State of New Hampshire
Department of Transportation

House Capital Budget Committee

HB25 Presentation

March 10, 2023

State of New Hampshire
Department of Transportation
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FORM 2A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

	NAME
AGENCY	Department of Transportation
ACTIVITY / DIVISION	Division of Aeronautics, Rail & Transit

Priority #	Project Name	Funding Source				
		Agency Request			Governor	
		General	Federal	Total	Approved	Adjustment
1	2.5%- 5% -10% Match for Federal Aviation Administration Projects	1,192,109	69,664,972	70,857,081	7,085,807	5,893,698
2	Matching Funds for Transit Buses & Passenger Amenities	570,000		570,000	570,000	0
3	Repairs to railroad bridges on state-owned active railroad lines	620,000		620,000		(620,000)
4	Repairs to culverts on active state-owned railroad lines	550,000		550,000		(550,000)
5	Railroad ties & installation on active state-owned railroad lines	500,000		500,000		(500,000)
6	Aviation Grant Management Software	1,100,000		1,100,000		(1,100,000)
7						0
8						0
9						0
10						0
11						0
12						0
13						0
14						0
15						0
	Totals - Projects 1-15	4,532,109	69,664,972	74,197,081	7,655,807	3,123,698

Name: **William Cass** **Title:** Commissioner **Date:** **3/9/2023**

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Federal and 2.5%- 5%-10% State Match for Federal Aviation Administration Projects

PRIORITY # 1

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	63,771,373
Utilities (d)	
Architect / Engineering (e)	7,085,708
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	70,857,081

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	20+ years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O	F	90.00%
G = General F = Federal	G, F, H, O	G	2.5%-5%-10%
H = Highway O = Other	G, F, H, O		
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request will support the continued safety improvements and development of airports within the state by providing the 5% match for Federal Aviation Administration (FAA) funded airport improvement projects (AIP). The allocation of funds for each airport project is based upon 90% Federal Funding, 5% state share and a 5% local share (not included in this request). Funds from this project are anticipated to be used at the following airports: Manchester, Lebanon, Portsmouth, Laconia, Nashua, Dean Memorial, Dillant-Hopkins, Skyhaven, Concord, Claremont, Mt. Washington, and Berlin. All projects are solicited from the respective sponsor as to need, economic feasibility and FAA and State priority. It is required that the entire non-federal share be provided to match these funds in order to accept the FAA funds. The airport's capital needs are evaluated through a periodic master planning process and identified with the FAA's National Priority Rating system. Based on anticipated short-term funding provided by the FAA, the projects to be funded in the upcoming biennium are identified using a mix of local, regional, and national funding priorities. The funding level for the FAA's grant program is determined by the U.S. Congress and the President in authorizing legislation and annual appropriation bills. Statewide projects are completed by the Department and therefore require a 10% match (No local share). Statewide projects include matching FAA funding for the New Hampshire Aircraft Rescue and Fire Fighting (ARFF) training facility, Concord, NH. In addition to the standard AIP federal program, it is anticipated that there will be federal funding for airport infrastructure and airport terminal and Air Traffic Control (ATC) tower projects funded by the Bipartisan Infrastructure Law (BIL) that will require different state shares/local shares (0%- 2.5%-5%), depending on the type of project. The appropriate state share has been incorporated into the calculation for this request based upon the information that was available at the time of submission. Two additional NH airports (Plymouth Municipal Airport and Parlin Field, Newport) may be considered for federal funding under earmark or supplemental airport funding. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Federal and State Match for Federal Aviation Administration Projects

1. Why the project is necessary:

This Capital Budget request will support the continued safety improvements and development of airports within the state by providing 5% of the required 10% match for the Federal Aviation Administration (FAA) Airport Improvement Projects (AIP) program. The typical ratio of funds for each airport project is based upon 90% Federal funding, 5% State share and a 5% local share (not included in this request as these funds do not pass through NHDOT). It is anticipated that funds from this project will be used at the following federally eligible airports: Manchester, Lebanon, Portsmouth, Laconia, Nashua, Dean Memorial (Haverhill), Dillant-Hopkins (Keene), Skyhaven (Rochester), Concord, Claremont, Mt. Washington (Whitefield), Berlin, Parlin Field (Newport) and Plymouth Airport. All projects are solicited from the respective sponsor as to safety needs, economic feasibility, and FAA and State priorities. It is required that the entire non-federal share be provided in order to accept the FAA funds. The airports' capital needs are evaluated through a periodic master planning process and prioritized using the FAA's National Priority Rating system. Based on anticipated short-term funding provided by the FAA, the projects to be funded in the upcoming biennium are identified using a mix of local, regional, and national funding priorities. The funding level for the FAA's grant program is determined by the U.S. Congress and the President in authorizing legislation and annual appropriation bills. Statewide projects are completed by the Department; therefore, these require a 10% match (no local share). Statewide projects include matching FAA funding for the New Hampshire Aircraft Rescue and Fire Fighting (ARFF) training facility, Concord, NH, as well as pavement condition and obstruction evaluation studies at NH's nine airports in the State Block Grant Program.

In addition to the standard AIP program, it is anticipated that there will be Federal funding for airport infrastructure, airport terminal, and Air Traffic Control (ATC) tower projects funded by the Bipartisan Infrastructure Law (BIL) that could require less of a state share/local share (0%- 5%) and they have been incorporated into the calculation for this request based upon the information that is available at the time of submission.

This request includes approximately 40 FAA AIP- and BIL-funded projects for planning and infrastructure improvements at 14 public-use airports, and for certain NHDOT airport system wide projects, including improvements to the New Hampshire Aircraft Rescue and Fire Fighting Training Facility located in Concord, NH, and other aviation studies.

As stated above, each project listed is determined through an FAA Airport Master Planning process that is conducted to outline projects over a 20-year period. The Airport Master Planning Process is a public process to develop a Capital Improvement Program (CIP) for each individual airport. The projects are then programed in FAA's 5-year CIP. The projects are selected each year based upon safety needs, FAA priority, and funding capabilities. This funding is necessary to meet all mandated federal safety standards to operate a public-use airport.

2. What the project is replacing or adding on to: The NHDOT/Bureau of Aeronautics' capital budget request for SFY 2024-2025 will provide funding for capital airport improvements at NH's public-use airports.

3. **A brief description of what the project includes:** Typical AIP projects included in this Capital Budget 2024/2025 request are as follows:

- Runway Rehabilitation
- Taxiway/Apron Rehabilitation
- Airport Obstruction Removal/ Lighting
- Land Acquisition/Easement Acquisition
- Snow Removal Equipment Purchase
- Master Planning and Environmental Studies
- Statewide Airport Planning Projects
- Airport Terminal Building Rehabilitation
- Air Traffic Control Tower Improvements
- Perimeter Safety/Security Fence Projects
- Airfield Pavement Maintenance Projects
- Navigational Aid Improvements

The following chart outlines the amount of funds programmed for each airport.

Federal Aviation Administration Capital Improvement Program- State Capital Budget (2024-2025)				
	2024	**2024**	**2025**	**2025**
Airport	**Federal Share**	**State Share**	**Federal Share**	**State Share**
State Airport System	$600,000	$66,667	$135,000	$15,000
Berlin Regional Airport	$900,000	$38,304	$300,000	$16,667
Skyhaven Airport (Rochester)	$318,000	$17,667	$0	$0
Claremont Airport	$450,000	$25,000	$200,000	$11,111
Concord Airport	$3,390,000	$94,766	$840,000	$46,667
Dillant-Hopkins Airport (Keene)	$1,535,000	$63,348	$450,000	$25,000
Laconia Airport	$1,440,000	$80,000	$2,148,000	$104,713
Mt. Washington Regional Airport	$600,000	$33,333	$300,000	$16,667
Boire Field (Nashua Airport)	$4,000,000	$200,000	$8,600,000	$122,515
Dean Memorial Airport (North Haverhill)	$630,000	$35,000	$2,000,000	$111,111
Portsmouth International Airport at Pease	$2,610,000	$145,000	$6,862,500	$381,250
Manchester-Boston Regional Airport	$5,507,500	$305,972	$4,300,000	$238,889
Lebanon	$4,725,000	$262,500	$2,092,500	$116,250
NH Fire Academy	$0	$0	$1,500,000	$166,667
	$26,705,500	**$1,367,557**	**$29,728,000**	**$1,372,507**
Total Federal Share (2024-2025)	**$56,433,500**			
Total State Share (2024-2025)	**$2,740,064**			
Total Federal and State	**$59,173,564**	Before accounting for Funds available in previous AU's		
Total Federal Share (2024-2025)	**$56,433,500**		**Total State Share (2024-2025)**	**$2,740,064**
Minus Existing funds available after FY 2023 projects are granted				-$1,547,954
additional federal funds needed after FY 2023 projects are granted	$13,231,471			
Total FY 2024/2025 Capital Budget Request	**$69,664,971**			**$1,192,110**
Total Federal and State		**$70,857,081**		

4. **Any back up information (include pictures or any other information that tells your story):** The following outlines three major projects that are part of this request.

Various Airports
Airport Terminal Building Improvements

FAA's funding under the Bipartisan Infrastructure Law (BIL) has a five-year program to fund airport terminal buildings across the nation at 95% Federal share. In New Hampshire, several communities have or will submit applications to the FAA for this funding. NHDOT will contribute 2.5% towards the airport terminal building projects' FAA funds. As the public face for all airport users, airport terminal buildings reflect their communities' culture and provide local access to the national airspace system. Some of the proposed airport terminal building improvements will help the sustainability of the facility including installation of solar panels, window and insulation improvements, ADA accessibility, and new high-efficiency HVAC systems. Berlin Regional, Concord Municipal, Laconia Municipal, Dillant-Hopkins (Keene), Boire Field (Nashua), Dean Memorial (North Haverhill), Portsmouth International, and Manchester-Boston Regional Airports all have proposals to solicit this funding from the FAA and NHDOT. The projects are not only planned to be functional and appropriate but also be a draw to the community in a way that is more inviting and showcase the benefits of aviation.

Figure 1: Some of New Hampshire existing airport's existing terminal buildings.

Manchester-Boston Regional Airport
Cargo Apron Development

The nation's reliance on air cargo for quick delivery for everything from Christmas gifts to COVID vaccines is growing every day. New Hampshire is suffering from a lack of air cargo capacity with much of the cargo coming into New Hampshire from out-of-state airports and being trucked to New Hampshire. This increases the cost of goods to New Hampshire residents in addition to delaying delivery and increasing the wear and tear on our highways. The new air cargo aircraft parking apron and cargo processing facility at Manchester-Boston Regional Airport will be a multi-tenant facility that is critical to New Hampshire's economy. While the airport continues to process record amounts of cargo, demand continues to grow at a steady rate. For instance, in CY 2021, the airport processed over 207 million pounds of cargo. This is more than cargo processed at the other New England airports combined. This project is a high-priority project for the FAA and NHDOT because of the jobs and economic boost associated not only with the construction efforts but also associated employment these cargo operations bring to Manchester.

Figure 2: Manchester-Boston Regional Airport's conceptual rendering of the new air cargo building and aircraft parking apron. Photo courtesy of Manchester-Boston Regional Airport.

Concord Municipal Airport
Runway Improvement Project

The 2006 Airport Master Plan Update for Concord Municipal Airport had recommended the rehabilitation and extension of Runway 17-35 in two phases starting in 2010 when the runway would have met its 20-year useful life. Instead, other airport priorities, economic circumstances, and funding availability meant that this runway would have to be maintained a little while longer. In this request, the environmental evaluations and design are planned to be undertaken for the rehabilitation of Runway 17-35 in its current location. A runway extension has not been determined to be needed at this time but will remain in the airport's capital improvement plan as a future improvement project. This runway is the primary runway for Concord Municipal Airport at 6,005 feet long handling most business, corporate, and recreational aircraft type. Today, it has been 32 years since its last rehabilitation. The runway needs to be brought up to FAA design standards, make drainage improvements, and install a more sustainable runway lighting system. The new runway surface, markings, and lights along with the airport's proposed new airport terminal building will be used to help market the Concord Municipal Airport and its gateway to New Hampshire's capital city for increased jobs and spending within the community by airport customers.

Figure 3: View of Concord Municipal Airport's Runway 17-35.

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Matching Funds for Transit Buses & Passenger Amenities

PRIORITY # 2

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	
Utilities (d)	
Architect / Engineering (e)	
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	570,000
Other (h)	
Total Capital Budget Request	**570,000**

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	7-10 years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O		%
G = General F = Federal	G, F, H, O	G	100.00%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request provides matching funds for the acquisition of public transit vehicles and bus shelters for local public transit agencies in Manchester, Nashua, Dover-Portsmouth, Derry-Salem, Concord, Claremont, Keene, Hanover-Lebanon and Berlin-Lancaster-Littleton. Federal funds generally provide 85% of the capital needs for vehicles and 80% for bus shelters and other passenger amenities.

The requested State Capital match will provide 7.5% (or ½ of the required match if lesser) for public transit vehicles and 10% (or ½ of the required match if lesser) for passenger amenities and local/agency funds will provide the remaining required match. State participation enables transit providers to leverage Federal capital funds for needed vehicle replacements and passenger amenities, such as bus shelters, that might not otherwise be available. Public transportation provides access to jobs and critical services for New Hampshire residents, promoting economic development and mobility for all citizens. Requested funds will be used to match $6,341,500 of formula apportioned funds from the Federal Transit Administration grants programs including FTA Section 5339 Capital Bus & Bus Facility Program funds and FTA Section 5307 Urbanized Area Formula Program funds. Without State Capital match many transit projects would be delayed due to the inability to raise the required non-federal match on capital projects. Capital replacement requests are consistent with FTA Transit Asset Management Plans. Funding for rural transit systems is included in the DOT Operating Budget GL Accounting Unit 2916; Public Transportation, Class 072: Grants Federal. Urban transit systems receive federal funds directly from the Federal Transit Administration and these federal and local matching funds for urban transit systems are not in the DOT Operating Budget. This request includes approximately 36 vehicles and 18 bus shelters. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Matching Funds for Transit Buses & Passenger Amenities

1. **Why the project is necessary:**

   Federal Transit Administration (FTA) funds generally provide 80% (for capital equipment such as bus shelters) or 85% (for ADA-accessible vehicles) of the capital needs for eligible transit capital projects, with non-Federal match necessary to expend any Federal funding. The requested State Capital match will provide the lesser of 10% or one-half of the required match, with local agency funds providing the remaining match. State participation enables transit providers to leverage Federal capital funds for new/replacement revenue vehicles as well as facility projects that directly impact the passenger experience. Public transportation provides access to jobs and critical lifeline services for New Hampshire residents, promoting economic development and mobility for all citizens and visitors alike. Requested funds will be used to match formula apportioned funds and discretionary funds from the FTA grants programs including FTA Section 5339 Capital Bus & Bus Facilities Program and FTA Section 5307 Urbanized Area Formula Program. Without State Capital match, many transit projects would be delayed due to the inability to raise the required additional non-federal match on capital projects, which would only serve to increase the ongoing vehicle maintenance costs and perhaps impact, and degrade, the quality of transit services provided to the NH public.

2. **What the project is replacing or adding on to:**

   The project will provide funding to match Federal and local funds sufficient to replace approximately 36 public transportation vehicles as well as an estimated 18 bus shelters.

3. **A brief description of what the project includes:**

   This request provides half of the matching funds for the acquisition of public transit vehicles and bus shelters for local public transit agencies statewide. Current public transportation services operate in Manchester, Nashua, Dover-Portsmouth, Derry-Salem, Concord, Keene, Hanover-Lebanon, Claremont-Newport-Charlestown, and Berlin-Lancaster-Littleton. NHDOT's Bureau of Rail & Transit has ensured that all requested replacement projects are consistent with the respective Transit Asset Management (TAM) plans that FTA requires to help guarantee such assets are being maintained throughout their useful life and replaced only when they can no longer be expected to be in a state of good repair.

4. **Any backup information (include pictures or any other information that tells your story)**

   State capital funds in the amount of **$570,000** is being requested for the 2024-2025 biennium. Funding for rural transit systems is included in the DOT Operating Budget GL Accounting Unit 2916; Public Transportation, Class 072: Grants Federal. Urban transit systems receive federal funds directly from the Federal Transit Administration; these federal and local matching funds for urban transit systems are not in the DOT Operating Budget. The following tables provide a breakdown of the requested funds.

Total Cost	Federal	Local	State Capital
$ 7,490,580	$ 6,350,580	$ 570,000	$ 570,000

Year	Agency	Project Description	Qty	Cost Per Unit (Total Dollars)	TOTAL COST	Fed $	State $	Local $
2024	**Advance Transit**	35' Heavy Duty Bus - Electric	1	$ 1,010,000	$1,010,000	$858,500	$75,750	$75,750
2024	**Advance Transit**	8 + 2 ADA Paratransit Bus - Electric	1	$ 285,000	$285,000	$242,250	$21,375	$21,375
2024	**Advance Transit**	Accessible Transit Van	1	$ 55,000	$55,000	$46,750	$4,125	$4,125
2024	**CAPBMCI**	12 & 2 Demand Response bus - SUB DR	1	$ 86,000	$86,000	$73,100	$6,450	$6,450
2024	**CAPBMCI**	16 & 2 Demand Response bus - SUB	1	$ 88,000	$88,000	$74,800	$6,600	$6,600
2024	**CAPBMCI**	Bus shelter purchase and installation	6	$ 20,000	$120,000	$96,000	$12,000	$12,000
2025	**CAPBMCI**	9 & 3 ADA Paratransit Bus	1	$ 86,000	$86,000	$73,100	$6,450	$6,450
2025	**CAPBMCI**	30' Medium Duty Bus	1	$ 360,000	$360,000	$306,000	$27,000	$27,000
2025	**CAPBMCI**	12+2 expansion cutaway bus	1	$ 86,000	$86,000	$73,100	$6,450	$6,450
2025	**CAPBMCI**	Bus shelter purchase and install	6	$ 20,000.00	$120,000	$96,000	$12,000	$12,000
2024	**COAST**	LD low floor cutaway bus	1	$ 95,090	$95,090	$80,827	$7,132	$7,132
2025	**COAST**	HD low floor 35' bus	4	$ 556,787	$2,227,149	$1,893,077	$167,036	$167,036
2025	**COAST**	LD low floor cutaway bus	3	$ 157,524	$472,573	$401,687	$35,443	$35,443
2025	**COAST**	LD cutaway bus	3	$ 97,753	$293,258	$249,269	$21,994	$21,994
2025	**COAST**	Bus Shelters	4	$ 11,950	$47,800	$38,240	$4,780	$4,780
2024	**MTA**	12 & 2 ADA Paratransit Bus	1	$ 164,000	$164,000	$139,400	$12,300	$12,300
2025	**NTS**	Paratransit Bus	6	$ 170,000	$1,020,000	$867,000	$76,500	$76,500
2024	**SCS**	8+2 Cutaway bus replacement	1	$ 82,000	$82,000	$69,700	$6,150	$6,150
2024	**SCS**	Bus shelters for the City of Claremont	2	$ 20,000	$40,000	$32,000	$4,000	$4,000
2025	**SCS**	12+2 Cutaway bus replacement	1	$ 82,000	$82,000	$69,700	$6,150	$6,150
2024	**Tri-County CAP**	8 & 2 Cutaway bus or Ford Transit	2	$ 82,000	$164,000	$139,400	$12,300	$12,300
2025	**Tri-County CAP**	8 & 2 Cutaway bus or Ford Transit	2	$ 82,000	$164,000	$139,400	$12,300	$12,300
2024	**VNA@HCS**	8 & 2 ADA Paratransit	2	$ 82,000	$164,000	$139,400	$12,300	$12,300
2025	**VNA@HCS**	12 Passenger Cutaway	1	$ 86,000	$86,000	$73,100	$6,450	$6,450
2025	**VNA@HCS**	8 & 2 ADA Paratransit	1	$ 82,000	$82,000	$69,700	$6,150	$6,150

Source data available upon request to NHDOT Bureau of Rail & Transit

Photos depicting select transit agency vehicles that are projected to be replaced in 2024-2025 biennium. (Page 1 of 2)

TCCAP: corrosion on body/undercarriage

CAPBM: Corrosion on wheels and running board

TCCAP: Damage to driver's seat

CAPBM: Corrosion on wheels and along exterior

VNA@HCS: Corrosion on running board

VNA@HCS: Corrosion affecting passenger door

Photos depicting select transit agency vehicles that are projected to be replaced in 2024-2025 biennium. (Page 2 of 2)

SCS: Corrosion on lower panel/wheel well


SCS: Undercarriage corrosion

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

PRIORITY # 3

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Repairs to Railroad Bridges on State-owned Active Railroad Lines

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	589,000
Utilities (d)	
Architect / Engineering (e)	31,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	620,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	50+ years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O		%
G = General F = Federal	G, F, H, O	G	100.00%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #		⇨	

Project Justification (Be Concise)

Critical railroad bridge maintenance repairs are needed on approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) to maintain safe freight and passenger operations. Work will include engineering, purchasing of material, hiring contractors, construction, and project supervision. Capital Budget funds would make deferred structural repairs to approximately 10-15 bridges on the state-owned railroad lines listed above and include needed structural repairs to the bridges. The structural repairs are necessary to provide continued freight and passenger rail traffic on the state-owned lines and are based on annual inspections of the railroad bridges that note deficiencies that need to be repaired for the bridges to remain in-service. These requested funds would repair substandard conditions found during bridge inspections conducted to-date and in future years, and the funds would be managed by the Department based on annual inspections and evaluations to address critical repair needs. If the repairs are not made and conditions worsen, the bridges will need to be taken out of service per Federal Railroad Administration regulations, thus taking the railroad line out of service. The structural repairs apply to both the substructures and superstructures. The total estimated cost to make critical bridge repairs in the 2024-2025 timeframe is $620,000. These significant bridge repairs are beyond the funding capacity of the Special Railroad Fund which is used for routine track maintenance and small capital repairs to approximately 200 miles of active state-owned railroad lines. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Repairs to railroad bridges on state-owned active railroad lines

1. Why the project is necessary:

Critical bridge maintenance repairs are needed on approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) to maintain safe freight and passenger operations as these significant bridge repairs are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs.

The structural repairs are necessary to provide continued freight and tourist excursion rail traffic on the state-owned lines and are based on annual inspections of the railroad bridges that note deficiencies to be repaired for the bridges to remain in-service. These requested funds would repair substandard conditions found during bridge inspections conducted to-date and in future years and structural repairs would be to both the substructures and superstructures. A review of the 2021 annual bridge inspections, as required by Federal Railroad Administration (FRA) Part 237.101(a) Bridge Inspection Criteria, for the 155 railroad bridges on the active state-owned railroad corridors noted a high volume of recommended repairs to allow current rail services to operate in the future. Relative to bridges, in order to maintain existing rail services, there are two main factors that must be considered: (1) maintenance of structural bridge components (which includes steel, timber, stone and concrete repair/replacement work as necessary) and (2) repairs and improvements to maintain the bridge's loading capacity. If either factor is not considered and repaired there is potential for posted (weight) restrictions of bridges or bridges that are taken out of service; either of these significantly impacts current and future railroad operations and, in turn, impact private railroad operators, railroad revenues due to the State, tourism revenue and how freight is moved within the state.

Without the requested funds and ability to proactively address aging railroad bridge repairs, the Department will have to make difficult decisions as to which critical bridge repairs are made and which are deferred due to funding limitations. In accordance with FRA bridge inspection criteria, further deferred repairs may require that specific bridges, and thus railroad lines, are taken out of service due to their condition. Additionally, expensive railroad bridge repairs that must be funded out of the current limited railroad funding will also decrease the funding available for our statewide railroad maintenance and repair activities.

Per our statewide bridge inspection program, 30 of the 155 bridges (over 19%) on active state-owned railroad lines have a bridge component(s) with a rating of "C1" and 66 of the 155 (over42%) bridges have a bridge component(s) rating of "C2" & "C3".

- *Category C1 is a high priority defect or repair that will require attention within approximately one year. The bridge is suitable for normal service pending this repair unless otherwise noted.*
- *Category C2-C4 is for increasingly lower priority repairs that should be monitored and planned on accordingly. The bridge is suitable for normal service pending these repairs.*

2. What the project is replacing or adding on to:

The projects will include repair and or replacement of state-owned railroad bridge's steel, timber, stone, and concrete as necessary to maintain current railroad services and required bridge load capacity ratings. This request will not add any new bridges to the railroad bridge inventory. Based on repair estimates, these funds will allow overdue structural repairs to approximately 10-15 bridges on

the state-owned railroad lines listed above. Railroad bridge repairs have an estimated useful life of 50+ years.

3. **A brief description of what the project includes:**

   Work will include engineering, purchasing of material, hiring contractors, construction, and project supervision. The structural repairs are necessary to provide continued freight and tourist excursion traffic on the state-owned lines and are based on annual inspections of the railroad bridges that note deficiencies that need to be repaired for the bridges to remain in-service. The Department's Railroad Operations Engineer will utilize all available data from the Department's annual railroad bride inspection program, field inspections, consultation with operating railroads, etc. to methodically repair the most critical bridges to ensure that those in the worst condition or those that are most critical to ongoing freight and passenger operations are prioritized. The prioritization list will be updated as new information becomes available and staff will work with operating railroads to solicit and secure contractors to perform bridge work. Work will also include obtaining environmental permits, development of design plans and specifications, coordinating with our railroad operators for bridge and track closures, and providing project oversight, as necessary.

4. **Any back up information (include pictures or any other information that tells your story):** See photos.

Mtn. Division Railroad Corridor, Harts Location Bridge #81.82 Failing N.E. Wing Slope

Concord-Lincoln Corridor, Concord Bridge #C5.20 Failing S.E. Dry Laid Stone Wing

Mtn. Division Railroad Corridor, Harts Location Bridge #82.96 Failing East Abutment

Concord-Lincoln Corridor, Woodstock Bridge #P18.17 Deteriorated Timber Bent Post

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Repairs to Culverts on State-owned Active Railroad Lines

PRIORITY # 4

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	522,500
Utilities (d)	
Architect / Engineering (e)	27,500
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	550,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	35-50 years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O		%
G = General F = Federal	G, F, H, O	G	100.00%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

Critical repairs and maintenance are needed for culverts on approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) to maintain safe freight and passenger service. Work would include permitting, engineering, materials purchasing, contractor hiring, construction, and project supervision. Capital Budget funds would provide for critical structural repairs to approximately 50-55 culverts on the state-owned railroad lines listed above. These repairs are necessary to ensure cross-drainage (underneath the rail corridor) to allow adequate water passage from railroad ditch lines or natural drainage and water body crossings, and to maintain the integrity and safety of the railroad infrastructure. These requested funds would repair culverts identified through a comprehensive culvert collection/inspection process, conducted to-date and in future years. The funds would be managed by the Department based on updated culvert condition assessments to address critical repair needs on the active state-owned lines. If the culvert repairs are not made and conditions deteriorate, there is a high risk of complete culvert failures that will cost, on average, five (5) times more to repair than if addressed strategically. This would also result in railroad line closures and impacts to the upstream or downstream flow of water as well as abutters and roadways. The specific culvert repairs will vary location-by-location and will vary in cost depending on the culvert's current condition assessment, size, material type, and geographic location and access. The total estimated cost to make critical culvert repairs in the 2024-2025 timeframe is $550,000. These significant, but strategic, culvert repairs are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs to approximately 200 miles of active state-owned railroad lines. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Repairs to culverts on active state-owned railroad lines

1. Why the project is necessary:

Critical culvert repairs & maintenance are needed for culverts on approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) to maintain safe freight and passenger operations. These railroad corridors were constructed in the 1800's and many still have the original drainage culverts in-place and these dry laid stone culverts, clay pipes and even newer materials are deteriorated and in poor condition. To date, 259 culverts on the state-owned Concord - Lincoln Railroad Corridor have been inspected utilizing the Department's "SADES" (Statewide Asset Data Exchange System) culvert inspection program and rating system and of those, 37, or 14%, were found to be in "poor condition". These significant, but strategic, culvert repairs are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs to approximately 200 miles of active state-owned railroad lines.

These culvert repairs are necessary to ensure cross-drainage (underneath the rail corridor) to allow adequate water passage from railroad ditch lines or natural drainage and water body crossings, to ensure that the railroad infrastructure is not compromised and that safety implications to the railroad infrastructures and adjacent properties are minimized. These requested funds would repair substandard culverts realized through a comprehensive culvert collection/inspection process, conducted to-date and in future years, and the funds would be managed by the Department based on updated culvert condition assessments to address critical culvert repair needs on the active state-owned lines. If the culvert repairs are not made and conditions worsen, there is a high risk of complete culvert failures that will cost, on average, five (5) times more to repair than if addressed strategically and will result in railroad line closures and impacts to the upstream or downstream flow of water as well as abutters or roadways. Deferred maintenance could result in sections of active lines to be taken out of service, which would significantly impact current and future railroad operations and, in turn, impact private railroad operators, railroad revenues due to the State, tourism revenue and how freight is moved within the state. The specific culvert repairs will vary location-by-location and will range in cost based on the culvert's current condition assessment, size, material type, geographic location and access.

Without the requested funds and ability to proactively address aging and failing culverts, the Department will continue to experience more culvert failures and make expensive culvert repairs/replacements via emergency projects that impact railroad operations, create delays and increase replacement costs. This funding will allow DOT to proactively and systematically address its aging railroad culverts on state-owned active railroad lines before failures occur, thus realizing overall cost savings and eliminating track closure delays.

2. What the project is replacing or adding on to:

The project will repair/replace railroad corridor cross drainage culverts that are in poor condition and in many instances have already partially failed. Based on average repair estimates for culverts in poor condition, requested funds should allow long overdue structural repairs to approximately 50-55 culverts on the state-owned railroad lines listed above and reduce catastrophic culvert failures that cost, on average, five (5) times more to repair than if addressed strategically. The number of railroad culverts will not increase through this project, but the condition will be greatly improved with new culverts having an estimated useful life of 50+ years.

3. **A brief description of what the project includes**

   Work will include permitting, engineering, purchasing of materials, hiring contractors, construction, and project supervision. The Department's Railroad Operations Engineer will utilize all available data (SADES, field inspections, consultation with operating railroads, etc.) to methodically repair the most critical culverts to ensure that those in the worst condition or those that are most critical to ongoing freight and passenger operations are prioritized. The prioritization list will be updated as new information becomes available and staff will work with operating railroads to solicit and secure contractors to perform culvert repairs. Work will also include obtaining environmental permits, coordinating with our railroad operators for track closures, and providing project oversight as necessary.

4. **Any back up information (include pictures or any other information that tells your story):** See attached SADES Condition Assessment summary and supporting photos.

SADES

Statewide Asset Data Exchange System

Data Collection Specifications Guide

Pipe Condition
Good
Fair
Poor
No Rating

Record the condition of the pipe. See below for examples and definitions for each condition state.

Condition	Good	Fair	Poor
Description	Some wear, with little or no deterioration, consistent shape, minor joint misalignment, no movement, structurally sound	Some deterioration or cracking, joint separation with minor infiltration but structurally sound, localized distortion in shape	Significant deterioration or extensive cracking and/or spalling, extreme deflection in shape, joint separation with potential to create voids, or significant movement
Concrete Example			
Metal Example			
Plastic Example			

Mt. Division Railroad Corridor, Carroll MP 95.21 Culvert Pipe Failure

Concord-Lincoln Corridor, Tilton MP C19.66 Box Culvert Deterioration

Concord-Lincoln Corridor, Canterbury Culvert MP C7.22 Vegetation Removal Required to Preserve Culvert Pipe Headwall Slope Retaining Structure

Concord-Lincoln Corridor, Laconia MP C34.91 Pipe Failure

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Railroad Ties & Installation on Active State-owned Railroad Lir

PRIORITY # 5

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	475,000
Utilities (d)	
Architect / Engineering (e)	25,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	500,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	50+ years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O		%
G = General F = Federal	G, F, H, O	G	100.00%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

Critical repair work and capital funds are needed to perform strategic tie replacements of approximately 5,000 ties, including installation, on sections of approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) which are utilized under agreement by four (4) freight railroad operators and two (2) tourist excursion railroad operators. Work will include purchasing materials, hiring contractors, installing ties, and supervising projects. The tie replacement work will include old cross tie removal, proper disposal, and installation of new cross ties. In most cases, the ties being replaced were installed prior to the 1970's and this will allow the state-owned railroad lines to comply with Federal Railroad Administration (FRA) Track Safety Standards Part 213 requirements to maintain DOT's Class I or Class II track status. The total estimated cost to strategically replace ties in the 2024-2025 timeframe is $500,000. These significant, but strategic, tie replacements are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs to approximately 200 miles of active state-owned railroad lines. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Railroad ties & installation on active state-owned railroad lines

1. **Why the project is necessary:**

   Critical repair work and capital funds are needed to perform strategic tie replacements, including installation, on sections of approximately 200 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) which are utilized under agreement by four (4) freight railroad operators and two (2) tourist excursion railroad operators. In most cases, the ties being replaced were installed prior to the 1970's with many installation year identification pins ("date pins") identifying that existing railroad ties are from the 1920's, 1930's and 1940's. Replacing these ties, that are well beyond their useful life, will allow the state-owned railroad lines to maintain, or improve, operational status and comply with Federal Railroad Administration (FRA) Track Safety Standards Part 213 requirements to maintain DOT's Class I or Class II track status.

   These significant, but strategic, tie replacements are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs on approximately 200 miles of active state-owned railroad lines. Without the requested funds and the ability to strategically address railroad tie conditions, the Department will continue to make minimal and slow incremental progress on improving tie conditions on state-owned lines and will instead triage tie replacements only in sections that would cause railroad line closures as noted by FRA inspection activities.

2. **What the project is replacing or adding on to:**

   The project will replace deteriorated timber railroad ties that are well beyond their useful life and can (1) no longer support the vertical loads associated with today's 263,000-lb freight cars and (2) no longer provide the longitudinal and transverse stability to maintain track alignment/grade within the FRA Track Safety Standards Part 213 requirements. No new track sections will be constructed with these proposed strategic tie replacements as all new tie installations are planned on existing active railroad lines.

3. **A brief description of what the project includes:**

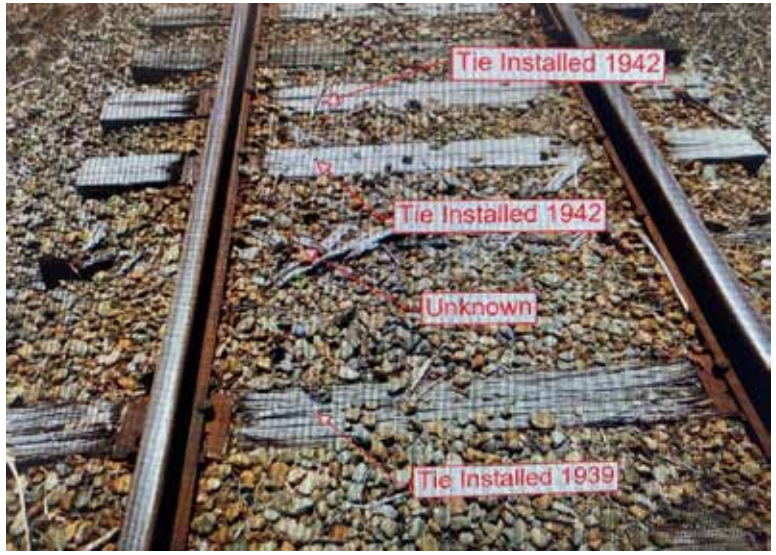
   Work will include identifying locations for strategic tie replacements, purchasing materials, hiring contractors (or utilizing railroad operators through force account) for tie removal and installation, and overall project management activities. New railroad tie that will be treated timber railroad ties with an estimated useful life of 50+ years.

4. **Any back up information (include pictures or any other information that tells your story):** See photos.

Concord-Lincoln Corridor, Concord Timber Railroad Tie Installed 1935

Concord-Lincoln Corridor, Concord Timber Railroad Ties

Concord-Lincoln Corridor, Concord Timber Railroad Ties



Concord-Lincoln Corridor, Concord Timber Railroad Ties

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

	CODE	NAME
AGENCY	096	Department of Transportation
ACTIVITY / DIVISION	964010	Division of Aeronautics, Rail & Transit
PROJECT-TITLE / NAME		Development of Aviation Management Software -Airport and Grant (Federal and State Funds) Management Software

PRIORITY # 6

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	
Utilities (d)	
Architect / Engineering (e)	
Computer Systems / Equipment (f)	1,100,000
Hardware	
Software	1,100,000
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	1,100,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	20+ years

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	D	
Funding Percentages by Source:	G, F, H, O	G	100.00%
G = General F = Federal	G, F, H, O		
H = Highway O = Other	G, F, H, O		
An Information Technology Project must be part of your IT Plan. Project #	⇨		SR-2022-17

Project Justification (Be Concise)

The requested funds would be utilized to develop aviation management software for Airport, state-owned Navigational Aids, airport registrations (422: RSA 422:17) and grants management (Federal and State funds). The software would also have a constituent-facing component enabling self-service for initial registrations, electronic payments, and checking status. This request would result in the replacement of the current aviation management software originally developed in 1988 and upgraded numerous times to meet the needs of the Department. The software has reached the end of its useful life, can no longer be updated and is not supported by the developer/vendor. The grants management component of this request provides management for numerous state airport block grants, pass-through grants, and state-funded non-federal projects as described further. The State of New Hampshire, as an FAA State Block Grant State, is responsible for the granting and regulatory oversite of 9 public-use airports as follows: Berlin, Boire Field (Nashua), Claremont, Concord, Dillant-Hopkins (Keene), Laconia, Parlin Field (Newport), Skyhaven Airport (Rochester), and the Mt. Washington Regional Airport (Whitefield). In addition to the 9 State Block Grant Airports, the State of New Hampshire is also a channeling state for Federal funds to the Manchester-Boston Regional Airport, Portsmouth International Airport at Pease and the Lebanon Regional Airport. Also, State-funded projects for the remaining 12 non-federally funded, open-to-the-public airports would also be managed and tracked using this new aviation software. This software is necessary for the management of the Aviation program. If the Department no longer has the ability to properly manage the FAA funding, Federal funding to airports would be jeopardized. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Patrick C. Herlihy, Director of Aeronautics, Rail and Transit **Telephone Number:** 603-271-2449

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date: 4/5/2022**

Development of Aviation Management Software (Aircraft Registration Software)

1. **Why the project is necessary:**

   In accordance with New Hampshire statutes RSA Chapter 422 the requested funds will develop an Aviation Management software for Airport, state-owned Navigational Aids, airport registration (RSA 422:17) and Grants management (Federal and State funds). In accordance with New Hampshire statutes RSA Chapter 422:14 and 422:15, the Director of Aeronautics, Rail and Transit is authorized to act for the state and municipalities with the federal government (Federal Aviation Administration-FAA). The current aviation management software was originally developed in 1998 and was upgraded several times over the course of its life to meet the needs of the Department. The software is over 20-years old and has reached the end of its useful life. The Department of Information Technology (DoIT) has stated that they are uncertain to the length of time that they will be able to manage and maintain the current software. This legacy software is significantly out of revisions and is no longer supported by the developer/vendor.

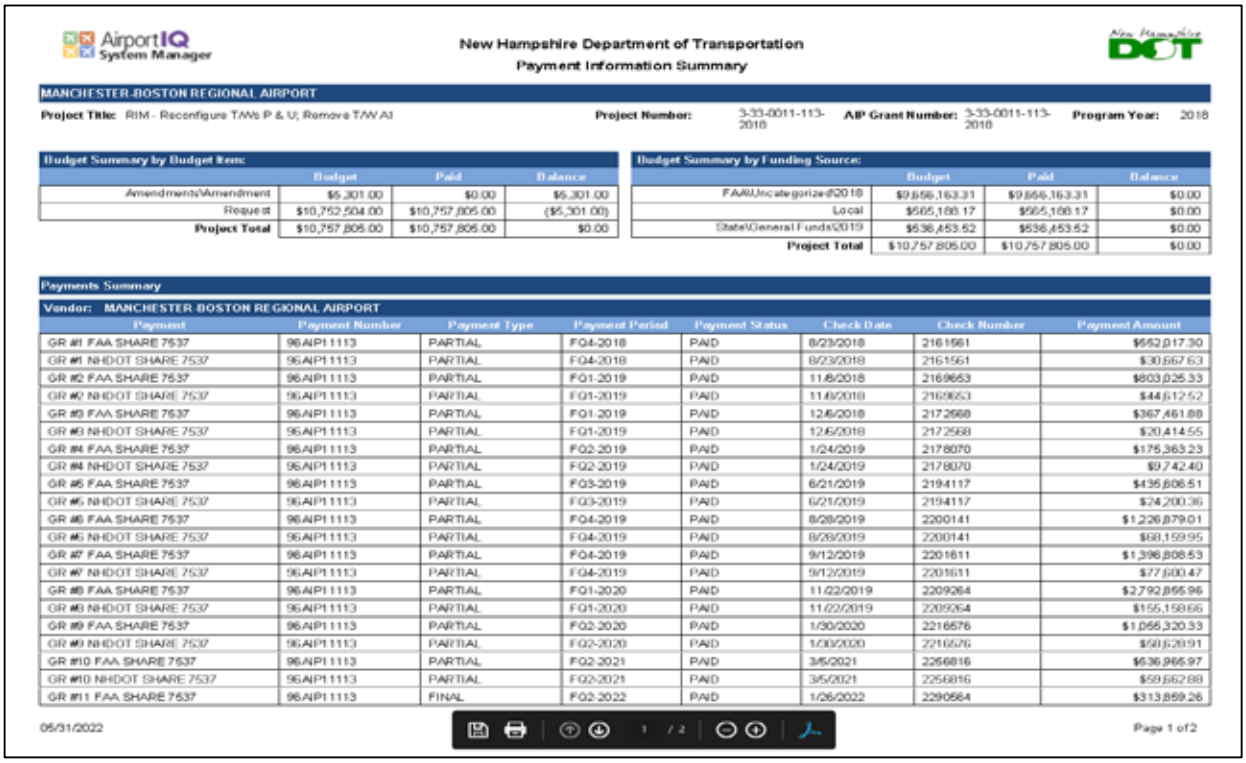
2. **What the project is replacing or adding on to:**

   The project will replace the Department's current aircraft aviation, grants and airport tracking program(s). The existing software system was developed in 1998 and implemented in 1999. The software program has been used for over 20-years since it was first developed and is at the end of its 20+ year useful life. The project also includes additional capabilities to accept credit/debit card payments for aircraft registration.

3. **A brief description of what the project includes:**

   The State of New Hampshire is part of the FAA State Block Grant program, responsible for the granting and regulatory oversite for 9 public-use airports. Airports included in the State Block Grant program are as follows: Berlin, Boire Field (Nashua), Claremont, Concord, Dilllant-Hopkins (Keene), Laconia, Parlin Field (Newport), Skyhaven Airport (Rochester), and the Mt. Washington Regional Airport (Whitefield). In addition to the 9 State Block Grant Airports, the State of New Hampshire is also channeling state for Federal funds to the Manchester-Boston Regional Airport, Portsmouth International Airport at Pease and the Lebanon Regional Airport. State funded projects for the remaining 12 open-to-the-public airports will also be managed and tracked using new aviation software.

4. **Any back up information:** Screen prints of current software with examples of required detailed tracking information:



AirportIQ System Manager

New Hampshire Department of Transportation
Payment Information Summary

NH DOT

MANCHESTER-BOSTON REGIONAL AIRPORT

Project Title: RIM - Reconfigure TWs P & U; Remove T/W A1 **Project Number:** 3-33-0011-113-2018 **AIP Grant Number:** 3-33-0011-113-2018 **Program Year:** 2018

Budget Summary by Budget Item:

	Budget	Paid	Balance
Amendments/Amendment	$5,301.00	$0.00	$5,301.00
Request	$10,752,504.00	$10,757,805.00	($5,301.00)
Project Total	$10,757,805.00	$10,757,805.00	$0.00

Budget Summary by Funding Source:

	Budget	Paid	Balance
FAA/Uncategorized2018	$9,656,163.31	$9,656,163.31	$0.00
Local	$565,188.17	$565,188.17	$0.00
State\General Funds\2019	$536,453.52	$536,453.52	$0.00
Project Total	$10,757,805.00	$10,757,805.00	$0.00

Payments Summary

Vendor: MANCHESTER-BOSTON REGIONAL AIRPORT

Payment	Payment Number	Payment Type	Payment Period	Payment Status	Check Date	Check Number	Payment Amount
GR #1 FAA SHARE 7537	96AIP1113	PARTIAL	FQ4-2018	PAID	8/23/2018	2161561	$552,017.30
GR #1 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ4-2018	PAID	8/23/2018	2161561	$30,667.63
GR #2 FAA SHARE 7537	96AIP1113	PARTIAL	FQ1-2019	PAID	11/8/2018	2169653	$803,025.33
GR #2 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ1-2019	PAID	11/8/2018	2169653	$44,612.52
GR #3 FAA SHARE 7537	96AIP1113	PARTIAL	FQ1-2019	PAID	12/6/2018	2172568	$367,461.88
GR #3 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ1-2019	PAID	12/6/2018	2172568	$20,414.55
GR #4 FAA SHARE 7537	96AIP1113	PARTIAL	FQ2-2019	PAID	1/24/2019	2178070	$175,363.23
GR #4 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ2-2019	PAID	1/24/2019	2178070	$9,742.40
GR #5 FAA SHARE 7537	96AIP1113	PARTIAL	FQ3-2019	PAID	6/21/2019	2194117	$435,808.51
GR #5 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ3-2019	PAID	6/21/2019	2194117	$24,200.36
GR #6 FAA SHARE 7537	96AIP1113	PARTIAL	FQ4-2019	PAID	8/28/2019	2200141	$1,226,879.01
GR #6 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ4-2019	PAID	8/28/2019	2200141	$68,159.95
GR #7 FAA SHARE 7537	96AIP1113	PARTIAL	FQ4-2019	PAID	9/12/2019	2201611	$1,396,808.53
GR #7 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ4-2019	PAID	9/12/2019	2201611	$77,600.47
GR #8 FAA SHARE 7537	96AIP1113	PARTIAL	FQ1-2020	PAID	11/22/2019	2209264	$2,792,866.96
GR #8 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ1-2020	PAID	11/22/2019	2209264	$155,158.66
GR #9 FAA SHARE 7537	96AIP1113	PARTIAL	FQ2-2020	PAID	1/30/2020	2216576	$1,066,320.33
GR #9 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ2-2020	PAID	1/30/2020	2216576	$59,628.91
GR #10 FAA SHARE 7537	96AIP1113	PARTIAL	FQ2-2021	PAID	3/5/2021	2256816	$636,966.97
GR #10 NHDOT SHARE 7537	96AIP1113	PARTIAL	FQ2-2021	PAID	3/5/2021	2256816	$59,662.88
GR #11 FAA SHARE 7537	96AIP1113	FINAL	FQ2-2022	PAID	1/26/2022	2290664	$313,859.26

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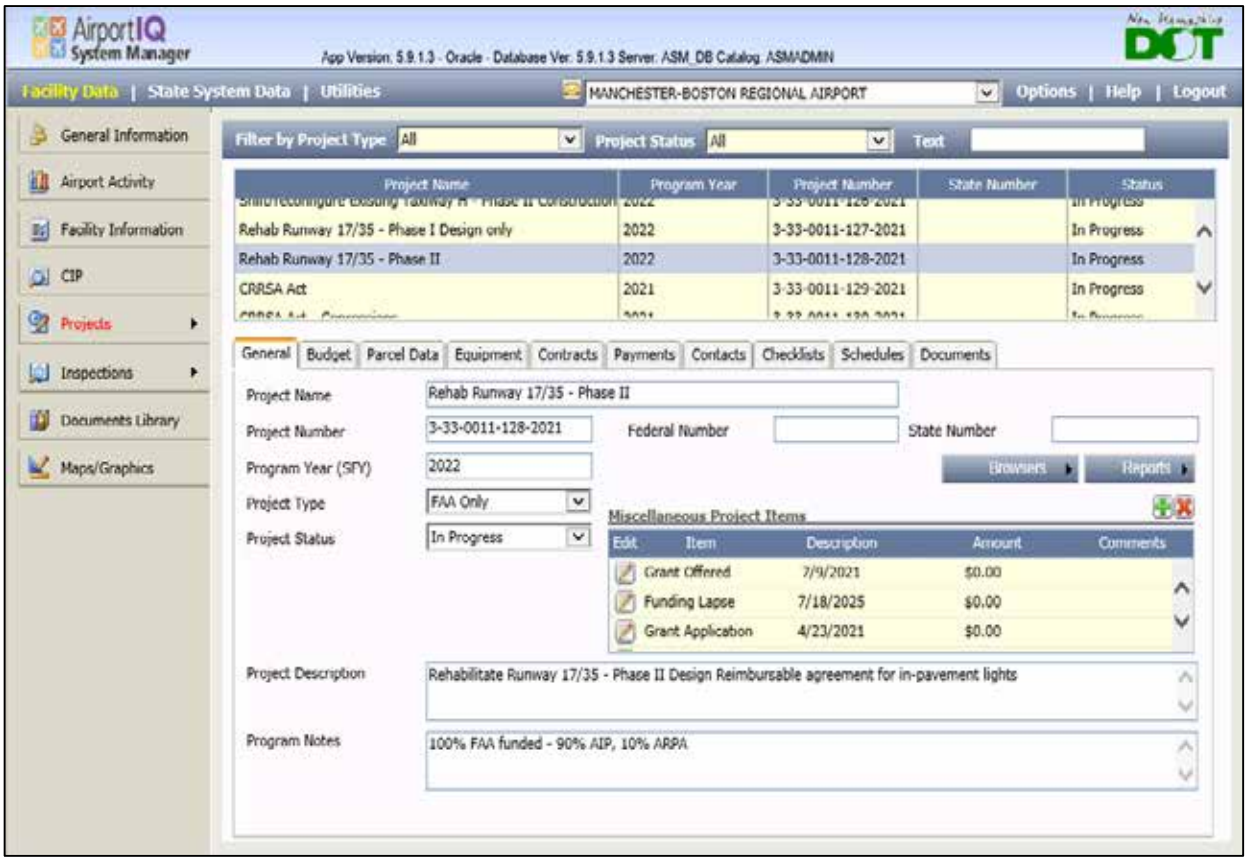


FORM 2A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

	NAME
AGENCY	Department of Transportation
ACTIVITY / DIVISION	Operations

Priority #	Project Name	Funding Source				
		Agency Request			Governor	
		Federal	Highway	Total	Approved	Adjustment
1	Statewide - Construct Salt and Sand Sheds		2,017,500	2,017,500		(2,017,500)
2	Statewide - Underground Fuel Tank Replacement		2,000,000	2,000,000		(2,000,000)
3	Statewide - Crew Quarters		5,000,000	5,000,000		(5,000,000)
4	Work Order System Phase 3		575,000	575,000		(575,000)
5	District Two Cold Storage Additions		525,000	525,000		(525,000)
6	Twin Mountain Roof Replacement		1,206,668	1,206,668		(1,206,668)
7	Construction Project Estimation - **WITHDRAWN**		~~1,000,000~~	~~1,000,000~~		~~(1,000,000)~~
8	Lancaster-New Satellite Garage		5,000,000	5,000,000		(5,000,000)
9	Lempster 215 - Patrol Shed Replacement		2,505,000	2,505,000		(2,505,000)
10	Twin Mountain (Carroll) - New Multi-Purpose Facility		2,305,000	2,305,000		(2,305,000)
11	Pinkham 109 - Patrol Shed Replacement		2,690,000	2,690,000		(2,690,000)
12						0
13						0
14						0
15						0
	Totals - Projects 1-15	0	23,824,168 ~~24,824,168~~	23,824,168 ~~24,824,168~~	~~0~~	(23,824,168) ~~(24,824,168)~~

Name: **William Cass** **Title:** Commissioner **Date:** **3/9/2023**

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

PRIORITY # 1

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		Statewide - Construct Salt and Sand Sheds

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	150,000
Construction (c)	1,500,000
Utilities (d)	
Architect / Engineering (e)	255,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	112,500
Total Capital Budget Request	2,017,500

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	Varies
Estimated Useful Life:	25

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request is to construct salt and sand sheds in order to meet environmental regulations that require salt inventories to be stored under cover. Currently, some patrol shed locations do not have salt storage sheds or have sheds requiring significant structural repairs. In addition, the ability to store ample quantity of salt and sand allows the department the flexibility to purchase these materials when prices are most competitive. This request includes design and construction of approximately two salt and sand sheds statewide. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Caleb Dobbins - State Maintenance Engineer **Telephone Number:** 271-2693

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Statewide - Construct Salt and Sand Sheds

1. **Why the project is necessary:**

   The department currently cannot store a season's worth of salt at all patrol shed locations and some sheds are reaching the end of their useful life, requiring significant maintenance to maintain function and safety. The ability to store ample salt will save funds due to being able to purchase materials and store them when the best price is available. Environmental regulations also require that all salt be stored under cover. The department's high arch gambrel design allows delivery of salt to generally occur within the shed due to high door opening, limiting the potential environmental impacts from salt operations. We are continuing to look at other styles of salt sheds and fabric structures to construct right size structures for each site.

2. **What the project is replacing or adding on to:**

   The project will construct new stand-alone salt buildings at different patrol shed locations throughout the state. In most situations the existing buildings will be demolished to accommodate the new structures, however in some locations the existing structure may remain depending on site layout and condition of the structure.

3. **A brief description of what the project includes:**

   The project will include construction of stand-alone salt buildings (4,000 sf to 11,500 sf) with lean-too cold storage, sand storage and/or spreader rack bays on either side as additional alternates within the bidding process. The project will design and construct as many salt sheds as allowed by available funding while generally keeping with the following priority list.

   a. D6 – North Hampton (612) – Shed is 32 years old, is under capacity and structurally deficient and in very poor condition. Replacement will also incorporate cold storage from remote site on US 1, improving efficiency and facilitating remote site re-use as a potential rail-trail trailhead.
   b. D1 – Lincoln (115) – Shed is 37 years old, has a current capacity of 1650 tons. Annual usage is around 4380 tons. Showing structural deterioration, beginning to lean.
   c. D2 – Lempster (215)– Shed is 39 years old, has a current capacity of 1400 tons, with an annual usage of 1700 tons. Shed is in deteriorated condition, needing frequent repair and heavy maintenance.
   d. D3 – Belmont (314) - Shed is 28 years old and current capacity is 2500 tons. Annual usage is around 2900 tons per year. Replacement is critical to maintain function due to an aging building that is starting to have structural issues.
   e. D5 – Warner (526) – Shed is 19 years old and current capacity is 3000 tons. Annual usage is around 4700 tons per year.
   f. D4 – Chesterfield (405A)– Shed is 44 years old and in very poor condition, current capacity is only 150 tons. This minimal capacity requires frequent restock in winter conditions.

4. **Any back up information (include pictures or any other information that tells your story):** See following pages:

North Hampton (612) – Internal structure

North Hampton (612) – Front of left bay

North Hampton (612) – Wall and post rot

Lincoln (115) – Salt shed and loading ramp

Lincoln (115) – Salt Shed internal structure

Lempster (215) – Salt Shed deteriorated condition

Belmont (314) – Salt shed entrance

Belmont (314) – Deteriorated wall condition

Warner (526) – Salt Shed inadequate capacity

Chesterfield (405A)

Chesterfield (405A)

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

PRIORITY # 2

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		Statewide - Underground Fuel Tank Replacement

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	125,000
Construction (c)	1,500,000
Utilities (d)	
Architect / Engineering (e)	300,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	75,000
Total Capital Budget Request	2,000,000

Other Information	
Total Square Footage:	
Estimated Useful Life:	30

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request is to continue the fuel tank replacement program in order to meet and maintain environmental compliance. The NH Department of Transportation currently has 32 fuel sites that have underground storage tanks and appurtenances that are 25 years or older. As fuel site locations exceed the warranty and life expectancy of the tanks and components, the potential for environmental issues and extensive repairs substantially increases. This request will continue to prioritize the replacement of the oldest and highest risk sites, make structural improvements to sites near mid-life to prolong the life span of those sites, and minimize potential environmental issues. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Caleb Dobbins - State Maintenance Engineer **Telephone Number:** 271-2693

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Statewide - Underground Fuel Tank Replacement

1. **Why the project is necessary:**

   The NHDOT Fuel Distribution System is the Strategic Fuel Reserve for all of NH State Government. The NH Department of Transportation currently has 40 fuel sites that have underground storage tanks and appurtenances that are 25 years or older. As the sites get beyond the warranty and life expectancy of the tanks and components, the potential for environmental issues and extensive repairs increase considerably. Prior Capital Improvement Projects (CIP) provided funding to bring many sites into environmental compliance: this CIP request continues that effort to replace the oldest and highest risk sites and to make structural improvements to sites near mid-life to prolong those sites' life span and to minimize potential environmental issues.

   It is difficult and costly to assess condition of Underground Storage Tanks while sites are in operation and condition can vary greatly based on many factors over the life of the tank. DOT has had a tank fail around 20-years and other tanks removed around 25-years of age showing some corrosion that can lead to failure. The sites proposed for replacement will over 30-years old at the proposed time of replacement.

2. **What the project is replacing or adding on to:**

   The project will continue the recapitalization plan of the existing fuel system by reconstructing new fuel sites at different patrol shed locations throughout the state. In most situations the existing fuel site will be removed to accommodate the new tank(s) and appurtenances.

3. **A brief description of what the project includes:**

   The project will include reconstruction of single product (diesel) and two product (unleaded and diesel) fuel sites. The desire is to reconstruct as many fuel sites as allowed by available funding, beginning in State Fiscal Year (SFY) 2024 and extending for 4-6 years while generally keeping with the following priority list*.

   - FS 403 – Marlow – 34 Years Old (install split tank)
   - FS 201 – Orford – 35 Years Old
   - FS 408 – Hancock – 33 Years Old (install split tank)
   - FS 203 – Rumney – 34 Years Old
   - FS 108 – Jefferson – 33 Years Old
   - FS 212 – Cornish – 34 Years Old
   - FS 214 – New London – 27 Years Old
   - FS 303 – Freedom – 35 Years Old
   - FS 1131 – Glen/Bartlett – 31 Years Old (install split tank)

   *Age shown for sites above is the age at the proposed time of replacement

4. **Any back up information (include pictures or any other information that tells your story)**

Marlow

Orford

Hancock

Rumney

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

PRIORITY # 3

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		Statewide - Crew Quarters

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	400,000
Construction (c)	3,100,000
Utilities (d)	200,000
Architect / Engineering (e)	700,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	600,000
Total Capital Budget Request	5,000,000

Other Information	
Total Square Footage:	
Estimated Useful Life:	25

Related Annual Operating Budget Expenditures / Savings Estimates

	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)

Requirement Code:	A, B, C or D	A	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request is to address life/safety code violations incurred following inspections conducted by the State's Fire Marshall Office (SFMO) on occupied maintenance facilities. DOT Highway Maintenance has approximately 75 patrol sheds requiring building improvements to meet these regulations. This request will continue improvements beyond the current Capital project to construct the necessary crew safety rest areas and will be built using BMP's for energy management but will result in an increase in utility usage. This estimate is based on consultant design costs that were solicited by the current Life/Safety Capital project.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Caleb Dobbins - State Maintenance Engineer **Telephone Number:** 271-2693

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Statewide - Crew Quarters

1. **Why the project is necessary:**

   Highway Maintenance has close to 90 patrol shed facilities with many being constructed prior to current building and life safety codes. The State Fire Marshalls Office (SFMO) conducted Life Safety Inspections at all our occupied facilities with initial results indicating some deficiencies that are consistent throughout our structures. Overall, the improvements for crew rest areas are necessary due to the nature of the winter 24/7 activities and to comply with current codes by providing DOT employees with safe work environments and to provide improved services to other agencies and the traveling public.

2. **What the project is replacing or adding on to:**

   This project will add crew rest areas that comply with state/federal fire code. Each location will be sized as according to crew size and may be an addition to an existing building or the construction of a stand-alone structure.

3. **A brief description of what the project includes:**

   This project will consist of the continuation of the previous capital project and construct crew rest areas for the use of the crew during the winter months when operations can span multiple days in continual operation. These quarters will provide compliant areas for safety rest breaks to occur.

4. **Any back up information (include pictures or any other information that tells your story):** See photos.

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024 - 2025

PRIORITY # 4

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		NHDOT Work Order System Phase 3

Capital Budget Request		
Site Acquisition (a)		
Site Improvement / Preparation (b)		
Construction (c)		
Utilities (d)		
Architect / Engineering (e)		
Computer Systems / Equipment (f)		575,000
Hardware		
Software		
Training		
Service	575,000	
Furnish / Equipment (g)		
Other (h)		
Total Capital Budget Request		575,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	
Estimated Useful Life:	14

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	A	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		SR-2020-7

Project Justification (Be Concise)

The State of New Hampshire has invested tens of billions of dollars in transportation assets. In order to get the most return on this major investment, the DOT needs a modern and efficient means to track future, current, and past maintenance efforts for assets such as bridges, culverts, and guardrail. Similar to a well maintained car, transportation assets that are well maintained will last longer and will have improved safety and reliability during their useful lives. Phase 3 of the system will build on the benefits of Phases 1 and 2 and focus on building out and automating additional enhancements, reporting and continued configuration and integration with multiple Operations systems (EAM, Parts Catalog, Field Service Solutions/EJ Ward). This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Nicholas Alexander, Administrator AMPS **Telephone Number:** 271-1620

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Work Order System Phase 3

1. **Why the project is necessary:**

   The State of New Hampshire has invested tens of billions of dollars in transportation assets. In order to get the most out of this major investment the DOT needs a modern and efficient means to track future, current and past maintenance efforts for assets such as bridges, culverts and guardrail. Similar to a well-maintained car, transportation assets that are well maintained will last longer and will have improved safety and reliability during their useful lives. Phase three of the software will build-on the benefits of earlier phases and focuses on expanded reporting capabilities, integrating with additional systems, including the Department's new fuel system, enhanced capabilities for recording work on assets, and configuring and deploying the mobile application EAM Connect.

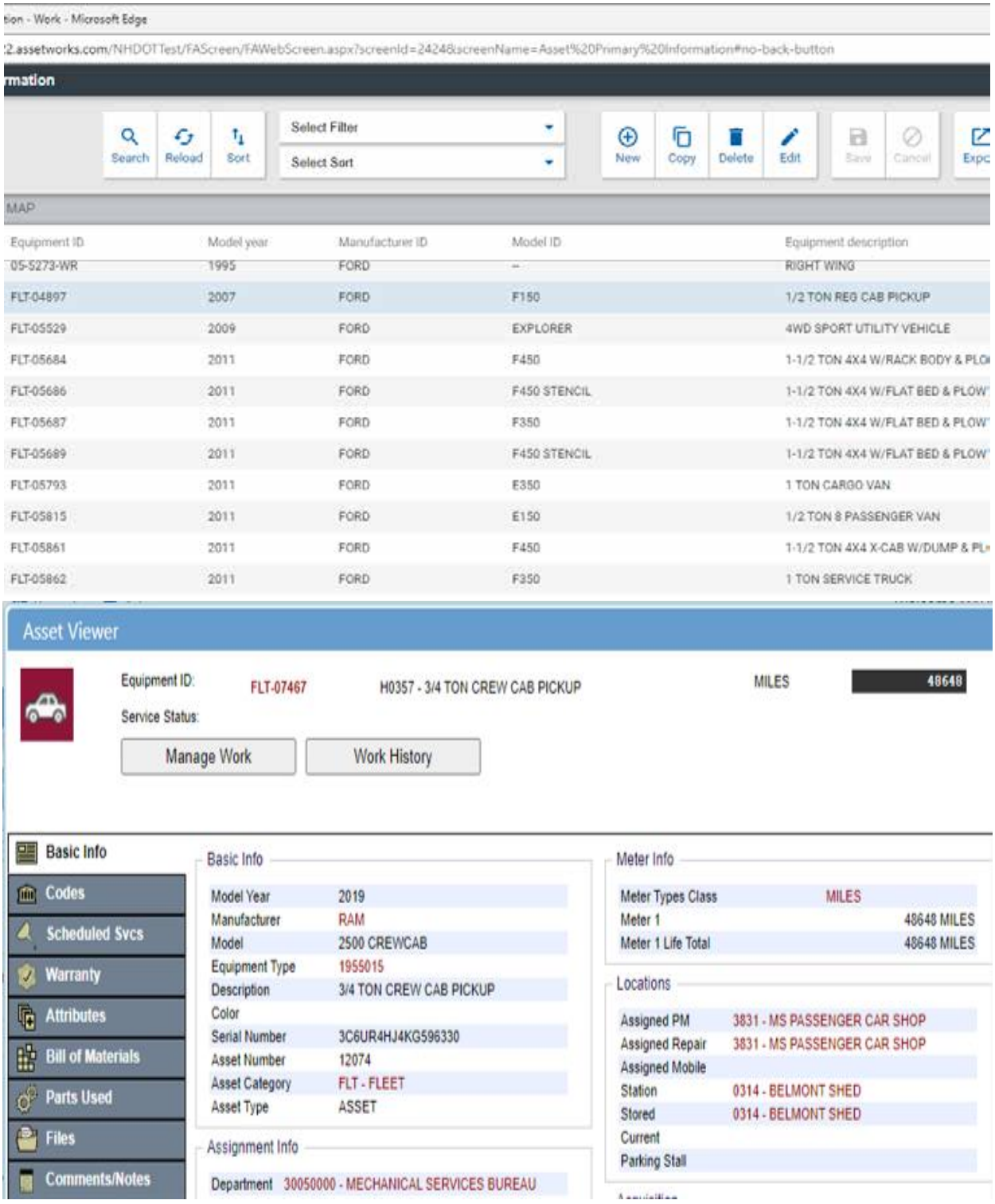
2. **What the project is replacing or adding on to:**

   It is a continuation of the Work Order, Fleet and Inventory (WOFI) system Contract # 7002910, Project # 42294. The fleet portion of WOFI (replacing M5) went live in December 2022, including all NHDOT vehicles, other equipment with license plates as well as related part inventories and work orders. Additional "durable" equipment and consumable inventories are on schedule to go live by July 2022, replacing HEI and CIMS systems. After July 2022, implementation will focus on replacing current timekeeping and accomplishment tracking software (MATS), developing work order processes, and incorporating transportation assets.

3. **A brief description of what the project includes:**

   When fully implemented, WOFI will provide a modern cloud-based application for tracking and planning work performed on the State's transportation assets, including the equipment, parts, and labor utilized. A major enhancement included with phase 3 is integration with the new fuel management system, enabling information about usage, fuel consumption, repairs, and more to be integrated in one environment for efficient analysis and reporting.

4. **Any back up information (include pictures or any other information that tells your story):** See screen prints from current fleet modules.


tion - Work - Microsoft Edge
2.assetworks.com/NHDOTTest/FAScreen/FAWebScreen.aspx?screenId=24248screenName=Asset%20Primary%20Information#no-back-button
rmation
Search
Reload
Sort
Select Filter
Select Sort
New
Copy
Delete
Edit
Save
Cancel
MAP
Equipment ID
Model year
Manufacturer ID
Model ID
Equipment description
05-5273-WR 1995 FORD – RIGHT WING
FLT-04897 2007 FORD F150 1/2 TON REG CAB PICKUP
FLT-05529 2009 FORD EXPLORER 4WD SPORT UTILITY VEHICLE
FLT-05684 2011 FORD F450 1-1/2 TON 4X4 W/RACK BODY & PLO
FLT-05686 2011 FORD F450 STENCIL 1-1/2 TON 4X4 W/FLAT BED & PLOW
FLT-05687 2011 FORD F350 1-1/2 TON 4X4 W/FLAT BED & PLOW
FLT-05689 2011 FORD F450 STENCIL 1-1/2 TON 4X4 W/FLAT BED & PLOW
FLT-05793 2011 FORD E350 1 TON CARGO VAN
FLT-05815 2011 FORD E150 1/2 TON 8 PASSENGER VAN
FLT-05861 2011 FORD F450 1-1/2 TON 4X4 X-CAB W/DUMP & PL
FLT-05862 2011 FORD F350 1 TON SERVICE TRUCK
Asset Viewer
Equipment ID: FLT-07467 H0357 - 3/4 TON CREW CAB PICKUP
MILES 48648
Service Status:
Manage Work
Work History
Basic Info
Codes
Scheduled Svcs
Warranty
Attributes
Bill of Materials
Parts Used
Files
Comments/Notes
Basic Info
Model Year 2019
Manufacturer RAM
Model 2500 CREWCAB
Equipment Type 1955015
Description 3/4 TON CREW CAB PICKUP
Color
Serial Number 3C6UR4HJ4KG596330
Asset Number 12074
Asset Category FLT - FLEET
Asset Type ASSET
Assignment Info
Department 30050000 - MECHANICAL SERVICES BUREAU
Meter Info
Meter Types Class MILES
Meter 1 48648 MILES
Meter 1 Life Total 48648 MILES
Locations
Assigned PM 3831 - MS PASSENGER CAR SHOP
Assigned Repair 3831 - MS PASSENGER CAR SHOP
Assigned Mobile
Station 0314 - BELMONT SHED
Stored 0314 - BELMONT SHED
Current
Parking Stall

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 5

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations-Highway Maintenance
PROJECT-TITLE / NAME		District Two Cold Storage Additions

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	50,000
Construction (c)	425,000
Utilities (d)	
Architect / Engineering (e)	50,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	525,000

Other Information	
Total Square Footage:	3,000
Estimated Useful Life:	30

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	B	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This project would construct additions to the existing salt sheds in Franklin and Andover. Additions would provide adequate storage for winter sand. This project will not affect the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Doug King - District 2 Engineer **Telephone Number:** 448-2654

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

District Two Cold Storage Additions

1. **Why the project is necessary:**

   This project would construct additions to the existing salt sheds in PS 210 Andover and PS 211 Franklin to store winter sand. Both salt and winter sand are needed to treat snow and ice issues during and immediately after inclement winter weather. Winter sand needs to be stored under cover to maintain its function and not freeze in large chunks.

2. **What the project is replacing or adding on to:**

   PS 210 Andover stores winter sand in an old salt shed, built in the 1970's. It has a low pitch roof that often requires to be shoveled after snowstorms. A new winter sand storage facility will eliminate this issue.

   PS 211 Franklin stores salt and winter sand in a single building built in 2019. Because a quarter of the building is utilized for winter sand storage, the facility currently only stores 1400 tons of salt, but it annually uses over 2300 tons. By building a separate location for the winter sand, the existing building can be fully utilized for salt.

3. **A brief description of what the project includes:**

   The project will include the design and construction of sand storage buildings capable of storing at least 150 cubic yards of winter sand. A pole barn style building would be preferred for its low maintenance and easy construction. A standard set of plans for a sand storage facility can be developed for these 2 locations and can be utilized in the future at other State facilities that may need additional cold storage.

4. **Any back up information (include pictures or any other information that tells your story):** See photos.

Front of Andover 210 sand storage shed

Combination of salt and sand in Franklin 211 section which is currently inefficient

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 6

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations - Mechanical Services
PROJECT-TITLE / NAME		Twin Mountain Roof Replacement

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	
Construction (c)	946,568
Utilities (d)	
Architect / Engineering (e)	260,100
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	
Total Capital Budget Request	1,206,668

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	6,120
Estimated Useful Life:	25

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	A	
Definition Code:	A, B, C, D, or X	C	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #		⇨	

Project Justification (Be Concise)

This request is to replace an existing aluminum roof at a DOT satellite garage in Twin Mountain. The existing aluminum roof was designed with 2" of insulation to encourage heat loss to melt any accumulated snow/ice to reduce the roof's snow load. As a result, snow and ice slide of in large sheets which have caused building damage, safety concerns to employees and others, as well as unnecessary increases in utility consumption. Energy efficiencies will be realized as a new roof will be properly insulated. This project will decrease the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Bill Dusavitch, Mechanical Services Bureau Administrator **Telephone Number:** 271-3721

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Twin Mountain Roof Replacement

1. **Why the project is necessary:**

   The existing structure was constructed in 1969. The existing aluminum roof was designed with 2" of insulation. This design depends on heat loss to melt any accumulated snow/ice to reduce weight and is extremely dangerous as snow and ice slides off in sheets. The snow and ice sheet have caused damage to the building and is a serious safety issue. Energy efficiencies will be realized as a new roof will be better insulated.

2. **What the project is replacing or adding on to**:

   The project will replace the existing roof and add to the supporting structure to support a snow/ice load.

3. **A brief description of what the project includes:**

   The project will include design & construction of a new roofing system at the Twin Mountain satellite garage building (approx. 6,120 sf).

4. **Any back up information:** See photos.

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 7

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	962015	Division of Project Development
PROJECT-TITLE / NAME		Construction Project Estimation

Capital Budget Request

Site Acquisition (a)		
Site Improvement / Preparation (b)		
Construction (c)		
Utilities (d)		
Architect / Engineering (e)		
Computer Systems / Equipment (f)		1,000,000
Hardware		
Software	1,000,000	
Training		
Service		
Furnish / Equipment (g)		
Other (h)		
Total Capital Budget Request		1,000,000

Other Information

Total Square Footage:	
Estimated Useful Life:	14

Related Annual Operating Budget Expenditures / Savings Estimates

	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)

Requirement Code	A, B, C or D	B	
Definition Code	A, B, C, D, or X	D	
Funding Percentages by Source	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%

An Information Technology Project must be part of your IT Plan. Project # ⇨ SR-2022-19

Project Justification (Be Concise)

This request is to replace the Department's current Construction Project Estimation system with an integrated Project Development Estimating-Bidding-Contractor Payments and Materials Management System. The system will provide a planning and scheduling system for Project Development to maintain compliance with Federal requirements, improve schedule timeframes and delivering of projects. It will also improve accessibility and visibility of key project information for the agency. The current system requires replacement due to the expiration of the contract. This project will not affect the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Peter Stamnas, Director of Project Development **Telephone Number:** 271-1484

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Construction Project Estimation

1. **Why the project is necessary:**

   The project is necessary to replace legacy systems and one requires replacement due to expiration of the contract with no additional extensions available. The project has been included in the DoIT Technology Plan. Legacy system is source for long-range planning including Ten Year Plan, reporting requirements for State and Federal, and key systems for all DOT projects.

2. **What the project is replacing or adding on to:**

   This request is to replace the Department's current Project Management Information System (ProMIS) utilized for planning, estimating and other legacy construction management system.

   - Improve accessibility and visibility of key project information for the agency
   - Improve data access by down-stream systems
   - Replacement of legacy system
   - Project scheduling to improve delivery through coordination of multiple functional areas

3. **A brief description of what the project includes:**

   The system will provide a planning, estimating and scheduling system for the Department to maintain compliance with Federal requirements, improve schedule timeframes and delivering of projects. It will also improve accessibility and visibility of key project information for the agency and provide accountability for the complete project life cycle.

4. **Any back up information (include pictures or any other information that tells your story):** N/A

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 8

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations - Mechanical Services
PROJECT-TITLE / NAME		Lancaster-New Satellite Garage

Capital Budget Request	
Site Acquisition (a)	200,000
Site Improvement / Preparation (b)	792,000
Construction (c)	2,810,400
Utilities (d)	50,000
Architect / Engineering (e)	897,600
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	250,000
Other (h)	
Total Capital Budget Request	5,000,000

Other Information	
Total Square Footage:	16,000
Estimated Useful Life:	50

Related Annual Operating Budget Expenditures / Savings Estimates

	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)

Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request is to construct a new satellite garage in Lancaster. The existing structure, constructed in 1981, no longer meets the Department's needs relative to size, function, and safety. The current building layout is obsolete, lacks the ability to lift fleet units in the air, contains minimal space for tools and equipment, and does not allow for safe, ergonomic work processes. The new facility would also include a vehicle wash bay providing increased fleet longevity & decreased impacts on the environment. Land would be purchased for this project as the existing Lancaster campus would not support this project. Equipment to be purchased would total $250K and include a new mobile lift system, mohawk lift system and overhead crane system. This project will increase the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Bill Dusavitch, Mechanical Services Bureau Administrator **Telephone Number:** 271-3721

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/27/2022

Lancaster-New Satellite Garage

1. **Why the project is necessary:**

   Mechanical Services repairs and maintains the DOT fleet around the state. The existing structure was constructed in 1981 and the layout of the building is obsolete, potentially unsafe due to the inability to lift fleet units in the air and requires employees to utilize a "pit" that allows the employees access to the underside of heavy fleet units without having to use crawlers. The building only has two bay access doors, so fleet vehicles are “stacked” having the repair taking longer parked deeper in the bay so that the shorter job can get out of the bay. Current standards recommend that each mechanic should have their own overhead door to prevent this hardship. The building is too small (3,840 sf) and the ceiling is too low for tools and equipment that provide for additional safety and ergonomic benefits such as tire cages, mobile lifts and aquarius wash machines. The building is also too small for the additional requirements placed on the stockroom inventory associated with an increasingly diversified fleet. In addition, the specialized fluid that is now required to operate diesel engines is being ordered by the pallet and taking vast amounts of space. The crane would also be stored inside and not require moving to give employees room to work.

   The new building will contain a wash bay that provides additional fleet longevity and environmental improvements. The existing Lancaster campus does not support land needed to build a new facility, so land will need to be purchased. Funds are also needed for equipment including a new mobile lift system, Mohawk lift system and an overhead crane system.

2. **What the project is replacing or adding on to:**

   The project will construct a new Mechanical Services satellite garage building. The existing building can be demolished, or the existing structure may remain and potentially be utilized by Bridge Maintenance or Highway Maintenance.

3. **A brief description of what the project includes:**

   The project will include design and construction of a stand-alone satellite garage building (16,000 sf) with an optional wash bay. The site would have to be determined and purchased as the existing District Office location does not have available land to support the construction of a new facility. The availability of Town sewer & water is unknown. But would be very beneficial if we decide to construct an attached wash bay.

4. **Any back up information:** See photos of current space.

Lancaster entrance

Lancaster – Lack of room to work safely

Lancaster – Low ceilings so employees work in a “pit”. The ceilings are too low to raise the dump body of have use for mobile lifts that would improve ergonomics.

Lancaster – Lack of room to work safely

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 9

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		Lempster 215 - Patrol Shed Replacement

Capital Budget Request		
Site Acquisition (a)		
Site Improvement / Preparation (b)		270,000
Construction (c)		1,900,000
Utilities (d)		100,000
Architect / Engineering (e)		220,000
Computer Systems / Equipment (f)		5,000
Hardware	5,000	
Software		
Training		
Service		
Furnish / Equipment (g)		10,000
Other (h)		
Total Capital Budget Request		2,505,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	6,000
Estimated Useful Life:	50

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #		⇨	

Project Justification (Be Concise)

This request is to construct a replacement patrol shed maintenance facility for District 2 in Lempster. The current facility does not meet current building codes, cannot store maintenance vehicles, and is undersized to meet level of service requirements. A new facility can be sited on the existing land and would have 3 truck bays and crew areas appropriately sized for 6 full time employees with up to 10 total people during winter maintenance activities. This project will not increase the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Doug King - District 2 Engineer **Telephone Number:** 448-2654

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/27/2022

Lempster 215 - Patrol Shed Replacement

1. **Why the project is necessary:**

   The existing PS215 is undersized for the level of service required. The existing facility does not have enough bays to store all maintenance vehicles for that location and does not meet current building codes, is considered obsolete and potentially unsafe. The new facility can be sited on the existing land, would include three truck bays and a crew area appropriately sized for 6 full time employees and up to 10 total people during winter maintenance.

2. **What the project is replacing or adding on to:**

   This project is to replace District 2 Highway Maintenance Patrol Section PS215 facility in Lempster. The DOT 215 crew consists of 6 full time employees and up to 4 hired drivers for the winter season. The original facility was built in the 1960's, was expanded in the 1980's to include the two truck bays, and the last addition was to include a furnace room for fire safety.

   The roof of the original building from the 1960's had a major leak 4 years ago. The repair included applying a layer of roof tar material and covering it with mobile home roof coating. This repair work is only a temporary solution to the problem because the design of the original building includes a low-pitch roof and sub-standard small overhang of the roof rafters.

   In the winter, the facility is expected to have 2 state plow trucks, a front loader, and a hired plow truck. The current building is not able to store this equipment. Currently, to utilize the front loader the 2 state plow trucks need to exit the building. Performing maintenance of a state vehicle also requires moving another state vehicle outside to allow for room.

3. **A brief description of what the project includes:**

   The project will include a new 3 bay building that will house all state equipment. The approximate building footprint is to be approximately 60 feet by 100 feet. The building will have a foreman's office, a rest room, a crew break room, and resting quarters. The facility will also need water, sewer, electricity, phone, internet, and heating oil HVAC system.

4. **Any back up information (include pictures or any other information that tells your story):** See photos.

Main Entrance exterior

Truck bay exterior

Safety Break area

Main garage area

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 10

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations-Highway Maintenance
PROJECT-TITLE / NAME		Twin Mountain (Carroll) - New Multi-Purpose Facility

Capital Budget Request		
Site Acquisition (a)		
Site Improvement / Preparation (b)		300,000
Construction (c)		1,500,000
Utilities (d)		50,000
Architect / Engineering (e)		300,000
Computer Systems / Equipment (f)		5,000
Hardware	5,000	
Software		
Training		
Service		
Furnish / Equipment (g)		30,000
Other (h)		120,000
Total Capital Budget Request		2,305,000

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Other Information	
Total Square Footage:	4,200
Estimated Useful Life:	50

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #		⇨	

Project Justification (Be Concise)

This request includes the demolition of an existing building (former District 2 office building) located at the Twin Mountain site and construction of a new multi-purpose facility consisting of 2,500 sf of garage space for highway maintenance operations and 1,700 sf of office space. The existing facility was closed in 2011 as it is obsolete, unsafe for state employees, and does not meet current building codes. The new proposed facility in Carroll (Twin Mountain) would support existing maintenance operations as well as regional construction, bridge inspection and survey operations. The maintenance portion of the facility would house the District 1 welder mechanics and accommodate storage of winter maintenance equipment during winter to meet level of service needs. The facility that currently houses the district welder mechanics is located in Whitefield and cannot accommodate the two welder mechanics, associated equipment and tools. The office portion of the facility would accommodate 12-15 people from the Bureaus of Construction and Bridge Design and survey personnel. Office space is needed for the Bureau of Construction as the bureau does not have a field office and other existing field office space cannot support additional personnel. Bridge inspectors and survey personnel require a home base to complete office work and during inclement weather. Currently these crews are working out of a field office trailer with portable toilets throughout the winter months or are located in other areas throughout the district that are impractical to support their operations. This project will not increase the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Philip Beaulieu - District 1 Engineer **Telephone Number:** 788-4641

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/27/2022

Twin Mountain (Carroll) - New Multi-Purpose Facility

1. Why the project is necessary:

The proposed project includes the design, permitting and construction for a multi-purpose highway maintenance facility to replace the existing structure that is outdated, in disrepair and uninhabitable. The existing Twin Mountain highway maintenance facility does not meet modern building codes, electrical codes, or mechanical codes. This makes the facility a possible risk to life and safety for the state employees who should be occupying the building.

The maintenance portion of the new facility will primarily house the District 1 welder mechanics, currently located in Whitefield at the patrol shed facility not appropriately sized for two welder mechanics, associated tools and equipment. In addition, the building will be sized to accommodate some winter highway maintenance equipment kept at this location during the winter months. Currently, the vehicles kept at this facility must park outside with employees housed within a temporary office trailer. This inhibits the Department's response time for winter maintenance and reduces the longevity of the vehicle fleet.

The office portion of the facility will accommodate 12-15 people from Bureaus of Construction, Bridge Design and Survey. Office space is needed for the Bureau of Construction when there are active projects in the area that does not have a field office or field office space cannot support additional personnel. This can occur anytime but mostly in the fall and winter when projects are completed, and construction personnel are located for winter assignments. Bridge inspectors and survey personnel need the space as a home base to complete office work and when inclement weather prevents field work. The Bureau of Construction anticipates that office space will continue to be needed at this location. In other areas of the state, District Maintenance Offices can accommodate Bureau of Construction staff when other arrangements on active projects are not available. In this case, the District One office in Lancaster does not have the capacity to handle additional people.

The existing facility has been closed since 2011 forcing maintenance, construction, bridge inspection and survey personnel to conduct operations out of field office trailers on-site throughout the winter months with portable toilets and no running water, or to relocate to space not suited for operations, and winter maintenance equipment must also be kept outside. This inhibits the Department’s response time for winter maintenance and reduces the longevity of the fleet.

2. What the project is replacing or adding on to:

This project will replace the existing combined office and maintenance facility that has been closed since 2011 when it was deemed obsolete, unsafe for state employees and does not meet current building codes. The structure was previously the old District 2 Office Building with an attached maintenance garage and the office area being used by Construction prior to closing in 2011. The existing facility is over 6,000 sf. After review with Division of Public Works Engineers, it was determined that rehabilitation of the existing structure would not be a viable alternative as generally all systems (electrical, hvac and plumbing) as well as the building itself for structural, as well as code issues, would need significant upgrades. The project will also replace the need to lease a trailer for personnel.

3. **A brief description of what the project includes:**

   This project includes the design, permitting and construction of a new structure that will be right-sized and approximately 5,000 square feet in size. This project will include architectural design of the new facility as well as structural and civil site plans. Architectural and engineering analyses will be needed to define the building dimensions, layout and utility accommodations. The project will also include the demolition of the existing building (former District 1 office building) and the construction of a new subsurface disposal system.

4. **Any back up information (include pictures or any other information that tells your story):** See photos to follow.

Rear view of existing building. Note deteriorated condition, single pane windows, rotten trim and cracks in uninsulated cinder block walls.

Rear right side view of existing building. Siding and building trim in need of replacement. Note holes in roof trim where pigeons and animals have access to shed interior. Also, shed end of roof is too low for building extension to increase storage or headroom inside the building.

Close-up view of the holes in the trim and soffit where pigeons and animals gain access to the interior of the building.

View of interior of building. Note uninsulated ceiling panels.

View of temporary construction trailer to house highway maintenance employees during the winter months.

FORM 1A

STATE OF NEW HAMPSHIRE

CAPITAL IMPROVEMENT PROJECT REQUEST

FISCAL YEARS 2024-2025

PRIORITY # 11

	CODE	NAME
AGENCY	096	New Hampshire Department of Transportation
ACTIVITY / DIVISION	960515	Division of Operations- Highway Maintenance
PROJECT-TITLE / NAME		Pinkham 109 - Patrol Shed Replacement

Capital Budget Request	
Site Acquisition (a)	
Site Improvement / Preparation (b)	200,000
Construction (c)	2,000,000
Utilities (d)	
Architect / Engineering (e)	340,000
Computer Systems / Equipment (f)	
Hardware	
Software	
Training	
Service	
Furnish / Equipment (g)	
Other (h)	150,000
Total Capital Budget Request	2,690,000

Other Information	
Total Square Footage:	6,000
Estimated Useful Life:	50

Related Annual Operating Budget Expenditures / Savings Estimates	Expenditures	Savings
Permanent Personnel Services (a)		
Other Personnel Services (b)		
Current Expense (c)		
Equipment (d)		
Travel (e)		
Other (f)		
Total Expenditures / Savings Estimates		
Accounting Unit:		
Will these amounts be consistent each year?		

Capital Budget Criteria (See Instructions)			
Requirement Code:	A, B, C or D	B	
Definition Code:	A, B, C, D, or X	A	
Funding Percentages by Source:	G, F, H, O	H	100.00%
G = General F = Federal	G, F, H, O		%
H = Highway O = Other	G, F, H, O		%
An Information Technology Project must be part of your IT Plan. Project #	⇨		

Project Justification (Be Concise)

This request is for the design and construction of a replacement highway maintenance patrol shed for District 1 in Pinkham. The current facility is undersized to meet the level of service requirements, is structurally unsound, does not meet current building codes, and is not energy efficient. The new facility can be sited on the existing land and the existing structure will be demolished through this project. This project will have no effect on the State's utility consumption.

Preliminary Plans: Attach a schematic and location sketch when applicable on an 8-1/2" x 11" sheet.

Contact Name: Philip Beaulieu - District 1 Engineer **Telephone Number:** 788-4641

Name: Victoria F. Sheehan Victoria F. Sheehan **Commissioner** **Date:** 4/5/2022

Pinkham 109 - Patrol Shed Replacement

1. **Why the project is necessary:**

   The proposed project includes the design and permitting for a highway maintenance facility to replace the existing structure that is over 90 years old. The existing PS109 – Pinkham highway maintenance facility is undersized for current operations. In addition, the current facility does not meet modern building codes, electrical codes, or mechanical codes. This makes the facility a possible risk to life and safety for the state employees that occupy the building.

   The existing structure is too small to safely and efficiently accommodate the highway maintenance vehicles and equipment that are needed to meet the current level of service in this area. A new facility could be sited on the property and be designed to improve the safety and efficiency of highway maintenance operations as well as to allow for utility, energy conservation and computer system upgrades.

2. **What the project is replacing or adding on to:**

   This existing facility is over 90-years old and is under 3,000 square feet with very limited crew quarters in the current configuration. The current facility is too small to accommodate crew members to take safety breaks during winter storms and does not provide adequate office space for the foreman, which is not conducive for employee relations. The existing wastewater disposal system is currently in failure and needs to be replaced.

   In the winter, trucks outfitted with plows and salt spreaders barely fit into the garage area and when they are in the garage, they restrict worker circulation within the building. The tight space with equipment in the garage is a safety concern and increases the potential for accidents when taking equipment in or out of the building. Newer plow trucks equipped with vehicle emissions controls can also have temperature related issues if not stored in an above freezing environment.

3. **A brief description of what the project includes:**

   This project includes the design, permitting and construction for a new structure that will be right sized at approximately 5,000 square feet. This project will include architectural design of the new facility as well as structural and civil site plans. Architectural and engineering analyses will be needed to define the building dimensions, layout and utility accommodations.

   The new facility will be designed to meet all modern code requirements and include crew quarters, restrooms, foreman office and adequate space for storage of vehicles, equipment, tools and supplies that are kept onsite.

   In recent years, the facility has received a new fueling station, salt storage shed and spreader storage building and therefore the project will not include provisions for these aspects.

4. **Any back up information (include pictures or any other information that tells your story):** See photos to follow.

Front view of existing patrol shed. Garage doors need replacement and are undersized to safely accommodate the vehicles and equipment.

Rear view of existing patrol shed. Siding and building trim in need of replacement. Shed end of roof is too low for building extension to increase storage or headroom inside the building.

View of the front of truck with plow equipment mounted and parked in shed. Minimal clearances and uneven surfaces throughout the building make it difficult to navigate and increase risk of accidents and injuries.

View of inadequate headspace over parked vehicle.