

## Notice of Comment Period and Public Hearing Rockingham Planning Commission 2009-2012 TIP Amendment #5

The FY 2009-2012 Transportation Improvement Program (TIP) is a prioritized list of regional transportation priorities developed by representatives from communities within the RPC region. The Rockingham Planning Commission announces its intent to amend that document to account for project changes in the region and maintain consistency with the State Transportation Improvement Program (STIP). The project specific changes to the TIP included in this amendment as well as the supporting documentation, the most recent Air Quality Conformity Analysis, and the full TIP, can be found on the Rockingham Planning Commission website at <http://www.rpc-nh.org>.

The RPC, in consultation with NH DOT, NH DES, US EPA, FHWA, FTA and the other NH MPO's, has confirmed that the revisions proposed in STIP Amendment #5 do not trigger a new conformity determination for the Southeast New Hampshire Non-attainment Area and therefore the previous Air Quality Conformity Analysis, approved in October, 2008 and last amended March, 2010, continues to be valid.

A 30-day public comment period for the Amendment begins Monday, June 14<sup>th</sup>, 2010 and concludes on Tuesday, July 13<sup>th</sup>, 2010. A public hearing to consider the changes and any received comments is scheduled for **Wednesday, July 14<sup>th</sup>, 2010, beginning at 7:00 PM** at the Town Library in Plaistow (85 Main Street). The Planning Commission will meet after the public hearing to adopt the changes to the document.

Copies of all documentation, are available at the offices of the Rockingham Planning Commission, on the RPC website at <http://www.rpc-nh.org>, and will be sent to interested parties by request. Written comments will also be accepted through July 13<sup>th</sup>, 2010 and may be addressed to:

Rockingham Planning Commission  
156 Water Street  
Exeter, NH 03833  
Email: [email@rpc-nh.org](mailto:email@rpc-nh.org) with TIP/Plan amendments in the subject line

For more information please contact David Walker at Rockingham Planning Commission at (603) 778-0885.

J:\UPWP2-Policy & Plans\MPO TIP\2009-2012TIP\Amendments\Amendment5\LegalNotice-Newspaper-6-10-10.doc



# 2009-2012 STIP REVISION REPORT

May 2010



Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Fiscal Year	Phase	Fed\$	DOT\$	Other\$	Tot\$	Funding Category

## Full Amendments

ALTON 14121D	NH 28	1.456	INTERSECTION IMPROVEMENTS AT STOCKBRIDGE CORNER ROAD (PE Charged to BARNSTEAD-ALTON 14121)					ATT	
	<b>Proposed</b>		<b>R</b>	<b>2010</b>	.128	.000	.000	<b>.128</b>	STP-Non Urban Areas Under 5K
			<b>C</b>	<b>2011</b>	1.328	.000	.000	<b>1.328</b>	
7555			<b>Totals</b>		1.456	.000	.000	<b>1.456</b>	

ANDOVER 15901	NH 11	2.703	BRIDGE REHABILITATION / DECK REPLACEMENT OVER BLACKWATER RIVER - 050/093 {Red List}						
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.000	.125	.000	<b>.125</b>	Betterment
				<b>2010</b>	.070	.000	.000	<b>.070</b>	Bridge On/Off System
			<b>R</b>	<b>2010</b>	.000	.004	.000	<b>.004</b>	Betterment
				<b>2010</b>	.001	.000	.000	<b>.001</b>	Bridge On/Off System
7492			<b>C</b>	<b>2012</b>	2.002	.501	.000	<b>2.503</b>	
			<b>Totals</b>		2.073	.630	.000	<b>2.703</b>	

ANDOVER 15901	NH 11	2.629	BRIDGE REHABILITATION / DECK REPLACEMENT OVER BLACKWATER RIVER - 050/093 {Red List}					ATT	
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.070	.000	.000	<b>.070</b>	Bridge On/Off System
				<b>2011</b>	.000	.129	.000	<b>.129</b>	Betterment
			<b>R</b>	<b>2010</b>	.001	.000	.000	<b>.001</b>	Bridge On/Off System
				<b>2011</b>	.000	.004	.000	<b>.004</b>	Betterment
7492			<b>C</b>	<b>2011</b>	1.940	.485	.000	<b>2.425</b>	Bridge On/Off System
			<b>Totals</b>		2.011	.618	.000	<b>2.629</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO		
		Cost \$(M)			Code	Open Analysis FY				
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
-----										
BATH 14439	WEST BATH ROAD		3.349	VILLAGE COVERED BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 137/095 {Red List}						ATT
	<b>Proposed</b>			<b>P</b>	<b>2010</b>	.000	.237	.059	<b>.296</b>	State Aid Bridge
				<b>C</b>	<b>2010</b>	2.320	.000	.000	<b>2.320</b>	National Historic Covered Bridge Preservator
					<b>2010</b>	.000	.464	.116	<b>.580</b>	State Aid Bridge
5933				<b>Totals</b>		2.320	.701	.175	<b>3.196</b>	
-----										
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512	AIRPORT ACCESS ROAD		52.587	IMPROVE ACCESS FROM F.E.E.T. TO MANCHESTER AIRPORT AND SURROUNDING AREA, PRELIMINARY DESIGN PREPARATION EIS FINAL DESIGN [PE & ROW] [Section 1602 - Designated Project; Demo Id NH009]						N/E
	<b>Existing</b>			<b>P</b>	<b>2009</b>	.040	.010	.000	<b>.050</b>	Equity Bonus (Flexible)
					<b>2010</b>	.200	.050	.000	<b>.250</b>	
					<b>2010</b>	.040	.010	.000	<b>.050</b>	
				<b>R</b>	<b>2009</b>	.048	.012	.000	<b>.060</b>	
					<b>2009</b>	2.072	.518	.000	<b>2.590</b>	National Highway System
					<b>2010</b>	.040	.010	.000	<b>.050</b>	
<i>Regionally Significant</i>				<b>Totals</b>		2.440	.610	.000	<b>3.050</b>	
194										
-----										
BEDFORD - MANCHESTER - LONDONDERRY - MERRIMACK 11512	AIRPORT ACCESS ROAD		53.687	IMPROVE ACCESS FROM F.E.E.T. TO MANCHESTER AIRPORT AND SURROUNDING AREA, PRELIMINARY DESIGN PREPARATION EIS FINAL DESIGN [PE & ROW] [Section 1602 - Designated Project; Demo Id NH009]						N/E <b>2017</b>
	<b>Proposed</b>			<b>P</b>	<b>2009</b>	.040	.010	.000	<b>.050</b>	Equity Bonus (Flexible)
					<b>2010</b>	.280	.070	.000	<b>.350</b>	
					<b>2010</b>	.040	.010	.000	<b>.050</b>	
				<b>R</b>	<b>2009</b>	.048	.012	.000	<b>.060</b>	
					<b>2009</b>	2.072	.518	.000	<b>2.590</b>	National Highway System
					<b>2010</b>	.840	.210	.000	<b>1.050</b>	Equity Bonus (Flexible)
<i>Regionally Significant</i>				<b>Totals</b>		3.320	.830	.000	<b>4.150</b>	
194										

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work					CAA	Comments	MPO
			Cost \$(M)							Code	Open Analysis FY	
Regionally Significant			Adv Const	Fiscal								
Grouped / Parent			Payback	Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category			
-----												
BENNINGTON		VILLAGE AREA	.632		PEDESTRIAN IMPROVEMENTS [09-02TE]						ATT	
16030		<b>Proposed</b>										
				<b>P</b>	<b>2011</b>	.063	.000	.016	<b>.078</b>	STP-Enhancement		
				<b>R</b>	<b>2011</b>	.017	.000	.004	<b>.021</b>			
				<b>C</b>	<b>2012</b>	.426	.000	.107	<b>.533</b>			
7633				<b>Totals</b>		.505	.000	.126	<b>.632</b>			

Phase: P - Preliminary Engineering R - Right of Way C - Construction  
Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
BERLIN 12958B	NH 110	10.560		PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) [Section 1702 - Designated Project; Demo Id NH043] [Sister Demo Id NH062]					ATT
	<b>Existing</b>		P	2010	.148	.000	.037	.184	High Priority Projects (SAFETEA-LU 2005)
				2010	.012	.000	.003	.016	HPER Ear\$ Not Rec'd
			R	2010	1.450	.000	.362	1.812	High Priority Projects (SAFETEA-LU 2005)
				2010	.024	.000	.006	.030	
		AC Conversion		2010	.150	.000	.038	.188	HPER Ear\$ Not Rec'd
				2011	2.477	.000	.619	3.096	High Priority Projects (SAFETEA-LU 2005)
			C	2012	.469	.000	.117	.586	
				2012	.494	.000	.123	.617	
				2012	1.210	.000	.303	1.513	STP-Areas Less Than 200K
3763			<b>Totals</b>		6.433	.000	1.608	8.042	
BERLIN 12958B	NH 110	11.573		PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) [Section 1702 - Designated Project; Demo Id NH043] [Sister Demo Id NH062]					ATT
	<b>Proposed</b>		P	2010	.148	.000	.037	.184	High Priority Projects (SAFETEA-LU 2005)
				2010	.012	.000	.003	.016	HPER Ear\$ Not Rec'd
				2010	.000	.000	.065	.065	Non Participating
				2010	.440	.000	.000	.440	STP-State Flexible
				2011	.488	.000	.000	.488	
			R	2010	1.450	.000	.362	1.812	High Priority Projects (SAFETEA-LU 2005)
				2010	.024	.000	.006	.030	
		AC Conversion		2010	.150	.000	.038	.188	HPER Ear\$ Not Rec'd
				2010	.000	.000	.020	.020	Non Participating
				2011	2.477	.000	.619	3.096	High Priority Projects (SAFETEA-LU 2005)
			C	2012	.469	.000	.117	.586	
				2012	.494	.000	.123	.617	
				2012	1.210	.000	.303	1.513	STP-Areas Less Than 200K
3763			<b>Totals</b>		7.362	.000	1.693	9.055	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

STIP Revision 05

Print Date: 13-May-10

Page 4 of 36

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
BERLIN 16019	HUTCHINS STREET	.779		RECONSTRUCTION FROM NAPERT STREET TO BRIDGE STREET, EARMARK PROJECT (DEMO ID NH085)					ATT
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.072	.000	.000	<b>.072</b>	High Priority Projects (SAFETEA-LU-EXT 201
			<b>R</b>	<b>2010</b>	.002	.000	.000	<b>.002</b>	
			<b>C</b>	<b>2010</b>	.706	.000	.000	<b>.706</b>	
7620			<b>Totals</b>		.779	.000	.000	<b>.779</b>	
BRADFORD 16032	EAST MAIN STREET	.683		PEDESTRIAN IMPROVEMENT [09-04TE]					ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.090	.000	.023	<b>.113</b>	STP-Enhancement
			<b>R</b>	<b>2011</b>	.026	.000	.007	<b>.033</b>	
			<b>C</b>	<b>2012</b>	.430	.000	.107	<b>.537</b>	
7626			<b>Totals</b>		.546	.000	.137	<b>.683</b>	
BRISTOL 16026	CENTRAL SQUARE	.513		PEDESTRIAN / BICYCLE IMPROVEMENT [09-05TE]					ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.041	.000	.010	<b>.051</b>	STP-Enhancement
			<b>R</b>	<b>2011</b>	.001	.000	.000	<b>.001</b>	
			<b>C</b>	<b>2011</b>	.368	.000	.092	<b>.461</b>	
7631			<b>Totals</b>		.410	.000	.103	<b>.513</b>	
CAMPTON 12407	BLAIR ROAD	.414		REHAB BRIDGE OVER PEMIGEWASSET RIVER - 117/076 {Red List}					ATT
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.000	.079	.020	<b>.099</b>	State Aid Bridge
			<b>C</b>	<b>2010</b>	.000	.252	.063	<b>.316</b>	
676			<b>Totals</b>		.000	.331	.083	<b>.414</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
CONCORD 12004	SEWALLS FALLS ROAD	10.376		REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045] {Red List}					ATT
	<b>Existing</b>	<i>2012 AC Conversion</i>	<b>P</b>	<b>2010</b>	.319	.000	.080	<b>.399</b>	Bridge On/Off System
		<i>2012 AC Conversion</i>	<b>R</b>	<b>2010</b>	.224	.000	.056	<b>.281</b>	
		<i>2012 AC Conversion</i>		<b>2011</b>	.022	.000	.006	<b>.028</b>	
			<b>C</b>	<b>2012</b>	6.523	.000	1.631	<b>8.154</b>	
				<b>2012</b>	.254	.000	.064	<b>.318</b>	Equity Bonus (Flexible)
				<b>2012</b>	.607	.000	.152	<b>.759</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2012</b>	.076	.000	.019	<b>.095</b>	HPER Ear\$ Not Rec'd
293				<b>Totals</b>	8.026	.000	2.006	<b>10.032</b>	
CONCORD 12004	SEWALLS FALLS ROAD	10.533		REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045] {Red List}					ATT
	<b>Proposed</b>	<i>2012 AC Conversion</i>	<b>P</b>	<b>2010</b>	.319	.000	.080	<b>.399</b>	Bridge On/Off System
		<i>2012 AC Conversion</i>	<b>R</b>	<b>2010</b>	.224	.000	.056	<b>.281</b>	
		<i>2012 AC Conversion</i>		<b>2011</b>	.022	.000	.006	<b>.028</b>	
			<b>C</b>	<b>2012</b>	2.609	.000	.652	<b>3.261</b>	
				<b>2012</b>	.254	.000	.064	<b>.318</b>	Equity Bonus (Flexible)
				<b>2012</b>	.607	.000	.152	<b>.759</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2012</b>	.076	.000	.019	<b>.095</b>	HPER Ear\$ Not Rec'd
293				<b>Totals</b>	4.112	.000	1.028	<b>5.140</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
DISTRICTS BET-RES *	PAVEMENT	(Annual)	RESURFACE @ VARIOUS LOCATIONS (Annual Advertised Projects) [JOBS]					E-10	
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.060	.000	.000	<b>.060</b>	American Recovery Reinvestment Act
			<b>R</b>	<b>2009</b>	.006	.000	.000	<b>.006</b>	
			<b>C</b>	<b>2009</b>	18.000	.000	.000	<b>18.000</b>	
				<b>2009</b>	.000	12.000	.000	<b>12.000</b>	Betterment
				<b>2010</b>	10.000	.000	.000	<b>10.000</b>	American Recovery Reinvestment Act
				<b>2010</b>	.000	12.000	.000	<b>12.000</b>	Betterment
				<b>2010</b>	25.000	.000	.000	<b>25.000</b>	Jobs for Main St
				<b>2011</b>	.000	12.000	.000	<b>12.000</b>	Betterment
				<b>2012</b>	.000	12.000	.000	<b>12.000</b>	
581	<b>Grouped</b>		<b>Totals</b>		53.066	48.000	.000	<b>101.066</b>	
-----									
DISTRICTS BET-RES *	PAVEMENT	(Annual)	RESURFACE @ VARIOUS LOCATIONS (Annual Advertised Projects)					E-10	
	<b>Proposed</b>		<b>C</b>	<b>2009</b>	18.000	.000	.000	<b>18.000</b>	American Recovery Reinvestment Act
				<b>2009</b>	.000	12.000	.000	<b>12.000</b>	Betterment
				<b>2010</b>	10.000	.000	.000	<b>10.000</b>	American Recovery Reinvestment Act
				<b>2010</b>	.000	12.000	.000	<b>12.000</b>	Betterment
				<b>2011</b>	.000	12.000	.000	<b>12.000</b>	
				<b>2012</b>	.000	12.000	.000	<b>12.000</b>	
581	<b>Grouped</b>		<b>Totals</b>		28.000	48.000	.000	<b>76.000</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
FRANKLIN 13928A	US 3	4.725	UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037] [Sister Demo Id NH057]						ATT
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.080	.020	.000	<b>.100</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2010</b>	.088	.022	.000	<b>.110</b>	
				<b>2011</b>	.374	.093	.000	<b>.467</b>	
			<b>R</b>	<b>2011</b>	.024	.006	.000	<b>.030</b>	HPER Ear\$ Not Rec'd
				<b>2009</b>	.020	.005	.000	<b>.025</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2010</b>	.050	.013	.000	<b>.063</b>	
				<b>2010</b>	.009	.002	.000	<b>.011</b>	
				<b>2011</b>	.106	.026	.000	<b>.132</b>	
				<b>2011</b>	.060	.015	.000	<b>.075</b>	HPER Ear\$ Not Rec'd
			<b>C</b>	<b>2012</b>	2.120	.530	.000	<b>2.650</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2012</b>	.849	.212	.000	<b>1.061</b>	HPER Ear\$ Not Rec'd
6047			<b>Totals</b>		3.780	.945	.000	<b>4.725</b>	
FRANKLIN 13928A	US 3	4.314	UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037] [Sister Demo Id NH057]						ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.374	.093	.000	<b>.467</b>	High Priority Projects (SAFETEA-LU 2005)
			<b>R</b>	<b>2011</b>	.013	.003	.000	<b>.017</b>	
6047			<b>Totals</b>		.387	.097	.000	<b>.484</b>	
GOFFSTOWN 16029	GOFFSTOWN BRANCH TAIL CORRIDOR	.408	4 PROJECT IMPROVEMENT SITES [09-17TE]						E-33
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.035	.000	.009	<b>.044</b>	STP-Enhancement
			<b>R</b>	<b>2011</b>	.030	.000	.007	<b>.037</b>	
			<b>C</b>	<b>2011</b>	.262	.065	.001	<b>.327</b>	
7632			<b>Totals</b>		.326	.065	.017	<b>.408</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

STIP Revision 05

Print Date: 13-May-10

Page 8 of 36

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
GREENLAND 14813		.835		TRUCKSTOP ELECTRIFICATION (CMAQ Program) [06-08CM]				N/E	
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.005	.000	.001	<b>.006</b>	Congestion Mitigation and Air Quality Progra
			<b>R</b>	<b>2010</b>	.001	.000	.000	<b>.001</b>	
			<b>C</b>	<b>2010</b>	.663	.000	.166	<b>.828</b>	
6222			<b>Totals</b>		.668	.000	.167	<b>.835</b>	
GREENLAND 14813		.862		TRUCKSTOP ELECTRIFICATION (CMAQ Program) [06-08CM]				N/E	
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.005	.000	.001	<b>.006</b>	Congestion Mitigation and Air Quality Prograr
			<b>R</b>	<b>2010</b>	.001	.000	.000	<b>.001</b>	
			<b>C</b>	<b>2011</b>	.684	.000	.171	<b>.855</b>	
6222			<b>Totals</b>		.689	.000	.172	<b>.862</b>	
HAMPTON 14188C	NH 1A	.360		ELECTRICAL UPGRADES / REPAIRS TO BRIDGE CONTROL PANEL ON BRIDGE OVER HAMPTON RIVER - 235/025				E-19	
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.008	.002	.000	<b>.010</b>	Bridge On System
				<b>2009</b>	.005	.000	.000	<b>.005</b>	Bridge On/Off System
				<b>2010</b>	.045	.000	.000	<b>.045</b>	
			<b>C</b>	<b>2010</b>	.300	.000	.000	<b>.300</b>	
<i>Regionally Significant</i>			<b>Totals</b>		.358	.002	.000	<b>.360</b>	
6820									
HAMPTON 14188C	NH 1A	2.016		ELECTRICAL UPGRADES / REPAIRS TO BRIDGE CONTROL PANEL ON BRIDGE OVER HAMPTON RIVER - 235/025				E-19	
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.008	.002	.000	<b>.010</b>	Bridge On System
				<b>2010</b>	.200	.050	.000	<b>.250</b>	
				<b>2010</b>	.051	.000	.000	<b>.051</b>	Bridge On/Off System
				<b>2011</b>	.002	.000	.000	<b>.002</b>	Bridge On System
			<b>C</b>	<b>2011</b>	1.362	.341	.000	<b>1.703</b>	STP-Areas Less Than 200K
<i>Regionally Significant</i>			<b>Totals</b>		1.623	.393	.000	<b>2.016</b>	
6820									

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
HAVERHILL - BATH 10436	US 302	3.488		RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES					ATT
	<b>Existing</b>								
			P	2010	.045	.011	.000	.057	STP-Non Urban Areas Under 5K
				2011	.112	.028	.000	.141	
				2012	.016	.004	.000	.020	
			R	2011	.065	.016	.000	.081	
				2012	.056	.014	.000	.070	
99				<b>Totals</b>	.294	.074	.000	.368	
HAVERHILL - BATH 10436	US 302	3.488		RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES					ATT
	<b>Proposed</b>								
			P	2011	.158	.039	.000	.197	STP-Non Urban Areas Under 5K
				2012	.016	.004	.000	.020	
			R	2011	.065	.016	.000	.081	
				2012	.056	.014	.000	.070	
99				<b>Totals</b>	.294	.074	.000	.368	
HOLLIS 13488	ASH STREET (NH 130)	.160		ASH STREET/NH 130; CONSTRUCT NEW SIDEWALK OF 1820' EXTENDING FROM THE POST OFFICE TO APPRX THE INTERSECTION OF MAIN ST AND SILVER LAKE RD (TE Program) [00-40TE]					E-45
	<b>Existing</b>								
			P	2009	.028	.000	.007	.035	STP-Enhancement
			R	2009	.001	.000	.000	.001	
			C	2010	.099	.000	.025	.124	
3010				<b>Totals</b>	.128	.000	.032	.160	
HOLLIS 13488	ASH STREET (NH 130)	.310		ASH STREET/NH 130; CONSTRUCT NEW SIDEWALK OF 1820' EXTENDING FROM THE POST OFFICE TO APPRX THE INTERSECTION OF MAIN ST AND SILVER LAKE RD (TE Program) [00-40TE]					E-45
	<b>Proposed</b>								
			P	2009	.028	.000	.007	.035	STP-Enhancement
			R	2009	.001	.000	.000	.001	
			C	2010	.219	.000	.055	.274	
3010				<b>Totals</b>	.248	.000	.062	.310	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
			Cost \$(M)			Code	Open Analysis FY			
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
KEENE 14834		CHESHIRE RAIL TRAIL	.085		IMPROVE EXISTING TRAIL SURFACE AND REPAIR DRAINAGE FROM PITCHER STREET TO BRADFORD ROAD AND FROM BRADFORD ROAD TO WHITCOMB'S MILL ROAD. ADD A TRAILHEAD AT WHITCOMB'S MILL ROAD (TE Program) [06-20TE]					ATT
		Existing		P	2010	.003	.000	.001	.004	STP-Enhancement
				C	2010	.052	.000	.013	.066	
6236				<b>Totals</b>		.056	.000	.014	.070	
KEENE 14834		CHESHIRE RAIL TRAIL	.205		IMPROVE EXISTING TRAIL SURFACE AND REPAIR DRAINAGE FROM PITCHER STREET TO BRADFORD ROAD AND FROM BRADFORD ROAD TO WHITCOMB'S MILL ROAD. ADD A TRAILHEAD AT WHITCOMB'S MILL ROAD (TE Program) [06-20TE]					ATT
		Proposed		P	2010	.030	.000	.007	.037	STP-Enhancement
					2010	.003	.000	.001	.004	
				C	2010	.119	.000	.030	.149	
6236				<b>Totals</b>		.152	.000	.038	.190	
KEENE - SWANZEY 10309P		NH 9/10/12/101	3.235		CONSTRUCTION OF MULTI-USE TRAIL BRIDGE OVER NH 12/101, AND MITIGATION SITE (Parent = Keene-Swanzey 10309)					ATT
		Existing		C	2011	3.235	.000	.000	3.235	National Highway System
6189				<b>Totals</b>		3.235	.000	.000	3.235	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA Code		Comments		MPO
		Cost \$(M)			Open	Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
LEBANON 13951	US 4	11.060	BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List}						ATT
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.025	.000	.000	<b>.025</b>	Bridge On/Off System
		<i>2011 AC Conversion</i>		<b>2010</b>	.300	.075	.000	<b>.375</b>	
		<i>2011 AC Conversion</i>		<b>2011</b>	.040	.010	.000	<b>.050</b>	
		<i>2011 AC Conversion</i>	<b>R</b>	<b>2010</b>	.140	.035	.000	<b>.175</b>	
			<b>C</b>	<b>2011</b>	5.160	.000	.000	<b>5.160</b>	
		<i>2011 AC Conversion</i>		<b>2012</b>	4.040	1.010	.000	<b>5.050</b>	
1875			<b>Totals</b>		9.705	1.130	.000	<b>10.835</b>	
LEBANON 13951	US 4	11.225	BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List}						ATT
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.025	.000	.000	<b>.025</b>	Bridge On/Off System
		<i>2011 AC Conversion</i>		<b>2010</b>	.375	.000	.000	<b>.375</b>	
		<i>2011 AC Conversion</i>		<b>2011</b>	.040	.010	.000	<b>.050</b>	
		<i>2011 AC Conversion</i>	<b>R</b>	<b>2011</b>	.140	.035	.000	<b>.175</b>	
			<b>C</b>	<b>2012</b>	5.325	.000	.000	<b>5.325</b>	
1875			<b>Totals</b>		5.905	.045	.000	<b>5.950</b>	
LINCOLN	I-93	13.563	OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) [4R]						ATT
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.180	.020	.000	<b>.200</b>	Interstate Maintenance
		<i>2012 AC Conversion</i>		<b>2011</b>	.045	.005	.000	<b>.050</b>	
			<b>C</b>	<b>2012</b>	11.981	1.331	.000	<b>13.313</b>	
3254			<b>Totals</b>		12.206	1.356	.000	<b>13.563</b>	
LINCOLN 13334	NH 112	.214	RECLAIM, 3 1/2" HBP FROM HANCOCK BROOK BRIDGE EAST TO LIVERMORE T/L (3.76 MI) (Pe & Row Only) (See 13334B,C,D for Construction)						ATT
	<b>Proposed</b>		<b>R</b>	<b>2011</b>	.009	.002	.000	<b>.011</b>	STP-State Flexible
2806			<b>Totals</b>		.009	.002	.000	<b>.011</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

STIP Revision 05

Print Date: 13-May-10

Page 12 of 36

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA Code		Comments		MPO
		Cost \$(M)			Open	Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
LITTLETON, NH - WATERFORD, VT 15926	I-93	10.004	BRIDGE REHABILITATION / DECK REPLACEMENT CARRYING I-93 SB & NB OVER CONNECTICUT RIVER - 104/136 & 105/135 {Red List} [JOBS]						
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.195	.000	.000	<b>.195</b>	Bridge On/Off System
			<b>R</b>	<b>2010</b>	.005	.000	.000	<b>.005</b>	
			<b>C</b>	<b>2011</b>	9.804	.000	.000	<b>9.804</b>	Jobs for Main St
7516			<b>Totals</b>		10.004	.000	.000	<b>10.004</b>	
LITTLETON, NH - WATERFORD, VT 15926	I-93	10.169	BRIDGE REHABILITATION / DECK REPLACEMENT CARRYING I-93 SB & NB OVER CONNECTICUT RIVER - 104/136 & 105/135 {Red List} [JOBS]						
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.195	.000	.000	<b>.195</b>	Bridge On/Off System
			<b>R</b>	<b>2010</b>	.005	.000	.000	<b>.005</b>	
			<b>C</b>	<b>2011</b>	3.715	.929	.000	<b>4.644</b>	
				<b>2012</b>	4.260	1.065	.000	<b>5.325</b>	
7516			<b>Totals</b>		8.175	1.994	.000	<b>10.169</b>	
MADISON - CONWAY 11339J	NH 16	22.673	CONWAY BYPASS SOUTHERN SEGMENT, EARTHWORK PROJECT (Parent = Conway 11339B) [JOBS]						
	<b>Existing</b>		<b>C</b>	<b>2010</b>	22.673	.000	.000	<b>22.673</b>	Jobs for Main St
1210			<b>Totals</b>		22.673	.000	.000	<b>22.673</b>	
MADISON - CONWAY 11339T	CONWAY BYPASS	14.529	CONSTRUCT BRIDGES OVER PEQUAWKET BROOK, NH 113, PUDDING POND & WOODLAND ROAD (Parent = Conway 11339B) [JOBS]						
	<b>Existing</b>		<b>C</b>	<b>2010</b>	14.529	.000	.000	<b>14.529</b>	Jobs for Main St
3659			<b>Totals</b>		14.529	.000	.000	<b>14.529</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA Code		Comments		MPO
		Cost \$(M)	Location/Scope of Work		Open	Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
MANCHESTER 16016	ELM, GRANITE, & AUBURN STREETS	1.029		ELM ST FROM GRANITE TO VALLEY; GRANITE ST FROM CANAL TO ELM; WEST AUBURN ST TO OLD GRANITE ST; AKA GAS LIGHT IMPROVE INFRASTRUCTURE & PED AMENITIES. High Priority Project (HPP) DEMO ID NH084					E-33
	Proposed		P	2010	.066	.000	.000	.066	High Priority Projects (SAFETEA-LU-EXT 201
			R	2010	.008	.000	.000	.008	
			C	2011	.955	.000	.000	.955	
7618			<b>Totals</b>		1.029	.000	.000	<b>1.029</b>	
MANCHESTER 16033	GOFFSTOWN BRANCH TRAIL	.244		TRAIL IMPROVEMENTS [09-26TE]					E-33
	Proposed		P	2011	.001	.000	.000	.001	STP-Enhancement
			R	2011	.001	.000	.000	.001	
			C	2011	.194	.000	.048	.242	
7638			<b>Totals</b>		.195	.000	.049	<b>.244</b>	
NASHUA 10136A	NH 101A	10.016		WIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY (Milford to Nashua 10136)					N/E
	Existing		P	2010	.300	.075	.000	.375	National Highway System
				2011	.383	.096	.000	.479	
			R	2010	.240	.060	.000	.300	STP-Areas Less Than 200K
				2011	2.023	.506	.000	2.528	
3593			C	2012	4.686	1.172	.000	5.858	
			<b>Totals</b>		7.632	1.908	.000	<b>9.540</b>	
NASHUA 10136A	NH 101A	7.313		PHASE 1 - WIDENING AND IMPROVEMENTS FROM SUNAPEE ST TO BLACKSTONE DR (AS RECOMMENDED BY CORRIDOR STUDY) (Milford to Nashua 10136)					N/E
	Proposed		P	2011	.269	.067	.000	.336	National Highway System
			R	2011	1.841	.460	.000	2.301	
			C	2012	.000	.000	.510	.510	Non Participating
				2012	2.952	.738	.000	3.690	STP-Areas Less Than 200K
3593			<b>Totals</b>		5.062	1.266	.510	<b>6.838</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

STIP Revision 05

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO			
		Cost \$(M)			Code	Open Analysis FY					
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
NASHUA 13117	FEE TPK		6.615	CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES (CMAQ Program) [98-13CM]						N/E	
	<b>Existing</b>			<i>2011 AC Conversion</i>	<b>P</b>	<b>2010</b>	.160	.040	.000	<b>.200</b>	Congestion Mitigation and Air Quality Progra
				<i>2011 AC Conversion</i>	<b>R</b>	<b>2010</b>	3.080	.770	.000	<b>3.850</b>	
				<i>2011 AC Conversion</i>	<b>C</b>	<b>2011</b>	1.960	.490	.000	<b>2.450</b>	
					<b>Totals</b>		5.200	1.300	.000	<b>6.500</b>	
<i>Regionally Significant</i>											
2344											
NASHUA 13117	FEE TPK		6.615	CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES (CMAQ Program) [98-13CM]						N/E	
	<b>Proposed</b>				<b>P</b>	<b>2010</b>	-0.07	-0.02	.000	<b>-0.09</b>	Congestion Mitigation and Air Quality Progra
				<i>2011 AC Conversion</i>		<b>2011</b>	.167	.042	.000	<b>.209</b>	
					<b>R</b>	<b>2010</b>	-0.03	-0.01	.000	<b>-0.03</b>	
				<i>2011 AC Conversion</i>		<b>2011</b>	3.083	.771	.000	<b>3.853</b>	
				<i>2011 AC Conversion</i>	<b>C</b>	<b>2011</b>	1.960	.490	.000	<b>2.450</b>	
					<b>Totals</b>		5.200	1.300	.000	<b>6.500</b>	
<i>Regionally Significant</i>											
2344											
NASHUA 14432	VARIOUS		2.300	TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS (CMAQ Program) [04-30CM]						N/E	
	<b>Existing</b>				<b>P</b>	<b>2010</b>	.240	.000	.060	<b>.300</b>	Congestion Mitigation and Air Quality Progra
					<b>C</b>	<b>2010</b>	1.600	.000	.400	<b>2.000</b>	
					<b>Totals</b>		1.840	.000	.460	<b>2.300</b>	
5621											
NASHUA 14432	VARIOUS		2.364	TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS (CMAQ Program) [04-30CM]						N/E	
	<b>Proposed</b>				<b>P</b>	<b>2010</b>	.240	.000	.060	<b>.300</b>	Congestion Mitigation and Air Quality Progra
					<b>C</b>	<b>2011</b>	1.651	.000	.413	<b>2.064</b>	
					<b>Totals</b>		1.891	.000	.473	<b>2.364</b>	
5621											

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

STIP Revision 05

Print Date: 13-May-10

Page 15 of 36

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO		
		Cost \$(M)			Code	Open Analysis FY				
Regionally Significant	Grouped / Parent	Adv Const	Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
NORTH HAMPTON 14820	NH 111	.285		SCHOOL ZONE SIDEWALK IMPROVEMENTS: CONSTRUCT 0.2 MILES OF SIDEWALK ALONG NH 111 CONNECTING ELEMENTARY SCHOOLS WITH THE TOWN AMENITIES (TE Program) [06-42TE]			E-45			
	<b>Existing</b>			<b>R</b>	<b>2010</b>	.008	.000	.002	<b>.010</b>	STP-Enhancement
				<b>C</b>	<b>2010</b>	.175	.000	.044	<b>.218</b>	
6246				<b>Totals</b>		.183	.000	.046	<b>.228</b>	
-----										
NORTHFIELD 16035	CONCORD TO LINCOLN RAIL	.262		TRAIL IMPROVEMENTS INCLUDING BRIDGE OVER WINNIPESAUKEE RIVER [09-37TE]			ATT			
	<b>Proposed</b>			<b>P</b>	<b>2011</b>	.041	.000	.010	<b>.052</b>	STP-Enhancement
				<b>R</b>	<b>2011</b>	.066	.000	.017	<b>.083</b>	
				<b>C</b>	<b>2012</b>	.102	.000	.025	<b>.127</b>	
7635				<b>Totals</b>		.209	.000	.052	<b>.262</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
PELHAM 14491	NH 111A	5.102		IMPROVEMENTS TO TWO INTERSECTIONS: MAIN STREET / NASHUA ROAD AND OLD BRIDGE STREET / COMMON STREET [Section 1702 - Designated Project; Demo Id NH055] [14491A is Sister Demo Id NH072]					E-51
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.044	.011	.000	<b>.055</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2010</b>	.100	.025	.000	<b>.125</b>	
				<b>2011</b>	.045	.011	.000	<b>.057</b>	
			<b>R</b>	<b>2010</b>	.396	.099	.000	<b>.495</b>	
				<b>2010</b>	.040	.010	.000	<b>.050</b>	
				<b>2011</b>	.060	.015	.000	<b>.075</b>	
			<b>C</b>	<b>2011</b>	1.968	.301	.000	<b>2.269</b>	
				<b>2011</b>	.666	.165	.000	<b>.830</b>	HPER Ear\$ Not Rec'd
				<b>2011</b>	.761	.190	.000	<b>.951</b>	STP-State Flexible
4231			<b>Totals</b>		4.081	.827	.000	<b>4.907</b>	
PELHAM 14491	NH 111A	4.400		IMPROVEMENTS TO TWO INTERSECTIONS: MAIN STREET / NASHUA ROAD AND OLD BRIDGE STREET / COMMON STREET [Section 1702 - Designated Project; Demo Id NH055 & NH072]					E-51
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.044	.011	.000	<b>.055</b>	High Priority Projects (SAFETEA-LU 2005)
				<b>2010</b>	.100	.025	.000	<b>.125</b>	
				<b>2011</b>	.045	.011	.000	<b>.057</b>	
			<b>R</b>	<b>2010</b>	.396	.099	.000	<b>.495</b>	
				<b>2010</b>	.040	.010	.000	<b>.050</b>	
				<b>2011</b>	.060	.015	.000	<b>.075</b>	
			<b>C</b>	<b>2011</b>	1.968	.301	.000	<b>2.269</b>	
				<b>2011</b>	.666	.165	.000	<b>.830</b>	HPER Ear\$ Not Rec'd
				<b>2011</b>	.200	.050	.000	<b>.249</b>	STP-State Flexible
4231			<b>Totals</b>		3.519	.686	.000	<b>4.205</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)



Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO		
		Cost \$(M)			Code	Open Analysis FY				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
PLYMOUTH 15882  6780	NH 25 / NH 3A  <b>Existing</b>	2.155	REHABILITATE BRIDGE DECK OVER BAKER RIVER - 117/143						ATT	
				P	2010	.000	.025	.000	.025	Betterment
					2012	.043	.011	.000	.053	Bridge On/Off System
				R	2010	.003	.000	.000	.003	Betterment
					2012	.002	.000	.000	.002	Bridge On/Off System
				C	2012	1.657	.414	.000	2.071	
				<b>Totals</b>		1.704	.450	.000	2.155	
PLYMOUTH 15882  6780	NH 25 / NH 3A  <b>Proposed</b>	2.091	REHABILITATE BRIDGE DECK OVER BAKER RIVER - 117/143						ATT	
				P	2010	.000	.025	.000	.025	Betterment
					2012	.043	.011	.000	.053	Bridge On/Off System
				R	2010	.003	.000	.000	.003	Betterment
					2012	.002	.000	.000	.002	Bridge On/Off System
				C	2011	1.606	.401	.000	2.007	
				<b>Totals</b>		1.653	.438	.000	2.091	
PLYMOUTH 16027  7634	HIGHLAND STREET EXTENSION  <b>Proposed</b>	.258	SOUTH MAIN STREET TO GREEN STREET, PEDESTRIAN IMPROVEMENT [09-41TE]						ATT	
				P	2011	.021	.000	.005	.026	STP-Enhancement
				R	2011	.001	.000	.000	.001	
				C	2011	.185	.000	.046	.231	
				<b>Totals</b>		.206	.000	.052	.258	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO		
		Cost \$(M)			Code	Open Analysis FY				
Regionally Significant		Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
ROCHESTER 10620D	SPAULDING TPK		16.634	CONSTRUCT 4 LANE TPK FROM EXIT 11/12 (NH 125) TO EXIT 16 (US 202) (PRELIMINARY ENGINEERING AND ROW ACQUISITIONS)						N/E
	<b>Existing</b>			<b>P</b>	<b>2009</b>	.000	.514	.000	<b>.514</b>	Turmpike Program
					<b>2010</b>	.000	.017	.000	<b>.017</b>	
				<b>R</b>	<b>2009</b>	.000	.200	.000	<b>.200</b>	
					<b>2010</b>	.000	.100	.000	<b>.100</b>	
				<b>Totals</b>		.000	.831	.000	<b>.831</b>	
<i>Regionally Significant</i>										
1724										
ROCHESTER 10620D	SPAULDING TPK		17.509	CONSTRUCT 4 LANE TPK FROM EXIT 11/12 (NH 125) TO EXIT 16 (US 202) (PRELIMINARY ENGINEERING AND ROW ACQUISITIONS)						N/E
	<b>Proposed</b>			<b>P</b>	<b>2009</b>	.000	.514	.000	<b>.514</b>	Turmpike Program
					<b>2010</b>	.000	.892	.000	<b>.892</b>	
				<b>R</b>	<b>2009</b>	.000	.200	.000	<b>.200</b>	
					<b>2010</b>	.000	.100	.000	<b>.100</b>	
				<b>Totals</b>		.000	1.706	.000	<b>1.706</b>	
<i>Regionally Significant</i>										
1724										
SALEM 16031	MANCHESTER & LAWRENCE RAIL CORRIDOR		1.846	MULTI-USE TRAIL IMPROVEMENTS IN SALEM, WINDHAM & DERRY [09-47TE]						E-33
	<b>Proposed</b>			<b>P</b>	<b>2011</b>	.068	.000	.017	<b>.085</b>	STP-Enhancement
					<b>2012</b>	.113	.000	.028	<b>.141</b>	
				<b>R</b>	<b>2011</b>	.001	.000	.000	<b>.001</b>	
				<b>C</b>	<b>2012</b>	.612	.000	.153	<b>.765</b>	
				<b>Totals</b>		.793	.000	.198	<b>.991</b>	
7636										

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
SALEM TO MANCHESTER 10418	I-93	7.840	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 - Designated Project; Demo Id NH032]						N/E
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.738	.000	.000	<b>.738</b>	High Priority Grants (STEA04_Ext_2005)
		<i>AC Conversion</i>		<b>2010</b>	1.191	.298	.000	<b>1.489</b>	National Highway System
		<i>AC Conversion</i>	<b>R</b>	<b>2010</b>	2.400	.600	.000	<b>3.000</b>	
<i>Regionally Significant</i>				<b>Totals</b>	4.329	.898	.000	<b>5.227</b>	
66									
SALEM TO MANCHESTER 10418	I-93	7.090	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 - Designated Project; Demo Id NH032]						N/E <b>2017</b>
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	1.182	.295	.000	<b>1.477</b>	National Highway System
		<i>AC Conversion</i>		<b>2011</b>	2.400	.600	.000	<b>3.000</b>	
<i>Regionally Significant</i>				<b>Totals</b>	3.582	.895	.000	<b>4.477</b>	
66									
SALEM TO MANCHESTER 13933E	I-93	47.400	EXIT 2 INTERCHANGE & NH97 (Salem)						N/E
	<b>Existing</b>		<b>C</b>	<b>2012</b>	3.600	.400	.000	<b>4.000</b>	Interstate Maintenance
				<b>2012</b>	4.800	1.200	.000	<b>6.000</b>	National Highway System
<i>Regionally Significant</i>				<b>Totals</b>	8.400	1.600	.000	<b>10.000</b>	
3819									
SALEM TO MANCHESTER 13933E	I-93	46.900	EXIT 2 INTERCHANGE & NH97 (Salem)						N/E <b>2017</b>
	<b>Proposed</b>		<b>C</b>	<b>2012</b>	7.460	1.865	.000	<b>9.325</b>	Bridge On/Off System
				<b>2012</b>	6.074	1.519	.000	<b>7.593</b>	National Highway System
<i>Regionally Significant</i>				<b>Totals</b>	13.534	3.384	.000	<b>16.918</b>	
3819									

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)	Location/Scope of Work		Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
SOMERSWORTH 14419		.278		RENOVATE THE HISTORIC B&M RAILROAD STATION 319 IN DOWNTOWN SOMERSWORTH CREATING A PUBLICLY ACCESSIBLE HISTORIC AREA & MULTI-MODAL TRANSPORTATION FOCAL POINT IN THE DOWNTOWN (TE Program) [04-59TE]					E-28
	Existing		C	2009	.168	.000	.076	.244	STP-Enhancement
5657			Totals		.168	.000	.076	.244	
-----									
STATEWIDE 14744	VARIOUS	2.200		SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA					E-19
	Existing		P	2009	.760	.190	.000	.950	Bridge On/Off System
				2010	.720	.180	.000	.900	
			R	2010	.004	.001	.000	.005	
6289			Totals		1.484	.371	.000	1.855	
-----									
STATEWIDE 14744	VARIOUS	2.402		SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA					E-19
	Proposed		P	2009	.760	.190	.000	.950	Bridge On/Off System
				2010	.900	.000	.000	.900	
			R	2010	.005	.000	.000	.005	
			C	2010	.150	.000	.000	.150	
				2011	.052	.000	.000	.052	
6289			Totals		1.867	.190	.000	2.057	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category

STATEWIDE BRPPI *	PRESERVATION	(Annual)	BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program) [JOBS]						E-19
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.200	.050	.000	<b>.250</b>	Bridge On/Off System
				<b>2010</b>	.320	.080	.000	<b>.400</b>	
				<b>2010</b>	.024	.006	.000	<b>.030</b>	Transportation & Community & System Pres
				<b>2011</b>	.080	.020	.000	<b>.100</b>	Bridge On/Off System
				<b>2012</b>	.080	.020	.000	<b>.100</b>	
			<b>R</b>	<b>2009</b>	.016	.004	.000	<b>.020</b>	
				<b>2010</b>	.048	.012	.000	<b>.060</b>	
				<b>2010</b>	.002	.001	.000	<b>.003</b>	Transportation & Community & System Pres
				<b>2011</b>	.016	.004	.000	<b>.020</b>	Bridge On/Off System
				<b>2012</b>	.016	.004	.000	<b>.020</b>	
			<b>C</b>	<b>2009</b>	14.800	3.700	.000	<b>18.500</b>	
				<b>2010</b>	9.504	2.376	.000	<b>11.880</b>	
				<b>2010</b>	4.500	.000	.000	<b>4.500</b>	Jobs for Main St
				<b>2010</b>	.174	.044	.000	<b>.218</b>	Transportation & Community & System Pres
				<b>2011</b>	6.304	1.576	.000	<b>7.880</b>	Bridge On/Off System
				<b>2012</b>	6.304	1.576	.000	<b>7.880</b>	
6601	<b>Grouped</b>		<b>Totals</b>		42.388	9.472	.000	<b>51.860</b>	

STATEWIDE BRPPI *	PRESERVATION	(Annual)	BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program)						E-19
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.200	.050	.000	<b>.250</b>	Bridge On/Off System
				<b>2010</b>	.320	.080	.000	<b>.400</b>	
				<b>2010</b>	.024	.006	.000	<b>.030</b>	Transportation & Community & System Pres
				<b>2011</b>	.240	.060	.000	<b>.300</b>	Bridge On/Off System
				<b>2012</b>	.240	.060	.000	<b>.300</b>	
			<b>R</b>	<b>2009</b>	.016	.004	.000	<b>.020</b>	
				<b>2010</b>	.048	.012	.000	<b>.060</b>	
				<b>2010</b>	.002	.001	.000	<b>.003</b>	Transportation & Community & System Pres
				<b>2011</b>	.016	.004	.000	<b>.020</b>	Bridge On/Off System
				<b>2012</b>	.016	.004	.000	<b>.020</b>	
			<b>C</b>	<b>2009</b>	14.800	3.700	.000	<b>18.500</b>	
				<b>2010</b>	9.504	2.376	.000	<b>11.880</b>	
				<b>2010</b>	.174	.044	.000	<b>.218</b>	Transportation & Community & System Pres
				<b>2011</b>	6.144	1.536	.000	<b>7.680</b>	Bridge On/Off System
				<b>2012</b>	6.144	1.536	.000	<b>7.680</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work					CAA Code	Comments	MPO
			Cost \$(M)	Location/Scope of Work	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	Open Analysis FY		
Regionally Significant			Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
6601			<u>Grouped</u>			Totals	37.888	9.472	.000	47.360		

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STATEWIDE CRDR *	VARIOUS	(Annual)	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)						E-19
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.018	.000	.000	<b>.018</b>	American Recovery Reinvestment Act
				<b>2009</b>	.040	.010	.000	<b>.050</b>	STP-State Flexible
				<b>2010</b>	.160	.040	.000	<b>.200</b>	
				<b>2011</b>	.120	.030	.000	<b>.150</b>	
				<b>2012</b>	.120	.030	.000	<b>.150</b>	
			<b>R</b>	<b>2009</b>	.150	.000	.000	<b>.150</b>	American Recovery Reinvestment Act
				<b>2009</b>	.120	.030	.000	<b>.150</b>	STP-State Flexible
				<b>2010</b>	.024	.006	.000	<b>.030</b>	
				<b>2011</b>	.024	.006	.000	<b>.030</b>	
				<b>2012</b>	.024	.006	.000	<b>.030</b>	
			<b>C</b>	<b>2009</b>	.505	.000	.000	<b>.505</b>	American Recovery Reinvestment Act
				<b>2009</b>	1.040	.260	.000	<b>1.300</b>	STP-State Flexible
				<b>2010</b>	4.300	.000	.000	<b>4.300</b>	Jobs for Main St
				<b>2010</b>	.696	.174	.000	<b>.870</b>	STP-State Flexible
				<b>2011</b>	.656	.164	.000	<b>.820</b>	
				<b>2012</b>	.656	.164	.000	<b>.820</b>	
4157	<b>Grouped</b>		<b>Totals</b>		8.653	.920	.000	<b>9.573</b>	

STATEWIDE CRDR *	VARIOUS	(Annual)	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)						E-19
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.018	.000	.000	<b>.018</b>	American Recovery Reinvestment Act
				<b>2009</b>	.040	.010	.000	<b>.050</b>	STP-State Flexible
				<b>2010</b>	.160	.040	.000	<b>.200</b>	
				<b>2011</b>	.120	.030	.000	<b>.150</b>	
				<b>2012</b>	.120	.030	.000	<b>.150</b>	
			<b>R</b>	<b>2009</b>	.150	.000	.000	<b>.150</b>	American Recovery Reinvestment Act
				<b>2009</b>	.120	.030	.000	<b>.150</b>	STP-State Flexible
				<b>2010</b>	.024	.006	.000	<b>.030</b>	
				<b>2011</b>	.024	.006	.000	<b>.030</b>	
				<b>2012</b>	.024	.006	.000	<b>.030</b>	
			<b>C</b>	<b>2009</b>	.505	.000	.000	<b>.505</b>	American Recovery Reinvestment Act
				<b>2009</b>	1.040	.260	.000	<b>1.300</b>	STP-State Flexible
				<b>2010</b>	.616	.154	.000	<b>.770</b>	
				<b>2011</b>	.656	.164	.000	<b>.820</b>	
				<b>2012</b>	.656	.164	.000	<b>.820</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project		Location/Scope of Work					CAA Code	Comments	MPO
			Cost \$(M)								Open Analysis FY	
Regionally Significant			Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
4157			<u>Grouped</u>			Totals	4.273	.900	.000	5.173		

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STATEWIDE GRR *	PRESERVATION	(Annual)	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)						E-9
	<b>Existing</b>								
			<b>P</b>	<b>2009</b>	.060	.000	.000	<b>.060</b>	American Recovery Reinvestment Act
				<b>2009</b>	.120	.030	.000	<b>.150</b>	STP-Hazard Elimination
				<b>2010</b>	.140	.035	.000	<b>.175</b>	
				<b>2011</b>	.140	.035	.000	<b>.175</b>	
				<b>2012</b>	.140	.035	.000	<b>.175</b>	
			<b>R</b>	<b>2009</b>	.008	.000	.000	<b>.008</b>	American Recovery Reinvestment Act
				<b>2010</b>	.004	.001	.000	<b>.005</b>	STP-Hazard Elimination
				<b>2011</b>	.004	.001	.000	<b>.005</b>	
				<b>2012</b>	.004	.001	.000	<b>.005</b>	
			<b>C</b>	<b>2009</b>	3.200	.000	.000	<b>3.200</b>	American Recovery Reinvestment Act
				<b>2009</b>	1.600	.400	.000	<b>2.000</b>	STP-Hazard Elimination
				<b>2010</b>	1.300	.000	.000	<b>1.300</b>	Jobs for Main St
				<b>2010</b>	1.484	.371	.000	<b>1.855</b>	STP-Hazard Elimination
				<b>2011</b>	1.484	.371	.000	<b>1.855</b>	
				<b>2012</b>	1.484	.371	.000	<b>1.855</b>	
785	<b>Grouped</b>		<b>Totals</b>		11.172	1.651	.000	<b>12.823</b>	
STATEWIDE GRR *	PRESERVATION	(Annual)	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)						E-9
	<b>Proposed</b>								
			<b>P</b>	<b>2009</b>	.060	.000	.000	<b>.060</b>	American Recovery Reinvestment Act
				<b>2009</b>	.120	.030	.000	<b>.150</b>	STP-Hazard Elimination
				<b>2010</b>	.140	.035	.000	<b>.175</b>	
				<b>2011</b>	.140	.035	.000	<b>.175</b>	
				<b>2012</b>	.140	.035	.000	<b>.175</b>	
			<b>R</b>	<b>2009</b>	.008	.000	.000	<b>.008</b>	American Recovery Reinvestment Act
				<b>2010</b>	.004	.001	.000	<b>.005</b>	STP-Hazard Elimination
				<b>2011</b>	.004	.001	.000	<b>.005</b>	
				<b>2012</b>	.004	.001	.000	<b>.005</b>	
			<b>C</b>	<b>2009</b>	3.200	.000	.000	<b>3.200</b>	American Recovery Reinvestment Act
				<b>2009</b>	1.600	.400	.000	<b>2.000</b>	STP-Hazard Elimination
				<b>2010</b>	1.484	.371	.000	<b>1.855</b>	
				<b>2011</b>	1.484	.371	.000	<b>1.855</b>	
				<b>2012</b>	1.484	.371	.000	<b>1.855</b>	
785	<b>Grouped</b>		<b>Totals</b>		9.872	1.651	.000	<b>11.523</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STATEWIDE IPPP *	PAVEMENT	(Annual)	INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM						E-10
	<b>Existing</b>		(Annual Program)						
			<b>P</b>	<b>2009</b>	.295	.000	.000	<b>.295</b>	American Recovery Reinvestment Act
				<b>2009</b>	.018	.002	.000	<b>.020</b>	Interstate Maintenance
				<b>2010</b>	.225	.025	.000	<b>.250</b>	
				<b>2011</b>	.225	.025	.000	<b>.250</b>	
				<b>2012</b>	.225	.025	.000	<b>.250</b>	
			<b>C</b>	<b>2009</b>	31.300	.000	.000	<b>31.300</b>	American Recovery Reinvestment Act
				<b>2009</b>	5.719	.635	.000	<b>6.354</b>	Interstate Maintenance
				<b>2010</b>	5.193	.577	.000	<b>5.770</b>	
				<b>2010</b>	3.000	.000	.000	<b>3.000</b>	Jobs for Main St
				<b>2011</b>	5.193	.577	.000	<b>5.770</b>	Interstate Maintenance
				<b>2012</b>	5.193	.577	.000	<b>5.770</b>	
3927	<b>Grouped</b>		<b>Totals</b>		56.586	2.443	.000	<b>59.029</b>	
-----									
STATEWIDE IPPP *	PAVEMENT	(Annual)	INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM						E-10
	<b>Proposed</b>		(Annual Program)						
			<b>P</b>	<b>2009</b>	.295	.000	.000	<b>.295</b>	American Recovery Reinvestment Act
				<b>2009</b>	.018	.002	.000	<b>.020</b>	Interstate Maintenance
				<b>2010</b>	.225	.025	.000	<b>.250</b>	
				<b>2011</b>	.225	.025	.000	<b>.250</b>	
				<b>2012</b>	.225	.025	.000	<b>.250</b>	
			<b>C</b>	<b>2009</b>	31.300	.000	.000	<b>31.300</b>	American Recovery Reinvestment Act
				<b>2009</b>	5.719	.635	.000	<b>6.354</b>	Interstate Maintenance
				<b>2010</b>	3.393	.377	.000	<b>3.770</b>	
				<b>2011</b>	5.193	.577	.000	<b>5.770</b>	
				<b>2012</b>	5.193	.577	.000	<b>5.770</b>	
3927	<b>Grouped</b>		<b>Totals</b>		51.786	2.243	.000	<b>54.029</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STATEWIDE MOBRR	MUNICIPAL	(Annual)	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project) [JOBS]						E-19
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.240	.060	.000	<b>.300</b>	Bridge Off System
				<b>2010</b>	.400	.100	.000	<b>.500</b>	
				<b>2011</b>	.080	.020	.000	<b>.100</b>	
			<b>R</b>	<b>2009</b>	.080	.020	.000	<b>.100</b>	
				<b>2010</b>	.080	.020	.000	<b>.100</b>	
				<b>2011</b>	.080	.020	.000	<b>.100</b>	
			<b>C</b>	<b>2009</b>	.800	.000	.200	<b>1.000</b>	
				<b>2010</b>	12.200	.000	3.050	<b>15.250</b>	Jobs for Main St
				<b>2010</b>	15.000	.000	.000	<b>15.000</b>	Bridge Off System
		<i>AC Conversion</i>		<b>2011</b>	3.400	.000	.850	<b>4.250</b>	
				<b>2012</b>	3.400	.000	.850	<b>4.250</b>	
221	<b>Grouped</b>		<b>Totals</b>		35.760	.240	4.950	<b>40.950</b>	
STATEWIDE MOBRR	MUNICIPAL	(Annual)	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project)						E-19
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.240	.060	.000	<b>.300</b>	Bridge Off System
				<b>2010</b>	.400	.100	.000	<b>.500</b>	
				<b>2011</b>	.080	.020	.000	<b>.100</b>	
			<b>R</b>	<b>2009</b>	.080	.020	.000	<b>.100</b>	
				<b>2010</b>	.080	.020	.000	<b>.100</b>	
				<b>2011</b>	.080	.020	.000	<b>.100</b>	
			<b>C</b>	<b>2009</b>	.800	.000	.200	<b>1.000</b>	
				<b>2010</b>	12.200	.000	3.050	<b>15.250</b>	
		<i>AC Conversion</i>		<b>2011</b>	3.400	.000	.850	<b>4.250</b>	
				<b>2012</b>	3.400	.000	.850	<b>4.250</b>	
221	<b>Grouped</b>		<b>Totals</b>		20.760	.240	4.950	<b>25.950</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
STATEWIDE PRRCS *	PAVEMENT	(Annual)	PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program) [JOBS]							E-10
	Existing		P	2009	.175	.000	.000	.175	American Recovery Reinvestment Act	
				2009	.120	.030	.000	.150	STP-State Flexible	
				2010	.300	.075	.000	.375		
				2011	.300	.075	.000	.375		
				2012	.300	.075	.000	.375		
			R	2009	.025	.000	.000	.025	American Recovery Reinvestment Act	
				2009	.020	.005	.000	.025	STP-State Flexible	
				2010	.020	.005	.000	.025		
				2011	.020	.005	.000	.025		
				2012	.020	.005	.000	.025		
			C	2009	15.000	.000	.000	15.000	American Recovery Reinvestment Act	
				2009	8.000	2.000	.000	10.000	STP-State Flexible	
				2010	10.000	.000	.000	10.000	Jobs for Main St	
				2010	12.620	3.155	.000	15.775	STP-State Flexible	
				2011	12.620	3.155	.000	15.775		
				2012	12.620	3.155	.000	15.775		
452	Grouped		<b>Totals</b>		72.160	11.740	.000	83.900		

STATEWIDE PRRCS *	PAVEMENT	(Annual)	PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program)							E-10
	Proposed		P	2009	.175	.000	.000	.175	American Recovery Reinvestment Act	
				2009	.120	.030	.000	.150	STP-State Flexible	
				2010	.380	.095	.000	.475		
				2011	.300	.075	.000	.375		
				2012	.300	.075	.000	.375		
			R	2009	.025	.000	.000	.025	American Recovery Reinvestment Act	
				2009	.020	.005	.000	.025	STP-State Flexible	
				2010	.020	.005	.000	.025		
				2011	.020	.005	.000	.025		
				2012	.020	.005	.000	.025		
			C	2009	15.000	.000	.000	15.000	American Recovery Reinvestment Act	
				2009	8.000	2.000	.000	10.000	STP-State Flexible	
				2010	12.540	3.135	.000	15.675		
				2011	12.620	3.155	.000	15.775		
				2012	12.620	3.155	.000	15.775		

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
452	<u>Grouped</u>			<b>Totals</b>	62.160	11.740	.000	<b>73.900</b>	
STATEWIDE SBCM *	LOW VOLUME CORRIDORS	(Annual)	SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project)						E-34
	<b>Existing</b>			<b>P 2009</b>	.122	.030	.000	<b>.152</b>	National Scenic Byways Program
				<b>2010</b>	.156	.039	.000	<b>.195</b>	
				<b>R 2009</b>	.004	.001	.000	<b>.005</b>	
				<b>2010</b>	.120	.030	.000	<b>.150</b>	
				<b>C 2009</b>	.416	.117	.000	<b>.532</b>	
				<b>2010</b>	.320	.080	.000	<b>.400</b>	
1155	<u>Grouped</u>			<b>Totals</b>	1.137	.297	.000	<b>1.434</b>	
STATEWIDE SBCM *	LOW VOLUME CORRIDORS	(Annual)	SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project)						E-34
	<b>Proposed</b>			<b>P 2009</b>	.122	.030	.000	<b>.152</b>	National Scenic Byways Program
				<b>2010</b>	.042	.010	.000	<b>.052</b>	
				<b>2011</b>	.258	.065	.000	<b>.323</b>	
				<b>R 2009</b>	.004	.001	.000	<b>.005</b>	
				<b>2011</b>	.584	.146	.000	<b>.730</b>	
				<b>C 2009</b>	.416	.117	.000	<b>.532</b>	
				<b>2011</b>	.422	.106	.000	<b>.528</b>	
1155	<u>Grouped</u>			<b>Totals</b>	1.847	.474	.000	<b>2.322</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project Cost \$(M)	Location/Scope of Work	CAA Code	Comments	Open Analysis FY	MPO	
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STATEWIDE SSRR *	PAVEMENT	(Annual)	SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [JOBS]					E-10	
	<b>Existing</b>		<b>P</b>	<b>2009</b>	.040	.010	.000	<b>.050</b>	STP-State Flexible
				<b>2010</b>	.080	.020	.000	<b>.100</b>	
				<b>2011</b>	.120	.030	.000	<b>.150</b>	
				<b>2012</b>	.120	.030	.000	<b>.150</b>	
			<b>R</b>	<b>2009</b>	.004	.001	.000	<b>.005</b>	
				<b>2010</b>	.004	.001	.000	<b>.005</b>	
				<b>2011</b>	.004	.001	.000	<b>.005</b>	
				<b>2012</b>	.004	.001	.000	<b>.005</b>	
			<b>C</b>	<b>2009</b>	8.600	.000	.000	<b>8.600</b>	American Recovery Reinvestment Act
				<b>2009</b>	3.156	.789	.000	<b>3.945</b>	STP-State Flexible
				<b>2010</b>	9.000	.000	.000	<b>9.000</b>	Jobs for Main St
		<i>AC Conversion</i>		<b>2010</b>	.800	.200	.000	<b>1.000</b>	STP-State Flexible
				<b>2010</b>	3.916	.979	.000	<b>4.895</b>	
				<b>2011</b>	2.276	.569	.000	<b>2.845</b>	
				<b>2012</b>	2.276	.569	.000	<b>2.845</b>	
4148	<b>Grouped</b>		<b>Totals</b>		30.400	3.200	.000	<b>33.600</b>	
STATEWIDE SSRR *	PAVEMENT	(Annual)	SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS					E-10	
	<b>Proposed</b>		<b>P</b>	<b>2009</b>	.040	.010	.000	<b>.050</b>	STP-State Flexible
				<b>2010</b>	.080	.020	.000	<b>.100</b>	
				<b>2011</b>	.120	.030	.000	<b>.150</b>	
				<b>2012</b>	.120	.030	.000	<b>.150</b>	
			<b>R</b>	<b>2009</b>	.004	.001	.000	<b>.005</b>	
				<b>2010</b>	.004	.001	.000	<b>.005</b>	
				<b>2011</b>	.004	.001	.000	<b>.005</b>	
				<b>2012</b>	.004	.001	.000	<b>.005</b>	
			<b>C</b>	<b>2009</b>	8.600	.000	.000	<b>8.600</b>	American Recovery Reinvestment Act
				<b>2009</b>	3.156	.789	.000	<b>3.945</b>	STP-State Flexible
		<i>AC Conversion</i>		<b>2010</b>	.800	.200	.000	<b>1.000</b>	
				<b>2010</b>	3.916	.979	.000	<b>4.895</b>	
				<b>2011</b>	2.276	.569	.000	<b>2.845</b>	
				<b>2012</b>	2.276	.569	.000	<b>2.845</b>	
4148	<b>Grouped</b>		<b>Totals</b>		21.400	3.200	.000	<b>24.600</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
STEWARTSTOWN, NH - CANAAN, VT 15838	BRIDGE STREET	7.402		BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 054/163 {Red List}					E-19
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.060	.015	.000	<b>.075</b>	Bridge Off System
				<b>2011</b>	.062	.015	.000	<b>.077</b>	
				<b>2012</b>	.043	.011	.000	<b>.053</b>	
			<b>R</b>	<b>2010</b>	.008	.002	.000	<b>.010</b>	
				<b>2011</b>	.021	.005	.000	<b>.026</b>	
				<b>2012</b>	.017	.004	.000	<b>.021</b>	
7416				<b>Totals</b>	.210	.053	.000	<b>.263</b>	
SUTTON - NEW LONDON	I-89	13.389		RECLAIM AND 5-1/2" HBP FROM EXIT 10 TO EXIT 11 (4 MILES) [4R]					ATT
	<b>Existing</b>		<b>P</b>	<b>2011</b>	.103	.011	.000	<b>.115</b>	Interstate Maintenance
3256				<b>Totals</b>	.103	.011	.000	<b>.115</b>	
SUTTON - NEW LONDON	I-89	13.596		PAVEMENT REHABILITATION FROM EXIT 10 TO EXIT 11 (4 MILES) [4R]					ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.122	.000	.000	<b>.122</b>	Interstate Maintenance
3256				<b>Totals</b>	.122	.000	.000	<b>.122</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO		
		Cost \$(M)			Code	Open Analysis FY				
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category	
THORNTON 15906	CROSS ROAD	6.377		BRIDGE REHABILITATION / DECK REPLACEMENT OVER PEMIGEWASSET RIVER - 175/076 {Red List}						
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.000	.125	.000	<b>.125</b>	Betterment	
				<b>2010</b>	.070	.000	.000	<b>.070</b>	Bridge On/Off System	
			<b>R</b>	<b>2010</b>	.000	.004	.000	<b>.004</b>	Betterment	
				<b>2010</b>	.001	.000	.000	<b>.001</b>	Bridge On/Off System	
			<b>C</b>	<b>2012</b>	4.942	1.235	.000	<b>6.177</b>		
7498			<b>Totals</b>		5.013	1.364	.000	<b>6.377</b>		
THORNTON 15906	CROSS ROAD	6.194		BRIDGE REHABILITATION / DECK REPLACEMENT OVER PEMIGEWASSET RIVER - 175/076 {Red List}						E-19
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.070	.000	.000	<b>.070</b>	Bridge On/Off System	
				<b>2012</b>	.000	.133	.000	<b>.133</b>	Betterment	
			<b>R</b>	<b>2010</b>	.001	.000	.000	<b>.001</b>	Bridge On/Off System	
				<b>2012</b>	.000	.004	.000	<b>.004</b>	Betterment	
			<b>C</b>	<b>2011</b>	4.788	1.197	.000	<b>5.986</b>	Bridge On/Off System	
7498			<b>Totals</b>		4.859	1.335	.000	<b>6.194</b>		
WARNER - SUTTON 15747	I-89	18.990		RECLAIM AND 6-1/2" HBP FROM EXIT 9 TO EXIT 10 (7 MILES) [4R]						ATT
	<b>Existing</b>		<b>P</b>	<b>2010</b>	.206	.000	.000	<b>.206</b>	Interstate Maintenance	
3253			<b>Totals</b>		.206	.000	.000	<b>.206</b>		
WARNER - SUTTON 15747	I-89	18.990		PAVEMENT REHABILITATION FROM EXIT 9 TO EXIT 10 (7 MILES) [4R]						ATT
	<b>Proposed</b>		<b>P</b>	<b>2010</b>	.206	.000	.000	<b>.206</b>	Interstate Maintenance	
3253			<b>Totals</b>		.206	.000	.000	<b>.206</b>		

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name State#	Rte/Street:	Overall Project		Location/Scope of Work	CAA		Comments	MPO	
		Cost \$(M)			Code	Open Analysis FY			
Regionally Significant	Grouped / Parent	Adv Const Payback	Phase	Fiscal Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category
WHITEFIELD 16028	DOWNTOWN AREA	.052	PEDESTRIAN / BICYCLE IMPROVEMENT [09-50TE]						ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.009	.000	.002	<b>.011</b>	STP-Enhancement
			<b>R</b>	<b>2011</b>	.001	.000	.000	<b>.001</b>	
			<b>C</b>	<b>2011</b>	.031	.000	.008	<b>.039</b>	
7637			<b>Totals</b>		.041	.000	.010	<b>.052</b>	
WINCHESTER 16034	MAIN STREET & WARWICK ROAD	.336	PEDESTRIAN / BICYCLE IMPROVEMENT [09-51TE]						ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.023	.000	.006	<b>.028</b>	STP-Enhancement
			<b>R</b>	<b>2011</b>	.017	.000	.004	<b>.021</b>	
			<b>C</b>	<b>2012</b>	.230	.000	.058	<b>.288</b>	
7639			<b>Totals</b>		.269	.000	.067	<b>.336</b>	
WOODSTOCK - LINCOLN 15755	I-93	13.791	RECLAIM AND OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) [4R]						ATT
	<b>Proposed</b>		<b>P</b>	<b>2011</b>	.041	.010	.000	<b>.052</b>	National Highway System
				<b>2012</b>	.085	.021	.000	<b>.107</b>	
			<b>R</b>	<b>2012</b>	.004	.001	.000	<b>.005</b>	
			<b>C</b>	<b>2012</b>	4.970	1.242	.000	<b>6.212</b>	
7292			<b>Totals</b>		5.100	1.275	.000	<b>6.376</b>	

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

Normal Text = Information as it appears in latest Approved STIP (09-12)

Name	State#	Rte/Street:	Overall Project							CAA	Comments	MPO
			Cost \$(M)	Location/Scope of Work		Adv Const		Fiscal		Code	Open Analysis FY	
Regionally Significant			Grouped / Parent	Phase	Year	Fed\$	DOT\$	Other\$	Tot\$	Funding Category		

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

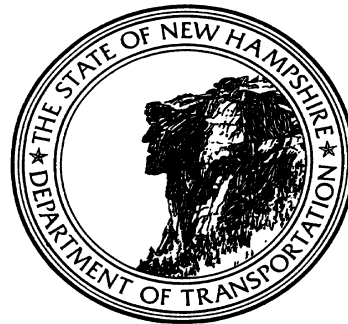
Normal Text = Information as it appears in latest Approved STIP (09-12)

**Statewide Transportation Improvement Program (STIP)  
2009 to 2012**

**Financial Constraint Summary**

**Amendment #5**

**May 13, 2010**



***Prepared by the New Hampshire Department of Transportation***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

