New Hampshire DOT
Department of Transportation

New Hampshire
Department of Transportation

2021 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 for the Department of Transportation, I have the privilege of working with a dedicated team of employees who are committed to providing transportation excellence enhancing the quality of life in New Hampshire. Our talented transportation professionals work to provide a safe, efficient, reliable, and well maintained transportation network that meets the needs of the traveling public and supports the movement of goods.

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

This Fact Book is intended to be a resource for Legislators and other stakeholders. It provides information on who we are, how we are structured, which assets we are responsible for, and what

funding is available for transportation. It also provides some current statistics on safety, condition and use of the system. For more information about the Department, I encourage you to reach out using the contact information available in the booklet.

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

Left to right, front row: David Rodrigue, Michael Servetas, Marie Mullen, Patrick Herlihy and Fran Buczynski.
Back row: William Oldenburg, William Cass, Victoria Sheehan, Christopher Waszczuk and Peter Stamnas.

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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

Contact Information

Executive Office

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

Bureau/District/Division

Aeronautics - *Tricia Lambert* ..... (603) 271-2552

Asset Management, Performance & Strategy - *Nick Alexander* ..... (603) 271-1620

Bridge Design - *Loretta Girard Doughty* ..... (603) 271-2731

Bridge Maintenance - *Steve Johnson* ..... (603) 271-3667

Construction - *Ted Kitsis* ..... (603) 271-2571

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

Finance & Contracts - *Danielle Chandonnet* ..... (603) 271-1704

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

Highway Maintenance - *Caleb Dobbins* ..... (603) 271-2693

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

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

District Three - Gilford - *Alan Hanscom* ..... (603) 524-6667

District Four - Swanzey - *John Kallfelz* ..... (603) 352-2302

District Five - Bedford - *Richard Radwanski* .... (603) 666-3336

District Six - Durham- *Brian Schutt* ..... (603) 868-1133

Human Resources - *Alexis Martin* ..... (603) 271-8313

Information Tech Services - *Charles Burns* ..... (603) 271-3281

Internal Audit - *Michelle Phillips* ..... (603) 271-6674

Labor Compliance - *Larisa Djuvelek-Ruggiero* .. (603) 271-2467

Legislative Liaison - *Kathy Mulcahey-Hampson*..(603) 271-1698
Materials & Research - *Dennis Herrick*.....(603) 271-3151
Mechanical Services - *William Dusavitch* .....(603) 271-3721
Planning & Community Assistance -
Bill Watson .....(603) 271-3344
Public Information - *Eileen Meaney* .....(603) 271-6495
Rail & Transit - *Michelle Winters*.....(603) 271-2468
Right-of-Way - *Stephen LaBonte* .....(603) 271-3222
Traffic - *William Lambert*.....(603) 271-2291
Traffic Management Center - *Susan Klasen* ....(603) 271-6862
Turnpikes - *John Corcoran* .....(603) 485-3806

State Transportation History

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

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

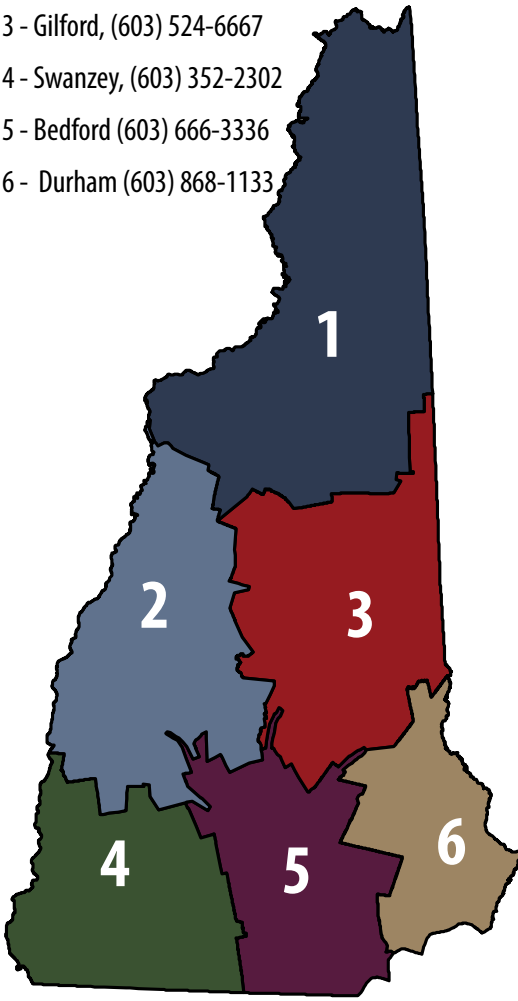
District 2 - Enfield, (603) 448-2654

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

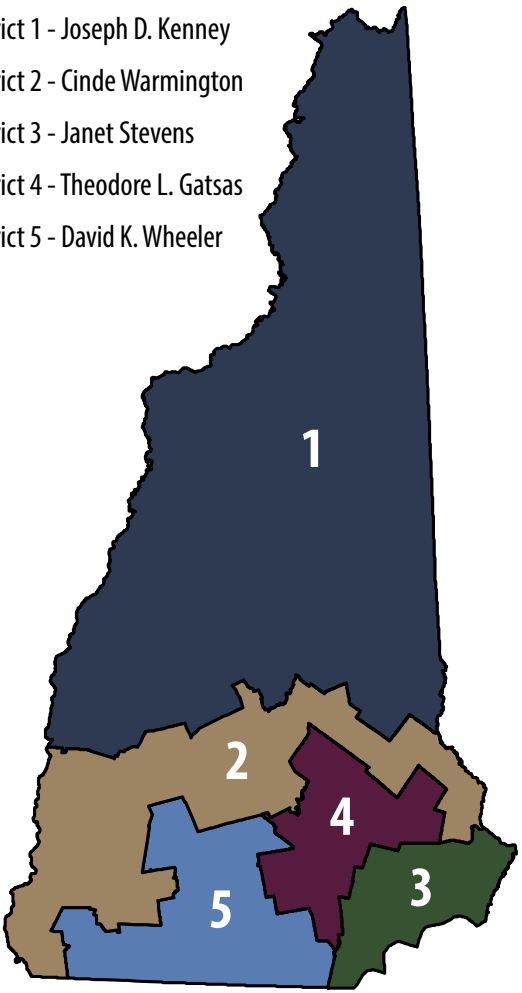
District 1 - Joseph D. Kenney

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.

April (Odd years)

- Community outreach and regional prioritization by RPCs

July (Odd years)

- NHDOT Draft Ten Year Plan

September - October (Odd year)

- GACIT hearings & revisions

December (Odd years)

- Governor's review and revisions

January - May (Even years)

- Legislative review and revisions

June (Even years)

- Adopted into Law

Regional Planning Commissions

1 - North Country Council
(603) 444-6303

2 - Lakes Region
(603) 279-8171

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

4 -Southwest
(603) 357-0557

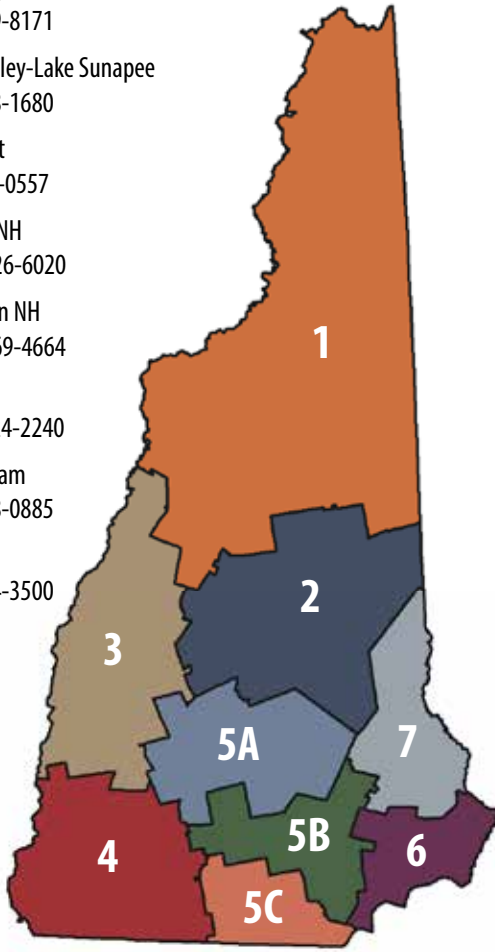
5A - Central NH
(603) 226-6020

5B - Southern NH
(603) 669-4664

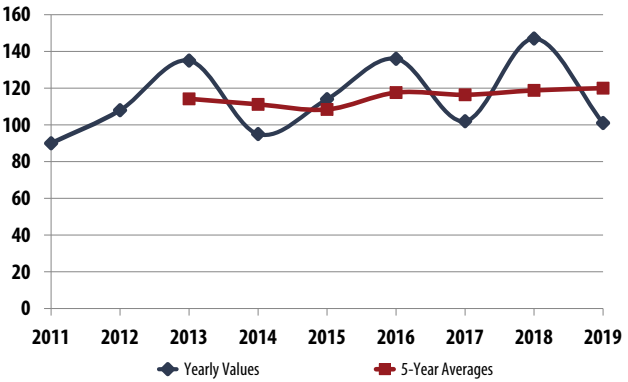
5C - Nashua
(603) 424-2240

6 - Rockingham
(603) 778-0885

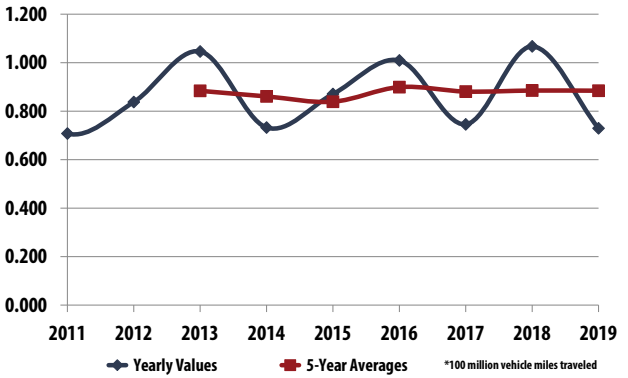
7 - Strafford
(603) 994-3500



Motor Vehicle Fatalities

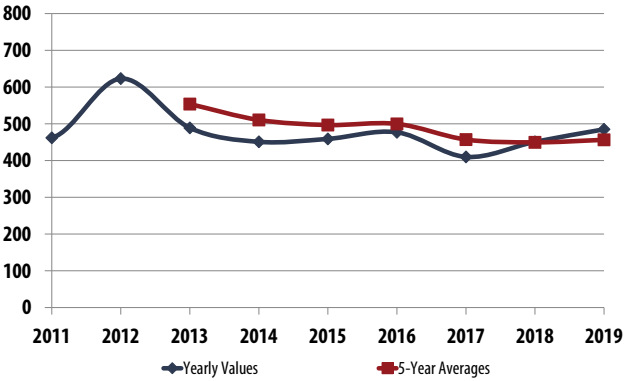


Motor Vehicle Fatality Rate (per 100m/vmt*)

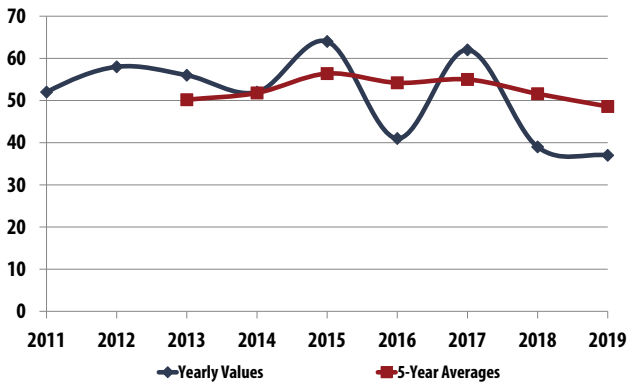


* vmt= Vehicle Miles Traveled

Motor Vehicle Serious Injuries



Non-Motorized Fatalities & Serious Injuries



HSIP Information

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

- **Spot Improvements:** Crash 'hot spots,' which can include intersections or road segments, are identified using crash data. Typical intersection improvements can include the addition of turning lanes or signals, or the conversion to a roundabout. Typical road segment improvements can include the elimination of sharp curves or visibility obstructions. These projects would generally involve a medium to large investment at an individual location.
- **Systemic Improvements:** Rather than focusing on locations with known crashes, these improvements are meant to address common highway risk factors proactively before crashes occur. Examples of systemic projects include the installation of warning signs on highway curves, or rumble strips on rural highways to prevent lane departure crashes, because these types crashes are very common, but occur in unpredictable locations. Systemic projects would

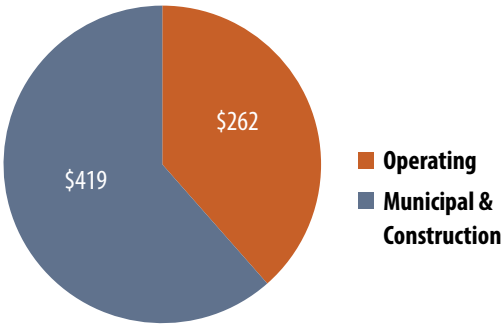
generally involve low-cost improvement measures installed over a wide area or in many locations.

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

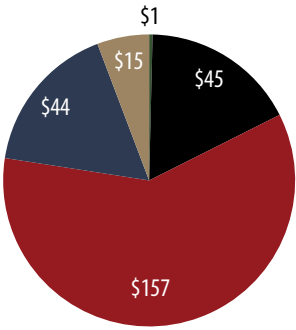
As part of the HSIP, the NHDOT also administers the State's Strategic Highway Safety Plan (SHSP). The SHSP is the comprehensive and collaborative vision of State, Federal, and private safety stakeholders for the advancement of highway safety, and encompasses both the infrastructure initiatives explained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

NHDOT Expenditures FY20

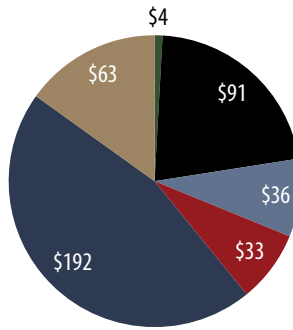
Actual Expenditures



Operating Expenses



Municipal & Construction Expenses



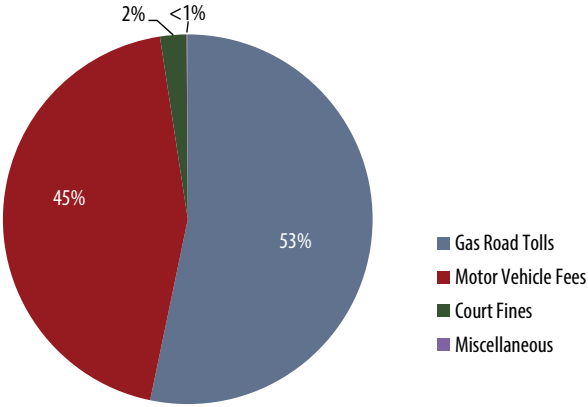
General Fund
Highway
Turnpike Fund
Federal
Capital Fund
Other

(in millions)

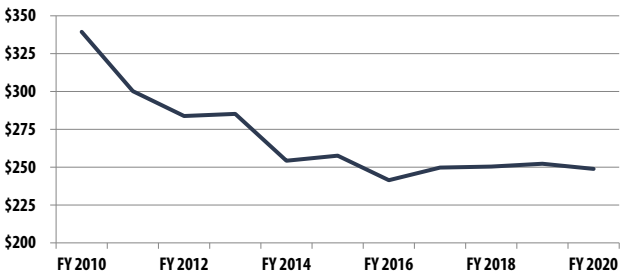
Highway Fund Revenue by Source

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

Highway Fund Revenue by Source

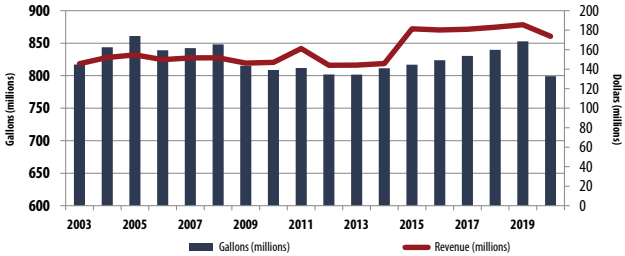


Total Unrestricted Revenue - Highway Fund



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**
- **Reparing rural bridges and pavements**

What a Penny in Gas Tax Generates

= about $8.3 M* total

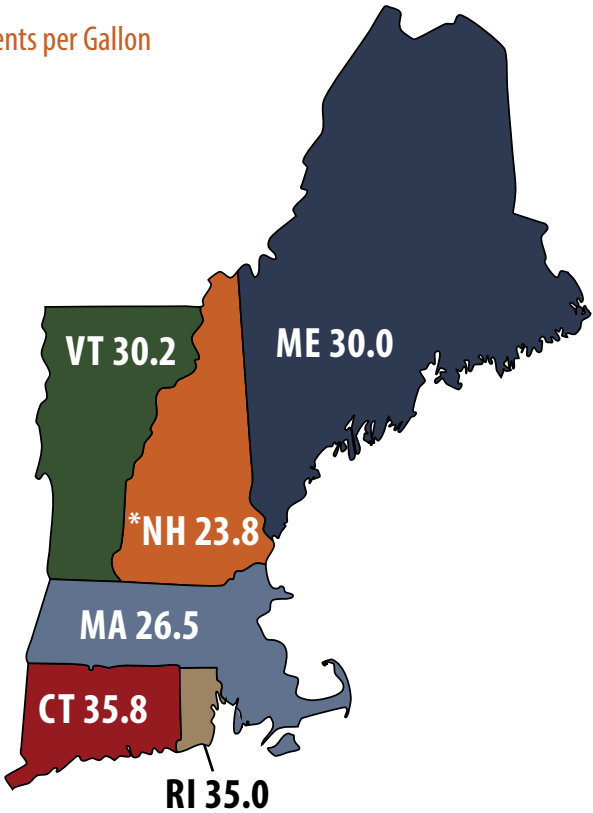
** based on projections for FY22 & 23*

NH Gas Tax/Road Toll Restrictions

- (1)The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately $28.0M. Of this amount $3.1M (0.4 cents) is for cost of collections for the Road Toll Bureau.
- (2)Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities.
- (3)After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account.
- (4)Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities.
- (5)Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.8 cents is available for appropriation to cover Operating Costs.

New England Gas Tax/Road Toll per State

Cents per Gallon



The NH Gas Tax/Road Toll totals 23.8 cents per gallon

- * 22.2 cents flow into Highway Fund
- 1.6 cents are dedicated to other sources

The Federal Gas Tax Rate is 18.4 cents per gallon.

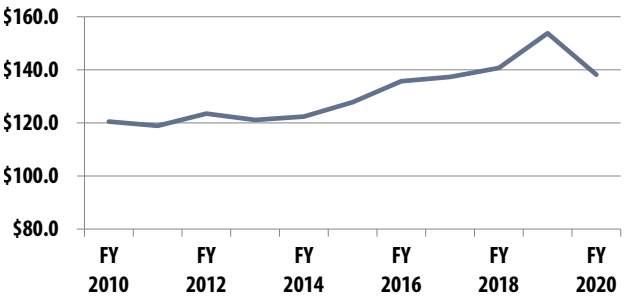
Based on data from TaxFoundation.org (July 2020)

Turnpike System

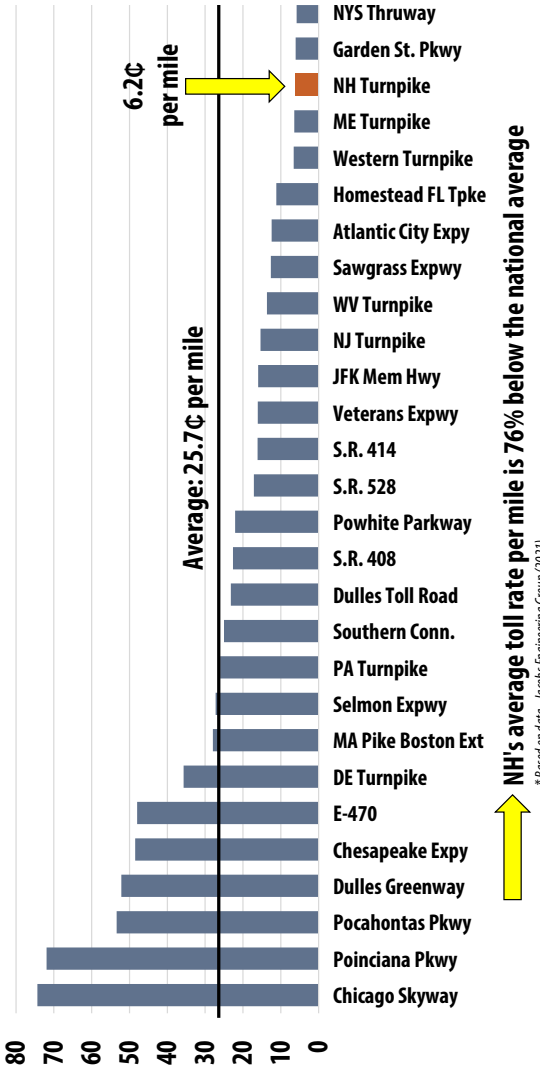
Toll Rates are established by the NH Governor and Executive Council

Turnpike- Toll Plaza	Typical Passenger Car: 2020	
	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)



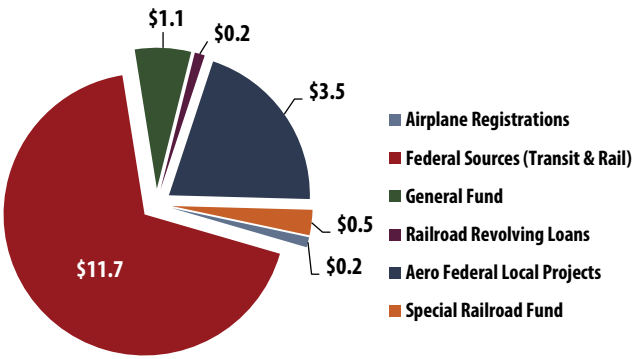
Turnpikes - Toll Rates per Mile



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



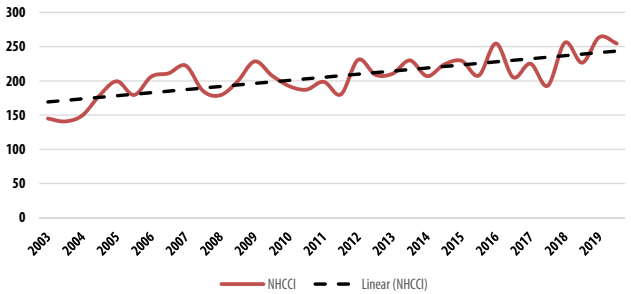
New Hampshire Construction Cost Index

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

now costs about $1.75 in 2021

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

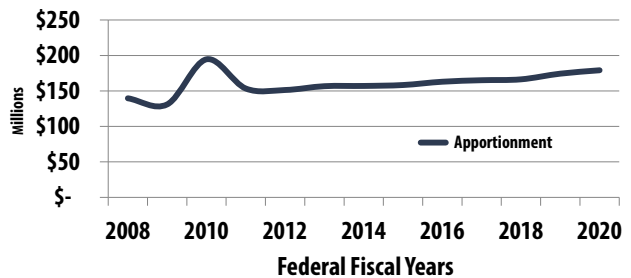
New Hampshire Construction Cost Index (NHCCI)



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

Federal Apportionment

Funds from Federal Highway Administration



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

Winter Facts and Materials

Description	3 Year Average
Plowing (LnMi)	2,324,492
Winter Salt Used (Tons)	224,332
Winter Sand Used (CY)	17,873
Approximately 300 State Plow Trucks with Operations	
Approximately 350 Private Owned Plow Trucks with Operations	

Statewide Winter operations average $90,000/hour

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

Other Maintenance Facts

	FY20
Number of state bridges washed	1,166
Roadway drainage maintained, repaired or replaced (LF)	1,404,960
Guardrail repaired or reconstructed (LF)	71,000
Pavement marking installed (LF)	71,000,000
Fleet maintenance & repairs work orders completed	7,875

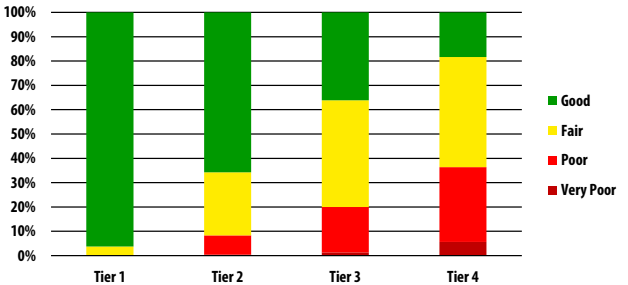
Fuel Distribution

- Diesel Sold - 1,692,091 Gal
- Unleaded Sold - 2,374,312 Gal

Pavement Conditions

By Year - Good and Fair (Percentage)

By Tier (Percentage)



NHDOT is responsible for 4,606 centerline miles of state highways.

Pavement Conditions

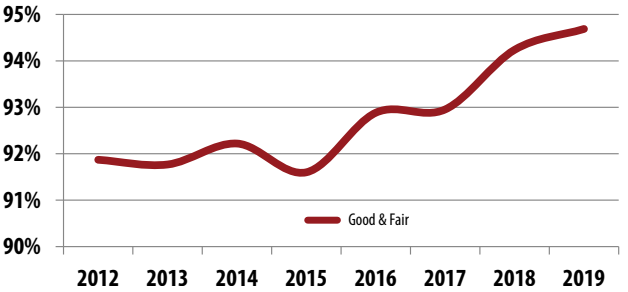
Good

Fair

Poor

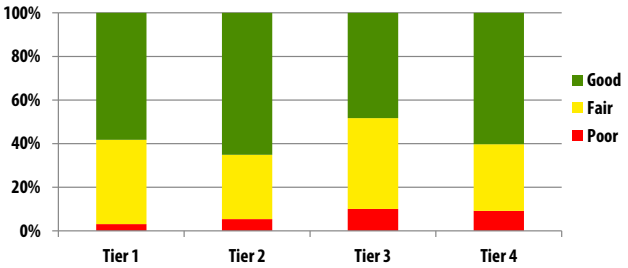
Bridge Conditions

By Year - Good and Fair (Percentage)



*** Based on square feet of deck**

By Tier (Percentage)

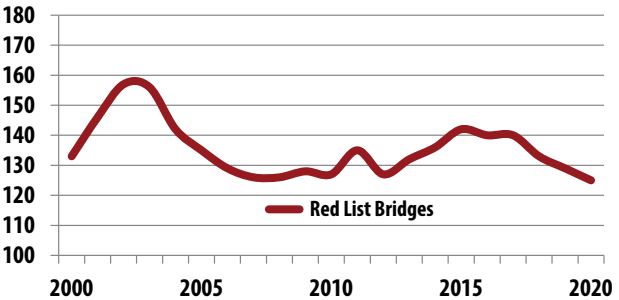


NHDOT is responsible for 2,161 state owned bridges.

Bridge Life Cycle

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

State Red List Bridges Over Time



Bridge Conditions

Good

Fair

Poor

NHDOT Highway Tiers – Definitions

Tier 1 – Interstates, Turnpikes, and Divided Highways

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

Tier 2 – Statewide Corridors

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

Tier 3 – Regional Transportation Corridors

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

Tier 4 – Local Connectors

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

Tier 5 – Local Roads

Definition – Locally owned roads and bridges or State owned roads within compact limits provide varying travel functions and are maintained by communities.

Highway Systems

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

Federal Aid Eligible Roads

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

Interstate Highway System

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

National Highway System

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

Turnpike System

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

Blue Star Turnpike (I-95)

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

Spaulding Turnpike

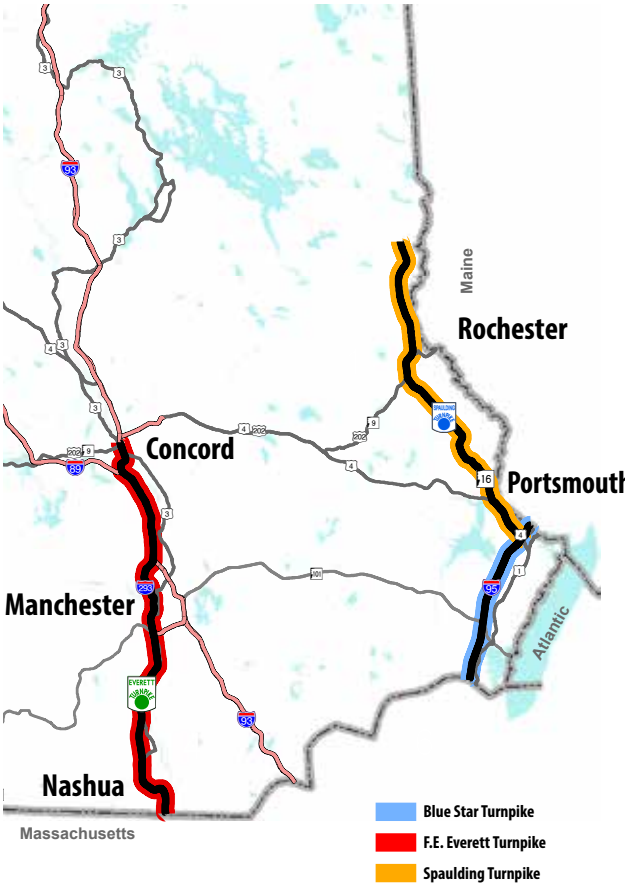
The Spaulding Turnpike (NH 16) segment extends from the traffic circle in Portsmouth to Exit 18 in Milton. It is 33.2 miles long and is a part of the major north-south artery connecting the three major urban centers on the eastern side of the state. There are toll plazas and maintenance facilities in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

Central Turnpike (F.E. Everett Turnpike)

The Central Turnpike, commonly known as the F.E. Everett Turnpike, extends from the Massachusetts state line in Nashua

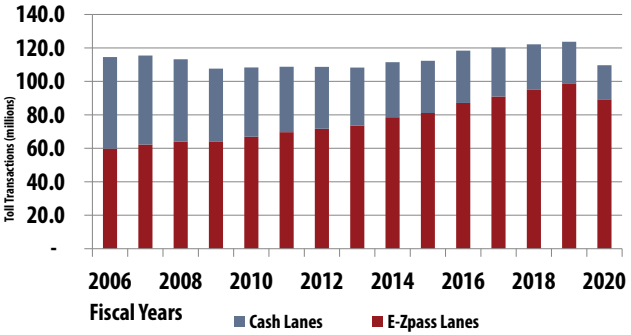
to Exit 14 in Concord. Its distance is 39.5 miles and, in part, constitutes portions of Interstates 93 and 293. Five toll plazas are located on the Central Turnpike: two at Hooksett (main line and ramp), a main line plaza in Bedford, and ramp plaza in Merrimack at Exit 10. There are maintenance facilities in Nashua, Merrimack and Hooksett. The Welcome Centers in Hooksett along the Turnpike are an example of a Public Private Partnership.

Turnpikes Map



Turnpikes Transactions

Over Time



Open Road Tolling (ORT) opened in Hampton (2010) and Hooksett (2013) making traveling through the tolls more convenient. All Electronic Tolling (AET), planned for Dover and Rochester (2021), will be even more convenient and efficient.

E-ZPass

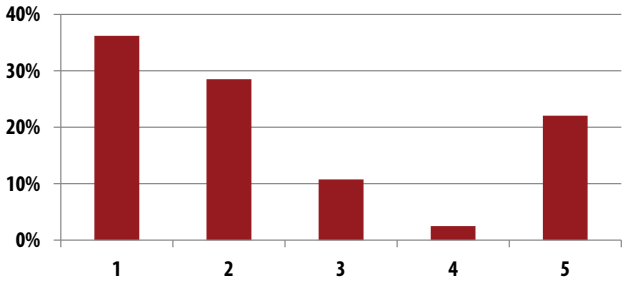
- 81% E-ZPass utilization
- 492,579 active accounts
- 891,282 transponders
- Cost of a transponder is $6.99

Traffic Volumes

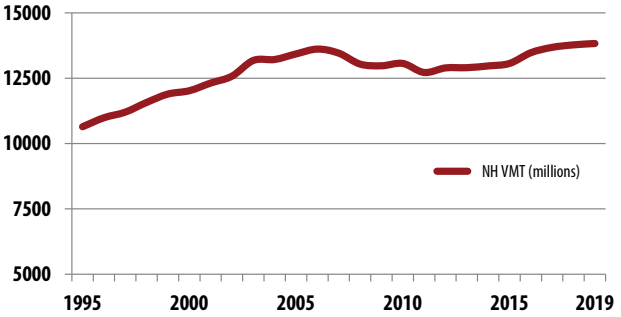
Vehicle Miles Traveled (VMT)

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

Percent of VMT by Tier



Overall VMT by Year

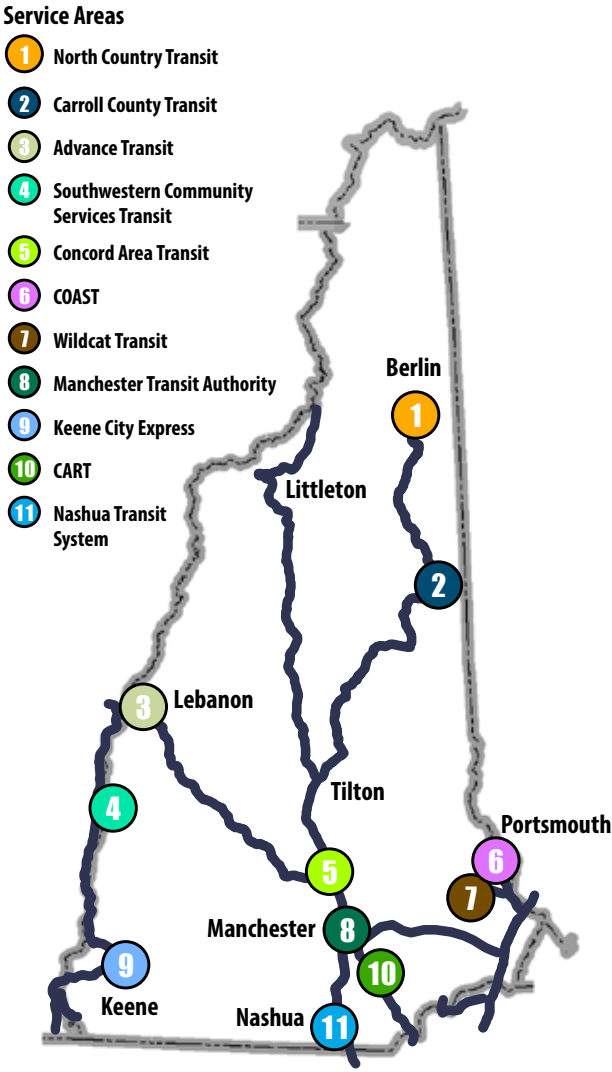


Freight in NH

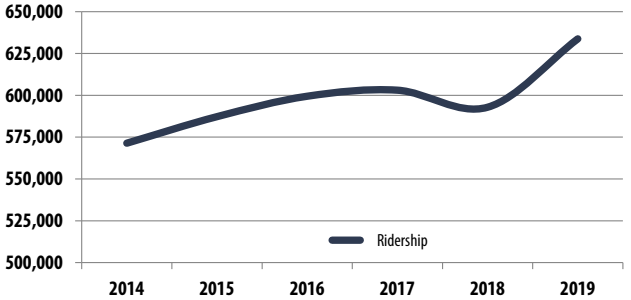
- 91 million tons with a value of $88 billion were carried on the state transportation network in 2015.
- Shipping via trucks is expected to grow by 2.6% annually
- Freight, logistics, and distributions contributes 14,000 jobs to NH
- NH's economy exports about $23 billion (domestic + international)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

Shipping By	Weight – 2015 (tons) (thousand)	Value – 2015 (millions)
Truck	82,443	$75,858
Rail	5,698	$4,798
Water	2,648	$967
Air	85	$6,777

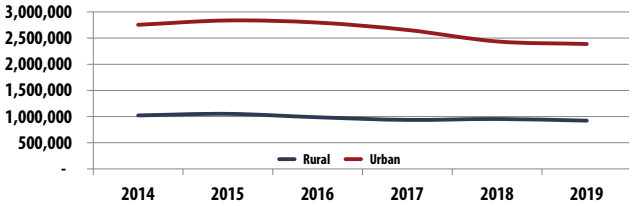
Transit Providers Map



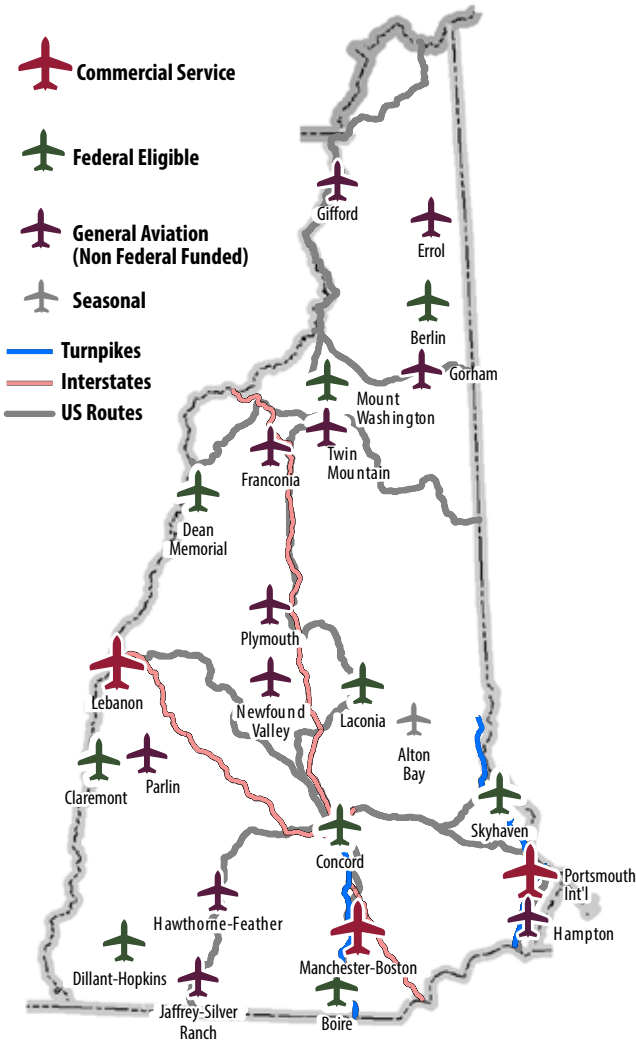
Boston Express Ridership



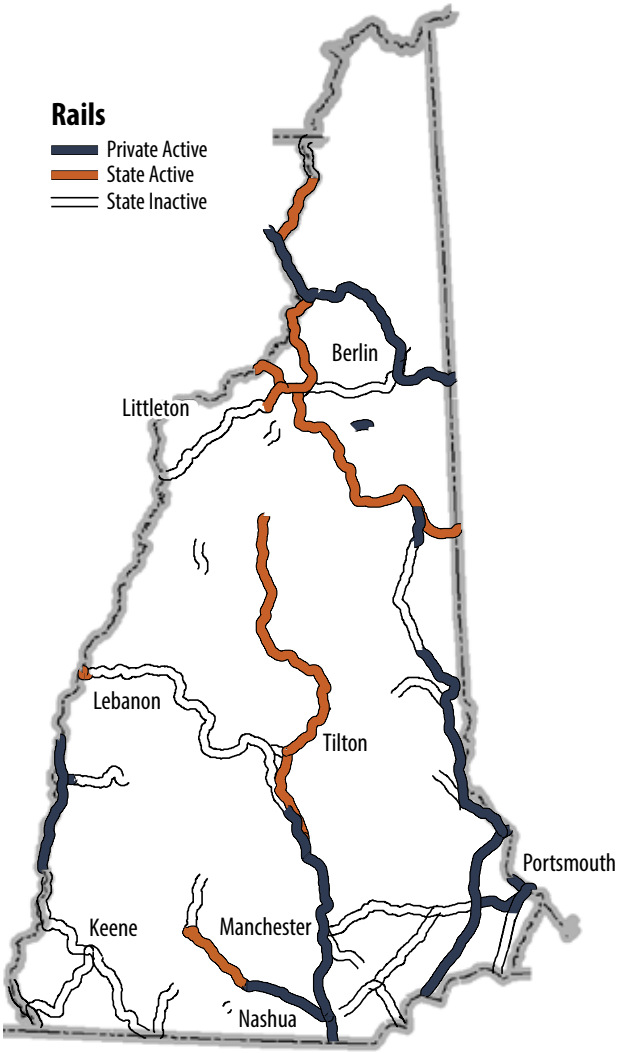
Public Transit System Ridership



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

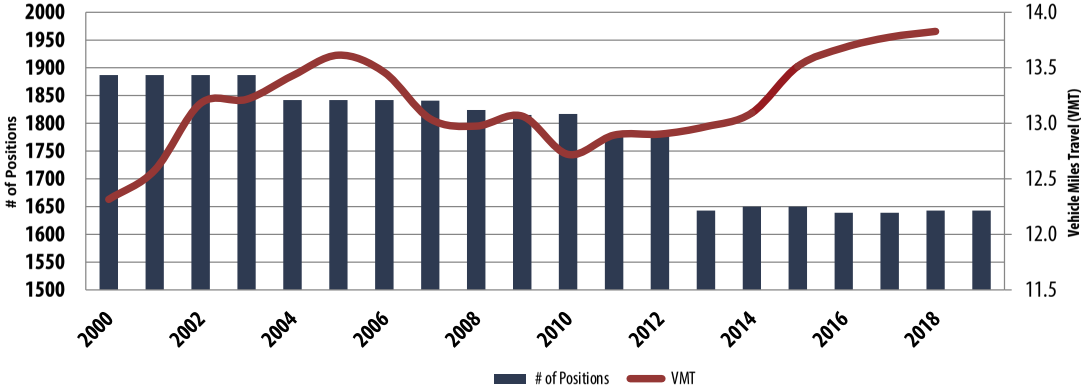
NH State Law, RSA 236:13, governs the regulation and control of driveways, other access and any alterations within the limits of a state maintained ROW on a Class I, II, or III highway. All work within the ROW shall conform to the terms and specifications of a written permit issued by the Commissioner 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 1150 in 2020.

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

NHDOT Positions vs. VMT



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

- General Information
- Safety
- Finances
- Major Assets
- Transportation System
- Personnel

New Hampshire DOT
Department of Transportation

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