New Hampshire
Department of Transportation

FACT BOOK

2021

to the NH Transportation System
Road Condition Information

Compass: newengland511.org/

NHDOT: www.nh.gov/dot/

Facebook: www.facebook.com/NHDOT

Twitter: www.nhtmc.com/twitter/

Main Contact Numbers

Headquarters .................................................. (603) 271-3734

Commissioner’s Office ................................. (603) 271-1484

Traffic Management Center .......................... (603) 271-6862

E-ZPass .............................................................. (877) 643-9727

District 1 Lancaster ....................................... (603) 788-4641

District 2 Enfield ........................................... (603) 448-2654

District 3 Gilford ............................................. (603) 524-6667

District 4 Swanzey .......................................... (603) 352-2302

District 5 Bedford .......................................... (603) 666-3336

District 6 Durham .......................................... (603) 868-1133

Turnpikes Hooksett ....................................... (603) 485-3806

Construction ............................................... (603) 271-2571
Message from Commissioner

As Commissioner for the Department of Transportation, I have the privilege of working with a dedicated team of employees who are committed to providing transportation excellence enhancing the quality of life in New Hampshire. Our talented transportation professionals work to provide a safe, efficient, reliable, and well maintained transportation network that meets the needs of the traveling public and supports the movement of goods.

As a Public agency it is also essential that we be transparent and strive to effectively communicate with stakeholders. For this reason the Department’s goal is to clearly convey the message of what we do, why we do it, and what value our operation has to the public. It is particularly important to communicate what level of service can be expected with different levels of resources and financial investment. The complexity of the transportation system, as well as the complexities of operating and construction funding, does make it challenging to explain our priorities and capabilities.

This Fact Book is intended to be a resource for Legislators and other stakeholders. It provides information on who we are, how we are structured, which assets we are responsible for, and what
funding is available for transportation. It also provides some current statistics on safety, condition and use of the system. For more information about the Department, I encourage you to reach out using the contact information available in the booklet.

Lastly, I want to thank every DOT employee for their service to the State of New Hampshire. The leadership team at the Department truly believes that our employees are our greatest asset. With limited resources, it is their ingenuity and steadfast commitment to our mission that ensures our ongoing success.

Left to right, front row: David Rodrigue, Michael Servetas, Marie Mullen, Patrick Herlihy and Fran Buczynski.
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**Mission:** Transportation excellence enhancing the quality of life in New Hampshire.

**Purpose:** Transportation excellence in New Hampshire is fundamental to the state’s sustainable economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state’s residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

**Vision:** To increase safety, reliability and multimodal travel options that link rural and urban communities through an interconnected highway network, airport system, transit, rail and active transportation services. To be stewards of New Hampshire’s transportation system, providing increased mobility, encouraging smart growth and supporting economic development. To further reduce transportation’s impact on the State’s natural, cultural and social resources, ensuring that transportation enhances the quality of life in New Hampshire. To secure dedicated and sustainable revenue streams for transportation that will allow the Department to plan and deploy its diverse human and financial resources effectively, ensuring the system is maintained in a good state of repair. To embrace innovation in planning, designing, constructing, operating and maintaining the transportation system, increasing efficiency, enhancing safety, and meeting the Transportation needs of the future.
Organization Chart

Commissioner
Victoria Sheehan

Assistant Commissioner and Chief Engineer
William Cass

Deputy Commissioner
Christopher Waszczuk

Directors

Policy & Administration
Fran Buczynski

Aeronautics, Rail & Transit
Patrick Herlihy

Operations
David Rodrigue

Project Development
Peter Stamnas

Audit
Michelle Phillips

Bureau Administrator, District Engineers and Program Managers

Finance & Contracts
Danielle Chandonnet

Human Resources
Alexis Martin

Aeronautics
Tricia Lambert

Bridge Maintenance
Steve Johnson

Bridge Design
Loretta Girard Doughty

Materials & Research
Dennis Herrick

Project Management
Vacant/

Federal Labor Compliance
Larisa Djuvelek-Ruggiero

Railroads & Public Transportation
Michelle Winters

Turnpikes
John Corcoran

Highway Design
James Marshall

Right-of-Way
Stephen LaBonte

Hearings & Legislation
Kathleen Mulcahey-Hampson

Traffic
William Lambert

Construction
Theodore Kitsis

Planning & Community Assistance
William Watson

Public Information
Eileen Meaney

Mechanical Services
William Dusavitch

Environment
Kevin Nyhan

District 1
Philip Beaulieu

District 2
Douglas King

District 3
Alan Hanscom

District 4
John Kallfelz

District 5
Richard Radwanski

District 6
Brian Schutt

Financial & Contracts
Marie Mullen

Policy & Administration
Fran Buczynski

Aeronautics, Rail & Transit
Patrick Herlihy

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District 3
Alan Hanscom

District 4
John Kallfelz

District 5
Richard Radwanski

District 6
Brian Schutt
Contact Information

Executive Office

Commissioners and Directors ...................... (603) 271-1484

Bureau/District/Division

Aeronautics - Tricia Lambert ......................... (603) 271-2552
Asset Management, Performance & Strategy -

   Nick Alexander ........................................ (603) 271-1620
Bridge Design - Loretta Girard Doughty .......... (603) 271-2731
Bridge Maintenance - Steve Johnson ............... (603) 271-3667
Construction - Ted Kitsis ............................. (603) 271-2571
Environment - Kevin Nyhan ......................... (603) 271-3226
Finance & Contracts - Danielle Chandonnet ..... (603) 271-1704
Highway Design - James Marshall ................ (603) 271-2171
Highway Maintenance - Caleb Dobbins .......... (603) 271-2693
District One - Lancaster - Philip Beaulieu .... (603) 788-4641
District Two - Enfield - Douglas King ........... (603) 448-2654
District Three - Gilford - Alan Hanscom ....... (603) 524-6667
District Four - Swanzey - John Kallfelz .......... (603) 352-2302
District Five - Bedford - Richard Radwanski ... (603) 666-3336
District Six - Durham- Brian Schutt .............. (603) 868-1133
Human Resources - Alexis Martin .................. (603) 271-8313
Information Tech Services - Charles Burns ...... (603) 271-3281
Internal Audit - Michelle Phillips ................ (603) 271-6674
Labor Compliance - Larisa Djuvelek-Ruggiero .. (603) 271-2467
Legislative Liaison - Kathy Mulcahey-Hampson .. (603) 271-1698
Materials & Research - Dennis Herrick .................. (603) 271-3151
Mechanical Services - William Dusavitch .......... (603) 271-3721
Planning & Community Assistance -
  Bill Watson .................................................... (603) 271-3344
Public Information - Eileen Meaney ................. (603) 271-6495
Rail & Transit - Michelle Winters .................... (603) 271-2468
Right-of-Way - Stephen LaBonte ...................... (603) 271-3222
Traffic - William Lambert ................................ (603) 271-2291
Traffic Management Center - Susan Klasen .... (603) 271-6862
Turnpikes - John Corcoran .............................. (603) 485-3806
# State Transportation History

The transportation system in the State of New Hampshire has changed significantly over the past century both reflecting and shaping the way that people and goods move around the state. The Department of Transportation has evolved during that timeframe to meet the changing needs of system.

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1905</td>
<td>General Court creates the State Highway Department</td>
</tr>
<tr>
<td>1909</td>
<td>General Court designates 476 mile trunk line road system</td>
</tr>
<tr>
<td>1910</td>
<td>First flight into NH to the Rochester Fair</td>
</tr>
<tr>
<td>1920</td>
<td>About 1,300 miles of active rail operate in NH</td>
</tr>
<tr>
<td>1923</td>
<td>1 cent road toll established</td>
</tr>
<tr>
<td>1932</td>
<td>State Highway Department made responsible for trunk line highways</td>
</tr>
<tr>
<td>1934</td>
<td>Ten municipal airports are funded by federal programs</td>
</tr>
<tr>
<td>1950</td>
<td>First toll opens on the Eastern Turnpike in Hampton</td>
</tr>
<tr>
<td>1956</td>
<td>Federal Interstate Highway System is Authorized</td>
</tr>
<tr>
<td>1957</td>
<td>Significant portions of Central &amp; Spaulding turnpikes completed</td>
</tr>
<tr>
<td>1986</td>
<td>Department of Transportation is created with consolidated responsibility for highways, railroads, aeronautics, and transit.</td>
</tr>
<tr>
<td>1988</td>
<td>I-93 is completed through Franconia Notch</td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td>1991</td>
<td>Highway and bridge Betterment Program established</td>
</tr>
<tr>
<td>1991</td>
<td>Road Toll increased to 18 cents per gallon</td>
</tr>
<tr>
<td>1995</td>
<td>Bicycle &amp; Pedestrian Advisory Board created (later revised to Complete Streets)</td>
</tr>
<tr>
<td>1995</td>
<td>Amtrak Vermonter service begins in Claremont</td>
</tr>
<tr>
<td>2001</td>
<td>Amtrak Downeaster service begins</td>
</tr>
<tr>
<td>2001</td>
<td>F.E. Everett Turnpike Widening in Nashua completed</td>
</tr>
<tr>
<td>2005</td>
<td>E-ZPass is approved by Governor &amp; Council</td>
</tr>
<tr>
<td>2006</td>
<td>Vehicles traveled more than 13 billion miles on NH roadways</td>
</tr>
<tr>
<td>2007</td>
<td>Boston Express Bus Service begins operating</td>
</tr>
<tr>
<td>2010</td>
<td>Open Road Tolling is completed on I-95 in Hampton</td>
</tr>
<tr>
<td>2011</td>
<td>Access road to Manchester Boston Regional Airport opens</td>
</tr>
<tr>
<td>2013</td>
<td>New Memorial Bridge between Portsmouth and Kittery opens to motorists, bicyclists, and pedestrians</td>
</tr>
<tr>
<td>2014</td>
<td>Additional 4.2 cent road toll passed</td>
</tr>
<tr>
<td>2016</td>
<td>$200M Transportation Infrastructure Finance &amp; Innovation Act (TIFIA) Loan to enable I-93 completion (in 2020) finalized</td>
</tr>
<tr>
<td>2020</td>
<td>I-93 Widening from Salem to Manchester is completed.</td>
</tr>
</tbody>
</table>
Highway Maintenance Districts

District 1 - Lancaster, (603) 788-4641
District 2 - Enfield, (603) 448-2654
District 3 - Gilford, (603) 524-6667
District 4 - Swanzey, (603) 352-2302
District 5 - Bedford (603) 666-3336
District 6 - Durham (603) 868-1133
NH Governor
Chris Sununu

Executive Councilor Districts
District 1 - Joseph D. Kenney
District 2 - Cinde Warmington
District 3 - Janet Stevens
District 4 - Theodore L. Gatsas
District 5 - David K. Wheeler
Ten Year Transportation Improvement Plan Process (Ten Year Plan)

The New Hampshire Ten Year Transportation Improvement Plan (RSA 240) was established by Governor John Sununu to serve as the guideline for planning and developing transportation projects in the state. Managing New Hampshire’s Transportation System requires a complex balancing of priority transportation needs at the local, regional, and statewide levels within the limited available resources.

The Ten Year Transportation Improvement Plan, updated every other year, is the result of a collaborative interactive process. With the previous Ten Year Plan as a starting point, the process includes input from the local level, development of Transportation Improvement Plans (TIPs) by nine Regional Planning Commissions (RPCs), numerous public hearings by the Governor’s Advisory Commission on Intermodal Transportation (GACIT), then review and approval by the Governor and Legislature. The complete Plan is then adopted into law.
GENERAL INFORMATION

April (Odd years)
- Community outreach and regional prioritization by RPCs

July (Odd years)
- NHDOT Draft Ten Year Plan

September - October (Odd year)
- GACIT hearings & revisions

December (Odd years)
- Governor’s review and revisions

January - May (Even years)
- Legislative review and revisions

June (Even years)
- Adopted into Law
Regional Planning Commissions

1 - North Country Council
   (603) 444-6303

2 - Lakes Region
   (603) 279-8171

3 - Upper Valley-Lake Sunapee
   (603) 448-1680

4 - Southwest
   (603) 357-0557

5A - Central NH
   (603) 226-6020

5B - Southern NH
   (603) 669-4664

5C - Nashua
   (603) 424-2240

6 - Rockingham
   (603) 778-0885

7 - Strafford
   (603) 994-3500
Motor Vehicle Fatalities

Motor Vehicle Fatality Rate (per 100m/vmt*)

* vmt= Vehicle Miles Traveled
Motor Vehicle Serious Injuries

Non-Motorized Fatalities & Serious Injuries
**HSIP Information**

The goal of the Highway Safety Improvement Program (HSIP) is to reduce the number and severity of crashes on all public roads, with an emphasis on fatal and serious injury crashes. The NHDOT receives approximately $10 million annually as a portion of our federal highway funding, which is invested in infrastructure safety improvements to achieve that goal. Using statewide crash data, NHDOT evaluates and prioritizes locations for safety improvements to ensure HSIP funds are expended effectively. Safety projects are introduced into the HSIP by one of three methods:

- **Spot Improvements:** Crash ‘hot spots,’ which can include intersections or road segments, are identified using crash data. Typical intersection improvements can include the addition of turning lanes or signals, or the conversion to a roundabout. Typical road segment improvements can include the elimination of sharp curves or visibility obstructions. These projects would generally involve a medium to large investment at an individual location.

- **Systemic Improvements:** Rather than focusing on locations with known crashes, these improvements are meant to address common highway risk factors proactively before crashes occur. Examples of systemic projects include the installation of warning signs on highway curves, or rumble strips on rural highways to prevent lane departure crashes, because these types crashes are very common, but occur in unpredictable locations. Systemic projects would
generally involve low-cost improvement measures installed over a wide area or in many locations.

- **Road safety audits:** The NHDOT works with communities to address highway safety concerns identified by the communities. The NHDOT, in collaboration with the community and other interested stakeholders, evaluates the safety issues at a site and produces a program of short, medium, and long-term improvement alternatives for implementation via the HSIP.

As part of the HSIP, the NHDOT also administers the State’s Strategic Highway Safety Plan (SHSP). The SHSP is the comprehensive and collaborative vision of State, Federal, and private safety stakeholders for the advancement of highway safety, and encompasses both the infrastructure initiatives explained above and non-infrastructure initiatives targeted at improving the many behavioral factors that affect highway safety. The non-infrastructure critical emphasis areas in the SHSP include the following: impaired driving, distracted driving, speeding, vehicle occupant protection, teen traffic safety, older drivers, vulnerable roadway users, comprehensive safety data improvements, and education and public outreach.
NHDOT Expenditures FY20
Actual Expenditures

Operating Expenses
- General Fund: $1
- Turnpike Fund: $45
- Capital Fund: $44
- Highway: $157
- Other: $1

Municipal & Construction Expenses
- General Fund: $4
- Turnpike Fund: $63
- Capital Fund: $91
- Highway: $36
- Other: $33

(in millions)
**Highway Fund Revenue by Source**

The Highway Fund is not the NHDOT and the NHDOT is not the Highway Fund. The Highway Fund is where unrestricted revenue collected by the Department of Safety is made available for appropriation to various agencies. In 2020 59% of the Highway Fund was appropriated to NHDOT, 26% to other agencies, and 15% to municipalities.

**Highway Fund Revenue by Source**

- **Gas Road Tolls**: 53%
- **Motor Vehicle Fees**: 45%
- **Court Fines**: 2%
- **Miscellaneous**: <1%

**Total Unrestricted Revenue - Highway Fund**

- **FY 2010**: $350
- **FY 2012**: $325
- **FY 2014**: $300
- **FY 2016**: $275
- **FY 2018**: $250
- **FY 2020**: $225
NH Road Toll/Gas Tax

Revenue and Gallons Over Time

Gas sales in NH peaked in 2005
An additional 4.2 cents was added to the road toll in 2015 and restricted:
- Municipal Aid (block grant & bridges)
- Completing I-93 Improvements
- Reparing rural bridges and pavements

What a Penny in Gas Tax Generates

= about $8.3 M* total

* based on projections for FY22 & 23
NH Gas Tax/Road Toll Restrictions

• (1) The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately $28.0M. Of this amount $3.1M (0.4 cents) is for cost of collections for the Road Toll Bureau.

• (2) Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities.

• (3) After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account.

• (4) Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities.

• (5) Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.8 cents is available for appropriation to cover Operating Costs.
New England Gas Tax/Road Toll per State
Cents per Gallon

The NH Gas Tax/Road Toll totals 23.8 cents per gallon
- * 22.2 cents flow into Highway Fund
- 1.6 cents are dedicated to other sources

The Federal Gas Tax Rate is 18.4 cents per gallon.

Based on data from TaxFoundation.org (July 2020)
**Turnpike System**

Toll Rates are established by the NH Governor and Executive Council

<table>
<thead>
<tr>
<th>Turnpike - Toll Plaza</th>
<th>Typical Passenger Car: 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cash</td>
</tr>
<tr>
<td>Central - Ramps</td>
<td>$0.50</td>
</tr>
<tr>
<td>Spaulding</td>
<td>$0.75</td>
</tr>
<tr>
<td>Blue Star - Side</td>
<td>$0.75</td>
</tr>
<tr>
<td>Central - Mainline</td>
<td>$1.00</td>
</tr>
<tr>
<td>Blue Star - Mainline</td>
<td>$2.00</td>
</tr>
</tbody>
</table>

**Revenue (Millions)**

![Revenue Graph](image-url)

- FY 2010: $100.0
- FY 2012: $110.0
- FY 2014: $120.0
- FY 2016: $130.0
- FY 2018: $140.0
- FY 2020: $150.0

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**Turnpikes - Toll Rates per Mile**

- **NYS Thruway**
- **Garden St. Pkwy**
- **NH Turnpike**
- **ME Turnpike**
- **Western Turnpike**
- **Homestead FL Tpke**
- **Atlantic City Expy**
- **Sawgrass Expy**
- **WV Turnpike**
- **NJ Turnpike**
- **JFK Mem Hwy**
- **Veterans Expwy**
- **S.R. 414**
- **S.R. 528**
- **Powhite Parkway**
- **S.R. 408**
- **Dulles Toll Road**
- **Southern Conn.**
- **PA Turnpike**
- **Selmon Expwy**
- **MA Pike Boston Ext**
- **DE Turnpike**
- **E-470**
- **Chesapeake Expwy**
- **Dulles Greenway**
- **Pocahontas Pkwy**
- **Poinciana Pkwy**
- **Chicago Skyway**

**Average: 25.7¢ per mile**

*Based on data - Jacobs Engineering Group (2021)*

**NH's average toll rate per mile is 76% below the national average**
Aeronautics, Rail and Transit

General funds cover a small amount of Operating Costs for the NHDOT in the Division of Aeronautics, Rail & Transit. The General Fund provides limited funding and augments local matching funds for grants from the Federal Transit Administration for transit operations. The Capital Budget provides matching State funds combined with local matching funds for grants from the Federal Aviation Administration for airports and the Federal Transit Administration for transit buses and bus facilities and provides funding for state-owned and private railroad infrastructure improvements. Revenues from aircraft registrations are deposited into both a dedicated fund for airports and the General Fund. The Airway Toll fee (Aircraft Fuel Fee) is deposited into a dedicated fund for aeronautical projects.

General Funds- Revenue

- Airplane Registrations
- Federal Sources (Transit & Rail)
- General Fund
- Railroad Revolving Loans
- Aero Federal Local Projects
- Special Railroad Fund
New Hampshire Construction Cost Index

What $1 dollar of Construction bought in 2003...

now costs about $1.75 in 2021

The NH Construction Cost Index (NHCCI) is a way to monitor how much construction materials like structural steel and asphalt cost. The NHCCI is affected by normal inflation in the economy as well as other pressures in the industry. While there are increases and decreases on a year to year basis, overall construction costs have increased more than 75% since 2003.
New Hampshire Construction Cost Index (NHCCI)

Since 2003, NHCCI has averaged increases of 3.1% per year.

Federal Apportionment

Funds from Federal Highway Administration

NHDOT receives an apportionment of funds by formula from the Federal Highway Administration on an annual basis. Except for an increase around 2010 for the stimulus (American Recovery and Reinvestment Act) the annual apportionment has increased slowly.
Winter Facts and Materials

<table>
<thead>
<tr>
<th>Description</th>
<th>3 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plowing (LnMi)</td>
<td>2,324,492</td>
</tr>
<tr>
<td>Winter Salt Used (Tons)</td>
<td>224,332</td>
</tr>
<tr>
<td>Winter Sand Used (CY)</td>
<td>17,873</td>
</tr>
</tbody>
</table>

Approximately 300 State Plow Trucks with Operations

Approximately 350 Private Owned Plow Trucks with Operations

Statewide Winter operations average $90,000/hour

- An 8 hour storm = Approximately $700K
- A 24 hour storm = Approximately $2.1M
Other Maintenance Facts

**FY20**

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of state bridges washed</td>
<td>1,166</td>
</tr>
<tr>
<td>Roadway drainage maintained, repaired or replaced (LF)</td>
<td>1,404,960</td>
</tr>
<tr>
<td>Guardrail repaired or reconstructed (LF)</td>
<td>71,000</td>
</tr>
<tr>
<td>Pavement marking installed (LF)</td>
<td>71,000,000</td>
</tr>
<tr>
<td>Fleet maintenance &amp; repairs work orders completed</td>
<td>7,875</td>
</tr>
</tbody>
</table>

**Fuel Distribution**

- Diesel Sold - 1,692,091 Gal
- Unleaded Sold - 2,374,312 Gal
NHDOT is responsible for 4,606 centerline miles of state highways.
Pavement Conditions

Good

Fair

Poor
MAJOR ASSETS

Bridge Conditions

By Year - Good and Fair (Percentage)

* Based on square feet of deck

By Tier (Percentage)

NHDOT is responsible for 2,161 state owned bridges.
Bridge Life Cycle

As each bridge ages, specific needs and deficiencies develop that should be addressed. Performing specific tasks at the right time can greatly extend the service life of a bridge. NHDOT monitors the condition of both state and municipal bridges to determine when the different tasks are most appropriate. For bridges in poor condition, the required tasks are usually substantial rehabilitation or replacement. Poor condition bridges are also identified through the State and Municipal Red Lists. NHDOT inspects every bridge routinely to ensure that they remain safe even as the condition deteriorates. Any safety concern is immediately reviewed and appropriate action is taken, up to and including the closure of a bridge.

State Red List Bridges Over Time
Bridge Conditions

Good

Fair

Poor
NHDOT Highway Tiers – Definitions

Tier 1 – Interstates, Turnpikes, and Divided Highways
Definition – These highways support the highest traffic volumes and speeds in the state. Divided highways convey the majority of commuter, tourist, and freight traffic throughout the state.

Tier 2 – Statewide Corridors
Definition – Corridors, like US 4, US 202 or NH 16, carry passengers and freight between regions of the state as well as to and from neighboring states. These roads can have moderate to high traffic volumes.

Tier 3 – Regional Transportation Corridors
Definition – These highways like NH 112, NH 10 and NH 108 provide travel within regions, access to statewide corridors, and support moderate traffic volumes at moderate speeds.

Tier 4 – Local Connectors
Definition – Secondary highways and unnumbered routes like NH 141 and Bean Road in Moultonborough are local connectors and they provide travel between and within communities.

Tier 5 – Local Roads
Definition – Locally owned roads and bridges or State owned roads within compact limits provide varying travel functions and are maintained by communities.
Highway Systems

By NH law the highway system is divided into Class 1-6 highways. Class 1 and Class 2 highways include the Interstate System and the majority of other roads that are the responsibility of NHDOT. Class 3 roads are generally related to recreation. Class 4 and 5 highways are under the jurisdiction of municipalities and are generally known as local roads. Class 6 highways are not maintained for use. Overall there are 16,646 miles of public roads in NH.

Federal Aid Eligible Roads

Based on federal rules only certain roads can receive federal funds. The Interstate System and National Highway System described below are both entirely eligible. Overall there are 3,463 miles of eligible roads managed by NHDOT. For all other roads managed by NHDOT (1,142 miles) only state funds can be used for improvements and repairs.

Interstate Highway System

- Authorized through the Federal Aid Highway Act of 1956 the original system included Interstates 89, 93, and 95 through NH. Interstates 293 and 393 were added through later expansions to the system. Interstates are our busiest and most robust highways, connecting NH to the rest of New England and beyond. NHDOT has responsibility for the Interstate System in NH which is about 381 miles.
National Highway System

• The National Highway System (NHS) is a broader designation of highways and includes the Interstate Highway System along with other highways that connect regional population and commercial hubs. Also included are highways that connect motor vehicles to airports and facilities for transit and rail. Roads like NH 101, NH 9, NH 16, and US 302 are part of the NHS. The NHS is about 1,483 miles and is predominantly managed by NHDOT with portions that are within designated compact sections managed by municipalities.
Turnpike System

Layout of the Turnpike System is the responsibility of the NH Legislature. Beginning operations in 1950, the Turnpike System now consists of 89 miles of limited access highway comprising a total of approximately 658 total lane miles, 172 bridges, 49 interchanges, and 24 facilities. The Turnpike System is reported as an enterprise fund within the State with the primary source of revenue generated from toll collection.

Blue Star Turnpike (I-95)

The Blue Star Turnpike segment, also designated as I-95, extends from the Massachusetts state line in Seabrook to the Maine state border in Portsmouth. Two toll plazas are located in Hampton, one for main line traffic and one for vehicles entering and leaving the Turnpike System at Route 101. Hampton also has a maintenance facility.

Spaulding Turnpike

The Spaulding Turnpike (NH 16) segment extends from the traffic circle in Portsmouth to Exit 18 in Milton. It is 33.2 miles long and is a part of the major north-south artery connecting the three major urban centers on the eastern side of the state. There are toll plazas and maintenance facilities in Dover and Rochester.

Central Turnpike (F.E. Everett Turnpike)

The Central Turnpike, commonly known as the F.E. Everett Turnpike, extends from the Massachusetts state line in Nashua
to Exit 14 in Concord. Its distance is 39.5 miles and, in part, constitutes portions of Interstates 93 and 293. Five toll plazas are located on the Central Turnpike: two at Hooksett (main line and ramp), a main line plaza in Bedford, and ramp plaza in Merrimack at Exit 10. There are maintenance facilities in Nashua, Merrimack and Hooksett. The Welcome Centers in Hooksett along the Turnpike are an example of a Public Private Partnership.
Open Road Tolling (ORT) opened in Hampton (2010) and Hooksett (2013) making traveling through the tolls more convenient. All Electronic Tolling (AET), planned for Dover and Rochester (2021), will be even more convenient and efficient.

E-ZPass

- 81% E-ZPass utilization
- 492,579 active accounts
- 891,282 transponders
- Cost of a transponder is $6.99
Traffic Volumes

Vehicle Miles Traveled (VMT)

At a statewide scale the NHDOT turns traffic counts into Vehicle Miles Traveled (VMT) which provides a measure of how many miles are traveled on the highway system. While only a relatively small portion of the highway system, the interstates and turnpikes carry the largest proportion of the VMT. Since 2015 VMT has been steadily increasing.

Percent of VMT by Tier

Overall VMT by Year
**Freight in NH**

- 91 million tons with a value of $88 billion were carried on the state transportation network in 2015.
- Shipping via trucks is expected to grow by 2.6% annually
- Freight, logistics, and distributions contributes 14,000 jobs to NH
- NH’s economy exports about $23 billion (domestic + international)
- NH’s economy imports about $33 billion (domestic + international)

<table>
<thead>
<tr>
<th>Shipping By</th>
<th>Weight – 2015 (tons) (thousand)</th>
<th>Value – 2015 (millions)</th>
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<tr>
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<tr>
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<tr>
<td>Air</td>
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<td>$6,777</td>
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</table>
Transit Providers Map

Service Areas
1. North Country Transit
2. Carroll County Transit
3. Advance Transit
4. Southwestern Community Services Transit
5. Concord Area Transit
6. COAST
7. Wildcat Transit
8. Manchester Transit Authority
9. Keene City Express
10. CART
11. Nashua Transit System
Boston Express Ridership

Public Transit System Ridership
Active Transportation

Encompassing walking and bicycling, active transportation is focused on enabling and encouraging methods of transportation that also promote health and wellness. NHDOT promotes active transportation through our project designs and our Complete Streets Advisory Committee (CSAC). The CSAC includes representatives from other agencies, advocacy groups, and the public to advise NHDOT on priority locations and building projects that create safe and welcoming environments for bicyclists, pedestrians, transit users, and other participants in active transportation.
Driveway and Other Accesses to the Public Way – RSA 236:13

NH State Law, RSA 236:13, governs the regulation and control of driveways, other access and any alterations within the limits of a state maintained ROW on a Class I, II, or III highway. All work within the ROW shall conform to the terms and specifications of a written permit issued by the Commissioner of Transportation.

The Commissioner of the Department of Transportation issued *Declaratory Ruling No. 2000-01 Driveway Permits*, referred to as “*The Driveway Manual*”, to provide direction regarding the applicability and implementation of RSA 236:13 with regards to driveway. The Driveway Manual provides the written guidance on the permit application process including but not limited to:

- How to fill out an application for a driveway permit,
- Criteria on a parcel’s eligibility for driveway access to a state highway and limitations on the number that can be approved by the District Engineer based on the ‘lot of record’ on or before July 1, 1971,
- Minimum submission requirements for applications, depending on the type of development that the driveway/access is proposed to serve, and
- Typical Design standards for driveway layout and construction.

The Department processed over 1150 in 2020.

*Instructions on how to apply for a driveway permit, along with information on the process, can be found at: www.nh.gov/dot/org/operations/highwaymaintenance/documents.htm*
NHDOT Positions vs. VMT

Vehicle Miles Travel (VMT) (Billions)

# of Positions vs. VMT

- VMT 13% increase
- 17% fewer positions
- 441 additional lane miles
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