

*New Hampshire  
Department of Transportation*



*annual report*

Fiscal Year 2008



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# Letter from the Commissioner

*December 31, 2008*

As Commissioner of the New Hampshire Department of Transportation it is my privilege to work with an extraordinarily capable and dedicated group of people. Throughout this Department I have found professionalism, experience, pride in the work accomplished, and commitment to serving the citizens and users of our transportation system.

The NHDOT, like most of its counterparts nationwide, faces unprecedented challenges in funding the needs and responding to the demands of a system that is the cornerstone of the State's economy and enhances our way of life.

Our workforce in partnership with state policy makers, community leaders, and contractors are the core of our competency. In the pages that follow you will read about their accomplishments and I hope you will be as confident as I am that this skilled team will help us through the tough challenges ahead.

My predecessor, Charles O'Leary, certainly understood those challenges during his tenure, which included most of the 2008 Fiscal Year. In an extensive and difficult review process as part of the development of the next State Ten Year Transportation Improvement Plan, the Department prepared a financially responsible and feasible Ten Year Plan for 2009 to 2018 that was ultimately adopted by the Legislature in June 2008. In response to needs demonstrated on New Hampshire's Turnpike System, Governor Lynch and the Executive Council supported increases in toll revenues that allowed the replacement of Red List Bridges and the expansion of the Spaulding Turnpike in Rochester to proceed.

As always, the key to this agency is its people and their pride in the jobs that they do. The NHDOT's highway maintenance crews once again provided exemplary service throughout the winter of 2007-2008 that featured record-breaking snowfall. During FY 2008, approximately

120 bridge repair projects were undertaken and completed, including the removal of five bridges from the State Red List and three bridges from the Municipal Red List.

A fourth bridge inspection team was added to expand the Department's bridge inspection efforts to include larger culverts.

East-west travel in the Windham-Salem area was significantly improved with the opening of a major section of the new NH Route 111 Bypass in November 2007. The new road alleviates much of the traffic congestion in the area while improving motorist safety. The rebuilding of Interstate 93 between Salem and Manchester accelerated with work getting underway on the reconstruction of the Exit 1 interchange at Rockingham Park Boulevard in Salem, and the reconstruction of ramps at the Exit 5 Interchange in Londonderry. Two new park and rides and bus terminals were built at Exit 2 in Salem and Exit 5 in Londonderry. Access to downtown Manchester was greatly improved with the completion of the I-293 Exit 5 interchange (Granite Street) to include a new southbound off-ramp and a northbound on-ramp. The \$28.7 million project also replaced a Red List Bridge over Granite Street.

The connection between safe and efficient transportation and a vibrant economy cannot be over emphasized. The New Hampshire Department of Transportation remains committed to maintaining and improving New Hampshire's transportation system for all who use it and depend upon it.



Sincerely,

A handwritten signature in black ink, appearing to read "J. N. Gully". The signature is stylized and fluid.

# Improving Mobility

## Enhancing New Hampshire's Transportation System

During FY 2008 the NHDOT awarded 58 construction contracts to 38 different contractors totaling approximately \$153 million. A total of 56 contracts (totaling \$102 million) were completed or accepted for maintenance by NHDOT Operations forces. These projects included roadway and bridge



projects at the state and municipal levels, pavement resurfacing, park and ride facilities, congestion mitigation, wetland creation, traffic signal replacement, guardrail upgrades, landscaping, rest area reconstruction and building demolitions.

Major roadway work completed included: reconstruction of the I-293 Exit 5 interchange and the widening of Granite Street in Manchester; pavement rehabilitation and resurfacing of 12 miles on I-89 from Hopkinton to Bow and in Warner; pavement rehabilitation of 16 miles of NH 101 from Epping to Hampton; the construction of four roundabouts – NH 101 in Keene, (page 4 top photo) NH 175 in Plymouth, US 3 in Meredith, and NH 1A in Rye; and the reconstruction and widening of Candia Road in Manchester, NH 4A in Enfield, NH 125 in Plaistow, NH 102 in Hudson, US 4 in Chichester, NH 26 in Colebrook and NH 112 in Albany.

Bridge construction work completed included: replacement of the US 3 double-decker bridge over the Suncook River in Pembroke and Allenstown; (page 1 photo) replacement of the St. Lawrence and Atlantic Railroad bridge over Green Street in Berlin; replacement of the NH 175 bridge over the Pemigewasset River in Holderness and Plymouth (page 2 top photo); and the replacement of the NH 155 bridge over the B&M Railroad in Madbury.

Other notable completed projects in FY 2008: reconstruction and widening of the first permanent repair to NH 123 in Alstead that was heavily damaged by flooding in October 2005; the construction of a new pedestrian bridge adjacent to the NH 16 bridge over the Ellis River in Pinkham's Grant; and stabilization of a failed slope on West Road in Canterbury.

Interstate work continues on the reconstruction of Interstate 93 in Salem, Windham and Londonderry resurfacing and pavement rehabilitation on I-89 from Hopkinton to New London and construction of new concrete median barrier on I-93 in Hooksett and Bow.

Ongoing roadway improvements include: resurfacing, reconstruction and widening of NH 106 and NH 140 in Loudon and Belmont; reconstruction and widening of NH 123 in Alstead, and the reconstruction of the NH 128/Stonehenge Road intersection in Londonderry.

Bridge work also continues on: the replacement of Cohas Avenue Bridge over I-93 in Manchester; rehabilitation of the I-95 bridge over the B&M Railroad in Portsmouth; replacement of the NH 1A wooden bridge over Seavey's Creek in Rye; replacement of the NH 28 bridge over Merrymeeting River in Alton; and widening and rehabilitation of the Merrill's Marauders Bridge (Everett Turnpike) over the Souhegan River in Merrimack.

## The Rebuilding of Interstate 93

The rebuilding of the vital Interstate 93 corridor between Salem and Manchester accelerated with work getting underway on the reconstruction of the I-93 Exit 1 interchange at Rockingham Park Boulevard in Salem. This \$22 million project addresses seven “Red List” Bridges, with completion expected in October 2009. Two new park and rides and bus terminals are under construction at Exit 2 in Salem and at Exit 5 in Londonderry. These facilities will be integral to a program expanding intercity and commuter bus service along the I-93 corridor. By the end of 2008, approximately \$40 million in I-93 rebuilding work will be completed.

## The Spaulding Turnpike Expansion Project

Additional Turnpike revenues generated by an October 2007 toll increase enabled work to get underway on the Spaulding Turnpike Expansion project between Exits 11 and 16 in Rochester. This \$156 million project will replace or rehabilitate 16 bridges, including the removal of four bridges from the “Red List”. Two additional travel lanes will be added for 5.6 miles of the Spaulding Turnpike (NH Route 16).

## Major Section of new NH Route 111 Bypass Opens in Windham and Salem

More than four years after construction began, a major section of the new NH Route 111 Bypass in Windham and Salem opened to traffic on November 5, 2007. (right middle photo) The \$33 million project extends from Exit 3 of I-93 in Windham to the intersection with Zachary’s Crossing in Salem. The opened section is 2.75 miles. Major work remaining includes the reconstruction of NH 111 from Searles Road to I-93. When completed, the new bypass will run approximately 3.25 miles. The new road alleviates much of the traffic congestion in the area, improving safety and reducing delays.

## NH’s Newest “Single Point Urban Interchange” Opens at I-293’s Exit 5 in Manchester

Access to and from the center of New Hampshire’s largest city has been greatly improved with the opening of a “Single Point Urban Interchange” at Exit 5 of I-293. (right bottom photo)

The Granite Street interchange is now complete with the addition of a southbound off ramp and a northbound on ramp. The improved interchange, combined with a city project replacing the bridge over the Merrimack River, will also relieve traffic pressures at Exits 4 and 6.

The \$28.7 million project replaces a “Red List” bridge over Granite Street and is “a new gateway to downtown, the Millyard and the West Side.”



# Improving Mobility

## Unique New Intervale Scenic Vista Center Built Into a Hillside

After years of planning and revisions, the new Intervale Scenic Vista Center is now a reality. The \$2.6 million facility opened to visitors in October 2007, with a unique design built into the hillside that offers a spectacular and unimpeded view of the Mt. Washington Valley.



The Scenic Vista Center on US 302 is modeled after an in-ground visitors center in Jackson Hole, Wyoming that overlooks the National Elk Refuge.

Visitors will enter the semi-circular building at ground level, then take an elevator or stairs down 12 feet to the main steel and concrete structure with a New Hampshire granite exterior.

NHDOT District 3 employees and volunteers from the Mt. Washington Chamber of Commerce staff the Intervale Vista Center.

## Rapid Bridge Construction Reduces Traffic Disruptions

Following up on earlier successes, the NHDOT's Bridge Design Bureau continues to refine methods for accelerated construction and replacement of deficient bridges. This includes developing details for full-depth concrete deck panels to shorten

construction time and reduce the impact on traffic. Although not suitable for all bridge projects, these techniques have yielded considerable times savings. In FY 2008, rapid bridge construction was used for a deck replacement project over the Connecticut River between Haverhill, NH and Newbury, VT.

## Numbers Rise in Those Riding Buses and Carpooling

Ridership on the rural transit systems assisted by the NHDOT increased approximately 12% in FY 2008. The new Boston Express bus service from Nashua to Boston, initiated in February 2007, has exceeded expectations with an annual ridership of about 35,000 passengers. Spurred by rising gasoline prices, the NH Rideshare Program has also experienced significant growth, with the number of participants in its free ride matching database increase by 60% over the previous fiscal year.

## Aeronautics Bureau Helps Life-Saving Helipad Become a Reality in Errol

A new strip of asphalt in a rural area of New Hampshire's North Country can be a lifesaver for someone seriously injured in an accident. An October 2007 ceremony recognized the new helipad at Errol International Airport and those who helped secure a State grant to help pay for the \$12,860 project. (page 4 bottom photo)

Because Errol Airport's landing strip is a gravel and grass runway, it poses a problem for helicopters, which can draw dust into the engines. That meant seriously injured patients had to be driven 26 miles to Colebrook, jeopardizing the so-called "golden hour" during which the chances of survival increase significantly if the patients reach a hospital.

The NHDOT's Aeronautics Bureau is pursuing additional grant money to allow for the installation of lights around the 65 x 65-foot Errol helipad, which could be activated by a helicopter crew during a landing approach.

## SAFE ROUTES TO SCHOOLS (SRTS)

Encouraging students to walk or ride bicycles to school is the goal of the Safe Routes to School Program (SRTS). The program is designed for children in kindergarten through eighth grade, including students with disabilities, who live within approximately two miles of school. In December, 2007, the first round of funding was awarded. Ten New Hampshire communities were recognized for efforts to encourage children to safely walk or ride bicycles to school. Their projects were approved for a total of \$483,952 in the first round of funding under the SRTS program administered by the New Hampshire Department of Transportation (NHDOT) in partnership with the Federal Highway Administration (FHWA). (page 22 middle photo)

## FUNDING ASSISTANCE TO COMMUNITIES

The NHDOT has several Federal and State programs for funding improvements to local transportation systems, many of them municipally managed that are overseen by the Bureau of Planning and Community Assistance. The NHDOT completed a thorough Process Review of its Municipally Managed Programs through the Federal Highway Administration. Municipal management provides the municipalities the ability to lead and develop the scope and timeframe of the project subject to funding availability and program guidelines. Programs include:

- Transportation Enhancement (TE)
- Congestion Mitigation and Air Quality (CMAQ)
- State Aid Bridge
- State Aid Highway
- Block Grant Aid
- Safe Routes to Schools
- Scenic Byways

## 2009-2018 TEN YEAR PLAN

New Hampshire's latest Ten Year Transportation Improvement Plan represents a very aggressive effort by the NHDOT to review, educate and promote a financially constrained, feasible, supportable plan that was ultimately adopted by the Legislature in June 2008. Starting in the summer of 2007, 33 public hearings were held throughout the state to receive public input. The financial responsibility that was brought into the Ten Year Plan process continues to be an integral part of project management and day-to-day project activities.



# Maintenance and Preservation

## Highway Maintenance

Highway Maintenance crews plowed through a record-breaking 2007-2008 winter snowfall of 119 inches during one of the most severe winters in modern New Hampshire history. Winter maintenance activities on over 8,700 lane miles of the State roadway system accounted for over one-third of the Bureau's total yearly expenditures.



The NHDOT's ability to store most of its yearly salt needs for anti-icing treatments was further improved by the construction of salt sheds/cold storage in Haverhill, and two high-arch gambrel salt sheds in Thornton and Ashland. Construction was also completed on a new patrol facility and salt/sand shed in New London to improve environmental compliance in the Little Lake Sunapee Watershed.

The Highway Maintenance Bureau also continued deployment of the automated Road Weather Information System (RWIS) statewide to better predict road and weather conditions. The use of salt brine for anti-icing efforts continued along the I-93 corridor from Salem to Manchester.

## Bridge Maintenance

Maintaining the 2,123 state-owned bridges remains a top NHDOT priority. During FY 2008 there were 1,300 regularly scheduled inspections of

state bridges and 1,050 inspections of municipal bridges. Approximately 120 bridge repair projects were completed, including the removal of five bridges from the State Red List and three bridges from the Municipal Red List. Red List bridges have known deficiencies that require more frequent inspections. Among the bridges repaired were four wooden covered bridges (two state-owned and two municipally-owned).

A fourth bridge inspection team was added to expand the NHDOT's bridge inspection efforts to include larger culverts. These culverts are in the three to ten foot span range and do not meet the state definition for a bridge structure (a span of 10 feet or greater). However, these culverts are an integral part of the New Hampshire's highway transportation system, and it's important that their condition and integrity are evaluated and maintained.

Engineering assistance was provided on the replacement or rehabilitation of 27 bridges for communities participating in the Municipally-Managed Bridge Program through the Planning and Community Assistance Bureau.

## Turnpikes

The New Hampshire Turnpike System consists of 93 miles of limited access highway, 36 miles of which are part of the U.S. Interstate Highway System, comprising a total of approximately 631 total lane miles. A toll rate increase approved on October 22, 2007 by the Executive Council enabled Turnpike construction work to begin in November on the rehabilitation and widening of the Spaulding Turnpike in Rochester from Exit 11 to Exit 16. (page 6 top photo and page 22 bottom photo)

Among the Turnpike maintenance work completed in FY 2008: major road and bridge improvements at the Exit 5 interchange (Granite Street) in Manchester; asphalt resurfacing of over 46 lane miles; repainting five overpass bridges at the Spaulding Turnpike/I-95 interchange in Portsmouth;

installed protective debris netting under 11 bridges at various locations along the F.E. Everett and Spaulding Turnpikes; completed the reconstructing of the Spaulding Turnpike Exit 9 interchange and Indian Brook Drive in a joint effort with the City of Dover; completed the bridge rehabilitation of the Grandview Road Bridge over I-93 in Bow; completed a new fuel station at the Hooksett Maintenance facility; and completed expanding the Hooksett Toll Plaza canopy over lane 1.

In addition, work began on major construction of the Manchester-Boston Regional Airport Access Road that included modifications to the Bedford Toll Plaza.

## Preserving New Hampshire Airports

Preserving New Hampshire's public use airports remains a top NHDOT priority. The Bureau of Aeronautics continued implementation of the State Airport System Plan in FY 2008 and processed registrations for 116 airports and more than 1,280 aircraft. Of \$900,000 generated in revenue, nearly \$208,000 was distributed back to public-use airports for improvements and maintenance projects. Aeronautics secured approximately \$42 million in Federal Aviation Administration (FAA) funds for airport improvements and matched those funds with \$2.48 million in State funds.

The State of New Hampshire has also been approved by the FAA for an Airport Block Grant Program, thus giving Aeronautics the flexibility to redistribute funds for non-primary airport improvements based in part on local needs. The first airport improvement grants under this program were the FY 2008 grants, totaling \$4.6 million, to eight airports.

## Preserving Vital Rail Corridors

The Bureau of Rail & Transit maintains and repairs 200 miles of active state-owned railroad lines in partnership with private rail companies, as well as inactive lines used for recreation. One of the projects completed during FY 08 assisted the operating railroad with replacing 1.5 miles of lightweight, obsolete rail in Jefferson and Whitefield with heavier rail. This was part of a larger maintenance project on the rail line from Whitefield to Groveton, which provides freight service to a manufacturing plant in Whitefield, a growing local employer and new rail customer. Wiley Brook Railroad Trestle in Crawford Notch has a new look thanks in part to the efforts of Bridge Maintenance Crew #2. (bottom right photo) The work included fabrication and replacement of the existing roller bearings, re-pointing the abutments and center pier and trimming trees back away from the structure.



# Research and Technology

## Spring Thaw Predicting Aims to Protect Roads While Ensuring Commerce

Warmer spring weather means sections of road across the state are vulnerable to pavement breaking up as the winter frost leaves the underlying road base. This leads to annual road postings for weight limitations and much frustration among certain industries (i.e. logging, concrete, construction, etc.).



In an effort to more precisely predict when to post and lift weight restrictions, the NHDOT's Bureau of Materials and Research is working with District 2 and the USDA Forest Service to develop a real-time spring load methodology to assist the Maintenance Districts with posting roads during the spring thaw.

The Spring Thaw Predictor project involves gathering data to be used in the modification of a pavement strength model known as the Enhanced Integrated Climatic Model (EICM) to New Hampshire conditions. Materials and Research and District 2 gathered data for use in modifying the EICM weekly at several sites in District 2 and on the Kancamagus Highway in District 3. Each site has water table measuring holes, frost tubes, pavement and subsurface temperature sensors, and atmospheric weather stations.

The stiffness of the road at each site under the current conditions is measured using a special piece

of equipment called a Falling Weight Deflectometer (FWD) rented from Worcester Polytechnic Institute. Using the FWD, the researchers drop weights to simulate a 6,000 lb, 9,000 lb, 12,000 lb, and 16,000 lb dual-wheel loads from a truck. The goal is to give the NHDOT Districts a more accurate window of when to post roads. By developing the EICM into a real-time prediction tool, New Hampshire and the Forest Service should have a scientifically based, first-of-its-kind aid in roadway preservation.

## Evaluating the Accuracy of the NHDOT's Road Weather Information System

Winter weather can present extremely hazardous driving conditions, especially in an area of varying weather patterns and mountainous terrain, such as New Hampshire. In order to thoroughly treat roadways, NHDOT personnel rely on accurate and frequent up-to-date weather data to assist in the decision-making process because the timing and onset of a winter storm is crucial when making a decision. The purpose of the Road Weather Information System (RWIS) is to improve travel safety and provide effective and cost-efficient road maintenance. The NHDOT and Plymouth State University (PSU) have collaborated on a joint research project involving the RWIS network. The network includes 12 RWIS stations (page 8 bottom photo) that measure air and dew point temperature, relative humidity, wind speed and direction, visibility and precipitation. Plymouth State researchers compared RWIS data, observed weather conditions and maintenance activities with the goal of providing guidance on how to best use the information from the RWIS system to improve maintenance decision-making. The PSU study concluded that, in general, RWIS data is accurate and reliable. The final report is expected to show how a better understanding of RWIS data can improve maintenance force response to weather events.

## “Smart Work Zones” in Place on I-93 and the Spaulding Turnpike

With the goal of providing safe and efficient travel corridors through construction work zones, the NHDOT deployed “Smart Work Zones” as part of the I-93 rebuilding project in Salem and the Spaulding Turnpike Expansion project in Rochester. The Smart Work Zones consist of changeable message signs that provide information to motorists as they travel through the work zones, traffic sensors that measure vehicle volumes and speed, and mounted cameras that provide images of traffic through the construction corridors. Traffic data will be collected and used by the NHDOT to evaluate the impact of the work zones on traffic.

## Monitoring the Effectiveness of High Performance Concrete

Visual inspections have historically been the primary means to evaluate the condition of New Hampshire bridges. An eight-year old Rollinford bridge (Rollins Road) features a deck constructed of high-performance concrete (HPC) that has a series of strain and temperature sensors to monitor the structural behavior of the bridge deck and girders. In April 2008 a load test was conducted on the Rollins Road Bridge by University of New Hampshire researchers as part of an ongoing study sponsored by the NHDOT. (right middle photo) Current temperature strains will be compared with data collected in a similar load test experiment in 2001. This approach can be used long-term to supplement visual inspections by capturing the behavior of bridge components.

## Instrument Landing Feasibility Study at Whitefield Airport

In October 2007 the NHDOT entered into an agreement with the Federal Aviation Administration (FAA) to investigate the feasibility of establishing a full Instrument Landing System (ILS) at the Mt. Washington Regional Airport in Whitefield. The purpose of the study was to determine if a full ILS could be successfully sited given the terrain and airfield layout limitations at the airport, and to provide a preliminary cost estimate for the installation.

As a result of the study, the FAA determined that an ILS could be properly sited. The results of this research will give airport managers and aviation officials a more complete picture of the implementation needs of an ILS at Mt. Washington Regional Airport, and will allow an environmental assessment and preliminary design to proceed.



# Environment Stewardship and Safety

## A New Office of Stewardship and Compliance

In response to the need for more emphasis regarding environmental and health and safety issues, the NHDOT established the Office of Stewardship and Compliance (OSC) in July 2007. The OSC will emphasize awareness education and training, site/facility audits and implementation



of management systems and pertinent programs. The OSC is organizationally located within the Commissioner's Office, reporting directly to the Commissioner. It has three units: Administration, Environment Section and Health and Safety Section. The OSC provides the support necessary to go beyond simply compliance to achieve continued excellence in environmental and safety stewardship.

Major OSC activities/accomplishments in FY 2008:

- Site investigations and remediation, as necessary, completed at the Franklin Bridge Maintenance Yards and other sites.
- Consultant firm retained to conduct the multi-media environmental compliance audits throughout the Division of Operations; audit field work completed at all District 2 facilities; District 3 and Bureau of Traffic audits underway.
- Consultant retained to oversee implementation of environmental management systems (EMS)

throughout the Division of Operations; "gap" analysis of the Bureau of Traffic's existing EMS completed; EMS "tools" under development.

- Internal health and safety programs being reviewed and revised, as necessary.

## Traffic Bureau Takes the Lead on Environmental Management

As efforts continue to implement Environmental Management Systems (EMS) throughout the NHDOT's Division of Operations, the Traffic Bureau has taken the lead in this process, primarily to address issues related to the pavement marking program. One of the key EMS benefits is the ongoing development of documented procedures for several aspects of the Bureau's goals of environmental compliance and organizational efficiencies. Benefits realized through Environmental Management Systems in transportation agencies include reducing waste, recovering resources, increased workforce efficiencies, and cost savings and cost avoidances.

## A Detailed Inspection of Stormwater Structures

During the summer of 2008, the Bureau of Environment inspected 101 Department owned and operated stormwater structures around the state. The inspections revealed that most structures were in good shape. However, many housekeeping tasks such as unplugging low flow orifices, mowing, cleaning underground structures and removing trees have been neglected, and are affecting the performance of the structures. Also identified were some design flaws such as sealing pipe joints, providing larger stone protection, and cutoff walls in spillways. The knowledge gained from the inspections is being shared with the Bridge and Highway Design Bureaus, the Highway Maintenance Bureau and the Construction Bureau.

## Greater Efficiency in Documenting NHDOT Mitigation Sites

The NHDOT now has a more consistent approach to keeping track of its environmental mitigation sites in electronic form. The Bureau of Environment has launched a database to document right-of-way information as well as clear descriptions of the various sites, and specific directions to each location. The database also allows for the easy documentation of mitigation site inspections. A system for notifying responsible parties of upcoming required monitoring dates for these mitigation sites is currently being tested. The goal is to make mitigation site data more accessible, as well as make monitoring efforts and the ability to meet Department of Environmental Services' conditions placed on these mitigation sites more efficient.

## Culverts and Wildlife Connectivity

The New Hampshire Department of Transportation and Antioch University in Keene have partnered to study culverts as a means of connectivity to wildlife and a way to mitigate road mortality. Biologists nationwide have been researching ways to cross wildlife under roads. This is particularly important because wildlife populations are threatened by human population growth and expansion, habitat loss and fragmentation, climate change, invasive species and disease.

In Cheshire County, studies were conducted in 2007 to investigate the amount of herpetological species (reptiles and amphibians) found dead on the road. Animals were photographed while passing through culverts, providing evidence that culverts can assist in habitat connectivity in wetland areas.

Infrared monitors and cameras were installed in culverts in Marlow, Keene, Sullivan, Swanzey and Fitzwilliam. Numerous mammals including muskrat, beaver, raccoon, and otters were photographed passing through the culverts.

## Highways and Habitats

Efforts continue to educate NHDOT staff on the impacts transportation projects have on animals and their habitats, and methods to reduce these impacts. Early identification of potential habitat impacts will save time and money during the project development and permitting stages. Twelve NHDOT employees participated in the second "Highways and Habitats" course to better understand animals and their habitats. This Vermont-based course conducted by Keeping Track Inc. provides Department staff with the knowledge and understanding of habitat requirements typical of New Hampshire wildlife and how to plan projects accordingly.



## Manual Produced to Guide in Addressing Invasive Plants

Invasive plants impact transportation corridors in a number of ways, from reducing sight distance and encroaching on travel lanes, to pushing up through pavement and blocking culverts.

Increasing concerns over invasive plants and the role NH Department of Transportation activities



could potentially play in the spread of these plants along roadsides in New Hampshire prompted the Environment Bureau to produce the manual “Best Management Practices for Roadside Invasive Plants”. Practices outlined in the manual will help reduce the spread and establishment of the many types of invasive species.

NHDOT priority species are Japanese Knotweed, Purple Loosestrife, Phragmites, Oriental Bittersweet and Spotted Knapweed.

*District 6 forces completed a GPS inventory of all drainage assets within the District limits. This included over 25,000 separate inventory entries that were compiled to create a booklet for patrol crews to identify those assets assigned to each location.*

## Amber Lighted DOT Vehicles Added to NH’s “Move Over” Law for Roadside Stops

NH Department of Transportation personnel and tow truck drivers now have the same legal protection as police officers and ambulance drivers when they pull over to provide roadside assistance to motorists.

A new law has made New Hampshire the 25th state to require motorists to “move over” when they see emergency vehicles or roadside assistance vehicles. House Bill 1235 added “amber emergency or warning lights” to a three year-old law that already included blue and red lights. An average of 200 people a year are killed nationwide while providing roadside assistance.

## NHDOT Signs on to Coastal Watershed Partnership

The fight against invasive plants in New Hampshire took another step forward in May 2008 when 11 state and federal agencies, including the NH Department of Transportation, signed onto an alliance against aggressive, non-native species in 42 towns in the seacoast region. (left photo) The signatories in the Coastal Watershed Invasive Plant Partnership (CWIPP) are committed to work together on invasive species management for five years. CWIPP is based on a model of a “cooperative weed management area”, an organizational structure popular in the western United States.

# People

FY 2008 proved challenging from a staffing perspective as the NHDOT experienced turnover in a large percentage of its workforce. The Human Resources Bureau filled positions and began implementation of strategic workforce initiatives through an increased focus on Workforce Planning and Development. A Workforce Planning model has been created which focuses on recruitment, retention and employee development and training. The model is an organized process for identifying the number of employees and the type of skill sets required to meet DOT goals and strategic objectives. Introduction of workforce planning and development will be presented department-wide in FY 2009.

Multiple trainings were conducted to develop leadership skills in FY 2008 with leadership topics including: The Role of the Supervisor: Working with Individuals, Team-Building: Working with Groups, Managing a Work Unit, Managing a Diverse Workforce, and Presentation Skills.

A Blue Ribbon Commission established in FY 2007 completed a comprehensive analysis of Civil Engineering wages and made recommendations for the NHDOT.

## Summer Youth Landscape Program

The Roadside Development Section (Highway Design Bureau) supervised the Summer Youth Landscape Program for students from across the country. The conservation crew planted wildflowers, perennials, trees, and shrubs, and mulched of planting beds along state highways and in State parks. (middle photo) This program's accomplishments included landscape maintenance work at welcome centers, restoration of wildflower beds, and the removal of invasive species in wetland areas.

## Popular New I-93 Service Patrol Minimizing Delays

Help for stranded motorists along the southern segment of the busy Interstate 93 corridor is now only an orange truck away. In the spring of 2008, the NHDOT implemented a pilot Service Patrol Program on I-93 from the Massachusetts state line to Exit 4 aimed at minimizing delays to the traveling public in conjunction with the rebuilding of I-93. (bottom photo) During the program's first three months, NHDOT Highway Maintenance District 5 personnel responded to 372 roadside incidents that included accidents, car fires, flat tires, dead batteries, empty fuel tanks, debris in the roadway and drivers needing directions.

*With guidance from NHDOT Engineers, students from Belmont High School won two First Place Awards in a National Model Bridge building competition that promotes civil engineering.*



# Legislation

## Chapter Bill

0001	HB692	Relative to workers' compensation.
0003	HB754	Repealing the law relative to the Maine-New Hampshire Interstate Bridge Authority.
0024	HB1168	Extending the time for the City of Rochester to commit to acquiring Skyhaven airport.
0032	HB1377	Relative to New Hampshire's rest areas and welcome centers.
0039	SB364	Relative to vehicle weight tolerance.
0071	HB1295	Establishing a commission to study issues relating to stormwater.
0077	HB1448	Relative to documents prepared by the Department of Transportation and reimbursement fees for such documents.
0084	HB1604	Relative to the electronic toll collection system.
0085	HB1631	Relative to the purchase of biodiesel fuels.
0106	SB407	Establishing a committee to study the right of entry upon lands for the purpose of conducting a land survey.
0141	HB1165	Relative to Department of Transportation traffic control registrations.
0143	HB1207	Relative to standards for highway and bridge construction.
0146	HB1235	Relative to motorist duties when approaching highway emergencies.
0162	HB1607	Relative to firefighter services leave for state employees.
0180	HB1404	Relative to liability insurance for passenger rail service.
0184	HB1453	Relative to civil liability for damage to protective barriers.
0202	HB436	Expanding employee freedom of expression to all public employees.
0208	HB1145	Designating the Senator Otto Oleson Scenic Overlook in Jefferson.
0209	HB1203	Relative to bicycles.
0210	HB1206	Relative to park and ride facilities.
0252	HB1646	Relative to the 10-year transportation improvement plan.
0281	HB1228	Relative to sales of motor vehicle fuel by the Department of Transportation to certain nonprofit corporations.
0329	SB361	Relative to the widening of Interstate 93.
0380	SB516	Relative to aid for county bridges.

# Organization Chart - (NHDOT)

## COMMISSIONER

George N. Campbell, Jr.  
271-3734

Assistant Commissioner  
and Chief Engineer

Jeff Brillhart  
271-3734

Deputy Commissioner  
Christopher D. Clement, Sr.  
271-3734

Public Information  
Officer

Bill Boynton  
271-6495

Steward and  
Compliance Office

Bill Hauser  
271-3226

Hearings Examiner

Kathleen Mulcahy-Hampson  
271-3734

Audit

Carol Macuch  
271-1557

Labor  
Compliance

David Chandler  
271-6754

## DIRECTORS

FINANCE  
(vacant)

AERONAUTICS  
RAIL & TRANSIT

Jack Ferns  
271-1697

OPERATIONS

Lyle "Butch" Knowlton  
271-3736

PROJECT DEVELOPMENT

William Cass  
271-1486

ASSISTANT DIRECTOR

Michael Pillsbury  
271-7419

ASSISTANT DIRECTOR

William Janelle  
271-1486

## BUREAU ADMINISTRATORS AND DISTRICT ENGINEERS

Finance & Contracts  
Thomas Martin  
271-3466

Aeronautics  
Tricia Lambert  
271-2551

Bridge Maintenance  
Karen Gola  
271-3667

Bridge Design  
Mark Richardson  
271-2731

Materials & Research  
Alan Rawson  
271-3151

Human Resources  
Fran Buczynski  
271-6070

Railroads &  
Public Transportation  
Christopher Morgan  
271-2468

Turnpikes  
Harvey Goodwin  
485-3806

Highway Design  
Craig Green  
271-2171

Project Management  
Chris Waszczuk  
271-2171

Mechanical Services  
Thomas Jelley  
271-3721

Environment  
Charlie Hood  
271-3226

Right-of-Way  
William Oldenburg  
271-3222

Public Works \*  
Mark Whittemore  
271-3516

Office of Information  
Technology Services\*  
Gail Hambleton  
271-3281

Traffic  
William Lambert  
271-2291

Construction  
Ted Kitsis  
271-2571

Planning &  
Community Assistance  
William Watson  
271-3344

Highway Maintenance  
Caleb Dobbins  
271-2693

\*embedded State Bureau

District 1  
Lancaster  
Greg Placy  
788-4641

District 2  
Lebanon  
Alan Hanscom  
448-2654

District 3  
Gilford  
Mark Morrill  
524-6667

District 4  
Swanzy  
Doug Graham  
352-2302

District 5  
Hooksett  
Pamela Mitchell  
485-9526

District 6  
Durham  
Doug DePorter  
868-1133

# Financial Management

## Report of Revenue Activity FY 2008

UNAUDITED - BUDGETARY	General 010	Highway 015	Fund Type Turnpike 017	Capital 030	Total
<b><u>Unrestricted:</u></b>					
Sale of Service - Miscellaneous		3,558,938			3,558,938
Administrative Overhead Cost		1,588,113			1,588,113
Federal Overhead Billing - Additive		4,760,406			4,760,406
Interest Income		847,729	1,529,240		2,376,969
Cash Toll Receipts - Blue Star			19,601,992		19,601,992
Cash Toll Receipts - Central			18,989,179		18,989,179
Cash Toll Receipts - Spaulding			6,581,003		6,581,003
Electronic Toll Collections - Blue Star			23,811,102		23,811,102
Electronic Toll Collections - Central			23,925,093		23,925,093
Electronic Toll Collections - Spaulding			7,498,623		7,498,623
Turnpike Miscellaneous			2,141,652		2,141,652
Other Unrestricted Revenues	503,346	326,115	2,425,476		3,254,937
<b><u>Revenue Collected by the Department of Safety:</u></b>					
Gasoline Road Toll		137,134,000			137,134,000
Motor Vehicle Fees		100,908,000			100,908,000
<b>Total Unrestricted Revenue</b>	<b>503,346</b>	<b>249,123,301</b>	<b>106,503,360</b>	<b>-</b>	<b>356,130,008</b>
<b><u>Restricted:</u></b>					
<b><u>Federal Funds</u></b>					
Consolidated Federal Aid		154,504,941			154,504,941
FHWA Flood		4,550,502			4,550,502
FEMA Flood		2,218,544			2,218,544
FAA Airport Improvement	6,018,022			32,483,287	38,501,309
Public Transportation Division	9,988,477				9,988,477
Other Federal Funds		36,372		81,794	118,166
<b>Total Federal Funds</b>	<b>16,006,499</b>	<b>161,310,359</b>	<b>-</b>	<b>32,565,080</b>	<b>209,881,938</b>
<b><u>Revolving Funds</u></b>					
Garage Income - Equipment Usage & Sales		13,312,613			13,312,613
Fleet Parts Inventory		1,439,508			1,439,508
Motor Fuel		14,123,645			14,123,645
Transponder Sales			894,429		894,429
Other Revolving Funds	450,387				450,387
<b>Total Revolving Funds</b>	<b>450,387</b>	<b>28,875,766</b>	<b>894,429</b>	<b>-</b>	<b>29,326,153</b>
<b><u>Private &amp; Local Funds</u></b>					
Interstate Bridge Authority		1,082,725			1,082,725
Consolidated Federal Aid - Local Match		7,321,590			7,321,590
Other Private & Local Funds	32,222	1,963,216			1,995,438
<b>Total Private &amp; Local Funds</b>	<b>32,222</b>	<b>10,367,531</b>	<b>-</b>	<b>-</b>	<b>10,399,753</b>
<b>Total Intra-Agency Transfers</b>		<b>1,118,818</b>			<b>1,118,818</b>
<b><u>Agency Income</u></b>					
Pavement Marking Program		1,863,721			1,863,721
Highway Betterment		14,708,691			14,708,691
Other Agency Income	969,553	1,671,759	4,498		2,645,810
<b>Total Agency Income</b>	<b>969,553</b>	<b>18,244,171</b>	<b>4,498</b>	<b>-</b>	<b>19,218,222</b>
<b>Total Restricted Revenue</b>	<b>17,458,661</b>	<b>219,916,645</b>	<b>898,927</b>	<b>32,565,080</b>	<b>268,826,067</b>
<b>Total All Revenue</b>	<b>17,962,007</b>	<b>469,039,946</b>	<b>107,402,288</b>	<b>32,565,080</b>	<b>624,956,075</b>

Source: SNH A270 & A271

# Financial Management

## Report of Expense Activity FY 2008

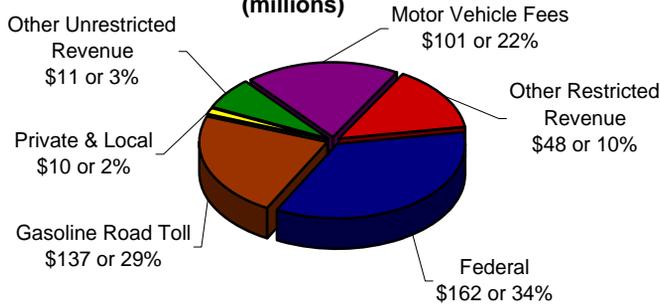
UNAUDITED - BUDGETARY	General 010	Highway 015	Fund Type Turnpike 017	Capital 030	Total
<b><u>Operating Expenses:</u></b>					
Salaries	678,826	53,765,973	6,923,321		61,368,119
Benefits	296,600	28,030,601	4,023,225		32,350,425
Overtime & Holiday	9,509	7,257,146	738,678		8,005,333
Temporary Personal Services	11,705	1,735,406	3,029,979		4,777,090
Sub-total Personnel Expense	996,640	90,789,126	14,715,202		106,500,968
Current Expense	21,128	25,707,736	2,911,974		28,640,838
Lease of State Owned Equipment	19,174	12,171,541			12,190,715
Rents & Leases - Non State	5,399	11,496,710	1,581,690		13,083,799
Equipment	3,858	1,987,548	436,709		2,428,115
Heat, Electricity, & Water		2,444,765	1,496,441		3,941,206
In State Travel	945	762,159	20,810		783,915
Maintenance Other Than Buildings & Grounds		262,730	19,691		282,421
Audit Fund Set Aside		4,228			4,228
Contract Repairs		120,277	45,698		165,975
Organizational Dues	14,668	46,809	37,663		99,140
Maintenance Own Forces		48,726	6,585		55,311
Out of State Travel	1,609	48,100	2,371		52,080
<b>Total Operating Expenses</b>	<b>1,063,422</b>	<b>145,890,455</b>	<b>21,274,834</b>	<b>-</b>	<b>168,228,712</b>
<b><u>Other Expense:</u></b>					
Debt Service		7,568,182	27,422,642		34,990,823
Consultants		2,058,899			2,058,899
Retiree Health Benefits		7,144,500	671,296		7,815,796
Motor Fuel Inventory		14,704,930			14,704,930
Highway Inventory		1,253,171			1,253,171
Toll Collection Equipment			143,665		143,665
Toll Revenue Processing Service			3,149,810		3,149,810
Toll System Maintenance			1,168,362		1,168,362
Credit Card Bank Fees			1,534,000		1,534,000
Transponder Purchases			332,297		332,297
Worker's Compensation	12,226	921,941	288,648		1,222,815
Requested Maintenance & Repair		819,623			819,623
Administrative Overhead to DOT HWY	55,382		1,528,503		1,583,885
Indirect Cost		899,014	175,765		1,074,779
Office of Information Technology (OIT)		4,066,924			4,066,924
Department of Environmental Services		35,000			35,000
Department of Justice		1,016,792			1,016,792
Department of Administrative Services		1,473,130			1,473,130
<b>Total Other Expense</b>	<b>67,608</b>	<b>41,962,106</b>	<b>36,414,987</b>	<b>-</b>	<b>78,444,701</b>
<b><u>Major Programs:</u></b>					
Consolidated Federal Aid		169,014,617		16,140,966	185,155,583
Apportionment A & B		29,584,000			29,584,000
Betterment Program		18,045,171		2,867,764	20,912,935
Municipal Bridge Aid Program		3,317,997		6,795,634	10,113,630
State Aid Construction		787,746			787,746
Flood Expenditures		4,537,359			4,537,359
Renewal & Replacement			11,695,374		11,695,374
Central NH Turnpike Improvement			3,196,231		3,196,231
Spaulding / Second Barrel 11-16			6,962,238		6,962,238
Underground Fuel Tank Storage/Replacement				2,275,943	2,275,943
Patrol & Salt Sheds				1,535,615	1,535,615
Hazen/District Renovation				1,592,455	1,592,455
Nashua River Bridge		670			670
FAA Projects	4,815,465			34,208,252	39,023,717
Non State Aid Airport Projects	1,272,668				1,272,668
Grants to Sub Communities	7,121,131				7,121,131
Rural Transport Assistance	2,716,059				2,716,059
Railroad Programs	949,674				949,674
<b>Total Major Programs</b>	<b>16,874,997</b>	<b>225,287,560</b>	<b>21,853,843</b>	<b>65,416,629</b>	<b>329,433,029</b>
<b>Total Other Programs</b>	<b>567,274</b>	<b>2,103,715</b>	<b>1,456,042</b>	<b>1,717,605</b>	<b>5,844,636</b>
<b><u>Transfer of Funds to Other Agencies:</u></b>					
Department of Safety		71,540,469	6,668,046		78,208,515
Judicial Branch		2,000,000			2,000,000
Highway Safety		426,736			426,736
Health & Human Services		485,710			485,710
Board, Tax, & Land Appeals		227,748			227,748
<b>Total Transfer of Funds to Other Agencies</b>	<b>-</b>	<b>74,680,663</b>	<b>6,668,046</b>	<b>-</b>	<b>81,348,709</b>
<b>Total Expenses, Programs, &amp; Transfers of Funds</b>	<b>18,573,302</b>	<b>489,924,499</b>	<b>87,667,752</b>	<b>67,134,234</b>	<b>663,299,786</b>

Source: SNH Statement of Appropriations

# Activity Charts

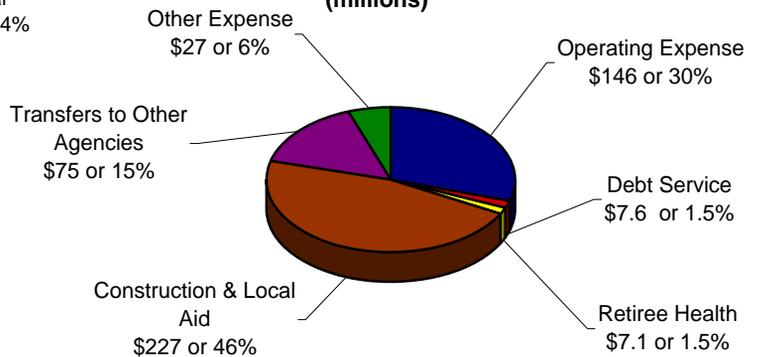
## Highway Funds Revenue

**\$469**  
(millions)



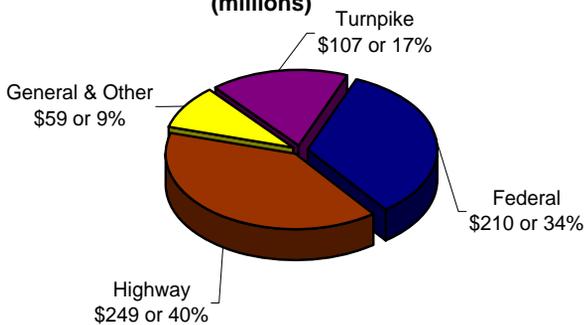
## Highway Funds Expense

**\$490**  
(millions)



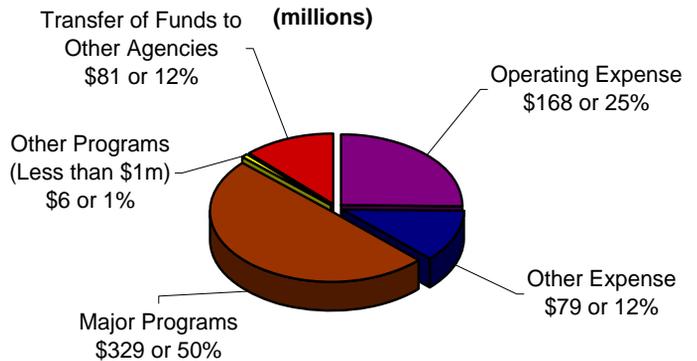
## All Funds Revenue

**\$625**  
(millions)



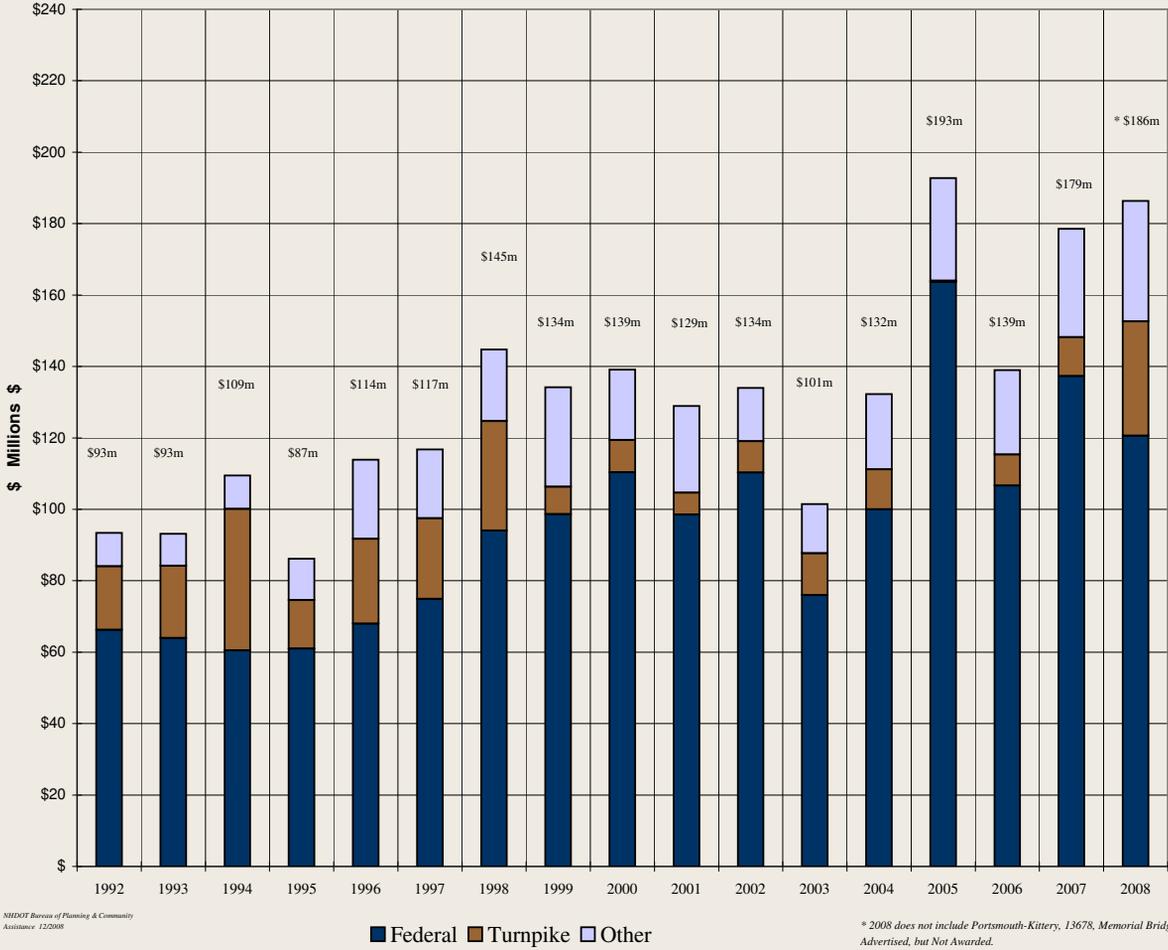
## All Funds Expense

**\$663**  
(millions)



# Construction Contracting \$ for Projects

Advertised in Federal Fiscal Years (October 1 to September 30)



SHEDD-Burrows of Planning & Community Assistance 12/2008

\* 2008 does not include Portsmouth-Kittery, 13678, Memorial Bridge which Advertised, but Not Awarded.

# Financial Management

## Report of Revenue Activity - Highway Fund FY 2006 - 2007 - 2008

UNAUDITED - BUDGETARY	FY 2006	FY 2007	FY 2008
<b><u>Unrestricted:</u></b>			
Interest Income	3,229,740	3,021,802	847,729
Sale of Service - Miscellaneous	4,204,969	4,352,833	3,558,938
Administrative Overhead Cost	1,466,841	1,450,120	1,588,113
Federal Overhead Billing - Additive	4,479,500	6,458,536	4,760,406
Other Unrestricted Revenues	808,862	608,125	326,115
<b><i>Revenue Collected by the Department of Safety:</i></b>			
Gasoline Road Toll	127,924,000	129,272,000	137,134,000
Motor Vehicle Fees	85,747,000	93,822,000	100,908,000
<b>Total Unrestricted Revenue</b>	<b>227,860,912</b>	<b>238,985,416</b>	<b>249,123,301</b>
<b><u>Restricted:</u></b>			
<b><i>Federal Funds</i></b>			
Consolidated Fed (Construction)	160,644,293	154,754,444	154,504,941
FHWA Flood	2,594,227	5,110,277	4,550,502
FEMA Flood	3,338,711	71,350	2,218,544
Other Federal Funds	1,743,454	817,681	36,372
<b>Total Federal Funds</b>	<b>170,250,558</b>	<b>160,753,752</b>	<b>161,310,359</b>
<b><i>Revolving Funds</i></b>			
Garage Income - Equipment Usage	15,137,773	16,879,233	13,312,613
Highway Inventory	1,563,679	1,738,666	1,439,508
Motor Fuel	10,070,774	10,729,977	14,123,645
<b>Total Revolving Funds</b>	<b>26,772,226</b>	<b>29,347,876</b>	<b>28,875,766</b>
<b><i>Private &amp; Local Funds</i></b>			
Interstate Bridge Authority	1,410,819	1,217,862	1,082,725
Consolidated Fed (Construction) - Local Match	3,657,588	10,177,483	7,321,590
Requested Maintenance & Repairs	768,703	1,117,086	524,639
Other Private & Local Funds	864,593	465,820	1,438,577
<b>Total Private &amp; Local Funds</b>	<b>6,702,702</b>	<b>12,978,252</b>	<b>10,367,531</b>
<b>Total Intra-Agency Transfers</b>	<b>511,594</b>	<b>473,630</b>	<b>1,118,818</b>
<b><i>Agency Income</i></b>			
Pavement Marking Program	2,572,596	2,235,863	1,863,721
Federal Emergency Relief Funds	2,007,333	1,545,751	-
Highway Betterment	21,885,570	22,002,991	14,708,691
Agency Income (Less than \$1m)	324,739	1,831,436	1,671,759
<b>Total Agency Income</b>	<b>26,278,644</b>	<b>27,616,041</b>	<b>18,244,171</b>
<b>Total Restricted Revenue</b>	<b>230,004,130</b>	<b>230,695,921</b>	<b>219,916,645</b>
<b>Total All Revenue</b>	<b>457,865,041</b>	<b>469,681,337</b>	<b>469,039,946</b>

Source: SNH A270 & A271

\* Fund changed from \$.03 to \$.02 for bond.

# Financial Management

## Report of Expense Activity - Highway Fund FY 2006 - 2007 - 2008

UNAUDITED - BUDGETARY	FY 2006	FY 2007	FY 2008
<b><u>Operating Expenses:</u></b>			
Salaries	49,010,019	52,483,287	53,765,973
Benefits	27,476,322	28,248,820	28,030,601
Overtime & Holiday	6,098,630	6,130,940	7,257,146
Temporary Personal Services	1,458,274	1,526,126	1,735,406
Sub-total Personnel Expense	84,043,246	88,389,173	90,789,126
Current Expense	20,963,413	22,473,544	25,707,736
Lease of State Owned Equipment	13,761,000	14,202,659	12,171,541
Rents & Leases - Non State	9,325,850	9,188,708	11,496,710
Equipment	6,552,244	7,963,742	1,987,548
Heat, Electricity, & Water	2,010,112	1,982,132	2,444,765
In State Travel	769,903	799,449	762,159
Maintenance Other Than Buildings & Grounds	353,590	307,440	262,730
Audit Fund Set Aside	156,372	144,500	4,228
Contract Repairs	77,569	103,249	120,277
Organizational Dues	43,544	71,821	46,809
Maintenance Own Forces	59,906	71,470	48,726
Out of State Travel	41,954	39,872	48,100
<b>Total Operating Expenses</b>	<b>138,158,704</b>	<b>145,737,760</b>	<b>145,890,455</b>
<b><u>Other Expense:</u></b>			
Debt Service	6,286,315	7,255,879	7,568,182
Retiree Benefits	8,284,412	8,947,863	7,144,500
Motor Fuel Inventory	10,057,386	10,976,700	14,704,930
Highway Inventory	1,301,937	1,465,977	1,253,171
Worker's Compensation	1,485,180	1,113,936	921,941
Requested Maintenance & Repair	768,703	1,006,579	819,623
Indirect Cost	906,716	811,832	899,014
Office of Information Technology (OIT)	3,790,118	4,387,216	4,066,924
Department of Environmental Services	40,000	41,805	35,000
Department of Justice	923,045	986,426	1,016,792
Department of Administrative Services	789,217	1,315,194	1,473,130
<b>Total Other Expense</b>	<b>34,633,029</b>	<b>38,309,408</b>	<b>39,903,207</b>
<b><u>Major Programs:</u></b>			
Consolidated Federal Aid	181,471,577	169,955,938	169,014,617
Apportionment A & B	28,819,383	28,456,617	29,584,000
Betterment Program	21,932,876	28,581,827	18,045,171 *
Municipal Bridge Aid Program	4,040,676	3,890,927	3,317,997
State Aid Construction	1,004,324	706,985	787,746
Flood Expenditures	12,095,911	3,187,125	4,537,359
Nashua River Bridge	1,189,324	11,414	670
<b>Total Major Programs</b>	<b>250,554,071</b>	<b>234,790,831</b>	<b>225,287,560</b>
<b>Total Other Programs</b>	<b>906,715</b>	<b>1,849,228</b>	<b>4,162,614</b>
<b><u>Transfer of Funds to Other Agencies:</u></b>			
Department of Safety	66,652,833	70,555,061	71,540,469
Judicial Branch	1,505,650	1,709,886	2,000,000
Highway Safety	377,894	400,401	426,736
Health & Human Services	356,622	367,215	485,710
Board, Tax, & Land Appeals	170,704	164,044	227,748
<b>Total Transfer of Funds to Other Agencies</b>	<b>69,063,703</b>	<b>73,196,608</b>	<b>74,680,663</b>
<b>Total Expense, Program, &amp; Transfer of Funds</b>	<b>493,316,223</b>	<b>493,883,834</b>	<b>489,924,499</b>

Source: SNH Statement of Appropriations

\* Fund changed from \$.03 to \$.02 for bond.

## Physical Plant and Property (Historical Cost) as of June 30, 2008

<i>Item</i>	<i>Highway</i>	<i>Turnpikes</i>	<i>NHDOT Totals</i>
<b>Equipment</b>	\$61,563,213	\$36,655,804	\$97,219,017
<b>Buildings</b>	\$56,142,684	\$4,828,312	\$60,970,996
<b>Land</b>	\$305,299,216	\$110,663,408	\$415,962,624
<b>Highways, Rail &amp; Bridges</b>	\$3,087,077,108	\$637,238,336	\$3,724,315,444
<b>Totals</b>	<b>\$3,510,082,221</b>	<b>\$788,385,860</b>	<b>\$4,298,468,081</b>

## Personnel Data

### *Number of Employees*

	<i>June 30, 2005</i>	<i>June 30, 2006</i>	<i>June 30, 2007</i>	<i>June 30, 2008</i>
<b>Unclassified</b>	7	7	7	5
<b>Classified</b>	1,868	1,842	1,841	1,821
<b>Temporary</b>	546	478	576	414
<b>Totals</b>	<b>2,421</b>	<b>2,327</b>	<b>2,424</b>	<b>2,240</b>

# Facts and Figures

- The Highway Design Bureau's Survey Section completed 80 survey requests. The Geodetic crew laid out more than 700 borings for the Materials and Research Bureau.
- The Well Section contracted and administered 16 new well installations, awarded 3 damage awards and decommissioned 12 wells throughout the state.
- The Permit Section issued over 30,125 oversize/overweight permits for travel within the State.
- District offices reviewed over 1000 driveway permits statewide. These permits varied from driveways for single-family homes to access for the major developments.
- Participated in the North Haverhill, Hopkinton, Deerfield, Cheshire and Lancaster Fairs as part of an outreach/informational program to the public.
- Statewide preventative maintenance includes the washing of more than 600 bridges, and the oiling of 400 bridges per year.
- For FY 2008, Fuel Distribution Section supplied 5.25 million gallons of motor fuels, an increase of approximately 245,000 gallons from last year.
- The Traffic Bureau's pavement marking section completed nearly 83,000,000 feet of markings for fiscal year 2008. That includes all yellow centerline and median striping, white edge (fog) line, broken lane lines, and intersection markings (arrows, words, STOP lines, and crosswalks).
- The Design Services Section (Highway Design) coordinated utility relocation on 94 projects.
- The Preliminary Design Section reviewed 39 permit applications for major private developments.
- Rumble strips were milled along the shoulders of 19 miles of Turnpike and Interstate Highways, and the centerline of 20 miles of State highways.





- The Department furthered its Pavement Preservation initiatives by placing 7 miles of micro-surfacing on I-93 in Thornton and Woodstock, and 5 miles of chip seal on NH 153 in Farmington and Middleton.
- The Pavement Management Section collected 4,022 lane miles of pavement condition data in support of the Department's Pavement Management System.
- The Environment Bureau prepared 96 environmental documents and processed 156 wetlands permits applications, amendments, and notifications.
- Total E-ZPass accounts at the end of FY 2008 were 208,482, or an increase of over 19,700 accounts over FY '07. The total number of NH based E-ZPass transponders in circulation at the end of FY 2008 was 358,625, an increase of 32,773 from FY 07. As of June 30, 2008, E-ZPass market share was at 54.5%.
- 113.2 million vehicles passed through the Turnpike Toll System in FY '08. A toll rate increase at the mainline plazas, in October, 2007 resulted in a 22% increase in revenue over FY 2007 or approximately \$100.5 million in total revenue.
- Bridge Maintenance forces installed a new wooden bridge deck on one of the world's longest covered bridges. The 449-foot long Cornish, NH – Windsor, VT Covered Bridge was built in 1866 and rebuilt in 1988.
- The Bureau of Aeronautics processed registrations for 116 airports and more than 1,280 aircraft.
- The new 3.25 mile NH 111 Windham-Salem Bypass involved moving 60,000 truckloads of dirt, blasting 600,000 tons of rock, the installation of 11 miles of pipe, paving 50,000 tons of asphalt and painting over 42 miles of striping.
- The Geotechnical Section (Materials & Research Bureau) drilled 11,693 feet of soil, 3,045 feet of bedrock, and 109 pavement cores in support of project design.





John H. Lynch, Governor

***Executive Councilors:***

Raymond S. Burton - District 1

John D. Shea - District 2

Beverly A. Hollingworth - District 3

Raymond J. Wiczorek - District 4

Debora Pignatelli - District 5

***George N. Campbell, Jr., Commissioner***

New Hampshire Department of Transportation

7 Hazen Drive

Concord, New Hampshire 03302-0483

[www.nhdot.com](http://www.nhdot.com)

*Cover Photo – A NHDOT District One plow clears a State highway during a North Country snowstorm.*

*Inside Photo – The Amtrak Downeaster passenger train passing over the B & M Railroad Bridge over South Drive in Durham.*

*(photo credit – Jerry Zoller)*

*This report was produced by the New Hampshire Department of Transportation pursuant to RSA 20:6 & 228:41.*

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