

*New Hampshire
Department of Transportation*

2023 FACT BOOK



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 of the New Hampshire Department of Transportation, I have the privilege of leading 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 our citizens, facilitates the safe movement of travelers, and supports the movement of goods and services throughout our state.

As a Public agency it is essential that we are transparent and that we continually strive to effectively communicate with stakeholders. For this reason, the Department:

- Is responsive to the needs, suggestions, and input of all Granite Staters
- Participates in numerous legislative hearings and meetings each year
- Presents information at dozens of project-related public meetings each year
- Continually updates a large public website, www.dot.nh.gov, and social media accounts to reach citizens with real-time information
- Responds to hundreds of calls, letters and emails from the public, the press, municipalities and state and federal legislators

GENERAL INFORMATION

Our goal is to clearly convey the message of what we do, why we do it, and what value our operation has to the public.

This Fact Book is intended to be another 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 NHDOT employee for their service to the State of New Hampshire. NHDOT is powered by its people, and they continue to demonstrate innovation, resilience, and resourcefulness to the great benefit of all Granite Staters.



Table of Contents

General Information

Message from the Commissioner	
DOT Mission & Purpose.....	1
DOT Organization Chart.....	2
Contact Information	3-4
State Transportation History.....	5-6
Map - Highway Maintenance Districts.....	7
Map - Executive Councilor Districts.....	8
10-Year Plan Process	9-10
Map - Regional Planning Commissions	11

Safety

Fatality Statistics	12
Serious Injuries.....	13
HSIP Information.....	14-15

Finances

DOT Expenditures	16
Highway Fund Revenue by Source.....	17
NH Road Toll/Gas Tax	18
NH Gas Tax/Road Toll Restrictions.....	19
New England Gas Tax/Road Toll per State	20
Turnpike System	21
Turnpikes Toll Rates Per Mile	22
Aeronautics, Rail and Transit	23
New Hampshire Construction Cost Index.....	24-25

Federal Apportionment.....	25
Winter Facts and Materials	26
Other Maintenance Facts.....	27

Major Assets

Pavement Condition	28
Pavement Pictures of Good, Fair and Poor	29
Bridge Conditions.....	30
Bridge Life Cycle	31
Bridge Pictures of Good, Fair and Poor.....	32

Transportation System

Tier Description	33
Highway Systems	34-35
Turnpike System	36-37
Map - Turnpikes	38
Turnpikes Transactions	39
Traffic Volumes	40
Freight Information.....	41
Map - Transit Providers.....	42
Transit Ridership	43
Map - Public Access Airports.....	44
Map - Rail Lines.....	45
Active Transportation	46
Driveway and Other Accesses to the Public Way	47

Personnel

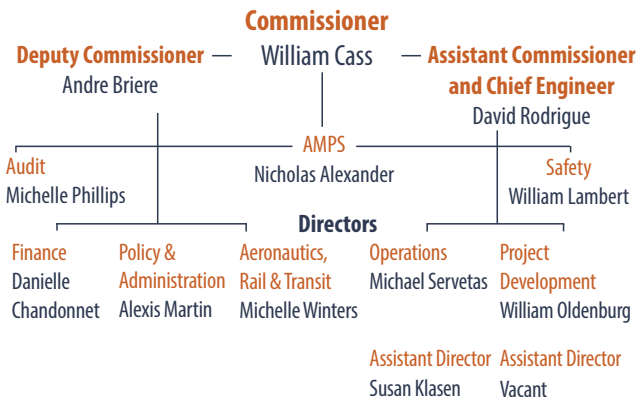
Personnel	48
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Mission: Transportation excellence enhancing the quality of life in New Hampshire.

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



Bureau Administrator, District Engineers and Program Managers

Finance & Contracts Vacant	Human Resources Paula Nash	Aeronautics Tricia Lambert	Bridge Maintenance Timothy Boodey	Bridge Design Loretta Girard Doughty	Materials & Research Dennis Herrick
	Federal Labor Compliance Larisa Djuvelek- Ruggiero	Railroads & Public Transportation Margarete Baldwin	Turnpikes John Corcoran	Highway Design James Marshall	Project Management Tobey Reynolds
	Hearings & Legislation Kathleen Mulcahey- Hampson		Mechanical Services William Dusavitch	Environment Kevin Nyhan	Right-of-Way Stephen LaBonte
	Public Information Richard Arcand		Traffic Lee Baronas	Construction Nickie Hunter	Planning & Community Assistance William Watson
			TSMO Nick King		
			Highway Maintenance Alan Hanscom		

District 1 Philip Beaulieu	District 2 Douglas King	District 3 Nancy Spaulding	District 4 John Kallfelz	District 5 Richard Radwanski	District 6 Brian Schutt
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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 - *Timothy Boodey* (603) 271-3667

Construction - *Nickie Hunter* (603) 271-2571

Environment - *Kevin Nyhan* (603) 271-3226

Finance & Contracts - *Vacant* (603) 271-1704

Highway Design - *James Marshall* (603) 271-2171

Highway Maintenance - *Alan Hanscom* (603) 271-2693

District One - Lancaster - *Philip Beaulieu* (603) 788-4641

District Two - Enfield - *Douglas King* (603) 448-2654

District Three - Gilford - *Nancy Spaulding* (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 - *Paula Nash* (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

GENERAL INFORMATION

Legislative Liaison - <i>Kathy Mulcahey-Hampson</i> ..	(603) 271-1698
Materials & Research - <i>Dennis Herrick</i>	(603) 271-3151
Mechanical Services - <i>William Dusavitch</i>	(603) 271-3721
Planning & Community Assistance - <i>Bill Watson</i>	(603) 271-3344
Public Information - <i>Richard Arcand</i>	(603) 271-6495
Rail & Transit - <i>Margarete Baldwin</i>	(603) 271-2468
Right-of-Way - <i>Stephen LaBonte</i>	(603) 271-3222
Safety - <i>William Lambert</i>	(603) 271-2171
Traffic - <i>Lee Barones</i>	(603) 271-2291
Traffic Management Center - <i>Nick King</i>	(603) 271-6862
Turnpikes - <i>John Corcoran</i>	(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.

Year	Description
1905	General Court creates the State Highway Department
1909	General Court designates 476 mile trunk line road system
1910	First flight into NH to the Rochester Fair
1920	About 1,300 miles of active rail operate in NH
1923	1 cent road toll established
1932	State Highway Department made responsible for trunk line highways
1934	Ten municipal airports are funded by federal programs
1950	First toll opens on the Eastern Turnpike in Hampton
1956	Federal Interstate Highway System is Authorized
1957	Significant portions of Central & Spaulding turnpikes completed
1986	Department of Transportation is created with consolidated responsibility for highways, railroads, aeronautics, and transit.
1988	I-93 is completed through Franconia Notch

- 1991** Highway and bridge Betterment Program established
- 1991** Road Toll increased to 18 cents per gallon
- 1995** Bicycle & Pedestrian Advisory Board created (later revised to Complete Streets)
- 1995** Amtrak Vermonter service begins in Claremont
- 2001** Amtrak Downeaster service begins
- 2001** F.E. Everett Turnpike Widening in Nashua completed
- 2005** E-ZPass is approved by Governor & Council
- 2006** Vehicles traveled more than 13 billion miles on NH roadways
- 2007** Boston Express Bus Service begins operating
- 2010** Open Road Tolling is completed on I-95 in Hampton
- 2011** Access road to Manchester Boston Regional Airport opens
- 2013** New Memorial Bridge between Portsmouth and Kittery opens to motorists, bicyclists, and pedestrians
- 2014** Additional 4.2 cent road toll passed
- 2016** \$200M Transportation Infrastructure Finance & Innovation Act (TIFIA) Loan to enable I-93 completion (in 2020) finalized
- 2020** I-93 Widening from Salem to Manchester is completed.

Highway Maintenance Districts

District 1 - Lancaster, (603) 788-4641

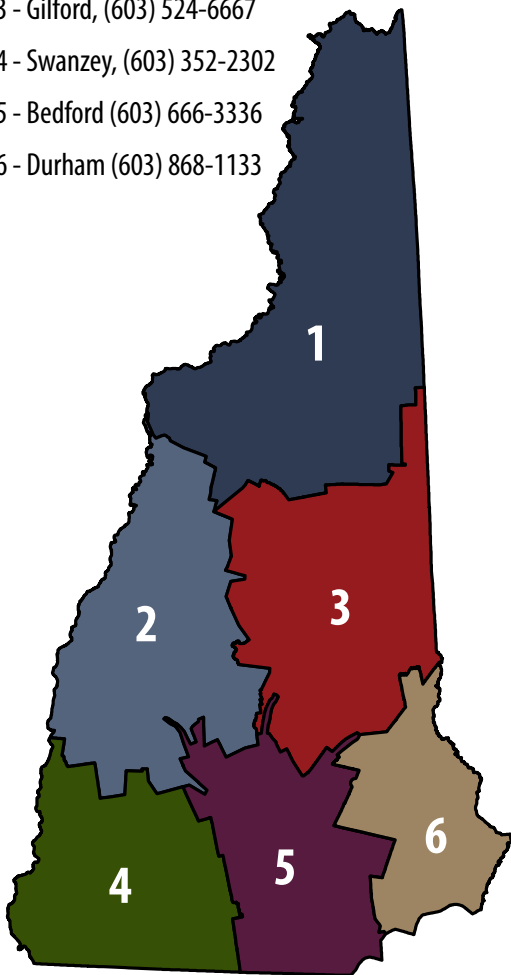
District 2 - Enfield, (603) 448-2654

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

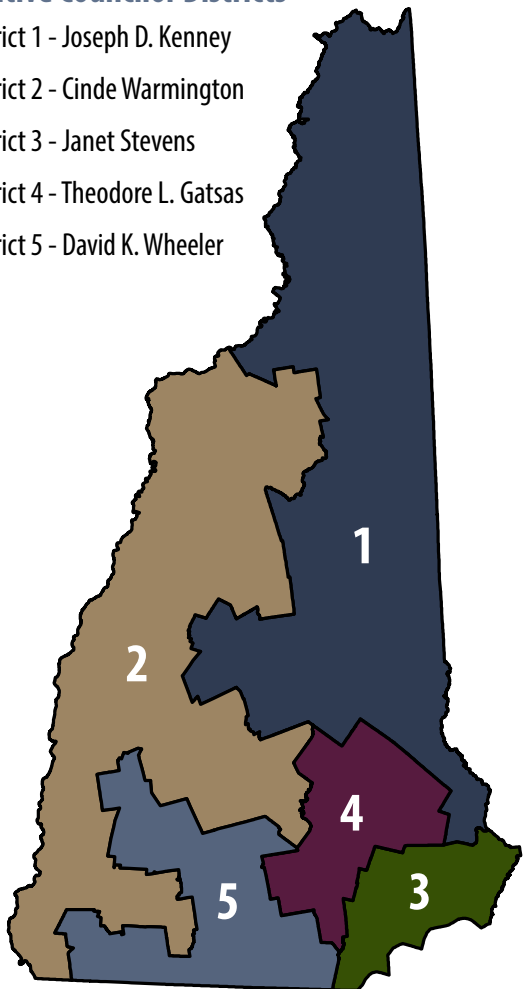
District 1 - Joseph D. Kenney

District 2 - Cinde Warmington

District 3 - Janet Stevens

District 4 - Theodore L. Gatsas

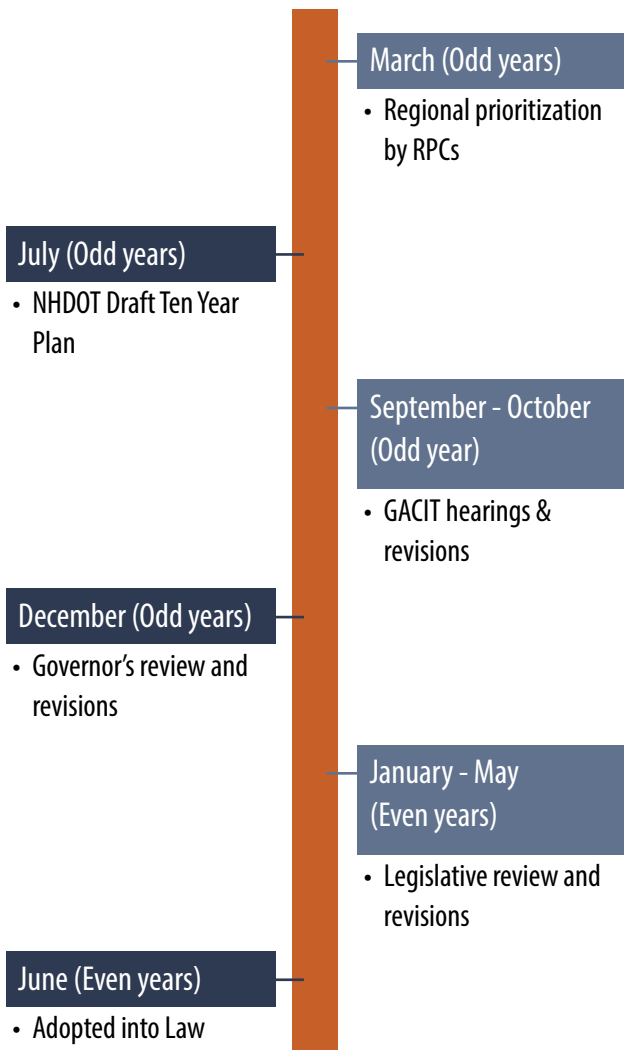
District 5 - David K. Wheeler



Ten Year Transportation Improvement Plan Process (Ten Year Plan)

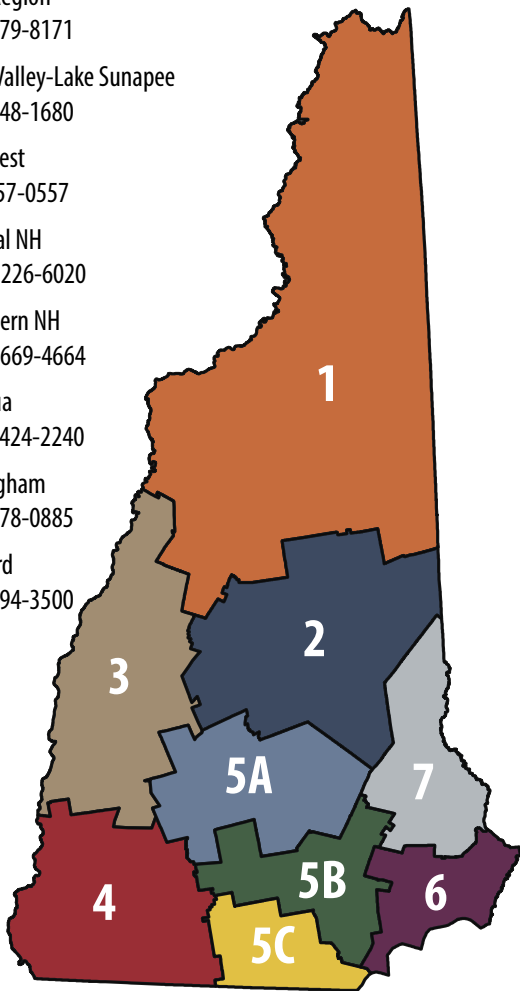
The New Hampshire Ten Year Transportation Improvement Plan (RSA 240) was established by Governor John Sununu to serve as the guideline for planning and developing transportation projects in the state. Managing New Hampshire's Transportation System requires a complex balancing of priority transportation 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.

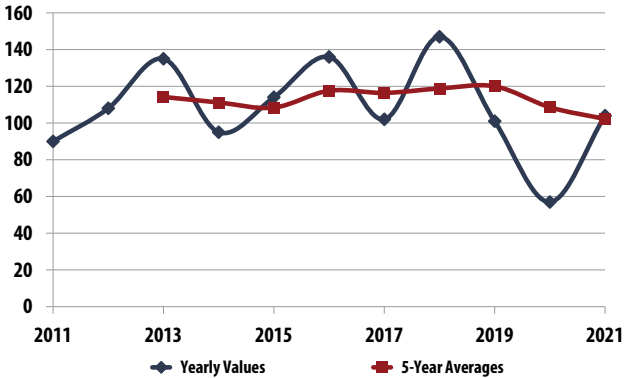


Regional Planning Commissions

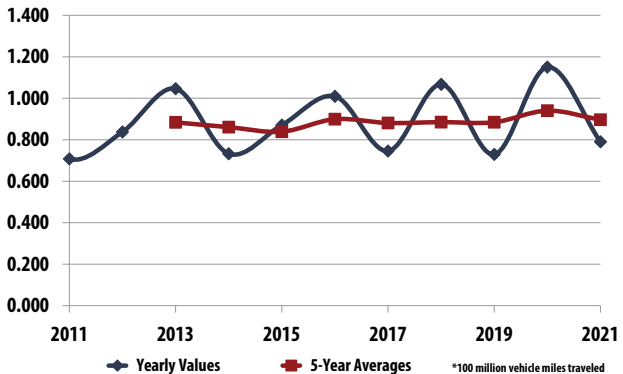
- 1 - North Country Council
(603) 444-6303
- 2 - Lakes Region
(603) 279-8171
- 3 - Upper Valley-Lake Sunapee
(603) 448-1680
- 4 - Southwest
(603) 357-0557
- 5A - Central NH
(603) 226-6020
- 5B - Southern NH
(603) 669-4664
- 5C - Nashua
(603) 424-2240
- 6 - Rockingham
(603) 778-0885
- 7 - Strafford
(603) 994-3500



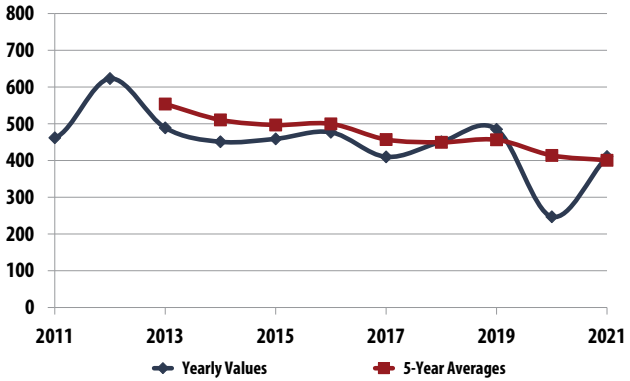
Motor Vehicle Fatalities



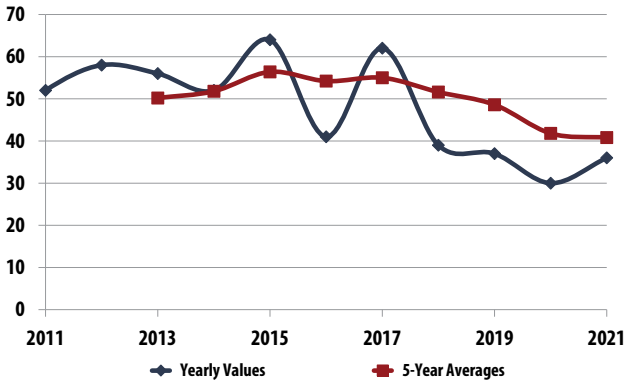
Motor Vehicle Fatality Rate (per 100m/vmt*)



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 \$12 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.

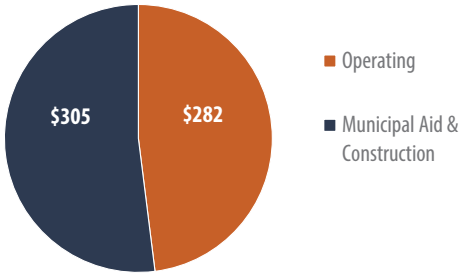
As part of the HSIP, the NHDOT also administers the State's Strategic Highway Safety Plan (SHSP). The SHSP is the comprehensive and collaborative vision of State, Federal, and private safety stakeholders for the advancement of highway safety, and encompasses both the infrastructure initiatives explained 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: Distracted Driving, Impaired Driving, Speed and Aggressive Driving, Vehicle Occupant Protection, Older Drivers, Teen Traffic Safety, Vulnerable Road Users Motorized: Motorcycles and Mopeds, and Vulnerable Road Users

Non-Motorized:
Pedestrians and
Bicyclists

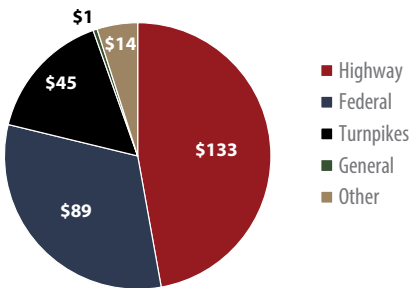


NHDOT Expenditures FY22

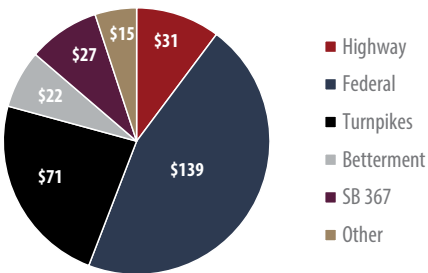
Actual Expenditures



Operating Expenses



Municipal & Construction Expenses

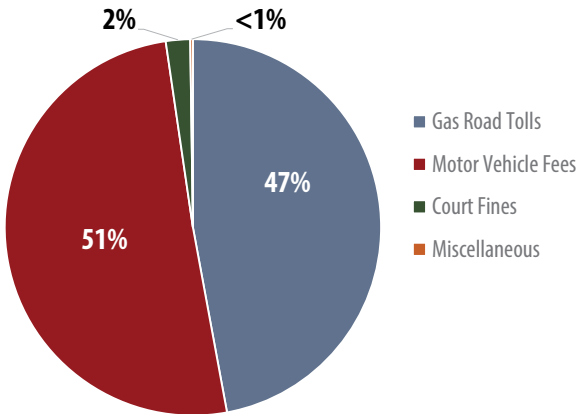


(in millions)

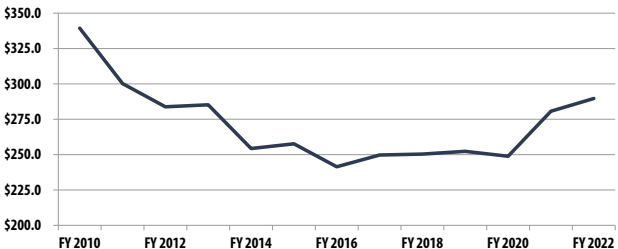
Highway Fund Revenue by Source

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 2022 59.7% of the Highway Fund was appropriated to NHDOT, 26.7% to other agencies, and 13.6% to municipalities.

Highway Fund Revenue by Source

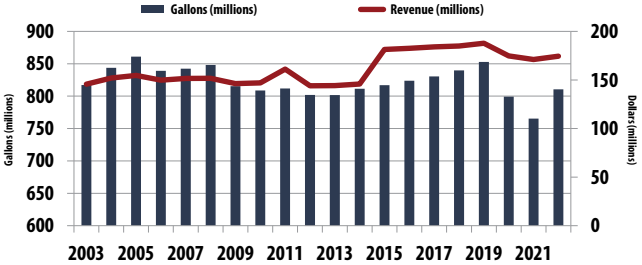


Total Unrestricted Revenue - Highway Fund



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
- Repairing rural bridges and pavements

What a Penny in Gas Tax Generates



= about \$8.1 M* total

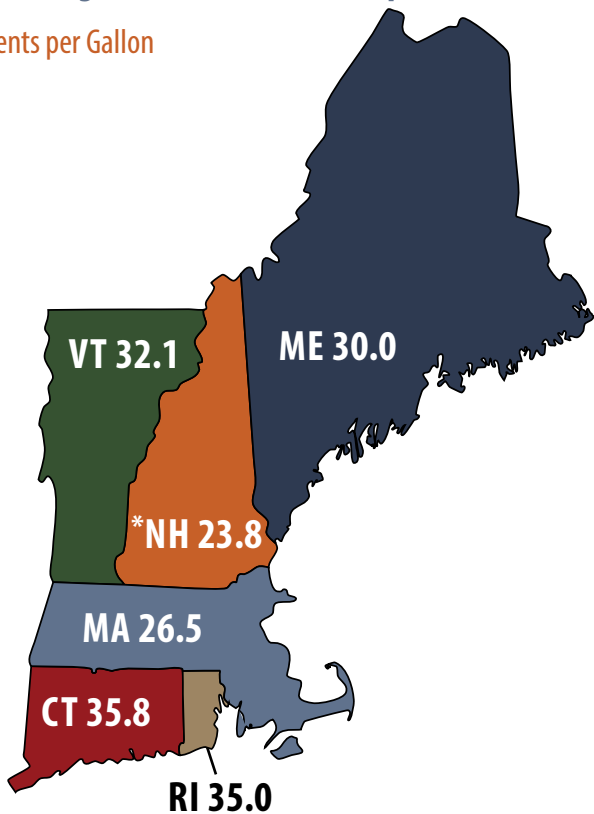
**based on projections for FY24 & 25*

NH Gas Tax/Road Toll Restrictions

- The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$26.0M. Of this amount \$1.7M (0.3 cents) is for cost of collections for the Road Toll Bureau.
- 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.
- After the 12% 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.
- 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.
- Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.9 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.

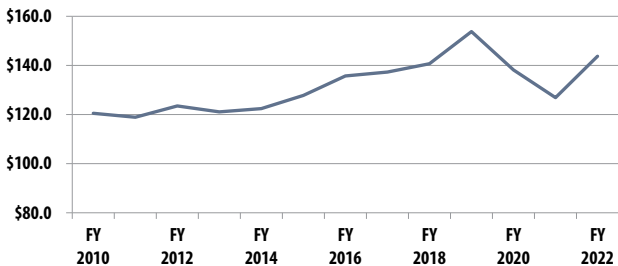
Based on data from TaxFoundation.org (July 2022)

Turnpike System

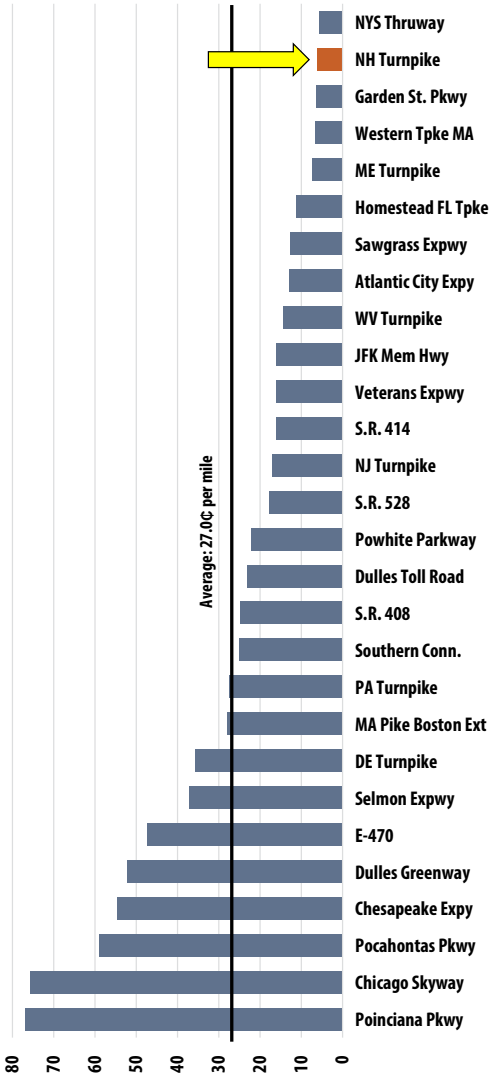
Toll Rates are established by the NH Governor and Executive Council

Turnpike- Toll Plaza	Typical Passenger Car: 2022	
	Cash	E-ZPass
Central - Ramps	\$0.50	\$0.35
Spaulding	\$0.75	\$0.53
Blue Star - Side	\$0.75	\$0.53
Central - Mainline	\$1.00	\$0.70
Blue Star - Mainline	\$2.00	\$1.40

Revenue (Millions)



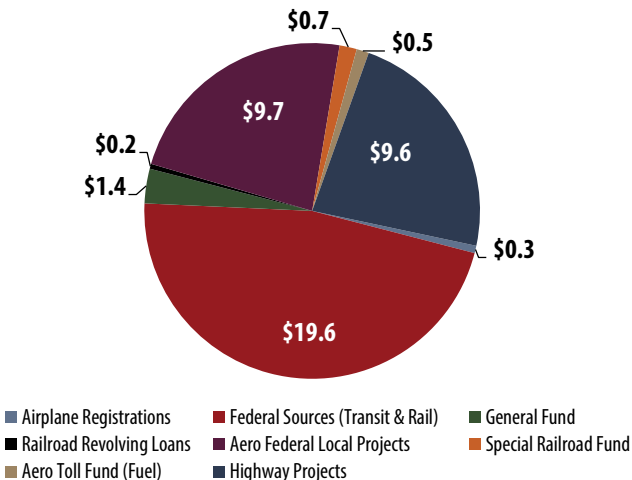
Turnpikes - Toll Rates per Mile



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



New Hampshire Construction Cost Index

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

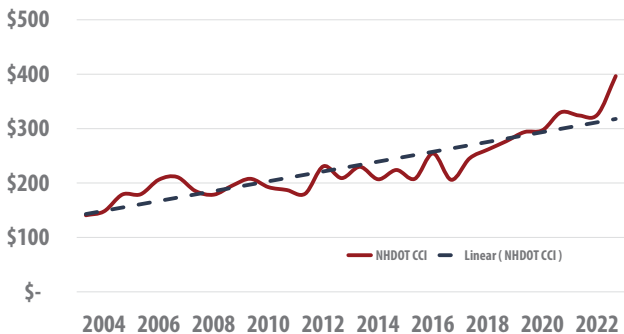


now costs \$2.74 in 2022



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 by about 174%" since 2003.

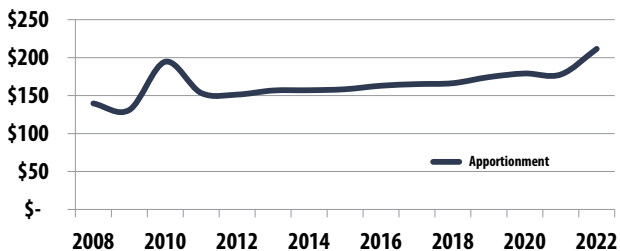
New Hampshire Construction Cost Index (NHCCI)



Since 2003, NHCCI has averaged increases of 3.2% per year while the index increased 22% in 2022 compared to 2021.

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

Description

FY22 - 3 Year Average

Plowing (LnMi)	1,819,923
Winter Salt Used (Tons)	192,343
Winter Sand Used (CY)	12,345
Approximately 300 State Plow Trucks with Operations	
Approximately 300 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

SF22

Number of state bridges washed	809
Roadway drainage maintained, repaired or replaced (LF)	791,027
Guardrail repaired or reconstructed (LF)	46,763
Pavement marking installed (LF)	59,029,856
Fleet maintenance & repairs work orders completed	7,875

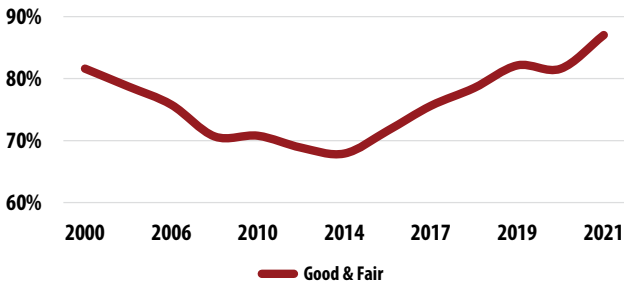
Fuel Distribution

- Diesel Sold - 1,736,217 Gal
- Unleaded Sold - 2,474,574 Gal

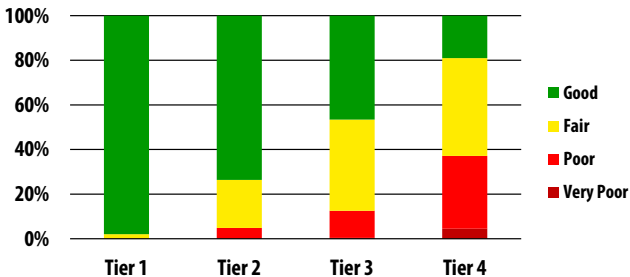


Pavement Conditions

By Year - Good and Fair (Percentage)



By Tier (Percentage)



NHDOT is responsible for 4,601 centerline miles of state highways.

Pavement Conditions

Good



Fair

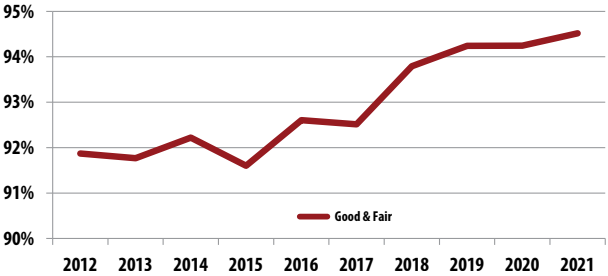


Poor



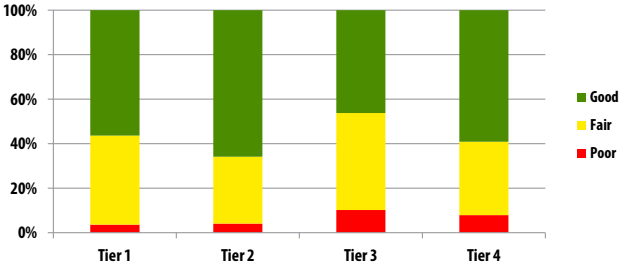
Bridge Conditions

By Year - Good and Fair (Percentage)



* Based on square feet of deck

By Tier (Percentage)

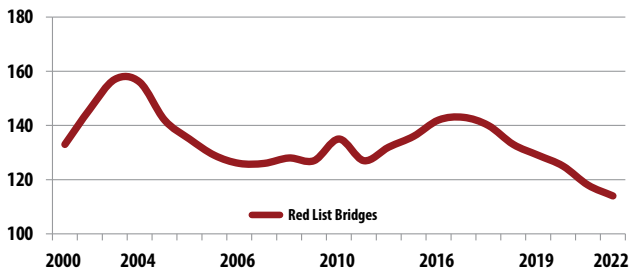


NHDOT is responsible for 2,159 state owned bridges.

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 16,689 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 3,466 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 1,505 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.

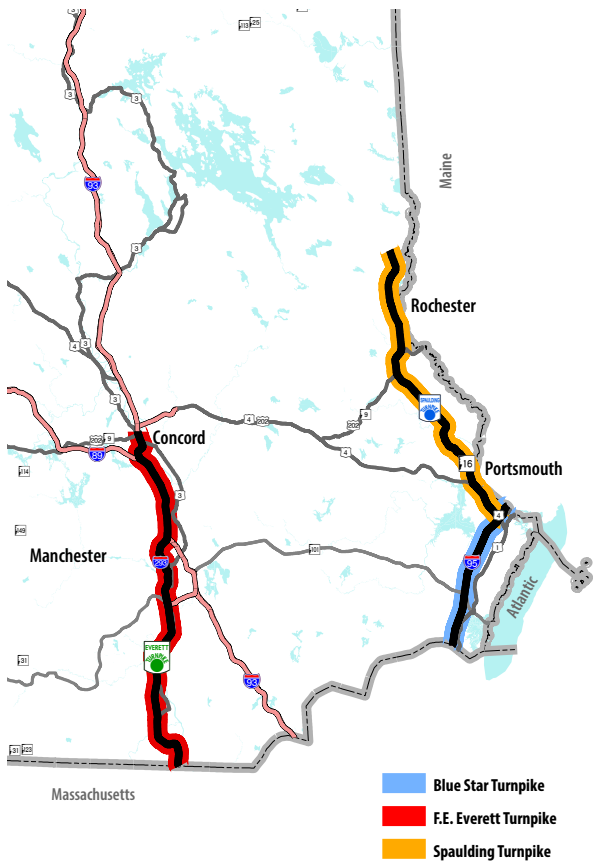
Central Turnpike (F.E. Everett Turnpike)

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. Collection of tolls at the ramp plaza in Merrimack ended on January 1, 2022. 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

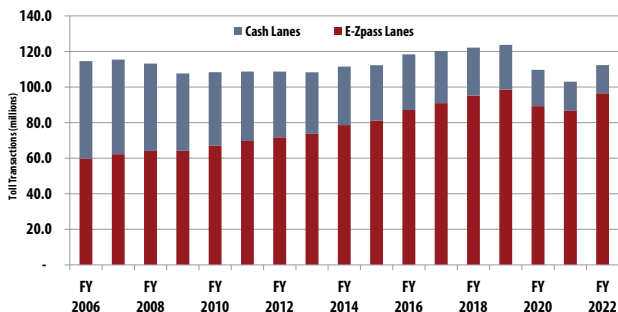


Turnpikes Map



Turnpikes Transactions

Over Time



All Electronic Tolling (AET) opened in Rochester and Dover (2022) providing convenient and efficient tolling for all users. Open Road Tolling (ORT) opened in Hampton (2010) and Hooksett (2013) making travel efficient for E-Z Pass holders.

E-ZPass

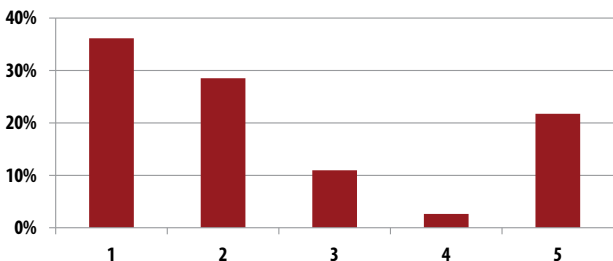
- 86% E-ZPass utilization
- 545,161 active accounts
- 989,269 transponders
- Cost of a transponder is \$6.69

Traffic Volumes

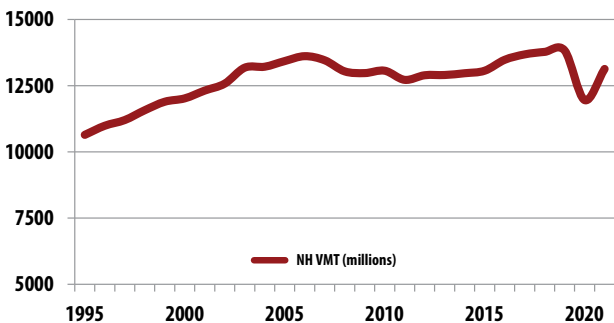
Vehicle Miles Traveled (VMT)

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

- More than 95% of goods are transported on NH's highway system
- Looking ahead to 2040, estimates show
 - Freight moved by truck will continue to dominate freight flow
 - Almost 50% of rail imports will come from Canada
 - Freight transportation, logistics, and distributions will contribute 14,000 jobs to NH

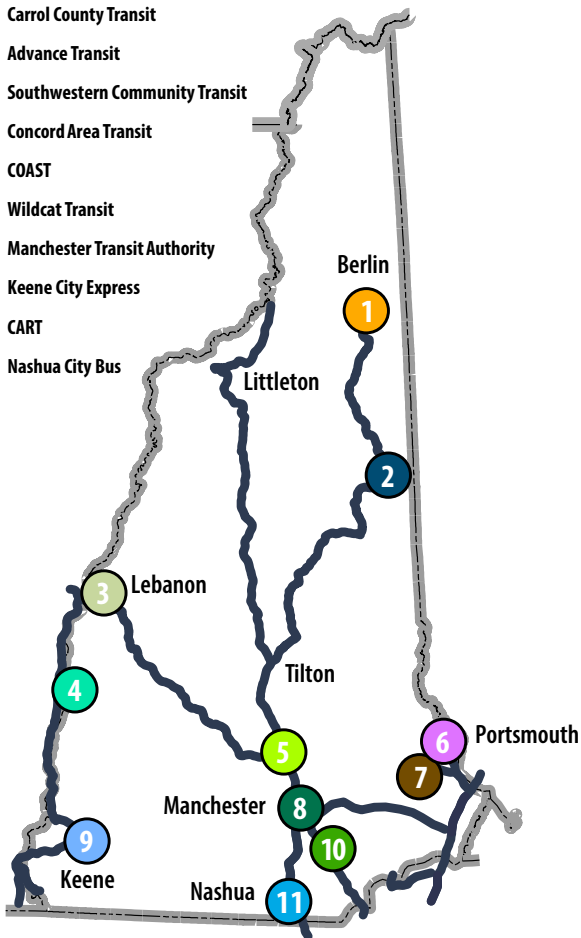
Shipping By	Value – 2015 (millions)	Value – 2040 (millions)
Truck	\$75,858	\$117,699
Rail	\$4,798	\$6,210
Water	\$967	\$2,371
Air	\$6,777	\$11,452



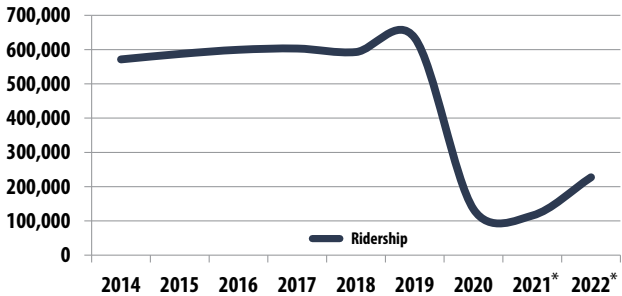
Public Transit Services

Service Areas

- 1 North Country Transit
- 2 Carrol County Transit
- 3 Advance Transit
- 4 Southwestern Community Transit
- 5 Concord Area Transit
- 6 COAST
- 7 Wildcat Transit
- 8 Manchester Transit Authority
- 9 Keene City Express
- 10 CART
- 11 Nashua City Bus

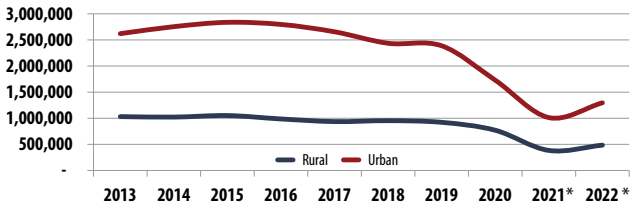


Boston Express Ridership



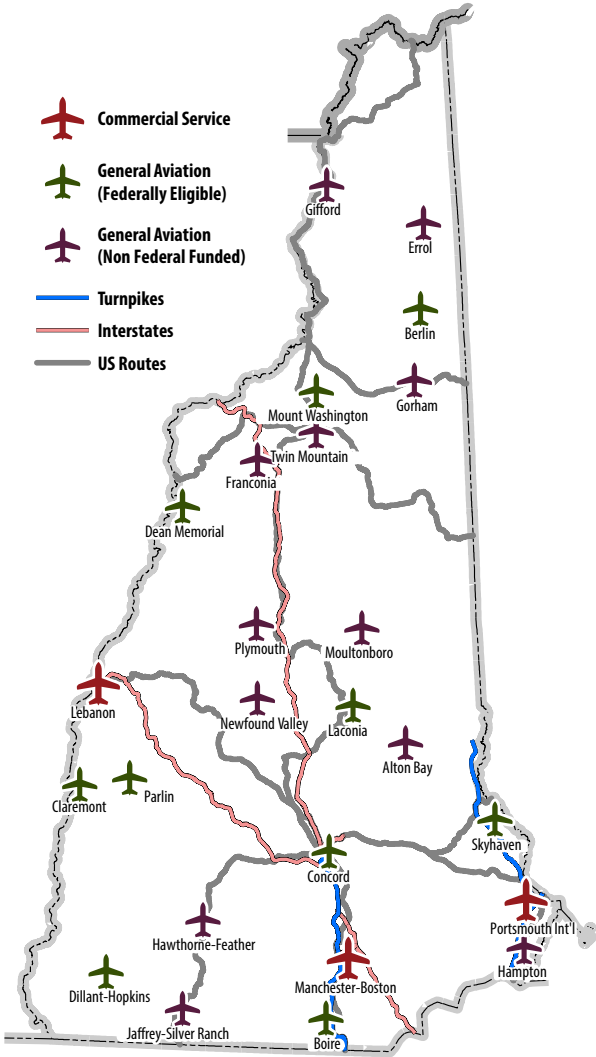
*COVID-19 pandemic severely impacted the operations and ridership of transit services

Public Transit System Ridership

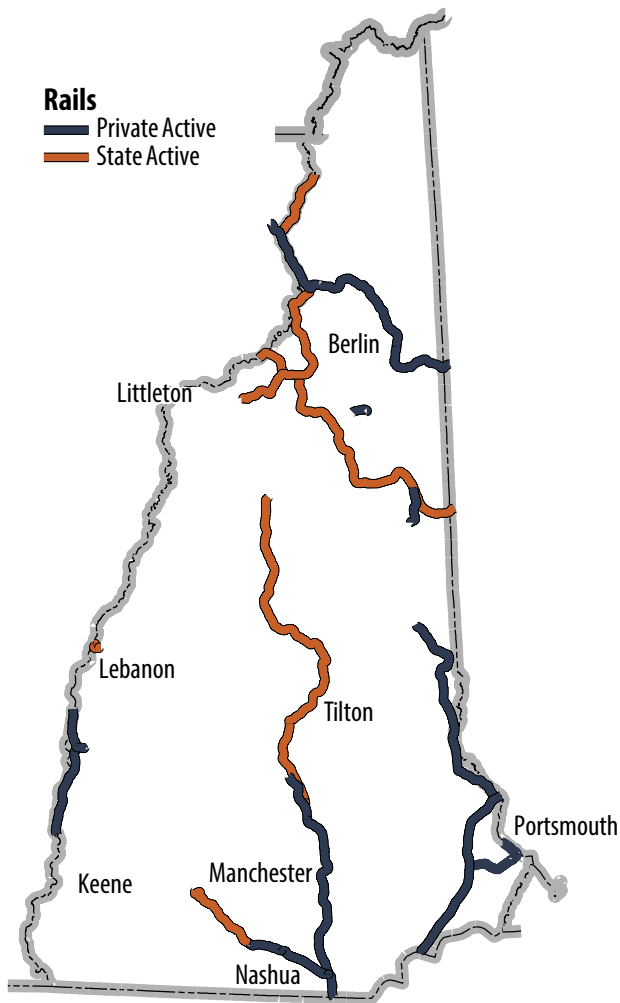


*COVID-19 pandemic severely impacted the operations and ridership of transit services

Public Access Airports Map



Rail Lines Map



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

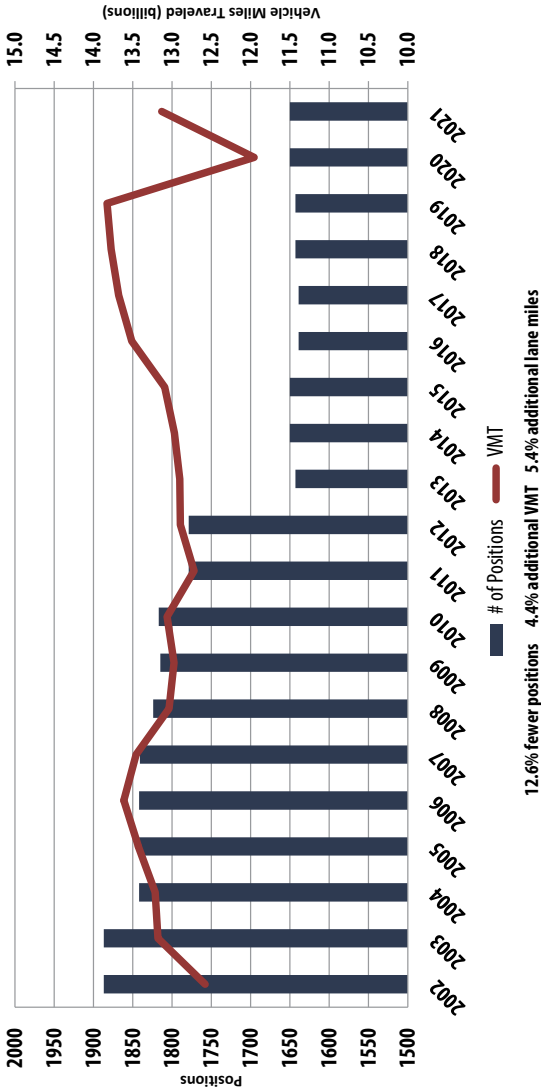
NH State Law, RSA 236:13, governs the regulation and control of driveways, other access and any alterations within the limits of a state maintained ROW on a Class I, II, or III highway. All work within the ROW shall conform to the terms and specifications of a written permit issued by the Commissioner 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 1184 in 2021.

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



7.2, NH RTE 125 =
00.00, NORTH RD

11

1 1/2 story brick

1 1/2 story wood

OSPH drive

gravi

S005
170.627

257

258

SLOPE LINE S003
171.774

psnh
70
32
58 fp

General Information

Safety

Finances

Major Assets

Transportation System

Personnel



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