

**Governor and Executive Council Witness the Needs of the Turnpike System**  
*Field Trip Focuses on Conditions of Red List Bridges on the Spaulding Turnpike*

Seeing was believing for some of New Hampshire’s top elected officials, who toured a section of the Spaulding Turnpike in Rochester on September 5 and came away convinced more needs to be done to address the needs of the State’s Turnpike System.

“I don’t think you get a real sense of what it’s like unless you go out and physically inspect the bridges and the roads,” Governor John Lynch said as he looked upward from underneath the Spaulding Turnpike Red List bridges over NH Route 125.

“We can’t delay. There is a real sense of urgency going forward, and what we’ve seen today reinforces that.”

What the Governor and Council saw were bridges and sections of road long overdue for replacement and improvements. Sections of deteriorating concrete, exposed and rusting steel, and areas supported by wooden shoring highlighted problems that have been decades in the making.

“Prudent judgment says this needs to be fixed,” said Executive Councilor Beverly Hollingworth.

At an earlier presentation, the Governor and Council were told turnpike revenues are simply no longer keeping pace with the needs of maintaining and improving the 93 miles of turnpike in New Hampshire. There are a total of 15 Red List Bridges on the Turnpike System and while capital needs estimates top \$300 million, there is currently just a \$6 million balance in toll revenue to meet those needs.



Turnpikes Bureau Administrator Harvey Goodwin points out to Governor John Lynch some of the problems with the Spaulding Turnpike bridges over NH Route 125 in Rochester. Also looking on are David Powelson (Bridge Design Bureau) and Adam Krauss, a reporter with *Foster’s Daily Democrat*.



NHDOT Assistant Commissioner Jeff Brillhart and Bridge Maintenance Superintendent Eric Bowser answer questions from Executive Councilor Beverly Hollingworth as Councilors Ray Wiczorek and Ray Burton look on.

“Repairs are not enough. The bridges over Routes 125 and 202 have to be replaced - and soon,” stated an editorial that followed in *Foster’s Daily Democrat*.

“Executive Councilors saw it all. At some point, leaders of the legislature will have to see it. They’ll have to see the bridges that may soon fail. They’ll have to see the road is too narrow. It’s scary and it gets scarier when you understand the volume of traffic on the turnpike each day. It’s too soon to be very optimistic, but it does seem as if some people, the governor, the executive councilors and DOT management, are eager to do something that will save lives on the Spaulding Turnpike. It’s a good start - the best step we’ve seen so far.”



## Commissioner's Corner

by Charles O'Leary

### Looking for Leadership

One of the first things I noticed when I came back in March was that employees at all levels within this organization were thirsty for leadership. Leadership training has always been a priority for me. During my last tenure here, I initiated Front Line Supervisory training, which took place from 1997 to 2002. Nearly all the front line supervisors and many potential supervisors went through this training and were enthusiastic about the skills they learned in the most important part of their jobs - working with people.

In 2007, we are launching a second program, which provides front line leaders with some additional tools in order to meet changes in the New Hampshire Department of Transportation environment of today.

In the southern part of this state, and soon in other regions, we are encountering and responding to an increasingly diverse workforce. In virtually all of the Bureaus and Maintenance Districts, we have four generations working - each with different values, work ethics, and skills. Members of each generation are all valuable - we just need to modify our style to help them be more effective.

One of the most important "rules of life" as mentioned by Richard Hodgkinson, one of the instructors, is that everyone is different. Not only are we different culturally and demographically, we are different in many other ways. Supervisors need to get to know themselves first to see what prism they are looking through and then to look at differences within their work teams.

New supervisors have to learn to become comfortable in their new roles. They need to recognize they must build a different work relationship with the work team they used to socialize with. Their former friends must respect their authority. This is especially true in the world of field supervisors, who need all the tools they can get to build morale and manage the workload, which can often times be difficult and dangerous.

Over time we have discovered that Bureau Administrators, District Engineers and other mid-level managers need to see what their subordinates are learning in Front Line leadership class so they can support and assist with their progress as leaders. For this reason, we are offering "familiarization sessions" for them as well. These sessions are also an opportunity for mid-level managers to dust off their own leadership skills and try new ways of behaving.

And finally, this training is helping everyone to get out of his or her comfort zone. Thanks to all who have participated in the training and remember - the attendees are our future.



### Fall 2007

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

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**New NHDOT Stewardship and Compliance Office Created**  
*Focus will be on Environment and Health and Safety*

by Bill Hauser (Environment Bureau)

On June 12, 2007, the NH Department of Transportation executed an Administrative Order by Consent (AOC) issued by the Department of Environmental Services to address environmental compliance issues related to specific operations within the Bureau of Bridge Maintenance. These issues came to light during an internal investigation into unrelated personnel matters at the DOT and were subsequently confirmed by an independent investigation conducted by the Attorney General's Office (AG). The transgressions involved the improper and illegal disposal and transport of lead paint and epoxy.

Based on the findings of the AG investigation, the Department agreed to undertake several actions, including payment of a civil penalty to the Hazardous Waste Cleanup Fund, retention of an independent environmental auditing firm to conduct a multimedia environmental compliance audit at Division of Operations' facilities, retention of an independent environmental consulting firm to implement an Environmental Management System (EMS) within the Division of Operations, and investigation and remediation of the contaminated sites identified in the AOC.

The civil penalty has been paid and the selection process for the two environmental consulting firms is underway, with contracts expected to be approved this fall. Investigation and remediation activities at the Bridge Maintenance Franklin Yard and Bailey Bridge Yard, also in Franklin, and at certain bridge sites in other locations are nearing completion.

While all of these actions are appropriate and requisite responses to the misdeeds noted above, perhaps the most effective and sustainable response is that initiated by the Department itself - establishment of a Stewardship and Compliance Office. This office, which will report directly to the Commissioner, will not only ensure that the environmental audit and environmental management system are implemented, but it will also promote environmental stewardship throughout the Department. Under the auspices of an Environmental Compliance Section, it will advocate environmental compliance through environmental awareness training and site/facility audits.

This new office will also include a Health & Safety Compliance Section to address multiple health and safety program requirements, as promulgated by the NH Department of Labor. Many of these requirements overlap with or relate to environmental compliance issues, including hazardous and toxic substance communication, safety & hazardous material survey, flammable & combustible liquids storage, lead control and asbestos control. The modus operandi of this section of the office will also be awareness training and site/facility audits, and there will be emphasis on risk assessment and medical monitoring.

An organizational chart developed for the new office and supplemental job descriptions prepared for the positions to be placed in the office are under review by the Bureau of Human Resources. Following that review, a request to create the new office and approve the reclassification and transfer of vacant positions to the new office will be forwarded to the Division of Personnel.

The Department of Transportation is committed to upholding the highest standards regarding environmental protection and the health and safety of its employees.

## A Snapshot Look at some New Hampshire Transportation Improvement Projects



Major progress is evident on work to complete the I-293 Exit 5 interchange in Manchester, including new retaining walls for both the new northbound lane alignment and the new northbound on-ramp. The \$28.5 million project will be completed in 2008.



It's been a tight squeeze at times during construction work on improvements to Candia Road in Manchester. The \$8.7 million project is reconstructing Candia Road from Exit 6 of I-93 to the Massabesic Traffic Circle. Final project completion is scheduled in 2008.



Major rehabilitation work has been completed on the McIndoes Falls Bridge over the Connecticut River between Monroe, NH and Barnet, VT. This historic 306 foot long bridge (camel-back Pratt truss) was built in 1930. The \$2.5 million rehabilitation project over two construction seasons included a new deck, new bridge rail, new floor system stringers and a new paint job. Photo courtesy - Jerry Zoller (Bridge Design Bureau)



The new District 2 highway maintenance facility (Patrol Section 214) in New London is nearing completion after almost a year of construction. The \$1.5 million project includes a main building and a salt and sand shed. The building should be ready for use by November.

## What I Did on My Summer Vacation - My Life on a Paint Striping Crew UNH Student Shares Traffic Bureau Experiences on a School Project Website

*Editor's note: UNH student Ben Blanchette from Webster, New Hampshire created a web site "NH Department of Transportation Pavement Marking" as a school project. His site details his experiences working at a summer job at the NHDOT's Traffic Bureau and the various roles and responsibilities of a paint striping crew. Here are some excerpts from the site, which can be visited on the Internet at <http://pubpages.unh.edu/~biz2/project/index.html>*

This is the crew that I work with in the summer. We paint the yellow lines on the roads east of I-93 from Canada down to the coast and Massachusetts border. To work this job a person needs to just stay alert to what is going on around them at all times, because we work *IN TRAFFIC* all day long. We have people that are passing us on either side traveling all sorts of different speeds. You cannot ask for a better summer job then this as a college student, sure you have to get up early, but if you can do that, and do not mind working long hours, you could enjoy this job very much. The long hours are why I feel that this is such a good summer job for college students. There aren't that many summer jobs where you work those long hours and make the overtime wages that are possible with a position here.



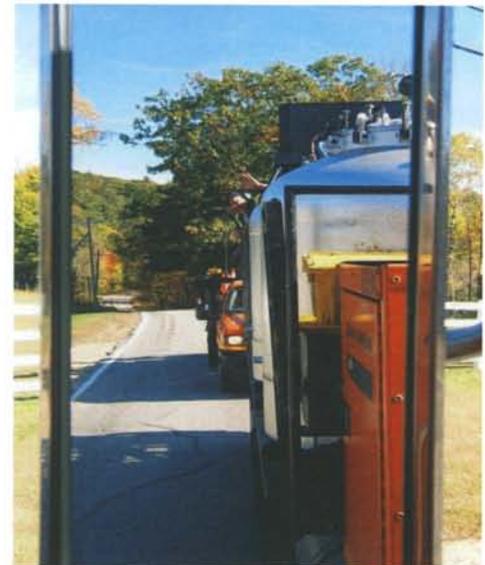
Website designer Ben Blanchette is third from the left in the above group photo. He is taking time off from school this semester and continues to work on a NHDOT striping crew.

**Coning** -This part of the job is where people tend to get bored a little bit. When coning you are riding in a cage attached to the back of the truck with openings on the sides and center of the back. You are harnessed in, so there is no chance of falling off, but the pace is the killer. Ever try painting 40-50 miles of road at 13 miles per hour, stopping and starting so that you can let traffic pass, switch paint and bead tanks and fix any minor problems that the trucks might have along the way? Well I tell you from experience, that it gets pretty old, and having to keep watch on the distance between cones, because about every 2-3 telephone pole lengths is when you are supposed to drop a cone, that time seems to creep by when you are coning. Cone picking is one part of this job that I really like. It is at your own pace, which is nice, and its continuously moving. You never really have to stop unless there is a



large buildup of traffic behind you that needs to get by. The picking operation is done from a cage in the back of one of the one ton trucks. Each crew has two similar trucks for the picking and coning operations, and they are used interchangeably so that there is no large hold-up when one truck runs out of cones.

The carriage operator, or CO, has a vital role to play on this job. It is his/her responsibility to make the new freshly painted lines overlap the old lines so there are actually lines on the road, rather than a wide blur of paint from sloppy work done over numerous years.





## NEW HIRES

**William Bailey**, Highway Maintainer 1, District 2  
**Richard Bixby**, Highway Maintainer 1, District 5  
**John Brady**, Highway Maintainer 2, District 3  
**John Clark**, Highway Maintainer 2, District 6  
**Joseph Clark**, Highway Maintainer 2, District 1  
**Richard Drew**, Highway Maintainer 1, District 6  
**Holly Fletcher**, Radio Dispatcher, District 4  
**Bradley Gauthier**, Highway Maintainer 1, District 5  
**Gregory Tedeschi**, Civil Engineer 3, Construction

**Rockland Jones**, Highway Maintainer 2, District 1  
**Richard Maher**, Highway Maintainer 1, District 5  
**Basil Nafranowicz**, Highway Maintainer 2, District 5  
**Julius Nemeth**, Civil Engineer 1, Highway Design  
**Denise Rodney**, Info Center Attendant 1, District 3  
**John Rusinski**, Highway Maintainer 2, District 5  
**Eric Scott**, Highway Maintainer 2, District 4  
**Nancy Spaulding**, Civil Engineer 3, Highway Design  
**Gordon Thompson**, Civil Engineer 3, Planning

## PROMOTIONS

**James Allen**, Highway Maintainer 3, Mechanical Services  
**Mary Audette**, Toll Attendant 2, Turnpikes  
**David Bernier**, Engineering Technician 5, Traffic  
**Charles Blackman**, Civil Engineer 3, Highway Design  
**James Gilbert**, Supervisor 2, Highway Maintenance  
**Andrew Hall**, Civil Engineer 4, Materials & Research  
**Paul Hodgman**, Assistant Highway Patrol Foreman, District 4  
**Michael Kimball**, ROW Agent 2, Right-of-Way  
**Bruce Latuch**, Highway Maintainer 3, District 5  
**Matthew Leblanc**, Highway Maintainer 2, District 5  
**Normand Legere**, Const. Superintendent, Bridge Maintenance  
**Frederick Leighton**, Highway Maintainer 2, Turnpikes  
**David Malloy**, Highway Maintainer 3, District 5  
**Joseph Mantini**, Equip. Mechanic Foreman, Mech. Services  
**Laura McCarthy**, Operations Supervisor, Turnpikes

**William Miller**, Highway Maintainer 2, District 5  
**Kirk Mudgett**, Civil Engineer 4, Highway Design  
**Jon Olson**, Bridge Maintainer 3, Bridge Maintenance  
**Charles Picardi**, Highway Maintainer 2, Turnpikes  
**David Rattray**, Ass't Highway Patrol Foreman, District 4  
**James Ray**, Maintenance Supervisor, District 4  
**William Schoenfeld**, Drawbridge Operator, District 6  
**Edward Sisk**, Highway Maintainer 3, Turnpikes  
**William Smith**, Construction Foreman, Bridge Main.  
**Matthew Snell**, Highway Maintainer 2, District 3  
**Carol Spottiswood**, Accountant 3, Finance & Contracts  
**Thomas Weeden**, Highway Patrol Foreman, District 6  
**Raymond Wilder**, Highway Maintainer 3, District 2  
**Paul Wilson**, Highway Maintainer 3, District 4  
**David Wood**, Program Specialist 2, Human Resources

## RETIREMENTS *(years of service)*

**James Marshall**, Commissioner's Office (38)  
**Daniel Magdziasz**, District 3 (16)  
**Martha Ondus**, Turnpikes (10)  
**Daniel Gelinas**, Bridge Maintenance (28)  
**Jeffrey Allbright**, Construction (37)  
**Spencer Noyes**, District 2 (25)  
**James Moore**, Commissioner's Office (35)

**Eugene Sawyer**, Construction (38)  
**Ronald Gomes**, District 5 (33)  
**George Leel**, District 4 (32)  
**Richard Weiss**, Right-of-Way (33)  
**Edward Welch**, Bridge Maintenance (34)  
**Anthony Zimmer**, District 3 (30)



# SERVICE AWARDS



*October through December 2007*

## 40 YEARS

**James Law**, Construction

## 35 YEARS

**Charles Hood**, Environment  
**Edwin Bray**, Bridge Maintenance  
**Pierre Parenteau**, Bridge Design  
**Stephen Canton**, Bridge Maintenance

## 30 YEARS

**Theodore Lang**, Bridge Maintenance

## 25 YEARS

**Joseph Burbee**, District 2  
**Steven Homer**, Planning

## 20 YEARS

**Douglas Rogers**, Materials & Research  
**Anthony King**, Highway Design  
**Joseph Powers**, District 3  
**Charles Dusseault**, Materials & Research  
**James Taylor**, Planning  
**Joseph Harriman**, District 1  
**Laura McCarthy**, Turnpikes  
**Edward Cofferen**, District 5

## 15 YEARS

**John Kallfelz**, District 5  
**Kenneth Lawrence**, District 4  
**Jon Wilkinson**, Highway Design  
**Kenneth Crowther**, District 1  
**Lisa Huber**, Turnpikes  
**Christopher Cantara**, District 2  
**Clifton Demerit**, District 1  
**Debra Dutra**, Turnpikes  
**Deborah Elliott**, Environment  
**Glenn Davison**, Materials & Research  
**Mark Marshall**, Construction  
**Jonathan Hebert**, Highway Design  
**David Smith**, Highway Design  
**Lysa Bennet-Crouch**, Highway Design

## 10 YEARS

**Seldon Alden**, District 3  
**John Flanders**, District 6  
**Lucille Stonner**, Turnpikes  
**Barbara Tors**, Fuel Distribution  
**Randall Wallace**, District 6  
**Christian Gilbert**, District 1  
**George O'Brien**, District 5  
**Thomas Norcross**, District 3  
**Robert Panno**, District 3  
**Robert Bethel**, District 4  
**Shaun Elliott**, Turnpikes  
**Jonathon Miller**, Mechanical Services  
**Lawrence Stevens**, District 5  
**Americo Afonso**, Turnpikes  
**Arvid Bacon**, Turnpikes

## Getting a Handle on New Hampshire's Historic Stone Culverts *Environment Bureau Documents More Than 100 Drainage System Links*

*by Nadine Peterson, Bureau of Environment*

The major flood events over the last two years damaged numerous small links in the state's transportation network, the state's stone culverts in southwest and south central New Hampshire. These stone culverts compose links in the drainage systems along the state's highway systems and are significant assets to the State of New Hampshire. As the state and towns went to repair these culverts, it became apparent that some of the ones over fifty years old were "historic" and the intact ones might be eligible for the National Register of Historic Places.

Because these historic stone culverts have never received a systematic survey, their numbers, their different designs, and their manner of construction as well as the number of intact examples are unknown. Given the level of flood damage across the state, it became important to understand the answers to these questions and determine which were eligible and, if possible, could be repaired in-kind and accommodate the current hydrology. In the recent past, the need to improve roads and drainage has resulted in a significant loss of this poorly known resource. It was time to get a handle on what was out there.

The New Hampshire Department of Transportation should soon receive FEMA funding and Federal Highway Administration/NHDOT State Planning and Research monies to complete a statewide, three-phased study on stone culverts to better understand this resource. The first phase was financed by the NHDOT and the NH Division of Historical Resources and conducted this summer with the help of two interns, Sarah Ganley and Ashley Bushey. This phase completed the field work part of the study. Phase 2 will begin this fall. It will include the determination of the different types and shapes and their manner of construction and their evaluation for the historic significance to establish what exactly makes a stone culvert eligible for the National Register. The Department's consulting architectural historians will complete this phase. The third phase of study, also beginning later this fall, utilizes the expertise of an engineer to determine common reasons for failure and devise best practices for the methods of repair for culverts eligible for the National Register. Such practices would maintain the historic integrity of the structure.

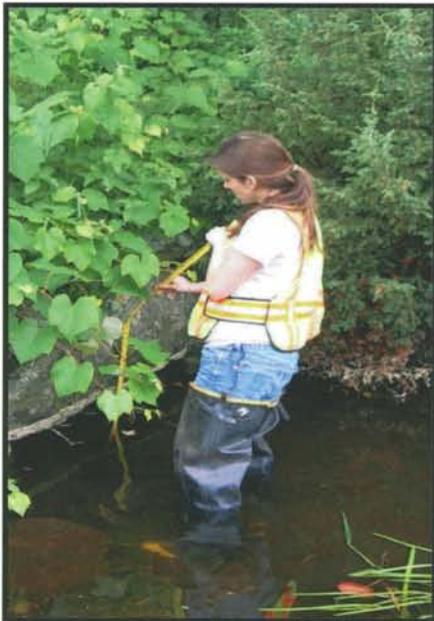
During this summer's survey of stone culverts, which started in the flood-damaged southern towns but eventually extended across eight of New Hampshire's ten counties, the interns identified over one hundred historic stone culverts.

Preparation for the field component of the 2007 NHDOT Stone Culvert Survey began with collection of locations for potentially historic stone culverts.

*(continued on next page)*



**A stone box culvert in Canterbury, New Hampshire.**



**Intern Sarah Ganley (Smith College) measures a culvert in Bradford, NH.**

## Stone Culverts (continued)

Identification of their locations came from many helpful sources ranging from the NH Division of Historical Resources Survey files, responses to a list-serve sent out to state offices, road agents and local historians, a culvert survey conducted by The Nature Conservancy on the Ashuelot River, the NHDOT bridge data base, and a NHDOT water quality study conducted in the southern section of the state.

Before beginning actual field work, the interns dedicated a significant amount of office time to data organization. Since culverts are small structures seemingly hiding under the roadway, they are difficult to locate in the field. All available information was organized by culvert: mapping information including, when available, the exact location via GIS; any existing photographs of each culvert; and descriptive information provided by the contact. The interns organized the data by town and county, surveying one county at a time. In the field, the 100 and more culverts were mapped, described, measured, photographed, and sketched.

The study was intended to address some basic questions. What were the different ways stone culverts were constructed through time and what different forms did they take? Were there reasons for these variations? The study included examples with a broad range of integrity or intactness. Culverts with some new material, cement mortar, bypass culverts, extended culverts, and culvert with inserted pipes were included in the study. And culverts showing damage from natural processes were not excluded. The goal of the fieldwork was not to survey only pristine examples. Rather, the goal was to understand the different levels of integrity that now exist and to understand how these stone structures fare under flood conditions.

How much alteration can occur before a historic stone culvert is no longer eligible?

The Bureau of Environment sincerely thanks the many participants who provided stone culvert locations.

The Bureau is looking forward to the evaluative and engineering studies that will take place during late 2007 and into 2008. This study is ongoing and when additional research is collected and analyzed it will be shared with local road agents and other interested groups via a published online pamphlet.



**Intern Ashley Bushey (University of Vermont) surveys a stone arched culvert in Jaffrey, NH.**



**An example of an altered stone culvert in Fitzwilliam, NH.**

## NHDOT People



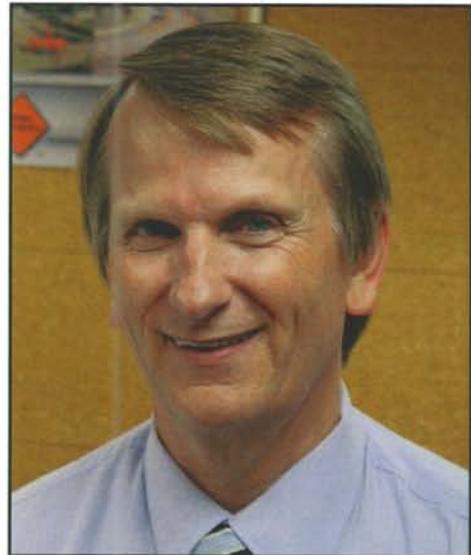
Ron Gomes, an Administrative Assistant in the District 5 Office, was given a parting reception by his co-workers on his last day of work (July 31) after 33 years of State service. Ron began working for the NH Department of Transportation on April 1, 1974.



Director of Operations Lyle "Butch" Knowlton received a 15 year certificate at the August major staff meeting. The Northfield resident has a total of 26 years of service to the State of New Hampshire.



District 4 Patrol Foreman Jonathan Flagg (Rindge #413 Patrol Facility) was recognized for reaching the milestone of 30 years of State service at the August major staff meeting.



Director of Project Development Jim Moore retired on August 30 after 35 years of State service. Jim began working summers for the Bridge Design Bureau while still a student at the University of New Hampshire. During his career, he served as Administrator of the Bridge Design, Right-of-Way and Municipal Highways Bureaus before moving up to the Commissioner's Office as Assistant Director and then Director of Project Development. The Bow resident's immediate plans include training to run in an upcoming marathon.

## Well-Known Concord Home Hits the Road to Make Way for a New Parkway

For years it sat at the center of controversy, with its owners refusing to sell to make way for a new road.

On the early morning hours of July 29, the structure widely known in Concord as “the Tuttle house”, finally made way for the new Langley Parkway near Concord Hospital by taking a three-mile journey of its own across the city.

The elaborate logistics of the move, which involved city streets, several utilities and Interstate 89 were coordinated by Gary Clifford in the NHDOT’s District 5 Office.

Perhaps the easiest part of the trip, which began at about 3:00 AM, was the 15 minute journey down the northbound lanes of I-89 between Exit 2 and Exit 1.

Complicating matters on the city streets were the many utility wires along the way that had to be dropped and then reattached to allow for the house’s height. The move was executed and completed without incident.



The Tuttle House makes its way along South Street in Concord on July 29 towards its new location on Gabby Lane. The house was moved to make way for the completion of the Langley Parkway, which will connect Pleasant and Clinton Streets.

## Highway Design Team Captures 2007 Commissioner’s Cup Golf Trophy



Anchored by Merrimack Valley High School Golf Coach Bob Landry, the Highway Design-based team “Tee for Four” took top honors by shooting a nine under par 62 in the 18th annual Commissioner’s Cup Golf Tournament at the Crotched Mountain Country Club in Franconstown. Other members of this year’s winning team were Jim Marshall, Ron Grandmaison and Steve Liakos.

More than 30 teams competed in the popular annual event on September 12, which once again concluded with a barbecue buffet lunch.

Three teams tied for second (64), with the order of finish ultimately being decided by a scorecard tie-breaker.

### 1st Place Team

Bob Landry  
Jim Marshall  
Ron Grandmaison  
Steve Liakos

### 2nd Place Team

Al Cilley  
Keith Lemire  
Ron Woods  
Kerrie Hartshorn

### 3rd Place Team

Bill Cyr  
Jerry Romano  
Bob Richards  
Dennis Herrick

### 4th Place Team

Wayne Clifford  
Bob Davis  
John Robinson  
Chris Carucci



## LETTERS

### Rest Area Attendants Help Save a Family Reunion!

July 11, 2007

Our recent family reunion was made much more pleasant by two of your rest stop attendants, Melody in Canterbury and Marie in Sanbornton. Now, I know it sounds odd that anyone could get lost on I-93, but two sets of relatives (the most difficult ones) did and in both directions!

Our cousins from Massachusetts stopped in Canterbury in a complete panic, sure that they had missed their turn and convinced they'd be wandering the wilds of our forests and be eaten by bears. They don't get out of the city much. Your Melody calmed them down and routed them to Laconia on a map. She even drew a map that led them right to our street. Cousin Tom and wife Rudy had nothing but praise for the patience and kindness they received from your worker - which is very unusual for they are very negative people and seldom have anything good to say about anyone.

Aunt Bess and her family, who came over from Vermont, stopped in Sanbornton and had a similar experience. Bess is a retired town worker and health officer, and usually nothing is ever clean enough for her. She had nothing but praise for your worker, Marie in Sanbornton - her kindness, knowledge and the spotless facility. Marie gave her a map routed to Laconia and also a hand-drawn map of how to get to our street. Instead of the usual tense gathering, our reunion was very pleasant - largely due to the experiences these two groups of usually dreaded relatives had at, of all places, two of your rest stops. I hope your office knows the asset these two women are to our state. Their people skills, kindness and knowledge certainly made our life easier.

Donna Swain  
Laconia, NH

Dear Commissioner O'Leary,

On behalf of the Derry Garden Club, I would like to thank you for your assistance in acquiring the 12 lovely, healthy lilac bushes. These state flower bushes were received through the Governor's Lilac and Wildflower Commission. Beautifying roadways and parks with New Hampshire's state flower is a task our club proudly accepts. The May delivery date insured that these lilacs were planted in optimal temperatures and weather conditions so they may become well established this growing season. Now each June, the beauty and fragrance of lilacs will be enjoyed by many.

Betsy Wolfe  
Derry, NH

#### STATE OF NEW HAMPSHIRE DEPARTMENT OF RESOURCES and ECONOMIC DEVELOPMENT

We want to thank you for your help with information and the handicap parking template for our parking lot. You went out of your way to explain the details we needed for marking our parking lot. Then you provided us with the cardboard template and directions to make our own stencil.

This is the type of inter-departmental cooperation that is needed to make the State of New Hampshire a great place to work, and a great service to our residents. With everyone trying to save every penny possible, it is the thoughtfulness of people like you who make this job a little bit easier.

We look forward to working with you again.

Sandy Knight

A.J. Depere

Urban Forestry Center  
Portsmouth, NH

*Editor's note: The above letter was written to Robert Havey in the Bureau of Traffic.*

## A Happy Ending to Every Parent's Nightmare - A Call from the Hospital

*Editor's Note: Turnpikes Bureau Assistant Administrator Jonathan Hanson took the phone call that every parent dreads - "Your son has been involved in a serious accident." Jon shares his family's story with the hope that others will learn from their experience.*

On Thursday morning, August 16, 2007, I received a phone call from the Concord Hospital Emergency Room. I was told to come to the Emergency Room as soon as possible and that my oldest son Erik had been involved in a serious, high-speed, accident while riding alone on a motorcycle.

Erik was traveling along a rural back road at approximately 8:00 AM, posted for 40 miles per hour, and came to a corner that had stone and sand possibly washed over from an overnight rain. As he described it "the bike just left me" and he and the motorcycle plummeted end over end through the corner, a row of mailboxes and then into a stonewall and down over a 20 foot embankment.

The motorcycle is a total loss but thanks to a helmet, which broke in the crash, he was left with only minor injuries. He has cuts, scrapes, a serious burn from exhaust pipe, various bruises and sprains but nothing else. The hospital and physician attending him in the emergency room were absolutely amazed that Erik had no broken bones. They assured him that if he were not wearing a helmet he would never have survived the crash. They attributed his survival to both being in good shape and simply wearing a helmet, something many riders in New Hampshire think is too cumbersome.

Erik Hanson is 19 years old, serves in the NH National Guard and is attending the NH Community Technical College in Manchester while waiting to be deployed. He returned to New Hampshire from specialized training at Fort Sill Oklahoma in late July where he received the highest award for marksmanship and was asked to represent the entire platoon in the Army's Code of Respect at graduation. At Basic and Advanced Individual Training (AIT) Erik had been taught First Aid and the value of Personal Protective Equipment while on the battleground or while operating equipment.

My son is now living proof that wearing helmets while riding motorcycles saves lives.



Erik Hanson



A B-25 Mitchell was among the many planes featured at the Pease Air Show. The medium-range bomber was used with devastating effect against German and Japanese forces during World War II.

## Thousands Attend Wings of Hope Air Show at Pease Air Guard Base

For the first time since 2000, the Pease International Tradeport hosted a world-class air show on August 25-26.

More than 100,000 people attended the Wings of Hope Air Show to benefit the Brain Injury Association of New Hampshire. The event also coincided with the 60th anniversary of the U.S. Air Force.

Pease is home to the NH Air National Guard's 157th Air Refueling Wing. Other locations hosting similar events during "Air Force Week" included Phoenix, Atlanta, Sacramento, St. Louis and Hawaii.

*Editor's Note: The following Concord Monitor editorial was published on August 3, 2007, two days after the collapse of the Interstate 35 bridge in Minneapolis, Minnesota. It is reprinted with permission.*

## Take Minnesota Collapse as Warning

The same sentence ran through the minds of lots of New Hampshire residents when they saw photos of Wednesday's catastrophic collapse of a bridge spanning the Mississippi River in Minneapolis: "Drive fast and don't look back."

That was the advice transportation commissioner Chuck O'Leary gave in 1994 to motorists who cross New Hampshire's aging bridges. O'Leary, who was recently tapped by Gov. John Lynch to head the agency again temporarily, smiled yesterday and declined to repeat that advice.

Because he knew that the Minnesota disaster would prompt questions about New Hampshire's bridges, O'Leary and several of the agency's top engineers quickly convened a press conference to respond. It was a smart move.

Nearly one-third of the state's bridges are on the red list of those in need of repair, replacement, closure or more frequent inspection. And last year, a Washington, D.C., organization that specializes in transportation issues ranked the state's overall bridge condition as the fifth worst in the nation.

That ranking overstates the problem. The age and width of New Hampshire's bridges, including stone arch and covered bridges, guarantees that they'll fail to meet modern standards. That doesn't mean they should be replaced and widened, O'Leary says. We agree. Most are in keeping with the state's history, character, lifestyle and look, and residents wouldn't want them replaced.

They do want, and deserve, bridges that are safe and adequate to move traffic reasonably rapidly. All bridges are safe, at least for now, the state's engineers say. But not all are adequate or safe for the heaviest vehicles.

There are 137 state-owned bridges on the red list, including many on heavily traveled Interstate 93. At the moment, 36 bridges have nets strung beneath them to prevent falling pieces of concrete from striking vehicles. That's a fine message to send tourists.

Municipalities face a bigger problem. Of the 3,745 bridges in the state, 1,630 are owned by cities and towns. Of those, 363 are red-listed. The problem, as always, is money. The governor and Legislature doubled the amount of aid the state gives communities, from \$8 million to \$16 million, but that's barely enough to make a dent in the list. Last month, O'Leary told lawmakers that deferred maintenance and rising construction costs mean that the state's 10-year highway plan would take 35 years to complete. Cuts will have to be made, and if lawmakers don't want to raise more money, the cuts will have to be big.

New Hampshire is a tourist state. Its economy depends on maintaining a good transportation infrastructure. Let the roads and bridges crumble and traffic jam, and jobs will disappear.

After studying what other states have done, O'Leary gave lawmakers a list of options for raising more revenue. They include raising tolls, which haven't been increased since 1989, and the 18-cent-per-gallon gas tax, unchanged since 1992. Both should be raised.

Given the routine and wild gyrations in gasoline prices, drivers would barely notice if a few pennies were added to the gas tax. Since vehicles will continue to use less fuel, the state will have to raise the tax just to keep the maintenance fund solvent.

Raising tolls and taxes is, to say the least, politically unpopular. But not raising them puts the state's economy and the safety of its visitors and residents at risk. Lawmakers should ignore those among them who hoot, howl and flap their arms whenever increases are suggested and solve the problem. No one likes tax increases, but everyone wants good roads and safe bridges.

## New District 3 Employee Finds a "Pearl" in the Rain along NH 153 in Eaton



Denise Rodney

It was a rainy Tuesday morning in mid-September and Denise Rodney was looking to keep busy. The Conway resident had been hired by District 3 to be an Information Attendant at the new Intervale Welcome Center, but until it opened in October she was willing to help out any way she could. So after checking delineator posts along one stretch of road, Denise set out for NH Route 153 in Eaton where she had previously seen a lot of debris along the highway.

"I was picking up trash and I noticed a beige tarp in the woods," Denise recalls. "As I approached the tarp, I broke a branch and suddenly the tarp moved!"

Underneath the tarp was an emaciated greyhound. Denise remembered reading a notice in the local paper about a dog that had been missing for six days.

"Automatically I knew it was that dog. She couldn't move and she was shaking violently. Her paws were bloody and she had bug bites all over her. I had only been on the job three weeks and was not sure how far I should go with this, but I had to do something to help this dog," Denise said

After trying unsuccessfully to summon help with her radio, Denise Rodney flagged down a motorist and together they were able to move the dog into the back of her pick-up. She drove to a convenience store and found the "lost dog" notice in the paper.

"I called the number and described the dog to a local pastor on the other end of the line. He started crying, then I started crying, then the convenience store clerk started crying."

The greyhound, named Pearl, was taken to a nearby veterinarian and treated for her injuries. Two days later Denise saw another notice in the paper (below) thanking her for her efforts.

"I'm looking forward to my new job at the welcome center," Denise said during a break in her NHDOT orientation session. "Because I love people and will help with their needs any way I can."

**PEARL HAS BEEN  
FOUND!**



*Words can't express the gratitude and joy we feel now that Pearl has been found and is on the mend. THANK YOU to all those who cared, called, cried with us and prayed for Pearl's safe return.*

*THANK YOU to those who helped hang posters, kept their eyes open for Pearl, and encouraged us to not lose hope. THANK YOU to the caring staff at the Fryeburg Veterinarian Hospital. And a special THANK YOU to Denise at the DOT # 3101 who found Pearl, helped take her to the vets, and showed such wonderful compassion.*

**God bless you all!**  
**Fred, Penny, and Alisha Gagnon.**

*Editor's Note: The following editorial was published in the Manchester Union Leader on August 9, 2007. It is reprinted with permission.*

### **Turnpike hike: Time for toll increases**

NEW HAMPSHIRE'S turnpikes, or toll roads, are supposed to pay for themselves. They barely do. Without a rate increase, toll revenues soon won't be able to cover needed improvements and expansion work. It is past time the state charged drivers more for using the turnpikes.

"The turnpike system cannot afford to have a capital program," acting Transportation Commissioner Charles O'Leary told a House study committee on Wednesday. "We're unable to proceed in any meaningful manner on any of the turnpike projects in our 10-year plan."

Turnpikes are essential to New Hampshire's economy, moving trucks, tourists, families and business travelers quickly into, out of and around the state. Without capital improvements to the turnpikes, the state's economy will suffer.

O'Leary suggested a 25-cent toll increase on the Everett Turnpike. That is worth considering. But another, probably better, option would be to introduce congestion pricing on all of the state's turnpikes.

Congestion pricing means charging drivers more during peak drive times. It has numerous benefits. In San Diego, congestion pricing increased carpooling and raised revenue for future road improvements, according to the Federal Highway Administration. In southern California along State Road 91, the toll road's rush-hour speeds are more than 60 mph. On the adjacent non-toll road, traffic still crawls at 15 mph.

It has been 18 years since New Hampshire raised turnpike tolls. It has been 16 years since the state gas tax was hiked. Why not raise the gas tax, too? Unlike the gas tax, tolls are a user fee. Drivers pay to use a certain road, and the money is spent to maintain and improve that road. We have reached the point that current fees are insufficient for supporting the turnpikes, but that is not necessarily the case with the gas tax. General road construction is driven as much by politics as by need, and it is not clear whether the gap between the state's road construction plans and its gas tax revenue is a result of insufficient revenue or overambitious construction plans.

The tolls, we know, are too low to support growing turnpike use. The state needs to introduce congestion pricing, and perhaps raise general tolls or reduce the E-ZPass toll discount, to ensure that these economic lifelines don't clog and choke off future growth.

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### **Portsmouth Graffiti "Artist" Caught Red-Handed**

PORTSMOUTH — Police caught a man "red-handed" last week. Authorities responded to the area of the bridge connecting Route 1B to New Castle on Aug. 2 for a report of a man wearing a sun dress and flip-flops with a flower design spray painting the word "God" under the bridge.

Police believe William Harrison, 35, with no fixed address had stolen a spray can from a nearby construction site. He had also argued with one of the neighbors, according to Capt. David Ferland.

"He literally had red paint all over his hands," Ferland said.

Harrison was charged with criminal mischief and released on \$1,000 personal recognizance bail.

-- *Foster's Daily Democrat (8-8-07)*