

fiscal year

2009

Annual Report

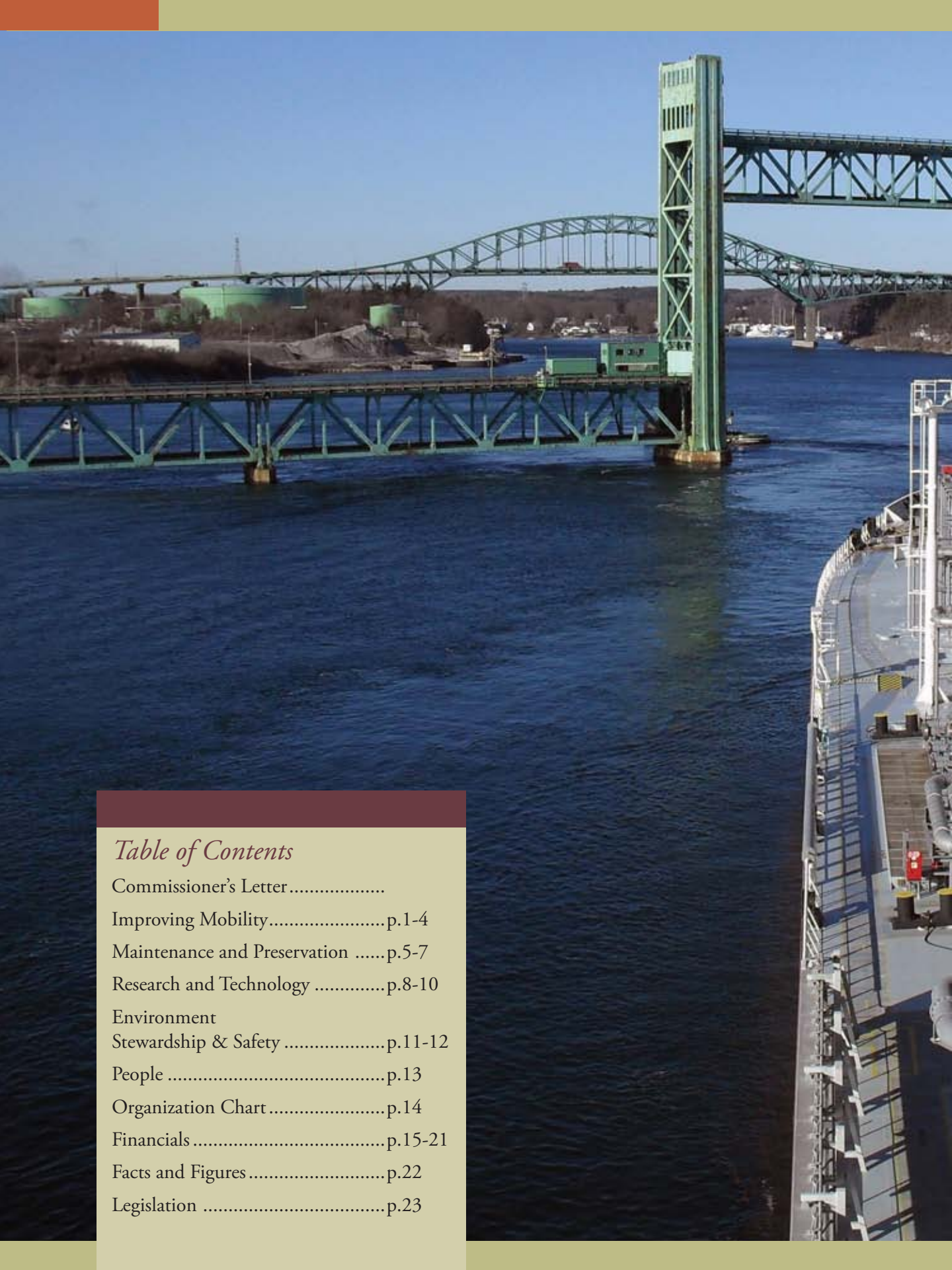


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Letter from the Commissioner

December 31, 2009

The fundamental role of transportation is to support the economy of a state. Never in recent memory has that been more obvious or important than in the past year in New Hampshire.

As this state and its residents struggled along with the rest of the country to rebound from an almost unprecedented economic downturn, it has been increased investment in transportation and infrastructure improvements that has helped lead the way in putting people to work and improving our transportation system for the benefit of all

During Fiscal Year 2009, the New Hampshire Department of Transportation (NHDOT) worked with our partners in the private sector, and local, state, and federal governments that are cornerstones in our efforts to address and respond to the major challenges facing our agency:

- Economic stimulus – federal transportation investment
- Transportation operating budget shortfalls
- Natural disasters and emergencies
- Maintaining a robust capital program
- Taking Steps to implement the Capital Railroad Corridor

The American Recovery and Reinvestment Act of 2009 (ARRA) provided much-needed federal funding that led to a historic year of transportation construction activity in New Hampshire. The NHDOT and its employees were among the national leaders in getting vital ARRA projects out to bid and in the hands of contractors. Paving work on state-maintained roads tripled and major projects like the rebuilding of Interstate 93 and the Manchester-Boston Airport Access Road are being expedited by additional funding. In addition, ARRA funding made \$29 million in construction work possible on 35 municipal projects. At the close of FY 2009, construction work was underway on approximately 98 contracts totaling \$470 million.

Also significant during FY 2009 was the recognition by Governor Lynch and the NH Legislature of



the importance of funding the operational needs of the NHDOT. Additional revenue generated (the first since 1993) for the State Highway Fund will ensure continuing high standards for both winter and summer maintenance operations, and make possible hundreds of additional miles of paving work annually through the Betterment Program.

NHDOT personnel were tested by a multitude of natural disasters during FY 2009, including a rare tornado in July 2008 and a December ice storm that caused widespread power outages and road closures.

As we continue efforts to provide a range of transportation alternatives to our New Hampshire customers, three new Park and Ride/Bus Terminal facilities were opened near Exit 9 of the Spaulding Turnpike in Dover, Exit 2 of I-93 in Windham, and Exit 5 of I-93 in Londonderry, along with enhanced bus service along the I-93 corridor. Upgrading New Hampshire's rail system to provide increased opportunity for freight and passenger service remains a top priority.

On the Turnpike System, major progress was made in the past year on the widening of the Spaulding Turnpike in Rochester between Exits 11 and 16.

Many challenges remain, but much progress was made in the past year to improve New Hampshire's highways and bridges and to put the agency responsible for maintaining and improving the transportation system for New Hampshire residents and visitors on a solid foundation to meet these challenges in the years ahead.

Sincerely,

A handwritten signature in black ink, which appears to read "G. N. Campbell". The signature is stylized and fluid.

George N. Campbell, Jr.

Improving Mobility

Enhancing New Hampshire's Transportation System

Spurred by additional federal funding made possible by the American Recovery and Reinvestment Act (ARRA), major progress was made during the 2009 Fiscal Year in addressing New Hampshire's transportation needs.

During FY 2009, a total of 65 construction projects amounting to \$178 million were completed and accepted for maintenance by NHDOT Operations forces. The Department opened 75 contracts for bids involving approximately \$295 million in work performed by 36 contractors. These projects included highways and bridges, pavement resurfacing, guardrail upgrades, traffic signal installations or replacements, park and ride facilities, sidewalks and bicycle trails, wetland creation, and landscaping at the state and municipal levels.

Major roadway improvements completed in FY 2009 include: I-93 pavement rehabilitation in Northfield (Exit 18 to 19), Manchester (Exit 6 area), and Thornton-Woodstock (Exit 29 to 30); pavement rehabilitation on I-293 and NH 101 in Bedford; reconstruction and widening of US 3/NH 11 in Belmont, NH 11/103 in Claremont and Newport,



NH 101 in Bedford, NH 63 in Hinsdale, and NH 125 in Plaistow; reconstruction and partial relocation of two sections of NH 123 in Alstead; reconstruction and partial relocation of NH 25 in Warren and US 302 in Bartlett; and pavement rehabilitation and/or resurfacing on NH 9/US 202 in Henniker and Hopkinton, NH 12 in Keene and Surry, NH 16 in Wakefield, and on 235 miles of other state roads and the Turnpike System.

Bridge construction work completed in FY 2009 included: replacement of the Cross Street Bridge over I-93 in Salem; replacement of the NH 1A bridge over Seavey Creek with a new timber deck bridge in Rye; replacement of two NH 123 bridges over Cold River in Alstead and Walpole that were damaged in October 2005 flooding; rehabilitation of the Newbury Road Bridge over the Connecticut River in Haverhill; and the painting and partial rehabilitation of the US 3 bridge over the Pemigewassett River in Ashland and Bridgewater.

Other notable completed projects included: emergency flood repairs on Waukewan Road and Winona Road in Meredith and New Hampton; the opening of three new Park and Ride/Bus Terminal facilities near Exit 9 of the Spaulding Turnpike in Dover, Exit 2 of I-93 in Windham, and Exit 5 of I-93 in Londonderry; and rehabilitation and/or replacement of underground fuel storage tanks at several NHDOT facilities across the state.

Interstate and Turnpike construction work continues on: Interstate 93 in Salem (Exit 1 bridges replacement), Windham (Exit 3 reconstruction) and



Londonderry (Exit 5 ramp and bridge replacement); resurfacing and pavement rehabilitation along several sections of I-89, I-93 and I-95; reconstruction of the Hampton Toll Plaza on I-95 (Blue Star Turnpike) to accommodate Open Road Tolling (ORT); continued construction of the I-93 median concrete safety barrier in Bow; and reconstruction and widening of the Spaulding Turnpike in Rochester from Exit 11 to Exit 16.

Continued roadway work includes: construction of the Boston-Manchester Regional Airport Access Road in Bedford, Manchester and Londonderry, the reconstruction and widening of NH 28 in Derry, the NH 11/US 4 intersection in Andover, and the NH 11/NH 114 intersection in New London; and the reconstruction of US 2 in Randolph, US 3 in Whitefield, and the NH 128/Stonehenge Road intersection in Londonderry.

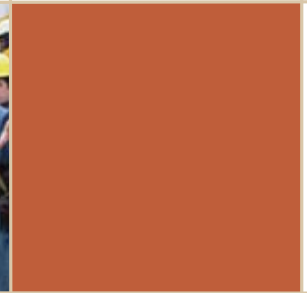
Continuing bridge work includes: replacement of the Island Pond Road bridges over I-93 in Manchester; rehabilitation of the NH 1A bridge over the Hampton River in Hampton; and the widening and rehabilitation of the F.E. Everett Turnpike (Merrill's Marauders) Bridge over the Souhegan River in Merrimack.

At the close of FY 2009, construction work was underway on approximately 98 contracts totaling \$470 million.

American Recovery and Reinvestment Act (ARRA)

The amount of transportation investment and work in calendar year 2009 was historic, with \$130 million in additional funding for roads and bridges provided by the American Recovery and Reinvestment Act of 2009 (ARRA). This essentially doubled the construction program, allowing for an additional 500 miles of pavement rehabilitation work, an infusion of funds into the rebuilding of Interstate 93 from Salem to Manchester, accelerated construction of the Manchester Airport Access Road, and made it possible for the State of New Hampshire to fund 100% construction costs of 35 municipal road and bridge projects across the state.

In addition to the 38 regular projects, the Highway Design Bureau advertised 12 projects valued at \$93,000,000 using ARRA funds.



The NHDOT was second in the nation in obligating ARRA funds and getting projects to contractors and their workers. This required an extremely aggressive project development process, and in many cases required design teams to completely develop the projects within a two to four month timeframe.

ARRA funds made possible, either directly or indirectly, work on 78 bridges as part of roadway resurfacing projects. Similarly, applying ARRA funds to programmed state projects allowed allocation of original federal funds for use in construction of many municipal bridge replacement projects through the Municipally-Managed Bridge Program.



ARRA also provided an additional \$13.5 million for Transit projects and new buses, and \$4.9 million for improvements at airports in Manchester, Keene, Nashua and Gilford.

Bridge Design Initiatives

During FY 2009, contract plans and documents were developed and bids received for the replacement of 18 bridges and construction of 7 new bridges. Rehabilitation, preservation, and improvement work was performed on 121 bridges in several areas of the state, including I-89, I-93, and NH Route 101. Among the advertised bridge projects: I-93 widening from Salem to Manchester - 2 bridges being replaced; Spaulding Turnpike in Rochester - 11 bridges being replaced and 5 new bridges being constructed; Manchester, Island Pond Road over I-93 - 2 bridges being replaced; Everett Turnpike in Merrimack - 1 bridge being rehabilitated and widened; Andover Route 4 - 1 bridge being replaced; Rye Route 1A - 1 bridge being replaced; Manchester-Boston Airport Access Road - 1 new bridge under construction; and; Lebanon, NH - Hartford, VT Route 4 - Temporary bridge being constructed.

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Transit Expansion Takes Hold and Grows

Commuters on the I-93 corridor have new choices for their travel, thanks to a new bus service initiated in November 2008 by the NHDOT through its Bureau of Rail & Transit. The Department contracted with Boston Express to offer service from Manchester, Londonderry and Salem to Boston and Logan Airport. The service operates seven days a week from downtown Manchester and from new park and ride lots and bus terminals at Exit 5 in North Londonderry (above photo) and Exit 2 in Salem, and weekdays from a new terminal at the Exit 4 park and ride lot. In all, travelers can choose from 60 round trips available on the new system. Early returns are positive, with ridership exceeding 1,000 per weekday.

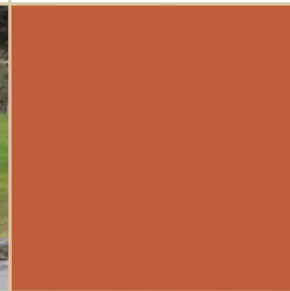
Ridership on local transit systems continues to grow as well. Double-digit increases in ridership that took place in Keene, Nashua, Lebanon and other communities when gasoline prices peaked have held steady as the public recognizes the importance of the transit alternative.

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 Planning and Community Assistance Bureau. The Department completed a thorough Process Review of its

Municipally Managed Programs through the Federal Highway Administration with many positive comments being noted. Municipal management provides cities and towns 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
- Scenic Byways
- Safe Routes to Schools



Transportation Enhancement Program (TE)

The Transportation Enhancement program saw a lot of activity in fiscal year 2009. The program received \$3.9 million dollars from the American Recovery and Reinvestment Act (ARRA), which equates to a little more than one full year of funding for this program. Eleven projects were advertised in Fiscal Year 2009 totaling \$4.6 million dollars, of which seven used the ARRA funds. The program saw a wide variety of projects including the first rail with trail project, historic restorations, sidewalk and village improvements and multi-use paths. The cost of these projects ranged from a low of \$150,000 to a high of \$1.1 million. A new round of TE projects were started this year and selections will happen in the spring of 2010.

Safe Routes to Schools (SRTS)

Encouraging students to walk or ride bicycles to school is the goal of Safe Routes to School (SRTS). This federal program is designed for children in kindergarten through eighth grade, including students with disabilities, who live within approximately two miles of school. In June 2009 the

NHDOT announced nearly \$740,000 in awards for eight communities hosting 14 schools. These funds reimburse communities for infrastructure projects, including sidewalks and school-zone signs and pavement markings. Funds will also be used for non-infrastructure programs including planning, safety education, minor incentives to encourage walking and cycling, and law enforcement efforts.



Maintenance and Preservation

Highway Maintenance

During the 2009 Fiscal Year, NHDOT Highway Maintenance Patrol Crews mobilized and quickly responded to multiple emergency cleanup operations for major storm events from July to December 2008.

Patrol Crews cleared damages from the tornado event of July 24, 2008 that shut down roads, power lines, ruined homes, roads and forest land in locations from Deerfield to Alton where the tornado touched down multiple times. Patrol crews responded again in August to cope with multiple washouts from heavy rains in Districts 2, 3, 5 and 6, followed by additional washouts in September 2008.

Three months later Highway Maintenance Patrol Crews in Districts 2, 3, 4, 5, and 6 combined forces for a remarkable emergency cleanup during and after the December 12, 2008 record-breaking ice storm that crippled southern New Hampshire, from the Seacoast to the Lakes Region to the Monadnock region. Unprecedented damage to power lines left an estimated 250,000 customers in New Hampshire without power. Highway Maintenance Bureau patrol crews alongside other DOT personnel (Traffic, Fuel Distribution, Bridge Maintenance, etc.)

performed cleanup operations swiftly, efficiently and creatively while dealing with no electrical power – finding generators for fueling sites so vehicles and emergency operations could continue without interruption. NHDOT crews cleared roads of tree debris so public utility crews could enter to repair damaged wires as swiftly as possible. The Department also used its resources for temporary needs by assisting other state agencies, coping with defunct traffic signals, and prioritizing cleanup first to vital public and private emergency services.

NHDOT Highway Maintainers in patrol crews performed the normal winter snow and ice removal on over 8,700 lane miles of the State roadway system along with spring cleanup, summer maintenance and assisting in statewide resurfacing projects. Winter maintenance accounts for approximately 1/3 of the total of the Bureau's yearly expenditures.

The District 5 Highway Maintenance Office moved from Hooksett to a new building near the Bedford Tolls on the Everett Turnpike. Other notable projects in Highway Maintenance include a joint effort with the Federal Highway Administration and the NH Department of Safety to offer a Quick Clearance Symposium to address local public safety officials on reopening Highway Alternatives.

Bridge Maintenance

Maintaining the 2,127 state-owned bridges and assisting cities and towns with their 1,662 bridges remains a top NHDOT priority. Major tasks of the Bridge Maintenance Bureau include emergency repairs due to accident or storm damage, replacing and widening sub-standard bridges, replacing sub-standard bridge rail systems, installing temporary bridges, preventative bridge maintenance and rehabilitating covered bridges. Additionally each year, this Bureau repairs several municipal and other state-owned bridges.

The Bureau completes approximately 90 major bridge projects per year. During FY 2009, Bridge Maintenance removed four bridges from the State



Red List and assisted with critical electrical repairs and upgrades for the Sarah Mildred Long Bridge (NH 1 Bypass) in Portsmouth. Bridge Maintenance crews also responded to the August 2009 flooding, repairing six structures and reopening two that were closed to traffic after being undermined by flood waters. Emergency structural steel repairs to the US Route 4 bridge over the Connecticut River in Lebanon enabled the bridge to stay in service.

The Bureau also maintains and operates five lift bridges, and maintains and repairs the five state-owned covered bridges.

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 approximately 631 total lane miles.

Major improvement work continued in FY 2009 on the Spaulding Turnpike, which involves the reconstruction and widening of the turnpike in Rochester from Exit 11 to Exit 16.

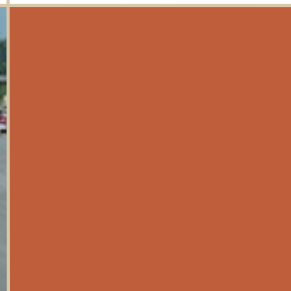
Among the projects completed were the resurfacing of 49 miles of Turnpike and the rehabilitation of the Interstate 95 bridge over the B&M Railroad in Portsmouth. Work began on the rehabilitation and widening of the F.E. Everett Turnpike (Merrill's Marauders) bridge that crosses the Souhegan River in Merrimack.

Electronic tolling market share climbed to close to 60% of all toll paying customers, and a new permanent E-ZPass Walk-In Center was opened at the Pease Tradeport in Portsmouth.

Work began on improvements to the Hampton Toll Plaza on I-95 (Blue Star Turnpike) to allow for the implementation of Open Road Tolling by May 31, 2010.

Stimulus Funds Help New Hampshire Airports

The American Recovery and Reinvestment Act (ARRA) granted \$4.6 million in federal funds for airport improvements in New Hampshire. These enhancements involved pavement projects at Laconia Municipal Airport (Gilford), Dillant-Hopkins



Airport (Keene/Swanzey), and Boire Field (Nashua), and the purchase of firefighting equipment for Manchester-Boston Regional Airport (Manchester). Funding for these projects has improved the safety for aircraft that operate at these airports and invested in the local economies by putting contractors to work. The Federal Aviation Administration (FAA) funded 100% of these ARRA projects and doubled the size of the Aeronautics Bureau's Airport Block Grant Program.

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 2009. FAA airport improvement grants issued by the Bureau in FY 2009 totaled \$4.3M in federal funds. Including grants



issued in previous years, Aeronautics is currently managing over \$70M in airport improvement projects. The Aeronautics Bureau's role also includes programs in aviation education and safety, revenue generation, regulatory oversight, and aircraft accident investigations.

Preserving Vital Rail Corridors

The Bureau of Rail & Transit maintains and repairs over 200 miles of active state-owned railroad lines in partnership with private rail companies, as well as inactive lines used for recreation. This was a very busy year with the Rail and Transit Bureau completing several major capital projects, making major repairs to 17 miles of the Concord-Lincoln railroad corridor damaged by major flooding in August 2008, and performing regular routine maintenance and repair projects. Capital projects included structural steel repairs on the 500-foot-long Connecticut River Bridge in West Lebanon, installing 420 new bridge timbers on the 540-foot-long Frankenstein Trestle in Harts Location, tamping and surfacing 22 miles of track between Groveton and Whitefield and surfacing 10 miles of track between North Conway and Bartlett.

The flood repairs included rebuilding approximately one mile of track at several locations, replacing and repairing 30 culverts, repairing three bridges, replacing over 5,000 cross ties, and



over 20,000 tons of ballast stone, and tamping and surfacing 10 miles of track. The most public rail move this year involved the transport of two oversized electrical transformers from Groveton to Conway on State-Owned railroad lines that could not have been done if the State hadn't been maintaining these lines and keeping them in good condition.

New Plow Blade Edge Saves Time and Money

Over a five-month period of winter maintenance operations during FY 2009, the Highway Maintenance Bureau's District 6 tested a new composite plow blade edge for effectiveness and durability. The manufacturer of this plow blade advertised that these edges would last longer, scrape better and reduce noise transfer from the plow to the truck, thus reducing driver fatigue. The testing that was performed focused primarily on how well the edges would wear compared with the current NHDOT standard carbide plow blade edge. The test results revealed the new plow blade (Joma 6000 edge) performed exceptionally well at removing snow and ice packed onto the pavement, better than the NHDOT standard carbide. The testing also concluded that although more expensive to equip a plow initially, the cost of the composite plow blade is quickly recovered, and if the test wear pattern continues, it would take eight sets of the current NHDOT plow blades to match the performance of one set of the tested blades. Further winter maintenance testing of the new plow blade edge will be expanded statewide in the 2010 Fiscal Year.

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Research and Technology

Extending the Life of New Hampshire Roadways

Preserving New Hampshire's roadways using thin-lift surface treatments is emerging technology at the NHDOT. Microsurfacing, Nova Chip[®], polymer modified asphalt pavements, and a variety of chip seal treatments combined with an aggressive crack sealing program were used on nearly 55 miles of Interstate and State maintained roadways during the 2009 construction season. These "pavement preservation" treatments are typically used to maintain the integrity of a good or better condition pavement before traffic and climate effects take their toll. Pavement preservation techniques can be applied at a fraction of the cost of full removal and replacement or rehabilitation treatments and they have less impact on the motoring public. With the timely application of preservation treatments, the DOT can maintain a higher level of serviceability at a lower cost. Most of this year's pavement preservation projects were funded by the American Recovery and Reinvestment Act.

Plastic Pipe Video Inspection

The Department of Transportation has allowed plastic drainage pipe for use on its roadway projects since the late 1990's. In late 2008, the Bureaus of Materials & Research and Construction initiated a pipeline video inspection project to assess the condition of existing plastic pipe installations. The goals of the research were to evaluate the overall performance of plastic pipe under service loads, and to identify any defects resulting from product deficiencies or improper construction practices. Six projects with significant installations of plastic drainage pipe were selected for investigation. A cable tether-controlled wheeled robot with a camera was used to perform the inspections. During the inspections, the robot proceeded through the pipe and took video and still pictures. While a review of the data collected during the study is still ongoing, the plastic pipes appeared to be performing as designed.

NHDOT Pavement Data Collection Enters a New Era

The NHDOT is on the cutting edge of asset management with the addition of a state-of-the-art roadway data collection vehicle. The new Pathway Services, Inc., "PathRunner XP" (photo below) Van will provide the detailed pavement data needed to optimize the annual pavement resurfacing budget. The Pavement Management Section of the Bureau of Materials and Research depends on pavement surface distress data to analyze the condition of New Hampshire's roads and provide recommendations for appropriate and cost effective pavement treatments.

As the NHDOT asset management program develops, the information collected by the van will be critical for inventory and maintenance of other assets such as signage and guardrails. The imagery captured by the vehicle will provide roadway information for uses by several Bureaus. The new pavement van will improve the way the NHDOT designs and maintains New Hampshire's 4,700-mile network of state-maintained roads.



New Fuel Management System

With assistance from the Office of Information Technology, the NHDOT is installing a new Fuel Management System that will replace or upgrade current components of an existing 20+ year-old Fuel Distribution System. New system components include hardware, operating system, database, and proprietary fuel management software for:

- 33 fully automated fuel sites across New Hampshire, including Tank Level Sensor devices with the capability to send environmental alarms to operational response staff;
- One Compressed Natural Gas fully automated fuel site;
- Three partially automated high volume fuel sites with the capability of capturing fuel transactions and transmitting totalizer and dipstick readings;
- An upgrade to automate 20 existing non-automated (manual) sites. These sites are currently a key lock system and are manually controlled when communicating with the central computer.

The existing Fuel Distribution System consists of outdated hardware, software, dial-up telecommunication, fuel control terminals, phone lines, modems, and a central computer system that is no longer able

to be supported due to system limitations and an inability to obtain hardware replacement parts.

Estimating Flood Discharges for New Hampshire Streams

The starting point in the design of bridges that pass over water or culverts conveying water is to determine the magnitude and frequency of the flood discharges that must be accommodated. But what is a designer to do when a stream does not have a suitable stream gage or adequate estimate of the flood discharge at selected recurrence intervals for use in the engineering analysis?

The U.S. Geological Survey (USGS) and the NHDOT partnered on a recently completed study to develop estimates of the magnitudes and frequencies of flood discharges for ungaged, unregulated, rural streams throughout New Hampshire. In the process, estimates of flood discharges at gaged waterways were updated. The USGS utilized flood-frequency and drainage-basin characteristics from 117 stream gages to develop equations for estimating the flood discharges at the 2-, 5-, 10-, 25-, 50-, 100-, and 500-year recurrence intervals for ungaged waterways in New Hampshire. The drainage-basin characteristics included drainage area, mean April precipitation, percentage of wetland area, and main channel slope.

The benefits of this research are reduced design time and improved accuracy of flood flow discharge estimates for gaged and ungaged streams in New Hampshire and development of the NH StreamStats web-based computer application (http://water.usgs.gov/osw/streamstats/new_hampshire.html.) The NH StreamStats is a powerful tool that enables the user to quickly obtain discharge statistics, drainage-basin characteristics, and other information at user-selected sites on streams.

Replacing Rock Anchors on Barron Mountain along I-93 in Woodstock

Although visual inspections of the rock slope and reinforcement have been conducted annually at Barron Mountain overlooking I-93 in Woodstock,



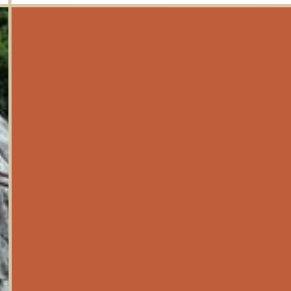
there was no method for determining the actual condition of the existing rock reinforcement. More than half of the generally accepted 50-year service life had passed, and the results of a two-phased research study indicated approximately 30% of the rock bolts may have suffered a loss of pre-stress. The research provided an effective method for identifying areas of possible corrosion, assessing the overall condition of the reinforcements and estimating remaining service life. As a result, during the summer of 2009 over 200 resin grouted rock bolts were tested. About 32% of those tested exhibited a loss of pre-stress and required replacement.

Measuring and Assessing Construction Vibration

Highway construction work within New Hampshire has trended in recent years toward increased reconstruction and rehabilitation projects in congested urban areas. This has resulted in a greater concern for vibrations generated by non-blasting construction activities, a greater potential for complaints or damage, and an increased need to monitor vibrations during construction.

NHDOT researchers developed a Vibration Assessment Impact Rating Procedure to gauge the impact of construction-induced vibrations at project sites. This procedure enables assessments to be conducted for each type of vibration-producing activity anticipated during a project in relation to various types of man-made structures and vibration-sensitive operations in the vicinity of the work. A variety of non-blasting construction activities were investigated, including vibratory compaction, excavation and splitting of rock with a hoe-ram, sheet pile driving, pavement breaking, demolition, track mounted vehicles, and heavy construction traffic.

As a result of the research, vibration assessments can be performed comparing different construction activities at the same site, or the potential impact of an activity at one site versus the same activity at another site. The vibration assessment procedure and database allow for development of preliminary cost estimates for vibration monitoring services, and provide a resource for decision-making during various construction phases of NHDOT projects.



Alternative Pavements for Snowmobile Crossings

New Hampshire's 6,800 miles of snowmobile trails cross many state and local roadways. A North Country highway may be crossed by as many as 10,000 snowmobiles during a snowy winter month.

Excessive highway pavement wear from snowmobile traffic is a maintenance issue for the NHDOT. The snowmobiles and trail grooming equipment scar and erode the pavement surfaces, eventually creating wide ruts across the highway that cause potential safety issues for vehicular traffic. Damage often includes breaking of the pavement's edge until the travel lanes are threatened. After reviewing studies completed in other states, the NHDOT field-tested two alternative surface treatment materials at snowmobile highway crossings subject to excessive pavement wear. Cost, ease of installation, durability and replacement strategies were compared with conventional hot mix asphalt over three winters. Cleanosol, a surface-applied thermoplastic material successfully used to armor snowmobile crossings in Michigan and Wisconsin, was the easiest and fastest product to install. NHDOT researchers will continue to meet with other state agency representatives to review ongoing issues and future design and implementation criteria for snowmobile crossings.

Environmental Stewardship and Safety

Increased Emphasis on Employee Safety paying off

The NHDOT continues to emphasize safety in the workplace for all employees and the effort is yielding positive results. There was a 20% reduction in employee work-related injuries in 2008. Progress with this Department priority continued in the first part of 2009 with each District and Bureau preparing a focused Injury Reduction Plan detailing measurable objectives. A Wellness Coordinator was hired in May 2009 by the Office of Stewardship and Compliance, marking the first full-time wellness position within New Hampshire State government. Among the safety initiatives: creating a business plan for the Department's wellness program; educating employees on their health care benefits; preparing commercial drivers license holders for the potential implementation of a medical card requirement; planning the first annual NHDOT wellness fair; health and safety presentations at the Division of Operation's Safety Days; and revising numerous safety programs within the agency.

Stormwater Outreach and Education Effort Takes to the Road

The addition of a new trailer has the Bureau of Environment's five-member Stormwater Outreach Team (SWOT) aggressively taking their message that "clean water is everyone's responsibility" to cities and towns across New Hampshire. The stormwater trailer (unveiled at Earth Day 2009) and stormwater table that it carries enables the team to present information, up-to-date resources, and materials to interested groups in a unique and interesting way that has people thinking about New Hampshire's water resources and what they can do to keep these resources clean. The presentations to schools and communities, as well as DOT employees, is part of the NHDOT's requirement to meet the EPA's 2003 General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems and its public outreach component. It's also the right thing to do to promote clean water and "Best Management Practices" in New Hampshire. The new trailer traveled over 650 miles in 2009 and the SWOT team logged over 40 hours of presentations.



Stormwater Structure Inspections

During FY 2009, the Bureau of Environment inspected 126 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 continue to be an issue and are affecting the performance of the structures. The knowledge gained from the inspections will be shared with the Highway and Bridge Design, Construction, and Maintenance Bureaus.

Improving Transportation while Protecting the Environment

A Department-wide effort continued in Fiscal Year 2009 to ensure that all NHDOT facilities are operating effectively while adhering to strict guidelines aimed at protecting the environment.

Multi-media Environmental Compliance Audits (MECA) were completed at the Traffic Bureau and at maintenance facilities in Districts 2, 3 and 4. Corrective action plans were developed and are being implemented. District 6 MECA's were nearly complete by the end of FY 2009, while MECA's for Turnpikes, Mechanical Services and Bridge Maintenance facilities were about 50% complete. Environmental Management Systems (EMS) were in various states of development throughout the Division of Operations, and an EMS manual was developed for the Department.

The Environment Bureau updated a Hazardous Waste Manual that is used to provide guidance to NHDOT Construction Bureau Contract Administrators in the handling of hazardous materials on contaminated sites within construction projects. The bureau is also working with the NH Department of Environmental Services in the development of a workshop that will provide hazardous waste management information necessary for those working in the NHDOT's Division of Project Development.

Reducing Animal/Vehicle Collisions and Addressing Habitat Connectivity

NHDOT projects often need to address the problem of vehicle/animal collisions and habitat connectivity. Here are examples of methods used:

- The NH Route 111 Bypass in Windham – Salem, crossed a large area of quality wildlife habitat. The project constructed a large dry culvert and a small bridge over a brook to allow animals to pass under the highway. Motion detection cameras were installed to monitor animal use of these two structures.
- The Manchester Airport Access Road in Manchester-Bedford-Londonderry crosses many different wetlands and wildlife habitats. Mitigation for these impacts included in part a wildlife culvert under NH Route 3A and a tall bridge carrying the Airport Access Road, spanning the Little Cohas Brook and old Trolley right of way. These structures will allow wildlife to cross under the roadway to safely access the Merrimack River and other habitats in the area.



Bike/Walk to Work Week Earns Governor's Fitness Award

The NH Department of Transportation's annual effort to get people out of their vehicles to walk or bicycle to work has earned the agency an Outstanding Achievement Award from the Governor's Council on Physical Activity and Health. The annual "Bike/Walk to Work Week" encourages everyone to be active and fit, and also help the environment. In addition to "Green Commute Week" (May 11-15), the NHDOT also was an active participant this year in "Walk NH Week 2009" (June 1-7).



People

Employee Survey Prompts Several Initiatives

A September 2008 NHDOT employee survey provided the Department with benchmark assessments of our workforce cultures and attitudes. The results confirmed NHDOT employees are a very dedicated group who take great pride in the work they do. The survey also revealed the need to improve internal communications.

The survey helped prompt several initiatives. The Commissioner established a cross-functional team to update the Department's strategic plan, Mission, Vision, and Value Statements. The team further advanced the strategic plan through creation of a Department-wide Balanced Scorecard. The rollout of the Balanced Scorecard and tracking of performance measures will be a strategic initiative in the years to come. The implementation of Balanced Scorecards and performance measures (along with implementation of LEAN initiatives to ensure our most efficient and effective means to accomplish our work) will help the Department fully utilize all its resources to accomplish its mission to serve the Transportation system users.

Also, in response to the need to improve communications, the Commissioner implemented the Department's first Labor/Management Committee, and held Budget Town Meetings with employees.

Workforce Planning and Development

An increased demand on the existing NHDOT workforce was the impetus for employees and managers throughout the Department to join forces on multiple workforce planning and development initiatives. The Workforce Development goal is to be able to ensure the NHDOT has the right employees, with the right skills, in the right positions at the right time. The Department's Human Resources Scorecard has set a goal of commitment to develop "bench strength" three deep for all positions. It begins with identifying key positions and seeking to develop in-house candidate

skills through employee development, and to build recruitment resources. Also identified is the need to develop strong supervisory and managerial skills to address pending vacancies at those levels due to potential near-term retirements.

The NHDOT has also been a participant in a Tri-State Transportation Workforce Development project. This is a grant program approved to create a Transportation Education Development Pilot Program for New Hampshire, Maine and Vermont. Accomplishments of the project this year include planning and developing the scope of the four year project and completing a tri-state workforce skill and gap analysis. The core curriculum for the transportation education and development program has been developed and will be introduced during this coming fiscal year.

Recruiting the Next Generation of Quality Employees

With NHDOT employment levels at a 20-year low, it's more important than ever to retain the best and most experienced employees while attracting the best candidates possible to ensure a quality workforce well into the future.

This past year continued recruitment efforts included developing relationships with high schools, technical institutions, colleges and universities, commissions with a focus on non-traditional placements, and attending job fairs. These efforts, along with the impact of a struggling economy, have enabled the Department to hire 21 new civil engineers, and to fill many other positions in the highway and bridge maintenance areas that have been difficult to fill in recent years.

Also in FY 2009, extended recruitment efforts resulted in the hiring of over 20 interns, enhancing staffing levels in multiple locations throughout the Department. Internships are an excellent resource for developing future new employees of the Department.

Organization Chart

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

COMMISSIONER
George N. Campbell, Jr.
271-3734

Assistant Commissioner
and Chief Engineer
David Jeff Brillhart
271-3734

DIRECTORS

Finance
(Vacant)

Policy & Admin
(Vacant)

Aeronautics,
Rail & Transit
Jack Ferns
271-1676

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
Leonard Russell
271-3466

Human Resources
Fran Buczynski
271-6070

Aeronautics
Tricia Lambert
271-2551

Bridge
Maintenance
Douglas Gosling
271-3667

Bridge Design
Mark Richardson
271-2731

Materials & Research
Alan Rawson
271-3151

Audit
Carol Macuch
271-1557

Stewardship &
Compliance
William Hauser
271-3226

Railroads &
Public Transportation
Christopher Morgan
271-2468

Turnpikes
Christopher
Waszczuk
485-3806

Highway Design
Craig Green
271-2171

Project Management
Keith Cota
271-2171

Federal Labor
Compliance
John "Jay"
Ankenbrook
271-6754

Mechanical Services
Jonathan Hanson
271-3721

Environment
Charlie Hood
271-3226

Right-of-Way
William Oldenburg
271-3222

Hearings &
Legislation
Kathleen
Mulcahy-Hampson
271-3734

Traffic
William Lambert
271-2291

Construction
Theodore Kitsis
271-2571

Planning &
Community Assistance
William Watson
271-3344

Public Information
Officer
William Boynton
271-6495

Highway
Maintenance
Caleb Dobbins
271-2693

District 1 Lancaster David Rodrigue (acting) 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 Douglas DePorter 868-1133
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Report of Revenue Activity - FY 2009

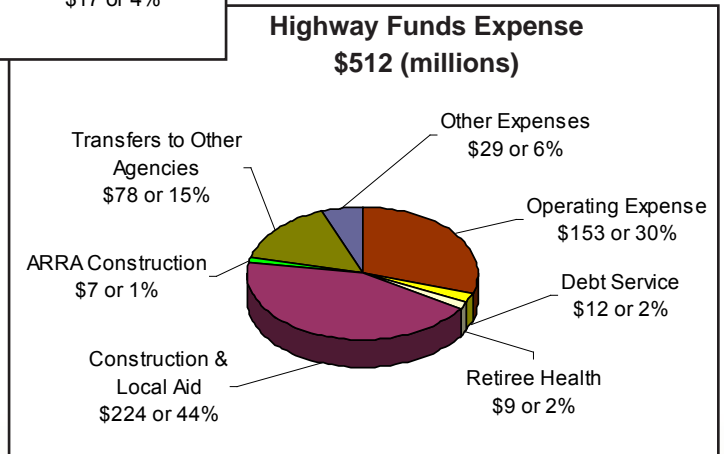
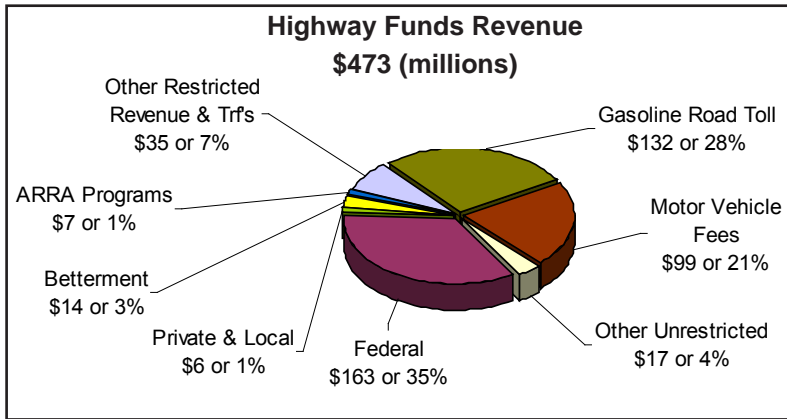
UNAUDITED - BUDGETARY	Fund Type				Total
	General 010	Highway 015	Turnpike 017	Capital 030	
<u>Unrestricted:</u>					
Sale of Service - Miscellaneous		2,300,537			2,300,537
Administrative Overhead Cost		1,808,721			1,808,721
Federal Overhead Billing - Additive		11,028,984			11,028,984
Interest Income		129,700	819,777		949,477
Cash Toll Receipts - Blue Star			19,723,272		19,723,272
Cash Toll Receipts - Central			19,029,028		19,029,028
Cash Toll Receipts - Spaulding			6,495,712		6,495,712
Electronic Toll Collections - Blue Star			26,549,788		26,549,788
Electronic Toll Collections - Central			24,439,777		24,439,777
Electronic Toll Collections - Spaulding			8,192,235		8,192,235
Turnpike Miscellaneous			515,592		515,592
Other Unrestricted Revenues	725,595	1,764,091	1,468,575		3,958,261
<i>Revenue Collected by the Department of Safety:</i>					
Gasoline Road Toll		132,125,000			132,125,000
Motor Vehicle Fees		99,312,000			99,312,000
Total Unrestricted Revenue	725,595	248,469,033	107,233,756	-	356,428,384
<u>Restricted:</u>					
<i>Federal Funds</i>					
Consolidated Federal Aid		156,993,956			156,993,956
FHWA Flood		5,487,056			5,487,056
FEMA Flood		25,535			25,535
FAA Airport Improvement	8,603,733				8,603,733
Public Transportation Division	4,815,659				4,815,659
Other Federal Funds		650,169		10,857,771	11,507,940
ARRA Programs		6,566,940			6,566,940
Total Federal Funds	13,419,392	169,723,656	-	10,857,771	194,000,819
<i>Revolving Funds</i>					
Garage Income - Equipment Usage & Sales		14,730,564			14,730,564
Fleet Parts Inventory		1,000,323			1,000,323
Motor Fuel Sales		11,333,010			11,333,010
Transponder Sales			651,916		651,916
Other Revolving Funds	356,675				356,675
Total Revolving Funds	356,675	27,063,897	651,916	-	28,072,488
<i>Private & Local Funds</i>					
Interstate Bridge Authority		910,226			910,226
Consolidated Federal Aid - Local Match		2,559,189			2,559,189
Requested Maintenance/Repairs		1,587,139			1,587,139
Other Private & Local Funds	163,167	834,969			998,136
Total Private & Local Funds	163,167	5,891,523	-	-	6,054,690
Total Intra-Agency Transfers		1,761,436			1,761,436
<i>Agency Income</i>					
Pavement Marking Program		1,864,000			1,864,000
Federal Emergency Relief Funds		2,539,810			2,539,810
Highway Betterment		14,167,630			14,167,630
Other Agency Income	804,979	1,976,740	5,510		2,787,229
Total Restricted Agency Income	804,979	20,548,180	5,510	-	21,358,669
Total Restricted Revenue	14,744,213	224,988,692	657,426	10,857,771	251,248,102
Total All Revenue	15,469,808	473,457,725	107,891,182	10,857,771	607,676,486

Report of Expense Activity - FY 2009

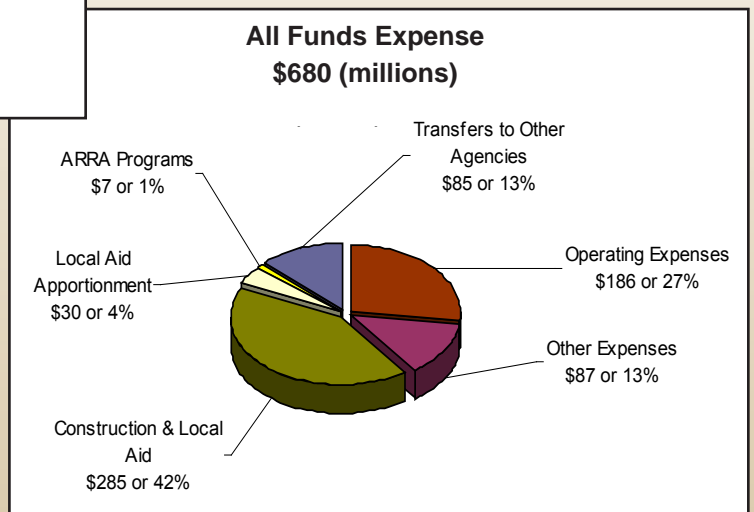
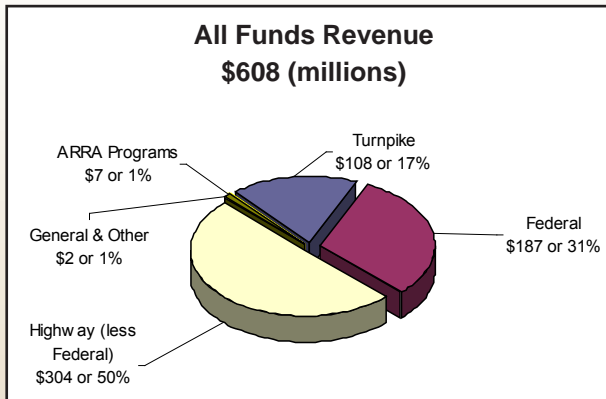
UNAUDITED - BUDGETARY	General 010	Highway 015	Turnpike 017	Fund Type Capital 030	Total
<u>Operating Expenses:</u>					
Salaries	721,076	57,248,205	7,510,947		65,480,229
Benefits	315,499	29,441,870	4,323,938		34,081,308
Overtime & Holiday	13,189	5,990,293	671,164		6,674,645
Temporary Personal Services	21,112	1,675,297	3,056,167		4,752,576
Sub-total Personnel Expense	1,070,876	94,355,664	15,562,217		110,988,757
Current Expense	57,848	27,270,508	4,778,053		32,106,410
Lease of State Owned Equipment	15,718	13,939,020			13,954,739
Rents & Leases - Non State	5,242	9,215,546	981,975		10,202,762
Equipment	392	2,997,320	2,364,414		5,362,127
Heat, Electricity, & Water	5,772	2,297,276	1,252,782		3,555,830
In State Travel	1,071	799,503	16,056		816,631
Employee Training		135,874			135,874
Maintenance Other Than Buildings & Grounds	1,090	275,330	1,366,222		1,642,643
Audit Fund Set Aside			100,630		100,630
Contract Repairs	20,041	912,415	5,752,158		6,684,614
Organizational Dues	6,310	131,594	37,005		174,909
Maintenance Own Forces		69,009	6,771		75,780
Out of State Travel	982	25,103	3,971		30,056
Total Operating Expenses	1,185,344	152,424,162	32,222,255	-	185,831,761
<u>Other Expense:</u>					
Debt Service	410,629	11,832,190	27,578,035		39,820,854
Consultants	176,462	4,778,984	81,447		5,036,894
Retiree Health Benefits		8,857,839	747,619		9,605,459
Motor Fuel Inventory		11,645,724			11,645,724
Highway Inventory		1,574,172			1,574,172
Toll Revenue Processing Service			5,484,669		5,484,669
Unemployment Compensation		82,101	11,286		93,387
Worker's Compensation	9,565	2,000,500	329,765		2,339,830
Remuneration (Claims)		170,095	33,157		203,252
Promotional & Marketing		75,938			75,938
Land Interest		266,805			266,805
Indirect Cost	43,457	1,520,883	1,968,642		3,532,982
Environmental Compliance		330,216			330,216
Dept. of Information Technology (DoIT)		4,370,943			4,370,943
Dept. of Environmental Services		36,000			36,000
Dept. of Justice		1,104,149			1,104,149
Dept. of Administrative Services		1,365,327			1,365,327
Total Other Expense	640,114	50,011,865	36,234,620	-	86,886,600
<u>Construction & Local Aid:</u>					
Consolidated Federal Aid		162,276,619		11,554,294	173,830,913
Apportionment A & B (Local Aid)		30,512,000			30,512,000
Betterment Program		19,921,540		9,727,161	29,648,701
Municipal Bridge Aid Program		5,317,367		6,804,366	12,121,733
State Aid Construction		862,332		1,705,931	2,568,264
Flood Expenditures		4,764,844			4,764,844
Renewal & Replacement			2,680,933		2,680,933
Central NH Turnpike Improvement			6,814,642		6,814,642
Spaulding / Second Barrel 11-16			16,103,863		16,103,863
I-95 Blue Star			656,970		656,970
Underground Fuel Tank Storage/Replacement				1,732,829	1,732,829
Patrol & Salt Sheds				1,024,172	1,024,172
Conway Shed				2,263,780	2,263,780
Hooksett Off 5				1,363,394	1,363,394
FAA Projects	8,248,930			12,260,821	20,509,751
Rural Transport Assistance	4,510,056				4,510,056
Railroad Programs	521,060				521,060
Other Programs	284,904	384,879		2,933,525	3,603,308
Total Construction & Local Aid	13,564,949	224,039,582	26,256,409	51,370,274	315,231,213
<u>ARRA Programs*:</u>					
Aeronautics					-
Rail & Transit					-
Construction		7,099,797			7,099,797
Total ARRA Programs	-	7,099,797	-	-	7,099,797
<u>Transfer of Funds to Other Agencies:</u>					
Highway Fund			1,782,657		1,782,657
Department of Safety		74,963,292	5,492,169		80,455,461
Board, Tax, & Land Appeals		230,923			230,923
Judicial Branch		2,075,418			2,075,418
Health & Human Services		479,872			479,872
Highway Safety		398,593			398,593
Total Transfers to Other Agencies	-	78,148,097	7,274,826	-	85,422,923
Total Expenses	15,390,407	511,723,504	101,988,110	51,370,274	680,472,294

Source: SNH Statement of Appropriations
 * American Recovery and Reinvestment Act

Activity Charts - FY 2009

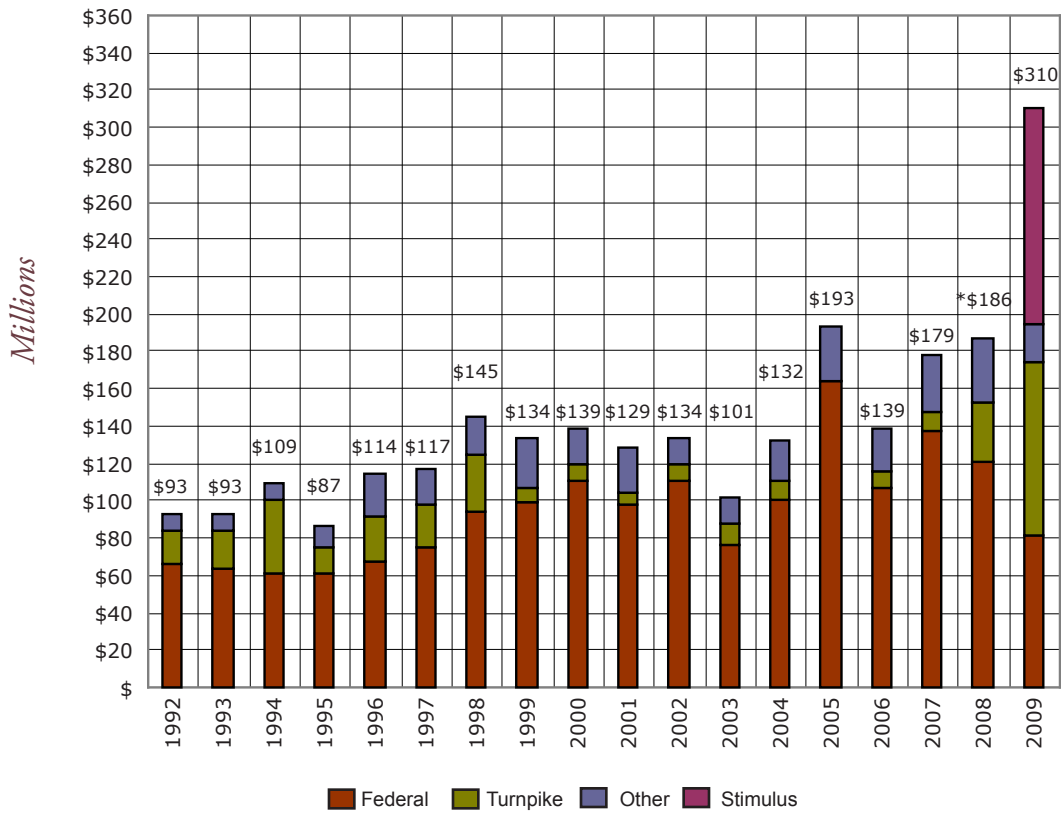


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Construction Contracting \$ for Projects

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



NHDOT Bureau of Planning and Community Assistance December 2009
 *2008 does not include Portsmouth - Kittery 13678, Memorial Bridge which Advertised, but was not awarded.



Report of Revenue Activity - Highway Fund FY 2007-2008-2009

UNAUDITED - BUDGETARY	FY 2007	FY 2008	FY 2009
<u>Unrestricted:</u>			
Interest Income	3,021,802	847,729	129,700
Sale of Service - Miscellaneous	4,352,833	3,558,938	2,300,537
Administrative Overhead Cost	1,450,120	1,588,113	1,808,721
Federal Overhead Billing - Additive	6,458,536	4,760,406	11,028,984 (1)
Other Unrestricted Revenues	534,125	280,115	1,764,091
<i>Revenue Collected by the Department of Safety:</i>			
Gasoline Road Toll	129,514,000	137,036,000	132,125,000 (2)
Motor Vehicle Fees	93,327,000	100,908,000	99,312,000
Total Unrestricted Revenue	238,658,416	248,979,301	248,469,033
<u>Restricted:</u>			
<i>Federal Funds</i>			
Consolidated Fed (Construction)	154,754,444	154,504,941	156,993,956
FHWA Flood	5,110,277	4,550,502	5,487,056
FEMA Flood	71,350	2,218,544	25,535
ARRA Programs			6,566,940
Other Federal Funds	817,681	36,372	650,169
Total Federal Funds	160,753,752	161,310,359	169,723,656
<i>Revolving Funds</i>			
Garage Income - Equipment Usage	16,879,233	13,312,613	14,730,564
Highway Inventory	1,738,666	1,439,508	1,000,323
Motor Fuel Sales	10,729,977	14,123,645	11,333,010
Total Revolving Funds	29,347,876	28,875,766	27,063,897
<i>Private & Local Funds</i>			
Interstate Bridge Authority	1,217,862	1,082,725	910,226
Consolidated Fed (Construction) - Local Match	10,177,483	7,321,590	2,559,189 (3)
Requested Maintenance & Repairs	1,117,086	524,639	1,587,139
Other Private & Local Funds	465,820	1,438,577	834,969
Total Private & Local Funds	12,978,252	10,367,531	5,891,523
Total Intra-Agency Transfers	473,630	1,118,818	1,761,436
<i>Agency Income</i>			
Pavement Marking Program	2,235,863	1,863,721	1,864,000
Federal Emergency Relief Funds	1,545,751	-	2,539,810
Highway Betterment	22,002,991	14,708,691	14,167,630 (4)
Agency Income (Less than \$1m)	1,831,436	1,671,759	1,976,740
Total Agency Income	27,616,041	18,244,171	20,548,180
Total Restricted Revenue	231,169,552	219,916,645	224,988,692
Total All Revenue	469,827,968	468,895,946	473,457,725

Source: SNH A270 & A271

NOTES

- (1) Federal Overhead Billing - Additive increased in FY 2009 over FY 2008 because the Indirect Cost Rate went from 3.3% to 10%.
- (2) Gasoline Road Toll Revenue decreased in FY 2009 over FY 2008 as a result of lower fuel consumption by the public.
- (3) Consolidated Federal Construction - Local Match decreased in FY 2009 over FY 2008 because more municipalities are managing their projects, for which the State receives 20% on those projects.
- (4) Calculated amount credited to Betterment decreased by \$.01 (\$.03 to \$.02) in FY 2008 and FY 2009.

Report of Expense Activity - Highway Fund FY 2007-2008-2009

UNAUDITED - BUDGETARY	FY 2007	FY 2008	FY 2009
<u>Operating Expenses:</u>			
Salaries	52,483,287	53,765,973	57,248,205 (1)
Benefits	28,248,820	28,030,601	29,441,870
Overtime & Holiday	6,130,940	7,257,146	5,990,293
Temporary Personal Services	1,526,126	1,735,406	1,675,297
Sub-total Personnel Expense	88,389,173	90,789,126	94,355,665
Current Expense	22,473,544	25,707,736	27,270,508
Lease of State Owned Equipment	14,202,659	12,171,541	13,939,020
Rents & Leases - Non State	9,188,708	11,496,710	9,215,546
Equipment	7,963,742	1,987,548	2,997,320
Heat, Electricity, & Water	1,982,132	2,444,765	2,297,276
In State Travel	799,449	762,159	799,503
Employee Training			135,873 (3)
Maintenance Other Than Buildings & Grounds	307,440	262,730	275,330
Audit Fund Set Aside	144,500	4,228	
Contract Repairs	1,109,828	939,900	912,415
Organizational Dues	71,821	46,809	131,594
Maintenance Own Forces	71,470	48,726	69,009
Out of State Travel	39,872	48,100	25,103
Total Operating Expenses	146,744,339	146,710,078	152,424,162
<u>Other Expense:</u>			
Debt Service	7,255,879	7,568,182	11,832,190 (2)
Consultants		2,058,899	4,778,984 (3)
Retiree Benefits	8,947,863	7,144,500	8,857,839
Motor Fuel Inventory	10,976,700	14,704,930	11,645,724
Highway Inventory	1,465,977	1,253,171	1,574,172
Unemployment Compensation			82,101 (3)
Worker's Compensation	1,113,936	921,941	2,000,500
Remuneration (Claims)			170,095 (3)
Promotional & Marketing			75,938 (3)
Land Interest			266,805 (3)
Indirect Cost	811,832	899,014	1,520,883
Environmental Compliance			330,216 (3)
Department of Information Technology (DoIT)	4,387,216	4,066,924	4,370,943
Department of Environmental Services	41,805	35,000	36,000
Department of Justice	986,426	1,016,792	1,104,149
Department of Administrative Services	1,315,194	1,473,130	1,365,327
Total Other Expense	37,302,829	41,142,483	50,011,866
<u>Construction & Local Aid:</u>			
Consolidated Federal Aid	169,955,938	169,014,617	162,276,619
Apportionment A & B	28,456,617	29,584,000	30,512,000
Betterment Program	28,581,827	18,045,171	19,921,540 (4)
Municipal Bridge Aid Program	3,890,927	3,317,997	5,317,367 (5)
State Aid Construction	706,985	787,746	862,332
Flood Expenditures	3,187,125	4,537,359	4,764,844
Total Other Programs	1,860,642	2,104,385	384,879
Total Construction & Local Aid	236,640,059	227,391,275	224,039,581
<u>ARRA Programs:</u>			
Aeronautics			
Rail & Transit			
Construction			7,099,797 (6)
Total ARRA Programs	-	-	7,099,797
<u>Transfer of Funds to Other Agencies:</u>			
Department of Safety	70,555,061	71,540,469	74,963,292 (7)
Board, Tax, & Land Appeals	164,044	227,748	230,923
Judicial Branch	1,709,886	2,000,000	2,075,418
Health & Human Services	367,215	485,710	479,872
Highway Safety	400,401	426,736	398,593
Total Transfer to Other Agencies	73,196,608	74,680,663	78,148,098
Total Expense	493,883,834	489,924,499	511,723,504

Source: SNH Statement of Appropriations

NOTES

- (1) Salaries increased in FY 2009 over FY 2008 because of a pay raise of 5 1/2% effective January 1, 2009, Collective Bargaining Agreement.
- (2) Debt Services increased in FY 2009 over FY 2008 because interest became due on a \$60 million bond for Highway Fund match FY 2008/2009.
- (3) Shows in FY 2009 over FY 2008 because of a reclassification from Class 90.
- (4) Calculated amount credited to Betterment decreased by \$.01 (\$.03 to \$.02) in FY 2008 and FY 2009.
- (5) Municipal Bridge Aid Program construction activity increased in FY 2009 over FY 2008.
- (6) American Recovery and Reinvestment Act funds is part of the Federal Stimulus Package and provides additional monies for construction projects.
- (7) Transfer to Department of Safety increased in FY 2009 over FY 2008 because of the January 2009 pay raise.

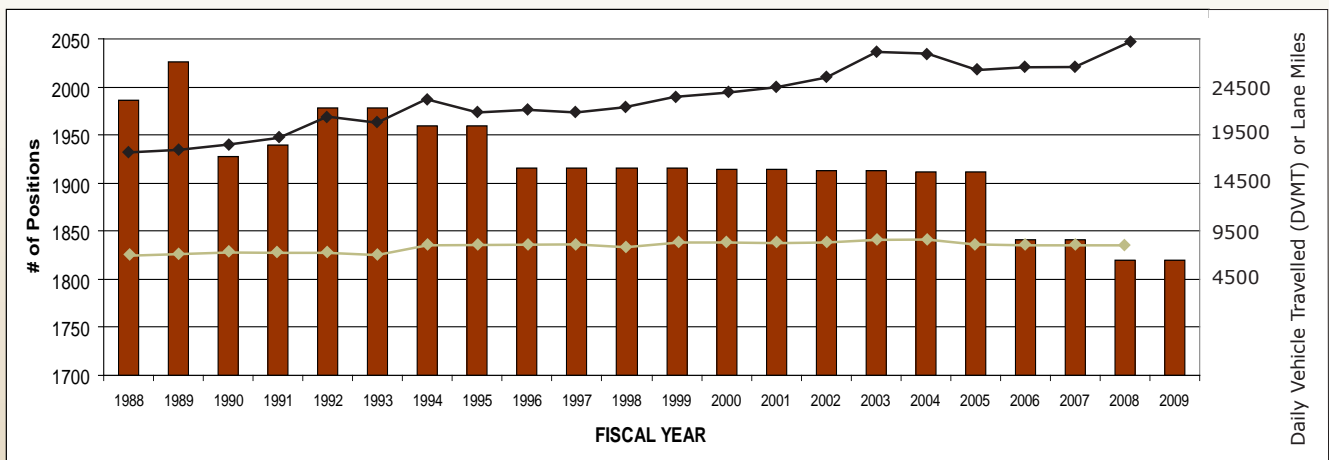
Physical Plant and Property (Historical Cost) as of June 30, 2009

<i>Item</i>	<i>Highway</i>	<i>Turnpikes</i>	<i>NHDOT Totals</i>
Equipment	\$67,926,110	\$36,583,306	\$104,509,416
Buildings	\$65,359,625	\$4,828,312	\$70,187,937
Land	\$310,713,989	\$107,356,551	\$418,070,540
Highways, Rail & Bridges	\$3,175,293,053	\$665,378,749	\$3,840,671,802
Totals	\$3,619,292,777	\$814,146,918	\$4,433,439,695

Productivity

Positions vs. Lane Miles and Daily Vehicle Miles Traveled

21



Source: 1988-2007 SNH - Division of Personnel / 2008 - 2009 Approved Budget

- # of Positions
- Lane Miles
- DVMT

Facts and Figures

- Bureau of Bridge Design inspectors performed 1,432 regularly scheduled inspections on state bridges and 1,069 regularly scheduled inspections on municipal bridges. In addition, 29 underwater inspections were performed for specific bridges.
- The Highway Design Bureau's Survey Section completed 66 survey requests. The Geodetic crew laid out approximately 500 borings for the Materials and Research Bureau. The Survey Section also established 300 miles of mile markers.
- The Design Services Section (Highway Design) coordinated utility relocations on 88 projects, and provided utility coordination assistance on 65 projects under construction.
- The Bureau of Right-of-Way completed 1,092 title searches, 121 property acquisitions (\$6.2 million), 19 residential and business relocations, and 169 appraisals. Overall the Bureau achieved an 89% settlement rate for all acquisitions. The Bureau also sold surplus state land parcels totaling \$ 1.8 million.
- The Well Section (Highway Maintenance) contracted and administered 10 new well installations, approved four damage awards and decommissioned 15 wells throughout the State.
- Statewide energy and environmental improvements at Patrol Facilities and District offices included installation of replacement windows in six patrol sheds to improve energy efficiency. Piping was installed at 14 Patrol Facilities to collect water from garage sumps.
- The Permit Section (Highway Maintenance) issued over 25,000 oversize/overweight permits for travel within the State.
- District offices reviewed over 1,000 driveway permits statewide. These permits vary from driveways for single-family homes to access for major developments.
- Districts participated in the North Haverhill, Hopkinton, Deerfield, Cheshire and Lancaster Fairs as part of an outreach/informational program to the public.
- The Bridge Maintenance Bureau statewide preventative maintenance included the washing of 1,057 bridges, and the oiling of 651 bridges.
- For FY 2009, Fuel Distribution Section (Mechanical Services) supplied 4.95 million gallons of motor fuels, a decrease of approximately 300,000 gallons from last year.
- The Preliminary Design Section (Highway Design) reviewed 35 permit applications for major private developments. This Section was also involved in the conceptual designs of 40+ projects including initiatives for Open Road Tolling (ORT).
- The Bureau of Environment prepared 96 environmental documents and processed 156 wetlands permits applications, amendments, and notifications. Environment also worked to secure environmental classifications on 20 municipally managed bridge and road projects funded by the American Recovery and Reinvestment Act, and approximately 20 NHDOT projects utilizing ARRA funds.
- 107,663,153 vehicles passed through the Turnpike Toll System in FY 2009. There was a 4.21% increase in revenue over FY '09 for \$104,672,894 in total revenue.
- There were 224,012 E-ZPass (electronic tolling) accounts at the end of FY 2009, an increase of over 15,350 accounts over FY '08. As of June 30, 2009, E-ZPass market share was at 59.6%.
- The Bureau of Aeronautics processed registrations for 115 airports and 1,246 aircraft.

Legislation

- HB 2** - Section 244, 245 - Vehicle Registration Surcharge: \$30 and up vehicle registration fee surcharge in place until June 30, 2011. (\$80+ million for biennium)
- Section 246 - \$17 million to Betterment from vehicle registration fee surcharge for biennium.
- Section 291- Establishes a financial commission to study revenue sources to fund state and municipal highways and bridges.
- Section 73 - Establishes the position of Director of Administration and Policy.
- Section 84 – Authorizes the Department to issue requests for proposals relative to the sale, lease, or concession of rest areas, welcome centers and state liquor store sites along the highways and turnpikes, to develop and reconstruct these properties to provide full service.
- HB 56** - Renames the Guinea Road Bridge connecting Exeter and Stratham in memory of U.S. Navy SEAL Daniel Healy.
- HB 76** - Establishes a permanent study committee to study recommendations of the National Transportation Safety Board, and administratively attaches the NH Rail Transit Authority to the DOT.
- HB 178** - Names a bridge on U.S. Route 4 in Lebanon the Terri Dudley Bridge.
- HB 284** - Increases the contract amount that triggers the bond requirements on public contracts from \$25,000 to \$35,000.
- HB 391** - Turnpikes acquires a section of I-95 for \$120 million; authorizes Open Road Tolling at Hampton; appropriations for various projects, including Newington Dover Little Bay Bridge, noise barriers in Portsmouth and bridge widening on Route 107; and increases aggregate amount of bonding authority.
- HB 437** - Prioritizes expenditures from revenues generated by the Chesterfield Welcome Center.
- 23** **HB 515** - Establishes a commission to study alternate fuel vehicles.
- HB 552** - Renames a bridge across the Connecticut River in Chesterfield the Judge Harlan Fiske Stone Bridge.
- HB 570** - Authorizes DOT to convey ownership of Skyhaven Airport to the Pease Development Authority.
- HB 585** - Requires DOT to review criteria for roadway lighting and to explore reduction of energy and maintenance costs by replacing or eliminating existing lights.
- HB 608** - Establishes a committee to oversee the design and construction of a public works employee memorial for employees who die while performing public duties.
- HB 671** - Amend the motorist service signing program to add the “attractions” category and allow DOT to charge for the program costs.
- SB 58** - Authorizes DOT to use alternating flashing headlamps on highway maintenance vehicles engaged in construction or maintenance activities.
- SB 69** - Increases the cost limit for transportation projects eligible to use design build contracting from \$5 million to \$25 million. Decisions on projects in excess of \$25 million are subject to public hearing and approval by Governor and Council.
- SB 76** - Names a bridge in the town of Barrington the Sp. Jesse Scott Conger Memorial Bridge.
- SB 203** - Establishes a committee to study liability protection for railroad operating alongside recreational trails.





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 B. Pignatelli - District 5

George N. Campbell, Jr., Commissioner

New Hampshire Department of Transportation
7 Hazen Drive
Concord, New Hampshire 03302-0483
www.nhdot.com

Front Cover: Construction continues on the rebuilding and widening of Interstate 93 between Salem and Manchester. This photo shows work on the new northbound I-93 bridge over NH Route 111 in Windham at Exit 3.

Inside cover photo: A cargo ship loaded with liquid propane approaches the opening of the Sarah Mildred Long Bridge (NH 1 Bypass) as the ship makes its way up the Piscataqua River in Portsmouth.

