

ON THE MOVE

New Hampshire Department of Transportation Newsletter



Winter 2013

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Commissioner's Corner

Back to the Future – Challenges Facing a 2013 Transportation Department



When Marty McFly went back 30 years in time in the popular 1985 movie "Back to the Future" he found a simpler era when rock and roll and suburbs were in their infancy. President Ronald Reagan was such a big fan of the movie that he used a line from it in his next State of the Union Address.

"Never has there been a more exciting time to be alive, a time of rousing wonder and heroic achievement," President Reagan told Congress and the American people on February 4, 1986. "As they said in the film "Back to the Future" "Where we're going, we don't need roads."

That prophecy may very well come true some day. But in the year 2013, residents of New Hampshire and the rest of America still rely on roads and bridges as essential for going where they want and need to go every day.

For several months I have been on a mission to spread the word about the need to invest in transportation and the Department that I lead. I have spoken to a wide range of groups and hundreds of people across New Hampshire. My message has been the same each time. We are clearly not keeping up with the transportation needs of this state. We are, in fact, facing our own "fiscal cliff" hamstrung by a growing disparity of 2013 transportation challenges and demands at a funding level that has not changed since 1991, the last time the state gasoline tax was increased – to 18 cents a gallon.

The NHDOT has about 60% of the purchasing power in 2013 than it had 22 years ago when the cost of a gallon of gas was \$1.14. Some materials key to building and maintaining roads have skyrocketed in cost since then. Liquid asphalt, for example, has more than quadrupled in cost, up 460%. The cost of road salt has jumped over 220% since 2000.

At current funding levels, the NHDOT would need an extra \$12 million a year just to maintain state roads in current condition, and an additional \$15 million to keep the number of "Red List" bridges at an unacceptable 148.

The overall condition of New Hampshire's state

roads continues to slip. Just 19 percent of state roads are currently in good condition, with 44 percent rated fair and 37 percent rated poor. It's estimated that over \$600 million in additional funds are needed to bring all poor condition pavements to good condition.

While the NHDOT has about 400 fewer employees (down to 1,653) than in 1991, vehicle miles traveled have risen by a third and total lane miles have increased by 11%. Adding to the challenge, the Department is facing a \$24 million deficit in preservation and maintenance for Fiscal Year 2014.

This downward trend did not happen overnight, and it won't be turned around in a short period of time. But action is clearly needed now. The overwhelming response I have been hearing to my presentations is that "we need to do something!"

With or without additional revenue, the NHDOT must effectively and efficiently prioritize and manage limited resources. That has meant focusing efforts on the higher traffic volume roads, including interstates and numbered US and State routes. Almost 1,000 miles of unnumbered state-maintained routes are not being properly maintained due to a lack of funding, and citizens across the state have noticed. But the most cost-effective approach has to be on keeping good roads good.

Our strategic goals remain the same: preserve the existing infrastructure (roads and bridges); maintain mobility; improve safety; and support New Hampshire's economy

What will the future hold for transportation funding in New Hampshire? Well let's hope Marty McFly was right when he was told no McFly ever amounted to anything in the history of Hill Valley.

"Yeah, well, history is gonna change."

A handwritten signature in black ink that reads "C. D. Clement". The signature is stylized and cursive.

Commissioner Christopher D. Clement, Sr.

ON THE MOVE

Spaulding Turnpike Improvements Celebrated in Rochester



Five-Year Project Under Budget and Ahead of Schedule

It was a priority stop for John Lynch towards the end of his eight years as Governor of New Hampshire. The Governor was determined to travel to Rochester to recognize the completion of a five-year project to widen the Spaulding Turnpike between Exits 12 and 16 in Rochester and replace several “Red List” bridges along the corridor. It was something he supported and followed during his time in office, and it was opening under budget and a year ahead of schedule.

As he prepared to cut a ribbon marking the full opening of the main line, the Governor addressed many of the NHDOT employees and contractor representatives who made the project possible.

“The contributions that you’ve made will go on for generations. You’ve really helped a lot of people with the work that you’ve done,” Governor Lynch said, citing both the safety improvements and the prospect of improved access to the region.

“This is exciting,” the Governor said while standing on the new southbound on-ramp at Exit 15. “This is going to provide to economic development in ways we can’t even imagine.”

The need for improvements to this section of the Spaulding Turnpike (NH Route 16) was identified in the early 1990’s. But it wasn’t until December of 2007 that

increased toll revenues allowed the expansion project to get underway.

The six mile project involved the expansion of the turnpike from a two-lane roadway to a four to six lane divided highway long with the replacement or rehabilitation of 16 bridges. The daily traffic count along that corridor ranges from 35,000 vehicles a day on the southern end to 26,000 vehicles in the area of Exit 16.

Rochester Fire Chief Norm Sanborn was pleased by the safer highway, including the concrete barrier that now separates northbound and southbound traffic. “It would be very hard for somebody to hop over that,” he said.

The \$140 million project also reconstructed sections of NH 125, US 202, NH 11, Ten Rod Road and Chestnut Hill Road, created seven acres of wetland mitigation, and new bridges crossing the Cochecho River have longer spans to provide better wildlife crossing.

Since the beginning of the project, about 100 workers were at the Spaulding Turnpike project on any given day doing construction work. Contractors for the project were S.U.R. Construction for work on Exit 12; Alvin J. Coleman and Sons for Exits 13 and 14; Severino Construction for Exit 15; and R.S. Audley for Exit 16.

ON THE MOVE

Memorial Bridge Steel Being Shaped in New Hampshire



Claremont Company Playing Key Role in Portsmouth-Kittery Project

The large pieces of structural steel began arriving in mid-October by truck in Portsmouth, where they are being assembled on the State Pier for what will be the new Memorial Bridge over the Piscataqua River.

This is the latest step in the steel's journey, which was given its shape and color at a manufacturing facility on the other side of New Hampshire in Claremont. The company is called Structural Bridges, Inc. and it's there that large plates of steel are being cut, shaped, welded and "metalized" to be part of a unique lift bridge that will connect New Hampshire and Maine.

Sub-contractors for the Memorial Bridge's prime contractor, Archer Western, have been at work at locations across the country producing pieces and components for the Memorial Bridge. Structural Bridges, which employs about 80 people, is a subsidiary of Canam Group, a Canadian company that has invested millions in the Claremont facility to make it one of the best in the country.

In addition to the steel fabrication, Structural also specializes in applying a "metalizing" treatment to structural steel that doubles the exterior protection normally provided by paint. Elsewhere, innovative "cold form flange plates", which will be used instead of gusset plates on the bridge, are being produced at plants in Pennsylvania and Illinois.

At the site of the new bridge, construction work has progressed on approach bridges on both the New Hampshire and Maine sides, as well as the piers in the river that will support the bridge.

The \$81.4 million project is scheduled to be completed in the summer of 2013.



I-89 Exit 20 Reconstruction Project Completed in Lebanon

Addresses Traffic Congestion Along the Busy NH Route 12A

Not far from the Connecticut River and the Vermont state line, traffic is flowing smoothly over, under and around the new, longer Interstate 89 bridges at Exit 20 in Lebanon.

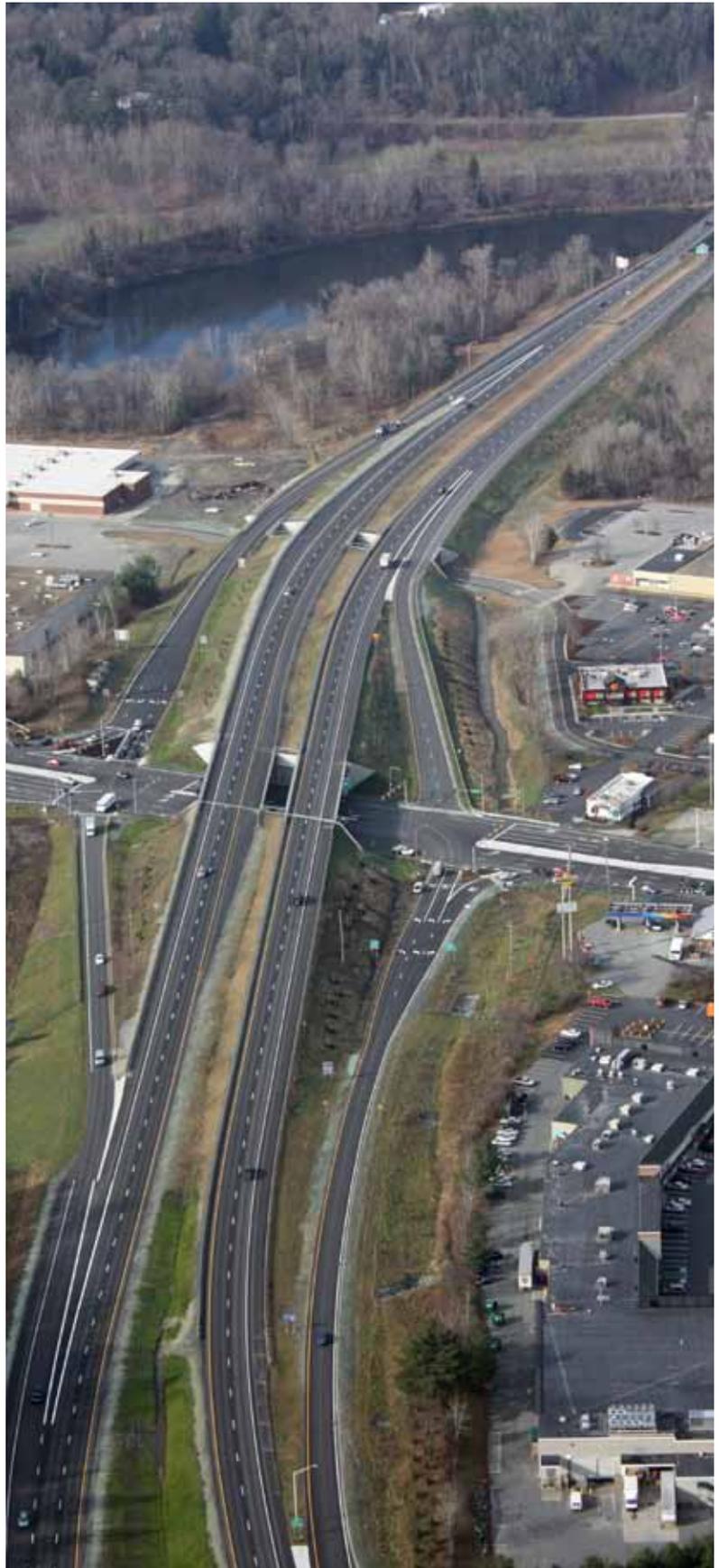
A three-year, \$20.3 million project to reconstruct the Exit 20 interchange has been completed and motorists are no doubt noticing the much-improved difference.

In addition to the new I-89 bridges, the project involved the reconstruction and widening of NH Route 12A from five to seven lanes to improve traffic flow along a busy commercial corridor. There was also construction of a new connector road and underpass under I-89 that links the Upper Valley Plaza and the K-Mart Plaza. All the Exit 20 interchange ramps were widened and realigned.

"The result has been excellent," says NHDOT contract administrator Peter Kehoe (Construction Bureau). "It was a daily battle for three years to maintain the balance between constructing the project and making sure business activity on Route 12A was not affected. Traffic is now flowing very smoothly on what had been a very congested corridor."

Funding for the project was made possible by the American Recovery and Reinvestment Act of 2009 (ARRA). That in turn freed up available funding for 35 local road and bridge projects across New Hampshire, including the replacement or rehabilitation of 19 municipal "Red List" bridges in towns like Antrim, Barnstead, Harrisville, Brentwood, and Canaan.

R.S. Audley, Inc. of Bow, New Hampshire was the general contractor for the project.



“PAVEMENT PRESERVATION”

Celebrated on NH 12 in Marlborough and NH 112 Lincoln



“Why are you paving a perfectly good road?” It’s a question often asked by an inquiring public who can’t understand why the NHDOT isn’t addressing a much worse road not far away.

The answer defies perception but makes all the sense in the world. Quite simply, it’s far more cost efficient to “keep good roads good” than it is to try to “fix worst roads first”.

Pavement preservation addresses minor deficiencies early, before the defects become major problems, and extends the life at a relatively low cost. Routine road surface treatments are the most cost-effective way to maintain pavements.

Of the 401 miles of New Hampshire state highways proposed for paving work this year, 113 miles (28%) were designated for pavement preservation. Two of those preservation projects, 4.5 miles on NH 12 in Swanzey-Troy-Marlborough and 6.8 miles of NH 112 in Lincoln, were highlighted by ribbon-cutting events in October aimed at better informing the public of their benefits.

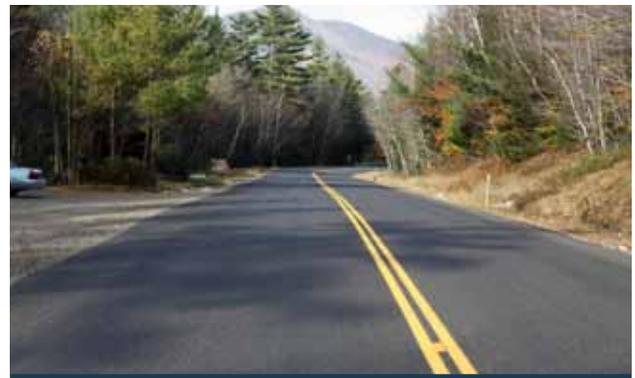
The Marlborough event on October 6th featured a “micro-surfacing” preservation treatment, a thin layer of asphalt mix aimed at extending the pavement life by six to eight years. The \$290,000 cost of the project was far less expensive than a 2002 rehabilitation involving four inches of new asphalt that cost \$3.9 million.

Two weeks later the pavement preservation road show went to Lincoln, where an asphalt rubber chip seal treatment on NH 112 (Kancamagus Highway)

“As our dollars are stretched and our budgets are taxed we really have to look at pavement preservation as a way of keeping good roads good. So it frees up money to work on the fair to poor roads,” NHDOT Pavement Management Chief Eric Thibodeau (Materials and Research Bureau) told the Union Leader newspaper. Thibodeau added that if the Department only focused on poor roads it would fall behind. “It’s just a losing battle trying to fix worst roads first.”

(photo below) included the use of scrap rubber from 62,500 recycled tires that contribute to pavement durability and flexibility. The \$875,000 project cost again compared favorably with the \$3.8 million spent in 2002-2003 for the road’s rehabilitation.

The benefits of implementing a pavement preservation program are not immediate and dramatic, but accrue over time. Everyone understands the importance of maintaining a car or a house to prevent major repairs. The value of preventive maintenance treatments now prevents major repairs later.



New “Welcome to New Hampshire” Sign Unveiled

Produced By the Sign Shop at the Traffic Bureau

Millions of visitor who came to check out New Hampshire’s fall foliage were greeted by new “Welcome” signs on I-93, I-95, the Everett Turnpike, and I-89.

The new sign, produced by the sign shop at the NHDOT’s Traffic Bureau feature a blue, green and white color scheme with the new logo for New Hampshire being used by the State Office of Travel and Tourism in the state’s new major marketing campaign. The sign was unveiled by Governor Lynch at a ceremony on September 17 at the Salem Welcome Center.

“Travel and tourism are obviously very, very important to the state of New Hampshire,” Governor Lynch said. “And we want the visitors of New Hampshire to fall in love with our great state. We want to welcome them to New Hampshire and I think you’ll agree that the signs we’re unveiling today will do that job.”

The logo design includes what state Travel and



Governor Lynch, DRED Commissioner George Bald and NHDOT Commissioner Chris Clement unveil the new “Welcome to New Hampshire” sign at a ceremony at the Salem Welcome Center.

Tourism Development Director Lori Harnois said were “the main attributes that our research told us about why people come to New Hampshire” - Mountains, beaches and trails. Inside the design, the letters “NH” are scripted.

NHDOT Engineers Continue to Support Student Bridge Builders

TRAC Program Marks Ten Years of Popsicle Stick Bridges

Year after year, students across New Hampshire just keep cranking out Popsicle stick bridges of all shapes, sizes, and strengths. It’s all part of a national outreach program called TRAC (Transportation and Civil Engineering), which promotes hands-on activities aimed at encouraging students to consider careers in transportation and civil engineering. The most recent bridge building competition, coordinated and supported by several NHDOT engineers, involved 144 students from seven New Hampshire schools. Design awards went to Concord High (“classic”) and Pinkerton Academy (“original”). First place for strength was won by a team from Winnisquam High. A Milford High School team captured second place. Among the competitors was Ryan Conroy

(Concord High), pictured with his mother, Michelle Fransen-Conroy (Finance & Contracts).



A Cheaper, Safer Way of Dealing with Waste Wood along Highways

Certified Public Manager Team Project Wins National Award

New Hampshire continues to be one of the most forested states in the country, with 84% of its land covered by trees. Many of those trees are near highways, making for a never-ending challenge for NHDOT maintenance forces. Disposing of waste wood, logs and stumps too big to be chipped on site, is time consuming, physically challenging and costly – up to \$500 an hour by private contractors.

Now a five-member team working to be public managers has come up with idea that provides a safer and more efficient way of disposing of waste wood. The Certified Public Managers (CPM) team, which included three NHDOT employees from District 4, set out to find a better way to address a three-year backlog of clean waste wood. The team worked out the details of the project, including costs and liabilities, and found private sector interest in purchasing the waste wood.

Their recycling low-grade project has been recognized with a national award from the American Academy of Certified Public Managers. The George C. Askew Award recognizes projects that are innovative, result in expected cost savings, and “demonstrate an improvement in quality within the work unit.”

Members of the New Hampshire CPM team include: Ben Tatro, Robert Hebert and Glenn Smith, all from the NHDOT’s Highway Maintenance District 4, Erika Randmere, NH Department of Employment



(left to right): Ben Tatro (District 4), Glenn Smith (District 4), Jason Johnson (Milford Area Communications Center), Erika Randmere (NH Employment Security), Robert Hebert (District 4) and Doug Graham (District 4 Engineer).

Security, and Jason Johnson, Milford Area Communications Center.

“The three DOT guys, myself, Glenn and Bob, we were all were pretty frustrated in years past that the state has to pay somebody to come in and grind up all the junk wood we accumulate, and we were just thinking, ‘Why not be able to sell this stuff?’ ” Ben Tatro told the Keene Sentinel. “It just came up in conversation, ‘Where can the DOT eliminate wasteful processes,’ and the light bulb went off pretty much at the same time for all three of us.”

District 4 Engineer Doug Graham, who sponsored the initiative, said he will now look to contract with businesses that would use the junk wood for bark mulch or as biomass fuel to burn for energy.

It’s really tremendous, because instead of doing things the same way just because we have for years and years, you’ve got people like this team that care enough about the way state government works to take an interest in coming up with an idea like this,” Graham said. “I think it shows a lot of pride that these five employees have, not only in their work, but to help make sure that state government runs a little more efficiently.”

Like a Good Neighbor

The Motorist Service Patrol is There

State Farm Insurance Signs on as a Turnpikes Sponsor

Motorists traveling on the I-95 and lower Spaulding Turnpike corridors can look forward to possible assistance from the Turnpikes Bureau's Motorist Service Patrol (MSP) for at least the next three years. Thanks to a new sponsorship by State Farm Insurance, the service patrol will continue to be there when needed for everything from a dead battery and a small amount of fuel, to debris in the highway and calling in emergency responder help for roadway incidents.

A newly wrapped NHDOT service patrol vehicle featuring the State Farm logo was unveiled at a November 20th media event at the Hampton Tolls that announced the sponsorship.

"This is great news for motorists who drive on I-95 and the Spaulding Turnpike in New Hampshire," said NHDOT Commissioner Chris Clement. "This public-private partnership with State Farm will ensure an additional level of safety for the traveling public for several years."

Launched as a pilot program in May of 2011, the Turnpikes Motorist Service Patrol has been busy,



responding to approximately 250 highway incidents a month. That includes patrolling the 16 miles of I-95 (Blue Star Turnpike) year round and another 14 miles of the Spaulding Turnpike during winter months.

Turnpikes Highway Maintainer Arvid Bacon recalled an MSP response to a motorist with a flat tire through the high-speed Open Road Tolling lanes at the Hampton Tolls in an interview with the Manchester Union Leader,

"She was scared to death being stuck out there with cars zipping by her at 65 mph. There's just barely a full breakdown lane and you're stuck in there by jersey walls," Bacon said.

Bacon said he notified the NHDOT's Transportation Management Center, which then dispatched state police. As soon as police arrived, Bacon changed the tire and the thankful motorist resumed her trip.

The State Farm sponsorship totals \$145,000 for three years, with the option of two additional two-year renewals. The underwriting will allow the service patrol to continue and possibly expand.

State Farm sponsors motorist assistance patrols in eight other states: New York, New Jersey, Pennsylvania, Maryland, Georgia, Florida, Indiana and Kansas.

ON THE MOVE

For the Construction Bureau's Dan Caouette – It's a Wonderful Life



It's safe to say that Dan Caouette doesn't just go home and sit around after work.

The Milan resident is pretty busy as a Construction Bureau contract administrator, recently finishing up fuel tank replacement projects in Gorham and Columbia and bridge painting projects in Berlin and Shelburne. Then there's being a husband and father to daughters Lena (1st grade) and Danielle (prekindergarten). He's also got his own successful boat-building business (Clear Stream Custom Water Craft) and recently ran his first marathon (with wife Christine) in Manchester (4:03.38). That followed his participation in the "Reach the Beach" run.

If that wasn't enough for one year, Dan Caouette wrapped up 2012 by "Directing" his first live theater production.

Why, you ask?

"Basic answer, no one else was interested in directing a show for the fall," says Dan, who's been involved with Colonel Town Players, a local amateur theater group based in Lancaster.

"I've been in a few shows and worked on the production end some. The radio play format looked like a good way to get my feet wet producing and directing a full show. It'll be a while before I do THAT again!"

With no Jimmy Stewart, Dan Caouette directed a cast of experienced local actors and actresses for a production of "It's a Wonderful Life" that featured six live shows in December (five in Lancaster and one in Colebrook). He says the crowds grew bigger with each show.

"It was amazing. People cried during parts of the show and were on their feet cheering at the end of each performance," Dan says.

Dan admits the week leading up to the first live performance was exhausting and a little stressful.

"When you're the Director, there are a lot of little details to worry about. There are the lights, the props, the sound check, replacing an actress who couldn't make a matinee show, making sure the pianist is in place, and just praying someone shows up to watch. It's all hands on deck in a small theater production. My wife ran the box office."

As for the show's success, Dan gives all the credit to the cast. "They did great. I was very proud of them."

While not ruling out doing the Director thing again in the future, Dan says he is "taking a break for a while."

But more fun awaits Dan Caouette in 2013 - his biggest project in 15 years with the NHDOT - the \$8.2 million rehabilitation of the I-93 bridges over the Connecticut River between Littleton and Waterford, Vermont. And who knows, he might just squeeze in another marathon, or a play, or a building a kayak, etc.

ON THE MOVE

NHDOT Recognized For Success in Documenting and Reducing Energy Use



Several NHDOT employees were recognized in December for their contributions to energy efficiency.

As energy prices continue to rise, the NH Department of Transportation has become a leader in New Hampshire state government in tracking and reducing energy costs.

The NHDOT's "amazing job" said NH Energy Office Director Karen Rantamaki said, has saved enough energy since 2005 to amount to about \$900,000 in today's energy prices, including a 27% savings in electricity, 51% in heating oil, 22% in natural gas, and 535% in propane.

Some of the energy savings initiatives have included: making DOT buildings more energy efficient with better insulation and improved heating systems, including the installation of highly efficient wood-burning furnaces in 21 patrol facilities, bought more fuel-efficient vehicles, reduced vehicle idling times, monitored computer use, installing motion controlled lights, and increased the use of LED lights in traffic signals.

The Energy recognized several NHDOT employees at the December major staff meeting for their roles in compiling an energy use data base. Receiving certificates of appreciation were: Faith Ellis (Bridge Maintenance), Verna White (District 1), Alissa Briggs (District 5), Juanita Andrew (Traffic), Lisa Weir (Right-of-Way), Patti Bailey (District 3), Kristy Goodwin (District 6), Marilyn Kenyon (District 2), Sam Newsom (Turnpikes), Laurie Bellamy (District 4), Kimberlee Roux (Turnpikes), Daphne Manifold (Mechanical Services), James Hewitt (Highway Maintenance) and Andy O'Sullivan (Turnpikes).

A New Slogan for the NHDOT: "Proud To Be NHDOT"

It was a request that drew quite a response. The 1,600 employees of the New Hampshire Department of Transportation were asked to submit their suggestions for a new slogan for the Department, in five words or less. There was no shortage of ideas, and plenty of good ones.

More than 260 suggested slogans were submitted. Some played on acronyms NHDOT or DOT -

D-Determination **O**-Organization **T**-Team Work or Nameless **H**eroes **D**efending **O**ur **T**raditions and **N**ature's **H**avoc **D**efines **O**ur **T**asks; some addressed our customers - *Getting you to Work & Home* and *Driven to Improve your Travel*; others were inspirational - *Failure is Not an Option* and *Getting the Job Done*; and there was the now infamous six word utterance *Drive Fast and Don't Look Back*.

With a tough task at hand, a committee of employees reviewing the proposal determined that a simple slogan, would best capture who we are and how we operate, would convey both an internal and external message, and may help to serve as a common motivator. With those criteria in mind, the committee chose **Proud to Be NHDOT**, submitted by Sherry Blanchard and Dawn Pulica from the Planning and Community Assistance Bureau. The logo design is by L.J. Place.



ON THE MOVE

NHDOT People



Doug Rogers (Materials and Research) has marked 25 years of State service. As an Earth Scientist II, Doug's duties include being a jobsite manager for geotechnical

drilling operation. He is involved with logging soils and rock samples information that is used for road and bridge foundation design.



Chuck Dusseault (Materials and Research) was recognized for 25 years of State service at the November major staff meeting. Chuck began his engineering career at the NHDOT in the

Construction Bureau after serving in the US Army Corps of Engineers. Following a decade in Materials and Research as a geotechnical and materials engineer, Chuck was chief of the Engineering Audit Section of Construction. Since 2006 he has been section chief for the Geotechnical section in Materials and Research.



Edward Cofferen (District 5) was presented with his 25-year service award by Commissioner Clement on December 6th. Bucky, as Ed is known to his co-workers, has been a

Highway Maintainer 3 in Warner (#526) since 2005. He also worked previously in Chichester (#503) and Allenstown (#501).



Laura McCarthy (Traffic Bureau) was recognized for 25 years of State Service at the December major staff meeting. Laura served most of her NHDOT career in Turnpikes, most

recently as Toll Operations Supervisor for four years, before accepting a position as TMC Operations Supervisor at the Transportation Management Center in 2011. She says she's excited to be part of a team that will take the TMC "to the next level regarding traffic management".



Jack Smith (Construction Bureau) retired from State service on October 31 after nearly 37 years with the NHDOT. Governor Lynch presented the contract administrator with his retirement certificate at a ribbon-cutting for the Spaulding Turnpike widening project in Rochester. Other memorable projects Jack worked on during his DOT career included the Franconia Notch Parkway ("most exciting"), the Kancamagus Highway ("most enjoyable"), and the Ledyard Bridge in Hanover ("most challenging").



The Highway Design Bureau held a surprise birthday gathering for Walter Dudley, who celebrated his 80th birthday on December 29th. An Engineering Technician,

Walter has worked at the NHDOT since 1988.



District One's Lindsey Gray retired on December 31st with 38+ years of State service. Lindsey was a long time Patrol Foreman for the Pittsburg, #101 patrol facility.

ON THE MOVE

Service Awards (1st Quarter)

5 Years:

Kenneth Wright - Turnpikes
Carrie Jacqueson - Turnpikes
Lee Weatherbee - District 5
Aaron Smart - Materials & Research
Nicholas Goulas - Bridge Design
Raymond Burovac - Mechanical Services
Randolph White - Mechanical Services
Patricia Dowling - Turnpikes
Scott Whitehouse - Turnpikes
Greg Lingley - District 5
Susan Winslow - Turnpikes
Leon Forest - District 5
Jillian Edelmann - Environment
Emily Whitaker - Highway Maintenance
Kathleen Mulcahey-Hampson - Commissioner's Office
William McDonough - District 2
Scott Beaulac - Mechanical Services
Diane Rivet - Mechanical Services
Andrew Hill - District 3

10 Years:

George Pearce - District 3
Eric Thibodeau - Materials & Research
Steven Roy - District 4
Gary Homer - Construction/Engineering Audit
Brian Mayo - District 6
Martin Wilson - Mechanical Services
Maurice Janelle - Mechanical Services
Gary Stevens - Bridge Maintenance
David Hope - District 4
Matthew Powers - Highway Design
Ashok Kakadia - Construction/Eng Audit

15 Years:

Linda Ferguson - Bridge Maintenance
Milton Norcross - District 3
Randy Colbath - Mechanical Services
Philip Rogers - Bridge Maintenance
John Barrell - District 2

20 Years:

William Watson - Planning & Community Assistance
Margaret Savage - Turnpikes
Thomas Clement - Bridge Design
Marc Brodeur - District 1

25 Years:

Phillip Miles - Right-Of-Way
David Evans - District 5
Darrell Johnson - Mechanical Services
Robert Critchett - District 6
Arthur Johnson - Materials & Research
Craig Cormier - Highway Design
Craig Cleveland - Materials & Research
Walter Dudley - Highway Design
David Cloutier - Highway Design
Kevin Winn - Construction/Engineering Audit

30 Years:

Victor Dumont - Turnpikes

35 Years:

Kenneth Giberson - District 5
David Brillhart - Commissioner's Office
Richard Atwood - District 3
Barbara Novak - Turnpikes



Linda Clifford (Right-of-Way) retired on December 27th after 23 years of State service. Linda served as an Administrative Assistant in Right-of-Way for most of her DOT career and also worked in the Commissioner's Office. The Tilton resident's retirement plans include traveling and scrapbooking.

ON THE MOVE

Personnel Updates

New Hires:

Ronald Mcelwain - Hwy Maintainer II, Dist 6, Crew 1

Travis Carley - Hwy Maintainer I, District 2, Crew 5

Michael Willis - Hwy Maintainer I, District 2, Crew 24

Michael Bigda - Hwy Maintainer II, District 6, Crew 1

William Remillard - Hwy Maintainer II, Dist 2, Crew 15

Jesse Tyll - Hwy Maintainer I, District 5, Crew 16

James Eckert - Hwy Maintainer I, District 3, Crew 4

Adam Sharpe - Hwy Maintainer II, District 5, Crew 15

Jim Barker - Hwy Maintainer II, District 3, Crew 24

Ann Scholz - Civil Engineer IV, Material & Research

Janice Beal-Woodworth - Senior Radio Dispatcher, District 1, Crew 26

David Spenard - Row Agent II, Right Of Way

Seth Angeloro - Automotive Service Technician, Mechanical-Concord

Michael Gardner - Hwy Maintainer II, Dist 4, Crew 3

Promotions:

Linda Cate - Supv Of Turnpike Operations, Turnpikes-Hooksett

Brian Howard - Automotive Mechanic, Mechanical Div-Concord

James Huckins - Geological Exploration Tech II, Material & Research

Joseph Maguire - Highway Maintainer III, Tpk-Nashua Maintenance

Joan Castellano - Program Assistant II, Finance And Contracts

David Gaylord - Civil Engineer II, Highway Design

Robert Neveu - Asst Hwy Patrol Foreman, Dist 5, Crew 27

Michael Taylor - Highway Maintainer III, District 5, Crew 28

Robin Brown - Audit Tech, Finance And Contracts

William Laflam - Hwy Patrol Foreman, Dist 3, Crew 14

Jonathan Provost - Highway Maintainer III, Tpk-Hooksett Maintenance

Linda Dusenberry - Program Specialist I, Finance and Contracts

Scott Curtis - Asst Hwy Patrol Foreman, Dist 6, Crew 1

Charles Flanders - Civil Engineer V, District 5

Douglas Kerr - Tran Mgmt Comm Spec I, Traffic Tmc

Daphne Manifold - Administrative Assistant I, Commissioners Office

Kevin O'Brien - Heavy Equipment Mechanic, Mechanical Div-Concord

Bryan Connolly - Toll Attendant II, Tpk-Hampton Main Toll

Michelle Fransen-Conroy - Administrative Assistant I, Finance And Contracts

Matt Urban - Environmentalist III, Environment

John Woodward - Geological Exploration Supv, Material & Research

Retirees:

Dennis Aussant - Engineering Technician III, Material & Research (13)

Paul Rushlow - Engineering Technician IV, Highway Design (10)

Jonathan Smith - Civil Engineer V, Construction (26)

Letters



September 30, 2012

This past week I had a flat tire on my way to the pharmacy. It does not sound like much of a deal but it was to me. I am a registered nurse, OLD, and...I could not get my husband on the phone. Dennis came along and went so out of his way to try and help. It was a series of problems with the tire, my equipment, and turning into quite a nightmare. This wonderful man was so chivalrous. He helped in my safety and security. He was smart, sensible, and kind. He humbly refused any recognition. He made a difficult condition so much better and I am so grateful. The Department of Transportation is very fortunate to have this fine man in their employ.

Dorothy Syme
Hanover, NH

Editor's note: "Dennis" is District 2 Maintenance Supervisor Dennis Ford, who helped with a flat tire on NH Route 10 in Hanover.

November 20, 2012

This (letter) is to express my appreciation for the successful completion of the new four lane highway stretch from the third NH toll booth to Farmington, NH. As a 25 year NH vacationer spending most of six months a year at our Pine River Pond vacation home, the completion of this road project is of great benefit to a safe and traffic easy commute to our vacation home.--Would you thank the (Transportation) staff for a great job...on this very successful project.

Walter Sullivan
Wakefield, NH

December 17, 2012

I wanted to take a minute and send a note thanking your department. This morning I hit a patch of black ice, slid and hit the guardrail on 393. When my car finished spinning I was facing oncoming traffic. One of your employees who was driving one of the small white cars pulled up next to me to ask if I was ok. Five minutes later one of your orange plow truck drivers stopped his truck and came over to my car to make sure that I was ok. Then the other trucks that were following him were able to stop, get out of their trucks and stop the oncoming cars in an effort to help me get my car turned around safely.

These men did not have to stop their trucks, they did not have to get out to make sure that I was ok, they did not have to stop traffic to help me get my vehicle to a safe place, but they did and I am so very grateful. I never got the name of any of these men, but I would really like to pass along my sincerest thank you to them. They put their safety at risk to make sure I was out of harm's way. Not only do they make our roads safer by plowing, sanding and salting, they make our roads safer just by being on them. Thank you and your staff for all that they do to keep the residents and visitors safe on New Hampshire's roads.

With Gratitude,
Chelsea DeYoung
Pittsfield NH

November 2, 2012

On behalf of the members of the Hopkinton Fire Department, I would like to thank you for the support offered to us during the untimely passing of Chief Richard Schaefer. I would personally like to thank you for providing traffic control electronic sign boards, traffic control signs, and cones for the use on Route 202. The support was greatly appreciated. It is times like these that we as a community come together, and have an opportunity to support each other in our times of need. It is comforting to know that our community is there to support each other when called upon.

Jeffery Yale
Interim Fire Chief
Hopkinton Fire Department

Editor's note: This letter was sent to Highway Maintenance Engineer Caleb Dobbins and District 5 Maintenance Supervisor Kevin King.

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

ON THE MOVE

Seven Years Later

A Final Fix for Flood-Damaged NH Route 123 in Alstead



It was the night the town of Alstead will never forget – October 9, 2005. During a night of very heavy rain a blocked culvert on Cooper Hill Road let loose sending a wall of water through the small, southwest New Hampshire town, killing four people, washing away cars, and destroying 12 homes.



A four-mile stretch of NH Route 123 was completely destroyed, to the point where in some places there was little indication a road ever previously existed.

The road was partially restored by winter, but the overall clean-up, repairs and recovery has taken years. The final NHDOT project associated with long-term

improvements for NH 123 was completed on October 2012, almost seven years to the day of the disaster.

According to the Construction Bureau's Mark Moran, the \$4.7 million, one year project on two sections of NH 123 involved "a lot of permanent fixes", including the installation of larger box culverts along Warren Brook and the full reconstruction of 8,150 feet of roadway. The NHDOT contract administrator had high praise for the private contractor who performed the work, Weaver Brothers, of Bow, New Hampshire. "They build a road to last a hundred years."

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www.nh.gov/dot

Bureau of Materials & Research Seeking New Research Topics

The Department's Research Advisory Council (RAC) will meet in April to consider new research needs statements. To submit a research topic for consideration, follow the link at www.nh.gov/dot/research. The deadline for submittal is March 15, 2013. If you have any questions, please contact Glenn Roberts at 271-3151.

Cover photo – Aerial photo of Exit 15 of the Spaulding Turnpike improvement project taken on November 6, 2012. Photo by L.J. Place (Highway Design)