

Notice of Comment Period and Public Hearing Rockingham Planning Commission 2011-2014 TIP Amendment #2

The FY 2011-2014 Transportation Improvement Program (TIP) is a prioritized list of federal and state funded regional transportation projects developed by NH DOT and representatives from the communities of the Rockingham Planning Commission (RPC) region. The FY 2009-2035 Long Range Plan (Plan) is a listing of prioritized transportation projects anticipated for the region over the next 25 years. The RPC announces its intent to amend the TIP to account for project changes, maintain consistency with the State Transportation Improvement Program (STIP), and account for related changes to the Air Quality Conformity Documentation for the region. The project specific changes to the TIP, the supporting documentation, and the most recent Air Quality Conformity Analysis, 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 do trigger a new conformity determination for the Southeast New Hampshire Non-attainment Area. A revised Air Quality Conformity Analysis has been prepared demonstrating that the proposed changes conform to the specified emission budget in the State Implementation Plan.

A 30-day public comment period for the Amendments begins Monday, May 2nd, 2011 and concludes on Tuesday, May 31st, 2011. A public hearing to consider the changes and any received comments is scheduled for **Wednesday June, 1st, 2011, beginning at 6:00 PM** at the RPC Offices in Exeter. 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 May 31st, 2011 and may be addressed to:

Rockingham Planning Commission
156 Water Street
Exeter, NH 03833
Email: 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.

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2011-2014 STIP REVISION REPORT

April 2011



| 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

| | | | | | | | | | |
|------------------|-----------------|-------|---|-------------|-------|------|------|--------------|----------------------|
| ANDOVER 15901 | NH 11 | 2.883 | BRIDGE REHABILITATION / DECK REPLACEMENT OVER BLACKWATER RIVER - 050/093 {Red List} | | | | | | |
| | Existing | | | | | | | | |
| | | | P | 2011 | .000 | .028 | .000 | .028 | Betterment |
| | | | R | 2011 | .000 | .000 | .000 | .000 | |
| | | | C | 2012 | 2.134 | .534 | .000 | 2.668 | Bridge On/Off System |
| 7492 | | | Totals | | 2.134 | .561 | .000 | 2.696 | |

| | | | | | | | | | | |
|----------------------------|-----------------|-------|---|----------|-------------|------|------|------|-------------|------------------------------|
| BARNSTEAD - ALTON 14121 | NH 28 | 6.123 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD | | | | | | ATT | |
| | Existing | | | | | | | | | |
| | | | <i>2015 AC Conversion</i> | P | 2011 | .096 | .000 | .000 | .096 | STP-Areas Less Than 200K |
| | | | <i>2015 AC Conversion</i> | | 2011 | .010 | .000 | .000 | .010 | STP-Non Urban Areas Under 5K |
| | | | <i>2015 AC Conversion</i> | | 2013 | .088 | .022 | .000 | .110 | |
| | | | <i>2015 AC Conversion</i> | R | 2011 | .155 | .000 | .000 | .155 | |
| | | | <i>2015 AC Conversion</i> | | 2014 | .264 | .066 | .000 | .330 | |
| 2738 | | | Totals | | | .612 | .088 | .000 | .700 | |

| | | | | | | | | | | |
|----------------------------|-----------------|-------|---|----------|-------------|------|------|------|-------------|------------------------------|
| BARNSTEAD - ALTON 14121 | NH 28 | 2.684 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD | | | | | | ATT | |
| | Proposed | | | | | | | | | |
| | | | | P | 2011 | .084 | .000 | .000 | .084 | Equity Bonus (Flexible) |
| | | | <i>2015 AC Conversion</i> | | 2011 | .021 | .000 | .000 | .021 | Minimum Guarantee (Flexible) |
| | | | <i>2015 AC Conversion</i> | | 2013 | .088 | .022 | .000 | .110 | STP-Non Urban Areas Under 5K |
| | | | <i>2015 AC Conversion</i> | R | 2014 | .124 | .031 | .000 | .155 | |
| 2738 | | | Totals | | | .317 | .053 | .000 | .370 | |

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

Normal Text = Information as it appears in latest Approved STIP (11-14)

| 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 | 11.304 | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045] {Red List} | | | | | | ATT |
| | Existing | <i>2012 AC Conversion</i> | P | 2011 | .249 | .000 | .062 | .311 | Bridge On/Off System |
| | | <i>2012 AC Conversion</i> | R | 2011 | .246 | .000 | .062 | .308 | |
| | | | C | 2012 | 8.959 | .000 | 2.240 | 11.199 | |
| | | | | 2012 | 1.949 | .000 | .487 | 2.437 | Equity Bonus (Flexible) |
| | | | | 2012 | .588 | .000 | .147 | .735 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2012 | .073 | .000 | .018 | .092 | HPER Ear\$ Not Rec'd |
| 293 | | | Totals | | 12.065 | .000 | 3.016 | 15.081 | |
| CONCORD 12004 | SEWALLS FALLS ROAD | 15.976 | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 [Section 1702 - Designated Project; Demo Id NH045] {Red List} | | | | | | ATT |
| | Proposed | <i>2012 AC Conversion</i> | P | 2011 | .249 | .000 | .062 | .311 | Bridge On/Off System |
| | | <i>2012 AC Conversion</i> | R | 2011 | .246 | .000 | .062 | .308 | |
| | | | C | 2013 | 9.245 | .000 | 2.311 | 11.557 | |
| | | | | 2013 | 2.012 | .000 | .503 | 2.514 | Equity Bonus (Flexible) |
| | | | | 2013 | .607 | .000 | .152 | .759 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2013 | .076 | .000 | .019 | .095 | HPER Ear\$ Not Rec'd |
| 293 | | | Totals | | 12.435 | .000 | 3.109 | 15.544 | |

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| 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 | | | |
| CONWAY | | US 302 | | | REPLACE BRIDGE OVER CONWAY LAKE OUTLET - 158/137 {Federal Aid Bridge & Betterment} | | | | | | | | |
| 15864 | | Existing | | P | 2011 | .000 | .035 | .000 | .035 | Betterment | | | |
| | | | | | 2011 | .132 | .033 | .000 | .165 | Bridge On/Off System | | | |
| | | | | | 2012 | .091 | .023 | .000 | .114 | | | | |
| | | | | R | 2011 | .008 | .002 | .000 | .010 | | | | |
| | | | | | 2012 | .045 | .011 | .000 | .057 | | | | |
| | | | | C | 2012 | 2.543 | .636 | .000 | 3.179 | | | | |
| | | | | | Totals | 2.819 | .740 | .000 | 3.559 | | | | |
| 7458 | | | | | | | | | | | | | |
| CONWAY | | US 302 | 3.801 | | REPLACE BRIDGE OVER CONWAY LAKE OUTLET - 158/137 {Federal Aid Bridge & Betterment} | | | | | | | | |
| 15864 | | Proposed | | P | 2011 | .000 | .035 | .000 | .035 | Betterment | | | |
| | | | | | 2011 | .132 | .033 | .000 | .165 | Bridge On/Off System | | | |
| | | | | | 2012 | .091 | .023 | .000 | .114 | | | | |
| | | | | R | 2011 | .008 | .002 | .000 | .010 | | | | |
| | | | | | 2012 | .045 | .011 | .000 | .057 | | | | |
| | | | | C | 2014 | 2.708 | .677 | .000 | 3.385 | | | | |
| | | | | | Totals | 2.984 | .781 | .000 | 3.766 | | | | |
| 7458 | | | | | | | | | | | | | |

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|------------------------|------------------|----------------------|---------------|---|-------|------------------|----------|-------|---|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| DURHAM 16254 | US 4 / NH 108 | .600 | | INTERCHANGE IMPROVEMENTS AND RECONFIGURATION INCLUDING THE INSTALLATION OF TRAFFIC SIGNALS, DEDICATED TURNING LANES, SIGNAGE, ETC. - PHASE 2 | | | | E-53 | |
| | Existing | | P | 2011 | .016 | .004 | .000 | .020 | National Highway System |
| | | <i>AC Conversion</i> | | 2013 | .024 | .006 | .000 | .030 | |
| | | | C | 2014 | .440 | .110 | .000 | .550 | |
| 3286 | | | Totals | | .480 | .120 | .000 | .600 | |
| DURHAM 16254 | US 4 / NH 108 | .695 | | IMPROVEMENTS AT THE US 4 RAMP INTERSECTIONS WITH NH 108 - PHASE 2 | | | | E-53 | |
| | Proposed | | P | 2011 | .020 | .000 | .000 | .020 | Equity Bonus (Flexible) |
| | | | | 2012 | .025 | .006 | .000 | .031 | |
| | | <i>AC Conversion</i> | | 2013 | .024 | .006 | .000 | .030 | |
| | | | R | 2011 | .010 | .000 | .000 | .010 | |
| | | | C | 2014 | .484 | .121 | .000 | .605 | |
| 3286 | | | Totals | | .562 | .133 | .000 | .695 | |
| DURHAM 20146 | VARIOUS | .361 | | UNH SEEKS TO INCREASE RIDER SHIP, REDUCE EMISSIONS & IMPROVE PASSENGER INFO DISSEMINATION THRU IMPLEMENTATION OF AUTOMATED VEHICLE LOCATION TECHNOLOGY IN THE CURRENT UNH BUS FLEET [06-02CM] | | | | N/E | |
| | Proposed | | P | 2011 | .004 | .000 | .001 | .005 | Congestion Mitigation and Air Quality Program |
| | | | C | 2012 | .267 | .000 | .089 | .356 | |
| 7879 | | | Totals | | .271 | .000 | .090 | .361 | |
| DURHAM 20250 | TRANSIT | 1.207 | | REPLACE 3 DIESEL POWERED 2000 BLUE BIRD CSRE TRANSIT COACHES WITH 3 BIO DIESEL BUSES [06-02CM] | | | | E-30 | |
| | Proposed | | C | 2012 | .906 | .000 | .302 | 1.207 | Congestion Mitigation and Air Quality Program |
| 7899 | | | Totals | | .906 | .000 | .302 | 1.207 | |

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|--------------------------|------------------|---------------------------|---|------------------------|-------|------------------|----------|-------|---|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| DURHAM - NEWMARKET 13080 | NH 108 | 5.290 | CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) STP & [98-17TE] (TE Program) | | | | | | E-33 |
| | Existing | <i>2012 AC Conversion</i> | P | 2011 | .024 | .006 | .000 | .030 | STP-Enhancement |
| | | | C | 2012 | .136 | .034 | .000 | .170 | Equity Bonus (Flexible) |
| | | | | 2012 | 3.137 | .784 | .000 | 3.922 | STP-Areas Less Than 200K |
| | | | | 2012 | .178 | .044 | .000 | .222 | STP-Enhancement |
| 2296 | | | Totals | | 3.475 | .869 | .000 | 4.344 | |
| DURHAM - NEWMARKET 13080 | NH 108 | 5.428 | CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) STP & [98-17TE] (TE Program) | | | | | | E-33 |
| | Proposed | <i>2012 AC Conversion</i> | P | 2011 | .024 | .006 | .000 | .030 | STP-Enhancement |
| | | | C | 2013 | .141 | .035 | .000 | .176 | Equity Bonus (Flexible) |
| | | | | 2013 | 3.238 | .809 | .000 | 4.047 | STP-Areas Less Than 200K |
| | | | | 2013 | .183 | .046 | .000 | .229 | STP-Enhancement |
| 2296 | | | Totals | | 3.585 | .896 | .000 | 4.482 | |
| DURHAM - ROCHESTER 20256 | NH 125 | 1.301 | IMPLEMENT NEW PUBLIC TRANSIT SERVICES BETWEEN ROCHESTER AND DURHAM [10-02CM] | | | | | | N/E |
| | Proposed | | P | 2012 | .007 | .000 | .002 | .009 | Congestion Mitigation and Air Quality Program |
| | | | C | 2012 | .580 | .000 | .145 | .725 | |
| | | | | 2013 | .223 | .000 | .056 | .279 | |
| | | | | 2014 | .231 | .000 | .058 | .288 | |
| 7901 | | | Totals | | 1.041 | .000 | .260 | 1.301 | |

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|------------------------|------------------|---------------------------|---|------------------------|-------|------------------|----------|--------------|---|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| FRANKLIN 13928A | US 3 | 4.588 | UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037 & NH057] | | | | | | ATT |
| | Existing | <i>2013 AC Conversion</i> | P | 2011 | .362 | .091 | .000 | .453 | High Priority Projects (SAFETEA-LU 2005) |
| | | <i>2013 AC Conversion</i> | | 2011 | .023 | .006 | .000 | .029 | HPER Ear\$ Not Rec'd |
| | | <i>2013 AC Conversion</i> | R | 2011 | .063 | .016 | .000 | .079 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2011 | .090 | .022 | .000 | .112 | |
| | | <i>2013 AC Conversion</i> | | 2011 | .058 | .015 | .000 | .073 | HPER Ear\$ Not Rec'd |
| | | | C | 2013 | 2.120 | .530 | .000 | 2.650 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2013 | .849 | .212 | .000 | 1.061 | HPER Ear\$ Not Rec'd |
| 6047 | | | Totals | | 3.566 | .891 | .000 | 4.457 | |
| FRANKLIN 13928A | US 3 | 4.084 | UPGRADE AT INTERSECTION OF INDUSTRIAL PARK DRIVE IN FRANKLIN [Section 1702 - Designated Project; Demo Id NH037 & NH057] | | | | | | ATT |
| | Proposed | <i>2013 AC Conversion</i> | P | 2012 | .362 | .091 | .000 | .453 | High Priority Projects (SAFETEA-LU 2005) |
| | | <i>2013 AC Conversion</i> | | 2012 | .023 | .006 | .000 | .029 | HPER Ear\$ Not Rec'd |
| | | <i>2013 AC Conversion</i> | R | 2012 | .063 | .016 | .000 | .079 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2012 | .092 | .023 | .000 | .116 | |
| | | <i>2013 AC Conversion</i> | | 2012 | .058 | .015 | .000 | .073 | HPER Ear\$ Not Rec'd |
| | | | C | 2014 | 2.188 | .547 | .000 | 2.735 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2014 | .283 | .071 | .000 | .353 | HPER Ear\$ Not Rec'd |
| 6047 | | | Totals | | 3.070 | .768 | .000 | 3.838 | |
| GOFFSTOWN 20246 | NH 114 & NH 13 | .837 | IMPROVE TWO INTERSECTIONS ALONG THE NH 114 & NH 13 CORRIDOR THROUGH DOWN TOWN. TOWN SEEKS TO RECONSTRUCT MAST RD / PLEASANT ST INTO A MODERN ROUNDABOUT. THE SECOND INTERSECTION PROJECT INVOLVES TRAFFIC CALMING IMPROVEMENTS TO HIGH ST / ELM ST / MAIN ST IN | | | | | | N/E |
| | Proposed | | P | 2012 | .046 | .000 | .038 | .084 | Congestion Mitigation and Air Quality Prograr |
| | | | C | 2012 | .414 | .000 | .339 | .754 | |
| 7884 | | | Totals | | .461 | .000 | .377 | .837 | |

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|---------------------------------------|------------------|-------------------|---------------|---|-------|------------------|----------|--------------|---|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| HAMPTON 20227 | WINACUNNET RD | .246 | | RECONFIGURE & SIGNALIZE US 1 / WINACUNNET RD INTERSECTION WITH PED CROSSING AND SHORTER CROSS WALKS [10-06CM] | | | | | N/E |
| | Proposed | | P | 2011 | .038 | .000 | .010 | .048 | Congestion Mitigation and Air Quality Program |
| | | | R | 2011 | .001 | .000 | .000 | .001 | |
| | | | C | 2012 | .158 | .000 | .039 | .197 | |
| 7883 | | | Totals | | .197 | .000 | .049 | .246 | |
| HOOCKETT 12537A | US 3 / NH 28 | 6.303 | | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD [Section 117 - Designated Project; Demo Id NH031] | | | | | N/E |
| | Existing | | P | 2011 | .165 | .000 | .000 | .165 | High Priority Grants (STEA04_Ext_2005) |
| | | | C | 2011 | 2.871 | .000 | .000 | 2.871 | |
| | | | | 2011 | .051 | .013 | .000 | .064 | HPER Ear\$ Not Rec'd |
| | | | | 2011 | 1.665 | .000 | .000 | 1.665 | STP-Areas Less Than 200K |
| <i>Regionally Significant</i> 4107 | | | Totals | | 4.752 | .013 | .000 | 4.765 | |
| HOOCKETT 12537A | US 3 / NH 28 | 7.385 | | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD [Section 117 - Designated Project; Demo Id NH031] | | | | | N/E |
| | Proposed | | P | 2011 | .385 | .000 | .000 | .385 | High Priority Grants (STEA04_Ext_2005) |
| | | | | 2011 | .330 | .000 | .000 | .330 | |
| | | | R | 2011 | .550 | .000 | .000 | .550 | HPER Ear\$ Not Rec'd |
| | | | | 2011 | .055 | .000 | .000 | .055 | |
| | | | C | 2012 | 2.304 | .000 | .000 | 2.304 | STP-Areas Less Than 200K |
| | | | | 2012 | .053 | .013 | .000 | .066 | |
| <i>Regionally Significant</i> 4107 | | | Totals | | 6.054 | .013 | .000 | 6.067 | |

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| 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 |
| HOOKSETT 15803 | I-93 Existing | | | WIDENING AND RETROFIT EXISTING HOOKSETT TOLL FACILITY TO IMPLEMENT HIGHWAY SPEED (OPEN ROAD) TOLLING {Turnpike} | | | | | |
| | | | P | 2011 | .000 | .000 | .050 | .050 | Non Participating |
| | | | | 2011 | .000 | .000 | .100 | .100 | |
| | | | | 2011 | .000 | 1.124 | .000 | 1.124 | Turnpike Program |
| | | | R | 2011 | .000 | .010 | .000 | .010 | |
| | | | C | 2012 | .000 | 19.608 | .000 | 19.608 | |
| | | | Totals | | .000 | 20.742 | .150 | 20.892 | |
| <i>Regionally Significant</i> 7384 | | | | | | | | | |
| HOOKSETT 15803 | I-93 Proposed | 28.798 | | WIDENING AND RETROFIT EXISTING HOOKSETT TOLL FACILITY TO IMPLEMENT HIGHWAY SPEED (OPEN ROAD) TOLLING {Turnpike} | | | | | |
| | | | P | 2011 | .000 | .000 | .200 | .200 | Non Participating |
| | | | | 2011 | .000 | 1.143 | .000 | 1.143 | Turnpike Program |
| | | | | 2012 | .000 | .000 | .103 | .103 | Non Participating |
| | | | R | 2011 | .000 | .010 | .000 | .010 | Turnpike Program |
| | | | C | 2012 | .000 | 15.097 | .000 | 15.097 | |
| | | | | 2012 | .000 | 3.082 | .000 | 3.082 | |
| | | | | 2013 | .000 | 6.390 | .000 | 6.390 | |
| | | | | 2014 | .000 | 2.753 | .000 | 2.753 | |
| | | | Totals | | .000 | 28.475 | .303 | 28.778 | |
| <i>Regionally Significant</i> 7384 | | | | | | | | | |
| HOOKSETT 20259 | COLLEGE PARK DRIVE Proposed | .383 | | CONSTRUCT SIDEWALK ALONG COLLEGE PARK DRIVE BETWEEN PARK DRIVE BETWEEN MAIN ST AND US 3 [10-07CM] | | | | | E-33 |
| | | | P | 2012 | .054 | .000 | .014 | .068 | Congestion Mitigation and Air Quality Program |
| | | | C | 2012 | .252 | .000 | .063 | .314 | |
| | | | Totals | | .306 | .000 | .077 | .383 | |
| 7896 | | | | | | | | | |

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|------------------------|---------------------|---------------------------|---------------|--|-------|------------------|----------|---------------|---|--|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | | |
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| HUDSON 20245 | NH 111 / LIBRARY ST | .225 | | UPGRADE 3 SETS OF TRAFFIC LIGHTS THAT CONTROL TRAFFIC FROM 3 MAIN CORRIDORS IN HUDSON. NH 111, NH3A & NH 102 MERGE [10-08CM] | | | | | | |
| | Proposed | | P | 2012 | .023 | .000 | .006 | .029 | Congestion Mitigation and Air Quality Program | |
| | | | C | 2012 | .157 | .000 | .039 | .196 | | |
| 7886 | | | Totals | | .180 | .000 | .045 | .225 | | |
| LEBANON 13951 | US 4 | 11.060 | | BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List} | | | | | ATT | |
| | Existing | | | | | | | | Bridge On/Off System | |
| | | <i>2012 AC Conversion</i> | P | 2011 | .050 | .000 | .000 | .050 | | |
| | | <i>2012 AC Conversion</i> | R | 2011 | .175 | .000 | .000 | .175 | | |
| 1875 | | | C | 2012 | 8.297 | 2.074 | .000 | 10.372 | | |
| | | | Totals | | 8.522 | 2.074 | .000 | 10.597 | | |
| LEBANON 13951 | US 4 | 11.553 | | BRIDGE REPLACEMENT OVER MASCOMA RIVER - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A {Red List} | | | | | ATT | |
| | Proposed | | | | | | | | Bridge On/Off System | |
| | | <i>2012 AC Conversion</i> | P | 2011 | .050 | .000 | .000 | .050 | | |
| | | <i>2012 AC Conversion</i> | R | 2011 | .175 | .000 | .000 | .175 | | |
| 1875 | | | C | 2013 | 8.563 | 2.141 | .000 | 10.703 | | |
| | | | Totals | | 8.788 | 2.141 | .000 | 10.928 | | |

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|--|------------------|--------------------|---------------|---|-------|------------------|----------|--------|----------------------|
| | | Cost \$(M) | | | Code | Open Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| LEBANON, NH - HARTFORD, VT 14957 | US 4 | 10.729 | | REPLACE BRIDGE OVER CONNECTICUT RIVER - 058/127 {Red List} | | | | | ATT |
| | Existing | | P | 2011 | .200 | .000 | .000 | .200 | Bridge On/Off System |
| | | | | 2011 | .260 | .000 | .000 | .260 | |
| | | | | 2011 | .000 | .000 | .020 | .020 | Non Participating |
| | | 2011 AC Conversion | R | 2011 | .080 | .020 | .000 | .100 | Bridge On/Off System |
| | | | C | 2012 | 5.523 | .000 | .000 | 5.523 | |
| | | | | 2012 | .000 | .000 | .669 | .669 | Non Participating |
| | | | | 2013 | 3.052 | .763 | .000 | 3.815 | Bridge On/Off System |
| | | | | 2013 | .000 | .000 | .445 | .445 | Non Participating |
| 2753 | | | Totals | | 9.115 | .783 | 1.134 | 11.032 | |
| LEBANON, NH - HARTFORD, VT 14957 | US 4 | 11.880 | | REPLACE BRIDGE OVER CONNECTICUT RIVER - 058/127 {Red List} | | | | | ATT |
| | Proposed | | P | 2011 | .200 | .000 | .000 | .200 | Bridge On/Off System |
| | | | | 2011 | .260 | .000 | .000 | .260 | |
| | | | | 2011 | .000 | .000 | .020 | .020 | Non Participating |
| | | 2011 AC Conversion | R | 2011 | .080 | .020 | .000 | .100 | Bridge On/Off System |
| | | | C | 2012 | .124 | .031 | .000 | .155 | |
| | | | | 2012 | .000 | .000 | .669 | .669 | Non Participating |
| | | | | 2013 | 5.700 | .000 | .000 | 5.700 | Bridge On/Off System |
| | | | | 2014 | 3.018 | .754 | .000 | 3.772 | |
| | | | | 2014 | .000 | .000 | .459 | .459 | Non Participating |
| 2753 | | | Totals | | 9.381 | .805 | 1.149 | 11.335 | |
| LINCOLN 13334 # | NH 112 | | | PAVEMENT REHABILITATION AND ROADWAY IMPROVEMENTS IN VICINITY OF HANCOCK BROOK (KANCAMAGUS HIGHWAY) (1.3 MILES) (Statewide EFH*444) [PARENT] | | | | | E-10 |
| | Existing | | C | 2011 | 2.000 | .000 | .000 | 2.000 | Forest Highways |
| | | | | 2012 | 2.064 | .000 | .000 | 2.064 | |
| | | | | 2013 | 2.130 | .000 | .000 | 2.130 | |
| 3895 | | | Totals | | 6.194 | .000 | .000 | 6.194 | |

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| 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 |
| LITTLETON, NH - WATERFORD, VT 15926 | I-93 | 10.004 | BRIDGE REHABILITATION CARRYING I-93 SB & NB OVER CONNECTICUT RIVER - 104/136 & 105/135 {Red List} | | | | | | |
| | Existing | | P | 2011 | .030 | .000 | .000 | .030 | Bridge On/Off System |
| | | | C | 2012 | 5.490 | 1.373 | .000 | 6.863 | Non Participating |
| | | | | 2012 | .000 | .000 | 3.922 | 3.922 | |
| 7516 | | | Totals | | 5.520 | 1.373 | 3.922 | 10.814 | |
| LITTLETON, NH - WATERFORD, VT 15926 | I-93 | 11.784 | BRIDGE REHABILITATION CARRYING I-93 SB & NB OVER CONNECTICUT RIVER - 104/136 & 105/135 {Red List} | | | | | | |
| | Proposed | | P | 2011 | .021 | .000 | .000 | .021 | Bridge On/Off System |
| | | | | 2011 | .030 | .000 | .000 | .030 | Non Participating |
| | | | | 2011 | .000 | .000 | .027 | .027 | |
| | | | C | 2014 | 5.847 | 1.462 | .000 | 7.309 | Bridge On/Off System |
| | | | | 2014 | .000 | .000 | 4.177 | 4.177 | Non Participating |
| 7516 | | | Totals | | 5.898 | 1.462 | 4.204 | 11.564 | |
| MANCHESTER 20162 | US 3 & CAMPBELL STREET | 2.645 | TRAFFIC OPERATION AND SAFETY IMPROVEMENTS TO 3 CONGESTED INTERSECTIONS [CMAQ] | | | | | | N/E |
| | Proposed | | P | 2011 | .031 | .000 | .051 | .083 | Congestion Mitigation and Air Quality Program |
| | | | R | 2012 | .059 | .000 | .096 | .155 | |
| | | | C | 2012 | .915 | .000 | 1.493 | 2.408 | |
| 7862 | | | Totals | | 1.005 | .000 | 1.640 | 2.645 | |
| MANCHESTER 20257 | RAIL CORRIDOR | .726 | CONSTRUCT MULTI-USE PATH ALONG ABANDONED RAIL CORRIDOR FROM GOLD ST TO GOFFS FALLS ROAD [10-10CM] | | | | | | E-33 |
| | Proposed | | P | 2012 | .025 | .000 | .011 | .036 | Congestion Mitigation and Air Quality Program |
| | | | R | 2012 | .001 | .000 | .000 | .001 | |
| | | | C | 2012 | .475 | .000 | .214 | .689 | |
| 7902 | | | Totals | | .501 | .000 | .225 | .726 | |

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| 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 | |
| MILFORD 20253 | NH 13 / EMERSON RD / ARMORY RD | .464 | | SIGNAL MODIFICATION AND ADDITIONAL TURNING LANES TO ADDRESS CONGESTION AND AIR QUALITY RELATED IMPACTS [10-11CM] | | | | | | |
| | Proposed | | | | | | | | | |
| | | | P | 2012 | .040 | .000 | .010 | .050 | Congestion Mitigation and Air Quality Prograr | |
| | | | R | 2012 | .015 | .000 | .004 | .019 | | |
| | | | C | 2012 | .317 | .000 | .079 | .396 | | |
| 7891 | | | Totals | | .372 | .000 | .093 | .464 | | |
| MILFORD TO NASHUA 10136 | NH 101A | 9.137 | | INTERSECTION IMPROVEMENTS AT SEVERAL LOCATIONS BETWEEN NH 101 TO FEE TPK (7.5 MILES); AS DETERMINED BY CORRIDOR STUDY | | | | | | E-53 |
| | Existing | | | | | | | | | |
| | | | P | 2011 | .200 | .050 | .000 | .250 | National Highway System | |
| | | 2012 AC Conversion | R | 2011 | .180 | .045 | .000 | .225 | | |
| | | 2012 AC Conversion | C | 2012 | 2.477 | .619 | .000 | 3.096 | | |
| | | | | 2013 | 2.556 | .639 | .000 | 3.195 | | |
| 730 | | | Totals | | 5.413 | 1.353 | .000 | 6.766 | | |
| MILFORD TO NASHUA 10136 | NH 101A | 9.546 | | INTERSECTION IMPROVEMENTS AT SEVERAL LOCATIONS BETWEEN NH 101 TO FEE TPK (7.5 MILES); AS DETERMINED BY CORRIDOR STUDY | | | | | | E-53 |
| | Proposed | | | | | | | | | |
| | | | P | 2011 | .250 | .000 | .000 | .250 | National Highway System | |
| | | 2012 AC Conversion | R | 2012 | .180 | .045 | .000 | .225 | | |
| | | | C | 2014 | 2.638 | .659 | .000 | 3.297 | | |
| 730 | | | Totals | | 3.068 | .704 | .000 | 3.772 | | |

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| 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 |
| NASHUA 10040A | BROAD STREET PARKWAY | 27.928 | | CON OF 1.8 MI OF NEW 2-LANE RDWAY THAT WILL CONNECT BROAD ST (NH130) TO WEST HOLLIS ST(NH 111) IN NASHUA. APPRAISAL ACQUISITION,MISC. ROW, PRE/FIN DESIGN REQUIRED FOR LATER PHASES(CON) [SECTION 1602-DESIGNATED PROJECT; DEMO ID NH003] [SISTER DEMO PROJECT | | | | | N/E |
| | Proposed | | P | 2011 | .100 | .000 | .000 | .100 | High Priority Projects (TEA-21 1998-2003) |
| | | | | 2011 | .000 | .000 | .250 | .250 | Non Participating |
| | | | | 2011 | .000 | .000 | 1.400 | 1.400 | |
| | | | | 2012 | .553 | .000 | .000 | .553 | High Priority Projects (TEA-21 1998-2003) |
| | | | | 2012 | .000 | .000 | .258 | .258 | Non Participating |
| | | | R | 2012 | 1.032 | .000 | .000 | 1.032 | High Priority Projects (TEA-21 1998-2003) |
| | | | | 2013 | .426 | .000 | .000 | .426 | |
| | | | | 2014 | .110 | .000 | .000 | .110 | |
| | | | Totals | | 2.221 | .000 | 1.908 | 4.129 | |
| <i>Regionally Significant</i> 18 | | | | | | | | | |
| NASHUA 10040P | BROAD STREET PARKWAY | .285 | | BUILDING DEMOLITION PROJECT WIDE (TO CONSTRUCT SECOND BRIDGE CROSSING OF NASHUA RIVER) (Parent = Nashua 10040A) | | | | | N/E |
| | Existing | | R | 2011 | .285 | .000 | .000 | .285 | High Priority Projects (TEA-21 1998-2003) |
| <i>Regionally Significant</i> 2644 | | | Totals | | .285 | .000 | .000 | .285 | |
| NASHUA 10040P | BROAD STREET PARKWAY | 4.885 | | BUILDING DEMOLITION PROJECT WIDE (TO CONSTRUCT SECOND BRIDGE CROSSING OF NASHUA RIVER) (Parent = Nashua 10040A) | | | | | N/E |
| | Proposed | | R | 2011 | 1.769 | .000 | .442 | 2.211 | High Priority Projects (TEA-21 1998-2003) |
| | | | | 2011 | .000 | .000 | .400 | .400 | Non Participating |
| | | | | 2011 | .000 | .000 | .064 | .064 | |
| <i>Regionally Significant</i> 2644 | | | Totals | | 1.769 | .000 | .906 | 2.675 | |

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| 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 10136A | NH 101A | 7.101 | 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 | <i>2012 AC Conversion</i> | P | 2011 | .326 | .000 | .000 | .326 | National Highway System |
| | | <i>2012 AC Conversion</i> | R | 2011 | 2.250 | .000 | .000 | 2.250 | |
| | | | C | 2012 | .000 | .000 | .494 | .494 | Non Participating |
| | | | | 2012 | 2.684 | .671 | .000 | 3.355 | STP-Areas Less Than 200K |
| 3593 | | | | Totals | 5.260 | .671 | .494 | 6.425 | |
| NASHUA 10136A | NH 101A | 7.509 | 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 |
| | Proposed | <i>2012 AC Conversion</i> | P | 2011 | .326 | .000 | .000 | .326 | National Highway System |
| | | <i>2012 AC Conversion</i> | R | 2011 | 2.250 | .000 | .000 | 2.250 | |
| | | | C | 2012 | .000 | .000 | .510 | .510 | Non Participating |
| | | | | 2013 | 2.858 | .715 | .000 | 3.573 | STP-Areas Less Than 200K |
| 3593 | | | | Totals | 5.434 | .715 | .510 | 6.659 | |
| NASHUA 16110 | BROAD STREET PARKWAY | 51.877 | CONSTRUCT NEW 2 LANE ROAD 1.8 MILES FROM NH 130 (BROAD ST) TO NH 111 (HOLLIS STREET) (Parent Construction Project) | | | | | | N/E |
| | Proposed | | C | 2011 | 5.602 | .000 | 1.400 | 7.002 | High Priority Projects (TEA-21 1998-2003) |
| | | | | 2011 | 4.800 | .000 | 1.200 | 6.000 | STP-State Flexible |
| | | | | 2012 | 5.366 | .000 | 1.342 | 6.708 | |
| | | | | 2013 | .000 | .000 | 31.632 | 31.632 | Non Participating |
| | | | | 2014 | .535 | .000 | .000 | .535 | High Priority Projects (SAFETEA-LU-EXT 201 |
| 7781 | | | | Totals | 16.303 | .000 | 35.574 | 51.877 | |

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|--|------------------|-------------------|-------|---|----------|----------|------------------|--------|---|
| | | Cost \$(M) | | | | | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| NASHUA - MANCHESTER - CONCORD 13514 | CAPITAL CORRIDOR | 15.003 | | PURCHASE PASSENGER RAIL EQUIPMENT (CMAQ Program) [00-12CM] | | | | | N/E |
| | Existing | | C | 2012 | 4.130 | .000 | 1.033 | 5.163 | Congestion Mitigation and Air Quality Progra |
| | | AC Conversion | | 2013 | 4.000 | .000 | 1.000 | 5.000 | |
| | | AC Conversion | | 2014 | 4.000 | .000 | 1.000 | 5.000 | |
| | | | | Totals | 12.130 | .000 | 3.033 | 15.163 | |
| <i>Regionally Significant</i> 2959 | | | | | | | | | |
| NASHUA - MANCHESTER - CONCORD 13514 | CAPITAL CORRIDOR | 15.499 | | PURCHASE PASSENGER RAIL EQUIPMENT (CMAQ Program) [00-12CM] | | | | | N/E |
| | Proposed | | C | 2014 | 4.396 | .000 | 1.099 | 5.496 | Congestion Mitigation and Air Quality Prograr |
| | | | | Totals | 4.396 | .000 | 1.099 | 5.496 | |
| <i>Regionally Significant</i> 2959 | | | | | | | | | |
| NASHUA - MANCHESTER - CONCORD 13875 | CAPITAL CORRIDOR | 5.250 | | PROVIDE 3 YEARS OPERATING SUPPORT FOR PASSENGER RAIL STARTUP (CMAQ Program) [02-22CM] | | | | | N/E |
| | Existing | | P | 2012 | 1.445 | .000 | .361 | 1.806 | Congestion Mitigation and Air Quality Progra |
| | | AC Conversion | | 2013 | 1.400 | .000 | .350 | 1.750 | |
| | | AC Conversion | | 2014 | 1.400 | .000 | .350 | 1.750 | |
| | | | | Totals | 4.245 | .000 | 1.061 | 5.306 | |
| <i>Regionally Significant</i> 3698 | | | | | | | | | |
| NASHUA - MANCHESTER - CONCORD 13875 | CAPITAL CORRIDOR | 5.423 | | PROVIDE 3 YEARS OPERATING SUPPORT FOR PASSENGER RAIL STARTUP (CMAQ Program) [02-22CM] | | | | | N/E |
| | Proposed | | P | 2014 | 1.539 | .000 | .385 | 1.923 | Congestion Mitigation and Air Quality Prograr |
| | | | | Totals | 1.539 | .000 | .385 | 1.923 | |
| <i>Regionally Significant</i> 3698 | | | | | | | | | |

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|---------------------------------------|------------------|-------------------|--------|--|----------|---------------------------|---------|-------|---|
| | | Cost \$(M) | | | | | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| NEW CASTLE 14827 | NH 1B | .136 | | CONSTRUCT SIDEWALK BETWEEN RESIDENTIAL NEIGHBORHOODS AND THE ELEMENTARY SCHOOL (300 LF) AND BETWEEN THE GREAT COMMON (LIBRARY/PARK/BEACH) AND THE WENTWORTH HOTEL (1,150 LF) (TE Program) [06-35TE] | E-45 | | | | |
| | Existing | | C | 2011 | .083 | .000 | .021 | .104 | STP-Enhancement |
| 6243 | | | Totals | | .083 | .000 | .021 | .104 | |
| NEW CASTLE 14827 | NH 1B | .136 | | CONSTRUCT MULTI-USE PATH FROM WENTWORTH HOTEL TO WILD ROSE LANE (TE Program) [06-35TE] | E-45 | | | | |
| | Proposed | | C | 2011 | .083 | .000 | .021 | .104 | STP-Enhancement |
| 6243 | | | Totals | | .083 | .000 | .021 | .104 | |
| PLAISTOW 20163 | RAIL | 3.032 | | EXTEND MBTA COMMUTER RAIL SERVICE FROM HAVERHILL, MA. TO PLAISTOW. CONSTRUCT PLATFORM & ENCLOSED WAITING AREA. ACQUIRE EASEMENT FOR CONSTRUCTION OF RAIL SIDING. ACQUIRE LAND FOR LOCOLOTIVE LAYOVER FACILITY. OPERATE 10 TRAILS ROUND TRIPS [06-02CM] | N/E | | | | |
| | Proposed | | P | 2011 | .659 | .000 | .165 | .824 | Congestion Mitigation and Air Quality Program |
| | | | R | 2012 | 1.767 | .000 | .442 | 2.208 | |
| 7880 | | | Totals | | 2.426 | .000 | .606 | 3.032 | |
| PORTSMOUTH 13455B | US 1 BYPASS | 5.057 | | REPLACE MIDDLE ROAD BRIDGE (183/087) {Red List} & ISLINGTON STREET BRIDGE (188/097) {Red List} OVER US 1 BYPASS (Pe & Row in Parent 13455) | | | | | |
| | Existing | | C | 2012 | 4.045 | 1.011 | .000 | 5.057 | STP-Areas Less Than 200K |
| <i>Regionally Significant</i> 7432 | | | Totals | | 4.045 | 1.011 | .000 | 5.057 | |
| PORTSMOUTH 13455B | US 1 BYPASS | 5.219 | | REPLACE MIDDLE ROAD BRIDGE (183/087) {Red List} & ISLINGTON STREET BRIDGE (188/097) {Red List} OVER US 1 BYPASS (Pe & Row in Parent 13455) | E-19 | | | | |
| | Proposed | | C | 2013 | 4.175 | 1.044 | .000 | 5.219 | STP-Areas Less Than 200K |
| <i>Regionally Significant</i> 7432 | | | Totals | | 4.175 | 1.044 | .000 | 5.219 | |

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| 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 | |
| PORTSMOUTH 20255 | WOODBURY AVE / MARKET ST / GRANITE ST | .348 | | UPGRADE 5 EXISTING TRAFFIC CONTROLLERS AND INTERCONNECTS [10-18CM] | | | | | | |
| | Proposed | | P | 2012 | .050 | .000 | .012 | .062 | Congestion Mitigation and Air Quality Program | |
| | | | C | 2012 | .229 | .000 | .057 | .286 | | |
| 7892 | | | Totals | | .279 | .000 | .070 | .348 | | |
| PORTSMOUTH 20258 | PEVERLY HILL ROAD | .472 | | CONST NEW SIDEWALK AND STRIPED BICYCLE SHOULDERS & ASSOCIATED DRAINAGE TO PROMOTE SAFE BIKING & WALKING [10-19CM] | | | | | | E-33 |
| | Proposed | | P | 2012 | .047 | .000 | .012 | .058 | Congestion Mitigation and Air Quality Program | |
| | | | C | 2012 | .331 | .000 | .083 | .414 | | |
| 7894 | | | Totals | | .378 | .000 | .094 | .472 | | |
| PORTSMOUTH - MANCHESTER 20222 | VARIOUS | 2.581 | | BUS SERVICE BETWEEN PORTSMOUTH & MANCHESTER. CONNECT PORTSMOUTH, DOWNTOWN MANCHESTER & BR AIRPORT [06-02CM] | | | | | | N/E |
| | Proposed | | C | 2011 | .833 | .000 | .000 | .833 | Congestion Mitigation and Air Quality Program | |
| | | | | 2012 | .688 | .172 | .000 | .860 | | |
| | | | | 2013 | .710 | .178 | .000 | .888 | | |
| 7881 | | | Totals | | 2.231 | .350 | .000 | 2.581 | | |
| ROCHESTER 20254 | US 202 | 1.297 | | CONSTRUCT 201 SPACE PARK-N-RIDE LOT ADJACENT TO US 202 [10-16CM] | | | | | | N/E |
| | Proposed | | P | 2011 | .100 | .000 | .000 | .100 | Congestion Mitigation and Air Quality Program | |
| | | | C | 2012 | .958 | .239 | .000 | 1.197 | | |
| 7900 | | | Totals | | 1.058 | .239 | .000 | 1.297 | | |

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|-------------------------------|------------------|-------------------|---|------------------------|----------|-------------|----------|-------|--|
| | | Cost \$(M) | | | Open | Analysis FY | | | |
| Regionally Significant | Grouped / Parent | Adv Const Payback | Phase | Fiscal Year | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category |
| SALEM TO MANCHESTER 10418F | I-93 | 5.753 | SOUTH ROAD MITIGATION SITE (LONDONDERRY) [Section 115 - Designated Project NH026, NH044, NH063 & NH075] | | | | | | N/E |
| | Existing | | C | 2011 | .500 | .000 | .000 | .500 | High Priority Projects (Post TEA-21) |
| | | | | 2011 | .020 | .005 | .000 | .025 | High Priority Projects (SAFETEA-LU 2005) |
| | | | | 2011 | 1.060 | .265 | .000 | 1.324 | |
| 1800 | | | Totals | | 1.580 | .270 | .000 | 1.850 | |
| SALEM TO MANCHESTER 10418F | I-93 | 3.996 | SOUTH ROAD MITIGATION SITE (LONDONDERRY) [Section 115 - Designated Project NH026, NH044, NH063 & NH075] | | | | | | N/E |
| | Proposed | | R | 2011 | 2.126 | .470 | .000 | 2.596 | High Priority Projects (SAFETEA-LU 2005) |
| | | | C | 2011 | .500 | .000 | .000 | .500 | High Priority Projects (Post TEA-21) |
| | | | | 2011 | .721 | .180 | .000 | .901 | High Priority Projects (SAFETEA-LU 2005) |
| 1800 | | | Totals | | 3.347 | .650 | .000 | 3.996 | |
| SALEM TO MANCHESTER 10418H | I-93 | 8.877 | PARK & RIDE @ EXIT 3 (Windham) (CMAQ Program) [Part of 04-33CM] | | | | | | N/E |
| | Existing | | C | 2014 | .320 | .080 | .000 | .400 | Congestion Mitigation and Air Quality Progra |
| | | | | 2014 | 1.041 | .116 | .000 | 1.157 | Interstate Maintenance |
| | | | | 2014 | 3.604 | .901 | .000 | 4.505 | STP-State Flexible |
| <i>Regionally Significant</i> | | | Totals | | 4.966 | 1.097 | .000 | 6.063 | |
| 3138 | | | | | | | | | |
| SALEM TO MANCHESTER 10418H | I-93 | 11.690 | PARK & RIDE @ EXIT 3 (Windham) (CMAQ Program) [Part of 04-33CM] | | | | | | N/E |
| | Proposed | | P | 2011 | .704 | .176 | .000 | .880 | FTA 5309 Capital Funding Program - Formul |
| | | | R | 2011 | 1.547 | .387 | .000 | 1.933 | |
| | | | C | 2014 | .320 | .080 | .000 | .400 | Congestion Mitigation and Air Quality Progra |
| | | | | 2014 | 1.041 | .116 | .000 | 1.157 | Interstate Maintenance |
| | | | | 2014 | 3.604 | .901 | .000 | 4.505 | STP-State Flexible |
| <i>Regionally Significant</i> | | | Totals | | 7.217 | 1.660 | .000 | 8.877 | |
| 3138 | | | | | | | | | |

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| 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 13933D | I-93 | 35.524 | | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) | | | | | N/E |
| | Existing | | C | 2011 | 5.473 | .000 | .000 | 5.473 | Bridge On/Off System |
| | | | | 2011 | .000 | .516 | .000 | .516 | Garvee Bond Related |
| | | | | 2011 | 10.255 | .000 | .000 | 10.255 | National Highway System |
| | | | | 2011 | .000 | .000 | .124 | .124 | Non Participating |
| | | | | 2012 | .000 | .498 | .000 | .498 | Garvee Bond Related |
| | | | | 2012 | 14.756 | 3.689 | .000 | 18.445 | National Highway System |
| | | | | 2013 | .000 | .480 | .000 | .480 | Garvee Bond Related |
| | | | | 2013 | 4.556 | 1.139 | .000 | 5.695 | National Highway System |
| | | | | 2014 | .000 | .462 | .000 | .462 | Garvee Bond Related |
| | | | | 2014 | .626 | .157 | .000 | .783 | National Highway System |
| 3818 | | | Totals | | 35.666 | 6.941 | .124 | 42.731 | |
| SALEM TO MANCHESTER 14800A | I-93 | 51.540 | | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) | | | | | N/E |
| | Proposed | | C | 2011 | .730 | .000 | .000 | .730 | Bridge On/Off System |
| | | | | 2011 | .000 | .545 | .000 | .545 | Garvee Bond Related |
| | | | | 2011 | .000 | .000 | .124 | .124 | Non Participating |
| | | | | 2012 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2012 | .743 | .186 | .000 | .929 | National Highway System |
| | | | | 2013 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2013 | .743 | .186 | .000 | .929 | National Highway System |
| | | | | 2014 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2014 | .743 | .186 | .000 | .929 | National Highway System |
| 3818 | | | Totals | | 2.960 | 3.183 | .124 | 6.267 | |

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

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| 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 13933D | I-93 | 39.234 | | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) (14800A = Debt & 13933D = Const) | | | | | N/E |
| | Proposed | | C | 2011 | .000 | 15.749 | .000 | 15.749 | Garvee Bond Initial Expenditure |
| | | | | 2011 | .000 | .000 | .124 | .124 | Non Participating |
| | | | | 2012 | .000 | 18.163 | .000 | 18.163 | Garvee Bond Initial Expenditure |
| | | | | 2013 | .000 | 5.197 | .000 | 5.197 | |
| 7893 | | | Totals | | .000 | 39.110 | .124 | 39.234 | |
| SALEM TO MANCHESTER 13933I | I-93 | 87.800 | | EXIT 3 AREA, RECONSTRUCT SOUTHBOUND BARREL FROM BROOKDALE ROAD TO NORTH OF NH111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM) [Parent = Sal-Man 13933*] | | | | | N/E |
| | Existing | | C | 2012 | 5.958 | 1.490 | .000 | 7.448 | National Highway System |
| | | <i>2013 AC Conversion</i> | | 2013 | 10.800 | 1.200 | .000 | 12.000 | Interstate Maintenance |
| | | <i>2013 AC Conversion</i> | | 2013 | 7.531 | 1.883 | .000 | 9.413 | National Highway System |
| | | <i>2013 AC Conversion</i> | | 2014 | 8.588 | .954 | .000 | 9.543 | Interstate Maintenance |
| | | <i>2013 AC Conversion</i> | | 2014 | 10.400 | 2.600 | .000 | 13.000 | National Highway System |
| 3820 | | | Totals | | 43.277 | 8.127 | .000 | 51.404 | |
| SALEM TO MANCHESTER 13933I | I-93 | 55.173 | | EXIT 3 AREA, RECONSTRUCT SOUTHBOUND BARREL FROM BROOKDALE ROAD TO NORTH OF NH111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM) [Parent = Sal-Man 13933*][GARVEE] | | | | | N/E |
| | Proposed | | C | 2012 | 5.600 | 1.400 | .000 | 7.000 | National Highway System |
| | | <i>2013 AC Conversion</i> | | 2013 | 13.602 | 3.401 | .000 | 17.003 | |
| | | <i>2013 AC Conversion</i> | | 2014 | 14.400 | 3.600 | .000 | 18.000 | |
| 3820 | | | Totals | | 33.602 | 8.401 | .000 | 42.003 | |

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

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| 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 |
| SALEM TO MANCHESTER 14633F | I-93 | 52.990 | | EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NORTH BOUND AND SOUTH BOUND MAINLINE AND NORTH BOUND OFF-RAMP, INCLUDES BRIDGES 096/163, 097/163, 099/160, & 100/160 {All Red List} (Londonderry) (Garvee Bonded) | | | | | N/E |
| | Existing | <i>2011 AC Conversion</i> | C | 2011 | .890 | .000 | .000 | .890 | Bridge On/Off System |
| | | | | 2011 | 11.184 | .000 | .000 | 11.184 | |
| | | | | 2011 | .000 | .664 | .000 | .664 | Garvee Bond Related |
| | | <i>2011 AC Conversion</i> | | 2011 | .114 | .000 | .000 | .114 | Interstate Maintenance |
| | | | | 2011 | .050 | .000 | .000 | .050 | Non Participating |
| | | <i>2011 AC Conversion</i> | | 2012 | .906 | .226 | .000 | 1.132 | Bridge On/Off System |
| | | | | 2012 | 2.767 | .692 | .000 | 3.459 | |
| | | | | 2012 | .000 | .845 | .000 | .845 | Garvee Bond Related |
| | | | | 2012 | 13.365 | 1.485 | .000 | 14.850 | Interstate Maintenance |
| | | <i>2011 AC Conversion</i> | | 2013 | .906 | .226 | .000 | 1.132 | Bridge On/Off System |
| | | | | 2013 | .000 | .845 | .000 | .845 | Garvee Bond Related |
| | | <i>2011 AC Conversion</i> | | 2013 | 13.365 | 1.485 | .000 | 14.850 | Interstate Maintenance |
| | | <i>2011 AC Conversion</i> | | 2014 | .906 | .226 | .000 | 1.132 | Bridge On/Off System |
| | | | | 2014 | .000 | .845 | .000 | .845 | Garvee Bond Related |
| | | <i>2011 AC Conversion</i> | | 2014 | 2.643 | .294 | .000 | 2.936 | Interstate Maintenance |
| 6338 | | | | Totals | 47.094 | 7.834 | .080 | 55.007 | |
| SALEM TO MANCHESTER 14633F | I-93 | 47.522 | | EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NORTH BOUND AND SOUTH BOUND MAINLINE AND NORTH BOUND OFF-RAMP, INCLUDES BRIDGES 096/163, 097/163, 099/160, & 100/160 {All Red List} (Londonderry) (Garvee Bonded) | | | | | N/E |
| | Proposed | <i>2011 AC Conversion</i> | C | 2011 | .000 | 3.434 | .000 | 3.434 | Garvee Bond Initial Expenditure |
| | | | | 2011 | 2.928 | 4.985 | .000 | 7.913 | |
| | | | | 2011 | .000 | .000 | .080 | .080 | Non Participating |
| | | | | 2012 | .000 | 18.309 | .000 | 18.309 | Garvee Bond Initial Expenditure |
| | | <i>2011 AC Conversion</i> | | 2013 | .000 | 14.850 | .000 | 14.850 | |
| | | <i>2011 AC Conversion</i> | | 2014 | .000 | 2.936 | .000 | 2.936 | |
| 6338 | | | | Totals | 2.928 | 44.514 | .080 | 47.522 | |

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| 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 13933D | I-93 | 35.524 | | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) | | | | | N/E |
| | Existing | | C | 2011 | 5.473 | .000 | .000 | 5.473 | Bridge On/Off System |
| | | | | 2011 | .000 | .516 | .000 | .516 | Garvee Bond Related |
| | | | | 2011 | 10.255 | .000 | .000 | 10.255 | National Highway System |
| | | | | 2011 | .000 | .000 | .124 | .124 | Non Participating |
| | | | | 2012 | .000 | .498 | .000 | .498 | Garvee Bond Related |
| | | | | 2012 | 14.756 | 3.689 | .000 | 18.445 | National Highway System |
| | | | | 2013 | .000 | .480 | .000 | .480 | Garvee Bond Related |
| | | | | 2013 | 4.556 | 1.139 | .000 | 5.695 | National Highway System |
| | | | | 2014 | .000 | .462 | .000 | .462 | Garvee Bond Related |
| | | | | 2014 | .626 | .157 | .000 | .783 | National Highway System |
| 3818 | | | Totals | | 35.666 | 6.941 | .124 | 42.731 | |
| SALEM TO MANCHESTER 14800A | I-93 | 51.540 | | MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) | | | | | N/E |
| | Proposed | | C | 2011 | .730 | .000 | .000 | .730 | Bridge On/Off System |
| | | | | 2011 | .000 | .545 | .000 | .545 | Garvee Bond Related |
| | | | | 2011 | .000 | .000 | .124 | .124 | Non Participating |
| | | | | 2012 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2012 | .743 | .186 | .000 | .929 | National Highway System |
| | | | | 2013 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2013 | .743 | .186 | .000 | .929 | National Highway System |
| | | | | 2014 | .000 | .693 | .000 | .693 | Garvee Bond Related |
| | | | | 2014 | .743 | .186 | .000 | .929 | National Highway System |
| 3818 | | | Totals | | 2.960 | 3.183 | .124 | 6.267 | |

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| 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 14800B | I-93 | 72.803 | | EXIT 5 AREA, RECONSTRUCT INTERCHANGE INCLUDING NB & SB MAINLINE & NB OFF-RAMP, INCLUDES BRIDGES 096/163, 097/163, 099/160 & 100/160 {All Red List} (Londonderry) (Garvee Bonded) [14800A = Debt Service & 14633F = Const] | | | | | |
| | Proposed | | C | 2011 | .905 | .000 | .000 | .905 | Bridge On/Off System |
| | | | | 2011 | .000 | .675 | .000 | .675 | Garvee Bond Related |
| | | | | 2011 | .000 | .000 | .080 | .080 | Non Participating |
| | | | | 2012 | .950 | .238 | .000 | 1.188 | Bridge On/Off System |
| | | | | 2012 | .000 | .887 | .000 | .887 | Garvee Bond Related |
| | | | | 2013 | .981 | .245 | .000 | 1.226 | Bridge On/Off System |
| | | | | 2013 | .000 | .915 | .000 | .915 | Garvee Bond Related |
| | | | | 2014 | 1.012 | .253 | .000 | 1.265 | Bridge On/Off System |
| | | | | 2014 | .000 | .944 | .000 | .944 | Garvee Bond Related |
| 7895 | | | Totals | | 3.849 | 4.157 | .080 | 8.086 | |
| SEACOAST 20244 | VARIOUS | 6.801 | | THROUGH CAPITAL EQUIPMENT PUCHASES AND OPERATING SUPPORT THE PROJECT WILL INCREASE PEAK-HOUR TRANSIT SERVICES [10-12CM] | | | | | |
| | Proposed | | C | 2011 | 2.619 | .655 | .000 | 3.273 | Congestion Mitigation and Air Quality Prograr |
| | | | | 2012 | .911 | .228 | .000 | 1.139 | |
| | | | | 2013 | .940 | .235 | .000 | 1.175 | |
| | | | | 2014 | .970 | .243 | .000 | 1.213 | |
| 7885 | | | Totals | | 5.441 | 1.360 | .000 | 6.801 | |
| STATEWIDE 20226 | VARIOUS | .310 | | EVALUATE & OPTIMIZE TIMING AT 65 SIGNALIZE INTERSECTION TO IMPROVE TRAFFIC FLOW AND REDUCE DELAYS [10-14 CM] | | | | | |
| | Proposed | | P | 2012 | .165 | .041 | .000 | .206 | Congestion Mitigation and Air Quality Prograr |
| | | | C | 2012 | .083 | .021 | .000 | .103 | |
| 7882 | | | Totals | | .248 | .062 | .000 | .310 | |

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

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| 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 | Fed\$ | DOT\$ | Other\$ | Tot\$ | Funding Category | | |
| STATEWIDE | 20248 | VARIOUS | 2.060 | | | | | | | | N/E | |
| | | Proposed | | | | | | | | | | |
| | | | | P | 2012 | .453 | .113 | .000 | .567 | | Congestion Mitigation and Air Quality Program | |
| | | | | C | 2012 | 1.195 | .299 | .000 | 1.493 | | | |
| | 7887 | | | Totals | | 1.648 | .412 | .000 | 2.060 | | | |

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

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| 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 |
| | Existing | | P | 2011 | .150 | .000 | .000 | .150 | STP-Hazard Elimination |
| | | | | 2012 | .120 | .030 | .000 | .150 | |
| | | | | 2013 | .120 | .030 | .000 | .150 | |
| | | | | 2014 | .120 | .030 | .000 | .150 | |
| | | | R | 2011 | .005 | .000 | .000 | .005 | |
| | | | | 2012 | .004 | .001 | .000 | .005 | |
| | | | | 2013 | .004 | .001 | .000 | .005 | |
| | | | | 2014 | .004 | .001 | .000 | .005 | |
| | | | C | 2011 | 1.880 | .000 | .000 | 1.880 | |
| | | | | 2012 | 1.504 | .376 | .000 | 1.880 | |
| | | | | 2013 | 1.504 | .376 | .000 | 1.880 | |
| | | | | 2014 | 1.504 | .376 | .000 | 1.880 | |
| 785 | Grouped | | Totals | | 6.919 | 1.221 | .000 | 8.140 | |
| STATEWIDE GRR * | PRESERVATION | (Annual) | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) | | | | | | E-9 |
| | Proposed | | P | 2011 | .150 | .000 | .000 | .150 | STP-Hazard Elimination |
| | | | | 2012 | .120 | .030 | .000 | .150 | |
| | | | | 2013 | .120 | .030 | .000 | .150 | |
| | | | | 2014 | .120 | .030 | .000 | .150 | |
| | | | R | 2011 | .005 | .000 | .000 | .005 | |
| | | | | 2012 | .004 | .001 | .000 | .005 | |
| | | | | 2013 | .004 | .001 | .000 | .005 | |
| | | | | 2014 | .004 | .001 | .000 | .005 | |
| | | | C | 2011 | 1.880 | .000 | .000 | 1.880 | |
| | | | | 2012 | 1.504 | .376 | .000 | 1.880 | |
| | | | | 2013 | 1.504 | .376 | .000 | 1.880 | |
| | | | | 2014 | 1.504 | .376 | .000 | 1.880 | |
| 785 | Grouped | | Totals | | 6.919 | 1.221 | .000 | 8.140 | |

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

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| 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 MUPCA | MUNICIPAL | (Annual) | MUNICIPAL URBAN PROJECTS - COMPACT AREAS [Annual Project] | | | | | | E-10 |
| | Existing | | C | 2011 | 5.280 | 1.320 | .000 | 6.600 | STP-Areas Over 200K |
| | | | | 2012 | 5.280 | 1.320 | .000 | 6.600 | |
| | | | | 2013 | 5.280 | 1.320 | .000 | 6.600 | |
| | | | | 2014 | 5.280 | 1.320 | .000 | 6.600 | |
| 450 | Grouped | | Totals | | 21.120 | 5.280 | .000 | 26.400 | |
| STATEWIDE MUPCA | MUNICIPAL | (Annual) | MUNICIPAL URBAN PROJECTS - COMPACT AREAS [Annual Project] | | | | | | E-10 |
| | Proposed | | C | 2011 | .800 | .200 | .000 | 1.000 | STP-Areas Over 200K |
| | | | | 2012 | .800 | .200 | .000 | 1.000 | |
| | | | | 2013 | .800 | .200 | .000 | 1.000 | |
| | | | | 2014 | 1.600 | .400 | .000 | 2.000 | |
| 450 | Grouped | | Totals | | 4.000 | 1.000 | .000 | 5.000 | |

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

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| 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 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 |
| | Existing | | P | 2011 | .100 | .000 | .000 | .100 | National Scenic Byways Program |
| | | | | 2012 | .080 | .020 | .000 | .100 | |
| | | | | 2013 | .080 | .020 | .000 | .100 | |
| | | | | 2014 | .080 | .020 | .000 | .100 | |
| | | | R | 2011 | .100 | .000 | .000 | .100 | |
| | | | | 2012 | .080 | .020 | .000 | .100 | |
| | | | | 2013 | .080 | .020 | .000 | .100 | |
| | | | | 2014 | .080 | .020 | .000 | .100 | |
| | | | C | 2011 | .100 | .000 | .000 | .100 | |
| | | | | 2012 | .080 | .020 | .000 | .100 | |
| | | | | 2013 | .080 | .020 | .000 | .100 | |
| | | | | 2014 | .080 | .020 | .000 | .100 | |
| 1155 | Grouped | | Totals | | 1.020 | .180 | .000 | 1.200 | |
| 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 |
| | Proposed | | P | 2011 | .010 | .000 | .000 | .010 | National Scenic Byways Program |
| | | | | 2012 | .180 | .045 | .000 | .225 | |
| | | | | 2013 | .180 | .045 | .000 | .225 | |
| | | | | 2014 | .180 | .045 | .000 | .225 | |
| | | | R | 2011 | .052 | .000 | .000 | .052 | |
| | | | | 2012 | .020 | .005 | .000 | .025 | |
| | | | | 2013 | .020 | .005 | .000 | .025 | |
| | | | | 2014 | .020 | .005 | .000 | .025 | |
| | | | C | 2011 | .323 | .000 | .000 | .323 | |
| | | | | 2012 | .200 | .050 | .000 | .250 | |
| | | | | 2013 | .200 | .050 | .000 | .250 | |
| | | | | 2014 | .200 | .050 | .000 | .250 | |
| 1155 | Grouped | | Totals | | 1.585 | .300 | .000 | 1.885 | |

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

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| 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 |
| TAMWORTH 14423 | NH 113 | .096 | | PAVED SHOULDERS ON NH 113 - CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES OF NH 113 STARTING IN TAMWORTH AT THE FOUR CORNERS TO PROJECT S-2487 (0.6 MILES), CONTINUING AT THE SOUTH END OF PROJECT S-2487 TO JUST SOUTH OF SOUTHEN ENTRANCE TO THE TAMWORTH ELEMEN | | | | | ATT |
| | Existing | | | | | | | | |
| | | | P | 2011 | .013 | .000 | .003 | .016 | STP-Enhancement |
| | | | C | 2011 | .064 | .000 | .016 | .080 | |
| 5661 | | | Totals | | .077 | .000 | .019 | .096 | |
| ----- | | | | | | | | | |
| WALPOLE - CHARLESTOWN 14747 | NH 12 | 11.433 | | RECONSTRUCTION FROM MAIN STREET IN WALPOLE TO NH 12A IN CHARLESTOWN, REMOVE CONCRETE BASE, ADD SHOULDERS AND IMPROVE DRAINAGE | | | | | ATT |
| | Existing | | | | | | | | |
| | | 2012 AC Conversion | P | 2011 | .220 | .055 | .000 | .275 | STP-Non Urban Areas Under 5K |
| | | 2012 AC Conversion | | 2012 | .220 | .055 | .000 | .275 | |
| | | 2012 AC Conversion | R | 2011 | .229 | .057 | .000 | .286 | |
| | | 2012 AC Conversion | | 2012 | .211 | .053 | .000 | .264 | |
| | | | C | 2012 | 3.302 | .826 | .000 | 4.128 | |
| | | | | 2013 | 3.408 | .852 | .000 | 4.260 | |
| 1891 | | | Totals | | 7.590 | 1.898 | .000 | 9.488 | |
| ----- | | | | | | | | | |
| WALPOLE - CHARLESTOWN 14747 | NH 12 | 18.097 | | RECONSTRUCTION FROM MAIN STREET IN WALPOLE TO NH 12A IN CHARLESTOWN, REMOVE CONCRETE BASE, ADD SHOULDERS AND IMPROVE DRAINAGE | | | | | ATT |
| | Proposed | | | | | | | | |
| | | 2012 AC Conversion | P | 2011 | .710 | .000 | .000 | .710 | STP-Non Urban Areas Under 5K |
| | | 2012 AC Conversion | | 2012 | .748 | .187 | .000 | .935 | |
| | | | | 2013 | .187 | .047 | .000 | .234 | |
| | | | | 2014 | .290 | .073 | .000 | .363 | |
| | | 2012 AC Conversion | R | 2011 | .286 | .000 | .000 | .286 | |
| | | 2012 AC Conversion | | 2012 | .308 | .077 | .000 | .385 | |
| | | | | 2013 | .094 | .023 | .000 | .117 | |
| | | | C | 2013 | 3.408 | .852 | .000 | 4.260 | |
| | | | | 2014 | 3.517 | .879 | .000 | 4.396 | |
| 1891 | | | Totals | | 9.548 | 2.138 | .000 | 11.686 | |

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

Normal Text = Information as it appears in latest Approved STIP (11-14)

STIP Revision 02

| 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 |
| WARNER 15907 | NH 127 | 1.593 | BRIDGE REPLACEMENT OVER WARNER RIVER - 254/180 {Red List} | | | | | | |
| | Existing | | P | 2011 | .220 | .000 | .000 | .220 | Bridge On/Off System |
| | | | R | 2011 | .017 | .000 | .000 | .017 | |
| | | | C | 2012 | 1.680 | .420 | .000 | 2.100 | |
| 7497 | | | Totals | | 1.917 | .420 | .000 | 2.337 | |
| WARNER 15907 | NH 127 | 2.473 | BRIDGE REPLACEMENT OVER WARNER RIVER - 254/180 {Red List} | | | | | | |
| | Proposed | | P | 2011 | .110 | .000 | .000 | .110 | Bridge On/Off System |
| | | | | 2011 | .110 | .000 | .000 | .110 | |
| | | | R | 2011 | .011 | .000 | .000 | .011 | |
| | | | | 2011 | .006 | .000 | .000 | .006 | |
| | | | C | 2014 | 1.789 | .447 | .000 | 2.237 | |
| 7497 | | | Totals | | 2.026 | .447 | .000 | 2.473 | |
| WENTWORTH 15908 | NH 25 & NH 118 | 4.804 | BRIDGE REHABILITATION / DECK REPLACEMENT, STRIP / REPAINT STEEL STRINGERS OVER BAKER RIVER - 146/090 {Red List} | | | | | | |
| | Existing | | P | 2012 | .000 | .000 | .000 | .000 | Betterment |
| | | | R | 2012 | .000 | .000 | .000 | .000 | |
| | | | C | 2012 | 3.633 | .908 | .000 | 4.541 | Bridge On/Off System |
| 7499 | | | Totals | | 3.633 | .908 | .000 | 4.541 | |
| WENTWORTH 15908 | NH 25 & NH 118 | 4.998 | BRIDGE REHABILITATION / DECK REPLACEMENT, STRIP / REPAINT STEEL STRINGERS OVER BAKER RIVER - 146/090 {Red List} | | | | | | |
| | Proposed | | P | 2011 | .040 | .010 | .000 | .050 | Bridge On/Off System |
| | | | | 2012 | .000 | .000 | .000 | .000 | Betterment |
| | | | R | 2011 | .000 | .000 | -.001 | -.001 | Non Participating |
| | | | | 2012 | .000 | .000 | .000 | .000 | Betterment |
| | | | C | 2013 | 3.749 | .937 | .000 | 4.686 | Bridge On/Off System |
| 7499 | | | Totals | | 3.789 | .947 | -.001 | 4.735 | |

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

Normal Text = Information as it appears in latest Approved STIP (11-14)

STIP Revision 02

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

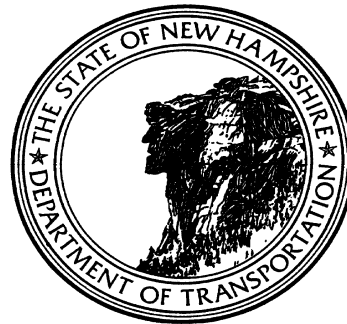
Phase: P - Preliminary Engineering R - Right of Way C - Construction

Normal Text = Information as it appears in latest Approved STIP (11-14)

Statewide Transportation Improvement Program (STIP) 2011 to 2014

Financial Constraint Summary

April 19, 2011



Amendment 2

Prepared by the New Hampshire Department of Transportation

NH STIP 2011-2014:
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 | |
| <i>FHWA - Federal-aid w/ Match</i> | | | | | | | | | | |
| 0.08 Alcohol Incentive Program | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Off System | \$ 3,866,523 | \$ - | \$ 855,000 | \$ 4,721,523 | \$ 8,330,305 | \$ 3,990,252 | \$ - | \$ 850,000 | \$ 4,840,252 | \$ 4,432,240 |
| Bridge On System | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge On/Off System | \$ 21,910,294 | \$ 4,258,309 | \$ 123,750 | \$ 26,292,353 | \$ 29,692,525 | \$ 22,611,423 | \$ 3,583,165 | \$ 939,120 | \$ 27,133,708 | \$ 54,394,752 |
| Congestion Mitigation and Air Quality Program | \$ 10,580,920 | \$ 1,337,041 | \$ 779,143 | \$ 12,697,104 | \$ 11,360,691 | \$ 10,919,509 | \$ - | \$ 3,587,866 | \$ 14,507,375 | \$ 20,149,301 |
| Coordinated Border Infrastructure Program - Formula | \$ 332,755 | \$ 66,551 | \$ - | \$ 399,306 | \$ - | \$ 343,403 | \$ 68,681 | \$ - | \$ 412,084 | \$ - |
| Coordinated Border Infrastructure Program - Non Formula | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Emergency Relief | \$ 3,989,360 | \$ - | \$ - | \$ 3,989,360 | \$ 3,989,360 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equity Bonus (Flexible) | \$ 7,910,000 | \$ 1,547,265 | \$ 34,735 | \$ 9,492,000 | \$ 1,128,045 | \$ 8,163,120 | \$ 1,632,624 | \$ - | \$ 9,795,744 | \$ 130,600 |
| Forest Highways | \$ 855,000 | \$ 171,000 | \$ - | \$ - | \$ 89,000 | \$ 882,360 | \$ 176,472 | \$ - | \$ 1,058,832 | \$ 100,000 |
| Earmarks | \$ 38,666,333 | \$ 2,136,496 | \$ 4,686,975 | \$ 45,489,804 | \$ 45,489,804 | \$ 22,841,965 | \$ 966,821 | \$ 3,064,114 | \$ 26,872,900 | \$ 26,872,900 |
| Highway Safety Improvement Program (HSIP) | \$ 6,487,347 | \$ 1,297,469 | \$ - | \$ 7,784,816 | \$ 5,500,000 | \$ 6,694,942 | \$ 1,338,988 | \$ - | \$ 8,033,931 | \$ 7,150,000 |
| Interstate Maintenance | \$ 22,544,834 | \$ 4,448,967 | \$ 60,000 | \$ 27,053,801 | \$ 33,643,841 | \$ 23,266,269 | \$ 4,503,254 | \$ 150,000 | \$ 27,919,522 | \$ 29,272,289 |
| Local Tech Assistance Program | \$ 140,000 | \$ 28,000 | \$ - | \$ 168,000 | \$ - | \$ 144,480 | \$ 28,896 | \$ - | \$ 173,376 | \$ - |
| Minimum Guarantee (Flexible) | \$ - | \$ - | \$ - | \$ - | \$ 155,543 | \$ - | \$ - | \$ - | \$ - | \$ - |
| National Highway System | \$ 44,868,740 | \$ 8,973,748 | \$ - | \$ 53,842,488 | \$ 18,505,275 | \$ 46,304,540 | \$ 9,260,908 | \$ - | \$ 55,565,448 | \$ 28,291,986 |
| National Historic Covered Bridge Preservation (NHCBP) | \$ - | \$ (145,783) | \$ 145,783 | \$ - | \$ 4,772,915 | \$ - | \$ - | \$ - | \$ - | \$ - |
| National Scenic Byways Program | \$ 384,750 | \$ 76,950 | \$ - | \$ 461,700 | \$ 384,750 | \$ 397,062 | \$ 79,412 | \$ - | \$ 476,474 | \$ 500,000 |
| Recreational Trails | \$ 1,460,261 | \$ 292,052 | \$ - | \$ 1,752,313 | \$ 2,455,472 | \$ 1,506,989 | \$ 301,398 | \$ - | \$ 1,808,387 | \$ 1,858,333 |
| Redistribution (Flexible) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safe Routes to School | \$ 1,000,000 | \$ 200,000 | \$ - | \$ 1,200,000 | \$ 1,650,000 | \$ 1,032,000 | \$ 206,400 | \$ - | \$ 1,238,400 | \$ 850,000 |
| STP-Areas Less Than 200K | \$ 16,048,725 | \$ 3,230,652 | \$ (20,907) | \$ 19,258,470 | \$ 12,055,015 | \$ 16,562,284 | \$ 2,968,591 | \$ 343,866 | \$ 19,874,741 | \$ 12,201,710 |
| STP-Areas Over 200K | \$ 1,707,649 | \$ 197,478 | \$ 144,052 | \$ 2,049,179 | \$ 4,261,365 | \$ 1,762,294 | \$ 352,459 | \$ - | \$ 2,114,753 | \$ 1,000,000 |
| STP-DBE | \$ - | \$ - | \$ - | \$ - | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ 90,000 |
| STP-Enhancement | \$ 3,903,307 | \$ - | \$ 1,605,861 | \$ 5,509,168 | \$ 7,776,950 | \$ 4,028,213 | \$ - | \$ 689,996 | \$ 4,718,209 | \$ 5,512,330 |
| STP-Hazard Elimination | \$ - | \$ (17,000) | \$ 17,000 | \$ - | \$ 2,120,000 | \$ - | \$ (108,360) | \$ 108,360 | \$ - | \$ 2,576,800 |
| STP-Non Urban Areas Under 5K | \$ 3,199,730 | \$ 639,946 | \$ - | \$ 3,839,676 | \$ 1,343,357 | \$ 3,302,121 | \$ 660,424 | \$ - | \$ 3,962,546 | \$ 2,944,584 |
| STP-Rail | \$ 1,100,000 | \$ 210,000 | \$ 10,000 | \$ 1,320,000 | \$ 1,120,000 | \$ 1,135,200 | \$ 227,040 | \$ - | \$ 1,362,240 | \$ 1,020,000 |
| STP-Safety | \$ - | \$ - | \$ 180,220 | \$ 180,220 | \$ 1,297,402 | \$ - | \$ - | \$ - | \$ - | \$ 454,080 |
| STP-State Flexible | \$ 13,173,663 | \$ 504,216 | \$ 2,130,517 | \$ 15,808,396 | \$ 42,884,413 | \$ 13,595,220 | \$ 1,377,444 | \$ 1,341,600 | \$ 16,314,264 | \$ 33,992,834 |
| STP-Supportive Services | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation & Community & System Preservation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Assistance | \$ - | \$ - | \$ - | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ 300,000 |
| TIGER Grant | \$ 20,000,000 | \$ 5,000,000 | \$ - | \$ 25,000,000 | \$ 25,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional GARVEE Debt Service | | | | | \$ - | | | | | \$ 16,600,000 |
| FHWA FEDERAL-AID TOTAL | \$ 224,130,191 | \$ 34,453,356 | \$ 10,752,129 | \$ 268,309,677 | \$ 265,398,028 | \$ 189,483,647 | \$ 27,624,617 | \$ 11,074,922 | \$ 228,183,186 | \$ 250,694,739 |

NH STIP 2011-2014:
Financial Constraint Documentation

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

Dollars in Millions

| | 2011 | | | | | 2012 | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | Improvement Program | | | | | Improvement Program | | | | |
| | Federal Resources | State Resources | Local/Other Resources | Total Resources | Total Programmed | Federal Resources | State Resources | Local/Other Resources | Total Resources | Total Programmed |
| | Available | Available | Available | Available | Programmed | Available | Available | Available | Available | Programmed |
| FTA - Federal-aid w/ Match | | | | | | | | | | |
| FTA 5307 Capital and Operating Program | \$ 6,427,802 | \$ 158,928 | \$ 3,134,437 | \$ 9,721,167 | \$ 10,672,232 | \$ 6,633,492 | \$ 164,014 | \$ 3,234,739 | \$ 10,032,245 | \$ 11,013,743 |
| FTA 5309 Capital Funding Program - Formula | \$ 1,395,325 | \$ - | \$ 279,065 | \$ 1,674,390 | \$ 1,674,390 | \$ 1,439,975 | \$ - | \$ 287,995 | \$ 1,727,970 | \$ 1,727,970 |
| FTA 5310 Capital Program | \$ 649,468 | \$ - | \$ 129,894 | \$ 779,361 | \$ 866,000 | \$ 670,250 | \$ - | \$ 134,050 | \$ 804,301 | \$ 893,712 |
| FTA 5311 Capital & Operating Program | \$ 3,698,557 | \$ - | \$ 2,219,134 | \$ 5,917,691 | \$ 5,613,000 | \$ 3,816,911 | \$ - | \$ 2,290,146 | \$ 6,107,057 | \$ 5,792,616 |
| FTA 5316 JARC | \$ 440,364 | \$ - | \$ 220,182 | \$ 660,546 | \$ 700,000 | \$ 454,455 | \$ - | \$ 227,228 | \$ 681,683 | \$ 722,400 |
| FTA 5317 New Freedom Program | \$ 428,346 | \$ - | \$ 214,173 | \$ 642,519 | \$ 680,000 | \$ 442,053 | \$ - | \$ 221,027 | \$ 663,080 | \$ 701,760 |
| FTA FEDERAL-AID TOTAL | \$ 13,039,861 | \$ 158,928 | \$ 6,196,885 | \$ 19,395,674 | \$ 20,205,622 | \$ 13,457,137 | \$ 164,014 | \$ 6,395,185 | \$ 20,016,335 | \$ 20,852,201 |
| FHWA/FTA FEDERAL-AID TOTAL | \$ 237,170,052 | \$ 34,612,284 | \$ 16,949,014 | \$ 287,705,350 | \$ 285,603,650 | \$ 202,940,784 | \$ 27,788,630 | \$ 17,470,107 | \$ 248,199,521 | \$ 271,546,940 |
| Innovative Financing | | | | | | | | | | |
| Additional GARVEE Bond Funds | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,500,000 | \$ - | \$ 22,500,000 | \$ - |
| Toll Credit | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Innovative Financing | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,500,000 | \$ - | \$ 22,500,000 | \$ - |
| State Fund Sources (State Funded Projects Only) | | | | | | | | | | |
| State Funds - No Federal-Aid Match | \$ - | \$ 75,300,000 | \$ - | \$ 75,300,000 | \$ 67,600,000 | \$ - | \$ 188,100,000 | \$ - | \$ 188,100,000 | \$ 80,000,000 |
| Total State Fund Sources | \$ - | \$ 75,300,000 | \$ - | \$ 75,300,000 | \$ 67,600,000 | \$ - | \$ 188,100,000 | \$ - | \$ 188,100,000 | \$ 80,000,000 |
| Other Fund Sources | | | | | | | | | | |
| Non-Participating Funds (other states, municipalities, private sources) | \$ - | \$ - | \$ 35,354,161 | \$ 35,354,161 | \$ 35,354,161 | \$ - | \$ - | \$ 5,190,577 | \$ 5,190,577 | \$ 5,190,577 |
| Total Other Fund Sources | \$ - | \$ - | \$ 35,354,161 | \$ 35,354,161 | \$ 35,354,161 | \$ - | \$ - | \$ 5,190,577 | \$ 5,190,577 | \$ 5,190,577 |
| TOTAL ALL PROGRAMS | \$ 237,170,052 | \$ 109,912,284 | \$ 52,303,175 | \$ 398,359,511 | \$ 388,557,811 | \$ 202,940,784 | \$ 238,388,630 | \$ 22,660,684 | \$ 463,990,098 | \$ 356,737,517 |

NH STIP 2011-2014:
Financial Constraint Documentation

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

| | 2013 | | | | | 2014 | | | | |
|---|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|
| | Improvement Program | | | | Total Programmed | Improvement Program | | | | Total Programmed |
| | Federal Resources | State Resources | Local/Other Resources | Total Resources | | Federal Resources | State Resources | Local/Other Resources | Total Resources | |
| Available | Available | Available | Available | Programmed | Available | Available | Available | Available | Programmed | |
| <i>FHWA - Federal-aid w/ Match</i> | | | | | | | | | | |
| 0.08 Alcohol Incentive Program | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Off System | \$ 4,117,940 | \$ - | \$ 892,600 | \$ 5,010,540 | \$ 4,868,571 | \$ 4,249,714 | \$ (57) | \$ 850,000 | \$ 5,099,657 | \$ 4,444,719 |
| Bridge On System | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge On/Off System | \$ 23,334,989 | \$ 2,355,628 | \$ 2,311,370 | \$ 28,001,987 | \$ 69,067,978 | \$ 24,081,709 | \$ 4,816,342 | \$ - | \$ 28,898,050 | \$ 80,736,467 |
| Congestion Mitigation and Air Quality Program | \$ 11,268,934 | \$ 2,197,931 | \$ 55,856 | \$ 13,522,720 | \$ 5,291,712 | \$ 11,629,540 | \$ 784,479 | \$ 1,541,429 | \$ 13,955,448 | \$ 9,460,617 |
| Coordinated Border Infrastructure Program - Formula | \$ 354,392 | \$ - | \$ - | \$ 354,392 | \$ - | \$ 365,733 | \$ 73,147 | \$ - | \$ 438,879 | \$ - |
| Coordinated Border Infrastructure Program - Non Formula | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Emergency Relief | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equity Bonus (Flexible) | \$ 8,424,340 | \$ 1,181,970 | \$ 502,898 | \$ 10,109,208 | \$ 2,720,217 | \$ 8,693,919 | \$ 1,738,784 | \$ - | \$ 10,432,702 | \$ 604,505 |
| Forest Highways | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ 100,000 |
| Earmarks | \$ 5,755,923 | \$ 463,051 | \$ 552,700 | \$ 6,771,674 | \$ 6,771,674 | \$ 5,339,794 | \$ 942,317 | \$ - | \$ 6,282,110 | \$ 6,282,110 |
| Highway Safety Improvement Program (HSIP) | \$ 6,909,180 | \$ 1,381,836 | \$ - | \$ 8,291,016 | \$ 6,150,000 | \$ 7,130,274 | \$ 1,426,055 | \$ - | \$ 8,556,329 | \$ 6,150,000 |
| Interstate Maintenance | \$ 24,010,789 | \$ 4,802,158 | \$ - | \$ 28,812,947 | \$ 24,964,918 | \$ 24,779,135 | \$ 4,955,827 | \$ - | \$ 29,734,961 | \$ 33,646,658 |
| Local Tech Assistance Program | \$ 149,103 | \$ 29,821 | \$ - | \$ 178,924 | \$ - | \$ 153,875 | \$ 30,775 | \$ - | \$ 184,650 | \$ - |
| National Highway System | \$ 47,786,285 | \$ 9,557,257 | \$ - | \$ 57,343,542 | \$ 54,282,618 | \$ 49,315,446 | \$ 9,863,089 | \$ - | \$ 59,178,535 | \$ 38,213,991 |
| National Historic Covered Bridge Preservation (NHCBP) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| National Scenic Byways Program | \$ 409,768 | \$ 81,954 | \$ - | \$ 491,722 | \$ 500,000 | \$ 422,881 | \$ 84,576 | \$ - | \$ 507,457 | \$ 500,000 |
| Recreational Trails | \$ 1,555,213 | \$ 311,043 | \$ - | \$ 1,866,256 | \$ 1,857,500 | \$ 1,604,980 | \$ 320,996 | \$ - | \$ 1,925,976 | \$ 1,857,500 |
| Redistribution (Flexible) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safe Routes to School | \$ 1,065,024 | \$ 213,005 | \$ - | \$ 1,278,029 | \$ - | \$ 1,099,105 | \$ 219,821 | \$ - | \$ 1,318,926 | \$ - |
| STP-Areas Less Than 200K | \$ 17,092,277 | \$ 3,374,441 | \$ 44,014 | \$ 20,510,733 | \$ 34,336,955 | \$ 17,639,230 | \$ 3,263,689 | \$ 264,157 | \$ 21,167,076 | \$ 1,415,787 |
| STP-Areas Over 200K | \$ 1,818,687 | \$ 363,737 | \$ - | \$ 2,182,425 | \$ 1,000,000 | \$ 1,876,885 | \$ 375,377 | \$ - | \$ 2,252,262 | \$ 2,000,000 |
| STP-DBE | \$ - | \$ - | \$ - | \$ - | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ 90,000 |
| STP-Enhancement | \$ 4,157,116 | \$ 46,721 | \$ 784,702 | \$ 4,988,539 | \$ 4,152,484 | \$ 4,290,143 | \$ 858,029 | \$ - | \$ 5,148,172 | \$ - |
| STP-Hazard Elimination | \$ - | \$ - | \$ - | \$ - | \$ 2,035,000 | \$ - | \$ - | \$ - | \$ - | \$ 2,035,000 |
| STP-Non Urban Areas Under 5K | \$ 3,407,789 | \$ 681,558 | \$ - | \$ 4,089,347 | \$ 4,721,450 | \$ 3,516,838 | \$ 703,368 | \$ - | \$ 4,220,206 | \$ 4,913,653 |
| STP-Rail | \$ 1,171,526 | \$ 234,305 | \$ - | \$ 1,405,832 | \$ 1,020,000 | \$ 1,209,015 | \$ 241,803 | \$ - | \$ 1,450,818 | \$ 1,020,000 |
| STP-Safety | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-State Flexible | \$ 14,030,267 | \$ 2,806,053 | \$ - | \$ 16,836,321 | \$ 26,253,190 | \$ 14,479,236 | \$ 2,895,847 | \$ - | \$ 17,375,083 | \$ 31,499,334 |
| STP-Supportive Services | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation & Community & System Preservation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Assistance | \$ - | \$ - | \$ - | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ 300,000 |
| GARVEE Debt Service | \$ - | \$ - | \$ - | \$ - | \$ 16,500,000 | \$ - | \$ - | \$ - | \$ - | \$ 16,600,000 |
| FHWA FEDERAL-AID TOTAL | \$ 176,819,543 | \$ 30,082,469 | \$ 5,144,140 | \$ 212,046,152 | \$ 250,484,267 | \$ 181,877,450 | \$ 33,594,262 | \$ 2,655,586 | \$ 218,127,297 | \$ 225,270,341 |

NH STIP 2011-2014:
Financial Constraint Documentation

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

| | 2013 | | | | | 2014 | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | Improvement Program | | | | | Improvement Program | | | | |
| | Federal Resources | State Resources | Local/Other Resources | Total Resources | Total Programmed | Federal Resources | State Resources | Local/Other Resources | Total Resources | Total Programmed |
| | Available | Available | Available | Available | Programmed | Available | Available | Available | Available | Programmed |
| FTA - Federal-aid w/ Match | | | | | | | | | | |
| FTA 5307 Capital and Operating Program | \$ 6,845,764 | \$ 169,262 | \$ 3,338,251 | \$ 10,353,276 | \$ 11,366,183 | \$ 7,064,828 | \$ 174,679 | \$ 3,445,075 | \$ 10,684,581 | \$ 11,729,901 |
| FTA 5309 Capital Funding Program - Formula | \$ 1,486,054 | \$ - | \$ 297,211 | \$ 1,783,265 | \$ 1,783,265 | \$ 1,533,608 | \$ - | \$ 306,722 | \$ 1,840,330 | \$ 1,840,330 |
| FTA 5310 Capital Program | \$ 691,699 | \$ - | \$ 138,340 | \$ 830,038 | \$ 922,311 | \$ 713,833 | \$ - | \$ 142,767 | \$ 856,599 | \$ 951,825 |
| FTA 5311 Capital & Operating Program | \$ 3,939,052 | \$ - | \$ 2,363,431 | \$ 6,302,483 | \$ 5,977,980 | \$ 4,065,102 | \$ - | \$ 2,439,061 | \$ 6,504,163 | \$ 6,169,275 |
| FTA 5316 JARC | \$ 468,998 | \$ - | \$ 234,499 | \$ 703,497 | \$ 745,517 | \$ 484,006 | \$ - | \$ 242,003 | \$ 726,009 | \$ 769,373 |
| FTA 5317 New Freedom Program | \$ 456,199 | \$ - | \$ 228,099 | \$ 684,298 | \$ 724,216 | \$ 470,797 | \$ - | \$ 235,399 | \$ 706,196 | \$ 747,391 |
| FTA FEDERAL-AID TOTAL | \$ 13,887,765 | \$ 169,262 | \$ 6,599,831 | \$ 20,656,858 | \$ 21,519,472 | \$ 14,332,173 | \$ 174,679 | \$ 6,811,025 | \$ 21,317,877 | \$ 22,208,095 |
| FHWA/FTA FEDERAL-AID TOTAL | \$ 190,707,308 | \$ 30,251,731 | \$ 11,743,971 | \$ 232,703,010 | \$ 272,003,739 | \$ 196,209,623 | \$ 33,768,940 | \$ 9,466,611 | \$ 239,445,175 | \$ 247,478,436 |
| Innovative Financing | | | | | | | | | | |
| GARVEE Bonds | \$ - | \$ 40,200,000 | \$ - | \$ 40,200,000 | \$ - | \$ - | \$ 25,200,000 | \$ - | \$ 25,200,000 | \$ - |
| Toll Credit | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Innovative Financing | \$ - | \$ 40,200,000 | \$ - | \$ 40,200,000 | \$ - | \$ - | \$ 25,200,000 | \$ - | \$ 25,200,000 | \$ - |
| State Fund Sources (State Funded Projects Only) | | | | | | | | | | |
| State Funds - No Federal-Aid Match | \$ - | \$ 133,200,000 | \$ - | \$ 133,200,000 | \$ 79,700,000 | \$ - | \$ 124,500,000 | \$ - | \$ 124,500,000 | \$ 84,400,000 |
| Total State Fund Sources | \$ - | \$ 133,200,000 | \$ - | \$ 133,200,000 | \$ 79,700,000 | \$ - | \$ 124,500,000 | \$ - | \$ 124,500,000 | \$ 84,400,000 |
| Other Fund Sources | | | | | | | | | | |
| Non-Participating Funds (other states, municipalities, private sources) | \$ - | \$ - | \$ 32,746,346 | \$ 32,746,346 | \$ 32,746,346 | \$ - | \$ - | \$ 6,049,879 | \$ 6,049,879 | \$ - |
| Total Other Fund Sources | \$ - | \$ - | \$ 32,746,346 | \$ 32,746,346 | \$ 32,746,346 | \$ - | \$ - | \$ 6,049,879 | \$ 6,049,879 | \$ - |
| TOTAL ALL PROGRAMS | \$ 190,707,308 | \$ 203,651,731 | \$ 44,490,317 | \$ 438,849,356 | \$ 384,450,085 | \$ 196,209,623 | \$ 183,468,940 | \$ 15,516,490 | \$ 395,195,054 | \$ 331,878,436 |

| | 2011 | | 2012 | | 2013 | | 2014 | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | State Resources | Total Programmed | State Resources | Total Programmed | State Resources | Total Programmed | State Resources | Total Programmed |
| | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed |
| Statewide Operations & Maintenance | \$ 140,642,080 | \$ 140,642,080 | \$ 145,142,627 | \$ 145,142,627 | \$ 149,787,191 | \$ 149,787,191 | \$ 154,580,381 | \$ 154,580,381 |

2011-2014 STIP: Programmed Dollars versus Available Resources

