

**NEW HAMPSHIRE
DEPARTMENT
OF
TRANSPORTATION**

**Annual Report
For
Fiscal Year 2005**



Letter from Commissioner Carol Murray...



December 30, 2005

The State of New Hampshire continues to be one of the fastest growing states in the country. This growth, fueled by our quality of life, beautiful natural resources and economic vitality, brings with it tremendous challenges, not only to respond to that growth, but also the commitment to maintain what makes the Granite State so special. The New Hampshire Department of Transportation continues to work towards meeting the needs of our citizens, businesses and our many visitors. While maintaining our current transportation network to our historically high standards, we are also planning for the future.

In the past year, this agency has responded quickly and effectively to repair roads damaged by flash flooding. The winter of 2004-2005 was more severe than recent years and once again our maintenance forces were up to the challenge. I have never been prouder of the vital role our employees play for our citizens every day in our state.

After several years of planning and preparation, the NHDOT introduced electronic tolling to the State Turnpike System to improve traffic flow while also increasing safety and reducing emissions at our toll facilities. This is a major technological advancement that should go a long way towards addressing congestion at our toll plazas.

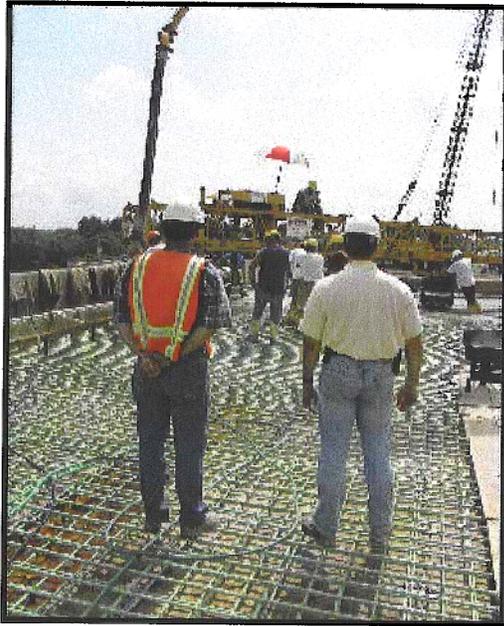
Even as the Department of Transportation must deal with the growing fiscal constraints of available funding versus the many identified transportation needs in all of our regions, progress continues to be made on improving the state's infrastructure. Projects completed in the past year include the widening and reconstruction of Interstate 293 Manchester, improvements to Route 16 in North Conway, and new bridges on US Route 4 in Boscawen and in Canaan and on NH Route 25 in Effingham/Freedom.

Looking to the future, I am pleased at the progress on a Long Range Transportation Business Plan for New Hampshire. A diverse group of citizens from across the state is working with the public to develop a "25-year vision that will serve to advance transportation, economic development, land use and environmental goals throughout the State". This blueprint should help guide the New Hampshire Department of Transportation for many years to come in its mission to meet the mobility needs our residents, businesses and visitors.

Sincerely,

A handwritten signature in black ink that reads "Carol A. Murray". The signature is written in a cursive, flowing style.

Improving Mobility



This bridge deck pour is part of the Kilton Road Project that includes the NH 101/US 3 interchange in Bedford. As the 2005 fiscal year came to a close, construction work was underway on approximately 80 contracts totaling \$250 million.

In addition to road and bridge work, Construction Bureau personnel provide contract oversight on a range of projects that include wetland creation, building demolitions, signal replacement, landscaping, rest area reconstruction, and guardrail upgrades.

MAJOR ROAD AND BRIDGE PROJECTS

The New Hampshire Department of Transportation made significant progress in addressing bridge and highway needs across the state in FY 2005.

Major roadway work completed includes the reconstruction and widening of Interstate 293 in Manchester from the Merrimack River to South Willow Street; the widening and rehabilitation of NH 101 from I-93 in Manchester to Exit 1 in Auburn; the rehabilitation of I-93 from Lincoln to Littleton; the widening of NH 16 in North Conway; the widening and reconstruction of Washington Street in Claremont; and the reconstruction of NH 3A in Hudson and US 3 in Franklin.

Major bridge construction work completed in 2005 includes the replacement of the US 4 bridges over the Merrimack River in Boscawen and the Mascoma River in Canaan; a new NH 25 bridge over the Ossipee River in Effingham/Freedom; the replacement of the Kingston Road bridge in Plaistow; and construction of a new bridge for the NH 111 Bypass over Flatrock Brook in Windham.

Interstate reconstruction work continues on I-293 from South Willow Street to I-93 in Manchester, I-89 northbound in Sutton, the Exit 5 interchange in Manchester, the Spaulding Turnpike in Newington and at the NH 101/US 3 (Kilton Road project) in Bedford.

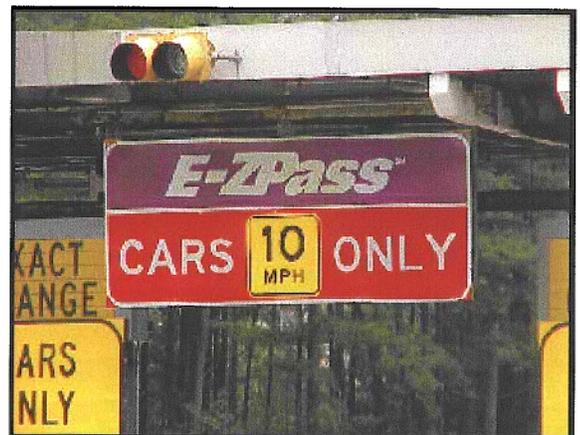
Work also continues on the reconstruction of NH Routes 9 and 10 in Keene and Swanzey, the Kancamagus Highway (NH 112) in Albany, NH 16 in North Conway, NH 4A in Lebanon, NH 202 in Peterborough, Candia Road in Manchester, and on the new NH 111 Bypass in Windham and Salem.

Electronic Tolling Introduced on Turnpike System

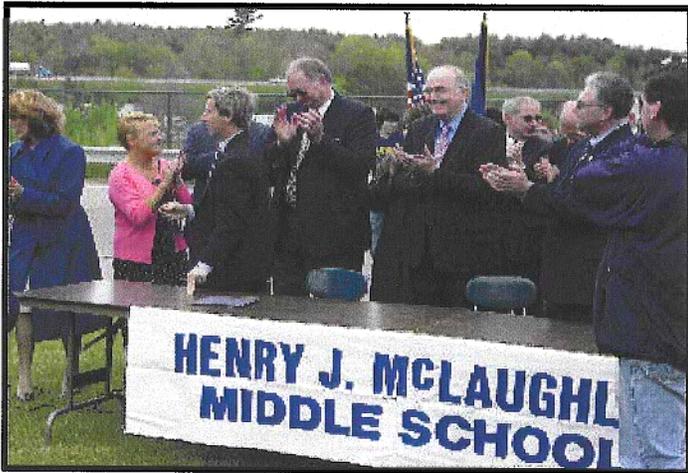
After years of planning, the NHDOT's Turnpikes Bureau introduced E-ZPass electronic tolling as a major advancement in improving traffic flow on New Hampshire's Turnpikes System.

E-ZPass makes toll transactions easier and reduces or eliminates toll plaza congestion. The \$20+ million project includes an overhaul of the entire toll collection system, which needed both hardware and software improvements.

In FY 2005, more than 110 million vehicles passed through New Hampshire turnpike facilities, generating revenue totaling \$66.7 million.



PAVING THE WAY FOR REBUILDING INTERSTATE 93



A May 25, 2005 ceremony in Manchester saw Governor Lynch sign a bill into law that allows New Hampshire to use Federal highway grant anticipation (Garvee) bonds to borrow money to rebuild I-93 from Salem to Manchester, thus reducing the construction time from 11 to six years. The first contracts are expected to be advertised in 2006.

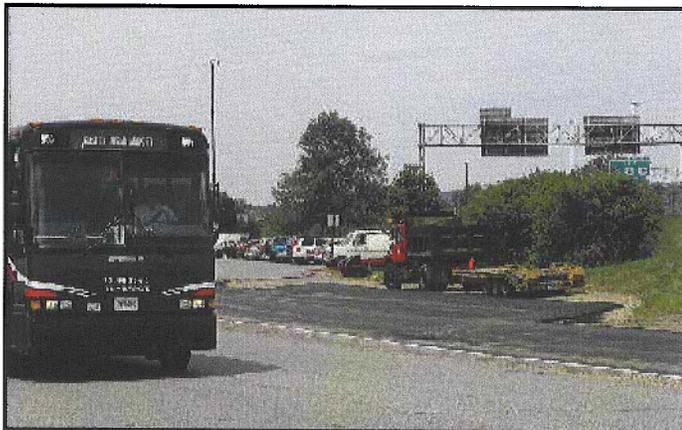
The planned rebuilding of Interstate 93 between Manchester and the Massachusetts border moved closer to reality with approval of the project by the Federal Highway Administration. The federal approval allows the project to move forward on final design planning and right-of-way purchases.

A proposed accelerated construction timetable from 11 years to six years was made possible when Governor John Lynch signed legislation in May that will allow the state to use a financing technique known as Garvee Bonds to borrow money for the expansion project along a 19.8-mile corridor.

Governor Lynch said widening this north-south highway from two to four lanes in both directions is critical to safety, the state's economy, and quality of life. Daily traffic volumes on the highway far exceed its capacity, creating congestion and safety concerns.

The project also includes preserving space in the median for potential future light rail or transit options, and \$3.5 million for planning aid for cities and towns.

Park and Ride Demand Grows

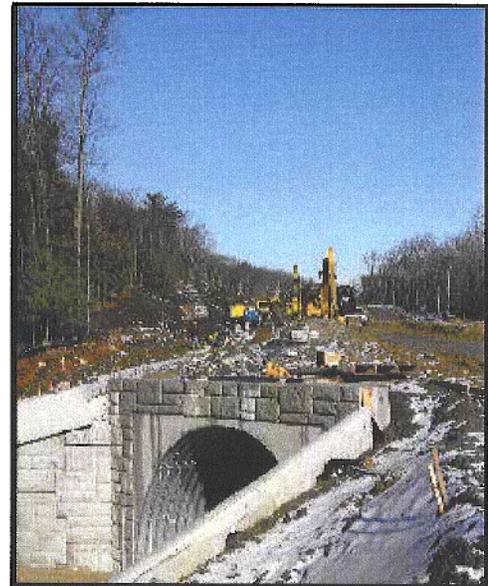


Escalating fuel costs contributed to motorists using New Hampshire's 25 Park and Rides in greater numbers. Usage jumped more than 11% in a year. One of the more popular Park and Ride facilities is on Stickney Avenue in Concord (above photo) where more than 70 additional parking spaces were added to address the demand. The state maintains approximately 3,500 park and ride spaces.

As part of the rebuilding of I-93, new park and ride facilities with bus service are planned along the corridor at Exits 2, 3 and 5.

The NHDOT also manages a Rideshare Program that matches commuters traveling to similar destinations.

NH Route 111 Bypass Progress



East-West travel in the southern part of New Hampshire will significantly improve with the completion of NH Route 111 Bypass in Windham-Salem. The 3.25-mile, \$32 million project moved past 50% completion in the 2005 fiscal year.

The above photo shows the recreation trail that will pass under the new highway that bypasses Shadow Lake.

Maintenance and Preservation



WINTER MAINTENANCE FORCES ANSWER MANY CALLS FOR DUTY

One of the more severe winters in at least a decade kept NHDOT and contracted plow drivers busy from October to April. Some 20 storms and near record snowfall taxed manpower and state and local budgets.

The NHDOT's Highway Maintenance Bureau performed snow removal and anti-icing treatments on over 8,100 lane miles of state roadway throughout the winter season. More than 200,000 tons of salt were used to keep the highways safe for motorists.

The many snowstorms included three Federally Declared Disasters in January, February and March.

SPRING RAINS DAMAGE ROADS

Spring 2005 brought its own weather woes with seven inches of rain in three hours causing heavy damage to roads in Canaan, Dorchester, Groton and Hebron.

NHDOT Highway and Bridge Maintenance forces repaired a three-mile stretch of NH 118 that included stream bank erosion and several washed out culverts.

State forces also repaired a one-mile section of Jefferson Notch Road in Jefferson and Low and Burbanks Grant that was washed out by spring run-off.



By the Numbers...

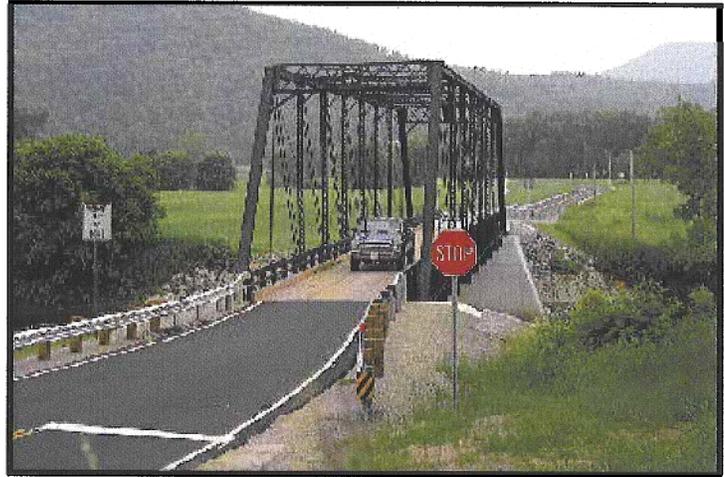
- ✓ *The Bureau of Highway Maintenance improved approximately 373 miles of highway*
- ✓ *Bridge Maintenance removed six state bridges and 5 municipal bridges from the Red List*
- ✓ *The number of bridge inspections performed totaled 2,167*
- ✓ *Preventive bridge maintenance - washed 828, oiled 473, and crack-sealed 31 bridge decks*
- ✓ *Turnpikes processed 110 million vehicles, increasing revenue to \$66.7 million*
- ✓ *A total of 46 lane miles were resurfaced on the Turnpikes System*
- ✓ *Mechanical Services' Fuel Section supplied over 900 accounts with 4.9 million gallons of fuel*
- ✓ *The Traffic Bureau provided over \$5.5 million in signals, signs and pavement markings*
- ✓ *Rail and Transit conducted 47 rail inspections and 126 inspections of grade crossings/signals*

OLDEST METAL TRUSS BRIDGE OVER THE CONNECTICUT RIVER REOPENS

Fifteen years after it was closed, the historic Stratford Hollow-Maidstone Bridge was reopened to traffic in the summer of 2005.

The oldest metal truss bridge between New Hampshire and Vermont over the Connecticut River was built in 1893. A \$3 million rehabilitation project has made the 151-foot span look like new.

The rehabilitation work included the replacement of the deck and floor system, strengthening truss members, repainting the entire bridge, and roadway approach and guardrail work. While the bridge does not carry a lot of traffic, it does alleviate a 17-mile detour that was required when it was closed.



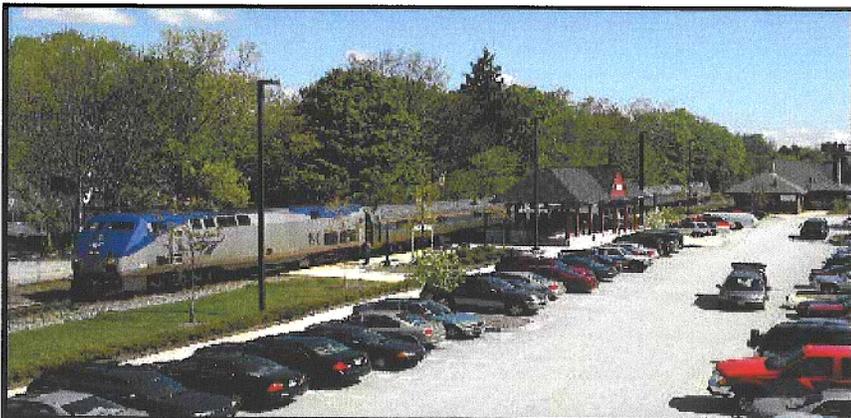
Aeronautics, Rail and Transit

The Division of Aeronautics, Rail and Transit works with a number of agencies at the Federal, State and local levels to preserve and promote various modes of transportation beyond automobiles, trucks and highways.

The Bureau of Aeronautics works to support and preserve a system of airports, including 24 open to the public, which are necessary to guarantee the future of air transportation in New Hampshire. During FY 2005, Aeronautics implemented the State Airport System Plan, registered 104 airports in the state and conducted safety inspections at 15 public use airports.

The Bureau of Rail and Transit works to preserve and effectively manage railroad corridors, improve rail safety, and support transit services to the public, including a rideshare program and transportation for elderly and disabled citizens. The Bureau also oversees the NHDOT's bicycle/pedestrian program.

Bureau highlights in the 2005 fiscal year included: the completion of a State Trails Plan to guide development and use of abandoned rail corridors; conducted 47 track condition inspections on many of the 460 miles of active rail line in the state; purchasing 14 vehicles for public transit or specialized transportation services; and made security improvements at three of the state's busiest park and ride lots.



Amtrak's Downeaster train #682 loads passengers at the Exeter Rail Station on May 19, 2005 on its way to Boston. Passengers can also board at New Hampshire stops in Dover and Durham. Amtrak officials attributed faster travel times and rising gasoline prices to an eight percent growth in ridership in May and 12 percent in June 2005 over the previous year.

Emphasizing Safety

CENTERLINE RUMBLE STRIPS ADD SAFETY MARGIN ON NH ROUTE 16

The first installation of double line centerline rumble strips on a New Hampshire highway occurred in November 2004 along a 17-mile stretch of NH 16 in Rochester and Wakefield.

Rumble strips are parallel indentations on a paved highway intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. They are primarily used on highway shoulders to try to decrease run-off-the-road crashes.

Minnesota is apparently the only other state besides New Hampshire to try the centerline rumble strip approach. Centerline rumble strips are also in place on NH 101 and NH 111 in Hudson.



Centerline rumble strips are ground on NH Route 16.

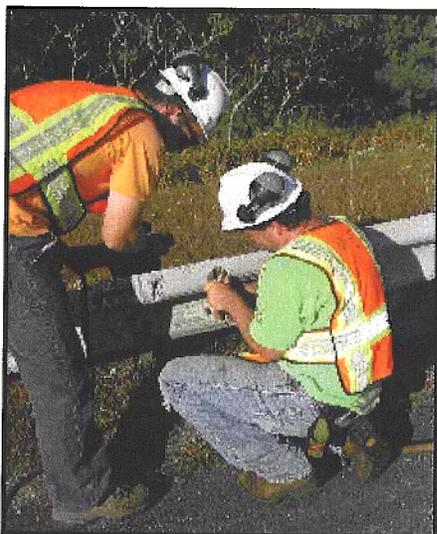


BUCKLE UP & DRIVE SAFELY

SAFETY CAMPAIGNS PROMOTE WORK ZONE SAFETY, SAFE DRIVING AND SELT BELT USE

A national award-winning work zone safety radio campaign highlighted efforts by the NHDOT to promote safe driving on roads throughout New Hampshire. The "Voices of Transportation" radio spots

featured the voices of NHDOT employees from several Bureaus who motorists may encounter on New Hampshire's highways. The safe driving campaign was recognized with a first place award at the National Transportation Public Affairs Workshop in Denver. Other tools for promoting safe driving included billboards and the extensive use of variable message boards.



FIVE YEAR TREND SHOWS STEADY DROP IN NHDOT WORKPLACE INJURIES

An increased emphasis on safety training for NHDOT employees continues to pay off. For the fourth straight year, employee injury-related incidents and worker's compensation claims continued to decline. Total injury claims have dropped steadily from 243 in 2000 to 132 in 2004, a 46% reduction.

Employees losing work time has also improved, dropping from 80 workers in 2000 to 33 in 2004, a 59% reduction in lost time claims.

"Our employees are our greatest asset," said NHDOT Workers' Compensation Manager Sharon Caprarello. "By increasing the emphasis on safety training, we have seen a steady decline in both the frequency and the seriousness of injuries. Our 'return-to-work program' also has employees getting back on the job sooner and being productive again."

TAKING A CLOSER LOOK AT PLACING TRAFFIC CONES

It's essential to traffic control and establishing work zones for highway and bridge work. Traffic cone placement with the NHDOT features a range of equipment and techniques, depending on the needs of each Bureau or Maintenance District.

A NHDOT committee has been reviewing the agency's procedures for placing cones and work signs on highway to determine how the approaches may be improved for both safety and efficiency.

A November 2004 demonstration at the NH International Speedway in Loudon included observers from several state and federal agencies.



BEDFORD TOLL EMPLOYEES MARK FOUR YEARS WITHOUT WORK LOSS

Setting an example for others to follow, the 40+ employees at the Bedford Toll Facility on the Everett Turnpike have racked up an impressive safety record.

Attention to detail and safety awareness have led to four years without a single day lost due to injury.

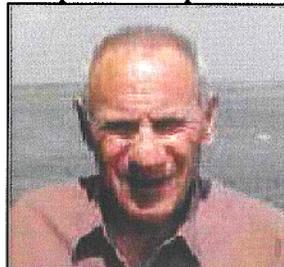
"It's a remarkable achievement when you think about the number of work hours and the fact that it has also occurred during a construction project at the facility," says Turnpikes Administrator Harvey Goodwin.

The passing of NHDOT employees **Alphonse Napolitano (District 6)** and **Robert Gonyer (District One)** in 2004 from injuries received while on the job were tragic reminders to all NHDOT employees of the need to be vigilant about safety.

Al Napolitano was a gate operator at the Hampton River Bridge on NH Route 1A.

Robby Gonyer was a Patrol Foreman in the Groveton Patrol Section.

Alphonse Napolitano



Robert Gonyer



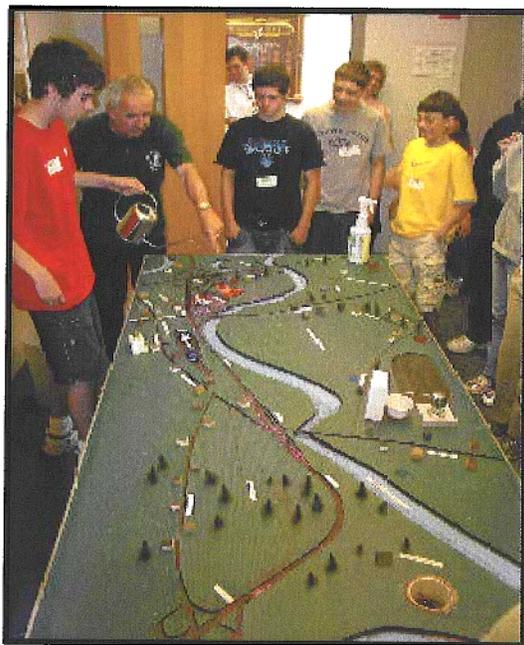
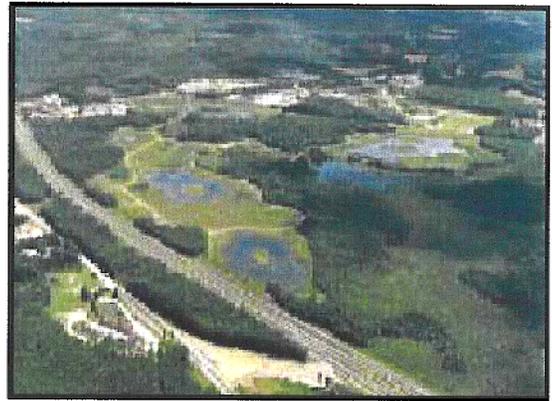
Environmental Stewardship

NATIONAL RECOGNITION FOR ENVIRONMENTAL STEWARDSHIP

A project that converted gravel pits to a 128-acre man-made ecosystem has been recognized with a national "Exemplary Ecosystem Initiative Award".

The Federal Highway Administration presented the award to the NHDOT for "exceptional environmental stewardship for ecological protection and enhancement."

The project was part of the improvements to NH 101 from Epping to Hampton, which included the creation and preservation efforts for a wetlands complex in Brentwood.



Educating young people about the need to protect natural resources is the idea behind a "demonstration water board" created by NHDOT employees. The board, which shows the topography of a section of the City of Concord, is used to show the effects of "non-point pollution".

The NHDOT's Environment Bureau evaluates transportation construction projects and maintenance activities relative to impacts on natural, cultural and socio-economic resources.

The Bureau is also a liason between the NHDOT and federal state and local environmental agencies and organizations. Coordinated interagency efforts address such issues as water and air quality, wetlands, wildlife, historic resources, archeological sites, farmlands, hazardous waste contamination, permitting and regulatory compliance.

During FY 2004, the Bureau prepared 117 environmental documents and processed 137 permit applications and/or notifications.

SALT BRINE ANTI-ICING TREATMENT INTRODUCED ON INTERSTATE 93

40% Salt Reduction Along Salem to Manchester Corridor

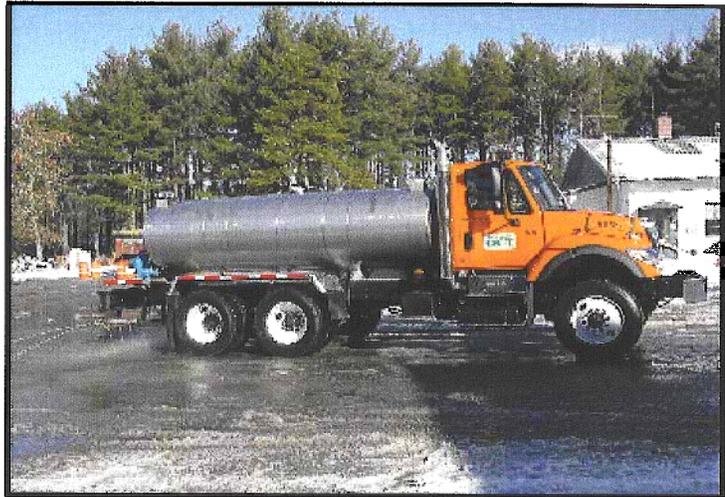
A new anti-icing treatment that aims to reduce salt use while providing a more effective pre-treatment of highways before bad weather arrives began on I-93 in southern New Hampshire in January of 2005.

The NHDOT introduced salt brine to an 18-mile stretch of I-93 between Salem and Manchester and section of NH 101 in the Manchester area.

Salt brine is a liquid solution of water and about 2.2 pounds of dissolved salt per gallon. An estimated 60 gallons of salt brine is required per lane mile for anti-icing treatment instead of the usual 250 pounds of dry rock salt. This has both environmental and cost-saving benefits by saving over 100 pounds of salt per mile, or about 40%.

Another appeal of salt brine is that it is used to pre-treat roads before a storm, when it can adhere to the road surface, instead of bouncing off like rock salt can. Salt brine also has the residual effect of providing ongoing anti-icing effectiveness by staying on the pavement for several days.

The \$480,000 salt brine project includes a new building, pumps and mixing tanks at the NHDOT's Londonderry patrol facility off of I-93. Four new plow trucks are equipped with 3,000-gallon brine tanks, and will be used to dispense the brine, along with two similarly equipped trailers.



Recycled Soundwall Planks



It may be one of those rare products that offers a "win-win" solution for both solid waste management and sound pollution.

The NHDOT has installed several panels made of 95% recycled plastic in two locations around Manchester. The big savings for this product may be in life-cycle costs. There are no disposal costs or issues like there would be for pressure-treated wood. You just recycle the plastic for more products. The planks are produced by a New Hampshire company.

Solar-Powered Petroleum Recovery



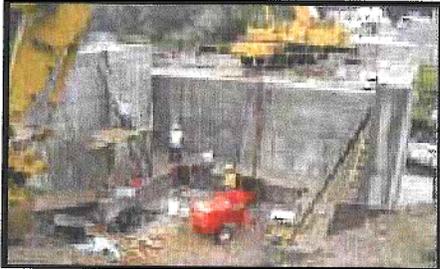
Before a new bridge could be built over the Pemigewasset River in Holderness-Plymouth, hundreds of gallons of excess gasoline dating back decades had to be pumped from under the surface of the river banks.

The NHDOT oversaw the installation and operation of a long-term petroleum recovery system at the site that featured the first-of-its-kind solar powered pumping station in New Hampshire.

The self-inclusive system automatically pumped the leaded gasoline into the nearby blue tanks.

Research and Technology

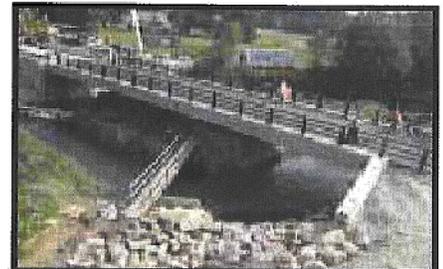
RAPID BRIDGE REPLACEMENT PROJECT COMPLETED IN JUST EIGHT DAYS



August 21



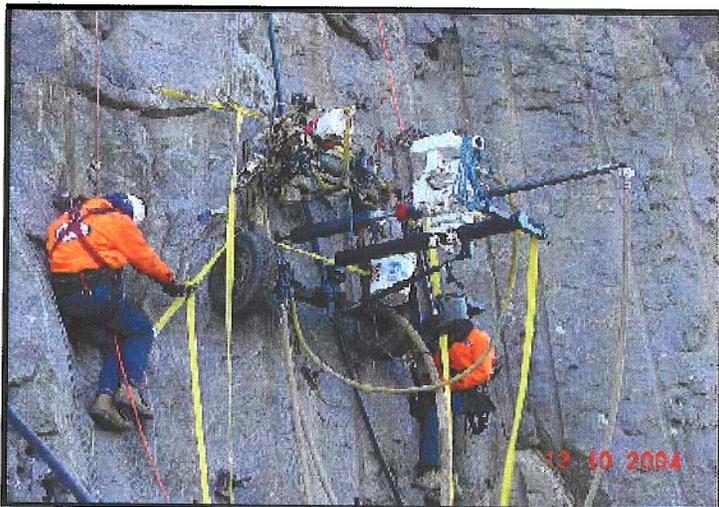
August 23



August 23

It was a bridge replacement project that took months of planning but only days to execute. Fast-tracking what is normally a four to six month construction project to eight days (8/19/04 to 8/27/04) was made possible through the use of pre-cast, pre-stressed High Performance Concrete (HPC) components as a means of minimizing traffic delays and improving worker safety. Only a handful of similar rapid bridge replacement projects have been completed throughout the country, and this new 120-foot bridge over the Lamprey River in Epping is unique because it's totally pre-cast concrete, including the substructures and footings. R.M. Piper of Plymouth, New Hampshire was the general contractor for the project.

This new technology can reduce construction-related traffic delays on high volume roads by minimizing the duration of construction projects. While this fast-track bridge replacement approach is more costly (20-25%), it can be used effectively for certain projects, such as those which would require lengthy traffic detours or temporary bridges to maintain traffic. Cast-in-place concrete substructures have proven to be very versatile. They are easy to design and construct, and are very durable when built properly. This new, totally precast concrete technology introduces additional joints into the structure, which can be a drawback. However, the connector being used to connect the pre-cast pieces has been used in Japan for many years with great success. It's also been used in this country in the building industry.



Studying Rock Anchor Corrosion

The NHDOT's Bureau of Materials and Research completed research in FY 2004 that investigated the rate of corrosion on some rock anchors put in place in the early 1970's.

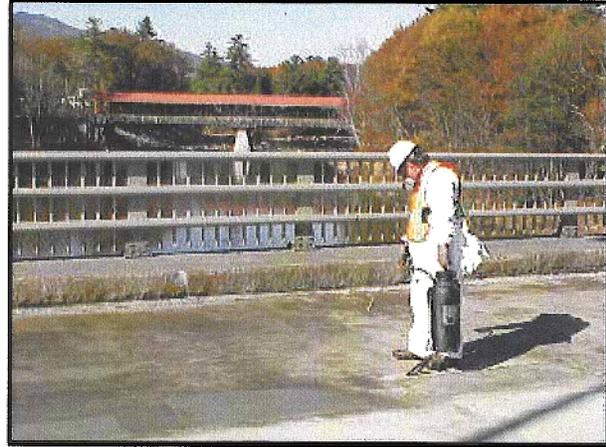
The drilling shown at left took place on Barron Mountain in Woodstock. A newly acquired surplus crane by the Bridge Maintenance Bureau was used on this project, which generated a number of inquiries from across the country and around the world.

Conway Bridge is Test Case For Trying to Slow Down Steel Corrosion

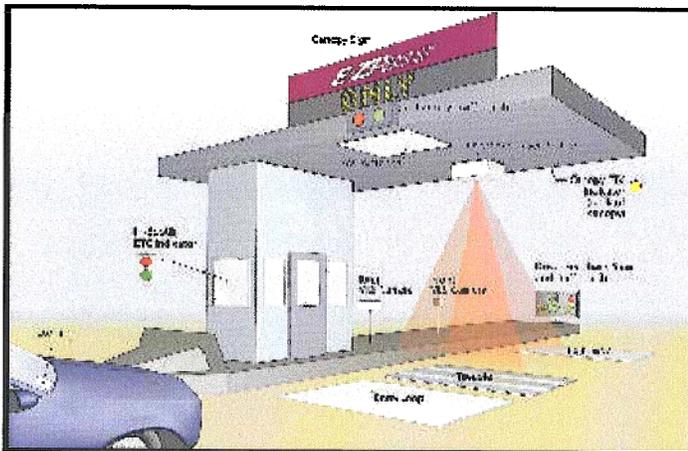
Corrosion of reinforcing steel is the number one problem in concrete structures like bridges. Corroding steel expands and cracks the concrete, creating a direct path for salt and other contaminants to reach other reinforcement and accelerate the process.

Working with the Bridge Maintenance Bureau, the Materials and Research Bureau chose the NH Route 16 Bridge over the Saco River in Conway as a test case for a new product that promises to significantly extend the life of a steel reinforced bridge components.

The chemical corrosion inhibitor applied to existing structures aims to halt corrosion by penetrating the concrete and forming a protective coating around the steel. It's also supposed to react with the concrete to fill the pores and create a less corrosive environment.



A new "chemical corrosion inhibitor" being tested on the NH Route 16 Bridge over the Saco River in Conway could prove valuable for extending the life span of bridges across the state.



E-ZPass Technology Makes for Smoother, Safer Turnpikes Ride

The E-ZPass electronic toll collection system allows motorists to pass through a toll plaza without stopping. A transponder, or tag, in the windshield of the vehicle is "read" as the vehicle pass through the toll plaza. The information read from the tag is sent to the customer service center which debits the pre-paid account.

Violators passing through the E-ZPass lanes will have their license plates photographed by fixed cameras, and receive notice of a \$25 fee by mail.

Testing of Surface Treatments Aims to Extend Pavement Life

Five pavement treatments, including rubber chip and 1/2 inch stone pre-coated with crumb rubber, are being tested on a nine-mile stretch of NH Route 13 in Brookline and Milford.

All of the treatments provide preventative maintenance aimed at sealing "temperature cracks" and extending the life of the pavement at less cost than more expensive rehabilitation or re-paving. Rejuvenating and improving the pavement surface also gives a smoother ride.

A December 2004 survey of the test sections found three of them in excellent condition.



Financial Management

RECEIPTS AND EXPENDITURES* FOR FISCAL YEAR ENDING JUNE 30, 2005

RECEIPTS

State Gasoline Tax	\$154,604,000
Motor Vehicle Fees	93,190,000
Federal Funds**	165,129,000
Toll Receipts and Interest	68,180,000
Other***	<u>58,166,000</u>
TOTAL	\$539,269,000

EXPENDITURES

Permanent Personnel Service	\$ 53,940,095
Overtime	6,866,460
Benefits	29,355,246
Current Expenses	33,218,619
Travel In-state	656,539
Travel Out-of-state	42,174
Equipment	1,869,010
Capital expenditures	252,785,740
Block Grant Aid	29,450,081
Other State Agencies (transfers from Highway Funds)	67,306,186
Other Personnel Services (temporary employees)	4,714,108
Debt Service	36,934,653
Betterments	<u>18,739,804</u>
TOTAL	\$535,878,715

ALTERNATE EXPENDITURES STATEMENT

Administration	\$19,967,742
Engineering	26,504,245
Highway Garage	9,063,281
Maintenance	98,057,816
Community Assistance	29,450,081
Debt Service	36,934,653
Construction & Reconstruction	232,169,397
Legislative Capital Projects	24,004,149
Other State Agencies (transfers from Highway Funds)	<u>66,306,186</u>
TOTAL	\$535,878,715

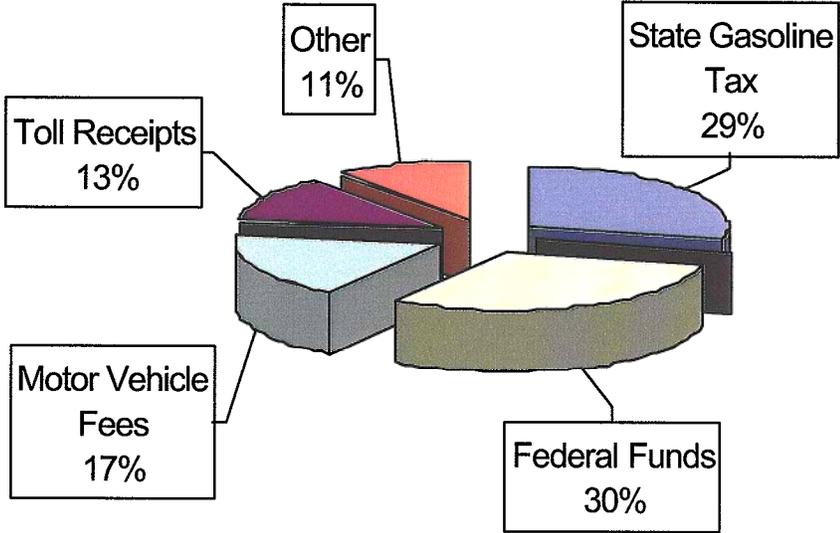
*unaudited

**includes approximately \$16.7 million for airport capital improvement projects. (pass through)

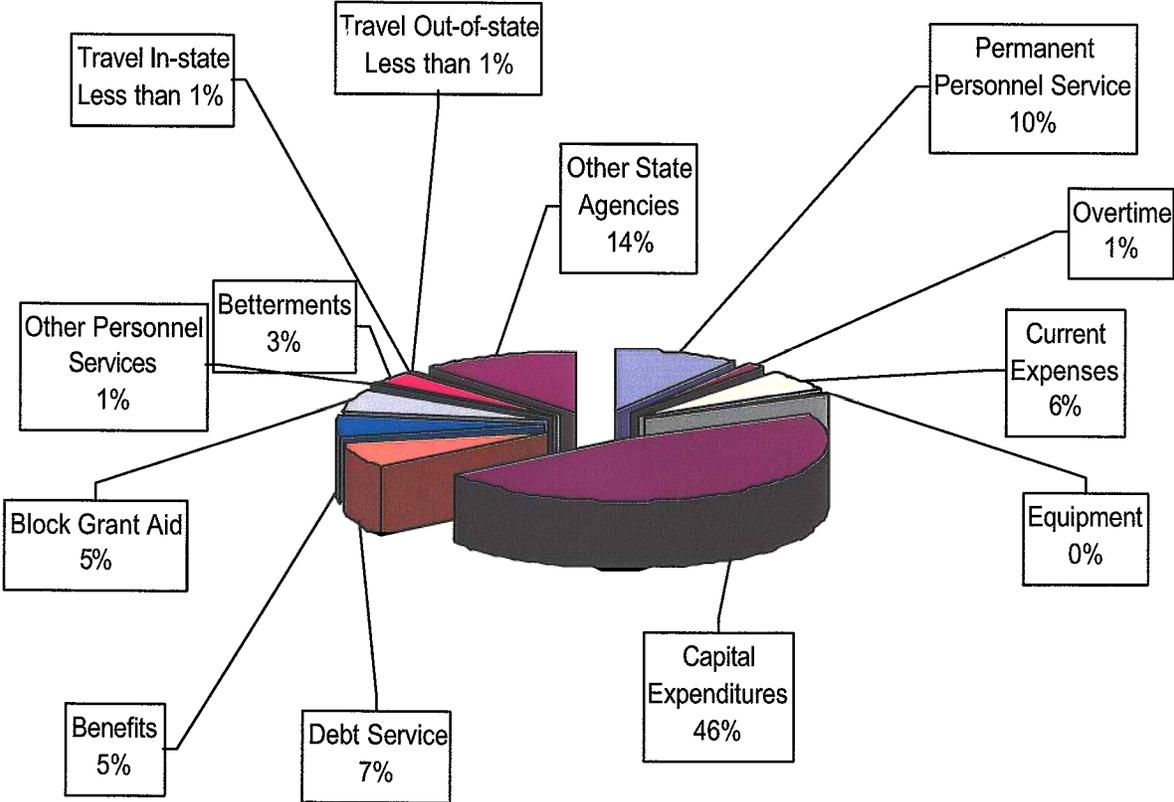
***includes monies from the following sources:

Turnpike Bond Proceeds for Capital or Construction Programs	\$20,503,000
Accounts Receivable	10,190,000
Department of Transportation Revenue	7,418,000
Intra-Agency Transactions	<u>20,055,000</u>
TOTAL	\$58,166,000

RECEIPTS - Fiscal Year 2005 (\$539,269,000)



EXPENDITURES - Fiscal Year 2005 (\$535,878,715)



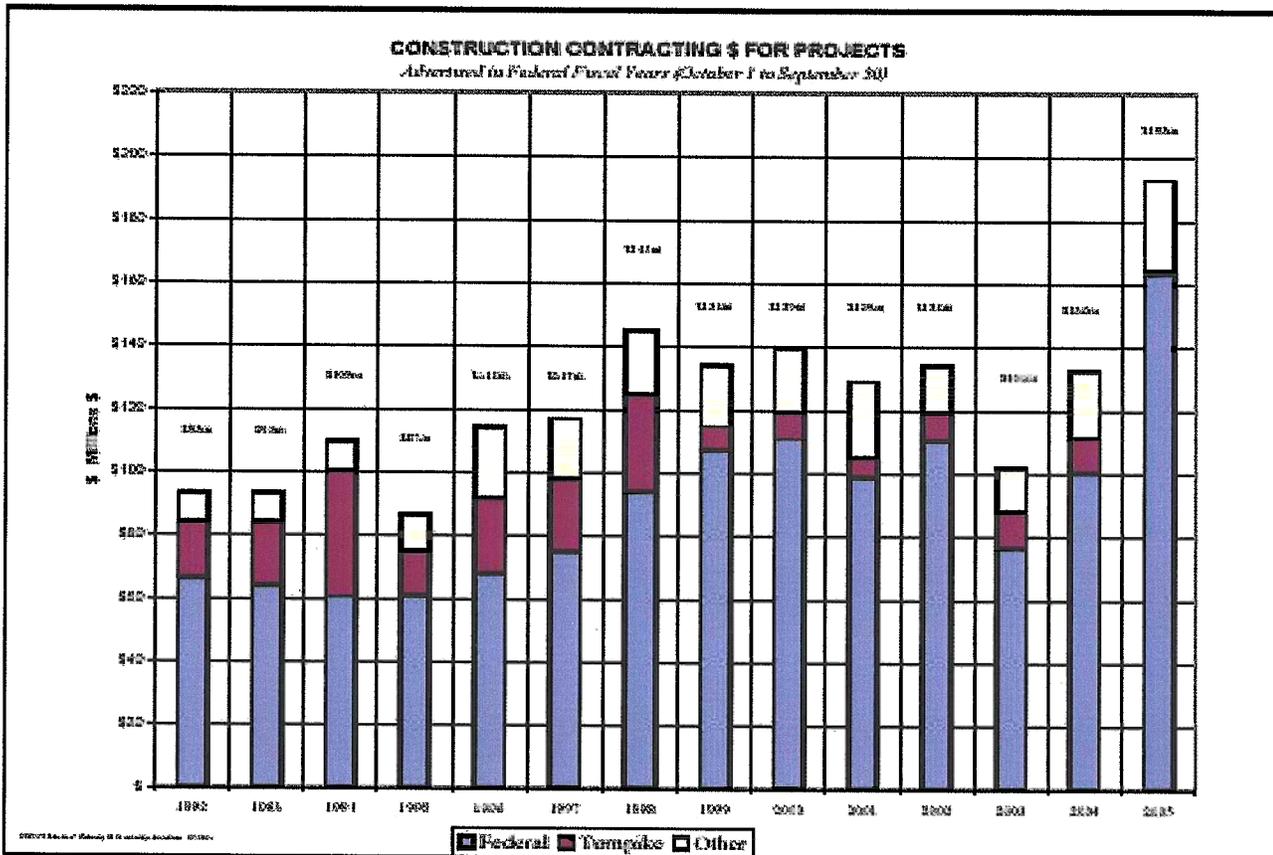
Legislation

Laws of 2005

<u>Chapters</u>	<u>Bill #</u>	
<u>0019</u>	HB124	naming a certain portion of NH Route 125 Officer Mel Keddy Memorial highway.
<u>0021</u>	HB160	naming a certain bridge on US Route 3 between Pembroke and Allenstown.
<u>0055</u>	HB263	relative to the use of design build and construction management methods for state capital projects.
<u>0058</u>	HB304	relative to federal highway grant anticipation revenue (Garvee) bonds.
<u>0088</u>	SB120	relative to the purchase of rail properties.
<u>0093</u>	SB212	relative to the railroad tax.
<u>0101</u>	HB152	relative to establishing a committee to study the uses of biodiesel for home heating and vehicular transportation.
<u>0103</u>	HB195	establishing a committee to study the Department of Insurance and awarding the bids for health insurance for state employees.
<u>0128</u>	SB222	relative to cumulative trauma under workers' compensation.
<u>0169</u>	SB215	creating a committee to study alternatives for the disposal of construction and demolition debris.
<u>0171</u>	HB429	relative to representation by non-attorneys before the board of land and tax appeals and condemnation proceedings.
<u>0291</u>	HB644	transferring certain responsibilities from the Departments of Transportation and Health and Human Services to the Department of Administrative Services.

Personnel Data

<u>Number of Employees</u>	<u>6/30/03</u>	<u>6/30/04</u>	<u>6/30/05</u> (<i>Vacancies</i>)
1. Unclassified	7	7	7
2. Classified	1,911	1,911	1,911 (<i>244 or 12.8%</i>)
3. Temporary	<u>568</u>	<u>427</u>	<u>546</u>
TOTAL	2,486	2,345	2,464



PHYSICAL PLANT AND PROPERTY
AS OF JUNE 30, 2005

**Note: During FY 2002 the NHDOT converted from replacement costs to actual costs, per Government Accounting Standard Board (GASB#34) requirement.*

Item	Department of Transportation (excluding Turnpikes)	Turnpikes	NHDOT Totals
Equipment	\$60,137,184	\$ 30,834,727	\$90,971,911
Buildings	\$40,917,296	\$ 4,828,311	\$45,745,607
Land	\$220,609,908	\$104,588,035	\$325,197,943
Highways, Rails and Bridges	\$2,532,384,755	\$536,020,953	\$3,068,405,708
Totals	\$2,854,049,143	\$676,272,026	\$3,530,321,169

The Mission of the Employees of the New Hampshire Department of Transportation

To plan, construct and maintain the best possible transportation system and State facilities in the most efficient, environmentally sensitive and economical manner, utilizing quality management techniques consistent with available resources and mandated controls.

People

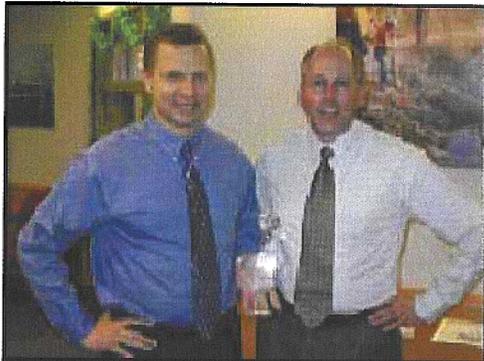


300 Years of Service

Longevity of service has long been a trademark of New Hampshire Department of Transportation employees.

These nine Bridge Design Bureau engineers are members of the “30 Plus Club”, reflective of at least 30 years of service to the State of New Hampshire.

National Recognition for Work with Disadvantaged Businesses



The NHDOT’s program for minority and women-owned businesses has made major progress thanks to the efforts of David Chandler and Jay Ankenbrock. The two Human Resources Bureau employees received the 2004 Disadvantaged Business Enterprise Award from the USDOT in November 2004 for “reshaping the program into one that is a model for others to follow.”

Promoting Transportation Alternatives



Several NHDOT employees participated in Bike/Walk to Work Day on May 20. The third annual event promotes walking and bicycling as healthy alternative modes of transportation for commuting to work.



**THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ORGANIZATIONAL CHART**



**COMMISSIONER
Carol A. Murray
271-3734**

Audit
Carol Macuch
271-1557

Hearings Examiner
Marie-Helene Bailinson
271-3734

**Assistant Commissioner
Jeff Brillhart
271-3734**

Public Information Officer
Bill Boynton
271-6495

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ADMINISTRATION
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271-1697

**AERONAUTICS
RAIL & TRANSIT**
Jack Ferns
271-1676

OPERATIONS
Lyle "Butch" Knowlton
271-3736

Assistant Director
Michael Burlage
271-7419

POLICY
Edwin Smith
271-1486

PROJECT DEVELOPMENT
James Moore
271-1486

Assistant Director
William Cass
271-1486

Bureau Administrators and District Engineers

Finance & Contracts
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271-3466

Human Resources
Fran Buczynski
271-3460

Labor Compliance
David Chandler
271-6754
Health and Safety
Colleen Cook
271-2467

Public Works*
Matthew Moore
271-3516

Office of Information Technology Services**
Dane Prescott
271-3281

Aeronautics
Tricia Lambert
271-2551

Railroads & Public Transportation
Christopher Morgan
271-2468

Bridge Maintenance
Edward Welch
271-3667

Turnpikes
Harvey Goodwin
485-3806

Mechanical Services
Thomas Jelley
271-3721

Traffic
William Lambert
271-2291

Highway Maintenance
Michael Pillsbury
271-2693

Bridge Design
Mark Richardson
271-2731

Highway Design
Craig Green
271-2171

Environment
William Hauser
271-3226

Construction
Ted Kitsis
271-2571

Materials & Research
Alan Rawson
271-3151

Project Management
Chris Waszczuk
271-2171

Right-of-Way
Bill Janelle
271-3222

Planning and Community Assistance
Ansel Sanborn
271-3344

* embedded State Bureau
** embedded State Agency

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 Hiram Morrill 485-9526	District 6 - Durham Doug DePorter 868-1133
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HIGHWAY BLOCK GRANT AID

FOR FISCAL YEAR ENDING JUNE 30, 2005

Highway Block Grant Aid (Formula A) is 12 percent of the total road toll revenue and motor vehicle fees collected for the previous fiscal year. It is distributed to each municipality based on its Class IV and V highway mileage and its population in relation to the entire state. In addition, an annual apportionment of \$400,000 (Formula B) is available to some towns based on a formula using equalized valuation and Class V mileage that gives the greatest benefit to low valuation towns with high road mileage.

<u>Town</u>	<u>Total Aid</u>	<u>Town</u>	<u>Total Aid</u>	<u>Town</u>	<u>Total Aid</u>
ACWORTH	\$122,313.29	DANBURY	\$115,703.13	HARTS LOCAT.	\$845.99
ALBANY	\$32,091.06	DANVILLE	\$74,161.32	HVERHILL	\$149,518.67
ALEXANDRIA	\$72,312.88	DEERFIELD	\$117,057.91	HEBRON	\$19,883.91
ALLENSTOWN	\$84,756.45	DEERING	\$83,188.65	HENNIKER	\$149,860.35
ALSTEAD	\$81,587.80	DERRY	\$595,749.46	HILL	\$49,671.47
ALTON	\$153,930.81	DORCHESTER	\$33,540.96	HILLSBOROUGH	\$138,866.60
AMHERST	\$282,919.52	DOVER	\$470,722.44	HINSDALE	\$85,443.54
ANDOVER	\$87,691.63	DUBLIN	\$70,210.18	HOLDERNESS	\$61,609.39
ANTRIM	\$82,737.83	DUMMER	\$15,571.03	HOLLIS	\$186,945.97
ASHLAND	\$46,592.73	DUNBARTON	\$72,628.01	HOOKSETT	\$230,185.78
ATKINSON	\$121,173.50	DURHAM	\$225,139.45	HOPKINTON	\$165,428.60
AUBURN	\$117,209.48	EAST KINGSTON	\$35,582.04	HUDSON	\$443,562.24
BARNSTEAD	\$152,236.94	EASTON	\$7,847.72	JACKSON	\$38,194.20
BARRINGTON	\$166,127.03	EATON	\$34,058.24	JAFFREY	\$143,058.63
BARTLETT	\$89,815.63	EFFINGHAM	\$68,282.52	JEFFERSON	\$39,597.81
BATH	\$91,403.62	ELLSWORTH	\$5,070.02	KEENE	\$419,470.75
BEDFORD	\$441,032.22	ENFIELD	\$125,654.65	KENSINGTON	\$43,742.70
BELMONT	\$163,625.69	EPPING	\$132,600.62	KINGSTON	\$137,439.14
BENNINGTON	\$37,323.96	EPSOM	\$109,603.87	LACONIA	\$293,615.09
BENTON	\$11,746.82	ERROL	\$5,394.75	LANCASTER	\$90,749.50
BERLIN	\$199,330.99	EXETER	\$242,347.20	LANDAFF	\$38,935.70
BETHLEHEM	\$92,495.06	FARMINGTON	\$134,565.73	LANGDON	\$54,205.06
BOSCAWEN	\$70,559.03	FITZWILLIAM	\$89,549.94	LEBANON	\$264,193.70
BOW	\$185,426.84	FRANCESTOWN	\$85,406.65	LEE	\$94,606.62
BRADFORD	\$78,834.74	FRANCONIA	\$44,708.75	LEMPSTER	\$74,529.89
BRENTWOOD	\$81,088.85	FRANKLIN	\$173,677.47	LINCOLN	\$24,144.00
BRIDGEWATER	\$42,157.99	FREEDOM	\$71,219.32	LISBON	\$71,786.13
BRISTOL	\$78,948.70	FREMONT	\$85,250.96	LITCHFIELD	\$163,324.56
BROOKFIELD	\$23,719.42	GILFORD	\$191,067.45	LITTLETON	\$154,355.02
BROOKLINE	\$102,999.87	GILMANTON	\$130,041.01	LONDONDERRY	\$496,676.53
CAMPTON	\$94,747.85	GILSUM	\$28,083.60	LOUDON	\$138,806.57
CANAAN	\$136,599.13	GOFFSTOWN	\$353,192.59	LYMAN	\$78,486.33
CANDIA	\$100,206.80	GORHAM	\$54,977.28	LYME	\$87,613.27
CANTERBURY	\$79,275.09	GOSHEN	\$27,473.47	LYNDEBOROUGH	\$79,571.69
CARROLL	\$20,207.64	GRAFTON	\$128,965.08	MADBURY	\$43,311.78
CENTER HARBOR	\$29,626.20	GRANTHAM	\$51,365.06	MADISON	\$86,224.12
CHARLESTOWN	\$136,869.30	GREENFIELD	\$64,907.57	MANCHESTER	\$1,736,478.78
CHATHAM	\$15,108.69	GREENLAND	\$66,476.05	MARLBOROUGH	\$64,698.95
CHESTER	\$106,246.64	GREENVILLE	\$40,027.37	MARLOW	\$51,572.36
CHESTERFIELD	\$131,152.29	GROTON	\$21,544.58	MASON	\$63,634.21
CHICHESTER	\$73,745.04	HAMPSTEAD	\$160,531.80	MEREDITH	\$184,869.60
CLAREMONT	\$280,875.03	HAMPTON	\$256,596.64	MERRIMACK	\$493,390.56
CLARKSVILLE	\$20,510.40	HAMPTON FALLS	\$44,474.09	MIDDLETON	\$50,203.44
COLEBROOK	\$85,343.46	HANCOCK	\$83,966.78	MILAN	\$35,493.18
COLUMBIA	\$34,021.00	HANOVER	\$244,602.81	MILFORD	\$259,055.96
CONCORD	\$735,543.90	HARRISVILLE	\$51,103.43	MILTON	\$108,157.84
CONWAY	\$204,998.42			MONROE	\$28,549.29
CORNISH	\$102,722.58			MONT VERNON	\$75,260.79
CROYDON	\$34,054.78				
DALTON	\$72,760.43				

HIGHWAY BLOCK GRANT AID

FOR FISCAL YEAR ENDING JUNE 30, 2005

<u>Town</u>	<u>Total Aid</u>	<u>Town</u>	<u>Total Aid</u>
MOULTONBORO	\$122,488.70	SEABROOK	\$131,306.61
NASHUA	\$1,369,390.07	SHARON	\$18,300.29
NELSON	\$37,237.65	SHELburnE	\$12,166.55
NEW BOSTON	\$161,453.42	SOMERSWORTH	\$192,888.10
NEW CASTLE	\$16,141.04	SOUTH HAMPTON	\$21,162.21
NEW DURHAM	\$96,079.84	SPRINGFIELD	\$49,323.37
NEW HAMPTON	\$88,685.62	STARK	\$48,355.18
NEW IPSWICH	\$116,744.27	STEWARTSTOWN	\$76,329.42
NEW LONDON	\$118,269.54	STODDARD	\$32,094.24
NEWBURY	\$91,632.43	STRAFFORD	\$107,591.99
NEWFIELDS	\$29,719.92	STRATFORD	\$23,595.19
NEWINGTON	\$21,661.68	STRATHAM	\$117,808.35
NEWMARKET	\$143,251.75	SUGAR HILL	\$45,450.03
NEWPORT	\$156,380.36	SULLIVAN	\$50,688.36
NEWTON	\$78,026.55	SUNAPEE	\$101,882.63
NORTH HAMPTON	\$84,658.48	SURRY	\$21,987.49
NORTHFIELD	\$103,798.03	SUTTON	\$98,764.02
NORTHUMBER.	\$47,549.98	SWANZEY	\$158,413.32
NORTHWOOD	\$80,506.36	TAMWORTH	\$102,982.11
NOTTINGHAM	\$107,727.32	TEMPLE	\$62,464.20
ORANGE	\$28,984.94	THORNTON	\$78,077.43
ORFORD	\$55,054.63	TILTON	\$53,275.40
OSSIPEE	\$148,254.33	TROY	\$46,209.26
PELHAM	\$249,135.61	TUFTONBORO	\$68,164.74
PEMBROKE	\$141,615.32	UNITY	\$94,836.24
PETERBOROUGH	\$158,936.25	WAKEFIELD	\$111,513.69
PIERMONT	\$32,834.63	WALPOLE	\$120,926.98
PITTSBURG	\$55,657.72	WARNER	\$113,478.67
PITTSFIELD	\$101,124.02	WARREN	\$34,018.63
PLAINFIELD	\$106,225.61	WASHINGTON	\$50,729.16
PLAISTOW	\$133,965.63	WATERVILLE VAL	\$9,734.86
PLYMOUTH	\$120,695.31	WEARE	\$221,361.43
PORTSMOUTH	\$348,561.79	WEBSTER	\$60,015.38
RANDOLPH	\$14,090.14	WENTWORTH	\$58,107.68
RAYMOND	\$203,223.05	WESTMORELAND	\$72,585.20
RICHMOND	\$47,820.80	WHITEFIELD	\$64,738.48
RINDGE	\$145,395.43	WILMOT	\$69,867.51
ROCHESTER	\$509,435.34	WILTON	\$112,439.72
ROLLINSFORD	\$51,290.18	WINCHESTER	\$121,547.91
ROXBURY	\$30,128.24	WINDHAM	\$226,117.88
RUMNEY	\$46,621.95	WINDSOR	\$3,982.31
RYE	\$114,082.69	WOLFEBORO	\$153,323.58
SALEM	\$520,187.37	WOODSTOCK	<u>\$22,557.00</u>
SALISBURY	\$57,096.69		
SANBORNTON	\$106,064.94	TOTAL	\$28,220,402.68
SANDOWN	\$108,759.76		
SANDWICH	\$99,751.56		



2005 Facts and Figures

The Bridge Maintenance Bureau completed 99 bridge preservation or rehabilitation projects.

The Highway Design Bureau advertised 42 projects, including 13 Federal Resurfacing Program projects (\$40 million) that address 61.5 miles of state highways.

The Municipal Highways Bureau coordinated the Block Grant Aid Program involving the distribution of \$28.2 million to municipalities for local road work. Municipal Highways also coordinated municipally-owned bridge projects. In FY 2005, a total of 23 projects were either completed, under construction or in the design stage.

The Bridge Design Bureau produced plans for the replacement of seven bridges and the rehabilitation of 14 bridges. Permanent snow fence was installed on 49 bridges to reduce annual maintenance costs.

A total of 57 construction contracts were completed and accepted for maintenance.

Emergency repairs were made to the NH 145 Bridge over the Connecticut River in Clarksville and Pittsburg.

The Turnpikes Bureau completed heating, venting and air conditioning replacements at the Dover, Rochester and Hooksett Ramp Toll Plazas, and the Hampton Maintenance Facility.

The Preliminary Design Section (Highway Design) received 41 driveway permit applications for major private development.

The Utilities Section (Highway Design) provided coordination on 185 projects.

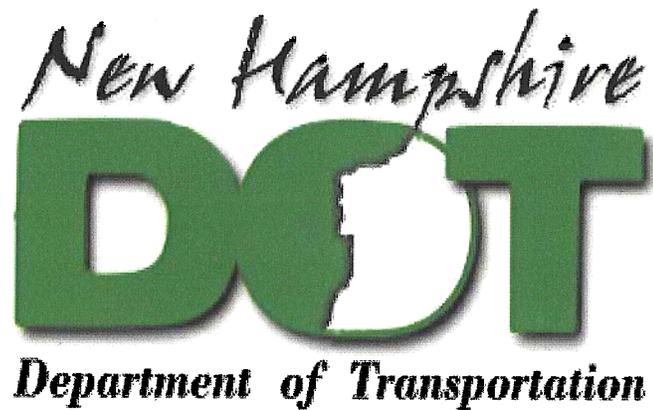
The Roadside Design section worked on six landscaping projects totaling \$700,000.

The Permit Section (Highway Maintenance) issued over 35,000 oversize/overweight permits and 265 parade permits.

The Subsurface Explorations Unit (Materials and Research) completed 593 test borings, including 9,203 linear feet of soil drilling and 5,314 feet of rock coring.

The Right-of-Way Bureau completed 1,163 Title searches, 455 appraisals, 335 acquisitions (\$27.9 million), 83 relocations, and 14 sales or leases of surplus property (valued at \$492,000).

Public Works Bureau projects bid included: NHDOT Mechanical Services Center (\$10.9 M.) and Materials & Research Facility (\$5.5 M.) in Concord, a State Liquor Store (\$1.6 M) in Keene, and an academic building (\$4.5 M.) at the NH Technical College in Laconia.



John H. Lynch, Governor

Executive Councilors

Raymond S. Burton - District 1

Peter J. Spaulding - District 2

Ruth L. Griffin - District 3

Raymond J. Wieczorek - District 4

Debora Pignatelli - District 5

Carol A. Murray, Commissioner

New Hampshire Department of Transportation

7 Hazen Drive

Concord, New Hampshire 03302-0483

www.nhdot.com

This report was produced by the New Hampshire Department of Transportation pursuant to RSA 20:6 & 228:41. Six hundred copies of this report were printed in the Department's print shop. It is also available at www.nhdot.com.