines per RSA 228:60  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>50,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>450,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>100,000</td>
<td>RR-RSA-Funds</td>
</tr>
</tbody>
</table>

**Total:** 6,000,000.00

**Comments:** None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (SAB)

### Route/Road
VARIOUS

### Category
BRIDGES

### Scope
STATE AID BRIDGE PROGRAMMATIC PROJECT

### Strategy
TIER 5

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>0</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>0</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>93,269</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>38,883</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>0</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>612,038</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>988,740</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>716,869</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>1,275,000</td>
<td>SAB *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>1,275,000</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2019</td>
<td>374,751</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>132,304</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>364,067</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>325,453</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>317,254</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>401,738</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>407,109</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>357,726</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>425,000</td>
<td>SAB *</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>425,000</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,102,737</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>0</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>461,578</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>102,306</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>0</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,124,630</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>5,398,518</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,951,920</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>6,800,000</td>
<td>SAB *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>6,800,000</td>
<td>SAB *</td>
</tr>
</tbody>
</table>

**Total** 35,271,890.00

### Comments
None

Includes inflation and indirects using program
**PROGRAM (STATEWIDE PROGRAMMATIC) (SNDWALL)**

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>VARIOUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>ROADSIDE</td>
</tr>
</tbody>
</table>

**Scope**  
SOUND WALL PROGRAM STATEWIDE

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,000,000</td>
<td>SNDWALL</td>
</tr>
</tbody>
</table>

**Total**  
16,000,000.00

**Comments**  
None

---

**PROGRAM (STATEWIDE PROGRAMMATIC) (SPR1)**

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>STATE PLANNING &amp; RESEARCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>MANDATED FEDERAL</td>
</tr>
</tbody>
</table>

**Scope**  
STATE PLANNING & RESEARCH - PLANNING ACTIVITIES COORDINATED BY NHDOT TO MEET FEDERAL REGULATIONS

**Strategy**  
ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Planning Research</td>
<td>2019</td>
<td>1,548,625</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2020</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2021</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2022</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2023</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2024</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2025</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2026</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2027</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2028</td>
<td>4,600,000</td>
<td>SPR1</td>
</tr>
</tbody>
</table>

**Total**  
42,948,625.00

**Comments**  
None

Includes inflation and indirecsts using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (SPR2)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Category</th>
<th>Scope</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE PLANNING &amp; RESEARCH</td>
<td>MANDATED FEDERAL</td>
<td>STATE PLANNING &amp; RESEARCH - PART #2</td>
<td>ALL TIERS</td>
</tr>
<tr>
<td>&quot;RESEARCH&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Planning Research</td>
<td>2019</td>
<td>967,010</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2020</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2021</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2022</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2023</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2024</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2025</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2026</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2027</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
<tr>
<td>State Planning Research</td>
<td>2028</td>
<td>990,220</td>
<td>SPR2</td>
</tr>
</tbody>
</table>

**Total** 9,878,990.00

**Comments** None

Includes inflation and indirects using program
# Ten Year Plan

## Program (Statewide Programmatic) (SWALL TPK)

**Route/Road**: TYPE II SOUNDWALL PROGRAM (TURNPIKES)

**Category**: ROADSIDE

**Scope**: TYPE II SOUNDWALLS

**Strategy**: TIER 1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>100,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>50,000</td>
<td>SWALL-TPK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2020</td>
<td>3,850,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>3,900,000</td>
<td>SWALL-TPK</td>
</tr>
</tbody>
</table>

**Total**: 36,000,000.00

**Comments**: None

Includes inflation and indirects using program.
### PROGRAM (STATEWIDE PROGRAMMATIC) (TA)

**Route/Road**: VARIOUS  
**Category**: MANDATED FEDERAL

<table>
<thead>
<tr>
<th>Scope</th>
<th>Program</th>
<th>Funding</th>
<th>Year</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION ALTERNATIVES PROGRAM (TAP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2024</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2025</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2026</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2027</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preliminary Engineering</td>
<td>2028</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2024</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2025</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2026</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2027</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>2028</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2024</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2025</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2026</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2027</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
<td>2028</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other</td>
<td>2022</td>
</tr>
</tbody>
</table>

Includes inflation and indirects using program
## Ten Year Plan

**2019 - 2028**

### Pending Approval

**12/19/2017**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other 2023</td>
<td>50,000</td>
<td>TA *</td>
</tr>
<tr>
<td>Other 2024</td>
<td>50,000</td>
<td>TA *</td>
</tr>
<tr>
<td>Other 2025</td>
<td>50,000</td>
<td>TA *</td>
</tr>
<tr>
<td>Other 2026</td>
<td>50,000</td>
<td>TA *</td>
</tr>
<tr>
<td>Other 2027</td>
<td>50,000</td>
<td>TA *</td>
</tr>
<tr>
<td>Other 2028</td>
<td>50,000</td>
<td>TA *</td>
</tr>
</tbody>
</table>

**Total** 24,413,883.00

**Comments** None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (TDM)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>Category</th>
<th>Scope</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION DEMAND MANAGEMENT-TURNPIKES</td>
<td>INDIVIDUAL PROJECTS</td>
<td>TRANSPORTATION DEMAND MANAGEMENT - TURNPIKES</td>
<td>TIER 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>150,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2020</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2021</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2022</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2023</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2024</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2025</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2026</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2027</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2028</td>
<td>300,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>2,400,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>2,550,000</td>
<td>TDM</td>
</tr>
</tbody>
</table>

**Total** 27,000,000.00

**Comments** None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (TPK-R&R)

**Route/Road**: TURNPIKES  
**Category**: PRESERVATION & MAINTENANCE  

**Scope**: TURNPIKE RENEWAL & REHABILITATION PROGRAM ON THE FEET, BLUE STAR & SPAULDING TURNPIKES.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,042,065</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>6,600,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>11,400,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>13,900,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>14,400,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>13,300,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>13,600,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>13,800,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>14,100,000</td>
<td>TRR *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>14,400,000</td>
<td>TRR *</td>
</tr>
</tbody>
</table>

**Total**: 116,542,065.00

**Comments**: None

## PROGRAM (STATEWIDE PROGRAMMATIC) (TRAC)

**Route/Road**: TRANSPORTATION AND CIVIL ENGINEERING PROGRAM  
**Category**: INDIVIDUAL PROJECTS  

**Scope**: IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS.  

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>22,000</td>
<td>TRAC</td>
</tr>
</tbody>
</table>

**Total**: 220,000.00

**Comments**: None

Includes inflation and indirects using program
## PROGRAM (STATEWIDE PROGRAMMATIC) (TRAIN)

**Route/Road:** TRAINING  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** ANNUAL TRAINING PROGRAM (ANNUAL PROJECT)  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>200,000</td>
<td>TRAIN</td>
</tr>
</tbody>
</table>

**Total** 2,000,000.00

**Comments:** None

## PROGRAM (STATEWIDE PROGRAMMATIC) (TRCK-WGHT-SFTY)

**Route/Road:** VARIOUS  
**Category:** INDIVIDUAL PROJECTS  
**Scope:** TRUCK WEIGHT SAFETY INSPECTION & MAINTENANCE PROGRAM  
**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>100,000</td>
<td>TRCK-WGHT-SFTY</td>
</tr>
</tbody>
</table>

**Total** 1,000,000.00

**Comments:** None

Includes inflation and indirects using program
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>75,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2019</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>275,000</td>
<td>TSMO</td>
</tr>
</tbody>
</table>

Total: 3,500,000.00

Comments: None

Includes inflation and indirects using program.
## PROGRAM (STATEWIDE PROGRAMMATIC) (UBI)

<table>
<thead>
<tr>
<th>Route/Road</th>
<th>VARIOUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
<td>UNDERWATER BRIDGE INSPECTION (ANNUAL PROJECT)</td>
</tr>
<tr>
<td>Category</td>
<td>BRIDGES</td>
</tr>
</tbody>
</table>

### Strategy
- ALL TIERS

### Funding

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>2019</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2020</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2021</td>
<td>50,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2022</td>
<td>50,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2023</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2024</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2025</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2026</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2027</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
<tr>
<td>Other</td>
<td>2028</td>
<td>60,000</td>
<td>UBI *</td>
</tr>
</tbody>
</table>

**Total** 580,000.00

### Comments
- None

---

Includes inflation and indirects using program
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>2019</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2020</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2021</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2022</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2023</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2024</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2025</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2026</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2027</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>2028</td>
<td>30,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2019</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>500,000</td>
<td>USSS *</td>
</tr>
</tbody>
</table>

**Total** 5,300,000.00

Comments: None

Includes inflation and indirects using program
### STATEWIDE DISTRICTS (STATEWIDE PROGRAMMATIC) (BET-FA-HQ)

**Route/Road:** BETTERMENT  
**Category:** INDIVIDUAL PROJECTS  

**Scope:** WORK THAT IS TO BE COMPLETED BY MEANS OF FORCE ACCOUNT INCLUDING SMALL EMERGENCIES & UNPLANNED WORK  

**Strategy:** ALL TIERS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Funding</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2019</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2020</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2021</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2023</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2024</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2025</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2026</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2027</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
<tr>
<td>Construction</td>
<td>2028</td>
<td>1,200,000</td>
<td>BET-FA-HQ</td>
</tr>
</tbody>
</table>

**Total** 12,000,000.00

**Comments:** None

Includes inflation and indirec using program