

ON THE MOVE

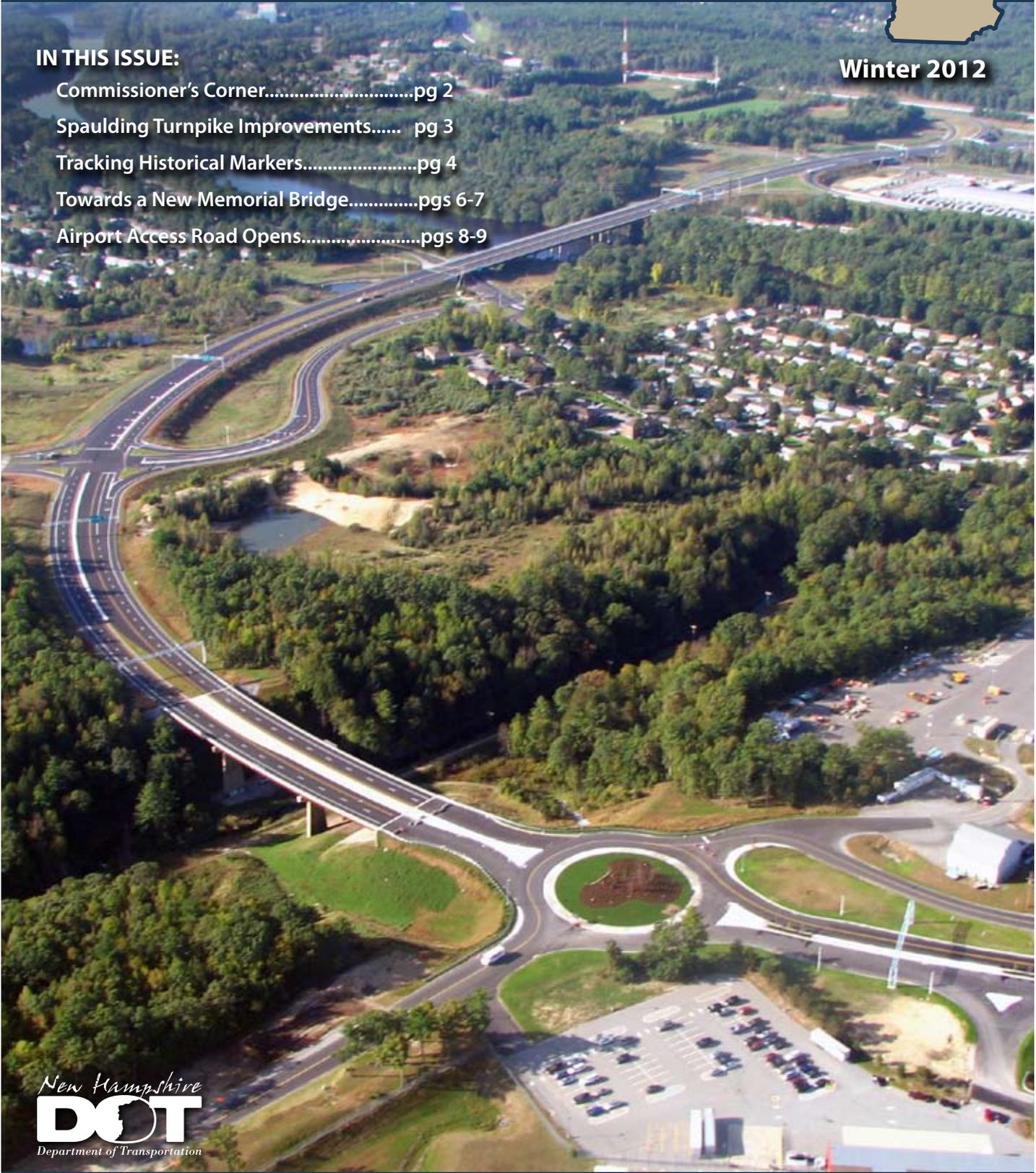
New Hampshire Department of Transportation Newsletter



Winter 2012

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Commissioner's Corner

Taking Ownership of New Hampshire's Transportation System

Perhaps you've heard the stories filtering back from those who have visited far off places in recent years. Stories about countries like China and India, where multi-lane highways have sprouted seemingly out of nowhere. It's no coincidence that these countries are emerging as economic juggernauts at the same time they are pouring billions into their transportation systems.

I saw the transportation boom in China first-hand. Over a 20-year period, as a representative of a New Hampshire-based manufacturing company I traveled there many times, and was amazed at how China kicked into overdrive and transformed from a nation with crude, sub-standard roads to a place whose transportation system now rivals any country in the West.

China shows no signs of slowing down. It has pledged \$585 billion on infrastructure spending until 2015. India is expected to spend \$500 billion. By comparison, the American Reinvestment and Recovery Act of 2009 designated \$150 billion for infrastructure, and of that, about \$32 billion was for transportation.

According to Eric J. Gerritson, Chairman of a Boston-based internet investment firm, infrastructure spending in the coming years "will be the fulcrum" upon which the world's balance of economic power will shift. Gerritson writes, "China's goal in spending all this infrastructure money is to build a world-class system for moving goods and people quickly, cheaply and reliably across great distances in the same way that the Eisenhower highway system did for physical goods in the United States in the 50s and the Internet did for virtual goods in the 90s."

This should be an overdue wake-up call in the United States and New Hampshire, where investing in transportation has taken a back seat and stagnated to the point of creating an aging and overburdened highway system that continues to show troubling signs of slippage.

We can no longer take for granted the transportation system which helped make our state and country great. Despite tough economic times, I have been encouraged in my first few months as Commissioner by what I see as a growing recognition among our



citizens and policy makers about the need to invest in transportation to ensure that New Hampshire continues as an economic leader in the region.

January 2012 marks the beginning of construction work on the replacement of the Memorial Bridge that carries US Route 1 over the Piscataqua River between Portsmouth and Kittery. The nearly 90-year old lift bridge, which was closed to vehicle traffic last July, has tremendous economic, historical and even sentimental significance to people who live and work near it. The citizens of the Portsmouth-Kittery area have expressed a personal connection to the bridge and a passion for its importance that certainly helped drive the momentum for making the \$90 million dollar project a reality.

The disruption of travel in northern New Hampshire caused by Tropical Storm Irene posed a significant economic threat to the North Country as the fall foliage season approached. The residents of that region have undoubtedly a renewed appreciation for a transportation system that is working, and for the NHDOT's ability to fix that system when it breaks.

And there is a strong consensus among New Hampshire residents that funding must be found to ensure that the rebuilding and widening of I-93 between Salem and Manchester can be completed as soon as possible.

These are just three examples of how New Hampshire citizens have seen the importance of their transportation system, and taken ownership of the need to make it better. Like countries in far off places, it's essential that we all recognize the link between transportation and strong economies, and once again make it a top priority for investment.

A handwritten signature in black ink, appearing to read "C. D. Clement". The signature is stylized and fluid.

Commissioner Christopher D. Clement, Sr.

Major Progress on Spaulding Turnpike Construction Projects

As he gazed down on improvements to the Spaulding Turnpike near Exit 13 in Rochester from a bluff that gave him a panoramic view, Governor Lynch liked what he saw.

"It used to be one lane in each direction. By quarter of four, it looked like a parking lot. I'm very pleased by the progress," Governor Lynch said during several stops to view construction work along the Turnpike on November 17.

Four years into the expansion of the Spaulding Turnpike (NH 16) between Exits 12 and 16 in Rochester, the \$140 million project is about 85 percent complete. It's both under budget and ahead of schedule. The final completion is scheduled for the end of 2013.

The widening project is building two additional travel lanes for 5.6 miles and replacing or rehabilitating of 16 bridges, including four "Red List" bridges. The aim is to improve safety and alleviate current and projected levels of congestion, and modernize and relieve traffic problems at interchanges. Current traffic volumes range around 70,000 vehicles a day with future volumes to increase to 94,000 vehicles a day by 2025.

"This is such an important project for the area," Governor Lynch said. "It opens up Rochester for everyone."

According to District Construction Engineer Jim Bowles, the average monthly construction contract



Contract Administrator Adam Chestnut and District Construction Engineer Nickie Hunter, brief Governor Lynch on progress at the Little Bay Bridge project.



A completed section of the Spaulding Turnpike expansion project near Exit 13 in Rochester.

expenditure has been \$2 million. On any given day, 100 private contractor workers and 10 NHDOT personnel are on the job.

NHDOT Turnpikes Administrator Chris Waszczuk told the Governor he expects the completed project to bring more people to the region and help the local economy.

"It will be a big boon for the area," Waszczuk said.

The project is also creating 14 acres of wetlands and 7 acres of floodplain storage to offset impacts to both wetlands and floodplains. New bridges crossing the Cocheco River have longer spans to provide better wildlife crossing.

Further south on the Spaulding Turnpike, work continues on a new southbound bridge over Little Bay in Newington and Dover. The eventual rehabilitation of the current Little Bay Bridge will double the traffic capacity over Little Bay from two to four lanes in each direction.

The new \$50.3 million bridge will be a nine span structure with a total length of over five football fields (1,639 ft.).

Among many challenges for the contractor, Cianbro Corporation, of Pittsfield, Maine, is having to work in a narrow area between the existing Little Bay Bridge and the old (closed to traffic) General Sullivan Bridge. The design of the temporary work trestle and daily construction activities have had to account for strong tidal currents that flow through the area.

The new bridge and associated road work are an estimated 40 percent complete. A targeted completion date for the new bridge is November 2013.

District One Plow Driver Goes Beyond the Call of Duty



It's probably the most memorable moment yet in the four years that Rocky Jones has been plowing North Country roads for the NH Department of Transportation.

The recently promoted District One Assistant Patrol Foreman (Woodstock #115) was plowing Main Street in North Woodstock on November 23rd when his day changed.

"I was going through town on my way to the Lost River area and was only going about 10 miles per hour because there were quite a few cars. I saw a woman about 150 feet ahead of me try to cross the road in a hurry and she fell down right in front of me in the middle of the road."

Jones said conditions were slippery and the woman appeared to be wearing dress boots without much tread.

"She got up and took about two steps and fell down again. This time she didn't get up."

With his warning lights still flashing, Rocky pulled over to the side of the road, got out of his truck and went to assist the woman. He recognized her as a friend of his wife.

"She was upset and appeared to be hurt. She said she didn't think she could walk. I asked her if I could help her to her house, which was only a short distance away."

Rocky was able to help the woman to her feet and assisted her in reaching her Main Street apartment.

"I called for an ambulance, grabbed a seat cushion off her porch, and sat with her on her front steps. We waited about 10 minutes for the ambulance to arrive."

Rocky Jones found out later in the day that the woman had sprained her hip. When he got home that night there were flowers on his front step, with a note that read, "You're My Hero! Thank You, Jane Fournier."

NH Historical Highway Markers Now Featured on Internet Map

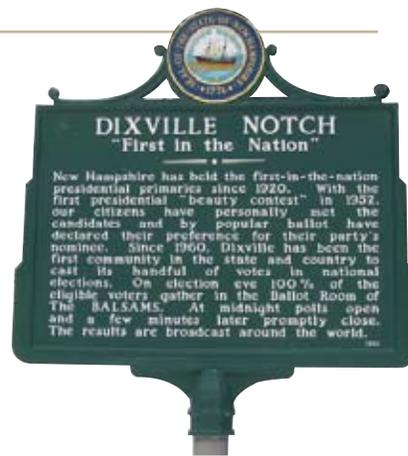
More than 200 highway markers that help trace the history of New Hampshire can now be found on an interactive map featured on the NH Division of Historical Resources website - www.nh.gov/nhdr.

Visitors to the website can use Google Maps technology to easily navigate and find locations and photos of each of the historical markers, along with its GPS coordinates and a search feature to find nearby landmarks and attractions.

New Hampshire's historical highway markers illustrate the depth and complexity of the state's history and the people who made it, from the last Revolutionary War soldier to sports figures, poets and painters; from 18th-century meeting houses to stone arch bridges to long-lost villages; from factories and cemeteries to sites where international history was made.

"Historical highway markers form a trail of the state's heritage, from Pittsburg to Hinsdale and Seabrook," said Elizabeth Muzzey, Director of the NH Division of Historical Resources. "Each marker is initiated by a group of local advocates; the program reflects what people in New Hampshire feel is important and unique about our history."

The New Hampshire historical highway marker program is jointly managed by the Division of Historical Resources and the NH Department of Transportation.



\$16 Million Improvement Project Underway at Nashua Airport

Extended Runway at Boire Field Seen as Economic Boost For Southern NH

A relocated and lengthened runway at Nashua's Boire Field is expected to promote economic growth for the surrounding region in southern New Hampshire.

Construction began in early November on the \$16 million airport improvement project that involves the relocation and extension of the existing runway to 6,000 feet from its current 5,000 feet. The move will bring the airport into compliance with current Federal Aviation Administration (FAA) standards and improve safety at the facility.

Associated improvements will include relocation of the instrument landing system, upgrading the runway safety areas, and extending existing taxiways to meet the new runway location.

Runway 14-32 is being funded through a combination of grants from the New Hampshire Department of Transportation and the FAA. It will be relocated about 300 feet from its current location.

"I'm excited about what this is going to do for Nashua," said Nashua Mayor Donnalee Lozeau at a groundbreaking ceremony.

Congressman Charles Bass called it an important



This aerial photo taken on December 1 shows the progress in the \$16 million project that is relocating and extending the runway at Boire Field in Nashua. The new runway is expected to be in operation by late 2012. (photo by Mike Pouliot - Aeronautics Bureau).

construction project that will boost the local economy. The project was billed as "the largest funded improvement project in the nation for general aviation airports."

Boire Field houses over 330 aircraft, including jet aircraft that use the airport on a regular basis. There are numerous businesses, both at the airport and nearby, that depend on the viability of Boire Field for their employees and customers.

The new runway is expected to be operational by late 2012.

I-93 Project Update

The 2011 construction season brought major progress on the rebuilding and widening project between Salem and Manchester. Five ongoing construction projects along the 19.8-mile corridor focused on sections from Exit 1 to Exit 2 in Salem, at Exit 3 in Windham, and at Exit 5 in Londonderry. Two major milestones were reached in late October - the new Exit 3 southbound off-ramp was opened, and construction of the new I-93 northbound lanes in the Exit 3 area was completed. On October 25, southbound traffic was switched over to the new northbound lanes, which will serve as a temporary (two to three years) diversion route for southbound traffic, allowing for the reconstruction and widening of the existing southbound lanes.



I-93 southbound traffic at what will eventually be the new northbound lanes at Exit 3 in Windham.

The total construction cost estimate to complete the project is \$610 million. There is \$238 million in construction (39% of the total) that is active or complete.

A New Memorial Bridge

Connecting NH and Maine

Gets the Green Light



Modern Lift Bridge Over the Piscataqua River to Open in July 2013

It will bear a strong resemblance to its iconic 90-year old predecessor, but the new lift bridge carrying US Route 1 over the Piscataqua River will bring with it unique engineering innovations befitting of a 21st Century structure.

The New Hampshire Executive Council on December 14 approved an \$81.4 million contract for a new Memorial Bridge between Portsmouth, New Hampshire and Kittery, Maine that looked very much in doubt less than a year ago.

Boosted by a \$20 million TIGER II Grant (Transportation Investment Generating Economic Recovery) from the US Department of Transportation, the New Hampshire and Maine DOT's moved forward in 2011 towards assuring long-term viable bridge connections for their two states.

The NHDOT took the lead on a "Design-Build" project approach that would utilize a "best value award determination" that would choose an engineering and construction team based upon a combination of technical expertise, price and scheduling.

A tightly contested process resulted in the team of Archer Western Contractors (AWC) and HNTB Engineering being selected, in part due to an aggressive construction schedule that will allow for the opening of the new bridge in July 2013, ten months earlier than estimated.

"We got the best technical proposal, the quickest completion date, and a price that was within budget," said NHDOT Commissioner Chris Clement.

Maine DOT Commissioner David Bernhart noted the latest in several milestones. "Awarding the Memorial Bridge is the first step in addressing the needs of these three bridges (crossing the Piscataqua River). As area residents know, it was a long, hard road for both states to come together and move forward given funding constraints."

While similar in size and look to the original bridge, the new Memorial Bridge has a sleek uniform truss design with a lower tower height. The redundant design is geared towards safety, ease of maintenance, and long-term durability. There are no gusset plates to be used as connections.

continued on next page

New Memorial Bridge (cont)

Instead, according to HNTB chief engineer Ted Zoli, the steel used on the bridge will be bent, in what he calls “the biggest single development in steel fabrication in the past ten years.”



Ted Zoli says John Alexander Waddell, who designed the original Memorial Bridge, “wrote the book on bridge engineering.” Zoli says designers of large bridges recognize “that most of our DNA passes through Waddell. When you replace a Waddell bridge, you have to live up to the innovation that came with his work.”

Under Zoli’s design, all of the truss spans are identical, allowing for much faster steel fabrication. The trusses are also outside of the sidewalk on the new bridge, helping to eliminate rust problems from “salt-laden snow” on the old bridge.

Mechanical improvements for the lift operation include locating the operator room on the bridge approach span instead of the lift span, allow for improved visibility and safety for operators.

The lift span on the new bridge will be solid and paved, instead of an open metal grate that could be challenging for cyclists.

The steel treatment will involve a “metallizing process” that will protect the steel far longer than traditional paint, thus avoiding more frequent and costly repainting.

The very aggressive Archer Western schedule is 565 days from start to finish. That includes the



Computer renderings of the new Memorial Bridge submitted by the winning design-build team headed by Archer Western Contractors.

demolition of the old bridge, which could be completed in the first three months of 2012. The construction schedule has the new lift span being floated in on a barge (just like its predecessor) in May of 2013, and the bridge opening to traffic just two months later.

The project also includes the replacement of the Scott Avenue Bridge (\$3.98 million) on the New Hampshire side and the Kittery Approach Span (\$3.6 million) on the Maine side.

Long-awaited and anticipated airport access road opens to motorists



“Raymond Wieczorek Drive” Connects Turnpike to Regional Airport

The stated purpose of the project remains every bit as important in 2011 as when it was cited 23 years earlier by the New Hampshire Legislature as a “critical element in the State’s economic growth and well being.”

“The new road is “an essential component to the continued success and vibrancy of this region and the state,” said Manchester-Boston Regional Airport Director Mark Brewer at a dedication ceremony for the new highway on November 10, 2011. “Eighty-four percent of our customers will be coming down this road. This truly is going to become the new front door to the airport.”

The economic impact was not lost on Governor John Lynch and other elected officials, with the new road also providing potential access to as much as 1,000 acres developable land in Londonderry.



Former Manchester Mayor Raymond Wieczorek does the honors in cutting the ribbon that officially dedicated the new Airport Access Road as Raymond Wieczorek Drive. Helping out are State Senator David Boutin, who sponsored the legislation to name the road, and Governor John Lynch.

“I want to thank the Department of Transportation and all of the contractors who worked on the road to get it done ahead of schedule and under budget,” Governor Lynch told a large crowd at the ribbon cutting ceremony. “It is going to provide economic development and so many additional jobs for our great State of New Hampshire.”

The Manchester Airport Access Road was designed “to address the existing and future transportation needs of the expanding Manchester Airport and the surrounding developing industrial and commercial areas.”

It’s estimated that developable land that can now be accessed from the new road could bring up to 6,000 jobs to the area.

“This is a great day for our District,” said State Senator Sharon Carson, of Londonderry.

“This road opens up new potential for development in town, especially Pettengill Road.”

Brian O’Neill, the airport’s deputy director, said the new road will give the airport a number of advantages, and gives new opportunities to other businesses located at and around the airport, including major cargo carriers like UPS and FedEx.

“Enhancing access to the airport is definitely very important for us economically,” Manchester Economic Development Director Jay Minkarah told the Union Leader. “The airport is the largest

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single generator of economic activity, not only in Manchester but for the entire state of New Hampshire.”

It was a study in perseverance to complete the 1.75-mile highway that connects the F.E. Everett Highway in Bedford to the Airport with interchanges at US Route 3 and NH Route 3A. A feasibility study was done in 1989 and the first public hearing on the project was held in January of 1998. During the design phase, the bridge over the Merrimack River was shifted 300 feet to the south to allow for eagle habitat.

The 1,200-foot, \$30 million “Pearl Harbor Memorial Bridge” crossing the river and Route 3A is one of the longest spans in the state.

“It’s really scenic up here,” NHDOT Project Manager Alex Vogt said as he checked out the panoramic view. “Eagles are all up and down the river here.”

The \$175 million project (\$122 million for construction, \$40 million for right-of-way, and \$13 million for engineering) also preserves about 750 acres of land, mostly in the Little Cohas Marsh, along with wildlife travel corridors connecting to the Merrimack River.

The November 10 dedication ceremony, held on the expansive bridge over Little Cohas Brook,



NHDOT Commissioner Chris Clement welcomes those attending the Raymond Wieczorek Drive dedication ceremony.



Manchester Mayor Ted Gatsas (center) and Governor Lynch confirm the spelling is right on a sign presented to Executive Councilor Raymond Wieczorek (left) in recognition of the naming of the new Airport Access Road in his honor.

officially recognized the naming of the new highway as “Raymond Wieczorek Drive”, in honor of the Executive Councilor and former Manchester Mayor. The road was opened to traffic the following day (November 11). An estimated 26,000 vehicles a day are initially expected to use the corridor, growing to 34,500 vehicles per day by 2025.

“I traveled last evening from my home in Massachusetts to pick up my son and his family at Manchester Airport, and was surprised and quite pleased to find the new exit that took us right to the airport!” wrote Thomas McConnon, of Acton, Massachusetts in a note to the NHDOT. “For years I’ve been hoping that someone would build a better way to get across the river rather than having to drive down Brown Avenue with all the traffic and lights, and you’ve done it!! Way to go!”

Construction of the airport access road began in 2007 and involved eight major contracts. The project includes seven bridges, two interchanges, two roundabouts and a multi-use path. The project employed over 200 people and was completed two years ahead of schedule due to \$15 million in funding provided by the American Recovery and Reinvestment Act of 2009. Major contractors included: Beck & Bellucci, E.D. Swett, R.S. Audley, Continental Paving and Weaver Brothers. Consultants on the project included McFarland-Johnson and Holden Engineering.

Concord High Takes Top Two Spots

8th Annual NHDOT Bridge Building Competition

Civil Engineering Challenge Encourages Student Interest in Math and Science

The New Hampshire Department of Transportation hosted the eighth TRAC (Transportation and Civil Engineering) Bridge Breaking Competition on November 29th. The contest featured teams with excellent designs from Belmont, Concord, Milford, Wilton-Lyndeborough and Winnisquam high schools.

Under the rules of the Popsicle Stick Bridge Contest, groups of students had to use Popsicle Sticks and hot melt glue to build a structure to bridge a gap of three feet. The maximum bridge weight allowed is 750 grams (1.653 lbs). All bridges were judged for their design and tested for their strength. During the strength tests, the students used their own body weight on a testing apparatus to load-test and break the bridges they had created. This ingenious apparatus (devised by UNH Professor Ray Cook) demonstrates some fundamental aspects of structural design in the way it transfers the load of the students' weight onto the model bridge.

The winner was the bridge that had the highest strength to weight ratio. This first place honor went to a team from Concord High School. The winners include:

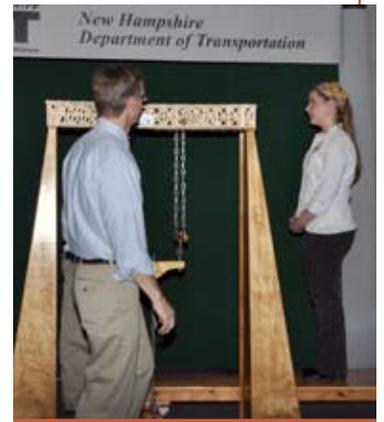
- **1st place for Strength:**
Russel Rucker, Matt Heatley, and Carter Muller (Concord)
- **2nd place for Strength:**
Kelsey Pepin, Stephen Lewis and Tyler Lague (Concord)
- **3rd place for Strength:**
Hannah Willcutt, Hannah Twombly, Felicia Demers (Winnisquam)
- **Most Classic Bridge Design:**
Kelsey Pepin, Stephen Lewis and Tyler Lague (Concord)
- **Most Original Bridge Design:**
Nate Foster, Colton Piper, and Lauren Charbono (Winnisquam)



The competition is part of the TRAC program that promotes the values of math, science, and social studies in education and applies them to real Civil Engineering tasks. The NHDOT continues to be an ardent supporter of the program by reaching out to High Schools in New Hampshire. The NHDOT now has 2 full time employees working at the NHDOT that went through the Belmont High School TRAC program and were inspired to go to college in the Civil Engineering program at UNH.

Several NHDOT engineers and staff continue to volunteer for the program each year, including Michelle Marshall, Tony King, Larry Keniston, Bryanne Campbell, Leah Savage, Tim Dunn, Jason Abdulla, Stephan Kjellander, Victoria Chase, Bill Saffian and Ron Kleiner. This year, Bridge Engineers Dave Powelson, Angela Hubbard and Nicholas Goulas judged the bridges to see who had the "Most Original" and "Most Classic" Design.

By working as a design team, students begin to understand that something as complex as a bridge design can involve a lot of planning, compromise, and coordination, besides the hard math and science usually associated with engineering.



by Michelle Marshall (Highway Design Bureau)

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Vermont Says Thanks for the Help with Irene Damage



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Agency of Transportation

November 28, 2011

Mr. Christopher Clement
Commissioner
New Hampshire Department of Transportation
John O. Morton Building
PO Box 483 | 7 Hazen Drive
Concord, New Hampshire 03302-0483

Dear Commissioner Clement:

I am writing this letter on the weekend of Thanksgiving and that is entirely appropriate given my subject: Tropical Storm Irene, and our response in the aftermath. As we come to the end of what seems like an extraordinarily long time but has actually only been three months, it is clear that this storm had an effect on Vermont that is unprecedented and one that we will be dealing with for years.

The emergency phase, however, is over and it was successful largely because of the amazing generosity of the State of New Hampshire. I still find it hard to believe that you were willing to send resources in the numbers you did that included people with such a high level of expertise and work ethic. If this is the norm for New Hampshire Department of Transportation, and I'm sure it is, you can be very proud. In short, we couldn't have pulled this off without you and are forever in your debt.

It goes without saying that we stand ready to respond to your state whenever needed and look forward to a lasting and strengthened relationship with the New Hampshire DOT.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian R. Scarles".

Brian R. Scarles
Secretary of Transportation



NHDOT People



Mary Holmes (Materials and Research) was recognized for 25 years of State service at the October major staff meeting. Mary began working for the DOT as an information

attendant at the Hooksett Rest areas. She moved to the Hooksett Maintenance shed, plowing, fixing guardrail, cutting fire wood etc. Other stops included the Print Shop, Survey, and Final design. A degree in Landscape Design took her to a position in Roadside Development. Her work in pavement preservation in Planning led to her current position in the Materials and Research Bureau.



Leon Fannion (Materials and Research) was recognized for 25 years with the NHDOT at the October major staff meeting. Leon began working for the State in 1986 as a Highway

Maintainer at the Milford patrol shed. He transferred to the Thornton patrol shed in 1988 and continued to work as a Highway Maintainer until 1998. Since then he has been a Geological Exploration Technician.



Lloyd Hersey (Bridge Maintenance) retired from state service on July 1, 2011 as a Bridge Operator on the Sarah Long Bridge in Portsmouth. Co-workers held a luncheon

for Lloyd on September 8th to honor his 36 years of dedicated service with the State.



The NHDOT Safety Plow Rally overall winners from District 5, Michael Wheeler

of patrol shed 504 and Matt LeBlanc of patrol shed 526, competed in and won the New England Snow Plow Rodeo on November 16 in Leominster, Massachusetts. There were three events, the circle check administered by a CDL truck team inspector, a slalom event with a CDL plow mounted truck, and a general knowledge snow and ice quiz. Pictured with LeBlanc and Wheeler is Tim Ledogar with C-N Wood Company, Snow Plow Rodeo Chairman of the New England Chapter of the American Public Works Association.



Michael Hazlett (Highway Design Bureau) briefs Executive Councilor Raymond Burton on the new center guardrail that is part of a rehabilitation project on I-93 in Franconia Notch during a tour of North Country transportation projects. Mike marks 35 years of service with the NHDOT on January 24.

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Service Awards (1st Quarter)

10 Years:

Barbara Rollins - Highway Design

Cheryl McMahon - Turnpikes

David Chase - Traffic

David Succi - District 6

Deborah Watts - Turnpikes

Douglas Howard - Traffic

Francis Silva - Bridge Maintenance

James Flanders - District 1

James Greene - District 3

James Mountford - District 4

John Clark - District 6

John Faulkner - District 5

Joseph Cotton - Mechanical Services

Kenneth Thoroughgood - Bridge Design

Linda Wescott - Finance

Paul Hodgman - District 4

Paul Poulton - District 1

Paul Rushlow - Highway Design

Richard Corliss - District 1

Steven Albrecht - District 2

15 Years:

Amy Rook - Environment

Dean Eastman - Planning & Community Assistance

Michael Rogers - District 6

Paul Schoffield - District 5

20 Years:

Dallas Patten - Highway Design

George Lathrop - District 4

Hue Wetherbee - District 2

Julie Mathews - Traffic

Paul Souza - District 2

William Janelle - Commissioner's Office

25 Years:

Bruce Goldsmith - Construction/Engineering Audit

Christopher Hobbs - District 2

Diane Tvelia - Turnpikes

Douglas Noyes - District 3

Fred Drew - District 3

Gerald Morse - District 2

James Edmunds - Traffic

James Rostron - District 2

Jeffrey Lewis - Turnpikes

Joseph Adams - Bridge Design

Richard Patten - District 4

Subramanian Sharma - Traffic

William Spencer - District 6

30 Years:

Carroll Thompson - District 2

Dennis Ford - District 2

Tony Albert - District 2

35 Years:

Michael Hazlett - Highway Design

Personnel Updates

Promotions:

Philip Beaulieu - Civil Engineer V, District 1, Crew 22

Stephen Bernard - ROW Appraiser Supv, ROW

Stephen Bouley - Geological Exploration Supv, M&R

Jillian Edelmann - Environmentalist IV, Environment

Rockland Jones - Asst Highway Patrol Foreman,
District 1, Crew 15

Kevin McMahon - Engineering Tech. III, Construction

Mark Moran - Civil Engineer IV, Construction

Christopher Plancon - Asst Highway Patrol
Foreman, District 3, Crew 9

Danielle Plant - Program Specialist I, Finance And
Contracts

Jeffery Potter - Civil Engineer IV, Construction

Christopher Rose - Asst Highway Patrol Foreman
District 5, Crew 14

Jon Russell - Highway Patrol Foreman District 4,
Crew 4

Gregory Tedeschi - Civil Engineer IV, Construction

Deborah Watts - Supv of Turnpike Operations
Turnpikes-Hooksett

Camden White - Traffic Signal Technician III, Traffic
Signal Crews

Brian Wright - Asst Highway Patrol Foreman,
District 4, Crew 15

Retirees:

Paul Anctil - Administrator II, Finance and
Contracts (13)

Edward Birkhead - Earth Scientist II, Material &
Research (12)

Ralph Fiske - Hwy Maintainer II, Dist 5, Crew 25 (11)

Wildred Graves - Hwy Maintainer II, Dist 3, Crew 1 (23)

Walter Hichens - Lift Bridge Worker I, Bridge
Maint-Mem Bridge (31)

Richard Hubbard - Asst Highway Patrol Foreman,
District 1, Crew 14 (32)

Priscilla Lemire - ROW Abstractor, ROW (21)

Frank Lowe - Tran Mgmt Comm Spec I, Traffic TMC

Richard Montgomery - Highway Maintainer II, District 1,
Crew 7 (31)

Harold Tewksbury - Highway Maintainer III, District 1,
Crew 24 (29)



District 4 held a potluck lunch at the 412 Marlborough shed for Assistant Highway Patrol Foreman Chris Hall, who is being deployed to Afghanistan for a second time. In this group photo, Chris, his wife Julia, his sister-in-law, and his niece are in the front row toward the left. Chris is attached to the 428th Engineering Detachment. His latest stop is Ft. Bliss, Texas until he leaves for Afghanistan, probably in Late December or early January.

Letters



Newfields Police Department
November 14, 2011

On October 5, 2011 the Newfields Police Department investigated a three-vehicle accident on the southbound side of Route 108 near the Department of Transportation entrance. Seconds after the accident, DOT employee Brian Chevalier stopped and rendered assistance to the victims of the accident. Because of his quick actions, Brian Chevalier also helped prevent further property damage and injury. Brian was also instrumental in assisting me with traffic control by positioning his vehicle to protect the accident scene, the operators, and other passing motorists.

Lastly, because of his fast actions and ability to assess a serious situation, Brian was able to provide law enforcement officials vital information that led to the arrest of a serious drunk driver. If Brian is any indication of the type of employee DOT has employed under their ranks, then the residents of the State of New Hampshire are very fortunate.

Art Reed
Chief of Police
Newfields, NH

Editor's Note: Brian Chevalier is the District 9 Patrol Foreman at patrol shed 605 in Lee.

October 3, 2011

Since moving from Maine to New Hampshire in 2010, I have had the occasions to meet several state employees. These meetings have always been most pleasant. Friendly, courteous, helpful, and competent appear to be the general characteristics of such public servants.

Thanks for locating and copying railroad right-of-way maps of the old Nashua and Rochester Railroad as it cut across Hudson, NH. Before its demise in the late 1930's, it was part of the Boston and Maine system. Part of the road bed of that historic railroad was utilized as the route of the new 111 highway in the early 1960's. The Hudson Historical Society has found these maps very helpful as it attempts to trace the route of the old railroad through Hudson.

The staff in the map room was extremely courteous, helpful, and knowledgeable in locating and copying the right maps. Thanks again.

David W. Hutchings
Hudson Historical Society

Editor's Note: Craig Drouin and Jim Whelan of the Highway Design Bureau's Records Room assisted Mr. Hutchings with his research.

October 10, 2011

My wife and I just spent a week around Conway/ N. Conway, Crawford Notch, Franconia Notch, Bethlehem and other areas in your wonderful State! To say we were amazed at how well you all did with the roads after Irene and all the weather would be a understatement! We had made several calls concerned over whether or not we would be able to get around the state to see some of the many things your state offers; I am so glad we kept our plans! We are grateful that all of the Department of Transportation workers/ safety workers and everyone involved did such an awesome job to make sure families like us would be able to enjoy the sights of New Hampshire! I just thought I owed it to all of you to take a minute to say thank you to all involved in the clean up and repaving and all that went into repairing the damage caused by the storms that came through. May God Bless all of you and keep you safe!

Brian & Theresa Grenon
Chesapeake, Virginia

October 10, 2011

My comment here is about the road construction on Route 111 in the Hampstead area, especially where West Drive and Island Pond Road come to Route 111. I have been turning left onto West drive for many years at my peril because the cars speed by from both directions. The new construction on Route 111, completed recently, made it much safer and easier to make my turn to West Drive from 111. I would like to compliment all who worked on the project. They did an excellent job from resurfacing the road to laying out the road markers to the guardrails. A job so beautifully done by our State. I just want you all to know your work is not taken for granted.

Bill Perry
Hampstead, NH

Committed to
Excellence, Safety,
Innovation, and
the Future...

ON THE MOVE

Your Health - Did You Know?



HAT's Off to a Healthy New Year!

There are many things that impact your health from genetics to lifestyle choices. How you feel today is not an indicator of your long-term health status. You may have high blood pressure or high sugar and not feel any different, but if this is left uncontrolled it will have a lasting negative effect on your health.

Find time to complete the Better Health Assessment Tool (HAT) on Anthem.com. This confidential questionnaire will provide information about your current and long-term health risks once it is completed. It will also provide suggestions and goals for you to work on to improve your well-being. If you are an employee and are part of the State's Health Program, you will receive \$200 for completing this assessment. The money can be used toward co-payments for doctor's visits and prescription medications. This tool is great for the whole family to use. Your spouse can also complete the assessment (not for any more money). Good health should be a family matter, get everyone on the right path. If you need assistance completing the HAT please contact Paula Nash, Wellness Coordinator, at 271-0559 or pnash@dot.state.nh.us.

Wishing you and your family a happy and healthy 2012!

DOT Employees Help Others During The Holiday Season

The Christmas spirit continues at the Department of Transportation. A record number of 225 children across New Hampshire were sponsored in 2011 by NHDOT employees for "Operation Santa". The DOT was once



again the largest state agency sponsor in the annual campaign to provide Christmas gifts for those in need. Among the DOT Bureaus and Districts, Mechanical Services sponsored 25 kids and District One helped out 20 children in the North Country.

"I have a good group of elves within each Bureau who help out tremendously to make our effort such a success," says DOT coordinator Pollyann Printy.

The 5th Annual "Fill This Truck" food drive was also once again successful. For the third year, the NHDOT partnered with several state agencies to help replenish bare shelves at food pantries across New Hampshire. Approximately 12,000 food items were loaded onto two plow trucks and delivered to the Capital Region Food Program and the NH Food Bank.

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Cover Photo - An aerial photo of Raymond Wieczorek Drive (Airport Access Road) taken before the new 1.75-mile highway connecting the Everett Turnpike in Bedford to Manchester-Boston Regional Airport was opened to traffic on November 11, 2011.