

MASSHIGHWAY ON THE MOVE

Dear Citizen.

Thank you for taking the time to read MassHighway's third quarterly ScoreCard.

This is a busy time at MassHighway. We have just completed our largest Statewide Road and Bridge program ever, totaling \$545 million. Across our agency, we are working hard to implement the streamlining initiatives announced by the Governor this past April, and continue to work on speeding project delivery. This ScoreCard highlights our continued efforts to expand the use of performance measures in evaluating MassHighway.

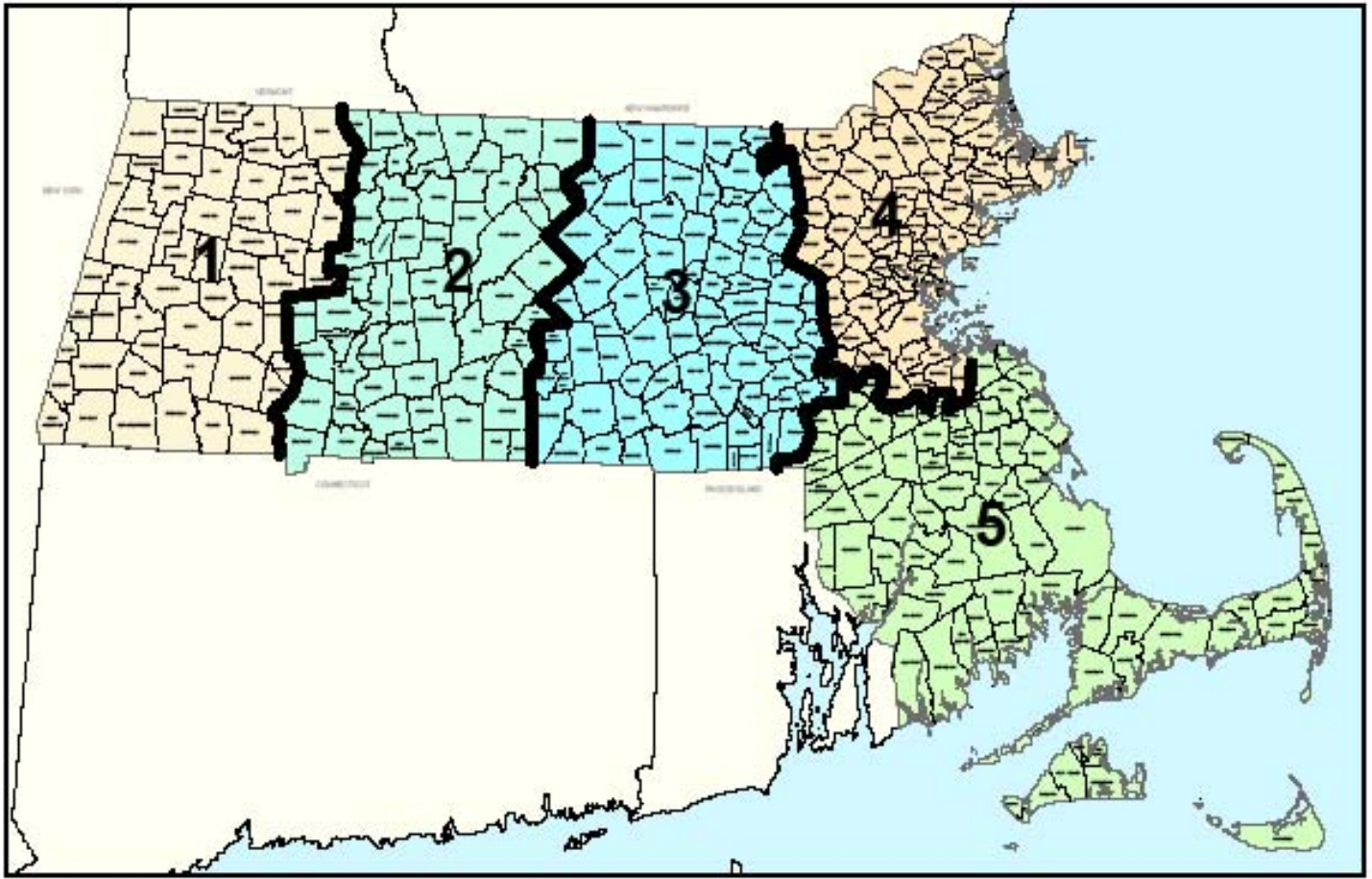
This quarter's ScoreCard contains updated measures and information in the areas of safety, mobility, pavement condition, and project delivery. In the area of project delivery, more detailed information is presented on MassHighway's performance. The ScoreCard also contains measures of bridge condition setting the baseline for on the Accelerated Bridge Program which was launched this past quarter.

The Accelerated Bridge Program, which will reduce the number of structurally deficient bridges by over 250 in the next eight years, was launched this past quarter. In addition to reducing the number of deficient bridges, this program will address overall bridge condition throughout the Commonwealth. We intend to use the Accelerated Bridge Program as a laboratory for best practices and innovation. Throughout the program, we will report our progress through this ScoreCard.

MassHighway is being challenged as never before but we are meeting those challenges. I look forward to reporting back to you on our progress again soon.

Luisa Paiewonsky
Commissioner

DISTRICT MAP



The Massachusetts Highway Department (MassHighway) is separated into five district offices, all of which operate under the direction of the central Boston office.

MassHighway's Boston office makes the policy decisions that lead to the road improvement projects that are planned or are ongoing across the Commonwealth. Under the direction of Commissioner Luisa Paiewonsky, MassHighway identifies roads and bridges that are in need of repair, reconstruction, or replacement, and works to make the appropriate upgrades. MassHighway's priority is safety with as little inconvenience as possible to Massachusetts motorists.

Each district is under the direction of the District Highway Director (DHD) who reports to the Chief Engineer. The District Office supervises all construction within its jurisdiction; performs on-site engineering; implements maintenance and preventive maintenance programs; generates proposals for maintenance and construction work; and provides engineering support to cities and towns.

District 1

Peter Niles, P.E.,

District Highway Director
270 Main St.
Lenox, MA 01240

District 2

Albert Stegemann, P.E.,

District Highway Director
811 North King St.
Northampton, MA 01060

District 3

Thomas Waruzila

District Highway Director
403 Belmont St.
Worcester, MA 01604

District 4

Patricia A. Leavenworth, P.E.

District Highway Director
519 Appleton St.
Arlington, MA 02476

District 5

Bernard McCourt

District Highway Director
1000 County St.
Taunton, MA 02780

Late NTP: Notice To Proceed is notification to the contractor to begin work. If it issued later than anticipated when contract duration was set a contractor is entitled to additional time according to the contract.

Utility Delay: Construction delayed waiting for utility companies to move their facilities.

EWO: Extra Work Order, additional work required to complete the original design which was not included in the contract.

City/Town Request: Requests made by a municipality during construction that was not included in the contract.

Permits: Construction delays due to time required to modify or issue a permit such as Army Corp., DEP, MHC, local Conservation Commission, etc.

Design Errors/Omissions: items that were either the result of a defect in the original design or not included in the contract.

Changed Conditions: Delays caused by subsurface or latent field conditions that could not have been known before construction; usually underground soil conditions that require changes to the base scope.

Environ/Haz Waste: Delays resulting from unexpected hazardous soils or other unexpected environmental conditions, usually resulting for special handling required.

Act of God: Any restriction to the work as a result of an extraordinary event that could not have been foreseen nor prepared for at the time of bid such as extreme weather events, acts of governments, fires, etc.

Third Party: Any delay caused by the actions of a third party not more specifically defined in any other category, such as an abutter.

ROW: Delays caused by procuring right of way (property or access to property) necessary for base scope work.

Admin: Administrative extensions for processing paperwork at contract closeout after all field work has been completed.

Railroad: Delays caused by railroad companies

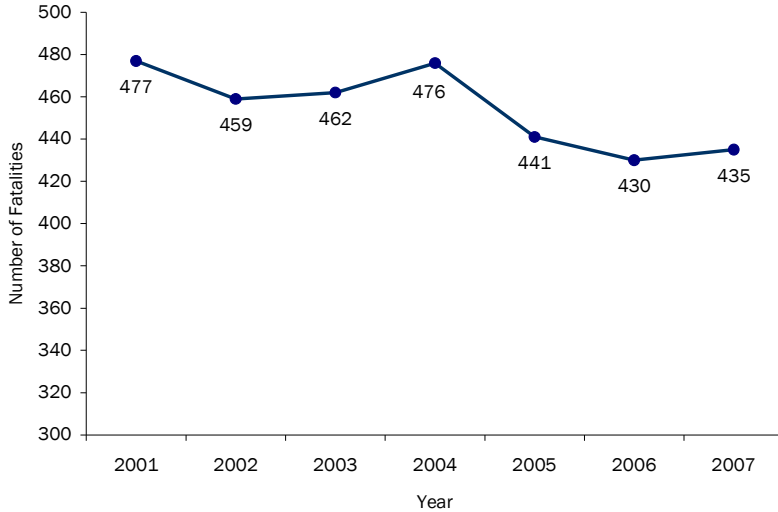
Contractor Delay: Delays caused solely by the Contractor.

Winter Shutdown: Extensions required to allow work that is weather sensitive that cannot be completed during the winter months.

SPOTLIGHT ON SAFETY

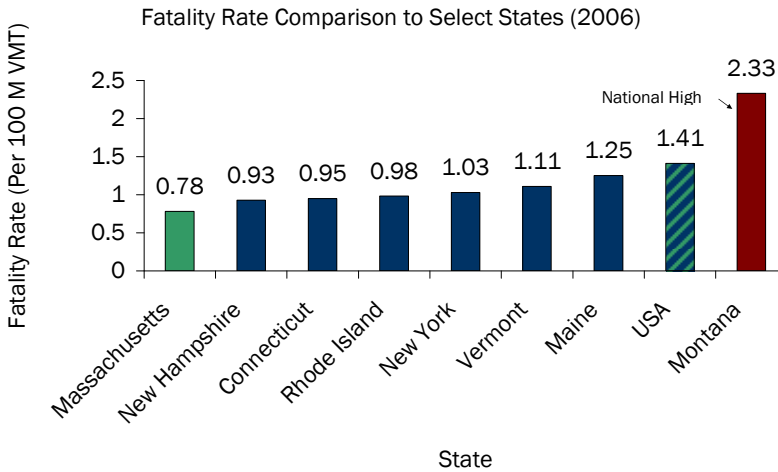
MassHighway is proud of its excellent safety record. MassHighway puts safety first in all activities, from design and construction to operations, taking into account the well-being of drivers, bicyclists, pedestrians, and everyone who uses our roads and bridges. The agency has also implemented a strong employee safety program to ensure all of its personnel can work in a safe and secure environment.

Roadway Fatalities



From 2004 to 2006, there was a steady decrease in fatalities from 476 to 430. In 2007 the number of roadway fatalities increased slightly from 430 to 435. More detailed data regarding fatality rates, fatalities by vehicle class, and alcohol related fatalities are not yet available.

Fatality Rate

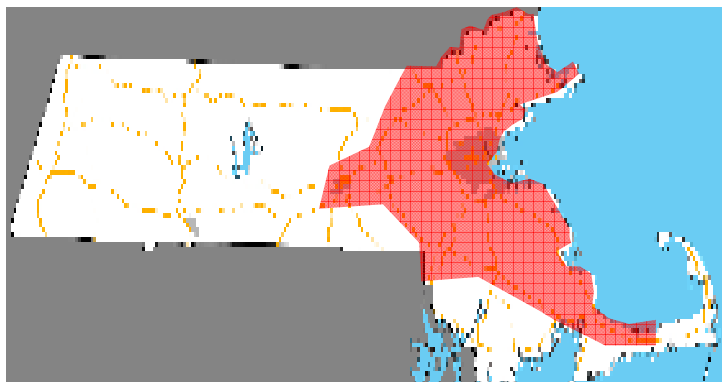


In 2006, the roadway fatality rate in Massachusetts was less than one fatality per 100 million vehicle miles traveled. While we are currently awaiting up to date 2007 data, the state's fatality rate has decreased 13% since 2001, and is currently the lowest fatality rate in the United States – 55% lower than the national average .

SPOTLIGHT ON MOBILITY

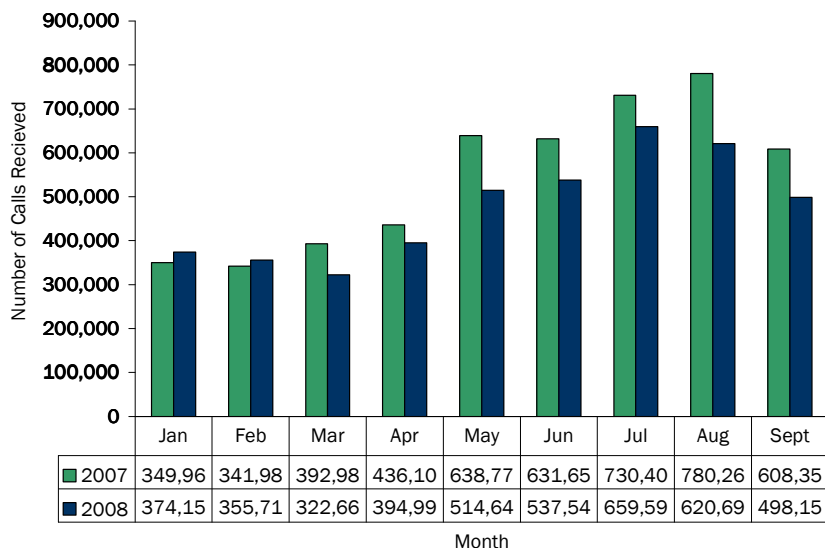
MassHighway, the Executive Office of Transportation, and the state's public safety agencies continue to make significant efforts to address and reduce congestion.

Massachusetts 511 Traveler Information System

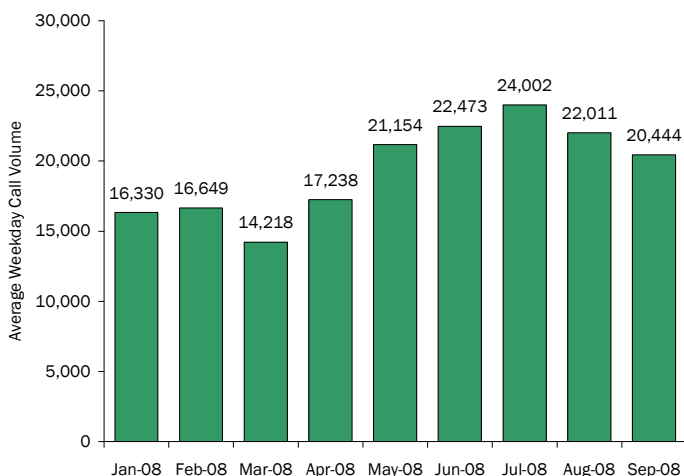


In October 2007, Massachusetts launched the 511 traveler information system, a 24 hour, free phone line providing commuters up-to-the-minute traffic condition data. 511 can be reached by simply dialing 5-1-1 from your mobile phone. Currently, 511 Massachusetts covers most of Eastern Massachusetts, from I-495 to Boston. The Massachusetts 511 system builds upon the successful travel information service previously accessed through SmarTraveler*1 number. The 511 system also supports the Massachusetts Highway Hotline so citizens can report debris, hazards, or any roadway concerns on a 24 hour basis (see page 5). Since the inception of the Massachusetts traveler information system in 1993, the service has received more than 67 million calls.

511 Massachusetts Coverage Area



511 Call Counts: The Massachusetts 511 traveler information system received 1,778,445 calls in the last quarter. This is a 16% decrease in call volume compared to the same period last year. A portion of the reduction in call volume may be attributed to record high gas prices and the changes in travel patterns due to decreases in vehicle miles traveled.



511 Average Weekly Call Volume: The average weekday call usage was 20,444 in the month of September. An increase in call volume during the summer months is a pattern that has been consistent over the past 13 years of service.

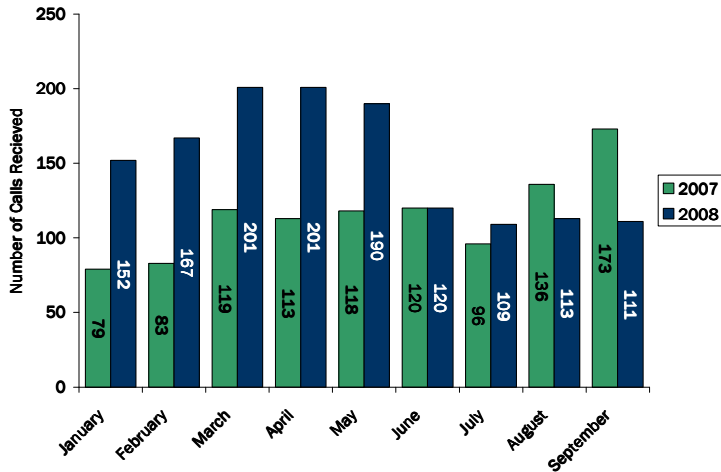
Coming Next Quarter to 511

Highway Cameras: Customers, who visit www.mass.gov/511 will be able to view MassHighway traffic cameras on the website beginning in 2009. MassHighway currently operates cameras on I-95 from Wakefield to Braintree, on the Southeast Expressway, and on Route 3 between Burlington and the New Hampshire border.

SPOTLIGHT ON MOBILITY

MassHighway: 511 Highway Hotline

In July 2007, MassHighway launched the Highway Hotline, available through the 511 system. The Highway Hotline provides citizens a direct link to the traffic operations center to call in concerns about debris, road hazards, litter and other critical issues on highways throughout the Commonwealth. The Highway Hotline is staffed around the clock through MassHighway's Traffic Operations Center.

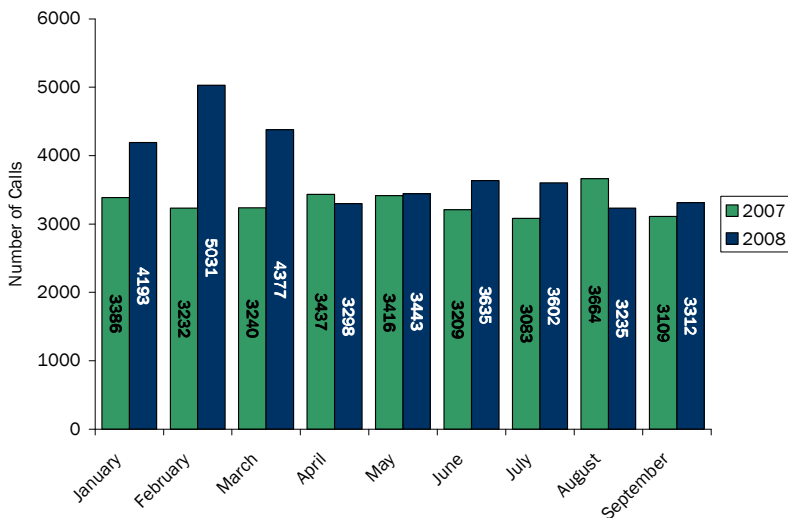


511 Highway Hotline Call Counts: The Highway Hotline has received 333 calls in the past quarter. This number represents a decrease in call received compared to the same period last year. The decrease in calls can be attributed to no marketing dollars being spent on 511 or the Highway Hotline.

MassHighway Traffic Operations Center (TOC)

The MassHighway Traffic Operations Center (TOC) is the nerve center for the deployment of Intelligent Transportation Systems (ITS). MassHighway's ITS programs are aimed at reporting, responding to, and reducing incidents and traffic delays. In addition to incident management, ITS is used to provide drivers with the latest information on construction, traffic congestion and incidents using the telephone. The information is gathered through the deployment of cameras and speed and volume detectors. Information is relayed to the public through variable message boards and 511.

The TOC, which operates around the clock, is responsible for traffic management across the state, central radio command, GPS tracking of the Motorist Assistance Program and snowplows, and receiving and tracking all calls from the Highway Hotline.

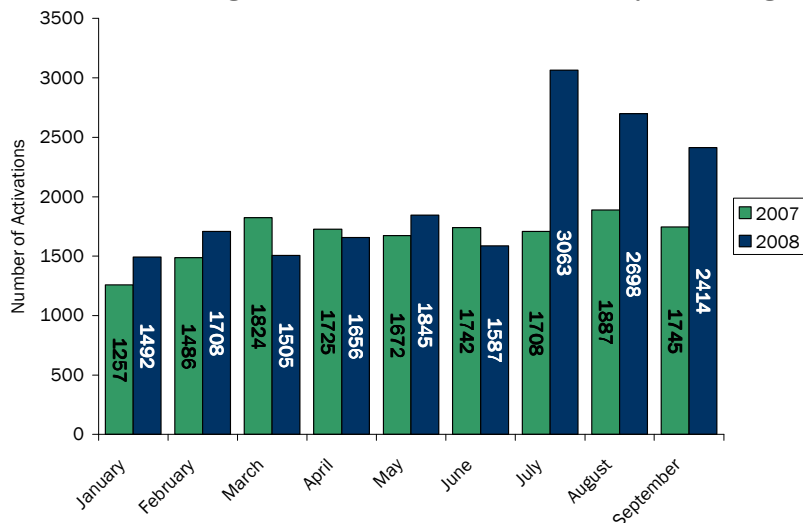


TOC Calls Received: The TOC received 10,149 calls in the past quarter, slightly more calls than the number of calls received in the same period last year. Calls to the TOC are generated by state and local police, MassHighway personnel, CaresVan drivers, 511 Operations Center, citizens, and other agencies. These entities alert the TOC to accidents in the roadway and other impediments to drivers, such as snow, ice, debris, ongoing construction, and lane closures. The more information the TOC receives, the better it is equipped to respond to problems or incidents.

SPOTLIGHT ON MOBILITY

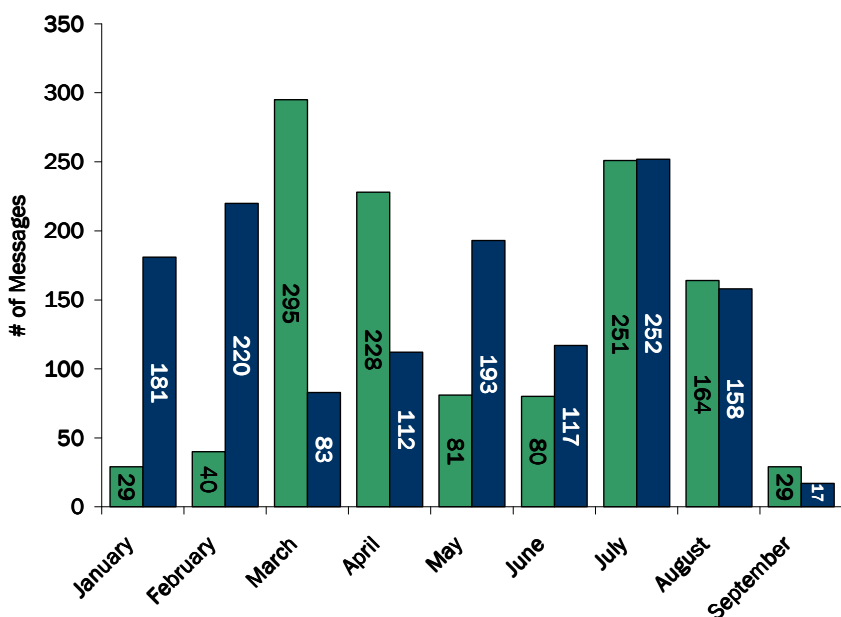
Variable Message System

MassHighway maintains a system of 140 variable message boards throughout the Commonwealth. These boards are an important tool in informing drivers of conditions on roadways, allowing them to avoid delays.



Variable Message Boards—Traffic Messages:

One of the most important uses of the variable message system (VMS) is to broadcast traffic messages about conditions such as lane restrictions. In the most recent quarter, VMS boards broadcast 8,175 traffic messages, compared to the 5,340 messages in the same time period in 2007. MassHighway plans to continue increased use of the VMS system while ensuring that all information is useful and accurate.



Variable Message Boards—Advisory

Messages: Another key use of the VMS system is to broadcast advisory messages as part of safety campaigns that are done at the request of the Executive Office of Public Safety. These messages consist of public service announcements designed to reduce drunk driving and highlight the importance of seat belt usage. Messages are posted more frequently around safety campaigns. Spikes in usage of this system reflect those campaigns. In the most recent quarter, VMS boards broadcast 427 advisory messages compared to 444 messages in the same time period in 2007.

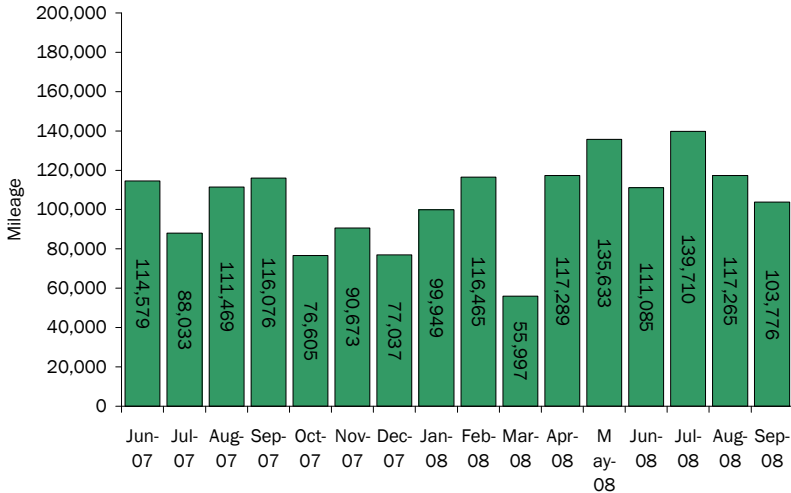
VMS Initiatives

- In the coming months MassHighway will begin, on a limited roadway trial basis along route 128, providing travel time information on the VMS as is currently done on the Southeast Expressway. On the Southeast Expressway, MassHighway posts the travel time in the HOV lane on a VMS board prior to the driver making a decision to enter the lane.

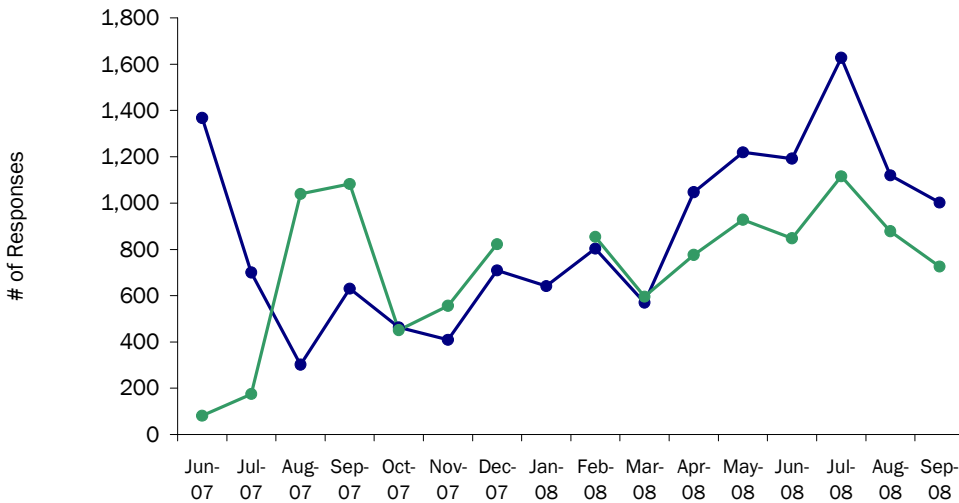
SPOTLIGHT ON MOBILITY

MassHighway Motorist Assistance (CaresVan) Program

The CaresVans Motorist Assistance Program, started in 1993, and is co-sponsored by MassHighway, the Federal Highway Administration and Commerce Insurance. CaresVans perform roving assistance patrols on major highways during peak travel periods, reporting information back to the TOC on roadway incidents, length of roadway backups, and locations of debris in the roadway.



CaresVans Mileage: In the past quarter, CaresVans logged 360,751 miles in assisting motorists. In 2007, CaresVans mileage totaled 1,233,470 miles. As the number of patrols is increased, the total mileage of the program will increase.



CaresVans Response Statistics: CaresVans assisted 3,750 disabled vehicles and 2,729 drivers in the past quarter. Numbers of disabled vehicles and drivers assisted tends to rise in both the summer and winter months as the heat and winter conditions increase incidents on highways.

	Jun-2007	Jul-2007	Aug-2007	Sep-2007	Oct-2007	Nov-2007	Dec-2007	Jan-2008	Feb-2008	Mar-2008	Apr-2008	May-2008	Jun-08	Jul-08	Aug-08	Sep-08
Disabled Vehicles	1,368	700	302	630	463	409	709	641	803	570	1,047	1,219	1,192	1,628	1,120	1,002
Motorists Assisted	81	175	1,039	1,083	451	556	822		854	595	776	928	848	1,116	878	726

CaresVans Update

- Beginning in 2009, new contracts will expand the program from 22 to 25 routes.
- As a result of these new contracts, the hours of operation will expand from 7 to 8 hours per day.

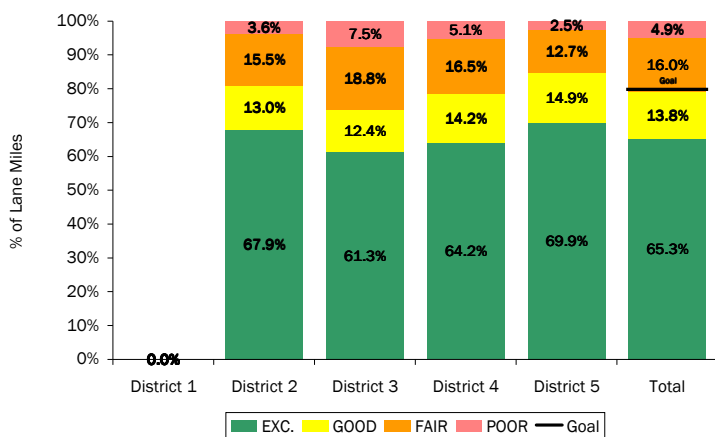
PAVEMENT CONDITION REPORT

MassHighway measures the condition of pavements on the Interstate System, the National Highway System, all other roads under MassHighway jurisdiction, and on state-numbered routes not under MassHighway jurisdiction. In Massachusetts, the NHS is comprised of the entire Interstate Highway System (435 centerline miles, 2,525 lane-miles, not including the Turnpike), other major highways such as Route 3 and Route 24, and some major arterial roads such as Routes 9 and 20, for a total of 1,829 centerline miles and 6,715 lane-miles of highway. Overall, MassHighway collects and analyzes data on approximately half of the 11,129 federal-aid eligible roadways.

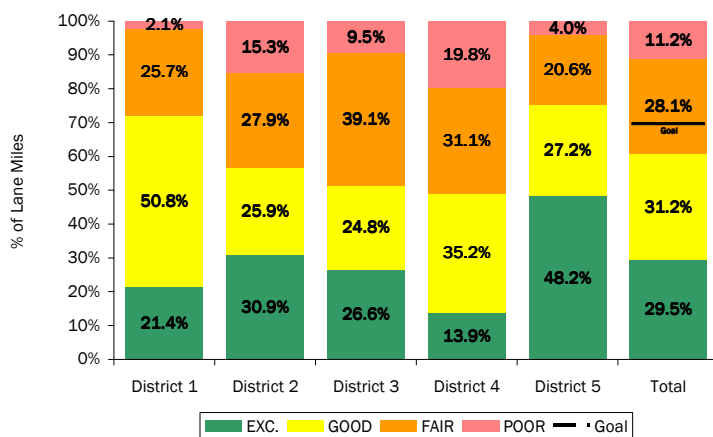
Pavement data is collected and evaluated using MassHighway's special high-tech vehicle, the Automatic Road Analyzer, or ARAN, on a bi-annual cycle. The ARAN measures pavement roughness (International Roughness Index, or IRI) as well as indicators of pavement distress such as cracking, rutting, and raveling, and then combines them all into an overall pavement condition indicator (Pavement Serviceability Index, or PSI).

CURRENT CONDITION OF THE NATIONAL HIGHWAY SYSTEM: PSI

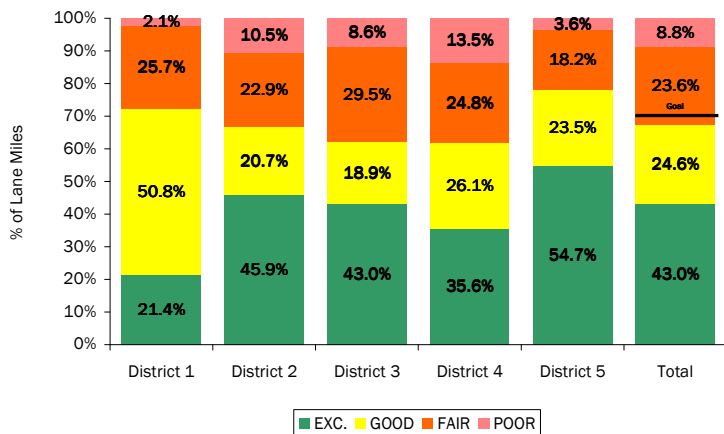
PSI By District: Interstate System



PSI By District Non-Interstate NHS



PSI By District Full NHS



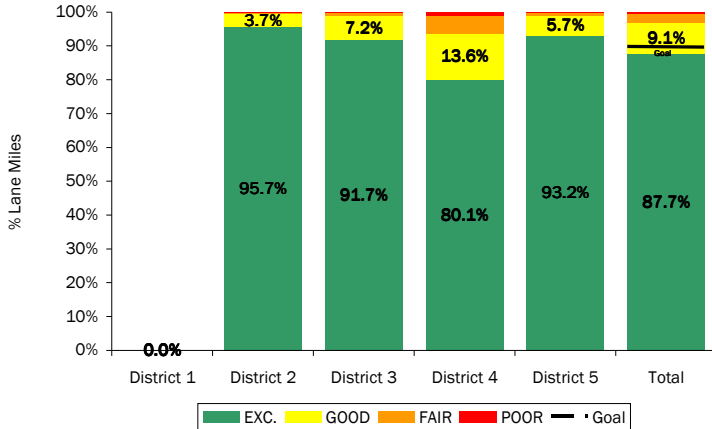
These three graphs show the current condition -- based on PSI -- of the Massachusetts Interstate System, the non-Interstate portion of the National Highway System, and the total NHS, for each of the five MassHighway Districts.

As shown, 79.1% of the Interstate system is in Excellent or Good condition, nearly reaching the MassHighway goal of 80%. For the non-Interstate portion, 60.7% is in Excellent or Good condition. For the total NHS system, 67.6% is in Excellent or Good condition, slightly below the MassHighway goal of 70%. MassHighway is responsible for the entire Interstate system, excluding the Massachusetts Turnpike (I-90), and about two-thirds of the non-Interstate NHS system.

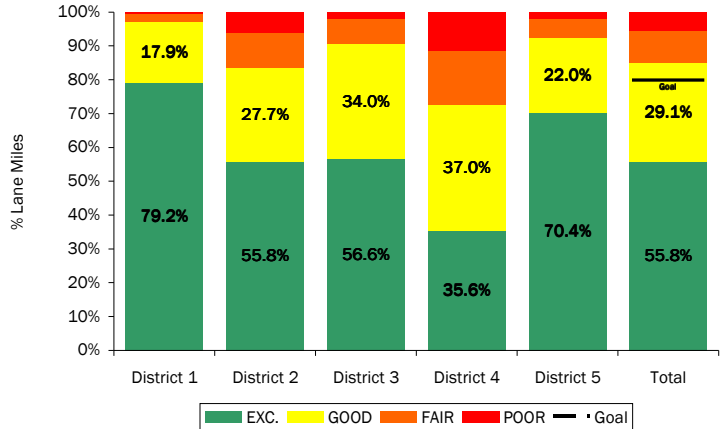
PAVEMENT CONDITION REPORT

CURRENT CONDITION OF THE NATIONAL HIGHWAY SYSTEM: IRI

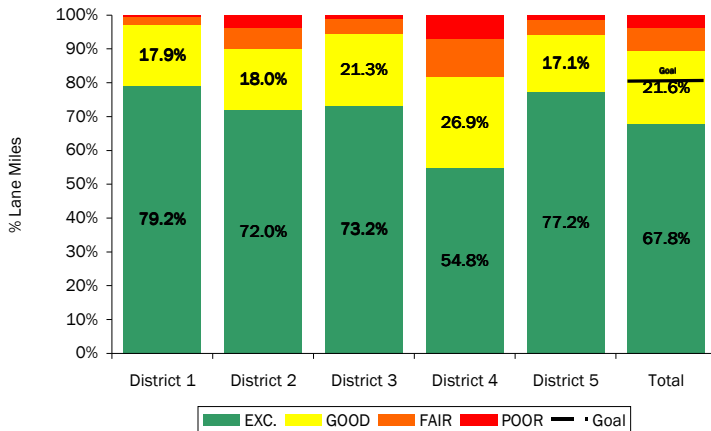
Interstate System - IRI by District



Non-Interstate NHS System - IRI by District



Total NHS - IRI by District



These three graphs show the current condition – based on IRI, a measure of pavement smoothness – of the Massachusetts Interstate System, the non-Interstate portion of the National Highway System, and the total NHS, for each of the five MassHighway Districts.

As shown, 96.8% of the Interstate system is in Excellent or Good condition, exceeding the MassHighway goal of 90%. For the non-Interstate portion, 84.1% of pavements are in Excellent or Good condition. For the total NHS system, 89.4% of pavements are in Excellent or Good condition, exceeding the MassHighway goal of 80%.

Interstate Maintenance and the National Highway System Preservation Program

MassHighway's has implemented two significant annual efforts to improve pavement condition on major roads in the state: the Interstate Maintenance Program and the National Highway System Preservation Program.

The annual IM Program is comprised of several projects that on interstate highways totaling \$75 million. Each year, the projects are selected after a careful analysis of measured pavement condition and expected deterioration using sophisticated pavement management computer models. Emphasis is placed on utilizing optimal pavement preservation techniques applied at the right time during the pavement life cycle to minimize total cost. In addition to pavement preservation, each of the IM projects includes improvements to other highway features such as bridges, guardrail, and drainage systems so that all the work on a particular portion of road is done at the same time, minimizing traffic impacts. Almost all IM Projects utilize SuperPave design techniques and apply an Open Graded Friction Course as the surface treatment to reduce road spray, increase safety, and reduce noise.

Similarly, the annual NHS Preservation Program is comprised of projects on the NHS system totaling \$15 million. The NHS includes non-interstate major highways such as

Route 3 and Route 24, as well as significant arterial roads such as Route 9 and Route 20.

As part of the NHS Program, MassHighway has been testing several innovative pavement preservation strategies to improve effectiveness and reduce costs, including use of warm-mix asphalt, thin pavement overlays, recycled asphalt pavement, and pavement micro-milling, among other techniques.

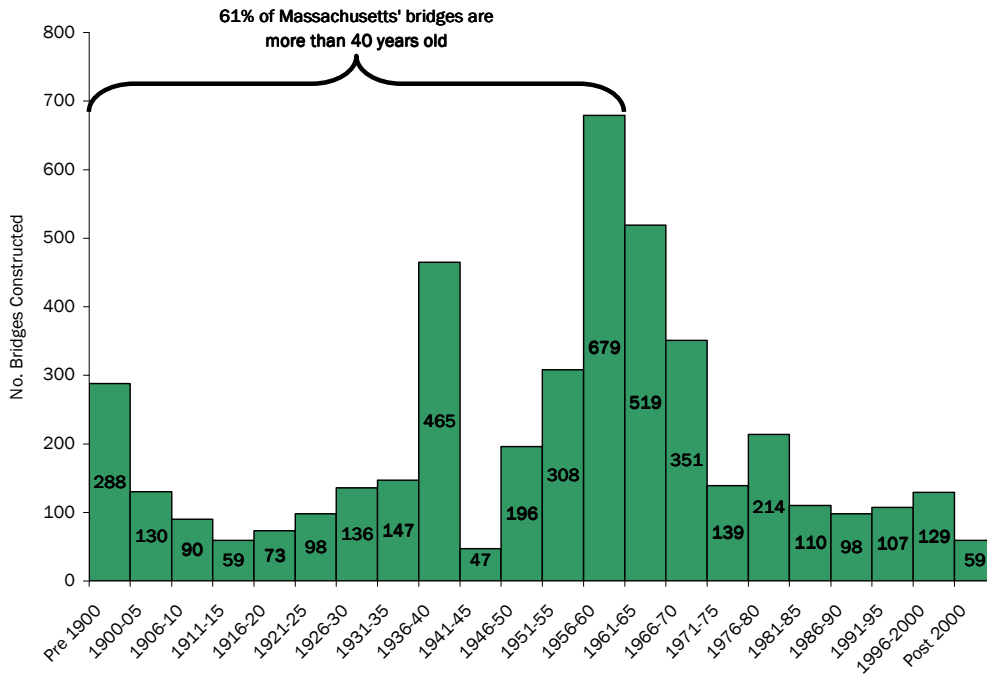
BRIDGE CONDITION REPORT

Massachusetts' bridges are the centerpiece of the Commonwealth's infrastructure. MassHighway owns 2,860 bridges across the Commonwealth, and inspects 1,547 municipally owned bridges at least every two years. The continued maintenance of Massachusetts bridges is vital to continued mobility for people and goods. This report provides an overview of bridge conditions across the Commonwealth.

The Massachusetts Perspective

Massachusetts is one of the oldest settled areas in the United States, so, not surprisingly, we also have some of the oldest infrastructure. The age of Massachusetts bridges coupled with New England's rough winters has created a situation where our bridges require substantial focus and attention.

Bridge Construction 1900—Present



61% of Massachusetts' bridges were built by 1960. The vast majority of these bridges were built either by the Works Progress Association during the Great Depression, or as part of the construction of the Interstate Highway System. 42% of the Commonwealth's bridges are between 40-60 years old. As a result of their age, many bridges have reached the end of their useful life and are in need of significant investment.

The Accelerated Bridge Program

This August, Governor Patrick signed legislation creating the Accelerated Bridge Program. The Accelerated Bridge Program represents a monumental and historic investment in Massachusetts bridges. Over the next 8 years, nearly \$3 billion in funding will be accelerated to improve the condition of bridges in every corner of the Commonwealth. This program will greatly reduce the number of structurally deficient bridges in the state system, while creating thousands of construction jobs on bridge projects. As this program ramps up, we will regularly report progress through the MassHighway ScoreCard.

Bridge Inspection Program

MassHighway inspects over 4,400 bridges at least every two years. These inspections help MassHighway to determine which bridges need the most attention and understand the overall condition of Massachusetts bridges.

Bridge Inspection Teams examine and analyze every element of the bridge, assigning each with a condition rating on a scale of 0 to 9 (with 9 being "excellent" and zero being "imminent failed"). For all bridges with footings in the water, underwater inspections are conducted using specially trained MassHighway dive teams.

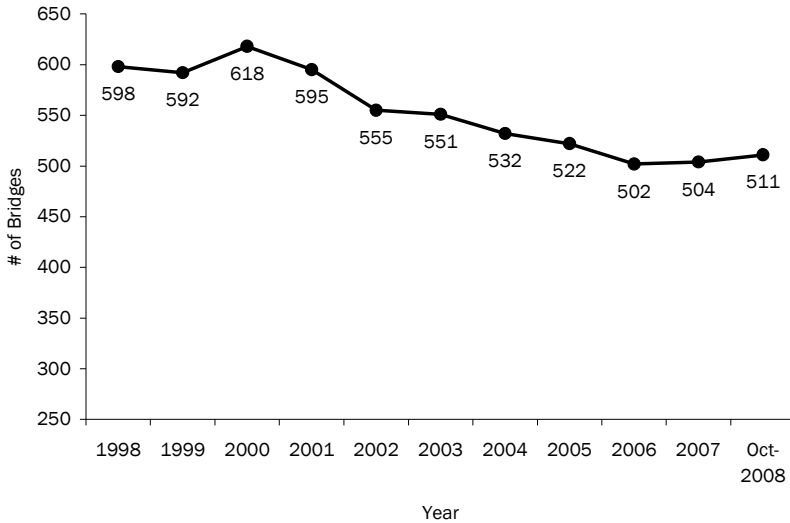
After the inspection is performed, all data, sketches, photos, and videos are entered into MassHighway's nationally used, state-of-the-art Bridge Inspection Management System Database. In 2007, MassHighway bridge inspectors conducted 2,817 bridge inspections.

BRIDGE CONDITION REPORT

Structurally Deficient Bridges Report

One of the most prominent measures of bridges is whether or not a bridge is structurally deficient. A structurally deficient (SD) bridge is one for which the deck (driving surface), the superstructure (supports immediately beneath the driving surface), or the substructure (foundation and supporting posts and piers) are rated in condition 4 or less on a scale of 1-10. Structural deficiency does not necessarily imply that a bridge is unsafe. It does, however, mean that a structure is deteriorated to the point of needing repairs immediately to prevent restrictions on the bridge.

Trend of Structurally Deficient Bridges 1998-Present



From 1998 to 2006, the number of structurally deficient bridges dropped from 598 to 502 as shown in chart A. These improvements reduced the percentage of SD bridges in the state from 14% to 11%. Since 2006, the number of structurally deficient bridges in Massachusetts has increased slightly to 511 from 504.

Number of SD Bridges Added vs. SD Removed – August 2007 to Present

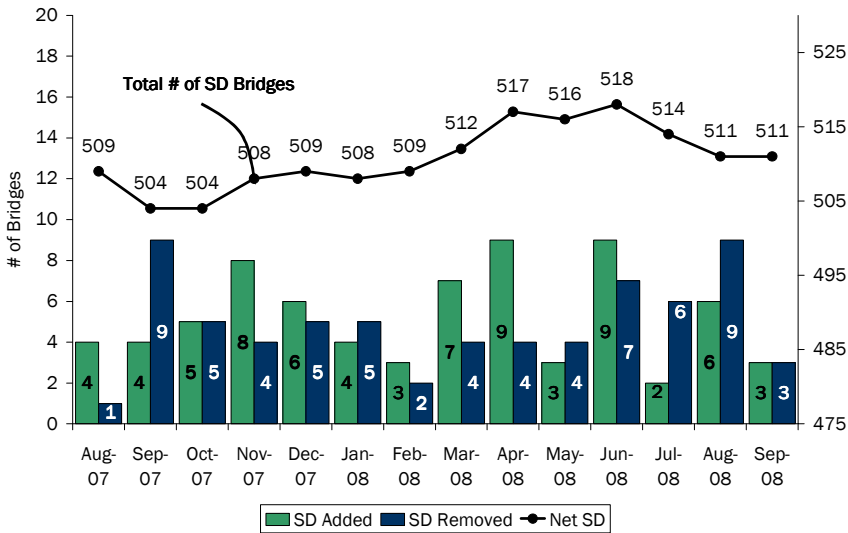


Chart B shows the number of bridges that became structurally deficient and the number of bridges that were removed from the list of structurally deficient in each month since August 2007. As this chart indicates, bridges are becoming structurally deficient at a faster rate than MassHighway is able to remove bridges from structurally deficient status. This trend is due in large part to unmet maintenance needs on many of Massachusetts' bridges, especially older bridges. Since 2007, MassHighway has expanded its bridge maintenance program to reverse this trend.

To reverse this trend, Massachusetts must work to simultaneously remove bridges from Structurally Deficient status, while also precluding others from falling into Structural Deficiency. For every bridge we are able to remove from the list of structurally deficient bridges, 1.1 bridges become structurally deficient.

To remove bridges from structurally deficient status, costly bridge rehabilitation and reconstruction projects may be required. It is more cost effective to prevent bridges from reaching structural deficiency. To do this, bridge preservation projects are required. Bridge preservation includes extensive bridge painting projects to protect steel elements from corrosion, abutment repairs to repair spalling (deteriorated concrete), as well as deck and deck joint replacements to prevent water from entering the superstructure.

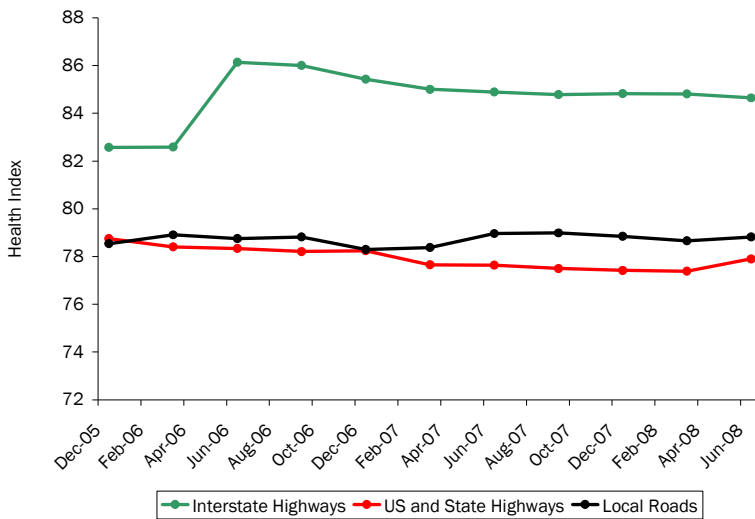
BRIDGE CONDITION REPORT

Bridge Health Index Report

MassHighway also measures bridge condition with Bridge Health Index. Bridge Health Index is the ratio of the current condition of each element to perfect condition expressed as a score from 0 to 100, with a value of zero indicating all of particular bridge's elements to be in the worst condition. A bridge health index of 85 would indicate that the condition of a system of bridges to be good. MassHighway's goal is to achieve a bridge health index of 85 or greater. Health Index is especially useful to characterize the physical condition of a bridge or set of bridges. Health Index provides MassHighway bridge engineers with a way of assessing the overall conditions of all bridges, or subsets of bridges, in Massachusetts.

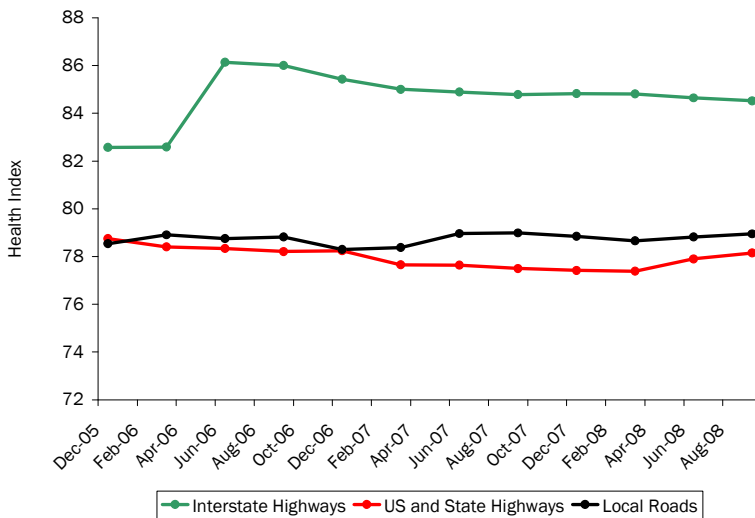
Massachusetts overall bridge health index is 81.64. MassHighway is working to reach an overall bridge health index of 85 in Massachusetts. A health index of 85 would indicate the system of bridges in Massachusetts to be in good condition.

Health Index By Bridge Owner



The above chart shows a comparison the health index of bridges owned by MassHighway, Municipalities, and on a whole. MassHighway owned bridges have a health index of 82.22 while municipality owned bridges have a health index of 76.48.

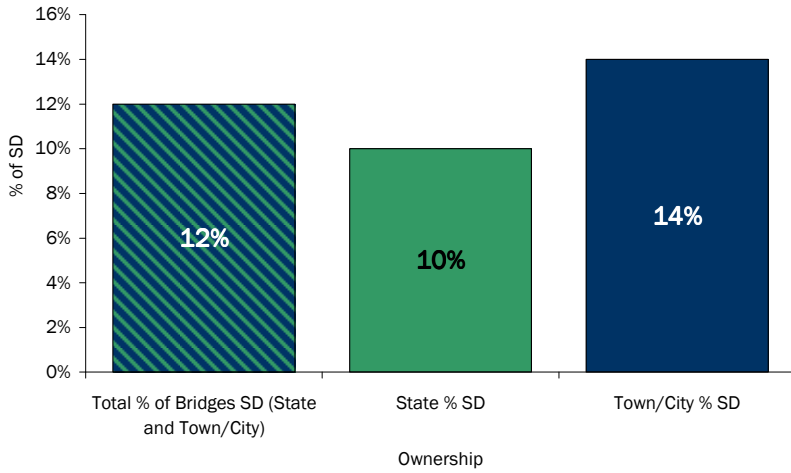
Health Index By Road Category



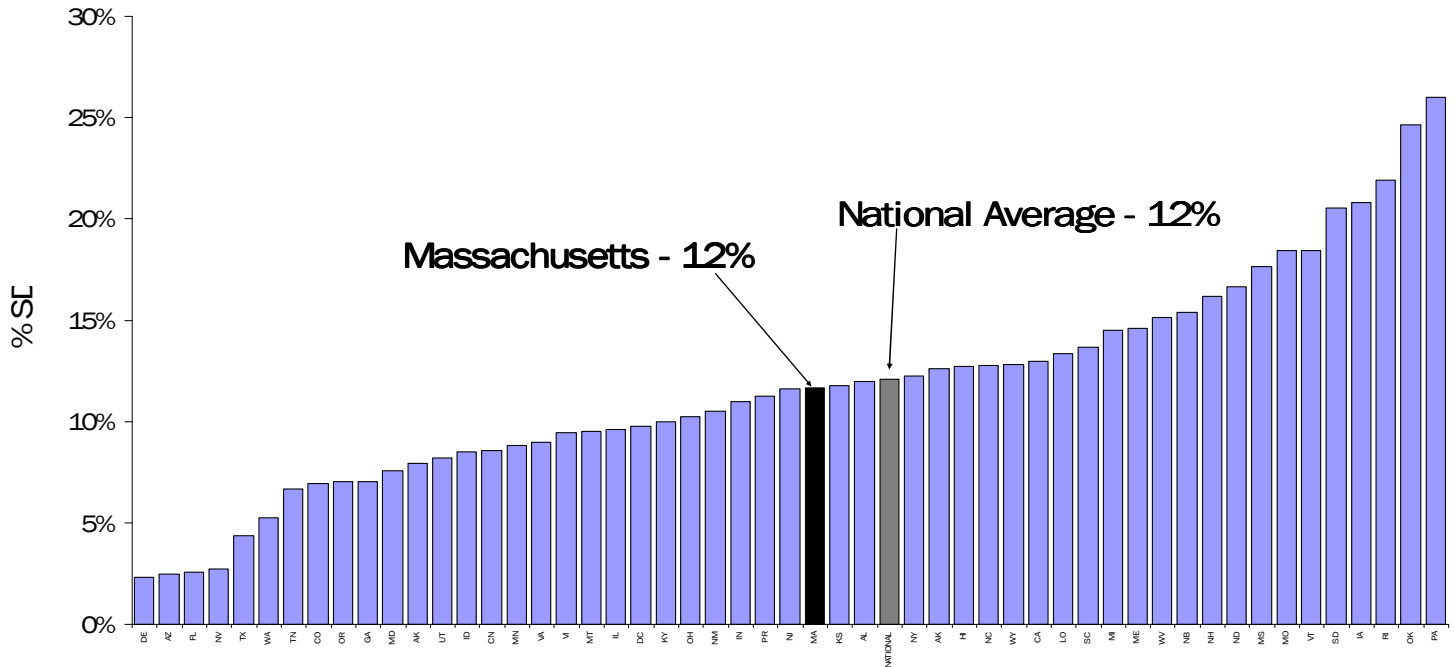
The above chart shows a comparison the Health Index of bridges on Interstates, US and State Highways, and local roads. The condition of bridges on the interstates is higher than the condition of US, State, and Local Roads. These better condition of bridges on the interstate system is attributed to the increased focus and funding assistance for Interstate Bridges.

BRIDGE CONDITION REPORT

Structurally Deficient Bridges By Ownership



Bridges owned by municipalities are inspected by MassHighway every two years. As the above chart shows, bridges owned by MassHighway have a lower percentage of structurally deficient bridges than bridges owned by municipalities. The difference in condition between MassHighway and municipality bridges is the result of the limited funding many cities and towns have for their bridges. MassHighway is working with cities and towns on strategies to improve the condition of municipality owned bridges.

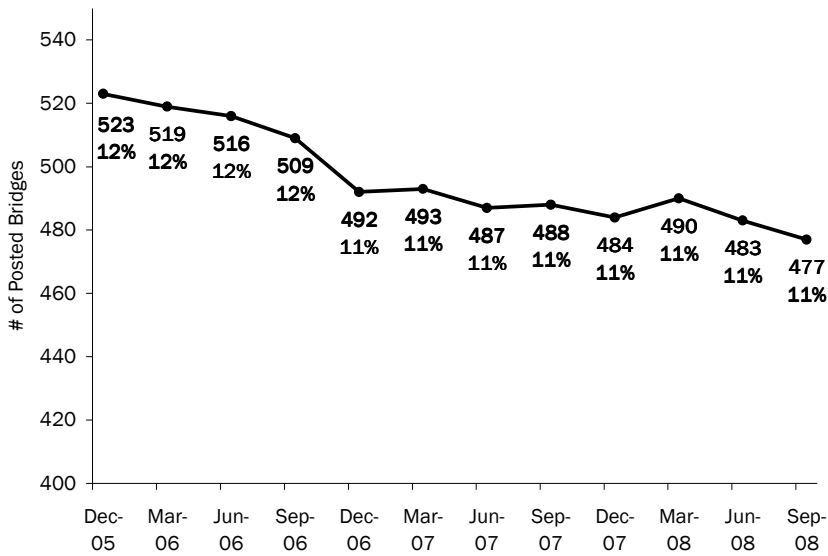


The above chart shows the percentage of SD bridges in Massachusetts relative to the rest of the nation. Massachusetts has 12% structurally deficient bridges, in line with the national average of 12%. Delaware has the lowest percentage of SD bridges with 2%. Pennsylvania has the highest percentage SD with 26%.

SOURCE: Federal Highway Administration

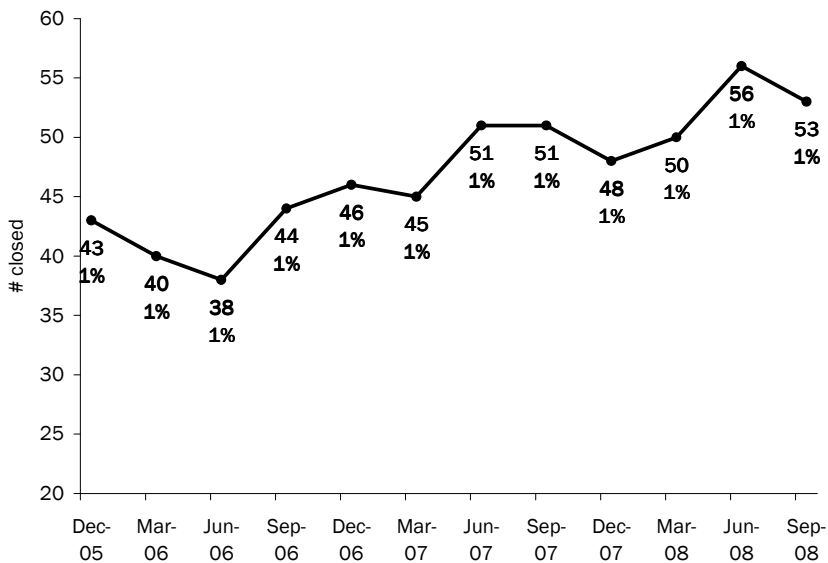
BRIDGE CONDITION REPORT

Massachusetts Posted Bridges



When an engineering evaluation determines that the carrying capacity of a bridge is less than the Massachusetts statutory load, that bridge is posted with a weight restriction. 483 of Massachusetts bridges are currently posted. MassHighway's bridge section has a program to address posted bridges which focuses first on numbered routes. Numbered routes receive the most traffic and hold the most significance to Massachusetts transportation network.

Massachusetts Closed Bridges



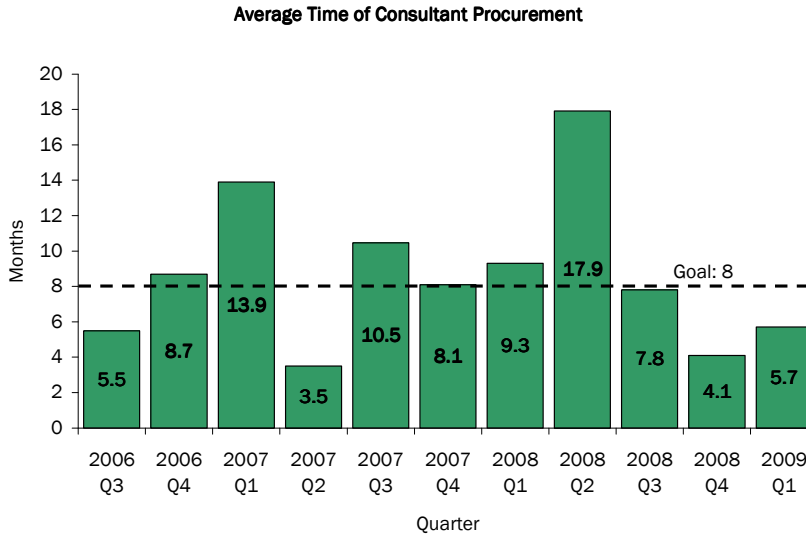
56 of Massachusetts bridges are currently closed. For a bridge to be closed, it must have deteriorated to such a deficient condition that it has been determined to be unsafe for traffic. For these bridges to be re-opened, rehabilitation or complete replacement is required.

SPOTLIGHT ON PROJECT DELIVERY

MassHighway is committed to streamlining project delivery. In April 2008, Governor Patrick, Transportation Secretary Cohen and Commissioner Paiewonsky, set forth a plan to reduce the average project of \$4-6 million timeline from ten years to less than six years.

Project Development and Design Streamlining - Consultant Procurement

One of the first steps in the project delivery process is the procurement of design services to prepare construction plans, specifications, and cost estimates. The adjacent chart shows the average duration of the consultant contract procurement process for design contracts, beginning with identification of the procurement need, selection of a consultant firm, and ending with a Notice to Proceed (NTP).



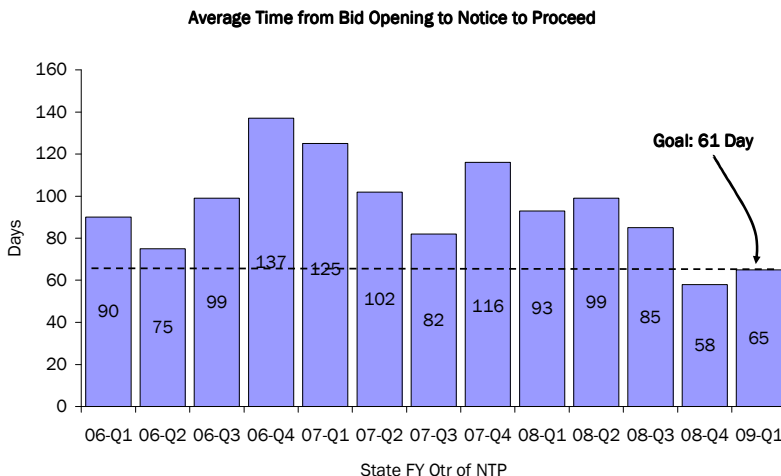
MassHighway is committed to reaching an average time of eight months, using a variety of strategies, including eliminating duplicative steps, re-training project managers, tracking schedules closely, and providing enhanced oversight and guidance to all those involved in the process. Each quarter, MassHighway will provide updated performance information on the number of contracts awarded and the time it took to procure each contract.

Project Development and Design Streamlining: Initiatives

MassHighway has determined that the most effective way to advance a project quickly through the design process, is to develop a well defined scope of work at the very beginning of the project. In 2006, MassHighway released the new Project Development and Design Guide. This document provides excellent guidance to project proponents on how best to determine the scope a project. The nationally recognized, award-winning, Design Guide also provides valuable information on developing appropriate public outreach strategies.

High quality design submittals are also important to maintaining project schedules. Poor quality design documents take longer to review and often require re-submittals. MassHighway now requires that the Principal in Charge of the engineering firm responsible for preparing the design sign a design-review checklist. This policy ensures that the leadership of the firms responsible for preparing design documents is aware of the importance of quality.

Construction Streamlining—Contract Bidding and Award



MassHighway uses several indicators to measure the amount of time it takes to contract for and construct a road or bridge project. As shown in the adjacent table, under past practice at MassHighway, it would take between 75 and 137 days, or an average of 108 days, from the time construction bids were opened to the time a contractor was issued a “Notice to Proceed,” or directive to begin work.

MassHighway is committed to reducing that time by 45%, to 61 days. To accomplish this goal, MassHighway will use a variety of strategies, including online bidding and a new streamlined contracting process.

MassHighway will report quarterly on the time it takes to issue a notice-to-proceed for construction contracts. In the last quarter, MassHighway’s average was 65 days.

SPOTLIGHT ON PROJECT DELIVERY

Contracts Receiving Notices to Proceed

A contractor receives a notice to proceed once MassHighway has approved a contract award. A notice to proceed signifies the point at which contractors can begin work on a project.

MassHighway has a goal of 120 days from project advertisement to noticed to proceed. In January 2008, MassHighway began a streamlining initiative to improve performance in advancing jobs to NTP within 120 days from advertisement. Steps include ensuring that bid packages are complete and accurate at the time of advertisement, adhering to published bid opening schedules and processing contract award packages quickly to avoid unnecessary delays. These initiatives have contributed to a significant improvement in the percentage of projects that receive an NTP within 120 days of advertisement, as seen in the summary table below. MassHighway is working to continue improving this percentage.

This chart shows a breakdown of MassHighway's performance in meeting this goal since FY2006.

Summary	Current 2-Year Period FFY08-09		Prior 2-Year Period FFY06-07	
	Project Count	% of Total	Project Count	% of Total
Projects given a Notice to Proceed within 120 days from Advertisement	66	60.0%	12	5.02%
Projects given a Notice to Proceed after 120 days from Advertisement	44	40.0%	227	94.98%

The following table shows all projects receiving notices to proceed in the last quarter.

Project Description	Location	Ad Date	NTP Date	Days from Ad to NTP	Award Amount
Installation of Advisory Traffic Signs, Changeable Message Signs (CMS) and Supports at Various Locations.	DISTRICT 4 and 5	2/23/08	7/9/08	137	\$1,050,736.50
Crack Sealing along Various Routes.	DISTRICT 1	3/22/08	7/10/08	110	\$163,930.00
Scheduled and Emergency Repairs to Bridge Substructure Elements at Various Locations. NORFOLK & SUFFOLK COUNTIES (2 Separate Contracts)	DISTRICT 4	3/22/08	7/14/08	114	\$2,442,238.00
Bridge Cleaning at Various Locations. ESSEX & MIDDLESEX COUNTIES (2 Separate Contracts)	DISTRICT 4	3/1/08	7/14/08	135	\$325,050.00
Bridge Cleaning at Various Locations. NORFOLK & SUFFOLK COUNTIES. (2 Separate Contracts)	DISTRICT 4	3/1/08	7/14/08	135	\$388,800.00
Tree Trimming and Sight Distance Clearing at Various Locations	DISTRICT 4	3/15/08	7/17/08	124	\$202,460.00
Repair and Installation of Drainage Structures at Various Locations. AREA A (4 Separate Contracts)	DISTRICT 5	3/8/08	7/17/08	131	\$602,275.00
Repair and Installation of Drainage Structures at Various Locations. AREA B (4 Separate Contracts)	DISTRICT 5	3/8/08	7/17/08	131	\$595,111.00
Repair and Installation of Drainage Structures at Various Locations. AREA D (4 Separate Contracts)	DISTRICT 5	3/8/08	7/17/08	131	\$566,275.00
Catch Basin Cleaning at Various Locations in AREA C & D	DISTRICT 5	3/22/08	7/17/08	117	\$229,250.00
Construction of a Chemical Storage Shed.	PALMER	4/5/08	7/21/08	107	\$239,000.00
Guard Rail Repairs at Various Locations.	DISTRICT 1	3/8/08	7/21/08	135	\$138,754.65

SPOTLIGHT ON PROJECT DELIVERY

Contracts Receiving Notices to Proceed (cont.)

Project Description	Location	Ad Date	NTP Date	Days from Ad to NTP	Award Amount
Catch Basin Cleaning at Various Locations.	DISTRICT 1	4/5/08	7/21/08	107	\$196,255.00
Guard Rail Repairs at Various Locations.	DISTRICT 2	3/15/08	7/21/08	128	\$276,508.20
Catch Basin Cleaning at Various Locations - AREA A. (2 Separate Contracts)	DISTRICT 5	3/15/08	7/21/08	128	\$268,160.00
Catch Basin Cleaning at Various Locations - AREA B. (2 Separate Contracts)	DISTRICT 5	3/15/08	7/21/08	128	\$268,160.00
Highway Reconstruction and Safety Improvements on Route 6 (Scenic Highway) and Edgell Road.	BOURNE	4/26/08	7/22/08	87	\$3,080,916.00
Tree Trimming and Sight Distance Clearing at Various Locations.	DISTRICT 3	3/22/08	7/22/08	122	\$782,292.50
Resurfacing and Related Work at Various Locations in Area B.	DISTRICT 5	4/5/08	7/22/08	108	\$1,174,600.00
Repair and Installation of Drainage Structures at Various Locations. AREA C (4 Separate Contracts)	DISTRICT 5	3/8/08	7/22/08	136	\$576,275.00
Scheduled and Emergency Repairs to Bridge Substructure Elements at Various Locations. ESSEX & MIDDLESEX COUNTIES (2 Separate Counties)	DISTRICT 4	3/22/08	7/29/08	129	\$2,364,250.00
Scheduled and Emergency Installation of Bridge Shielding at Various Locations.	DISTRICT 2	3/22/08	7/31/08	131	\$825,915.00
Emergency Repairs to Traffic Signals.	DISTRICT 2	4/26/08	7/31/08	96	\$45,225.00
Resurfacing and Related Work at Various Locations. (Contract 3)	DISTRICT 3	4/12/08	8/4/08	114	\$4,257,011.25
Asbestos Removal and Demolition of House at 157 South West Street.	AGAWAM	3/29/08	8/7/08	131	\$42,885.00
Facility Maintenance at Various Locations.	DISTRICT 1	3/29/08	8/13/08	137	\$77,518.00
Resurfacing and Related Work on a Section of Interstate 195.	WAREHAM	4/26/08	8/14/08	110	\$6,689,994.75
Traffic Sign Replacement and Safety Improvements on Route 2.	CONCORD-HARVARD	4/12/08	8/18/08	128	\$2,026,021.80
Reconstruction of Bridge (M-03-019) - Route 106 (Chauncy Street) under MBTA Railroad.	MANSFIELD	4/26/08	8/18/08	114	\$4,313,313.31
Operation, Maintenance and Repairs to Drawbridges at Various Locations (Northeast Area).	DISTRICT 4	4/19/08	8/18/08	121	\$2,039,744.00
Bridge Rehabilitation (N-14-18) Route 8 over B&M RR and Hoosic River	NORTH ADAMS	5/17/08	9/3/08	109	\$24,382,860.00
Resurfacing & Related Work on a Section of Route 2	HARVARD-LANCASTER	6/28/08	9/8/08	72	\$3,669,948.00
Scheduled and Emergency Traffic Management.	DISTRICT 5	4/26/08	9/8/08	135	\$264,425.00
Scheduled and Emergency Bridge Deck Repairs at Various Locations.	DISTRICT 5	4/12/08	9/9/08	150	\$1,650,750.00
Drainage Repairs at Various Locations.	DISTRICT 1	3/15/08	9/11/08	180	\$180,425.00
Fabrication and Installation of Reference Location Signs. (4 Separate Contracts)	DISTRICT 2	5/24/08	9/11/08	110	\$187,140.20
Fabrication and Installation of Reference Location Signs. (4 Separate Contracts)	DISTRICT 3	5/24/08	9/11/08	110	\$283,541.80

SPOTLIGHT ON PROJECT DELIVERY

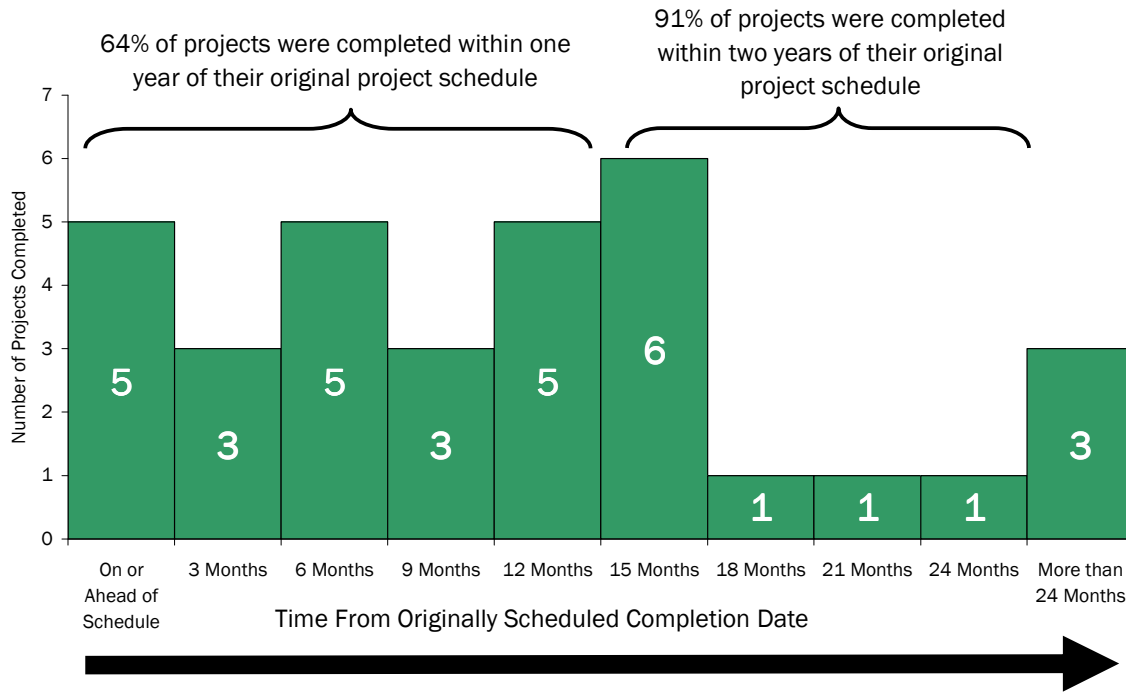
Contracts Receiving Notices to Proceed (cont.)

Project Description	Location	Ad Date	NTP Date	Days from Ad to NTP	Award Amount
Bridge Replacement (B-04-008) (Concrete) - Page Road over the Shawshen River.	BEDFORD	5/3/08	9/12/08	132	\$1,731,020.00
Bridge Replacement (W-18-011) (Concrete) - Scotland Street over the Town River.	WEST BRIDGE-WATER	5/3/08	9/12/08	132	\$1,333,612.00
Scheduled and Emergency Bridge Deck Repairs at Various Locations.	DISTRICT 2	5/24/08	9/12/08	111	\$1,161,275.00
Fabrication and Installation of Reference Location Signs. (4 Separate Contracts)	DISTRICT 5	5/24/08	9/12/08	111	\$471,112.00
Intersection Reconstruction and Related Work At Route 7 (South Street) and Route 20 (Housatonic Street)	PITTSFIELD	5/17/08	9/15/08	121	\$1,280,492.20
Drainage Improvements and Related Work at Various Locations.	DISTRICT 2	5/24/08	9/15/08	114	\$761,020.00
Highway Lighting Upgrades at Various Locations	DISTRICT 3	5/17/08	9/15/08	121	\$991,120.00
Roadway Reconstruction and Related Work on a Section of Route 123 (Foundry Street)	EASTON	5/10/08	9/18/08	131	\$3,405,879.00
2 Bridge Replacements Br. Nos. P-10-053 and P-10-060 (both Concrete) both on Hungerford Street both over the Southwest Branch of the Housatonic River	PITTSFIELD	5/10/08	9/18/08	131	\$2,451,967.00
Scheduled and Emergency Bridge Repairs at Various Locations.	DISTRICT 1	5/3/08	9/19/08	139	\$1,837,372.50
Tow Truck Services for HOV Lane I-93 (S. E. Expressway)	BOSTON-MILTON-QUINCY	5/3/08	9/29/08	149	\$429,480.00
Resurfacing and Related Work on a Section of Interstate 95	LYNNFIELD-PEABODY	5/17/08	9/29/08	135	\$7,866,907.00

SPOTLIGHT ON PROJECT DELIVERY

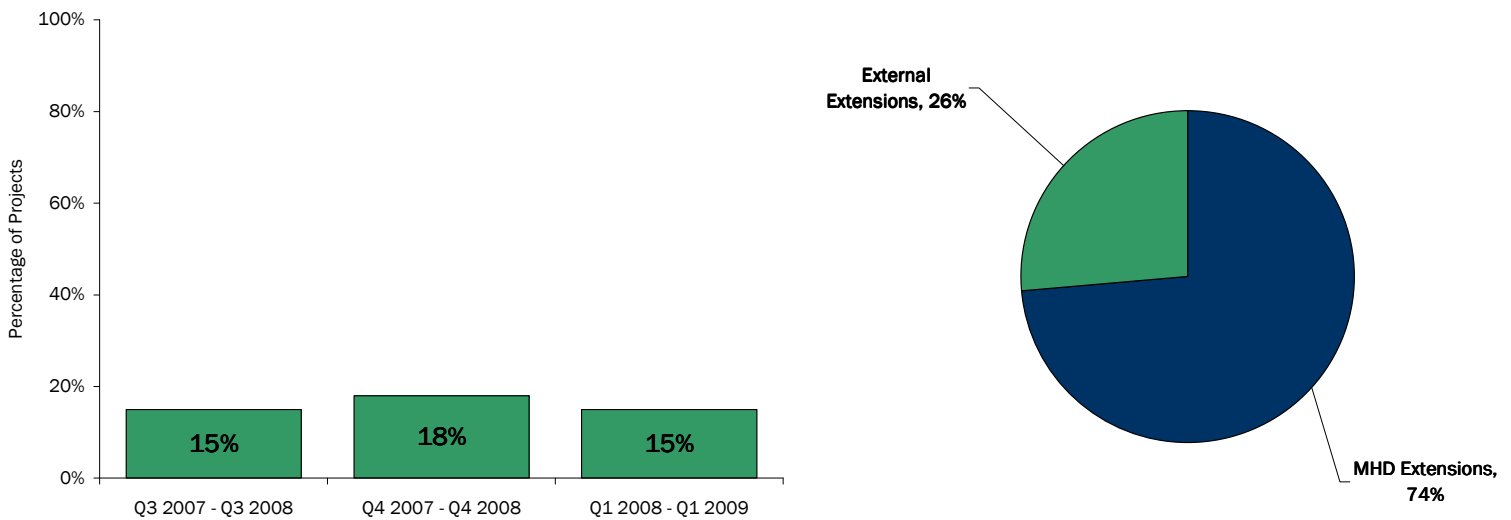
Construction Completion Report

These pages provide a report on MassHighway's adherence to time and budget schedules.



This chart provides an overview of actual project completion dates compared to scheduled completion dates. In the last 12 months, 33 projects were completed by MassHighway. 5 projects were completed on or ahead of schedule without time extension. Cumulatively, 21 projects (63%) were completed within one year of their original schedule. Cumulatively, 30 projects (91%) were completed within two years of their original schedule. As part of MassHighway's streamlining efforts, we are working hard to complete more projects within original schedules. On projects where delays occur, we will limit those delays so that projects are completed as close to original schedules as possible.

Performance Overview

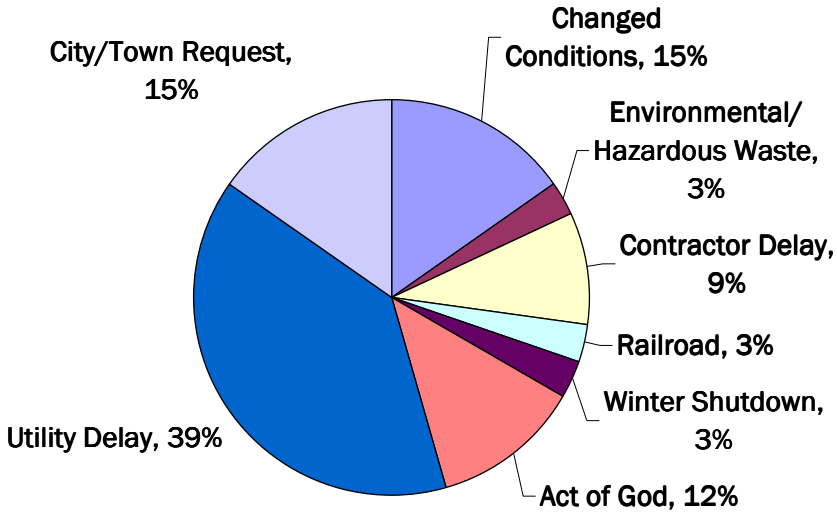


15% of MassHighway projects completed in the last year received no time extension, as slight decrease from 18% in the previous year. 26% of time extensions were for external factors, beyond MassHighway control. 74% of projects received extensions for reasons caused by MassHighway.

SPOTLIGHT ON PROJECT DELIVERY

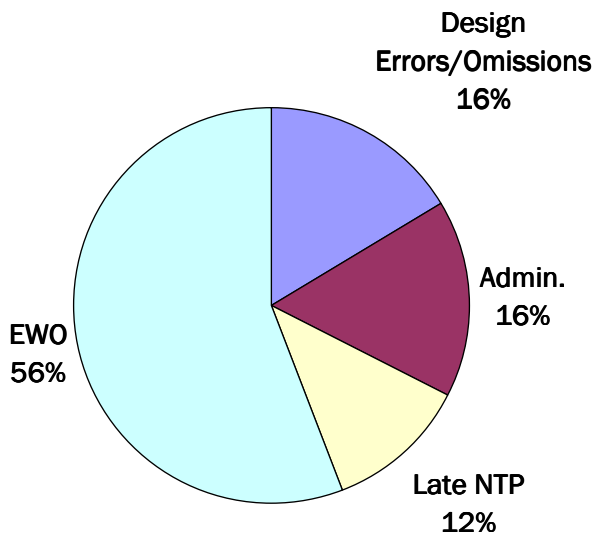
Construction Time Extension Report

Causes of External Extensions



This chart breaks out the causes and frequency of external delays to the construction process in the past 12 months. As shown, the most frequent cause of approved schedule extensions was associated with a utility company's need to relocate their poles, wires, and equipment. The second leading cause of external delays is for changed conditions (usually subsurface conditions). The third leading cause of external extensions is requests from municipalities for new elements to be included in projects. Other causes include winter shutdown.

Causes of MassHighway Extensions



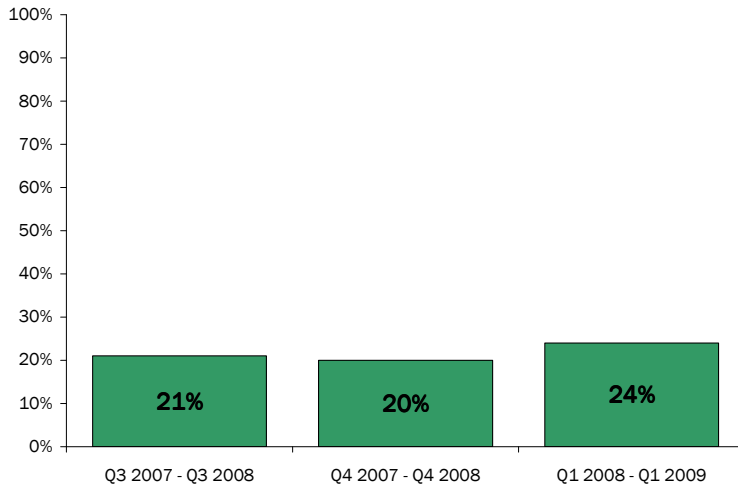
This chart breaks out the causes and frequency of MassHighway delays to construction projects completed in the past year. As shown, the primary reason for internal construction delays was the need for Extra Work Orders, additional work required to complete the original design which was not included in the contract.

Other causes include design errors and omissions, and administrative delays. As part of the construction streamlining effort, MassHighway will significantly reduce the number and extent of project delays regardless of cause. MassHighway will also focus on improving the quality of design, whether that design is overseen by MassHighway or a local government.

For an explanation of key terms please see page 19

SPOTLIGHT ON PROJECT DELIVERY

On-Budget Performance



This chart indicates MassHighway's current on-budget performance from the third quarter of 2007 to the present. In this case, we define on-budget as a project completed without the need for additional funds beyond the contract bid amount. There are many factors that result in the need to add funds to a construction contract, they range from simply adding work at the request of a municipality (such as additional tree plantings or additional signage), to resolving unforeseen site conditions in the field. Other budget increases are due to contractual adjustment clauses for increases in the price of asphalt, a primary material in MassHighway construction jobs.

MassHighway also builds many projects that are designed by municipalities. At times, design quality issues have resulted in the need for additional funds during the construction phase. Recognizing that many municipal governments have limited resources and lack day-to-day experience in managing roadway design, MassHighway will hold municipal design workshops throughout the state in 2008. These workshops complement a series of right-of-way training sessions for municipal employees sponsored by MassHighway earlier this year. Implementing quality initiatives and improved utility company coordination during the design phase will result in significant cost savings during the construction phase. These quality initiatives will reduce costs and eliminate additional delays.

Over the coming year, MassHighway will continue its aggressive efforts to improve the quality of our own designs and those overseen by our local partners. As more of the current multi-year construction projects are completed and new, higher-quality designed, projects are built, the on-budget measures will improve significantly.

SPOTLIGHT ON PROJECT DELIVERY

Projects Completed This Quarter

In the past quarter, 5 non-maintenance and 12 maintenance contracts have been completed. The following tables details the projects have been completed in the past quarter. Adherence to schedule and budget is noted.

Non-Maintenance Contracts

Location	Contract Description	Baseline Contract Amount	Total Contract Amount	Scheduled Completion	Physical Completion	On Time	On Budget
ERVING-MONTAGUE, BRIDGE ST/ MILLERS RIVER	Erving - Montague - Bridge Street Over the Millers River	\$4,118,268.00	\$4,118,268.00	11/13/2007	9/5/2008		
ANDOVER - HIGH PLAIN ROAD	Andover - High Plain Road over I-93	\$4,417,358.00	\$4,783,270.09	7/30/2007	8/11/2008		√
SWANSEA - ROUTE 6 OVER I-195	Bridge Rehabilitation Route 6 over Interstate 195.	\$5,714,235.10	\$5,937,268.71	5/6/2007	8/1/2008		
HANOVER - ROUTE 123	Hanover - Resurfacing and Related Work on Route 123 (Webster Street)	\$3,917,899.00	\$4,893,963.78	8/15/2007	7/7/2008		
TAUNTON - DISTRICT 5 OFFICE	Taunton - Laboratory Upgrades at the District 5 Office	\$238,600.00	\$242,381.90	6/13/2007	8/12/2008		

Maintenance Contracts

Location	Contract Description	Baseline Contract Amount	Total Contract Amount	Scheduled Completion	Physical Completion	On Time	On Budget
DISTRICT 1	Fabrication and Installation of Overhead and Ground Mounted Guide Signs - District 1	\$309,189.00	\$311,409.94	6/25/2007	7/1/2008		
DISTRICT 1	District 1 - Guardrail reconstruction along Various Highways	\$168,345.00	\$418,240.85	12/2/2006	7/7/2008		
DISTRICT 1, VARIOUS LOCATIONS	Drainage Structure Repairs at Various Locations	\$467,295.00	\$817,270.67	2/1/2008	7/2/2008		
DISTRICT 1	Catch basin cleaning at various locations in District 1.	\$239,175.00	\$444,925.00	8/15/2008	8/15/2008		
DISTRICT 1	Work consists of the 3/4" resurfacing of various sections of State Highway in District 1 and repair of low shoulders as required.	\$1,877,579.00	\$3,287,968.11	3/25/2008	7/1/2008		√
DISTRICT 1	Drainage repairs at various locations in District 2	\$122,325.00	\$122,325.00	3/10/2009	10/6/2008		√
DISTRICT 1	District # 1, Application of ReflectORIZED Pavement Markings on Various Routes.	\$162,332.25	\$162,332.25	4/15/2009	10/2/2008		√
DISTRICT 2	Drainage Improvements at Various Locations in District 2	\$626,417.00	\$817,262.67	10/17/2008	9/3/2008		√
DISTRICT 4 - VARIOUS LOCATIONS (SOUTHEAST AREA)	Operation, Maintenance and Repairs to Drawbridges in the Southeast area of District 4	\$1,723,106.00	\$2,668,106.00	7/11/2008	7/11/2008		√
DISTRICT 5 - VARIOUS STATE HIGHWAYS	District 5 Hazardous Tree Mitigation Along State Highways	\$870,101.00	\$2,600,326.00	12/22/2006	7/11/2008		
DISTRICT 5 - VARIOUS LOCATIONS	Work consists of repairs to asphalt and concrete pavements at Area A & B	\$819,973.13	\$2,643,499.21	2/9/2007	7/15/2008		
DISTRICT 5 - VARIOUS LOCATIONS	District 5 - Drainage Improvements at Various Locations in Area 5C	\$1,008,650.00	\$1,582,396.00	11/14/2007	7/11/2008		

SPOTLIGHT ON PROJECT DELIVERY

MassHighway Initiatives to Improve Project Delivery

- Major design quality improvement initiative to reduce the need for delays as a result of poor designs once a project is under construction.
- The use of Design-Build has been expanded to reduce project timelines.
- MassHighway has initiated the use of incentive/disincentive clauses in contracts to increase timely project completion.
- Night and weekend work has been expanded to complete jobs faster and limit disruptions to traffic.
- MassHighway is now employing constructability reviewers to identify potential design problems prior to the start of construction, reducing delays in project timelines.

Early Improvements

- **Since January 2008, 181 construction contracts have been issued and all are currently on schedule.**
- **Between October 2007 and October 2008 extra work orders, a major source of project delays, have been reduced by 26%.**

Construction Program Highlights

Relocation of Route 44 and five bridges – Carver/Kingston/Plympton

This \$52 million project will be completed by the end of November. It began in the Winter of 2000/01.

The third and final construction phase is the continuation of the Route 44 relocation westerly through Kingston, Plympton, and Carver, extending 0.6 miles west of the Route 58 & Route 44 Intersection and ending in Middleboro. This section includes two interchanges at Route 58 and Spring Street and an emergency westbound exit ramp at Route 80. A new five-span 300-foot bridge over the Winnetuxet River is included, one of five bridges over various roadways and water bodies.

A noise barrier panel will be constructed over Brook Street. Planting of the second half of Wetland Replication PR #8 began in October. Normal work hours are Monday through Friday, 7:00 a.m. to 3:30 p.m. with periodic lane closures and restrictions.

Resurfacing and Reconstruction of Route 128 (I-93/95)

Five projects totaling more than \$146 million are in varying stages of construction along the length of Route 128 from Gloucester to Randolph.

Construction on the Newton, Wellesley, Weston section got underway in the Spring and is scheduled for completion in Summer 2010. A section of a noise wall is scheduled to be added to this project.

Construction work began this summer on a five-mile section of the Route 128 Add-A-Lane that runs through Randolph, Milton, Canton, Westwood and Dedham. It is funded through the 2008 Transportation Improvement Program for the Boston Metropolitan Planning Organization and scheduled for completion in Summer 2011. A bridge contract of the 128 Add-A-Lane, involving five bridges in the Canton-Dedham section of the Route 128 roadway, began in 2004 and is scheduled for completion in May 2009.

Another bridge contract in Dedham and Westwood, part of the Add-a-Lane project, got underway in 2006 and is scheduled for completion in the Winter of 2009/10

A reconstruction project in the Gloucester, Essex, Manchester-by-the-sea and Wenham section broke ground this summer and will continue until Summer 2010.

SPOTLIGHT ON PROJECT DELIVERY

Route 1A over Parker River Bridge – Newbury



This \$14.8 project involves bridge replacement and reconstruction of roadway approaches, including drainage, sidewalk and guardrail improvements. The project was designed by ASEC Corporation and is being constructed by S&R Corporation of Lowell. The contract has a current completion date of September 2010, but changes in construction sequencing, to utilize a single stage of construction, moved the date up to November 2009. MassHighway then approved an extra work order to further accelerate the project and the scheduled completion date is now Spring 2009.

The bridge was closed to all traffic on September 27, 2007. A detour route was established using Route 133, Route 1 and Hanover Street. Signs were installed at various locations along the detour route notifying drivers of the businesses that remain open during construction. Traffic signals were installed at the intersection of Route 1 with Hanover Street/Middle Street to facilitate traffic movements along the detour route. These signals will remain in place after completion of the project.

The Contractor completed the placement of all 24 of the new bridge beams. The last 2 were placed on September 19. All of the utility conduits that will carry lines over the bridge have been installed. The contractor continues to work extended hours on weekdays and on Saturdays and the project remains ahead of schedule.

Hadley Overpass – North Adams

Governor Patrick committed this \$24.4 million project to a fast-track design which was completed in 14 months, an example of MassHighway's ability to adapt its streamlined timetable to the even the most important projects. State and local officials attended a groundbreaking ceremony on October 2. The Route 8 bridge, which spans the Hoosic River and B&M Railroad, carries 12,000 vehicles a day and had been classified "functionally obsolete."

The project involves the complete rehabilitation of the Hadley Overpass. The present structure is 940 feet long with 14 steel stringer spans and functions as the major southern entrance into the city. For over a decade, delays on this project forced stop-gap protective measures, such as safety netting around crumbling concrete abutments, and wooden shielding around bridge beams to prevent pieces of the severely deteriorated deck from falling through.

The completed project will be one of MassHighway's signature bridges. The bridge will remain open during staged construction.

The state's contractor on the project is J.H. Maxymillian Inc. of Pittsfield. The project will be funded through the 2008 Transportation Improvement Program for the Berkshire Metropolitan Planning Organization. It is scheduled for completion in Spring 2012.

Project features include:

- Superstructure replacement in the original footprint of the existing bridge.
- Construction noise, dust and debris protection/monitoring.
- Additional parking construction to assist businesses when construction interrupts current parking locations.
- A close working relationship between the contractor with local businesses to develop a plan for pedestrian access and deliveries.
- Ornamental highway lighting.
- Reconstruction of decorative concrete pylons to maintain existing character, with installation of special decorative fencing and rails.
- Two-way traffic will be maintained during construction except for very short disruptions.

SPOTLIGHT ON PROJECT DELIVERY

Construction Project Concern List

The following list makes note of projects with cost or schedule concerns.

Richmond – Sleepy Hollow Road bridge replacement - Contract #52128.

A notice to proceed was issued in November 2007. The existing bridge spans the CSX RR, but the contract was awarded without a formal agreement with the company.

CSX would not allow overhead work without this agreement, which was finalized in February. Physical work was suspended in June after the discovery during construction of extensive abutment deterioration. The Designer and the Boston Bridge Section worked together to determine the additional work that would be necessary to properly rehabilitate the existing abutments. The Design was finalized in September and an Extra Work Order and Overruns in the amount of \$120,000 was issued to the contractor. Currently, CSX is reviewing the design and the means and methods plan of the Contractor in the hope that work can restart in the next couple of weeks. The Contract completion date has been extended from 10/30/08 to 9/13/09.

Dudley – Bridge replacements – Contract #52511

The \$1.9 million project replaces two bridges – Perryville Road over French River Canal & Lower Perryville Road over the Canal.

Original project did not include environmental permitting – as Design assumed all work could be performed behind the existing abutments. But pile driving could not be performed due to obstructions, which now require excavation impacting the river. Environmental permits are now required and the project, which was to have been completed this Fall, has been delayed.

Hudson – Bridge replacement – Contract #44385

This \$4.1 million project replaces the Route 62 bridge over the Assabet River.

Verizon relocation work was more extensive than originally planned, adding approximately one year completion delay. Verizon is still relocating its underground utilities within the project limits. The project was to have been completed in Fall 2008.

Westfield – Great River Bridge - Contract #49909

This \$60 million project is now expected to be complete two years beyond the original end date. Critical path work has been delayed by CSX Transportation work that is not on schedule.

Framingham – Bridge rehabilitation – Contract #48023

This \$1.6 million project replaces the Main Street bridge over the Sudbury River. The bridge is closed during construction.

Design issues required new plans for structural steel and handrails. Some minor issues remain unresolved. Completion date was to have been Spring 2009.

Sterling – Bridge replacement – Muddy Pond Road over the Stillwater River – Contract #45642

This town-owned, structurally deficient bridge will be replaced with a new bridge that will be six feet wider with a sidewalk along one side. The new bridge will consist of a single span constructed upon the existing bridge abutments. The bridge will be closed for construction and traffic detoured. A new contractor was hired and the need for a dam safety permit has stalled the project. The \$1.2 million project was to have been completed last year.

Bernardston – Bridge replacement - Contract #49437

This \$4.8 million project is expected to be complete one year beyond the scheduled completion date of Fall 2008 (six months beyond pending extension of time request). The delay is primarily due to corrective action required for a drilled shaft and poor organization by the General Contractor. The work involves the Routes 5 & 10 (South Street) bridge over the B&M Railroad.

West Bridgewater - Manley Street – Contract #43978

The work under this \$5.2 million contract involves the reconstruction of Manley Street from West Center Street to the Brockton line - a distance of approximately 2.8 miles. The original completion date was February 1, 2008. Utility companies did not obtain the necessary easements from abutters for pole relocations and the contractor was granted a time extension to July 31, 2009.

Freetown - Bridge Rehabilitation Route 24 over Route 79 – Contract #45263

The work on this \$3.1 million contract involves complete replacement of the existing bridge deck, installation of new bridge median barriers, structural steel upgrades, and other incidental work. In order to maintain two lanes of traffic in each direction the project was designed to be completed in four phases. The project was to have been completed on October 16, 2008, but is delayed to incorporate redesigns and an Extra Work Order. The new completion date is July 5, 2009.

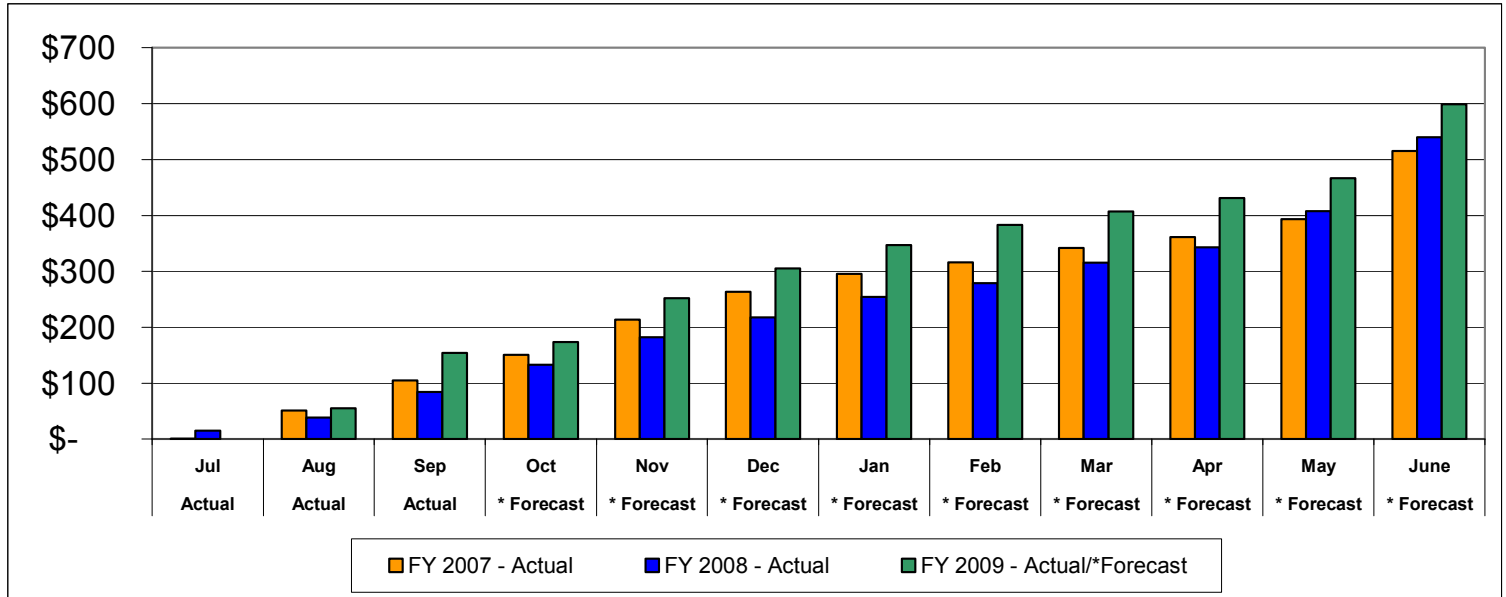
Grafton – Bridge replacement – Contract #38359

This \$2 million project replaces the Pleasant Street bridge over the Blackstone River. Contractor and Bond company default has MassHighway considering a re-bid as a design/build. The project was to have been completed last winter.

SPOTLIGHT ON PROJECT DELIVERY

Spending: Statewide Road and Bridge Program

Below is an overview of progress in meeting a spending goal for FY2009 of \$599 million on the Statewide Road and Bridge Program.



Through the end of September 2008, MassHighway has spend a total of \$154 million on the Statewide Road and Bridge Program. In FY 2008, Masshighway had its largest ever statewide road and bridge program totaling over \$545 million.