

## Roads Once Traveled...



Talk about getting your money's worth from a piece of equipment! This 1938 model grader is still used by the District 5 Allentown (506) Patrol Facility for grading material and ditching work. Patrol Foreman Charley Corliss says it was most recently used to spread 200 tons of gravel over five miles of Podunk Road at Bear Brook State Park. It was originally horse drawn, but the 505 crew uses a tractor to pull it.

*(photo credit - Shawn Chretien)*

NH DEPARTMENT OF TRANSPORTATION  
Public Information Office  
John O. Morton Building  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

Summer 2007

## Act III of "The 100 Year Flood" Once Again Highlights NHDOT Forces Third Major Flooding Event in 18 Months Has State Personnel Rising to the Occasion

"Didn't we just get done dealing with this?"

That question was no doubt repeated several times in April as NHDOT crews were once again called to action across much of the state to deal with the effects of a Nor'easter that caused widespread flooding in the southern part of the state. High winds downed trees and power lines in the north.

Ten months after the Mother's Day floods of 2006, and 18 months after the Monadnock Region got slammed in October 2005, the flood waters returned yet again in April 2007.

At the height of the flooding activity, 400 sections of state and local roads were washed out or closed by high water. Sections of two of the state's major east-west highways were shut down, with a landslide crossing NH Route 101 near the Milford-Wilton town line (page 4) and a major washout on US Route 4 in Nottingham. An estimated 75,000 utility customers were without power and the NH National Guard was deployed.

DOT crews were quickly on the job throughout the state, placing cones and barriers and monitoring the flood waters. As soon as the waters began to recede, the repairs began and bridge inspection teams fanned out to inspect scores of bridges for possible damage.



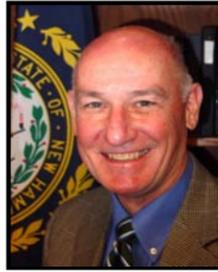
One of the more dramatic sections of damaged roads was on NH 102 in Raymond where the rushing waters of the Lamprey River opened up a huge hole in the roadway next to the bridge.



DOT crews worked feverishly to reopen a section of US Route 4 in Nottingham that had been closed by a major washout.



Within a few days nearly all of the closed state-maintained roads were reopened to traffic. Estimated damages to state roads and bridges topped \$7 million.



## Commissioner's Corner by Charles O'Leary

### What Happened to the State's 10-Year Transportation Plan?

As NHDOT Human Resources Administrator Fran Buczynski was recently planning her job recruiting visits, I suggested she take a copy of the current State Ten Year Transportation Improvement Plan with her. "Engineers like structure," I told her. "By providing new hires a copy of the 10-Year Plan, you will have given them the approved work plan for their entire professional career." That's right. Without adding a single project, and assuming (optimistically) the rapidly escalating costs of construction will slow down, it will take 35 years and \$4.5 billion to build all of the projects in New Hampshire's current 10-Year Plan!

How has this happened? Since the administration of Governor John Sununu in the mid-1980's, the 10-Year Plan has reflected the consensus of the State's cities and towns, regional planning agencies, the NHDOT, the Executive Council, the Governor, and the Legislature as to New Hampshire's transportation project priorities. Every two years these same groups review and revise the plan subject to available resources.

The 10-Year Plan has provided valuable structure and framework. Those pushing for transportation projects in their towns or regions recognized the need to get in line and that patience was part of the process. Now that patience is being tested like never before.

It has become increasingly apparent in recent years that the "10-Year Plan" is just that in name only. With the increasing costs of projects outdistancing available funding, we at the DOT began talking about it as a "15-Year Plan". Now even that prospect looks appealing.

Construction costs have jumped dramatically, 45 percent in just the past three years. Everything costs more, from asphalt, steel and concrete, to land and labor. Funding has remained relatively flat, with highway funds at the federal and state levels suffering from the effects of more fuel-efficient vehicles and gasoline taxes that have remained unchanged since the early 1990's. The same holds true for New Hampshire's Turnpike System, where the last toll increase was in 1989. The backlog has only gotten worse as more and more projects are added every two-years.

So what's the answer? How can we continue to maintain and improve New Hampshire's transportation system to meet the needs of our residents and visitors? First we need to take a more realistic look at what our needs are and how we can meet those needs. Expectations must be tempered until and unless we better balance our available funds with anticipated needs. We need to take a better look at each and every project to best determine its need and appropriate scale. That may very well mean fewer grand projects and a much greater emphasis on maintaining and preserving our existing transportation system.

This much is clear. The 10-Year Transportation Plan is no longer working in the way it was designed. Tough decisions need to be made to ensure that New Hampshire's roads and bridges continue to meet the needs of our citizens and visitors in the years and even decades that lie ahead.

A 35-year transportation plan just won't cut it in New Hampshire, especially if we want to continue to maintain the economic vitality and quality of life that make this state so special.



### Summer 2007

Governor.....John H. Lynch  
Commissioner.....Charles O'Leary  
On the Move Editor.....Bill Boynton

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## Belmont High Team Wins National Drawbridge Design Competition Teacher Credits NHDOT Engineers for Creating Interest in Civil Engineering

by Randy Wormald  
Belmont High Math Teacher

The 2007 AASHTO/TRAC Design/Build competition was held in Phoenix, Arizona.

This year's competition challenged students to design and build a working drawbridge out of balsa wood that would be put to a load test. Ninety teams from around the country submitted designs for the competition.

Three teams were chosen as national finalists including a team from Belmont High School, "The Belmont Builders", whose members include: Kaiti Tuthill, Benton Beltramo and Nick Reindeau. The Belmont Builders completed a 40-page portfolio showing their two-leaf bascule arch bridge design. After being chosen as finalists, they went to Arizona to present to chief engineers from around the country.

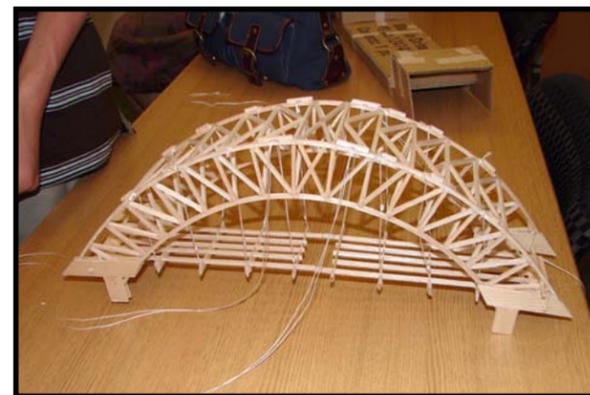
The Belmont Builders won the national championship! For their victory each team member received a \$500 savings bond. Kaiti Tuthill has made the national finals for the past three years and has racked up \$1,200 in prize money over that time period.

The team members cited the state bridge building competition hosted by NHDOT as a fantastic way for them to test out design ideas and construction techniques. They also mentioned their practice presentation at the NHDOT as being an integral part of their improvement as the competition grew near.

Belmont High School has had a team make it to the national finals for the fifth year in a row with three national championships! This is due in large part to Michelle Marshall (Highway Design Bureau) and many others at NHDOT who have helped introduce the students to a variety of experiences in transportation and civil engineering.



**National Champs! Belmont High teacher Randy Wormald and his winning team pose with a "check" for \$1,500 for taking top honors in a national bridge design competition. Belmont has made it to the national finals five years in a row!**



**Coming soon to a river crossing near you! Here's the national award winning design of a working two-leaf bascule arch drawbridge produced by students from Belmont High School in New Hampshire. Engineers from the NHDOT have been involved in the AASHTO/TRAC Program for several years as part of an effort to encourage student interest in transportation and civil engineering.**

## More Letters

### CROTCHED MOUNTAIN

April 5, 2007

I am writing to express the appreciation of the Crotched Mountain Rehabilitation Center for the assistance provided by Josh Hicks and Stacy Mitchell (*Highway Design Bureau - Survey Section*) in assuring the safety and comfort of our students during a recent incident.

While traveling on Rt. 101 in Peterborough, a van with our students and staff experienced a student-related problem necessitating the immediate pulling over to the side and evacuation of the other students. Your employees came to our assistance and assured everyone's safety through the use of the DOT lighted vehicle as a traffic control measure. Furthermore, they generously assisted the students in allowing them to stay in the DOT vehicle while the incident was resolved, in that it was a cold day.

Their thoughtfulness was greatly appreciated by all, and I want to personally express my gratitude.

Donald Shumway  
President and CEO

May 19, 2007

*Recently I had the misfortune of a tire blow-out and a recalcitrant spare tire in the trunk of my car. By chance, a member of your staff happened to be nearby. His name is Steve Quirion, a highway engineer. Through his help I was able to continue on my way from Concord to home. It is people like Mr. Quirion who are a credit to the civil service of your State. They keep the highways well-designed, safe and (in your state) beautiful. This man did not have to lift a finger to help us, but he gave his time and energy, none the less.*

Robert Kent Donovan  
Newburyport, Mass.

**Editor's note: Steve Quirion (Construction Bureau) is a Contract Administrator working on the NH Route 1A resurfacing project in Hampton.**

### RYE POLICE DEPARTMENT

April 20, 2007

The Rye Police Department would like to thank your road crew from the (District 6) North Hampton shed for all their help and cooperation. They did an excellent job working with our emergency services. Their prompt response and diligence helped cut down on the property damage that might have occurred during the recent nor'easter.

Please forward this letter to all the crew members who assisted us during the very high tides we experienced along the coast. We never would have been able to contain the damage without them.

Kevin Walsh  
Chief of Police



May 9, 2007

I would like to extend our gratitude to the NHDOT Bureau of Turnpikes for assisting the DES Technical Services Bureau with site work at one of our air monitoring stations located at 57 Gilson Road in Nashua. On April 26, your Nashua Turnpikes Maintenance Crew, on short notice, provided invaluable and timely assistance. Equipment was made available almost immediately and with their help we were able to finish that very day. In particular, Jim MacNichol, Marc Bolduc, and Chuck Picardi went above and beyond to help clean up the debris and dispose of it properly. This kind of cooperation among state agencies is an outstanding example of people working together in service to New Hampshire.

Thomas S. Burack  
Commissioner  
Department of Environmental Services

## Milestones



Jim Marshall completed a distinguished 38 year NHDOT career on June 29. The outgoing Director of Administration spent much of his service in the Bureaus of Bridge Design and Materials and Research. Jim will no doubt be spending some of his retirement time on golf, fishing, and his grandchildren, not necessarily in that order!



Ken Hazeltine retired on May 31 after 34 years of state service. Ken's NHDOT career included stops in Survey, Special Services, Planning (15 years) and Rail & Transit the past 13 years as the Public Transportation Administrator. Ken's "retirement" plans include home improvements, golf, kayaking and going to work for a private bus operator.

Jeff Allbright retired on June 28 after 37 years with the NHDOT, all of which were spent in the Construction Bureau. Jeff was a District Construction Engineer for 21 of those years. The Meriden resident told friends at a reception in his honor that he was "proud to be a member of the DOT". His retirement plans include travel, golf and skiing.



**The Traffic Bureau in May lost more than 150 years of experience due to retirements and job opportunities.**

- Bill Taylor, Traffic Signal Technician (31 years)
- Charlie Provencal, Pavement Marking Supervisor (37 years)
- Mike Dunlap, Pavement Marking Foreman - (34 years)
- Dave Preve, Engineering Technician 5 (37 years)
- David Kirby, Traffic Signal Technician 3 (15 years)



Wendall "Bud" Durling is like the Energizer Bunny - he just keeps going...and going...and going... Co-workers at the Traffic Bureau joined the communications technician in celebrating his 74th birthday on May 28. Reverse those numbers and you have Bud's total years of State service - 47!



Harvey Goodwin was recognized for 35 years of State Service at the June major staff meeting. The Turnpikes Bureau Administrator previously headed up the Bureau of Bridge Maintenance.

## NH Route 101 Landslide Poses Traffic, Engineering and Repair Challenges



It was bad enough when a slope failure on NH Route 101 during the April rains and flooding dumped trees and earth onto the highway in Milford near the Wilton town line, shutting down a major east-west corridor.

But cleaning up the mess in the road turned out to be the easy part. Concerns about ongoing instability in the steep slope above the road extended the closing from days to weeks.

With public safety the top priority, traffic was detoured through downtown Wilton while several NHDOT Bureaus/Districts (Bridge Maintenance, Materials & Research, Districts 5, 4 and 1, Traffic, Highway Design (Survey) and Turnpikes) worked together to plan and conduct the repair project.

This account is from Dick Lane, NHDOT Geologist (Materials & Research):

“The steep wooded slope along the south side of NH Route 101 consists of a silty glacial till that had become super-saturated by heavy precipitation and subsurface seeps. The slope was estimated to be approximately 80 to 100 feet in height. The slope shows signs of long-term creep and past landslides. There are both old and recent scars from landslides that have occurred along a section of the slope that extends for approximately 500 feet in length.



The underlying saturated soil turned to a liquid like material, causing it and the overlying mat of vegetation\trees to flow as a mudslide. This type of mass movement slope instability is known as a rotational slump earthflow. Frequently water is present along the movement plane and acts as a lubricant.

Based on an initial field evaluation conducted on April 16th (day of the slide), it was determined that the soil slope was too saturated, unstable and dangerous to proceed with cleanup operations. No further action was taken until the rain stopped and the slope had an opportunity to drain. As soon as it was safe, a tree contractor was mobilized to the site to remove trees from the roadway and to cut selected trees remaining on the slope. This helped accelerate the drying process, eliminate potential hazards and further stabilize the slope. Tree stumps were left in place to provide support. As soon as the slope had stabilized, a slide catchment barrier was constructed at the toe as an interim measure. The interim solution consisted of driving H-piles along the ditch line with 3 rows of guard rail bolted to the slope-side flange of the H-piles. Concrete Jersey barrier was placed between the H-pile wall and roadway to provide additional protection.”

After receiving the final design for the interim repairs from Tom Cleary (Materials & Research), Bridge Maintenance crews went to work with the assistance of a 100-ton crane from a private contractor.

According to Doug Gosling, NHDOT Bridge Maintenance Bureau Assistant Administrator, “We had to work behind Jersey barriers for safety during the driving operation as well as posting a spotter due to the rain. We ran into a very dense stony till for half the piles so we had to get Beck & Bellucci’s diesel hammer to install the remaining piles.”

Highway Maintenance Engineer Caleb Dobbins credits both cooperation within the NHDOT and from state vendors for the “safe full capacity solution” and opening ahead of schedule.

## Vacated Mechanical Services Complex Used as Red Cross Flood Response Center

It had been pretty quiet for several months at the old Stickney Avenue complex in Concord since the Mechanical Services and Materials & Research Bureaus had left for newer homes elsewhere.

But the the building sprang to life in April when Red Cross Disaster Relief volunteers from across the country took up residence for a few weeks. The facility was offered rent-free by the NHDOT and soon became a beehive of activity with people working phones and computers, and conducting interviews with those New Hampshire residents who had experienced spring flood damage.



In a follow-up letter to Commissioner O’Leary, Meghan O’Hara, Red Cross Manager of In-Kind Donations, wrote, “Thank you for your generous donation to the American Red Cross of use of your facility. Your donation to the Nor’easter Flood Relief Operation was a magnificent expression of compassion and concern for the local residents of New Hampshire who were affected by the disaster. We appreciate your willingness to put your caring and concern into action through the American Red Cross. Please be assured the support you have given to the American Red Cross during this relief operation has made a significant difference to the lives of the people we serve.”

### Red Cross Response Statistics (through April)

- Chapter Hotline Calls: 350
- Clean-up Kits (bleach, mops, cleaning products) distributed: 782
- Comfort Kits (personal care items) distributed: 131
- Meals Served: 15,197

## It’s Wait Until Next Year for the First Montreal to Boston Bicycle Race



There is still a lot of enthusiasm for a Montreal to Boston bicycle race that will feature some of the world’s top cyclists - just not this year.

Citing the challenges of producing a project which includes two countries, two languages, three states, one province and over 100 cities and towns, organizers of the Montreal-Boston Tour announced on May 10 that the event scheduled for August 5-12, 2007 is postponed until 2008.

According to a NH Department of Cultural Resources news release, “By postponing the race, the organizers will have more time to create an international event that is well thought out, attracts the world’s elite riders and can be replicated annually.”

Cultural Resources Commissioner Van McLeod praised the work done so far by organizers, which included input from the NHDOT’s Mike Pillsbury, Tom Jameson and Jerry Moore (Rail & Transit Bureau).

“Countless organizations and individuals have done an outstanding job of getting us to this point,” McLeod said, “...as well as many different departments in state government, including Safety, Transportation and Travel and Tourism, working together to showcase New Hampshire on a national and international level. It’s because of the efforts of these people that we will have a great jump on 2008.”

# On the Move



## NHDOT People



Richard Patten, Jr. is congratulated for 20 years of state service by District 4 Engineer Doug Graham. Richard is the Patrol Foreman in the Hancock 408 Patrol Section.



Bill Taylor of the Traffic Bureau's signal section retired after 31 years of DOT service on April 26.



District 6 Construction Foreman David Succo worked on repairing the US Route 4 washout in Nottingham on April 17. The important east-west road linking Concord and the seacoast was reopened to traffic that day.



NHDOT administrators Craig Green (Highway Design) and Bill Lambert (Traffic) were speakers at a NH Highway Safety Conference in Bedford on April 23. In a segment entitled "What's Wrong with the Road?," Craig spoke on efforts to identify and address safety design problems on highways across the state, while Bill briefed participants on speed limits, intersections and pedestrian safety.



One month after the calendar said it was spring, winter maintenance operations continued in the northern notches of New Hampshire. This photo taken on April 20 shows there was still plenty of snow in Pinkham Notch. Richard Smith, a Highway Maintainer with the Pinkham Notch 113 crew, gives some perspective on the height of the snow banks. Photo credit - Clayton Smith (Pinkham 113 section)

# On the Move

## Move Over Traffic Circles and Signals - Here Come the Roundabouts! First State-Built Roundabouts Are Opened in Meredith and Plymouth

Haven't we gone this route before? Well, kind of, but not really.

Roundabouts are **NOT** traffic circles, according to Bill Oldenburg, NHDOT's Chief of Preliminary Design. He strongly believes they are much better!

The building of traffic circles was abandoned across the country in the 1960's and 1970's because they were designed to handle low traffic volumes.

Roundabouts, on the other hand, continue to grow in popularity in the United States and are very common in Europe, numbering in the thousands.

The first two state-built roundabouts opened in early June in Meredith (US 3/NH 106) and Plymouth (US 3/NH 175A). Others are under construction in Keene (NH 101) and Rye (NH 1A).

### The advantages of a roundabout:

- (1) Slower speeds (minor accidents)
- (2) Saves lives (76% fewer injuries)
- (3) Improves the traffic capacity 30-50%
- (4) Reduced pollution and fuel use
- (5) Saves money (signals, lights, electricity)
- (6) Allows for U-Turns
- (7) Better level of service longer

The most counterintuitive aspect of a roundabout is that the slower speed dictates more traffic flow. The reason, according to Bill Oldenburg, is that vehicles are always moving and don't need the space for merging that higher speed traffic circles require.

From a safety perspective, a roundabout has only eight "conflict points" where vehicles or pedestrians can collide. A four-way intersection has 32.



This aerial photo of a roundabout construction project in Kingston, NY dramatically shows the difference in size compared to the traffic circle it is replacing. The result will be improved traffic flow at slower and safer speeds.

Roundabouts are much smaller than circles (above photo) and don't need the many lanes of a conventional signalized intersection to store traffic that is waiting in line.

NHDOT Municipal Highways Engineer Nancy Mayville emphasizes that the state is working closely with communities and responding to their interests when considering whether to build a roundabout.

"We offer the towns choices - which one would they want to live with," Nancy says.

Drivers approaching a roundabout need to keep four actions in mind: yield to pedestrians; yield to traffic; choose a gap; and enter the roundabout.



The first state-built roundabout in New Hampshire opened on June 7 at the intersection of US Route 3 and NH 106 in Meredith. The left aerial photo is before the project began. The right photo is the computer enhanced roundabout.

## District 4 Team Takes Top Honors at 30th Annual NHDOT Safety Plow Rally



District 4's Chris Hall and Matt Clark took home the biggest trophies at the 30th annual NHDOT Safety Plow Rally.

Two self-confessed "rookies" working out of District 4's Marlborough 412 patrol section are the overall winners of the 2007 NHDOT Safety Plow Rally. Driver Matt Clark and Assistant Chris Hall took top honors by scoring the highest on a series of competitive events, including a first place finish in the "plow mount" competition.

Second place overall went to Greg Dow and Doug Almon from District 6 (PS 609 Newfields), and District 2's Robert Currier and John Green (PS 210 Andover) finished third.

The 30th annual event hosted by District 5 was held in damp and cool weather conditions on May 18 at Pawtuckaway State Park in Raymond.

Plow Rally Chair Gary Clifford (District 5) shared the following thoughts on this year's event:

"Commissioner O'Leary thanked all winter maintenance operations personnel for their outstanding efforts and indicated he was glad to be back just in time for the NHDOT's third 100-year storm and flooding in the past year and a half. Commissioner O'Leary also thanked all the crews for their response to the flood events.

A special presentation of a belt buckle mounted to plaque made of an oak outline of a dump truck was made to Barbara McDonald, sister of Mechanical Services Welding mechanic and Plow Rally Committee Member Stephen Jones in his memory.

Thanks to ALL who participated - Contestants, Guests, Family Members, Safety Committees, and District 5 and 6 Staff (especially Ken Giberson and the PS 513 Chester crew, Rollin Rumford and the PS 610 Rye crew), Tammy Towle for the invitations, and Boone Rondeau of District 2 for the great lunch."



"Thanks also goes out to Jeff Boucher, Pawtuckaway State Park Manager for the use of their facility, Mike Bourque and Leo Perreault, Acadia Insurance and Cathy Sullivan from the Rowley Agency who supplied coffee, donuts and water bottles and miscellaneous souvenirs for the contestants, Fran Buczynski, Jen Mangieri (Human Resources) and the Safety Office who paid for lunch and the T-shirts with the logo imprints, and numerous others too many to mention who have made this yet another safe, enjoyable, and successful Plow Rally."

(more plow rally photos on page 12)



Once again necessity became the mother of invention with several quality innovations vying for recognition. A District 5 team took first place with a "traffic control platform."

## Eight Automated External Defibrillators Purchased for NHDOT Facilities

*Life Saving Devices Can Potentially Be Used by Anyone in an Emergency*

It's a small portable device that costs about \$700 and is very easy to use.

Quite simply, an automated external defibrillator (AED) can save lives.

More than 200,000 Americans die of sudden cardiac arrest every year. As many as 50,000 of these deaths could be prevented if an AED had been available for immediate use. That kind of potential health benefit is what prompted the NHDOT Unit Safety Committee to approve the purchase of eight



of the portable defibrillators that have been mounted in the Morton Building Lobby (above left photo), the Bureau of Materials and Research, the Traffic Bureau and Mechanical Services, as well as four Turnpike Bureau Welcome Centers.

Sudden cardiac arrest is often caused by an "electrical problem" that produces a deadly abnormal rhythm know as ventricular fibrillation. The heart does not have a normal beat. The victim requires treatment within minutes and the single most effective treatment is defibrillation, a shock provided to the heart with the AED electronic device. The four steps in the "cardiac chain of survival" are (1) call 9-1-1, (2) CPR, (3) Early difibrillation, and (4) Early advanced cardiac life support, as needed." While best used by trained responders, the AED's is easy to use and when turned on gives voice prompted easy-to-follow, step-by-step procedures for its use.

"This is a great step forward for the Department of Transportation," says Steve Mandeville (Materials and Research), who serviced on a subcommittee that recommended the AED purchase. "We are much better able to help take care of our customers and employees if they should have a heart problem. It is hoped that this program can be expanded to other parts of the NHDOT in the coming years."

## New Connector Road Provides a Welcome Link for US 3 and NH 3A in Hooksett

It was built without impacting traffic and opened without fanfare on April 23.

But it did not take long for College Park Road in Hooksett to attract motorists.

The 2,000 foot long connector road extends from a signalized intersection on US Route 3 near the Cigna Building to Main Street in Hooksett, providing a convenient link from US Route 3/NH 28 to NH Route 3A on the other side of the Merrimack River.

The cost of the \$2 million project was divided between the State of New Hampshire and the Town of Hooksett. Construction began in the spring of 2006.

Merrill Construction of Pembroke, NH was the contractor for the project.



This view from the new College Park Road in Hooksett is looking towards the intersection with Main Street.



## LETTERS

### Alexandria Police Department

March 22, 2007

Dear Commissioner O'Leary,

I am the administrative assistant for the Alexandria Police Department. Since we began using DOT facilities to fuel our cruisers, I have had a few dealings with various members of the DOT staff. Together we've had to solve gas card problems, get new cards, sort out this or arrange that; all more or less expected.

What wasn't expected was how very cooperative the members of your department are. They have been unfailingly helpful, and reliable. If one of your people says they will call back, she will. And best of all, from my point of view, is that they very pleasantly tell me plainly and simply what they need, (and) what I need to do at my end to make things work. You have a great team. Please pass my compliments back to all of the great ladies working for you, and for the citizens of New Hampshire.

C.B. White  
Administrative Assistant  
Alexandria Police Department

April 16, 2007

During February and March I happened to stop at the Sanbornton Rest Area on I-93 south a number of times for general information. I met your Marie Mahoney. She made my traveling much easier and enjoyable with the wealth of information she offered about the route options, places of interest, coffee shops, etc.

On each occasion, I observed her cheerfully serving other travelers with their questions and needs, calmly responded to complaints about closed toilets and vending machines that did not work. On every occasion this was done in a gracious and courteous manner.

I hope you recognize the asset this woman is to your agency. I usually do not write letters but I was so impressed with the customer service skills of this woman and the cleanliness of the rest rooms that she maintained that I felt compelled to do so.

Charles Harrington  
Meredith, NH

### Havenwood-Heritage Heights

April 14, 2007

Recently, the residents of Havenwood-Heritage Heights Retirement Community had the pleasure of hearing a PowerPoint presentation on wildflowers by Guy Giunta and his associate Barbara Rollins (*Highway Design Bureau - Roadside Section*). They were absolutely terrific in their delivery and kept us all in awe! I commend you and your department for having the foresight to employ such professional people.

Please be aware that our 500+ people who reside here at both campuses truly appreciated their in-depth knowledge on wildflowers and the wit and candor in which the program was presented.

Larry Pelland  
Havenwood-Heritage Heights Program Committee  
Concord, NH

## 2007 NHDOT Safety Plow Rally Results

### OVERALL WINNING TEAMS

<b>1<sup>st</sup> Place</b>	<b>District 4 PS 412 Marlborough</b>	<b>Matt Clark, Driver Chris Hall, Assistant</b>
<b>2<sup>nd</sup> Place</b>	<b>District 6 PS 609 Newfields</b>	<b>Greg Dow, Driver Doug Almon, Assistant</b>
<b>3<sup>rd</sup> Place</b>	<b>District 2 PS 210 Andover</b>	<b>Robert Currier, Driver John Green, Assistant</b>
<b>EVENT Safety Quiz</b>	<b>WINNING TEAM District 4</b>	<b>TEAM NAMES Paul Hodgman, Driver Ben Crosby, Assistant</b>
<b>Defective Truck</b>	<b>District 5</b>	<b>Adam Dow, Driver Josh Latuch, Assistant</b>
<b>Plow Mount</b>	<b>District 4</b>	<b>Matt Clark, Driver Chris Hall, Assistant</b>
<b>Wing Slalom</b>	<b>District 1</b>	<b>Jason Desellier, Driver David Labrecque, Assistant</b>
<b>Texas Roll</b>	<b>District 6</b>	<b>Greg Dow, Driver Doug Almon, Assistant</b>

### INNOVATIONS

<b>1<sup>st</sup> Place</b>	<b>District 5 PS 509 Candia</b>	<b>Traffic Control Platform</b>
	Designed by: Bill Erwin (Retired) and Ray Beaudoin III, Dist. 5 Fabricated by: Bill Erwin and Ray Beaudoin III, District 5 Used by: District 5	
<b>2<sup>nd</sup> Place</b>	<b>District 3 PS 313 Belmont</b>	<b>Excavator Mowing Deck</b>
	Designed by: Steve Huckins and Joe Bush, District 3 Fabricated by: Steve Huckins and Joe Bush, District 3 Used by: District 3	
<b>3<sup>rd</sup> Place</b>	<b>District 5 PS 501 Warner</b>	<b>Front Mounted Truck Platform</b>
	Designed by: Alan Piroso, District 5 Fabricated by: Alan Piroso, District 5 Used by: District 5	
<b>Logo Design 1<sup>st</sup> Place</b>	<b>Mark Avery District 2</b>	<b>PS 206 - Bristol</b>

*Editor's note: The above note was sent to NHDOT Traffic Bureau Administrator Bill Lambert.*



### NEW HIRES

**Christopher Bahara**, Highway Maintainer 2, District 2  
**Karen Buono**, Account Clerk 3, District 4  
**Brian Chevalier**, Highway Maintainer 2, District 6  
**Alan Delmastro**, Welder Mechanic 1, Mechanical Services  
**Trevor Dixon**, Highway Maintainer 2, District 5  
**Calvin Dupuis**, Highway Maintainer 2, District 1  
**Paul Eames**, Highway Maintainer 1, District 6  
**Frederick Gilbert**, Highway Maintainer 2, District 1  
**Clayton Green**, Highway Maintainer 1, District 2

**Matthew Leblanc**, Highway Maintainer 1, District 5  
**William Miller**, Highway Maintainer 1, District 5  
**Jason Nichols**, Highway Maintainer 1, District 6  
**Michael Rogers**, Gate Operator, Bridge Maintenance  
**Douglas Stone**, Highway Maintainer 1, District 4  
**Christopher Tsoukalas**, Highway Maintainer 1, Turnpikes  
**Brian Wright**, Highway Maintainer 2, District 4  
**Ronald York**, Heavy Equip. Mechanic, Mechanical Services

### PROMOTIONS

**Brad Bartlett**, Highway Maintainer 2, District 6  
**Raymond Beaudoin**, Ass't Highway Patrol Foreman, District 5  
**Robert Bennett**, Highway Maintainer 3, District 5  
**Julie Bickford**, Senior Radio Dispatcher, District 5  
**Robert Blake**, Assistant Highway Patrol Foreman, District 5  
**Michael Caron**, Highway Maintainer 3, Turnpikes  
**Robert Clark**, Highway Maintainer 2, District 1  
**Stewart Clifford**, Traffic Signal Technician 3, Traffic  
**Michael Cook**, Highway Maintainer 2, District 6  
**Susan Cormier**, Accountant 4, Finance and Contracts  
**Edward Coulombe**, Highway Maintainer 3, District 5  
**Lisa Denoncourt**, Right-of-Way Agent 3, Right of Way  
**Louis Derosia**, Const. Superintendent, Bridge Maintenance  
**Adam Dow**, Assistant Highway Patrol Foreman, District 5  
**David Faller**, Engineering Technician 2, Construction  
**David Francis**, Drawbridge Operator, District 6  
**Michelle Fransen-Conroy**, Audit Technician, Finance  
**Ronald Grandmaison**, Civil Engineer 5, Highway Design  
**John Green**, Highway Maintainer 2, District 2  
**Christopher Hall**, Highway Maintainer 2, District 4  
**Susan Hayward**, Toll Attendant 2, Turnpikes  
**Jason Hodgman**, Highway Maintainer 2, District 1  
**Nickie Hunter**, Civil Engineer 6, Construction  
**Robert Irwin**, Systems Development Specialist 5, Planning

**Kevin James**, Highway Maintainer 3, District 1  
**Wendy Johnson**, Civil Engineer 5, Highway Design  
**Douglas Jorgensen**, Highway Maintainer 2, District 6  
**Karla Kemp**, Program Assistant 2, Finance & Contracts  
**Glenn Kirby**, Highway Maintainer 2, District 5  
**Joanne Lahaie**, Accountant 1, Finance & Contracts  
**Henry Laporte**, Highway Maintainer 2, District 6  
**Joshua Latuch**, Highway Maintainer 3, District 5  
**Michael Lavoie**, Maintenance Supervisor, District 6  
**Denise Markow**, Civil Engineer 4, Traffic  
**Robert McCullen**, Carriage Operator, Traffic  
**James Merrill**, Highway Maintainer 2, District 6  
**Weldon Miller**, Drawbridge Operator, District 6  
**Bryan Pease**, Highway Maintainer 3, District 1  
**James Pierce**, Geological Tech 3, Materials & Research  
**Filiberto Real**, Highway Maintainer 2, District 6  
**Richard Roy**, Highway Maintainer 3, Turnpikes  
**Dwayne Searles**, Ass't Highway Patrol Foreman, District 4  
**Corey St. Cyr**, Highway Maintainer 3, District 1  
**Steven Swana**, Civil Engineer 5, Highway Design  
**Daniel Taylor**, Civil Engineer 1, Bridge Design  
**Christian Telles**, Highway Maintainer 1, District 6  
**Raymond Wilder**, Highway Maintainer 3, District 2

### RETIREMENTS (years of service)

**Jim Marshall**, Commissioner's Office (38)  
**Frederick Button**, District 6 (8)  
**Robert Decker**, Environment (33)  
**Michael Gearwar**, District 6 (24)  
**Stacia Hanover**, Turnpikes (24)  
**Alan Turcotte**, Traffic (27)  
**Priscilla Rice**, Highway Design (22)  
**Donald Allbee**, Bridge Maintenance (36)  
**Jeffrey Chase**, District 4 (31)  
**Leonard Cornwell**, District 4 (30)  
**Ronald Deshaies**, Turnpikes (30)  
**Michael Dunlap**, Traffic (34)  
**William Erwin**, District 5 (21)

**Jeff Allbright**, Construction (37)  
**Kenneth Hazeltine**, Rail & Transit (34)  
**James Judd**, District 2 (32)  
**Robert McPartlan**, District 5 (10)  
**Stanley Mullins**, Construction (39)  
**Alan Piroso**, District 5 (31)  
**David Preve**, Traffic (36)  
**Charles Provencal**, Traffic (37)  
**William Taylor**, Traffic (31)  
**Charles Thorsell**, Mechanical Services (23)  
**Alan Toshack**, District 3 (20)  
**Alan Volk**, Materials & Research (31)

### The 2007 NHDOT Safety Plow Rally



A family affair for District 2 Patrol Foreman Mark Avery (Bristol #206), his wife Tracey and daughter Emily. Mark designed the winning logo for this year's plow rally.



District 5's Alan Piroso and Charlie Bartlett (Warner #501) stand with their "Front Mounted Truck Platform" which took third place in the innovations competition.



## New Hampshire's Long Range Transportation Plan Featured in National Magazine

"Transportation is the game board that everything else is played upon, but we were losing the game." That quote by former NHDOT Commissioner Carol Murray is the foundation for her initiative to update New Hampshire's long-range transportation plan.

This 2 1/2 year effort is chronicled in "A Call to Action", a six-page feature story in the Federal Highway Administration's *Public Roads* magazine.

"The Citizens of New Hampshire write a long-range transportation plan to address congestion, land use and related issues," reads the sub-heading of the article written by David Burwell, a transportation consultant for the Project for Public Spaces.

A 24-member Community Advisory Committee (CAC) that included current NHDOT Commissioner Charles O'Leary set about to "establish strategic direction for future investment in, and management of, State transportation assets over the next 20 years."

Coordinating the committee efforts was Ansel Sanborn, the NHDOT administrator of the Bureau of Planning and Community Assistance.

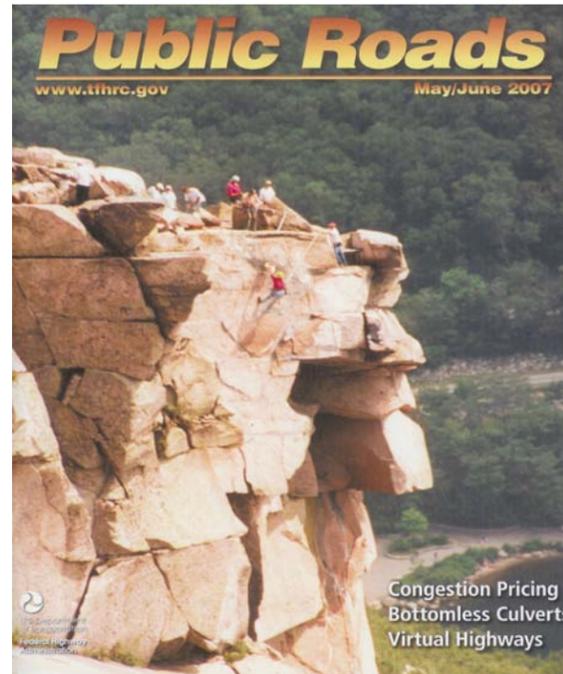
According to CAC member Cliff Sinnott, executive director of the Rockingham Regional Planning Commission, "the challenge of writing a citizen plan is that when you start talking to citizens about transportation, you can't contain the conversation."

In accordance with the CAC's recommendations, the NHDOT is considering the following requested commitments for implementing the citizen plan:

- (1) NHDOT agrees to advocate for change in the statewide planning process to address both transportation and its broad societal impacts.
- (2) NHDOT agrees to provide new planning and technical assistance to municipalities and regional commissions on the transportation elements of their plans.
- (3) NHDOT works to reform the 10-year plan to adopt the CAC's preferred investment strategies. The strategies include dividing projects into components, funding only what can be implemented during the 2-year planning and programming cycle, and measuring priorities against societal goals.
- (4) NHDOT adopts a statewide planning framework for corridor management that:
  - (a) addresses inter-regional and intraregional travel needs.
  - (b) is multi-modal, including strategies that use State highways to accommodate transit services.
  - (c) adopts a "fix-it-first" approach for the transportation system; and
  - (d) supports statewide ridesharing programs.
- (5) NHDOT makes public involvement a fundamental aspect of all transportation planning.

Lew Feldstein, of the NH Charitable Foundation, chaired the CAC process. "For the first time, New Hampshire has a transportation plan that speaks to community-wide transportation needs, not just those served by NHDOT. But implementation is not automatic. We are at the very beginning of a customer-driven process."

The full article, "A Call to Action", can be read on the web at <http://www.tfhrc.gov/pubrds/07may/04.htm>.



Four years after the famous rock face was destroyed by natural causes, the "Old Man of the Mountain" returns as the cover photo of *Public Roads* as part of the feature story on NH's Long Range Transportation Plan. The photo was taken by Dick Hamilton, of Littleton, when he worked for White Mountains Attractions.



## SERVICE AWARDS



July through September 2007

### 35 YEARS

**Bruce Pepler**, Bridge Design  
**Craig Forest**, Construction  
**Rebecca Whittier**, Finance & Contracts  
**James Moore**, Commissioner's Office

### 15 YEARS

**Stephen Drouin**, District 3  
**Jason Leavitt**, Construction  
**Nathan Lewis**, Bridge Maintenance  
**Peter Salo**, Highway Design  
**Todd Nason**, District 3  
**James Lamora**, Mechanical Services  
**Mary Chapman**, Turnpikes  
**John Rice**, Mechanical Services  
**Lyle "Butch" Knowlton**, Commissioner's Office  
**Shawn Washburn**, Bridge Maintenance  
**Glenn Smith**, District 4  
**Brian Barney**, District 1

### 25 YEARS

**Bruce Cooper**, Highway Design

### 20 YEARS

**Thomas Martin**, Finance & Contracts  
**Mark Keddy**, District 5  
**John McVitty**, District 3  
**Sudhindra Luckoor**, Highway Design  
**William Rand**, District 5  
**Frank Colyn**, District 4  
**Robert Eaton**, District 6  
**James Schunemann**, District 5  
**Bert Avery**, District 3  
**Brian Tanguay**, District 5  
**Alexander Vogt**, Highway Design  
**David Kitson**, Bridge Maintenance  
**Cynthia Lovejoy**, Finance & Contracts  
**Glenn Roberts**, Materials & Research  
**Keith Kelley**, District 5  
**Faith Ellis**, Turnpikes

### 30 YEARS

**Douglas Hunt**, Finance & Contracts  
**Richard Thoroughgood**, Bridge Maintenance  
**Jeff Amrol**, Mechanical Services  
**William Hardiman**, Highway Design  
**Donald Patten**, Highway Design  
**Timothy Laroche**, Traffic  
**Jonathon Flagg**, District 4  
**Paul Matott**, Mechanical Services  
**Bruce Clark**, Highway Design  
**Lynn Riel**, Right-of-Way  
**Richard Gregory**, District 2  
**Dennis Ajemian**, Turnpikes  
**Edward Gould**, District 5  
**Susan Dean-Jones**, Finance & Contracts

### 10 YEARS

**Martha Ondus**, Turnpikes  
**Santiago Miranda**, Turnpikes  
**Donna Bowes**, Turnpikes  
**Kathleen Helie**, Turnpikes  
**Deborah Housel**, Turnpikes  
**Wayne Williams**, Turnpikes  
**David Dunlap**, District 1  
**Gerald Dickerman**, Materials & Research  
**Ivan Downs**, District 1  
**Elizabeth Sylvertson**, Turnpikes  
**Richard Wentworth**, Turnpikes  
**Louise Abram**, Turnpikes  
**Shawn Mackillop**, District 1  
**Jeffrey Dandurand**, District 5  
**Charles Lane**, Turnpikes  
**Virginia Cail**, Turnpikes  
**Kevin Carley**, District 2  
**Timothy Hubley**, District 3  
**Andrew O'Sullivan**, Turnpikes  
**Philip Schiavo**, Turnpikes  
**John Robinson**, Rail & Transit  
**Charles Dylun**, District 5  
**Aaron Janssen**, Bridge Design



JOHN CLAYTON

## From costume department to place of honor

*Editor's note: The following column written by John Clayton appeared in the May 20, 2007 NH Sunday News and is reprinted with permission. Frank Merrill served as Commissioner of the NH Department of Public Works and Highways from 1948 to 1955. Living members of Merrill's Marauders came to New Hampshire in 1999 for the dedication of the "Merrill's Marauder Bridge" on the Everett Turnpike in Merrimack.*

As the leader of the fabled World War II military unit known as Merrill's Marauders, Brigadier General Frank D. Merrill's place in American history is secure.

Now, pieces of his personal history will soon occupy a local place of honor.

More than 60 years after Merrill's band of Army Rangers made headlines around the free world, many of his uniforms, ribbons and decorations were the centerpiece for Memorial Day ceremonies conducted by American Legion Post 116 in the tiny town of Dunbarton.

On June 13, those same items — including Gen. Merrill's dashing Luxemburg dress hat — were turned over to the State of New Hampshire at the meeting of the Governor and Council.

"This is almost like an 'Antiques Roadshow' situation where the uniforms ended up with us," said Steve Kennedy, a member of Post 116 and former commissioner of administrative services for the State of New Hampshire.

The items in the collection include Merrill's dress tunic with bullion ribbons and rank, dress trousers, white "mess" uniforms, long-sleeved khaki shirts, dress belts, cincture belts, an Eisenhower-cut shirt, his dress-blue hat and his khaki Cavalry "Smoky the Bear" hat.

For those who know the military background of the man who once served as commissioner of public works for the State of New Hampshire, it's a remarkable find, and it's made all the more remarkable by the casual manner in which it came to public attention.

"Lucy Merrill had given it all to my mother," said Chris Gardner.

"My mother had a costume shop in Concord called 'Costumes by Penelope,'" he said, "and some time after General Merrill had died — it was probably in the 1960s — his widow gave them all to my mom. I'm reasonably sure they were used as costumes in community theater productions around Concord, but other than that, my mother just kept them."

She kept them impeccably.

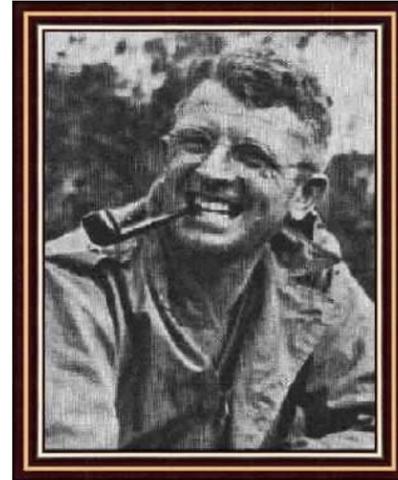
As a former wardrobe mistress for the Boston Ballet, Penelope Gardner knew how to care for uniforms and costumes. Thus, the Merrill uniforms have been kept in hanging garments bags, and it was only after his mother died three years ago that Chris Gardner tried to find them a home.

"I had been trying to give them away for years," he said. "I was living in Hopkinton at the time and I kept trying to get in touch with the Hopkinton Historical Society but we could never make a connection, and when Lucy Merrill died four months ago — she lived to be 100 — I decided it was time to try again."

As chance would have it, Chris moved from Hopkinton to an apartment in Dunbarton. His landlord is Gary Maccubbin. Gary Maccubbin is the commander of American Legion Post 116, and as soon as Chris mentioned the Merrill uniforms, wheels started to turn.

"I got together with Steve Kennedy and we agreed that we had to do something with these uniforms," said Gary, who served in the US Army for 28 years and knows full well the military legacy of Frank Merrill and his Marauders.

"We were known as a long-range penetration unit," said Bob Passanisi, a 19-year-old radio operator with the Marauders in 1944 who now serves as historian for the Merrill's Marauders Association. "We knew we were going deep behind enemy lines in Burma and we were going to be staying there. Our standing orders were simple: Stay alive another day."



A 1944 photo of General Frank Merrill from the website [www.marauder.org](http://www.marauder.org)

## Merrill's Marauders (continued)

Somehow, Frank Merrill fashioned order from the chaos.

He had 3,000 men under his command in the dense Burmese jungle. There was no mechanized transportation, so Merrill's Marauders hauled their gear on their backs and on pack mules. While one unit fought in eight minor engagements within a span of one mile, another, without armed fire, took two weeks to go 30 miles.

Yet, in five major engagements and 30 lesser skirmishes, Merrill's Marauders defeated Gen. Shinichi Tanaka and the veteran soldiers of the Japanese 18th Division.

Although the outfit included some seasoned combat veterans, according to Life magazine's Don Moser, "it also had its fair share of drunks, misfits and violence-prone characters — many of whom had been 'encouraged' to volunteer."

Such a unit would have seemed an uncomfortable fit for a guy like Frank Merrill, who was invariably described by correspondents as "shy, studious and bespectacled." The things he endured to complete his mission, however, revealed his true grit.

While being chased out of Burma in 1942, Merrill suffered a heart attack, yet he was soon back with his men coping with the Japanese and the jungle heat. Typhus and dysentery were prevalent as well, and the damaged heart that had failed him in 1942 failed him yet again while leading his troops near Nhpum Ga in March of 1944.

Desk jobs were in his future — he was named head of the Southwest Asia Command — and after the war, he was commander of the Sixth Army. In 1947 he was the deputy chief of the American Advisory Military Mission to the Philippines and then, in 1949, Gov. Sherman Adams asked the one-time engineering student to come back home to New Hampshire.

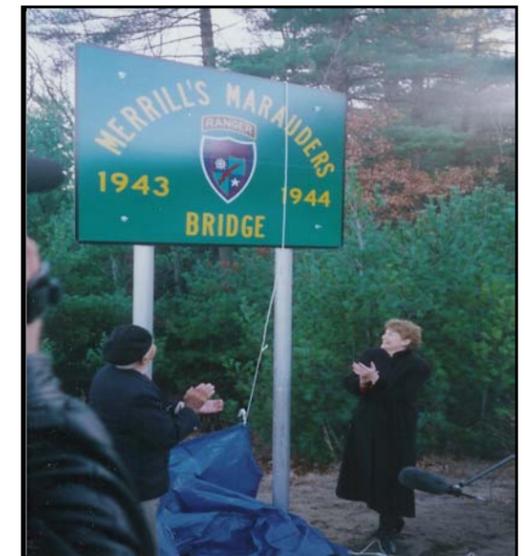
He did, and after just a few years on the job as highway commissioner, Merrill was elected president of the American Association of State Highway Officials in Fernandina Beach, Fla. The date was Dec. 11, 1955. Later that night, Frank Merrill suffered a fatal heart attack.

He was 52.

In those 52 years, however, he forged a record of service to America and to New Hampshire that is worth remembering. Folks who care hope his uniforms will help. On June 13, those uniforms became property of the State of New Hampshire. Van McLeod, the state commissioner of cultural resources, will determine how best to show and preserve them. In the meantime, a little American Legion post in Dunbarton will do its part.

"We've borrowed highways signs from the Merrill's Marauders bridge and all of his uniforms will be on display and we've asked the kids at the school to create drawings and to write poems and essays about Frank Merrill.

"We didn't give the kids any guidance," he added, "and I can't wait to see what they discover on their own about Frank Merrill."



Governor Jeanne Shaheen and a retired member of the famed Army Unit that reopened the Burma Road behind enemy lines during World War II unveiled a sign designating the "Merrill's Marauders Bridge" on the Everett Turnpike in Merrimack in November 1999.