



Request for Artist Proposals

Site: Turnpike Administration Building
36 Hackett Hill Rd, Hooksett, NH 03106

Issue Date: November 22, 2019

Deadline: January 20, 2020

Project Budget: \$15,000

Contact: Cassandra Mason
NH State Council on the Arts
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cassandra.mason@dncr.nh.gov

About Turnpike Administration

The Bureau of Turnpikes is responsible for the operation and maintenance of the New Hampshire Turnpike System. The New Hampshire Turnpike System presently consists of 88.9 miles of limited access highway, 36 miles of which are part of the US Interstate Highway System, comprising a total of approximately 656 total lane miles. Since beginning operations in the 1950s, the Turnpike System has contributed significantly to the economic development of New Hampshire, providing mobility for goods and services, while also playing a major role in the growth of the tourism industry in the state. The Bureau of Turnpikes is under the NH Department of Transportation, however has separate funding from Toll revenue that in return has to be solely used on the Turnpike System. This includes expansion (larger projects that add capacity), rehabilitation (rehabbing of pavements, bridges, drainage, etc.) and maintenance (mowing, plowing, tree removal, clearing of drain pipes, etc.). The Turnpike Bureau owns many facilities: Hooksett NB/SB and Seabrook Rest Areas, 9 Toll Plazas, 6 Maintenance Sheds, Hilton Park Recreational Area, Nashua DMV/EZ-Pass building, Portsmouth/Concord EZ-Pass Buildings, 6 Park n' Rides and an Administration Building.

Materials

The building is constructed with an exterior wood frame with black brick fascia with additional red soldier brick accents. All the brick will have red mortar. The interior framing is steel. The roof is a metal and will be gray in color. Interior finishes include drywall and a drop down ceiling. Consult attached architectural drawings and specifications for additional information on location.

Artist Eligibility

Any artist receiving a contract from the New Hampshire State Council on the Arts must be a legal resident of the United States and possess a Social Security number.

Process of Selection

The selection of artwork for this project is made by a Site Selection Committee that is uniquely assembled for the building. The Committee typically includes representatives from the agency or agencies housed in the building; the project architect; a representative from the Bureau of Public Works Design & Construction; and users of the building. Site Selection Committee meetings are facilitated by one or more NHSCA staff members. Contracting with artists will be through Turnstone Corporation and oversight of installation is provided by the NHSCA.

Selection Criteria

The Site Selection Committee establishes desired themes for the artwork, identifies primary locations for artwork to be installed, reviews proposals submitted by artists, and makes recommendations for the selection of artwork based on the following criteria:

- Quality of the design concept
- Appropriateness of the proposed design concept and mediums to the stated themes
- Suitability of the proposed artwork to the location
- The artist's ability to carry out the commission, to keep the project within budget, and to complete and install the work on schedule. Assessment is based on evidence of successful projects undertaken and completed in the past as noted in the artist's resume and work samples.

Design Considerations for Turnpike Administration Building

This will be a highly visible office building (mainly the back entrance) from Interstate 93 immediately adjacent to the Hooksett tolls; however is not normally visited by the public. The main entrance will be seen more by staff for the building itself, as well as maintenance personnel from the building next door and the Toll staff nearby. New Hampshire State Police, other State Employees and Municipalities utilize the fuel pumps on site located in front of the building. The conference rooms will be used for training purposes for all Turnpike's staff (around 250) as well as for meetings with contractors, vendors and municipal personnel.

Site-specific commissioned **new works** and purchase of **existing works** are equally desirable for this location. Due to this being a public facility, all work must be durable, low-maintenance, and must pose no hazard to the public. Security framing for 2-dimensional artworks and secure base systems for 3-dimensional artworks are required and must be included in the proposal and budget.

Selected artists are expected to work cooperatively with the site selection committee and NHSCA staff to make necessary adjustments to proposals in relation to building codes and other construction issues, and to assure smooth installation of the work.

Locations Available for Artwork

The selection committee has identified the following potential locations for the artwork to be installed including:

- Lobby (approximate size 21' X 10')
- 2 conference rooms (sizes are approximate, small 25' X 14', large 26' X 24')

- Main entrance and exterior walkway to vestibule

Resources Attached to RFP:

- Site Plan
- Exterior rendering
- Entrance rendering
- Turnpike Fact Sheet/Timeline
- Turnpike Maps

Mediums & Themes

Proposals for interior and exterior walls to include media such as (but not limited to) paint, stone, concrete, glass, metal, fiberglass, and clay used to create murals, low-relief sculptures, and mosaic.

Proposals for open areas to include media such as (but not limited to) stone, concrete, glass, metal, fiberglass, and clay used to create free-standing sculpture, functional or sensory sculpture, relief or embedded patterns in the walkways, and mosaics.

Undesirable mediums include fountains or the use of water and artwork that makes a sound, vibration, or hum (white noise).

- Proposals will be evaluated for permanence, durability of materials, and safety to the public. Proposed artwork must require minimal conservation, optimally requiring no major conservation or maintenance other than periodic dusting/cleaning for up to 20 years. If proposal is selected, the committee will require a statement of recommended maintenance.
- Security base and framing systems that include hardware to secure artwork to the selected surface/s must be included in the proposal.

Themes: The Site Selection Committee identified the following themes, metaphors, and tone that they hope the artworks will convey:

<i>Evolution of the Turnpike in NH</i>	<i>History of the Turnpike in NH</i>	<i>Future of the Turnpike in NH</i>
<i>To include all aspects of the Turnpike. Examples are construction, maintenance, toll staff and administration.</i>		

On-site Informational Meeting

An informational meeting will be held to allow artists to view pictures, and artifacts will be on site at the trailer during this time as well. There will not be a tour of the site.

The meeting will be held on:

Wednesday, December 4, 2019 1:30pm

All artists interested in submitting proposals are encouraged to attend this meeting for clarification and details about this location. Staff from the State Council on the Arts and the Bureau of Turnpikes will be present to answer questions.

Project Budget

A total of up to \$15,000 is available for this project.

Artists submitting proposals should include all expenses for the proposed artwork(s) and itemize these on the standardized budget form provided. Costs can include: supplies and materials; artist(s) fees; any subcontracting work related to the project; utilities; travel costs; security base and framing systems required to secure art/craft work; installation costs (including engineering studies, if necessary); an amortized portion of yearly general liability insurance, and a small contingency percentage. In the case of particularly large and complex site-specific commissions, the cost of creating a scale model/maquette or sample elements to solve engineering and fabrication challenges may be included in the budget.

No design fees will be paid for preliminary sketches or designs submitted with the proposal.

Documentation photography for the artist's portfolio is not an allowable expense.

Semi-finalists may be asked to refine their proposals or present their plans to the committee. The committee reserves the right to make a decision that is in the best interest of the project and to adjust the process as needed.

General Liability Insurance

- Artists contracted for commissions and acquisitions are required to submit a current Certificate of Insurance at the time of contracting to verify that a current general liability insurance policy is in place and that limits of coverage are appropriate to the scope of the project being undertaken.
- Note: The Attorney General's Office may allow for modification or waiver of General Liability Insurance for certain commissions and acquisitions, based on the size and scope of the artwork acquired.
- Artists are not required to have General Liability insurance at the time a proposal is submitted.
- If an artist **has** a General Liability insurance policy in place at the time of proposal and wishes to add an amortized and proportional figure to the budget at the time of submission, this cost should be included in the budget in the line item for "insurance."

- If an artist **does not have** General Liability insurance at the time of submission, the line item in the budget for “insurance” can be left blank, or an estimate can be provided. The cost of insurance may be added to the budget after review and included in a revised budget submitted to State Council on the Arts for approval.

Contract Approvals

The Site Selection Committee’s recommendations for selected artwork will be submitted to the Bureau of Turnpike Administration for approval.

Artists receiving a commission may not begin projects prior to notification of a fully approved contract.

A contract issued by the Turnstone Corporation for the commissioning or the acquisition of artwork is generally paid in two installments. A midpoint site visit or submission of status report is required for all new commissions to assure the artwork underway is consistent with the approved proposal. Processing of the initial payment may take 6-8 weeks. Subsequent payments may take 4-6 weeks. Artists receiving contracts are strongly encouraged to plan cash flow based upon the length of time required for processing payments.

How to Submit a Proposal for Existing Works or New Commissions

The New Hampshire State Council on the Arts accepts electronic submissions through its online platform, Submittable. There are two portals for this project: Site-Specific Commissions and Existing Artworks.

You will need to create a (free) profile in Submittable to submit a proposal. You may submit more than one design concept. We strongly encourage you to [watch the instructional videos](#) to prepare for the process.

Proposals for direct purchase of existing artworks:

To submit a proposal for existing artwork you will need:

- A current resume
- An artist statement
- Up to 10 proposed artworks. Each proposal may include 2 images each with identifying information. Please include in the notes the desired/intended location (if applicable).
- The completed [electronic budget form](#)

Proposals for new commissions

To submit a proposal for new commissions you will need:

- A current resume
- An artist statement
- A concept statement with proposed location information
- Up to 5 concept images for the proposal
- Previously completed commissions/artwork that will serve as work samples. You may use a URL for this section or upload 3-10 images. We suggest the samples should be similar in scope and/or mediums to the site-specific artwork that is being proposed.

- The completed [electronic budget form](#)

The State Council on the Arts will honor the copyright and intellectual property rights of artists submitting proposals.

**Deadline for Submission of Proposals:
January 20, 2020**

No late proposals will be accepted.

Timetable

November 22, 2019: Public release of Request for Artists' Proposals

December 4, 2019: Informational Meeting for artists, 1:30 pm

January 20, 2020: Deadline for submission of proposals (11:59pm)

January/February, 2020: Site Selection Committee proposal review meeting

February, 2020: Notification letters & contracts issued to selected artist(s)

February, 2020: Anticipated start for artists selected for commissioned artwork(s)

All artwork is expected to be completed as soon as possible. If project timeline is going to exceed March 20, 2020, the Artist should include a proposed timeline in their submission. Installation schedule to be coordinated with NHSCA & NH Turnpike Administration.

**Informational Meeting
Wednesday, December 4, 2019 1:30 pm**

You **must** register for the meeting through [Eventbrite](#).

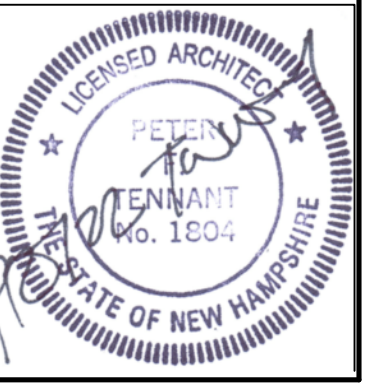
**Directions to Turnpike Administration Building
36 Hackett Hill Rd. Hooksett, NH 03106**

From the North:

- 93 South to exit 11 for NH Route 3A/Hooksett
- Turn right onto Hackett Hill Road

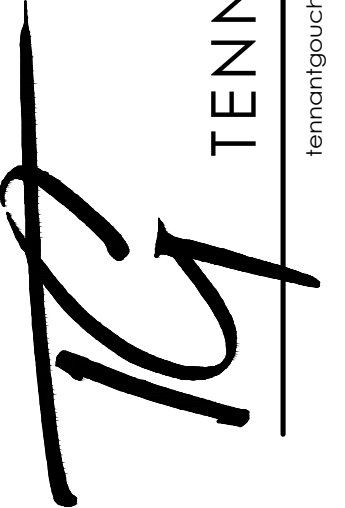
From the South:

- 93 North to exit 11 for NH Route 3A/Hooksett
- Turn right onto Hackett Hill Road



REVISIONS
△ dd/mm/yyyy

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tennantgoucher@gmail.com 603.669.5855 110 riverway place bedford, nh 03110



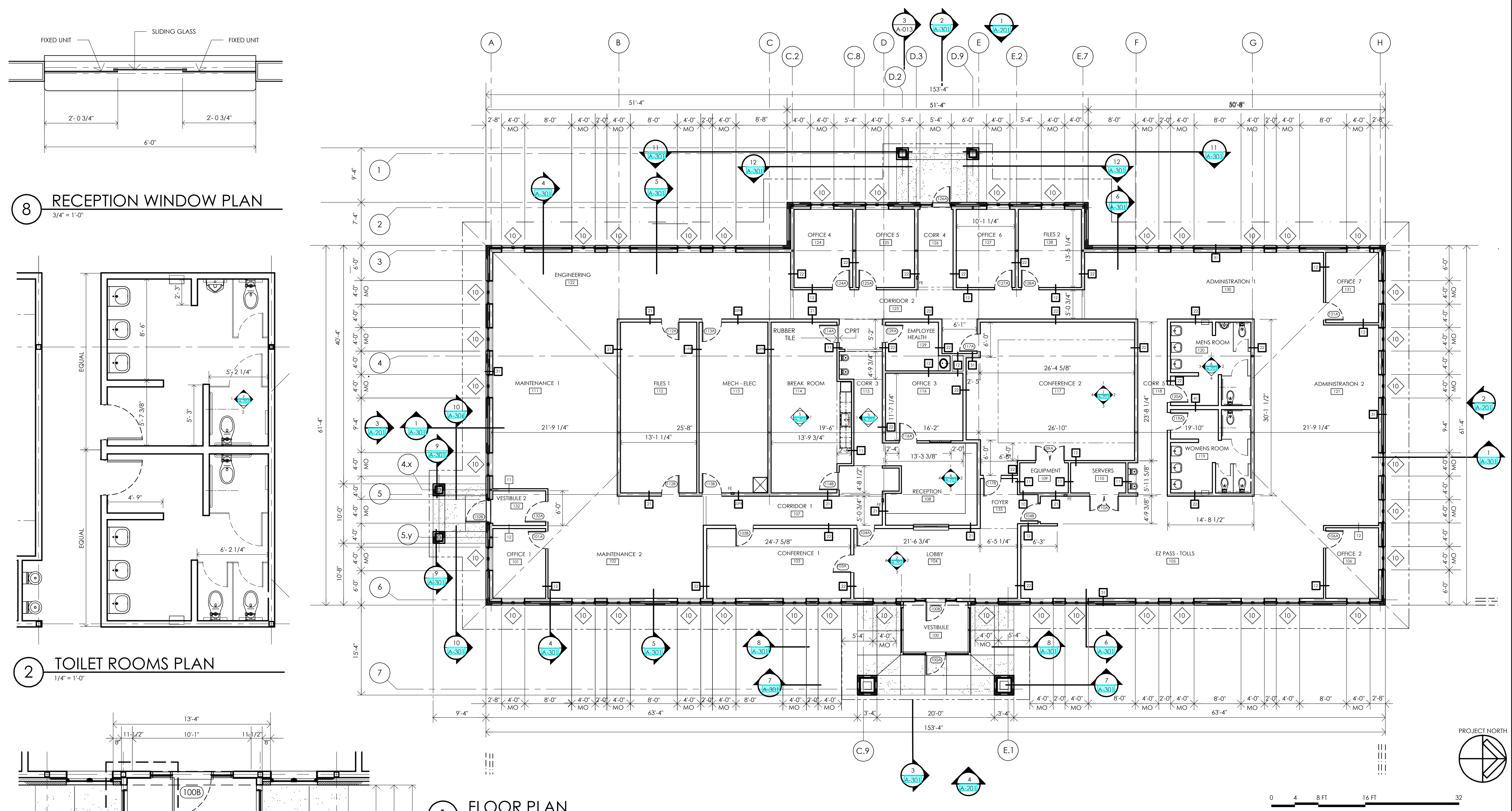
HOOKSETT
TURNPIKES ADMINISTRATION BUILDING
36 Hackett Hill Road
Hooksett, New Hampshire 03106

FLOOR PLAN

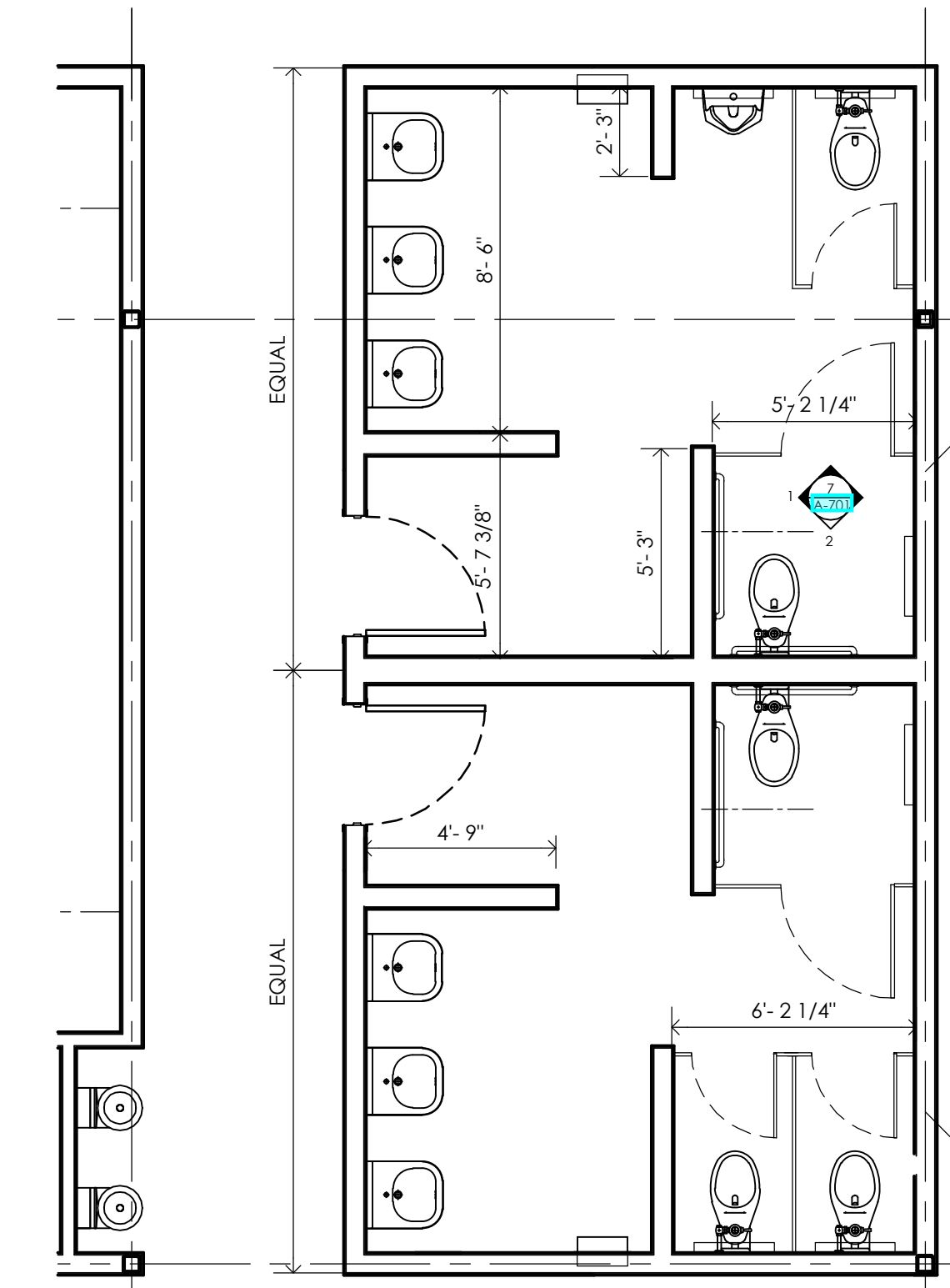
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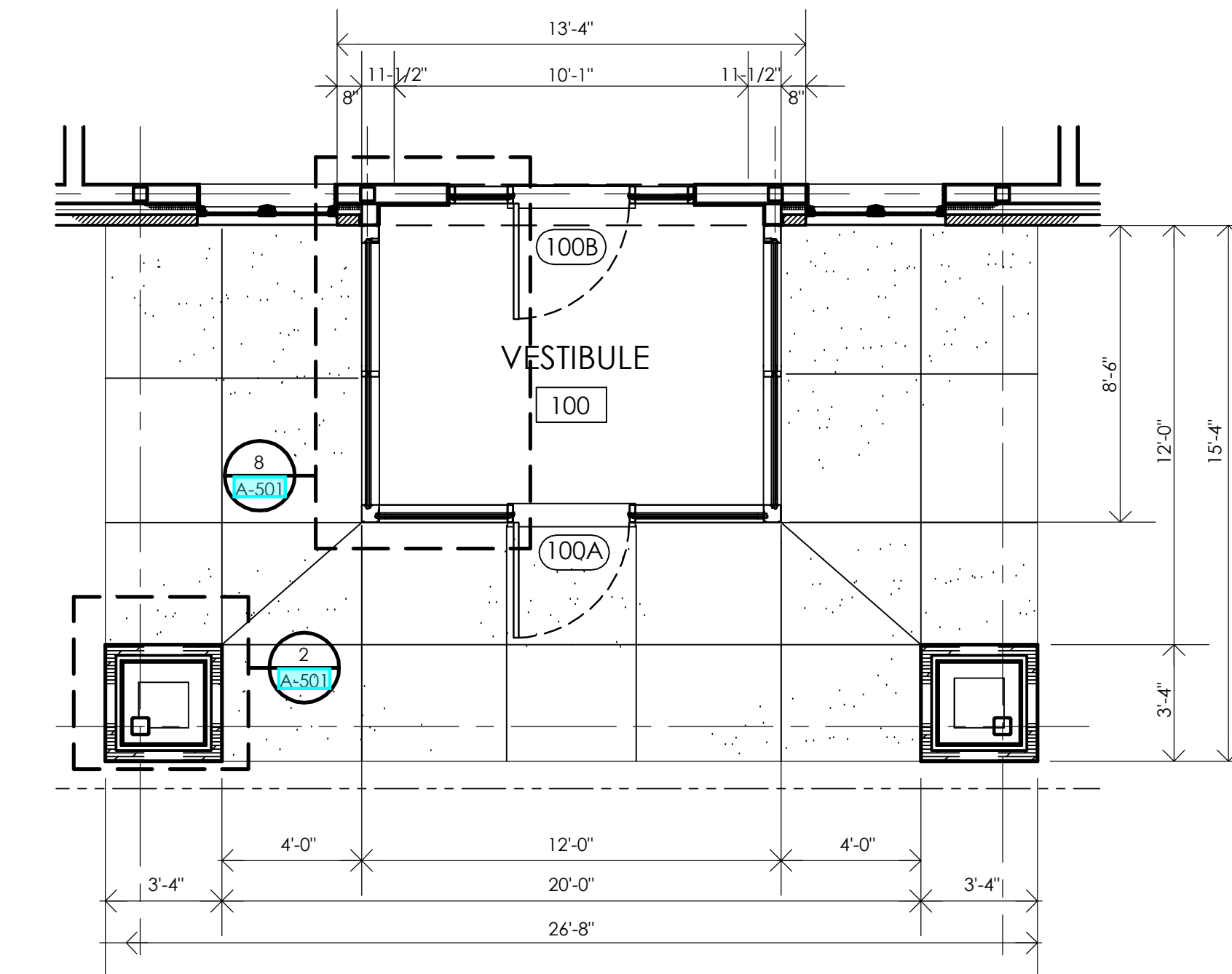
SHEET 25 of 56



8 RECEPTION WINDOW PLAN
3/4" = 1'-0"

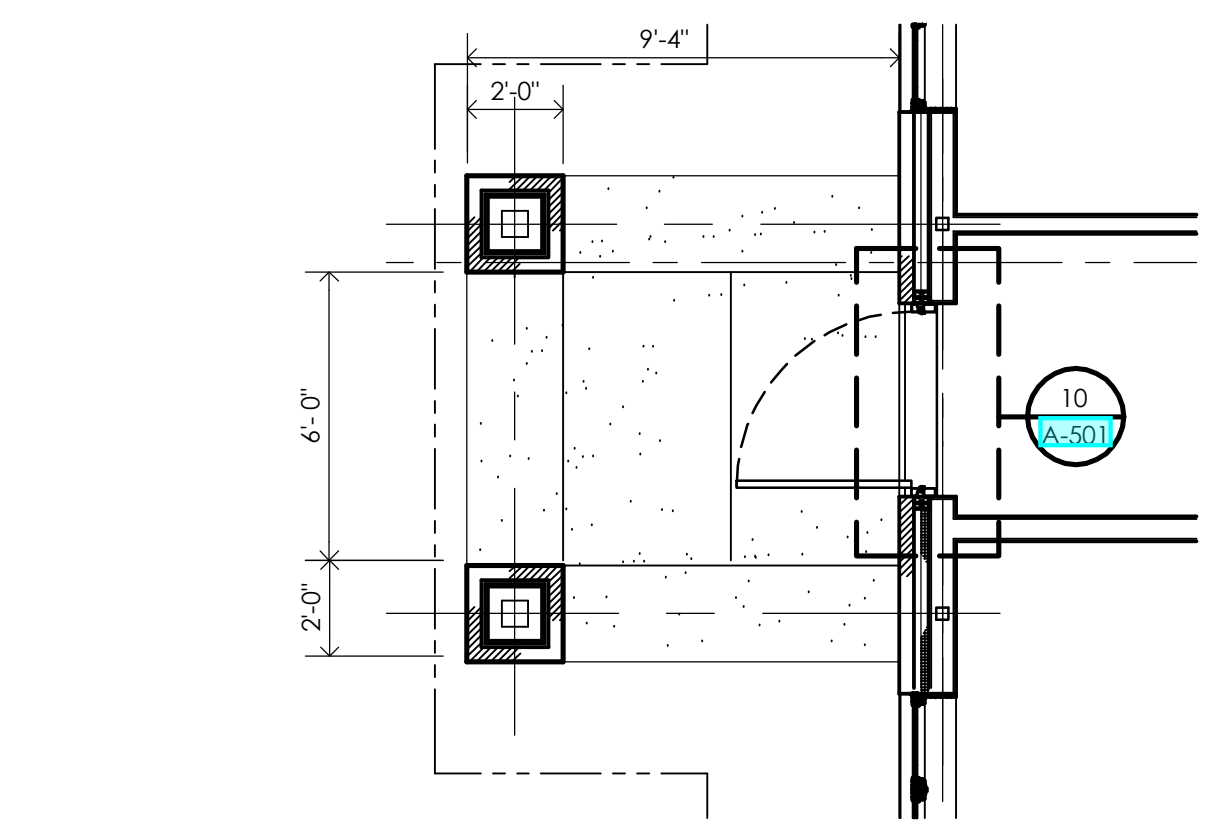


2 TOILET ROOMS PLAN
1/4" = 1'-0"

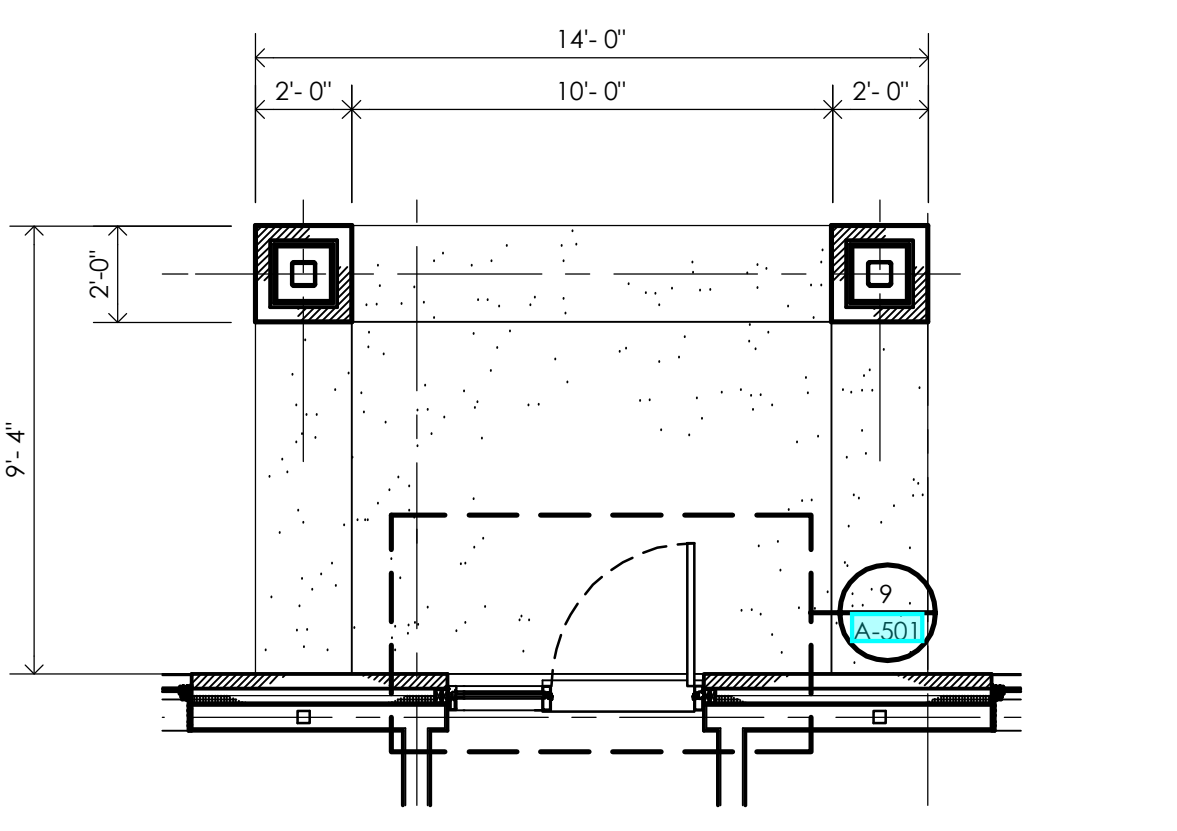


3 EAST ENTRY PLAN
1/4" = 1'-0"

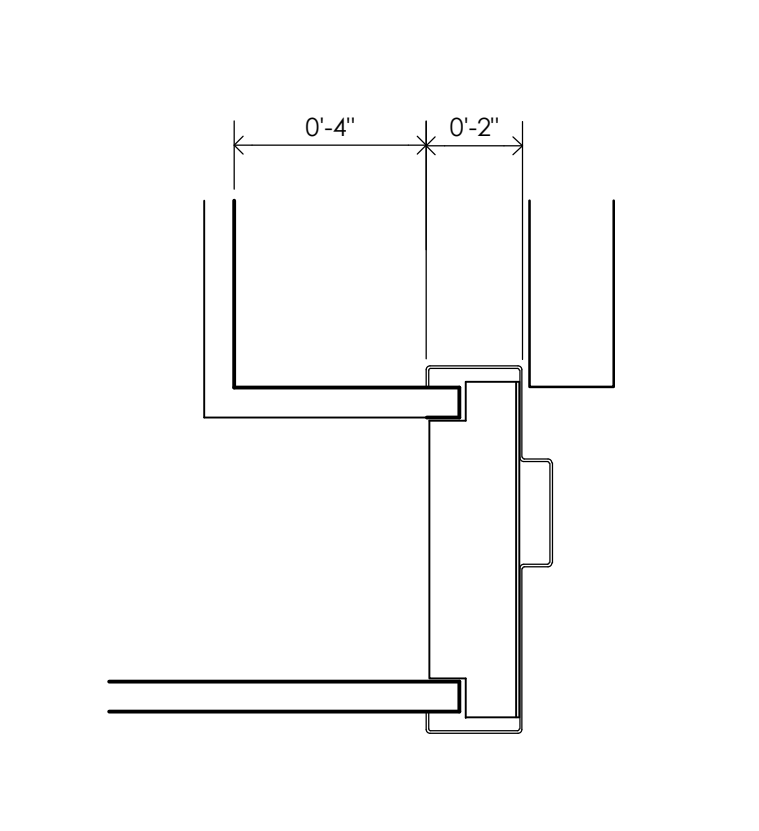
1 FLOOR PLAN
1/8" = 1'-0"



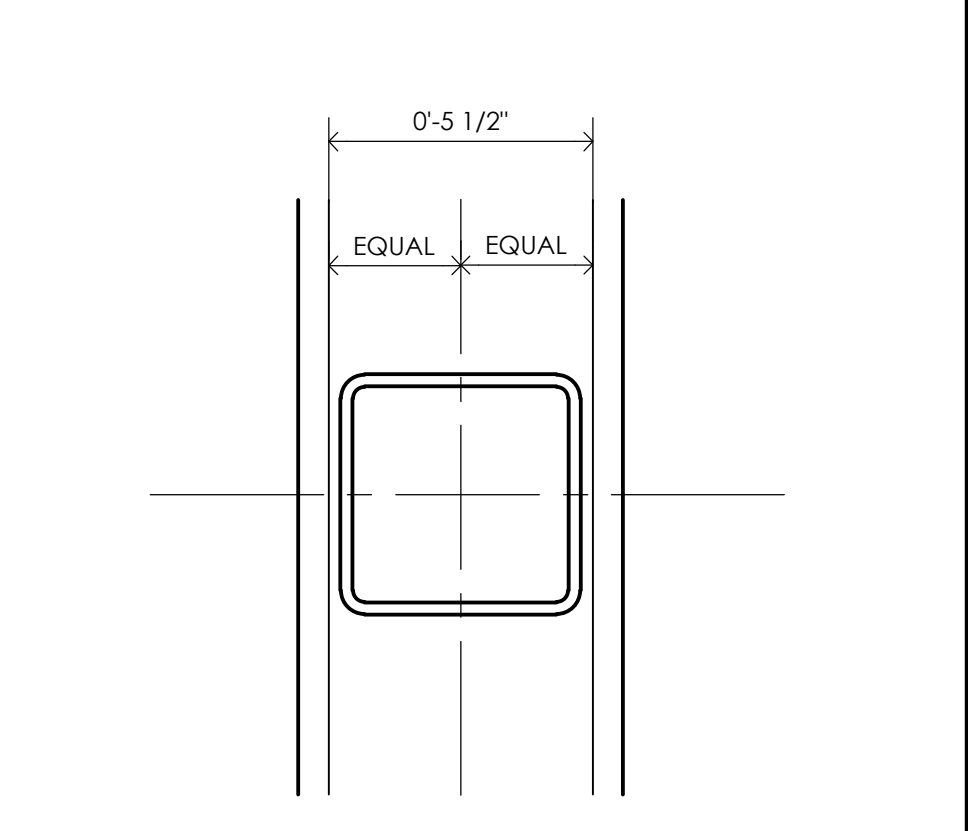
4 SOUTH ENTRY PLAN
1/4" = 1'-0"



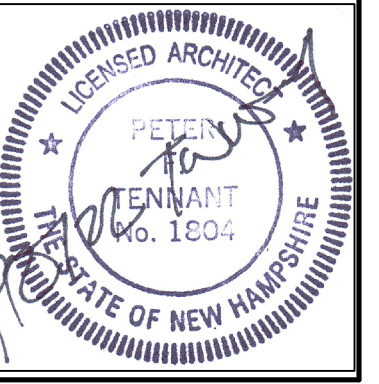
5 WEST ENTRY PLAN
1/4" = 1'-0"



6 TYP DR FRM/WALL
3" = 1'-0"

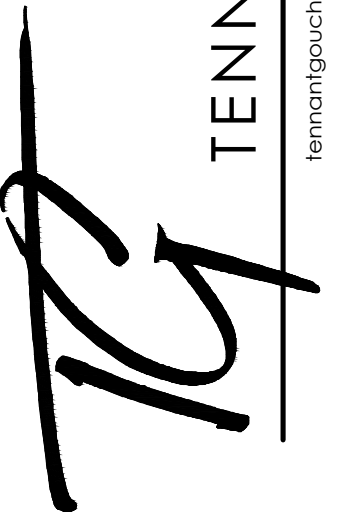


7 TYP COLUMN/WALL
3" = 1'-0"



REVISIONS
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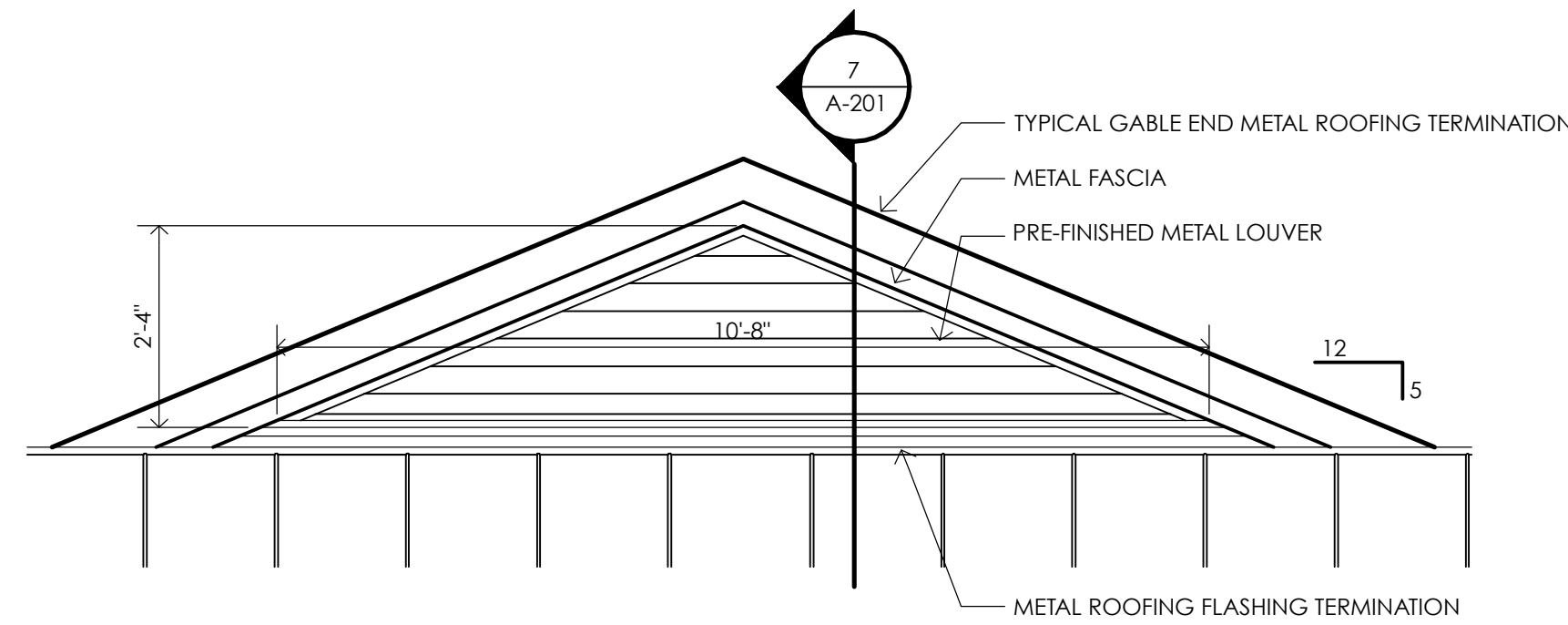
HOOKSETT
TURNPIKES ADMINISTRATION BUILDING
36 Hackett Hill Road
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BLDG
ELEVATIONS

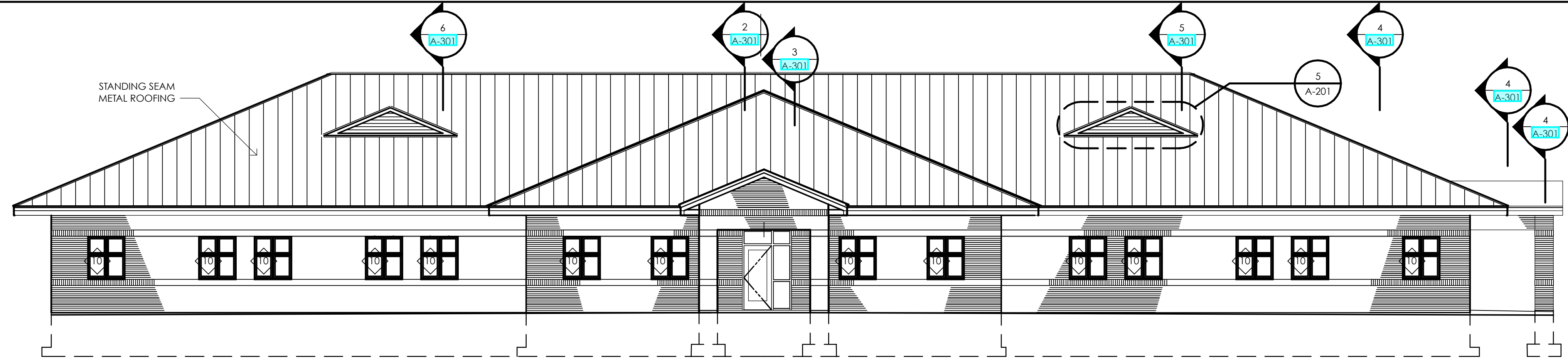
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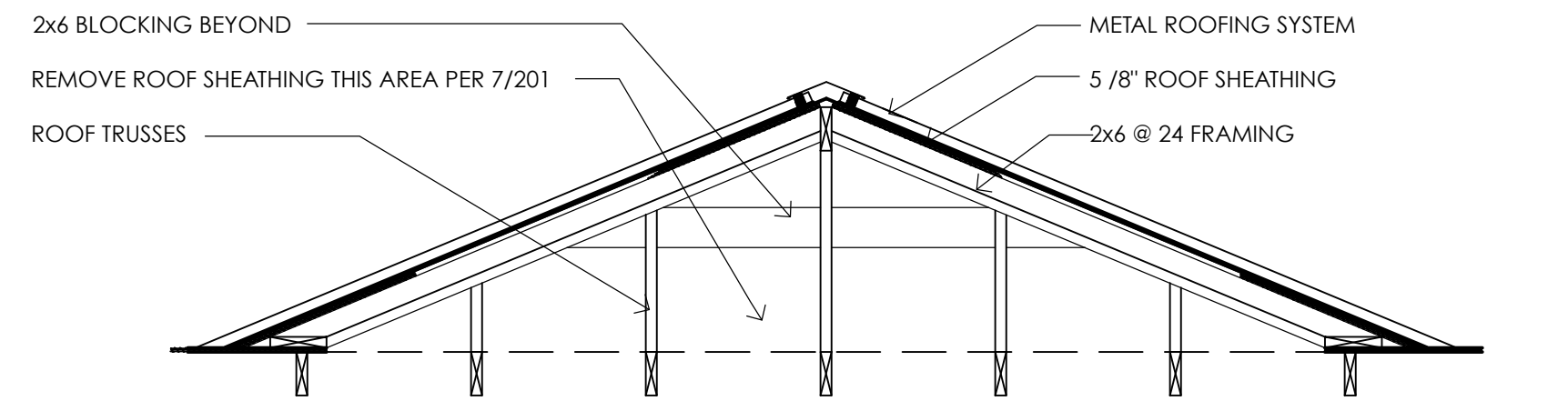
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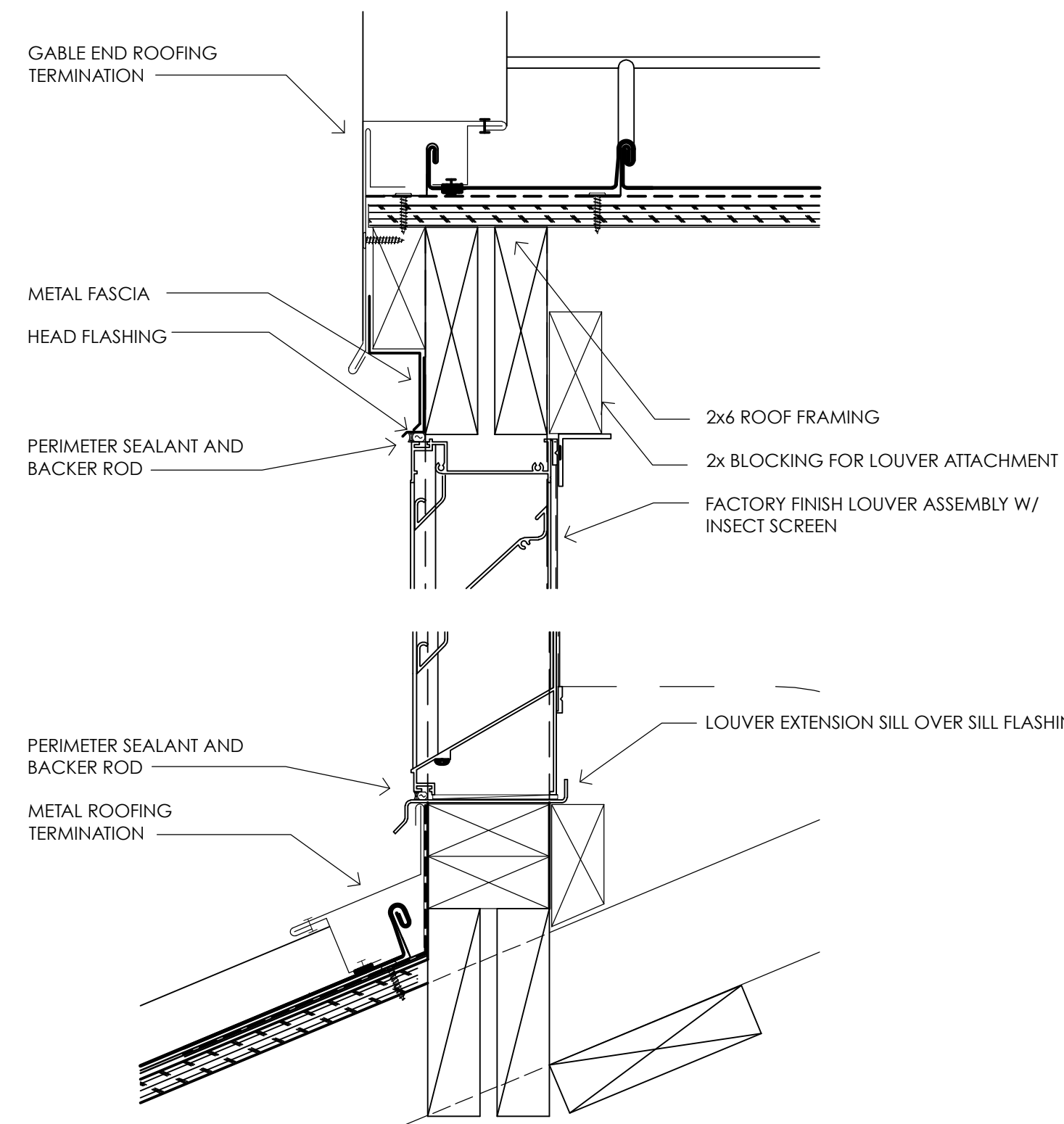
5 ROOF LOUVER ELEVATION
1/2" = 1'-0"



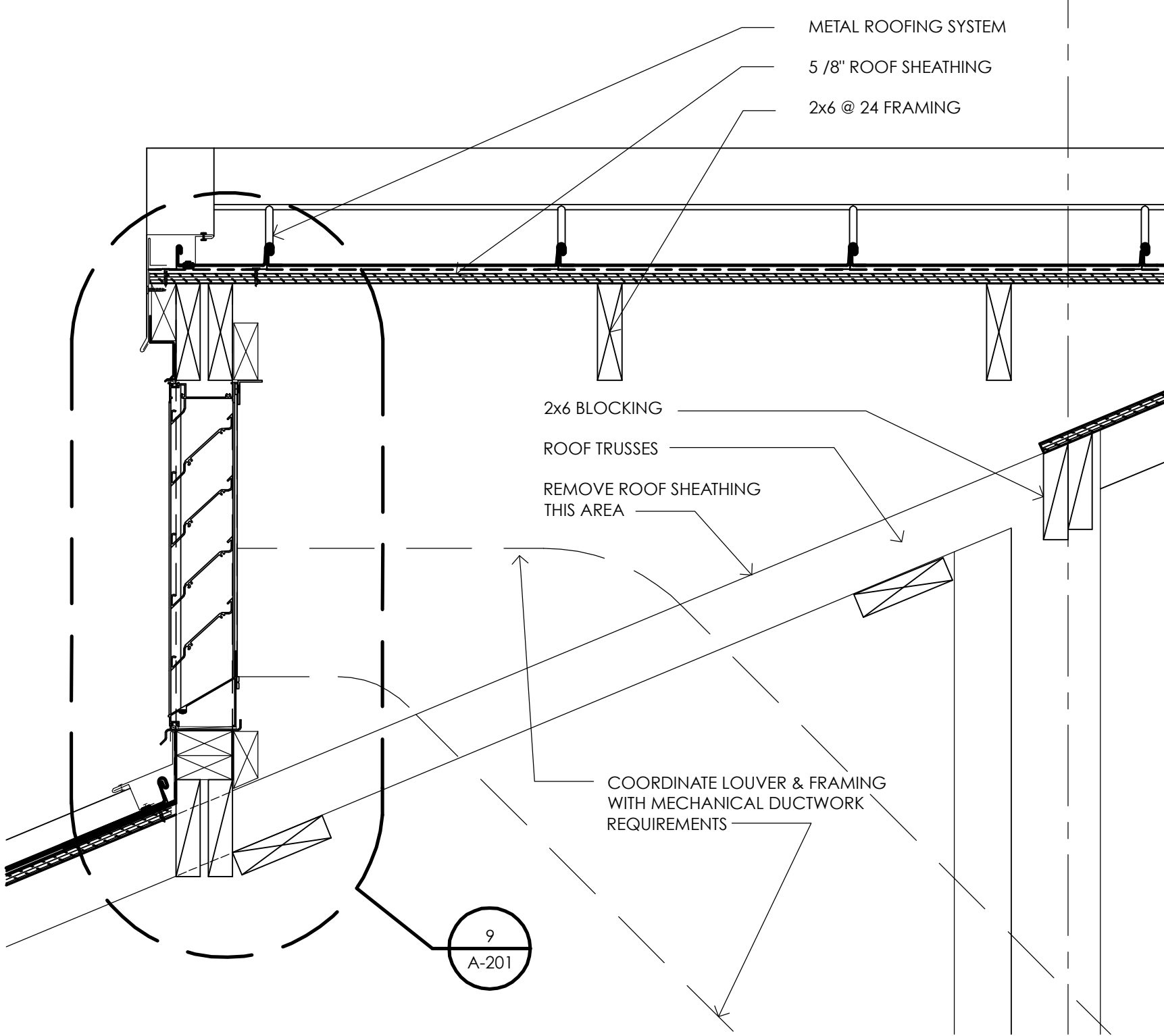
1 WEST ELEVATION
1/8" = 1'-0"



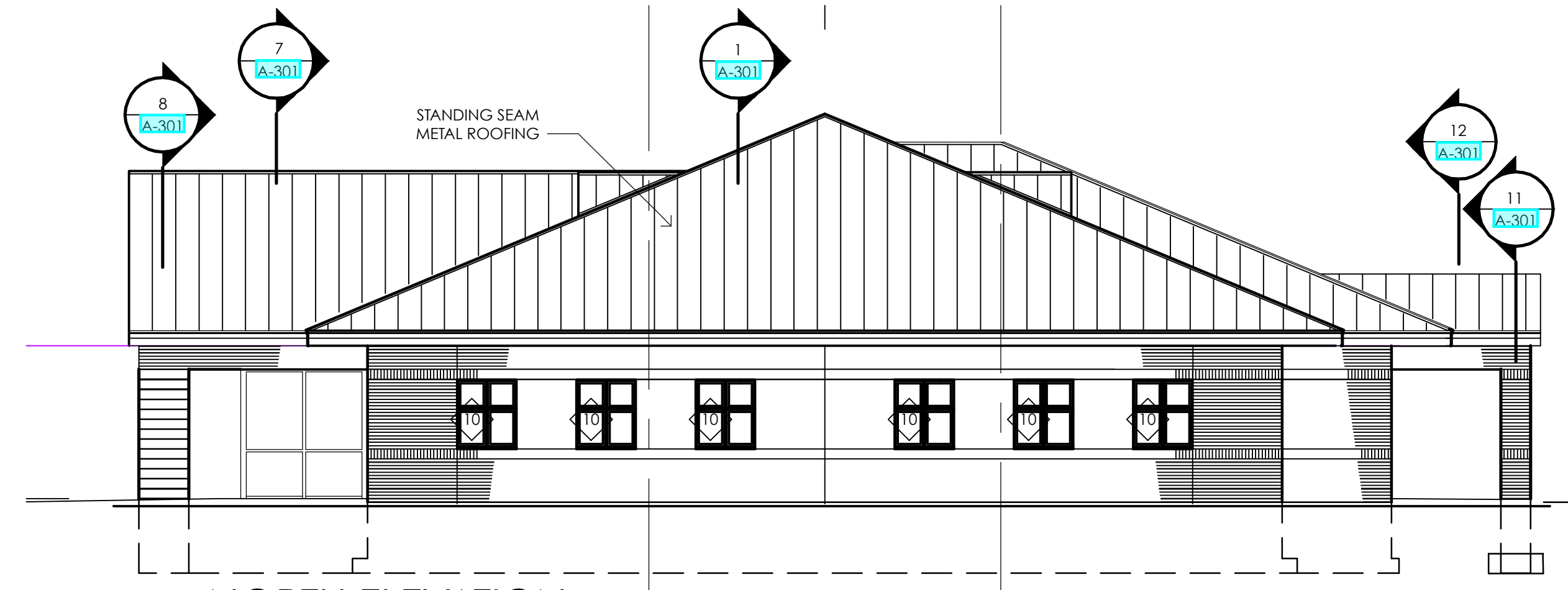
6 ROOF LOUVER OVER-FRAMING SECTION
1/2" = 1'-0"



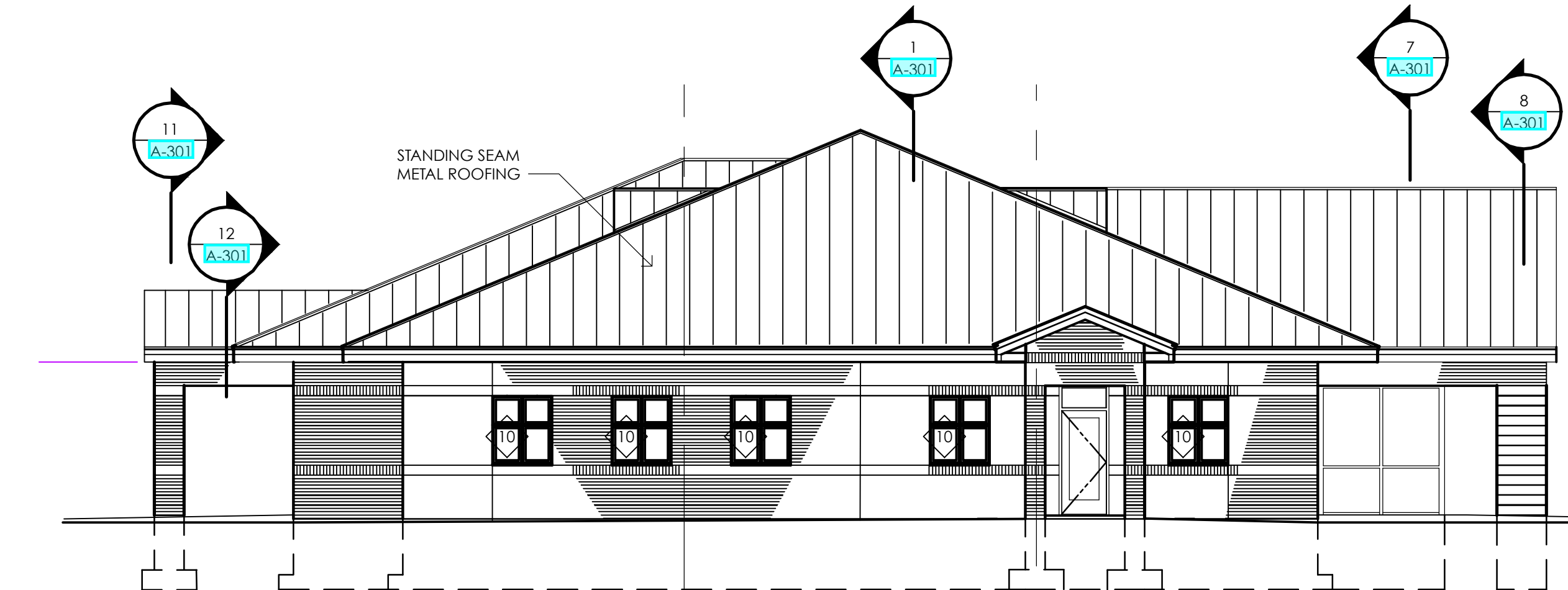
9 ROOF LOUVER SECTION
3" = 1'-0"



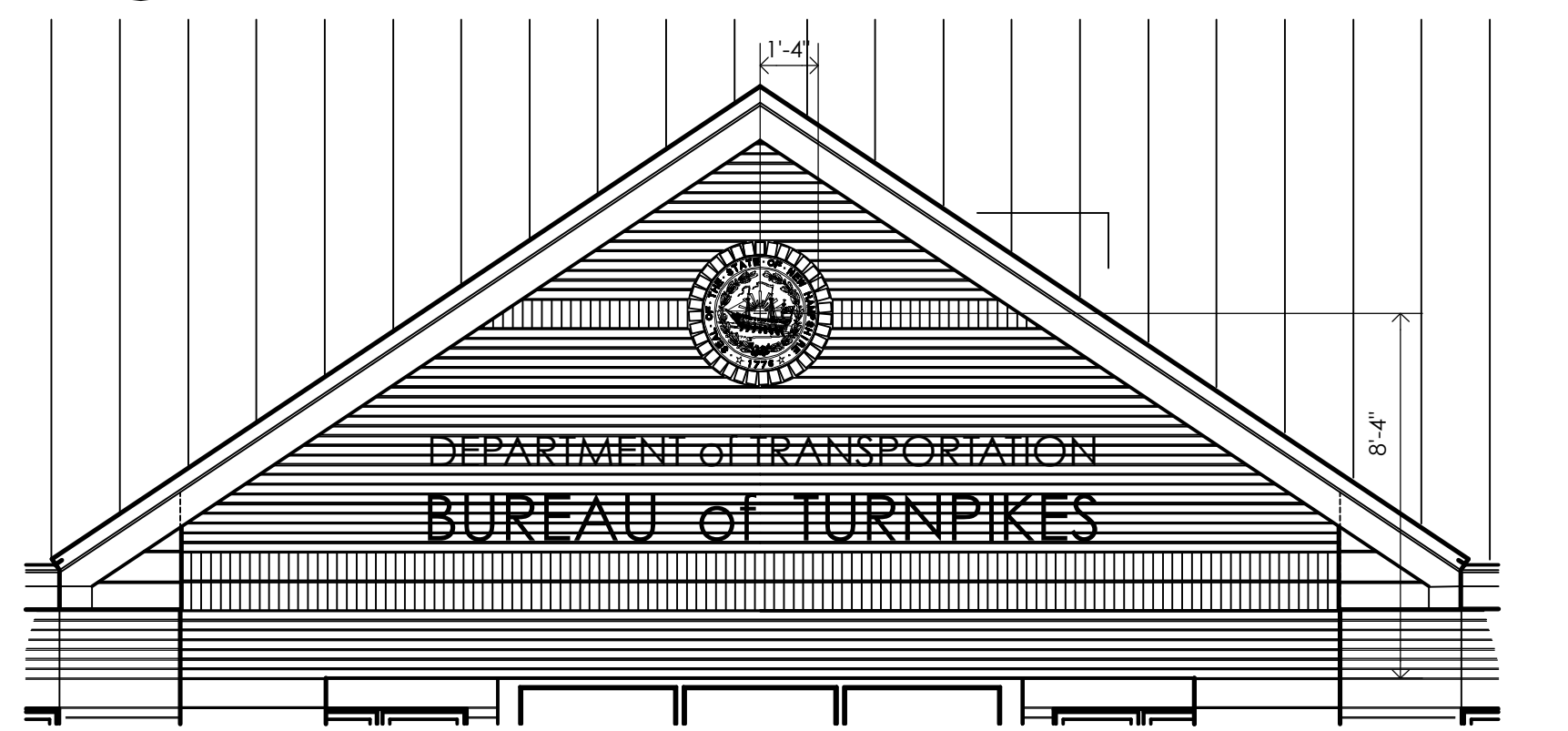
7 ROOF LOUVER SECTION
1- 1/2" = 1'-0"



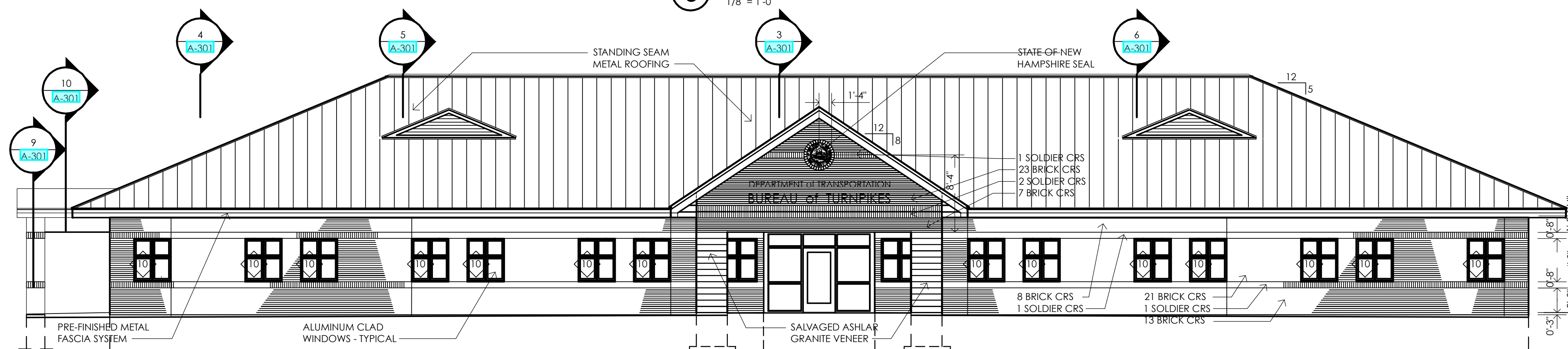
2 NORTH ELEVATION
1/8" = 1'-0"



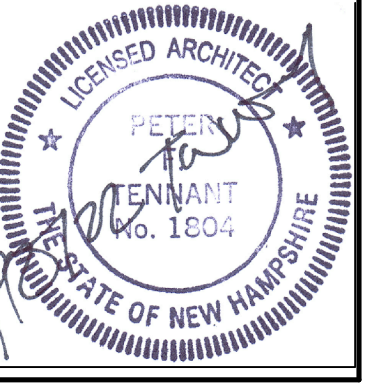
3 SOUTH ELEVATION
1/8" = 1'-0"



8 EAST GABLE ELEVATION
1/4" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"



REVISIONS
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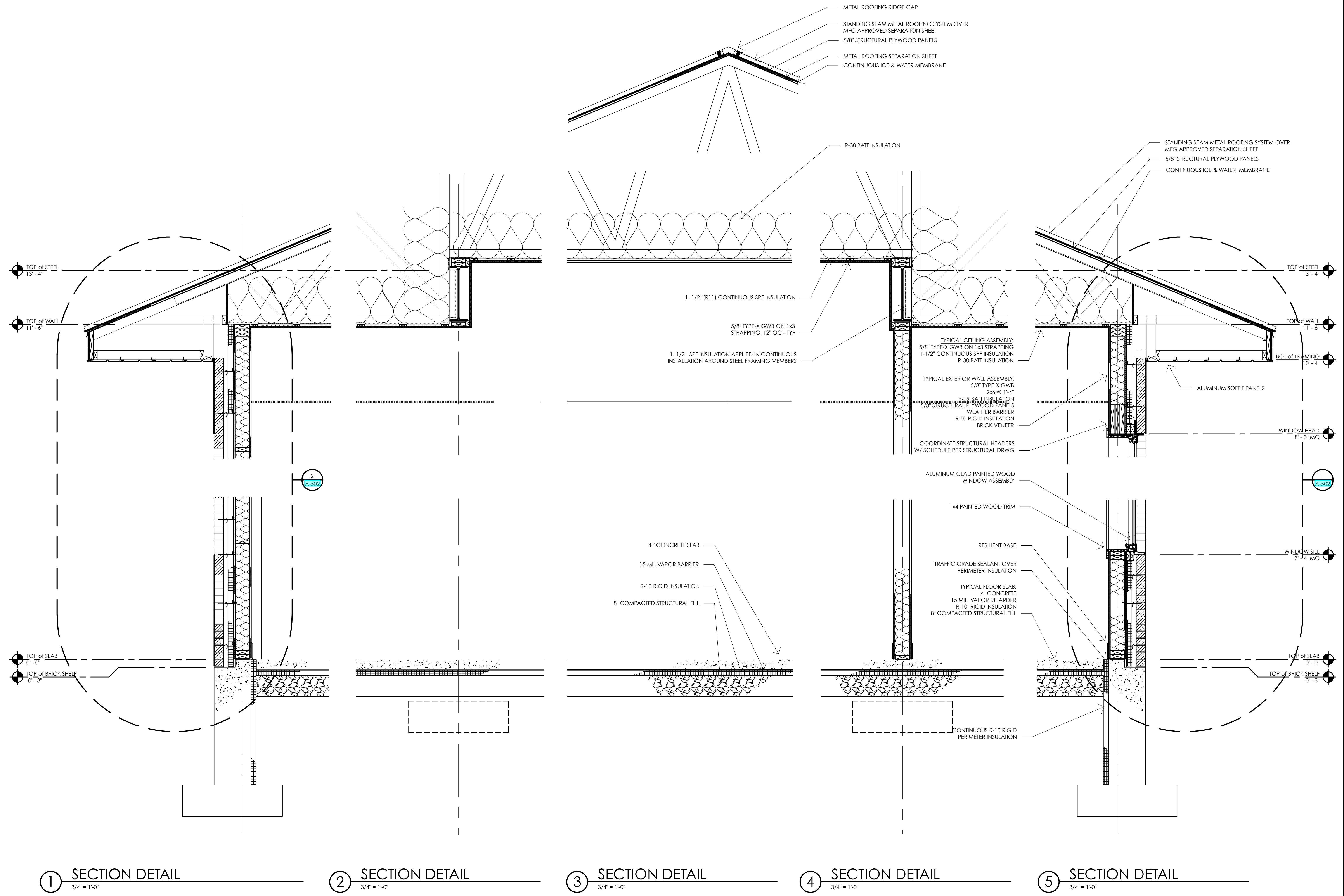
HOOKSETT
TURNPIKES ADMINISTRATION BUILDING
36 Hackett Hill Road
Hooksett, New Hampshire 03106

DETAIL
SECTIONS

ISSUED: 24 MAY 2018

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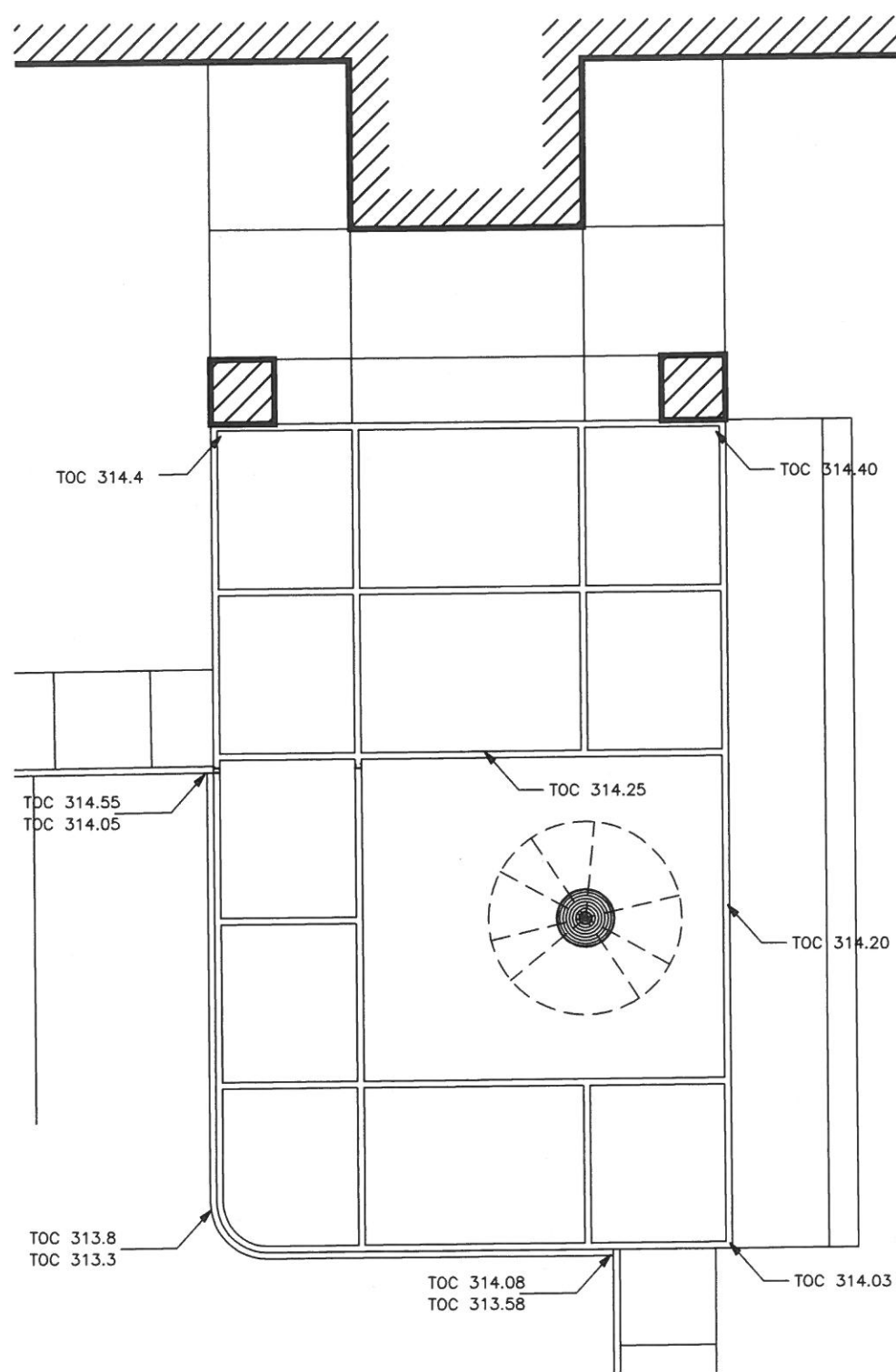
1 SECTION DETAIL
3/4" = 1'-0"

2 SECTION DETAIL
3/4" = 1'-0"

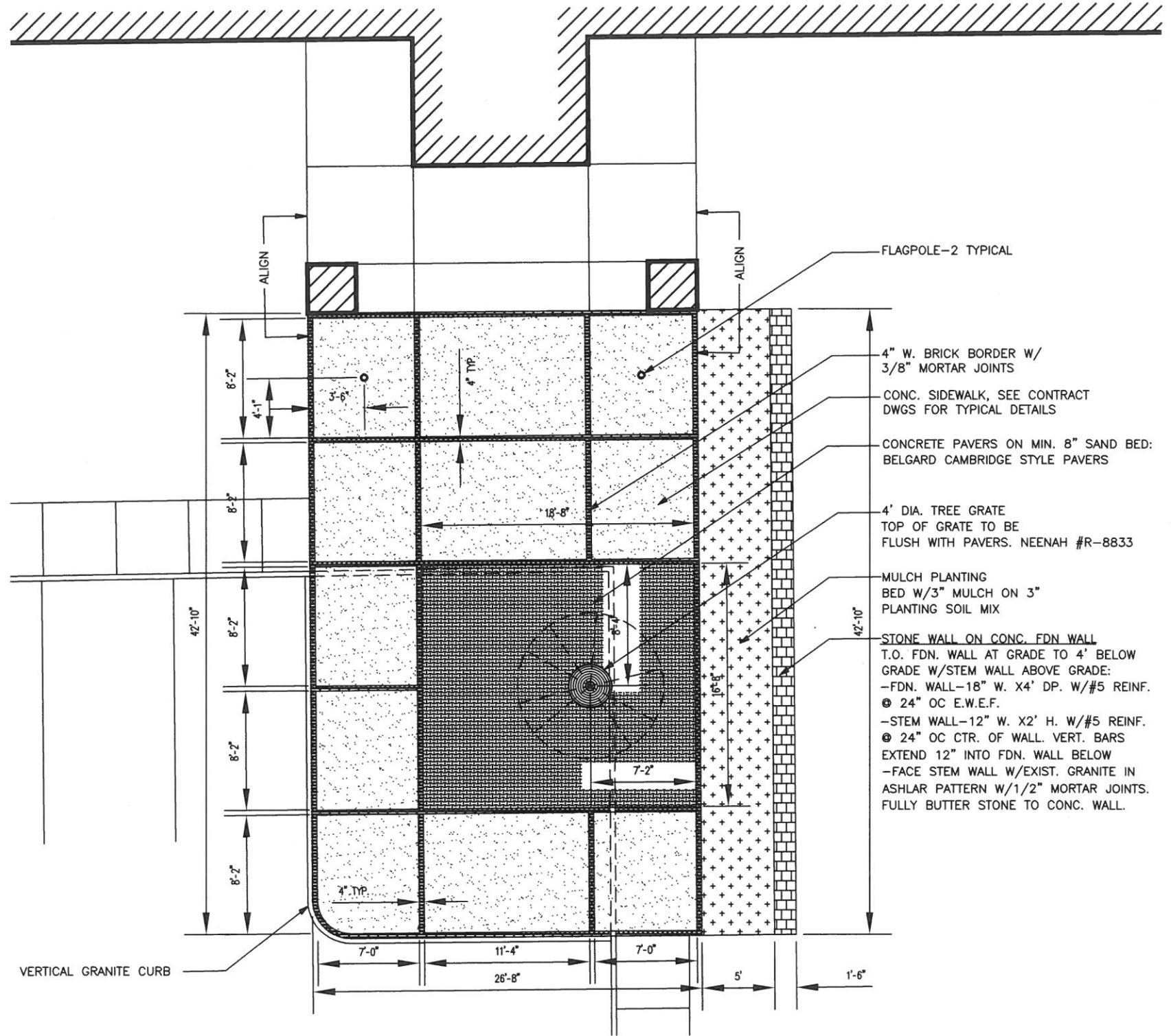
3 SECTION DETAIL
3/4" = 1'-0"

4 SECTION DETAIL
3/4" = 1'-0"

5 SECTION DETAIL
3/4" = 1'-0"



1 SITE GRADING PLAN
NOT TO SCALE



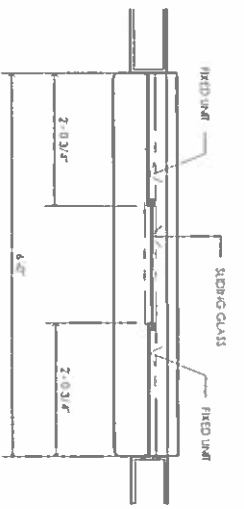
2 SITE DETAIL PLAN
NOT TO SCALE

- FLAGPOLE--2 TYPICAL
- 4" W. BRICK BORDER W/
3/8" MORTAR JOINTS
- CONC. SIDEWALK, SEE CONTRACT
DWGS FOR TYPICAL DETAILS
- CONCRETE PAVERS ON MIN. 8" SAND BED:
BELGARD CAMBRIDGE STYLE PAVERS
- 4' DIA. TREE GRATE
TOP OF GRATE TO BE
FLUSH WITH PAVERS. NEENAH #R-8833
- MULCH PLANTING
BED W/3" MULCH ON 3"
PLANTING SOIL MIX
- STONE WALL ON CONC. FDN WALL
T.O. FDN. WALL AT GRADE TO 4' BELOW
GRADE W/STEM WALL ABOVE GRADE:
-FDN. WALL-18" W. X4' DP. W/#5 REINF.
@ 24" OC E.W.E.F.
-STEM WALL-12" W. X2' H. W/#5 REINF.
@ 24" OC CTR. OF WALL. VERT. BARS
EXTEND 12" INTO FDN. WALL BELOW
-FACE STEM WALL W/EXIST. GRANITE IN
ASHLAR PATTERN W/1/2" MORTAR JOINTS.
FULLY BUTTER STONE TO CONC. WALL.

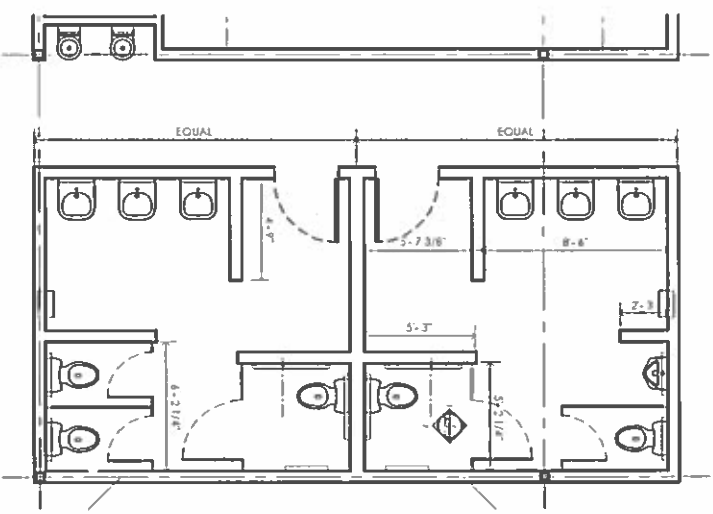
<p>STATE OF NEW HAMPSHIRE DEPARTMENT OF ADMIN. SERVICES DIVISION OF PUBLIC WORKS</p> <p>JEHN D. HORTON BUILDING 7 HAZEN DRIVE BOX 483 ROOM 250 CONCORD, NEW HAMPSHIRE 03302-0483 (603) 271-3516 FAX(603) 271-3515</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		DATE	DESCRIPTION									<p>HOOKSETT TURNPIKES ADMINISTRATION BUILDING 36 HACKETT HILL ROAD HOOKSETT, NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION</p>
	DATE	DESCRIPTION											
<p>DESIGNED/ARCHITECT: _____</p> <p>ISSUED BY: _____</p> <p>APPROVED BY: _____</p> <p>CHECKED BY: _____</p>	<p>PROJECT No. 80909R CONTRACT C</p> <p>DRAWN BY: KPH SCALE: AS SHOWN DATE: 11-01-18</p>	<p>ENTRANCE DETAIL PLAN</p> <p>SKC-1</p>											



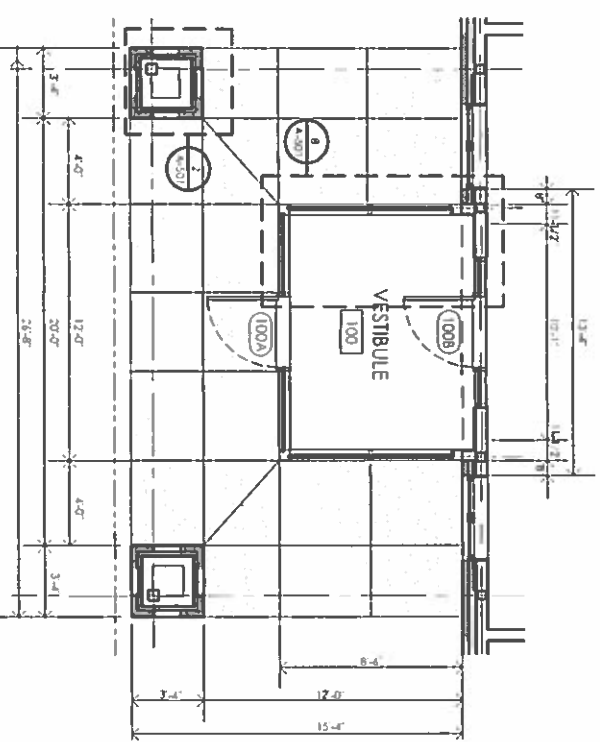
Dark and Red Accents with Light Grey Roof



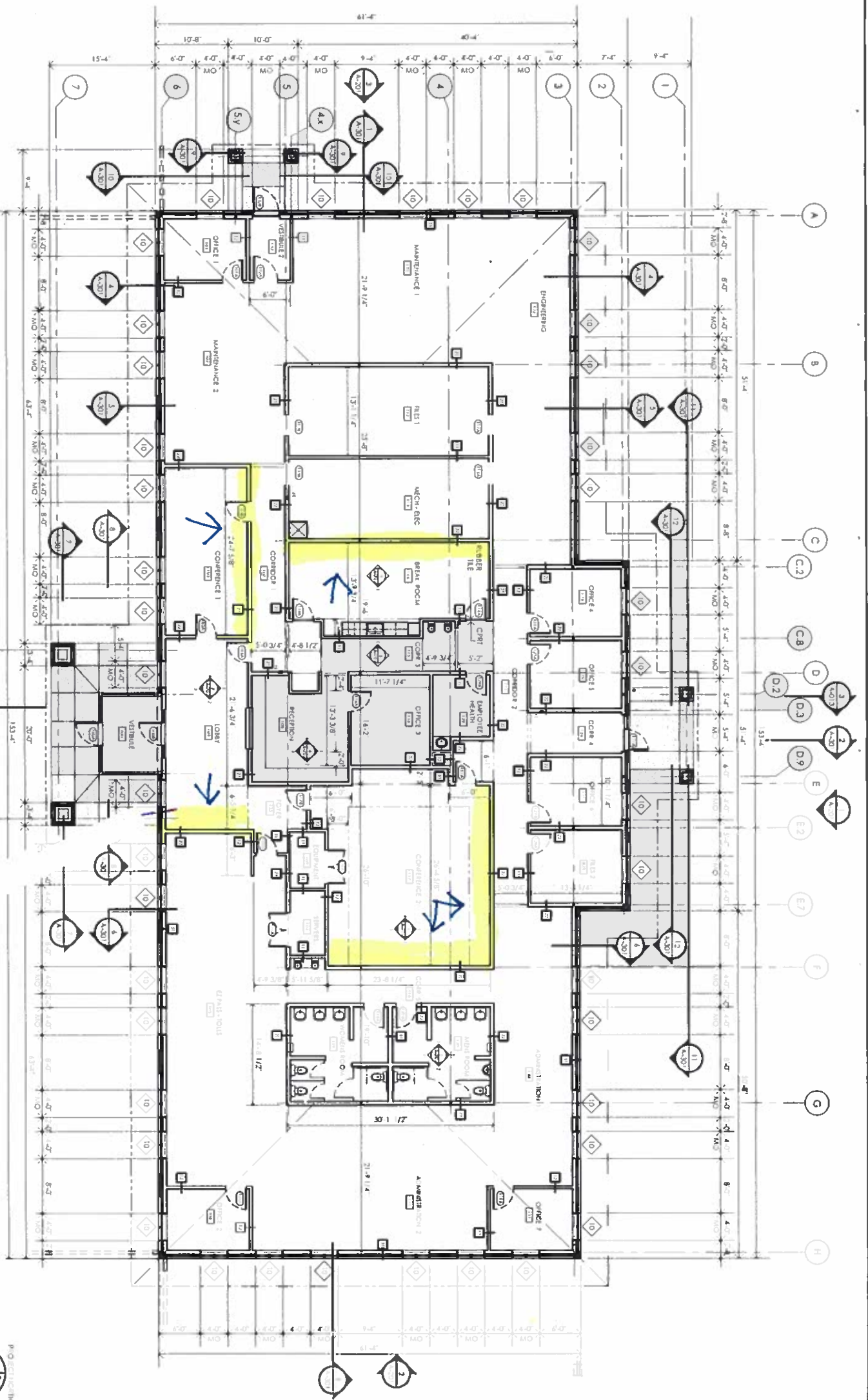
8 RECEPTION WINDOW PLAN
3/8" = 1'-0"



2 TOILET ROOMS PLAN
1/4" = 1'-0"

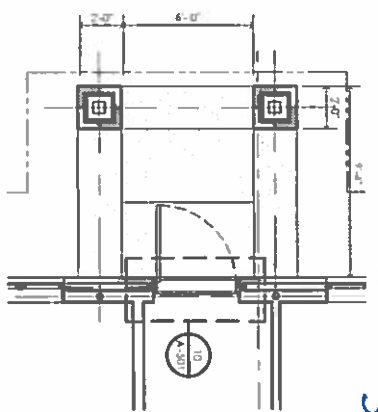


3 EAST ENTRY PLAN
1/8" = 1'-0"

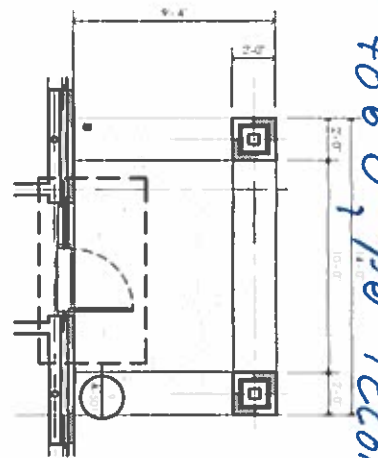


1 FLOOR PLAN
1/8" = 1'-0"

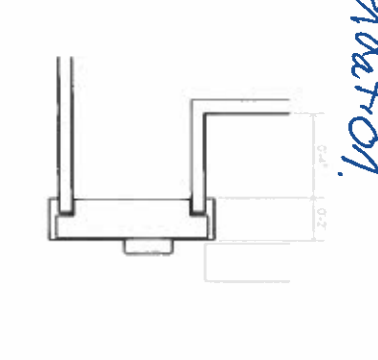
Blocking
All yellow walls and should be from 5'6" to 6'0", per recommendation.



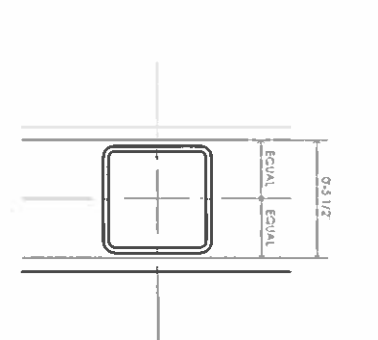
4 SOUTH ENTRY PLAN
1/8" = 1'-0"



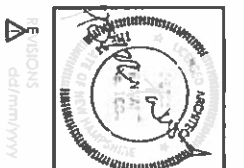
5 WEST ENTRY PLAN
1/8" = 1'-0"



6 TYP DR FRM/WALL
3/8" = 1'-0"



7 TYP COLUMN/WALL
3/8" = 1'-0"



HOOKSETT
TURNPIKES ADMINISTRATION BUILDING
36 Hackett Hill Road
Hooksett, New Hampshire 03106

FLOOR
PLAN

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ISSUED: 24 MAY 2018
SHEET 25 OF 56

IMPORTANT DATES OF THE NEW HAMPSHIRE TURNPIKE SYSTEM

Date

Colonial Days	Piscataqua Bridge to Goat Island (Portsmouth) connected to the first New Hampshire turnpike to Concord. The first turnpike generally followed or was adjacent to present day Route 4.
1934	General Sullivan Bridge opened.
1947	Legislature authorizes construction of Eastern Turnpike from Seabrook to Portsmouth.
1948	Construction begins on Eastern Turnpike. Up to this time, this was the largest single road construction project ever undertaken in the State.
1949 (Nov. 1)	Tolls removed from General Sullivan Bridge.
1950 (Jun. 24)	First toll plaza opens - Hampton (toll was 20¢ for a passenger car).
1953	Legislature authorizes construction of the Central Turnpike and Spaulding Turnpike.
1955	Completion of the Nashua to Manchester segment of the Central Turnpike.
1955 (Aug. 21)	Merrimack Toll Plaza opens. Toll was 25¢ for a passenger car.
1955	First automatic toll machine in the world to replace toll attendants installed at Merrimack Toll.
1955	Tokens authorized providing a 1/3 discount. Two types of tokens were authorized. An “A” token had a trip fare value of 10¢ and a “B” token had a trip fare value of 15¢. Tokens could be used by any class of vehicle.
1956.	The Portsmouth to Dover segment of the Spaulding Turnpike was completed.
1956 (Oct. 3)	Dover Toll Plaza opens. Toll was 10¢ for a passenger car.
1957	Increase in toll rate at Dover Toll to 15¢ for a passenger car.
1957	The Manchester to Concord segment of the Central Turnpike was completed.
1957	The Dover to Rochester segment of the Spaulding Turnpike was completed.
1957 (Aug. 29)	The Rochester Toll Plaza opens. Toll was 15¢ for a passenger car.
1957 (Aug. 30)	The Hooksett Toll Plaza opens. Toll was 25¢ for a passenger car.

1961 The rate decreased at Dover Toll to 10¢ for a passenger car.

1961 (Jun. 21) Toll rate increased at Hampton Toll to 25¢ for a passenger car.

1966 (Sept. 28) First Newington Bridge on the Spaulding Turnpike opened.

1972 Initiated charge program for commercial accounts. A 1/3 discount was provided in the program.

1975 (Jul. 1) Toll rate increase at Hampton Toll to 40¢ for a passenger car.

1977 Eastern Turnpike (I-95) widened from 4 to 8 lanes.

1977 (Feb. 1) Reconstruction and relocation of Hampton Toll completed with new ramp and mainline plazas opened to traffic.

1977 (Apr. 1) Toll rates at Hooksett and Merrimack Tolls increased to 40¢ for a passenger car. Discontinued the sale of “A” tokens. Tokens restricted to two axle or four tire vehicles. Eliminated the 1/3 discount for commercial charge accounts.

1978 (May 26) Legislature authorizes Spaulding Turnpike Extension from Rochester to Milton.

1979 (Aug. 23) Tolls eliminated at the Hampton Ramp Toll Plaza.

1979 Central Turnpike widened from 4 to 6 lanes from the junction of I-93/I-293 in Hooksett to I-93/I-89 in Bow.

1979 (Dec. 3) Reconstruction completed on new Hooksett Toll Plaza ramp and mainline.

1979 (Dec. 3) Toll rates increased as follows. Merrimack, Hooksett & Hampton (main) 50¢ for a passenger car. Dover 15¢ for a passenger car. Rochester 20¢ for a passenger car.

1979 (Dec. 3) Discount for commuter tokens increased to 50%.

1979 (Dec. 7) Hooksett Rest Areas (northbound & southbound) opened.

1981 (Jul. 1) Toll reinstated on the Hampton Ramp Toll Plaza.

1981 (Aug. 20) Spaulding Turnpike Extension opened from Rochester to Milton.

1983 (Oct. 1) Quantity of tokens in a roll increased from 30 to 40.

1985 Governor’s Advisory Commission on Highways recommends 10 year Capital Improvement Program for the New Hampshire Turnpike System. Total \$436 million.

1986 Legislature authorizes \$500 million for Capital Improvement Program and approves issuance of revenue bonds to finance construction.

- 1986 (Dec. 1) Automated truck charge system initiated.
- 1987 (Apr. 15) Toll rates increased at Dover & Rochester Toll to 25¢ for a passenger car.
- 1987 (Jul. 1) Toll increased at Hampton Toll (main) to 75¢, (ramp) to 40¢ for a passenger car.
- 1987 (Oct. 28) Toll reduced at Hampton Toll (main) to 50¢, (ramp) to 25¢ for a passenger car.
- 1987 (Nov. 1) Issued \$100,000,000 Turnpike System Revenue Bonds. For the first time in the history of the New Hampshire Turnpike System, Turnpike System Revenue Bonds (instead of New Hampshire General Obligation Bonds) were issued in the amount of \$100,000,000 to fund the “Capital Improvement Program” Ten Year Plan.
- 1987 Enclosed Salt Storage Building at Merrimack Maintenance. The first enclosed environmental salt storage building on the New Hampshire Turnpike System was constructed at the Merrimack Maintenance Facility.
- 1987 Exit 8 Interchange, Nashua, New Hampshire. The first project to be completed in the Ten Year Plan to expand and improve the New Hampshire Turnpike System (Chapter 203, Laws of 1986) was the Exit 8 Interchange in Nashua, New Hampshire which opened to traffic in June 1987.
- 1987 Turnpike System Rest Areas Open 24 Hours Each Day. The Rest Areas located on the New Hampshire Turnpike System at Nashua, Seabrook and Hooksett extended their operations from 16 hours daily to continuous 24 hour operation.
- 1988 Park and Ride Opened Near Hampton Toll Plaza. In 1988, turnpike personnel constructed a 50 vehicle Park and Ride facility to provide ride sharing opportunities for commuters using I-95 in New Hampshire. In fiscal year 1991, turnpike personnel added 40 more parking spaces.
- 1988 (Jan. 1) Toll increased at Hampton Main Toll to 75¢ for passenger cars, Hampton Ramp remains @ 25¢.
- 1988 (Jan. 1) Automated Non-revenue Toll Transactions for NHDOT Fleet. Non-revenue toll cards were issued to all NHDOT fleet vehicles using the New Hampshire Turnpike System which automated the processing of non-revenue transactions.
- 1988 (May 5) Toll Attendants and Rest Area Attendants Presented the Public Service Excellence Award, Public Employees Roundtable of Washington, DC. The Best in America Award, the most prestigious award yet received by the New Hampshire Turnpike System, recognized the courteous and conscientious service provided by Toll Attendants and Rest Area Attendants as “Goodwill Ambassadors” for New Hampshire. The award was presented in Washington, DC and it included an oval office visit and recognition by President Reagan.
- 1989 (Jan. 4) Merrimack Toll Plaza (Mainline and Ramps) Closed. On this date, the Merrimack Toll Plaza discontinued collection of tolls and was dismantled. This facility was replaced by the Bedford Toll Plaza and a temporary toll facility at Exit 11, in Merrimack.
- 1989 (Jan. 4) Bedford Toll Plaza Opened to Traffic. On this date, the Bedford Toll Plaza opened to traffic replacing the dismantled Merrimack Toll (Mainline) and marking the completion of a Turnpike System Ten Year Plan project.
- 1989 (Jan. 4) Exit 11 Ramp (Temporary) Toll Plaza Opened to Traffic. On this date, the Exit 11 Toll Plaza opened to traffic replacing the dismantled Merrimack Toll (Ramps). This temporary toll plaza (using the old Merrimack Toll Administration Building and newly constructed toll booths) will be replaced by an entirely new facility under a Turnpike System Ten Year Plan project.

- 1989 Park and Ride Opened at Hooksett Ramp Toll Plaza. In 1989, turnpike personnel constructed a 50 vehicle Park and Ride facility to provide ride sharing opportunities for commuters using the F. E. Everett Turnpike.
- 1989 (Mar. 15) One Billionth Vehicle to Use the New Hampshire Turnpike System: The one billionth vehicle to use the New Hampshire Turnpike System (since it began on June 24, 1950) was recognized on March 15, 1989 in a brief ceremony held at Hampton Main Toll. The vehicle occupants were Gordon and Joan Wood of Glen, New Hampshire. It took almost 40 years of the first billion vehicle on the New Hampshire Turnpike System; it is projected to be only 12 years until the second billion is recorded.
- 1989 (Oct 16) General toll rate increase for entire turnpike system. Increase of 25 cents at each plaza for passenger cars. Substantial increase for commercial vehicles (to recognize weight on turnpike infrastructure). Discount for commercial charge program 5% to 30% graduated. Discount for commuters decreased from 50% to 40%.
- 1990 (Apr. 1) Issued \$100,000,000 Turnpike System Revenue Bonds. Turnpike System Revenue Bonds were issued in the amount of \$100,000,000 to fund the “Capital Improvement Program” Ten Year Plan. This is the second time revenue bonds have been issued.
- 1990 (Jul 11) Commuter discount (Tokens) revised from 40% to 50%. Change in commercial charge discount (5-30%) will apply to total transactions monthly.
- 1990 (Sept.) Administrator of Turnpikes Named Director of I.B.T.T.A., Administrator of Turnpikes was named to the Board of Directors of the International Bridge, Tunnel and Turnpike Association. This four year appointment represents the first time that New Hampshire has been represented on the I.B.T.T.A. Board of Directors.
- 1990 (Oct. 2) Merrimack Industrial Interchange Toll Plaza Opened to Traffic. On this date, the Merrimack Industrial Interchange and Toll Facilities opened to traffic and marks the completion of a Turnpike System Ten Year Plan project. This is the first installation of a new “state of the art” toll collection system.
- 1990 (Nov. 29) Bedford Road Interchange Toll Plaza Opened to Traffic. On this date, the Bedford Road Interchange and Toll Facilities in Merrimack, New Hampshire opened to traffic and marks the completion of a Turnpike System Ten Year Plan project. This is the second installation of a new “state of the art” toll collection system.
- 1991 (Jan 21) Began testing and evaluation of ETTM technologies (Electronic Toll & Traffic Management).
- 1991 (Feb. 4) “Honor System” Toll Collection Began at Exit 11 Toll Plaza. Initiated unattended toll collection at Exit 11 Toll Plaza between the hours of 9 PM and 5 AM daily. This highly successful operation relied upon the honesty of the motorist to pay their toll (90% + did) without Bureau of Turnpikes personnel on duty, while eliminating labor expense during the “honor system” hours.
- 1991 (Mar. 15) Issued \$84,615,000 Turnpike System Revenue Bonds. Turnpike System Revenue Bonds were issued in the amount of \$84,615,000 to refund revenue bonds that were issued in 1987. This refunding reduced debt service expense due to more favorable interest rates.
- 1991 (Apr 19) Reconstruction of Exit 11 Interchange (Merrimack) began.

- 1991 (May 15) Hampton Main Toll Plaza Expansion Completed. On this date, the Hampton Main Toll Plaza completed a Turnpike System Ten Year Plan project in which the facility was expanded from 12 toll lanes to 16 toll lanes.
- 1991 (Aug.) Hooksett Main and Ramp New Toll Collection System Conversion. New “state of the art” toll collection equipment operational at these facilities. Gates were introduced for the first time in NH.
- 1991 (Aug. 30) Cheshire Toll Bridge Began Operation by the Bureau of Turnpikes. On this date, the State of New Hampshire purchased the Cheshire Toll Bridge (located in Charlestown, New Hampshire) and began toll collection operations. Subsequent to purchasing the bridge, the Department of Transportation oversaw a complete rehabilitation. Tolls will be collected on the bridge until such time as bonds issued to purchase and rehabilitate the bridge are retired.
- 1991 (Oct. 1) Bedford Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Bedford Toll Plaza.
- 1991 (Nov. 18) Exit 11 Interchange Toll Plaza Opens to Traffic. On this date, the new Exit 11 Interchange and Toll Facilities in Merrimack, New Hampshire opens to traffic and marks the completion of a Turnpike System Ten Year Plan project. This facility replaces the temporary Exit 11 Toll Plaza.
- 1991 (Dec. 1) Hampton Main Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Hampton Main Toll.
- 1992 (Feb.) Hampton Ramp Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Hampton Ramp Toll.
- 1992 (Apr. 1) Dover Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Dover Toll Plaza.
- 1992 (Jun. 1) Rochester Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Rochester Toll Plaza.
- 1992 (Aug. 1) Issued \$100,210,000 Turnpike System Revenue Bonds. Turnpike System Revenue Bonds were issued in the amount of \$100,210,000 to refund revenue bonds that were issued in 1987 and 1990. This refunding reduced debt service expense due to more favorable interest rates.
- 1992 (Aug 3) Cheshire Bridge closed for rehabilitation.
- 1992 (Sept. 22) Central Cash Counting of Toll Revenue Begins. On this date, the Bureau of Turnpikes (by coordination with the Treasury Department in a contact with First New Hampshire, Bank) centralized the processing, counting and packaging of turnpike revenue and tokens, with this service provided by the bank. The Turnpike System eliminated the cash room operations at each toll facility which resulted in significant labor savings and better cash flow.
- 1992 (Oct. 20) Nashua Rest Area Closed to the Public. As part of the Capital Improvement Program for Exits 1 and 2, the Nashua Rest Area was closed and the facility was demolished to make way for highway construction.
- 1992 (Nov. 14) Exit 11 Toll Plaza Toll Collection System Conversion. New “state of the art” toll collection equipment operational at Exit 11 Plaza.
- 1993 (Jan. 8) Gates Removed from Toll Plazas. By Executive Order, gates are moved from automatic lanes at all toll plazas.

- 1993 (Aug. 9) "Honor System" Toll Collection Begins at Cheshire Toll Bridge. Initiated unattended toll collection at Cheshire Toll Bridge between the hours of 9 PM and 5 AM daily. This highly successful operation relied upon the honesty of the motorist to pay their toll (90% + did) without Cheshire Toll personnel on duty, while eliminating labor expense during the "honor system" hours.
- 1993 Jul./Aug. "Borrow a Lane" Traffic Control Initiated in Concord, NH. Initiated "Borrow a Lane" traffic control on the F. E. Everett Turnpike in Concord, New Hampshire to expedite traffic leaving the New Hampshire International Speedway during major races.
- 1993 (Jul 30) Exit 11 Interchange (Merrimack) completed as part of the Capital Improvement Program.
- 1993 (Aug 9) Work started on the Exit 3-7 project in Nashua as part of the Capital Improvement Program.
- 1993 (Nov. 18) Gosling Road Interchange on the Spaulding Turnpike Opened. Gosling Road, on the Spaulding Turnpike in Newington, New Hampshire, was opened to vehicular traffic on this date. This completed a project of the Capital Improvement Program and eliminated the only intersection on the Turnpike System where mainline traffic was required to come to a stop at a traffic control signal.
- 1993 (Dec. 20) "Honor System" Toll Collection Begins at Exit 10 and Exit 12. Initiated unattended toll collection at both Exit 10 and Exit 12 Tolls Plaza between the hours of 9 PM and 5 AM daily. This highly successful operation relied upon the honesty of the motorist to pay their toll (90% + did) without Bureau of Turnpikes personnel on duty, while eliminating labor expenses during the "honor system" hours. Also on this date, Exit 11 Toll Plaza eliminated the "Honor System" operation and resumed 24 hour staffing and full service.
- 1994 (Jan. 18) Revenue Bonds Were Retired in the Amount of \$27,000,000. Turnpike System Revenue Bonds (issued on various dates) were retired.
- 1994 (Feb. 4) Issued \$105,000,000 Turnpike System Revenue Bonds. Turnpike System Revenue Bonds were issued in the amount of \$105,000,000 to fund the Turnpike System "Capital Improvement Program" Ten Year Plan.
- 1994 (Jun.) Add Two Seasonal Toll Lanes to Hooksett Main Toll Plaza. Hooksett Main Toll Plaza was modified to increase traffic throughput and plaza capacity during peak traffic periods with the addition of one toll lane northbound and one toll lane southbound.
- 1994 (Jun.) Hampton Main Toll Plaza Changed to All Attended Operation. Hampton Main Toll Plaza was converted to all attended operation (all automatic lanes were changed to attended lanes) to increase the capacity of the facility to process traffic, to increase safety in the plaza and to improve service to the customer.
- 1994 (Jun 9) Legislation enacted (HB 1382) creating a special committee to study the turnpike toll collection system and to make recommendations. HNTB was selected as a consultant on this project.
- 1994 (Nov. 1) Increase Discount in Commercial Charge Program to 50%. Governor and Executive council authorized an increase to the discount provided in the Commercial Charge Program from 5% to 30% depending upon monthly usage to a 50% discount on all transactions as a six month test to bring additional trucks onto the turnpike. The six month test was extended to a 13 month test on May 16, 1995.
- 1995 (Jan) Committee to Study the Turnpike Toll Collection System submits their report to the Governor, Speaker of the House and the President of the Senate. * (No actions were taken as a result of this study)

- 1995 (Jan.) Installed Video Surveillance System at Hooksett Toll Plaza. Installed the first ever video surveillance system at Hooksett Toll Plaza to monitor and record toll attendant transactions.
- 1995 (Jun.) Initiated Seasonal Beautification Program at Toll Plazas. Large self watering flower planters were placed at the end of islands in each toll lane at selected plazas. The flowering planters were beautiful and they significantly enhanced the aesthetics at the plazas and won exceptional praise from the public.
- 1995 (Jul 30) Changes at Hampton Main Toll Plaza adding one reversible lane (replacing standard ACM lane) allowing 10 operational lanes in one direction of travel for the first time.
- 1995 (Aug. 4) Initiated Tandem Toll Collection at Hampton Main Toll Plaza. Tandem toll collection places two toll attendants in a toll lane and by coordinating their actions, allows a much greater number of vehicles to be processed (when compared to a weekend periods and holidays) tandem toll collection was successfully initiated to increase the capacity and throughput of the plaza.
- 1995 (Aug. 14) “Honor System” toll Collection Began at Hooksett Ramp Toll Plaza. Initiated unattended toll collection at Hooksett Ramp Toll Plaza between the hours of 10 PM and 6 AM daily. This highly successful operation relied upon the honesty of the motorist to pay their toll (90% + did) without Bureau of Turnpikes personnel on duty, while eliminating labor expense during the “honor system” hours.
- 1995 (Aug. 14) “Bi-directional” Toll Collection Began at Rochester Toll Plaza. Initiated “bi-directional” toll collection at Rochester Toll Plaza between the hours of 9 PM and 5 AM daily. This highly successful operation located one toll attendant to the center lanes of the plaza. Toll is collected in both travel directions (north and south) by only one attendant, eliminating labor expense during the “bi-directional” hours.
- 1995 (Aug. 14) “HOV” (High Occupancy Vehicle) Test began at Bedford Toll. This two year federally funded program to improve air quality by reducing congestion and encouraging ride sharing, provided free toll for class 1 vehicles (primarily autos) with three or more occupants. Applicable only at Bedford Toll for weekdays during set commuter hours.
- 1995 (Oct.) Reactivated Automatic Toll Lanes at Hampton Main Toll. On this date, four attended toll lanes were converted to automatic toll lanes (two northbound and two southbound).
- 1995 (Nov 1) Truck charge card discount set at a flat 30% rate. Pilot test of 50% discount ended. (See Nov. 1 1994)
- 1996 Converted traffic control signals at toll plazas to LED lights to enhance safety and reduce operational costs.
- 1996 (Jan 1) Toll system maintenance contract awarded to Syntonic (TransCore). The previous vendor ATS (Cubic) provided maintenance since the beginning of the Turnpike System.
- 1996 (May) Hampton Main Toll Plaza converted to entirely attended operation with all automatic lane equipment taken out of service.
- 1997 (Jan.) Harvey S. Goodwin named Administrator of Turnpikes and assumed the responsibilities of operating the New Hampshire Turnpike System.
- 1997 (Jun.) Expanded Hampton Ramp Toll Plaza from 5 to 7 toll lanes. One toll lane was added northbound and one toll lane was added southbound to increase plaza capacity and to meet peak traffic volumes.

- 1997 (Jun.) Instituted a new state of the art computerized consumable inventory program.
- 1997 (Jul.) Installed a highway advisory radio system on the Blue Star Turnpike as a part of the I-95 corridor system (funded by the I-95 Corridor Coalition). This system provides motorists with important travel advisories, time and weather information.
- 1997 (Nov.) Ended a two year HOV test at Bedford Toll Plaza.
- 1997 Constructed floor drain containment systems at maintenance garages to adhere to environmental regulations.
- 1997 (Dec.) Contracted with Vollmer Associates to study the applicability of electronic toll collection on the New Hampshire Turnpike System.
- 1997 Changed the names of the Safety Rest Areas to Information and Welcome Centers.
- 1998 Information and Welcome Center Attendants were outfitted with easily recognizable uniforms and were trained through the Granite State Ambassador Program.
- 1998 The Bureau of Turnpikes obtained approval for, began construction and began the operation of a new maintenance facility and salt storage building at Exit 5 off the FE Everett Turnpike in Nashua, NH. The facility was named "Nashua Maintenance". This included a more comprehensive maintenance plan on the Central Turnpike to address growth from the Turnpike Expansion Program.
- 1998 Completed the installation and began testing of a new Road Weather Information System (R.W.I.S.) on the Spaulding Turnpike in Newington, NH. The RWIS will supply maintenance forces with road and weather information to assist them with winter maintenance activities.
- 1998 Opened a 350 space Park & Ride facility in Nashua, New Hampshire.
- 1998 Completed a two year test of a two and one half mile Raised Pavement Marker Program.
- 1999 (Jan. 1) For the first time in Turnpike history, the Bureau began to charge the highway fund for roadway maintenance activities on Interstate 95 from the Portsmouth Traffic Circle to the High Level Bridge.
- 1999 (Feb. 1) Issued \$90,000,000 1999 Series A Revenue Bonds and \$6,770,000 1999 Refunding Series B Bonds, totaling \$96,770,000, to pay for expansion work on the Turnpike System.
- 1999 (Dec 16) New Seabrook Welcome Center opened to the public.
- 2000 (Jan 5) Governor & Council approved a contract with Castle Rock Consultants, Inc. of Leesburg, Virginia to study the current toll collection system and business processes and to make recommendations to replace the convention toll collection equipment along with computer hardware and software.
- 2000 (Apr 20) Spare Toll Attendants upgraded to Labor Grade 8 and classification changed to Toll Attendant I (part-time)
- 2000 (Apr 21) Governor Jeanne Shaheen signs legislation to remove the toll from the Cheshire Toll Bridge in Charlestown, NH. Tolls to be removed from the bridge July 1, 2001.

- 2000 (Jun 21) HB 2000-FN-Local, Chapter 309 of the 2000 SESSION, was signed by Governor Shaheen. Section IV of this bill eliminated proposed toll booths which were to be constructed at the NH/MA border, south bound only, in the city of Nashua, NH. These toll booths were commonly referred to as the Nashua Toll Booths.
- 2000 (Jul 1) Began a two year experiment with Performance Based Budgeting.
- 2000 (Jul 19) Expansion of Dover Toll Plaza complete. Two new attended lanes open to traffic 12:01 AM.
- 2000 (Sept) Governor & Council approve a contract with Vollmer Associates to add ETC to the Toll Collection System project.
- 2001 (Jul 1) Toll collection ceased at Cheshire Toll Bridge - per legislation.
- 2001 (Jul 13) Governor Shaheen signs legislation authorizing the DOT to join the Interagency Group (IAG) for compatibility and reciprocity with the E-ZPass system.
- 2002 (Jan 9) RFP for New Toll Collection System and E-ZPass posted to the DOT website.
- 2002 (Mar 22) Only one bidder responded to the RFP for new toll collection equipment – TransCore, Inc.
- 2002 (Apr 5) Rochester Toll Plaza staffing changed back to conventional staffing. One lane - center of the plaza 9 PM to 5 AM – collecting in both directions - discontinued.
- 2002 (Jun) No contract was awarded as a result of the one bid (TransCore) received in response to the toll collection RFP 2002-018.
- 2002 (Dec) Construction completed on a new Welcome Center at Exit 6 off the Everett Turnpike in Nashua, NH.
- 2002 (Dec 2) Issued RFP 2003-010 for a new toll collection system along with the E-ZPass electronic toll collection system.
- 2002 Completed upgrades to the high mast lighting on the Turnpike System.
- 2002 Completed the 5th lane project at the Hampton Toll Plaza on I-95. This project was needed to increase capacity at the toll plaza and to allow better queuing of the traffic.
- 2002 Completed a major sign replacement project on I-95 from Seabrook to Portsmouth, NH.
- 2002 Constructed two 6,000 ton salt storage facilities. One is located at the Hooksett Maintenance Facility and the other is at the Hampton Maintenance Facility.
- 2002 Started a capital improvement project to renovate the heat, ventilation and air conditioning systems at the Hooksett and Hampton Toll Plazas. For the first time in our history, toll booths, on a large scale, will be outfitted with roof top air conditioning units.
- 2002 Completed structural rehabilitations of the Hooksett and Merrimack Maintenance facilities/garages.
- 2002 Began the development of an Incident Management Plan for Little Bay Bridges in Dover/Newington, NH.

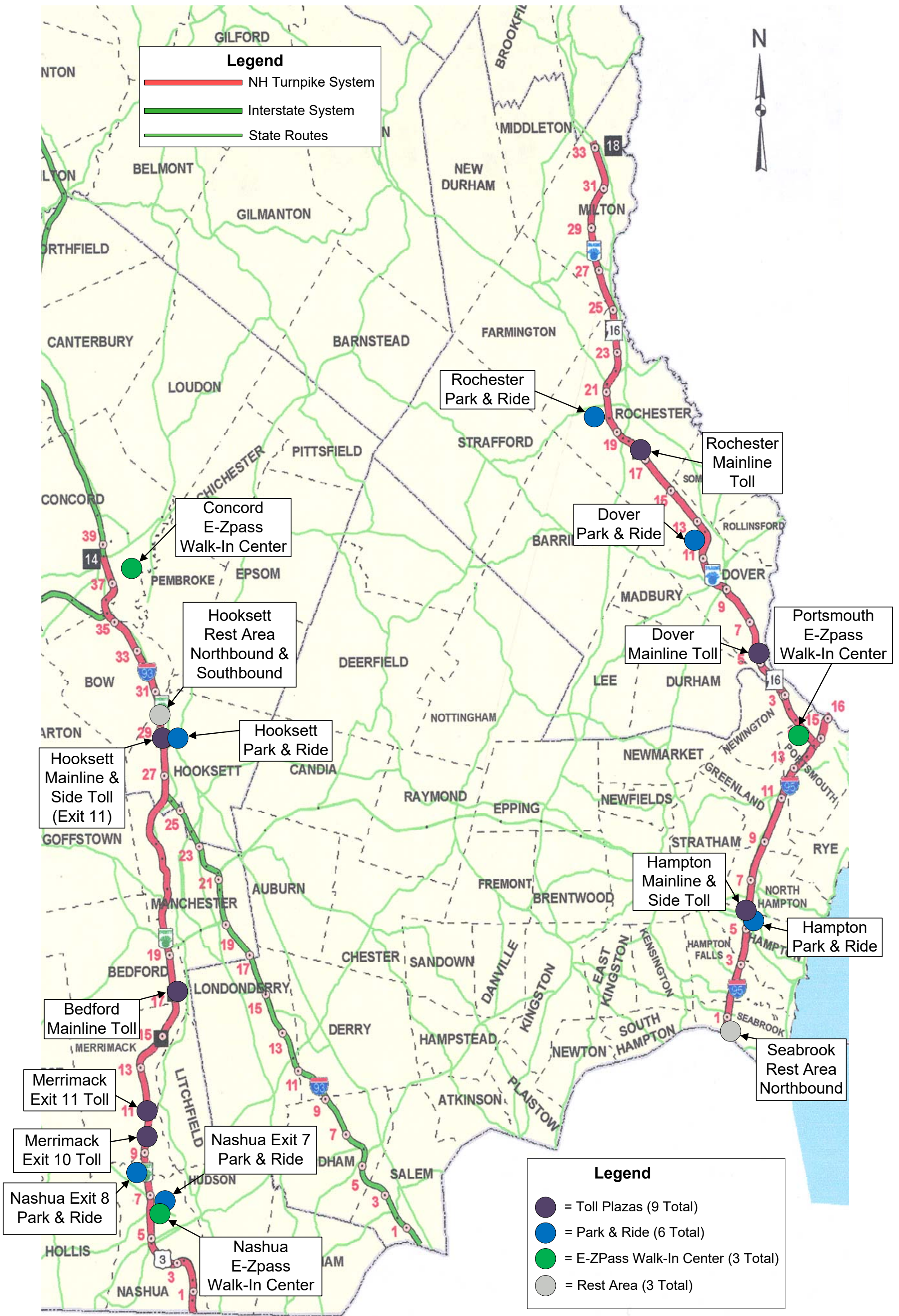
- 2003 (Feb 28) Bids due from RFP 2003-010. the DOT received five responses to the request. TransCore, The Revenue Markets, Inc. (TRMI), ACS State and Local Solutions, Inc., United Toll Systems and Viasys.
- 2003 (Jul 15) The Merrimack Patrol Shed was dedicated as the “Danny Carswell Memorial Patrol Shed” in his memory.
- 2003 (Jul 23) Opened an additional lane for the first time at the Hooksett Ramp toll facility, to facilitate the commuter traffic in the morning that enters the Turnpike from Hackett Hill Road.
- 2003 (Sep 4) State budget signed, after a continuing resolution. Performance Based Budgeting comes to an end.
- 2003 (Aug) Turnpike Bond Refunding totaling \$94,125,000 was completed.
- 2003 Completed the installation of snow screen fencing on all bridges not in the Capital Replacement Program
- 2003 (Aug) RS Audley awarded a contract to widen the Bedford Toll Plaza. One new toll lane to be added in each direction.
- 2003 (Aug 13) Governor and Executive Council award a contract to The Revenue Markets, Inc. (TRMI) for a new state of the art toll collection system along with the E-ZPass electronic toll collection system.
- 2003 (Aug 21) One way toll collection test initiated at the Hampton Toll Plaza, as an initiative of Governor Craig Benson. This was a test pilot for six weeks which was extended by G&C to Nov 1, 2003
- 2003 (Sept.) Replaced the toll booth/Administration Building intercom systems with new state of the art intercom system at the Hooksett and Hampton Toll Plazas.
- 2003 (Nov 1) Two way tolling returns to Hampton Main Toll Plaza for the winter months. Governor Craig Benson vows to seek approval to make the concept permanent in the spring of 2004.
- 2004 (Jan 9) Hampton Ramp Toll Plaza converted to all attended capability. The plaza will be staffed as all attended M-F during peak am/pm commuter times as a means of improving vehicle throughput.
- 2004 (Jan 29) Two new toll lanes, one north and one south, at Bedford Toll Plaza, were opened to revenue collection today. This project began in September 2003 by Audley Construction. These lanes were added to increase vehicle throughput during the am/pm commuter times. The plaza is at an intermediate completion point. Canopy steel work and roadway work will resume in the spring of 2004.
- 2004 (Mar 12) Implemented a work schedule change for the employees of Exits 10, 11 and 12. The modification was developed by Mary Burns, Toll Supervisor. The modification put all employees on a three week rotation that matches the rotation of Toll Attendant II’s around our system.
- 2004 (Mar 19) Released RFP 2004-017 – Customer Service Center Vendor for the E-ZPass project. Responses are due from vendors on May 3, 2004 by 2:30 PM EST.

- 2004 (July 25) Toll Attendant Incentive Program tried at Hooksett Toll. DOT will pay Toll Attendants \$2.00 more per hour if traffic processing benchmarks are met during peak times of the NASCAR race. The benchmarks were met by the Attendants
- 2004 (July 30) Toll Attendant Incentive Program tried at Hampton Toll. DOT will pay Toll Attendants \$2.00 more per hour if traffic processing benchmarks are met during peak traffic. The benchmarks were not met by the Attendants due to the processing time of a \$2.00 toll fare. The same result occurred for July 31 (SAT) and failed.
- 2004 (August 2) Toll Attendant Incentive Program tried at Hampton Ramp Toll Plaza. DOT will pay Toll Attendants \$2.00 more per hour if traffic processing benchmarks are met during peak commute times. The benchmarks were not met by the Attendants and the Incentive program was stopped.
- 2004 (Sep 22) Governor and Council approved a three year contract with ACS State and Local Solutions, Inc. for E-ZPass Customer Service Center functions.
- 2004 (Sep 22) Governor and Council approve the purchase of E-ZPass transponders from Mark IV IVHS. Initial purchase amount \$2.1 M.
- 2004 (Sep 23) First time the new toll system is utilized, under strict test conditions, to collect live revenue from the public at the Merrimack Industrial Toll Plaza, S-4 and S-2 lanes. A simple test of one new manual lane was conducted in S-4. A parallel test (old system along side new system) was conducted from 1:00 Pm – 9:00 PM in the S-2 lane.
- 2005 (March) New Toll Collection System from The Revenue Markets, Inc. (TRMI) begins to be deployed on the NH Turnpike System.
- 2005 (March) Hampton Ramp converted to an all attended plaza just like Hampton Main. Process necessary for plaza reconstruction and eventually under the E-ZPass project.
- 2005 (April 12) Hooksett Ramp converted back to a 24/7/365 plaza. Honor System from 10:00 PM to 6:00 AM ceases. This operation was in place for 10 years (1995).
- 2005 (June 1) Governor John Lynch and the Executive Council, by a vote of 3-2, authorized the implementation of E-ZPass. The discount rate for private accounts was set at 30%. The discount for commercial accounts was set at 10%. Only NH E-ZPass accounts will receive the discount. Tokens will remain in play at 50% until July 1, 2007. The cost of the tag to the public was lowered to \$5.00 for every tag during the first year. The cost of the tag on May 1, 2006 will be the wholesale cost to NHDOT.
- 2005 (June 20) E-ZPass Customer Service Center opens for business. E-ZPass accounts can now be established by phone, fax, internet and USPS. Three local walk-in centers open for business – Hooksett Toll – Nashua Welcome Center, Seabrook Welcome Center.
- 2005 (June 22) Governor and Council approve \$2.1 M for E-ZPass transponders from Mark IV IVHS. (2nd G&C for tags)
- 2005 (July 1) NH Biennial Budget (FY 2006/FY2007) signed by Governor John Lynch. HB 2, a trailer bill to the budget, contained the provision to increase the cost of E-ZPass transponders from \$5.00 to wholesale cost. The bill also contained the provision that NH Turnpike Tokens would not be sold on September 1, 2005 and that tokens would no longer be accepted for toll fare payment on January 1, 2006.
- 2005 (July 7) New cantilever signs installed in the E-ZPass only lanes at Hooksett and Bedford tolls.
- 2005 (July 11) The first NH toll facilities to be converted to E-ZPass – Hooksett Main, Hooksett Ramp and Bedford Toll.

- 2005 (July 14) Sign changes in dedicated E-ZPass lanes at Hooksett and Bedford tolls.
- 2005 (July 18) Phase two of E-ZPass conversion takes place – Merrimack Ramp Toll Plazas – Exits 10-11 and 12.
- 2005 (July 18) Gave notice to ACS State and Local Solutions, Inc. to raise the price of transponders to full price.
- 2005 (July 19) E-ZPass only lane at Bedford Toll switched from lane 5 to lane four. This move allowed two exact change lanes in each direction.
- 2005 (July 27) Letter sent to all commercial charge card customers that the charge program will end on September 30, 2005.
- 2005 (July 28) Meeting in DOT on E-ZPass signing. Mandated to allow trucks the use of E-ZPass only lanes by August 1, 2005.
- 2005 (July 29) Public Hearing on Video Enforcement Rules held at JOMB. Hearing open for 30 minutes. No one showed up for the hearing.
- 2005 (July 31) Sunday – installed signs in E-ZPass only lanes at Bedford and Hooksett tolls on top of the plaza canopy. Added lane numbers to make it more visible for the motoring public.
- 2005 (August 2) Phase three – E-ZPass deployed at Hampton Main and Hampton Ramp.
- 2005 (August 3) Governor & Executive Council approved \$2.1 M for more E-ZPass transponders. (3rd G&C)
- 2005 (August 3) The price of transponders increase from \$5.00 to \$23.85 each.
- 2005 (August 11) Second Dedicated E-ZPass lanes opened in each direction at the Hampton Toll Plaza.
- 2005 (August 15) Phase four – E-ZPass deployed at Dover and Rochester tolls.
- 2005 (August 18) Conditional Approval for VES rules granted by JLCAR
- 2005 (August 31) A Dedicated E-ZPass lane is opened for the first time in each direction at the Hampton Ramp toll plaza.
- 2005 (August 31) G&C approve \$3.0 M for transponders
- 2005 (Sept 1) The sale of NH Turnpike Tokens cease per HB 2 of the FY 2006/FY 2007 biennial budget.
- 2005 (Sept 7) Gave notice to ACS to raise the price of transponders due to a price increase from Mark IV
- 2005 (Sept 13) Second Dedicated E-ZPass lanes opened in each direction at the Bedford Toll Plaza.
- 2005 (Sept 20) Second Dedicated E-ZPass lanes opened in each direction at the Hooksett Toll Plaza.
- 2005 (Sept 26) Price of transponders increases – from \$23.84 to \$24.61 for flat packs

- 2005 (Sept 30) Commercial Charge Program ends at 11:59:59. Magnetically encoded card system replaced by E-ZPass.
- 2005 (Oct 6) Install 3rd Dedicated Lane Sign Brackets at Hooksett and Bedford tolls
- 2005 (Oct 27) Moved dedicated E-ZPass Only lanes at Hooksett Main from lanes 5/4 to lanes 4/3 to provide one 14' wide lane for trucks.
- 2005 (Nov 8) Moved dedicated E-ZPass Only lanes at Hampton Main from lanes 5/4 to lanes 4/3 to provide two 14' wide lanes for trucks.
- 2005 (Nov 14) Opened third dedicated E-ZPass Only lane at Bedford Toll.
- 2005 (Nov 15) Opened third dedicated E-ZPass Only lane at Hooksett Main.
- 2006 (Jan 1) NH Turnpike Tokens (B) are no longer accepted as valid toll fare payment per state law.
Staffed ACM lanes from 1-1 through 1-9-2006 to ensure that motorists were aware that tokens are no longer accepted.
- 2006 (Jan 19) Opened second dedicated E-ZPass Only lane at Dover Toll (N2/S2) to be used during peak traffic periods.
- 2006 (Jan 23) Opened third dedicated E-ZPass Only lane at Hampton Toll (N5/S5).
- 2006 (Jan 24) Began to staff one (1) ACM lane in each direction at Hooksett, Bedford and Dover Tolls to help alleviate east/west traffic movements due to vehicles needing change.
- 2006 Jan 27) Completed the movement of E-ZPass signs from cantilever style to canopy roof mount style at the Merrimack Ramp Plazas (Exits 10-11-12)

NH Turnpike System & Facilities

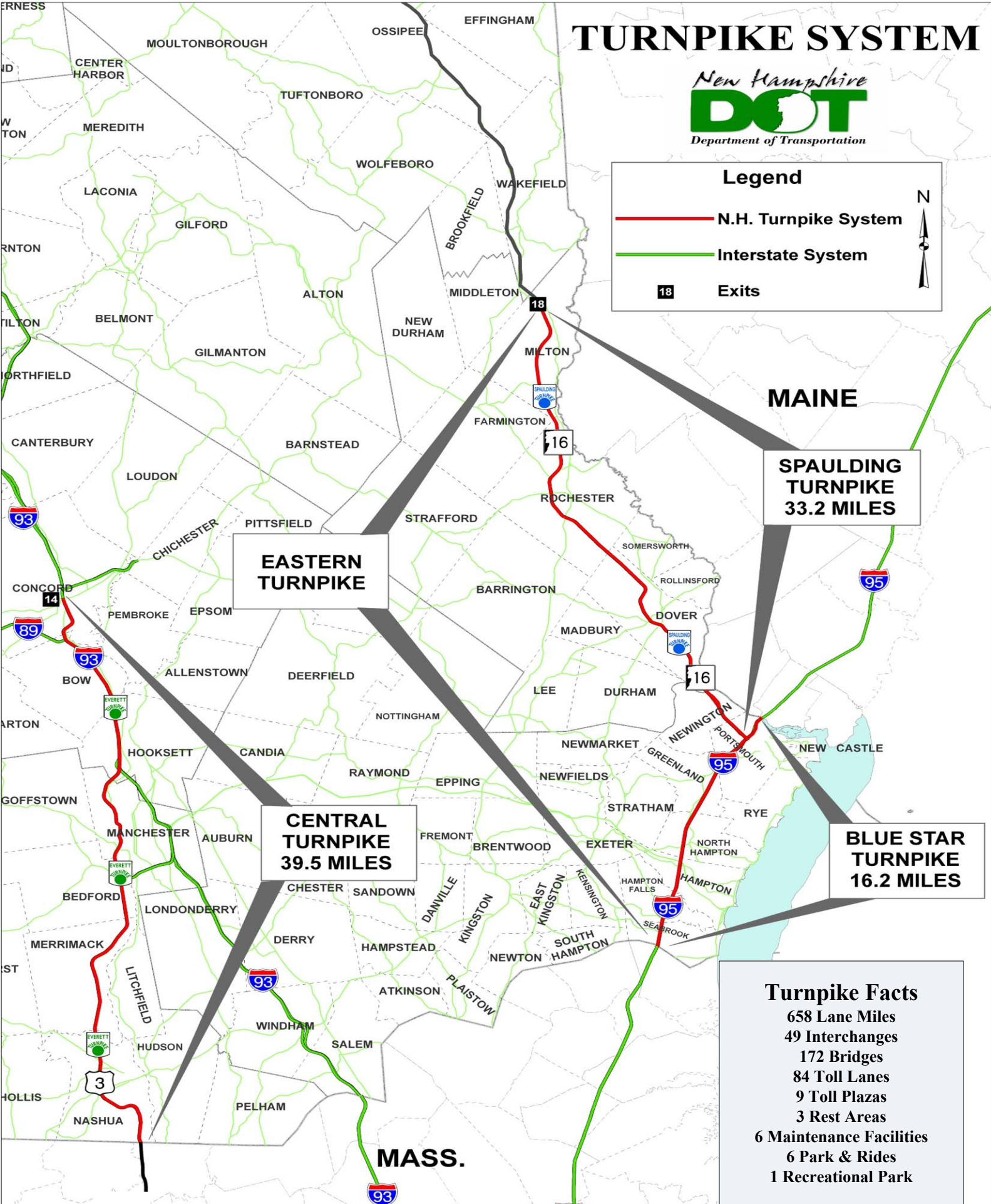


TURNPIKE SYSTEM



Legend

- N.H. Turnpike System
- Interstate System
- 18 Exits



Turnpike Facts

- 658 Lane Miles
- 49 Interchanges
- 172 Bridges
- 84 Toll Lanes
- 9 Toll Plazas
- 3 Rest Areas
- 6 Maintenance Facilities
- 6 Park & Rides
- 1 Recreational Park