


 Summer 2006

Mechanical Services Bureau Moves to its Roomy New Home in Concord \$10.2 Million Project on NH 106 Upgrades Several Key Shops Under One Roof

Tom Jelley is still getting used to his new work address. For nearly 33 years the Administrator of the NHDOT Bureau of Mechanical Services reported to his job at the Stickney Avenue complex next to Interstate 93 in Concord.

Jelley's brand new workplace, a massive 87,000 square foot facility on NH Route 106 next to the Traffic Bureau, is a stark contrast to the previous aging brick structure that dated back to 1926. So far Tom likes his new surroundings.

"It's a lot more comfortable working environment for our 60 or so employees.

The key is it's all under one roof and that roof is a lot higher," Jelley says. "In our old building, we couldn't even lift a dump body inside. We had to take them outside and raise the body to do the work."

The ceiling heights did require one distinctly new purchase – a scissors lift to allow for everything from repairs to changing light bulbs.

"My first view of the architect's building design was in crayon, taped to a wall in the consultant's office. It was exciting to watch it grow week by week," Jelley says.

Visitors to the new \$10.2 million Mechanical Services complex will notice a lot of differences from its predecessor. Yes, the ceilings are high and the corridors are long, but there are some distinct improvements that will assist this bureau in managing the Department's fleet of vehicles with its passenger car, heavy truck, welding fabrication, carpenter, machine and body shops.

There are the nine overhead doors leading to bays for passenger cars, versus the two in the old building; the overhead cranes in the truck and welding shops; the heavy and light vehicle washing bays; the \$98,000 paint booth that will cure paint in four hours when it used to take overnight to dry; the welding exhaust fume extractors that replaced a fan; the bulk oil dispensing system; the outside video surveillance; and the additional office and meeting space.

Mechanical Services Yard Supervisor Steve Benoit is sold on the new facility.

"It's a beautiful complex. We've got storage for vehicles under cover that will make a big difference. We used to have to go outside and scrape the ice off the vehicles."

The move to Route 106 was challenging. It began on May 22 and the bulk of it took six working days. There was a lot of heavy equipment and timing was key to make sure the bureau was still in operation and still serving the Department of Transportation. The walls are still bare but employees are getting more settled in every day.

"We are all getting into a new routine," Tom Jelley says. "We're still not able to do everything, but we're getting there."



The high ceiling and overhead crane in the heavy truck shop will make preparing snowplows for service much easier at the NHDOT's new Mechanical Services building in Concord.



Commissioner's Corner by Carol A. Murray

The Floods of May 2006 – Déjà vu All Over Again

There was an eerie feeling right from the start that we had lived this story once before, in the not-to-distant past. There were the ominous Friday weather forecasts, complete with flood warnings. There was the daylong downpour on Saturday. And here I was on a Sunday, once again at the State Emergency Operations Center (EOC) in Concord, hearing increased reports of washed out roads, bridges under water, and dams perilously close to capacity even as the rain continued to fall.

Those manning the desks at the EOC all shared the same feeling. Didn't we just go through this? Didn't we just experience the 100-year flood in New Hampshire seven months ago? This can't be happening again. But it was. The television news truck was parked outside for the live shots. The Governor was monitoring the situation, and New Hampshire Department of Transportation employees were deployed throughout the southern part of the state doing what they do best – responding to a crisis.

There were some differences between October 2005 and May 2006. It soon became apparent that the 2006 flooding was more widespread and was affecting more people, although the roadway destruction was not as catastrophic as the wall of water that wiped out five miles of NH Route 153 in Alstead last fall.

Many more cities and towns were affected the second time around. At the peak of the flooding over 700 sections of local roads and 80 sections of state maintained roads were either under water or washed out. While NHDOT forces certainly had their hands full, they reached out when they could to help hard hit cities and towns.

For example, one of the hardest hit towns was Newmarket, where the flood response crossed normal maintenance boundaries. While town workers filled in several washouts on secondary roads, NHDOT Highway Maintenance District 6 maintenance forces cleaned flood deposited mud from downtown catch basins to prevent further damage from additional rain. Northern patrols worked side by side with private contractors to begin road restoration work even before rivers reached flood stage in the southern patrol areas.



This grader was creating a wake on US Route 4 in Salisbury during Mother's Day flooding.



Summer 2006

Governor.....John H. Lynch
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

PRINTED IN THE NHDOT PRINTSHOP ON RECYCLED PAPER

Commissioner's Corner (continued)

Virtually every community in District 5 was impacted to some extent by flooding, with significant problems at close to 60 locations on state-maintained roads.

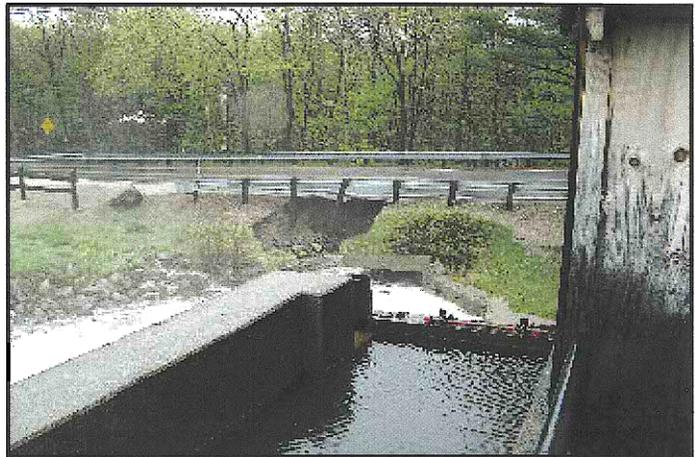
The Town of Hooksett was almost completely cut off with high water and damage to NH 28A, NH 127 and US 3. Nearly all of the trouble spots were fixed or restored within days, although road repairs continued for several weeks.

District 2 personnel assisted the Town of Bristol during its state of emergency related to the dams on the Newfound River. Four message boards and about 200 traffic cones were provided, along with the manning of detour checkpoints during a two-day period.

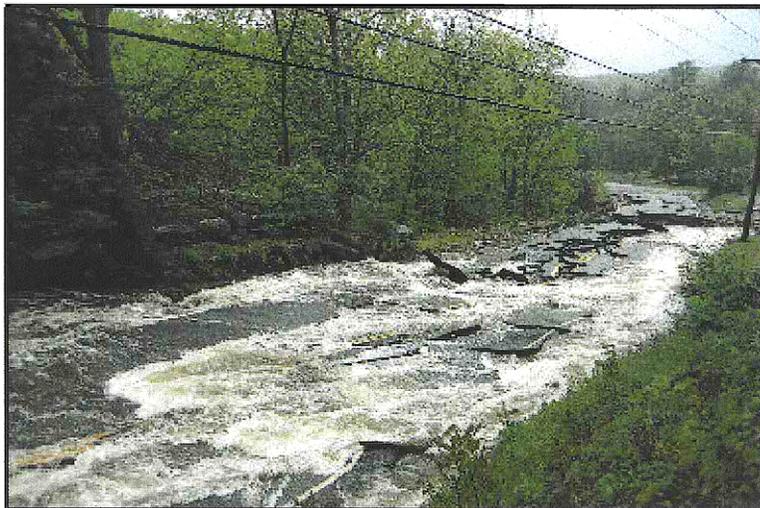
The Traffic Bureau pitched in by making sand bag runs to the Massachusetts National Guard, and delivered road closure signs, sand bags and cones to Hooksett, Salem, Rochester, South Hampton, while preparing detour signing for Canterbury, Derry and Weare.

Bridge Inspection teams from the Bridge Design and Bridge Maintenance Bureaus responded quickly in the days following the May flooding. All available engineers and technicians were mobilized and sent to the four most affected counties (Belknap, Merrimack, Rockingham and Strafford), as well as 19 towns in Grafton, Hillsborough and Carroll counties. More than 1,400 state and local bridges were inspected and evaluated. About 30 bridge maintenance projects resulted in 22 communities, which addressed everything from undermined abutments, to completely washed-out culverts, to the installation of temporary Bailey Bridges.

The property and infrastructure damage from the May 2006 flooding will take a while longer to repair, and the memories of the high water and the devastation will linger with many for decades. While not all of those recollections will be pleasant, the New Hampshire DOT response to the May 2006 floods will once again be looked back upon favorably as quick, professional, thorough and much appreciated by our state's residents. That's one part of the of *déjà vu* I didn't mind living through again.



The historic Taylor Sawmill sits near a culvert washed out on Island Pond Road in Derry. Repairs on this state-maintained road, like a similar situation on NH 132 in Canterbury, included an upgrade to a pre-cast box culvert.



The only rush on "Rush Road" in Henniker during the May flooding was water rushing over what was left of the pavement. More than 80 sections of state-maintained highway were damaged by heavy rain and high water.

Taking an Interest in the Search for Bear-Bitten Trees and Lots of Snakes *Animal Tracking/Signs Class Looks at Critical Habitat Needs of Animals*

by Cathy Goodmen/Environment Bureau

Why did the wild animal cross the road? That's what 13 NHDOT employees have been trying to figure out by participating in a series of animal tracking/animal signs class this year.

The "Habitats and Highways" class was conducted by Keeping Track, Inc. of Vermont. The organization was founded by Susan Morse, a nationally known animal tracking and sign expert. Morse has recently been focusing her attention on educating public officials, landowners and government agencies about the critical habitat needs of various animals and how to identify their signs and tracks in the field.

The Vermont Agency of Transportation has participated in Habitats and Highways for several years with great success and benefit to the Agency.

The New Hampshire class began in January with an indoor session in Concord, where participants watched a slideshow on animal sign and tracks and got some hands-on experience with freeze-dried animal feet! Participants headed into the field for the next four classes.

The February class in Sandwich focused on mammals. Participants found trees marked by bears, trees scraped by moose, smelled a stump marked by a bobcat and saw various other tracks and signs. These classes emphasized how mammals move through the landscape. Participants learned where in the landscape to look for the wildlife signs and markings that can indicate the presence of wildlife corridors and important wildlife habitat.

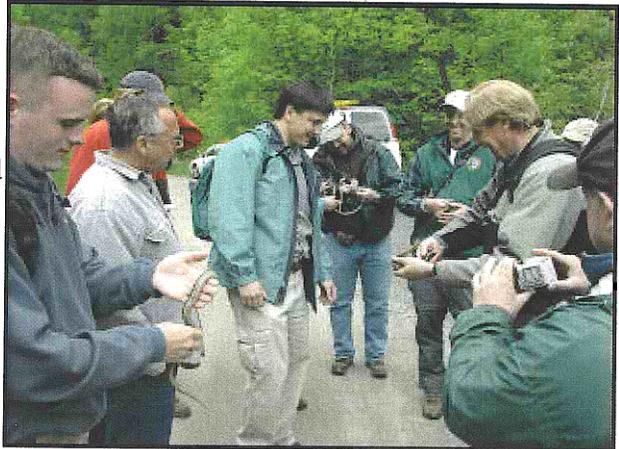
The April class focused on amphibians and reptiles and was held at the John Hay National Wildlife Refuge in Newbury, New Hampshire. Participants learned how to identify amphibian eggs in vernal pools and ponds. Several different species of salamanders and numerous frog and salamander eggs were seen.

The May class was back in Vermont, this time at the Bruckner Preserve, and also focused on amphibians and reptiles. Participants caught and identified frogs, turtles, and many species of snakes, and learned about the habitats and habitat linkages that these species require.

In June we went to several NHDOT project sites to assess what we have done in the past, what we are doing now, and what we can do in the future to address the problems that arise when animals interact with transportation. Having representatives from NH Fish and Game has helped both agencies see how the other one looks at a project area.

We hope to have this class again next year so more NHDOT personnel can learn how to limit or eliminate animal habitat fragmentation and road kill when we construct roadways. This will help designers and planners alleviate the loss of animals due to road-kill, lessen the incidence of human injury when cars hit large animals, and preserve the types of habitats animals need to survive and prosper.

NHDOT participants in the classes included: Cathy Goodmen (Environment), Rene Fish (District 4), Lane Evans (District 3), C.R. Willeke (District 4), Tom Jameson (Rail and Transit), Tim Boodey (Bridge Maintenance), John Sargent (Bridge Design), Christine Perron (Environment), Larry Keniston (Highway Design), Alan Hanscom (District 2), Scott Cloutier (Highway Design), George Gubitose (Highway Design) and Jon Evans (Environment).



Jon Evans (Environment), Rene Fish (District 4) and C.R. Willeke (District 4) were among those checking out snakes close-up at an April session in Newbury.

TV Reporter Experiences the Floods of 2006 Up Close and Personal *Scott Spradling Kept Filing Reports While His Road Washed Out in Loudon*

The May 2006 flooding was a big story in New Hampshire and provided some dramatic television news footage. For WMUR anchor/reporter Scott Spradling, that footage got a little too close to home - his home on Cross Brook Road in Loudon.

Spradling was racing around doing live reports, including interviewing NHDOT Commissioner Carol Murray about road damages, when he learned a major culvert washout had essentially cut off his neighborhood.

"I was working in the newsroom when I found out my road was washed out and could not return home. I didn't know it then, but it would be five days before I could return."

Scott Spradling was no longer just a casual observer of a major New Hampshire news event. He found himself living it.



Channel 9 reporter Scott Spradling conducts a live interview with NHDOT Commissioner Carol Murray at the Emergency Operations Center in Concord at the height of the flooding on May 14, while just a few miles away his home in Loudon is marooned by a washed out road. In the left photo, the NHDOT's Steve Liakos (Bridge Design) examines the damage to Cross Brook Road that left guardrail posts dangling in mid-air.



"That Sunday night, I co-anchored the 6:00 and 11:00 news, updating the flood situation. One of our first stories was of a family that had to be evacuated by boat from their Goffstown home. I was near tears watching them, feeling their pain, empathizing with the sense of uncertainty and fear. It's perhaps the most closely connected I've felt to a story," Spradling says.

May 25, 2006

Hi Carol (Commissioner Murray)...

I just wanted to tell you that your Bridge Engineers represent you very well. I live on Cross Brook Road in Loudon and our bridge/culvert got wiped out by the storms. Twelve homes, including mine, could not get in or out of our homes because Cross Brook is a dead end street. One neighbor, Scott Spradling, called a meeting this past Monday. I think you had three employees there. Your lead engineer...made the meeting productive. I am sorry I didn't get their names, but you should be proud of them.

Ginny

Editor's note: Virginia (Ginny) Lamberton is the former NH State Director of Personnel. The NHDOT representatives at the meeting she refers to were Steve Liakos and Dean Bennett, both from Bridge Design.

Environment Bureau

Buyer Beware: The Environmental Lessons Learned from Buying Property

by Amy E. Weinberger, NHDOT Contamination Program Specialist

The Problem: *The NH Department of Transportation encounters all kinds of issues when purchasing property for roadway improvements. When these issues are of the environmental sort, they can end up costing us in both construction delays and cost of remediation.*

Example 1: Holderness-Plymouth Bridge replacement

The NHDOT needed to replace the red-listed bridge carrying Rte 175A over the Pemigewasset River between Holderness and Plymouth. During the design process, some environmental investigations were conducted that showed there was significant contamination on the Plymouth side of the bridge. Geotech borings found several feet of separate-phase gasoline, also known as free product, sitting on top of the groundwater table:

Free product is essentially gasoline that has leaked into the ground, usually from a leaking underground storage tank (LUST), that has not begun degrading and usually looks like you could pump it straight into your car.

The problems the Department faced included who would pay for the cleanup of the gasoline and how to prevent the free product from migrating into the Pemi, a Class A river, while construction of the new bridge was taking place. There were also some concerns about the safety of construction workers on the project as well as the local population. Plymouth is a college town with a large number of pedestrians that frequently walk through the area of greatest concern.

The Department was able to obtain funding of the cleanup through the Oil Discharge and Disposal Clean-up Fund (ODD Fund) after an additional underground storage tank was discovered in the area of the contamination and removed. The ODD Fund is a cleanup fund administered by the Department of Environmental Services (NHDES) and associated with the gas tax. It helps pay for the remediation of petroleum-contaminated sites once certain criteria are met.

Several preventive measures were taken to ensure gasoline did not enter the Pemi during construction of the bridge. An interceptor trench was designed and built by an environmental consultant; its purpose is to collect free product until there is enough to activate a recovery well which pumps the free product out of the trench and into containers, ready for disposal.

A sheet pile wall was installed where the interceptor trench was not feasible with the purpose of diverting free product into the interceptor trench rather than the Pemi.

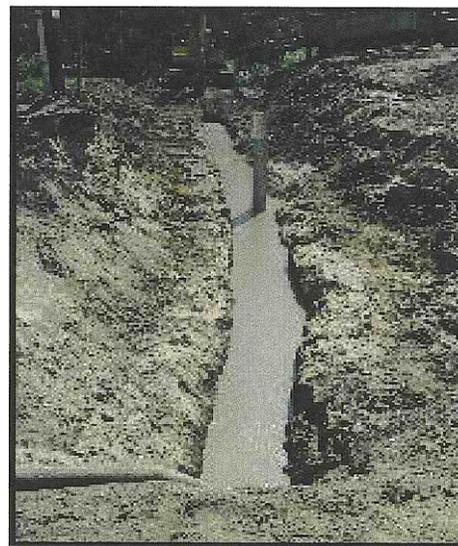
The lessons the Department learned here included starting environmental investigations early as well as various ways to prevent migration of contamination.

Had the Department noted the extent of the contamination in Plymouth, it is possible it could have completely changed the location of the bridge to avoid the contamination altogether.

However, dealing with the contamination did allow the Department to come up with some unique solutions for what could potentially be a somewhat large-scale remediation effort.

Construction of the bridge swings into full gear this summer and will put some of the remedial measures to the test.

(continued on page 7)



The interceptor trench waiting for backfill at the Holderness-Plymouth bridge project was designed to collect free gasoline product before it was pumped out to containers.

Buyer Beware (continued)

Example 2: Windham Marine

The former Windham Marine property was purchased as part of the Windham-Salem project that will relocate Route 111 through Windham and Salem. A bridge was designed over a sensitive wetland, and one of the bridge piers was built on the Windham Marine site.

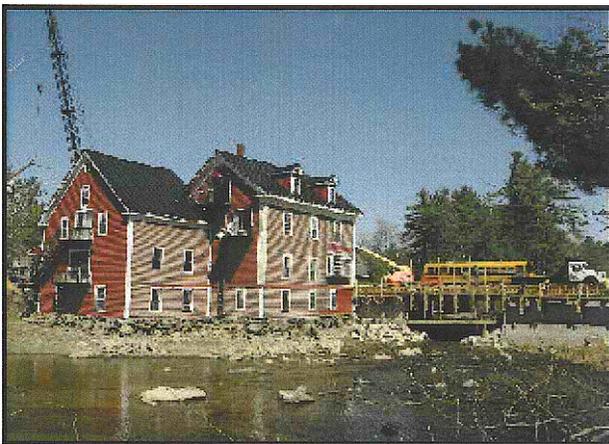
The Department purchased the entire one-acre site as part of the project. Several environmental issues were noted during the project planning phases, including finding four underground storage tanks, soil and groundwater that did not meet DES standards, and noting that the site had formerly been the local town dump.

The biggest lesson learned here by the Department had to do with the appraisal value of the property. The original appraisal took note of the environmental issues on the property, but did not take them into account when determining the property value. This is actually a tricky thing to do; not only do the obvious issues play a part in the value, but the best use and current use of the property help to determine the overall value.

The Department took a second look at how it typically handled the appraisal of potentially contaminated properties and has since improved communication between the Bureaus of Environment and Right-Of-Way. After taking a look at some of the remedial measures the Department would have to pay for, a lower value was placed on the property and offered to the site owner. Most of the site issues have now been taken care of, and the construction of the bridge has been finished.



The excavation of an underground storage tank was necessary after the purchase of the Windham Marine property, which did not include environmental issues in the evaluation.



Progress continues on the replacement of the Route 28 Bridge over Smith River in Wolfeboro. The confined working conditions and high traffic volumes have presented daily challenges to NHDOT Contract Administrator Nickie Hunter and general contractor Audley Construction, of Bow, NH. The \$2.25 million project was made easier with the purchase of the nearby Mill Pond Place building.

Wolfeboro Bridge Project Presents Space and Traffic Challenges

It's hard enough to figure out how to swing a crane over a three-story building, or keeping the back end of an excavator from swinging into that building. Now try to do that while motorists keep coming in large numbers from both directions on NH Route 28.

NHDOT Contract Administrator Nickie Hunter (Construction) has been facing these and other challenges every day this year with the \$2.25 million replacement of the bridge over the Smith River.

"The purchase of the Mill Pond Place Building was of great benefit to the construction," Nickie says. "Given the extremely close proximity of this building to the bulk of the construction, it would most certainly have been a great challenge to get residents, customers, and business owners in and out of that parking lot all day long and would have forced a hard look at finding creative staging area solutions."



NEW HIRES

Stevem Babalis, Civil Engineer 1, Highway Design
Joseph Bailey, Highway Maintainer 2, District 6
Arthur Circelli, Highway Maintainer 1, District 5
Joan Clinton, Secretary 2, Right-of-Way
Marcia Cournoyer, Engineering Tech. 3, Materials & Res.
Scott Curtis, Engineering Technician 1, Construction
Jeffrey Frampton, Highway Maintainer 2, District 6
John Green, Highway Maintainer 1, District 2
Jeffrey Harpring, Civil Engineer 3, Highway Design
James Harrington, Storekeeper, Mechanical Services
Bryan Hayes, Highway Maintainer 2, District 6
Andrew Holland, Highway Maintainer 2, District 5

Tyler Howe, Highway Maintainer 1, District 4
Michael Jay, Highway Maintainer 1, District 3
Mitchel LaChapelle, Highway Maintainer 2, District 4
Henry LaPorte, Highway Maintainer 1, District 6
Paul Lessard, Engineering Technician, 3, Highway Design
Kevin Marden, Highway Maintainer 1, District 5
Megan McCormack, Survey Team Tech. 1, Highway Design
Jeannette McQueeney, Engineering Tech. 1, Highway Des.
James Merrill, Highway Maintainer 1, District 6
Stacy Mitchell, Survey Team Aide, Highway Design
Lynne Perron, Secretary 2, Construction
Daniel Taylor, Civil Engineer 1, Highway Design

PROMOTIONS

Tracey Adams, Civil Engineer 4, Materials & Research
Michael Ball, Highway Maintainer 2, District 3
Brad Bartlett, Highway Maintainer 1, District 6
David Bugbee, Engineering Tech. 4, Highway Design
Shawn Chretien, Engineering Tech. 3, District 5
Ronald Crickard, Environmentalist 3, Environment
Karen Cummings, Toll Attendant 2, Turnpikes
Susan Dearborn, Engineering Tech. 2, Highway Design
Richard Eames, Highway Maintainer 2, District 6
Charles Flanders, Civil Engineer 4, Construction
John Flanders, Ass't Highway Patrol Foreman, District 6
Julia Fowler, Engineering Tech. 4, Materials & Research
Jeremy Gibbs, Highway Maintainer 2, District 3
Robert Glover, Maintenance Supervisor, District 1
Mark Hemmerlein, Environmentalist 4, Environment

Dennis Herrick, Civil Engineer 5, Construction
Douglas Hutchinson, Highway Maintainer 2, District 4
Mark Hutchinson, Highway Maintainer 3, Turnpikes
Douglas Kerr, Highway Maintainer 2, Turnpikes
Russell Lemire, Civil Engineer 1, Highway Design
Scott Magoon, Survey Team Tech. 1, Highway Design
Dennis Meuse, Aerial Lift Operator, Mech. Services
Robert O'Blenes, Ass't Highway Patrol Foreman, Dist. 3
Thomas Parker, Highway Patrol Foreman, District 1
Christine Perron, Environmentalist 3, Environment
Theodore Pinney, Highway Maintainer 3, District 6
Zigmund Plifka, Highway Maintainer 3, District 5
John Seely, Civil Engineer 4, Construction
Jason Tremblay, Civil Engineer 5, Bridge Design
Michelle Winters, Grants Coordinator, Rail & Transit

Town of Littleton

June 5, 2006

We are writing to express our appreciation for the assistance of Steve Cantin and the entire crew (NHDOT crew #2) that worked with him on repairing the Redington Street Bridge earlier this year. The quick mobilization of the crew, practical solutions and professional approach of the entire group not only allowed the safe reopening of the bridge in a timely fashion, but also provided a level of comfort for us as they regularly discussed the work with our staff and Selectmen. Please pass along our thanks to the entire crew. They are a credit to the Department.

Littleton Board of Selectmen



SERVICE AWARDS



July through September 2006

35 YEARS

Truman Champaign, Highway Design
Thomas Edes, Construction

30 YEARS

Merton Chancey, District 5
Douglas Ober, Bridge Maintenance

25 YEARS

Roger Dion, Turnpikes

20 YEARS

Roger Gonyo, Bridge Maintenance
Edward Hyde, Turnpikes
Irene Jutras, Turnpikes
Mary Tirrell, Highway Maintenance
Scott Blaisdell, Turnpikes
Reagan Clarke, District 2
Joseph Constant, Construction
Charles Corliss, Construction
Leon Fannion, Materials & Research
Mary Holmes, Materials & Research
William Oldenburg, Highway Design
Brian Ordway, District 2
Randy Talon, District 3

15 YEARS

Gerald Barss, District 5
Lane Evans, District 3
James Mafera, Bridge Maintenance
Daniel Magdziasz, District 3
Douglas Rojek, District 3
Larry Wells, District 1
Daniel Dionne, Bridge Maintenance
William Gagnon, District 1
Frank Lackey, District 4
Russell Smith, District 1

10 YEARS

Mark Corrigan, Mechanical Services
Daniel Kendall, Mechanical Services
Robert Plaisted, District 2
John Rooney, District 1
Hiram Bickford, District 6
Dana Gravel, Highway Design
Leonard Smith, District 5

RETIREMENTS (years of service)

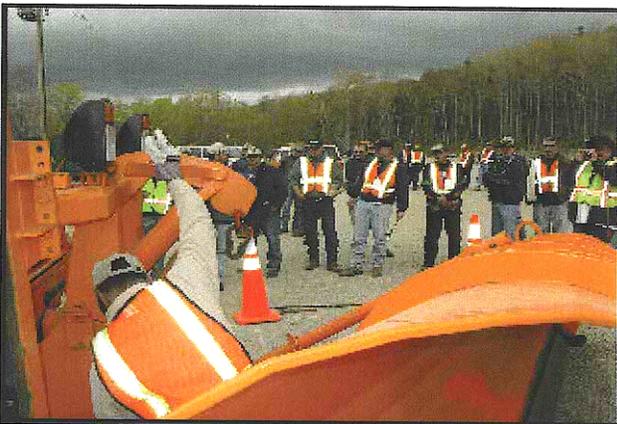
Chester Bigelow, District 4 (10)
Luis Campo, Mechanical Services (20)
Wayne Brown, District 2 (19)
John Chase, District 1 (32)
Daniel Chaney, District 2 (10)
Susan Ellis, Finance and Contracts (34)
George Hight, District 2 (17)
James Hill, District 5 (12)
Reginald Howe, District 1 (12)
Gary McFarland, District 1 (35)
Peter Poulos, Turnpikes (25)
Ronald Smith, District 1 (37)
James Viar, District 5 (13)
Daryl Woods, Fuel Distribution (33)

Host Team From District 1 Takes Top Honors in 29th Annual Safety Plow Rally *Franconia Notch Gives Competitors a Challenge With Gusty to Heavy Winds*

Just two days before the "Floods of 2005" took a back seat to the "Floods of 2006", Commissioner Carol Murray told those who had gathered for the 29th annual NHDOT Safety Plow Rally on May 12 that she has "never been as proud of the Department after what happened in the southwest part of the State."

The Commissioner also thanked all winter maintenance operations personnel for their outstanding efforts during last winter and to celebrate the end of winter with the Plow Rally at the Cannon Mountain Ski Area. Unlike the rest of the state, the skies were sunny, but the gusty to heavy winds made standing up a challenge at times. All Highway Maintenance Bureaus/Districts, Turnpikes and Mechanical Services were represented by teams of highly qualified contestants.

A special presentation of a belt buckle mounted to a plaque made of an oak outline of the State of New Hampshire was made to Beverly McKinley, the widow of former NHDOT District 2 Maintenance Supervisor, Plow Rally Committee Member Safety Committee Chairman, etc., Steve McKinley.



Thanks also goes out to Bill Roy, Cannon Mountain Park Manager for the use of their facility, Jill Davenport and Mike Bourque from Acadia Insurance and Cathy Sullivan from the Rowley Agency, who supplied coffee, donuts and water bottles and miscellaneous souvenirs for the contestants, Fran Buczynski and the Safety Office, who paid for lunch and the T-shirts with the logo imprint, and numerous others too many to mention who have made this yet another safe, enjoyable, and successful Plow Rally.

We hope to see everyone next year!

-- Gary Clifford (District 5)
Plow Rally Chairman



The District 1 team of John Bushway and Scott Walker is congratulated by Operations Director Butch Knowlton for taking top honors in the 2006 NHDOT Safety Plow Rally.

The same plaques were made for Governor John Lynch, and Commissioner Carol Murray. The Governor indicated his thanks and offered, "I appreciate all that you and the employees of the Highway Operations Division do to keep New Hampshire's roadways beautiful, clean and safe, and I look forward to working with you in the months and years ahead."

Thanks to ALL who participated, including the contestants, guests, family members, safety committees, and District 1 staff (especially Brian Charland and the PS124 Franconia (Butterhill), PS116 Franconia crews, Tammy Towle and Verna White for their efforts, and Bonne Rondeau of District 2 for the excellent lunch.



2006 NHDOT Safety Plow Rally Results

OVERALL WINNING TEAMS

1 st Place	District 1	Jon Bushway, Driver Scott Walker, Assistant
2 nd Place	District 6	Fred Wallace, Driver Doug Almon, Assistant
3 rd Place	District 2	Donald Beaulieu, Driver Stanley Corneau, Assistant

EVENT

Safety Quiz

WINNING TEAM

District 6

TEAM NAMES

Fred Wallace, Driver
Doug Almon, Assistant
John Rice, Driver
Rocky Bostrom, Assistant
Josh Bessette, Driver
Ben Crosby, Assistant
Donald Beaulieu, Driver
Stanley Corneau, Assistant
Jon Bushway, Driver
Scott Walker, Assistant

Defective Truck

Mechanical Services

Plow Mount

District 4

Wing Slalom

District 2

Texas Roll
(Determined by tie-breaker)

District 1

INNOVATIONS

1st Place

District 5

Under the Guardrail Pusher

Designed by: Bernard Frost and Peter Pelletier, District 5
Fabricated by: Bernard Frost and Peter Pelletier, District 5

2nd Place

District 1

Generator Mount & Bottle Bracket

Designed by: Richard Smith, Kevin James, Bill Dedd District 1
Fabricated by: Richard Smith, District 1

3rd Place

Mechanical Services

Riggers Hammer

Designed by: Bruce Vanlandingham, Mechanical Services
Fabricated by: Bruce Vanlandingham, Mechanical Services

Logo Design

1st Place

Mechanical Services

Daphne Manifold



Transportation Community Advisory Committee Issues Final Report

First-in-the-nation citizen's transportation plan urges state to adopt a new approach to planning

The Community Advisory Committee (CAC), a task force formed by the New Hampshire Charitable Foundation and the New Hampshire Department of Transportation, issued its final report on June 28, the "New Hampshire Long Range Transportation Plan". Over the past 18 months, the CAC's 24 members have collected comments and reactions from across the state, including feedback received during a series of 19 public meetings.

"One of our main findings is that the New Hampshire Department of Transportation can't meet the state's transportation needs by itself," said Lew Feldstein, Chair of the Community Advisory Committee and President of the New Hampshire Charitable Foundation.

"Transportation is too important an issue to leave to transportation planners. A new approach to transportation planning will require partnerships – across agencies, across jurisdictions, and in collaboration with private and non-profit organizations."

The report urges these partnerships to improve coordination of transportation and land use planning, and warns that unless New Hampshire changes its "business as usual" approach to transportation planning, the state's transportation network will not be able to serve future growth.

"If you don't link land-use and transportation," said Department of Transportation Commissioner Carol Murray. "Both will fail."

The transportation plan includes recommendations for the New Hampshire Department of Transportation to implement at the statewide, regional, and community levels, and suggests five current best-practice projects kick off a new statewide action agenda for transportation. These include the Conway bypass project, passenger rail in Nashua, a statewide program for non-drivers, reducing downtown congestion in Concord, and the I-93 community technical assistance program.

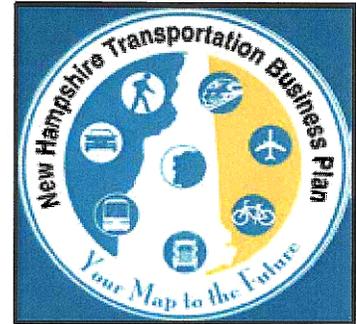
The Community Advisory Committee is made up of state and local officials, business leaders, housing advocates, environmental groups, and community organizations.

The CAC's long-range plan marks a shift in New Hampshire transportation planning policy. Its recommendations include:

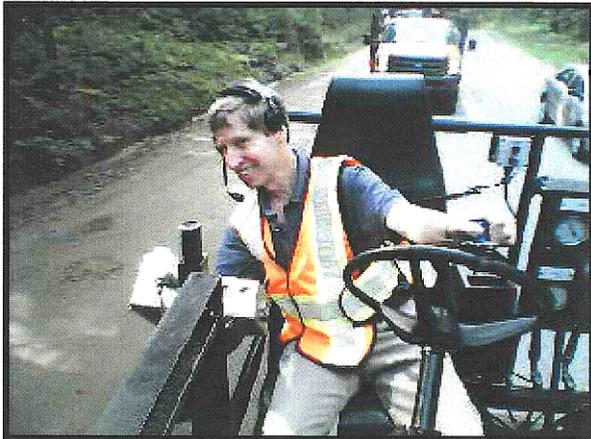
- * Tightly linking land use and transportation planning;
- * Create incentives to coordinate land use and transportation at the local level;
- * Promote town centers and pedestrian traffic;
- * Strengthening New Hampshire partnerships across agencies, across jurisdictions, and with private and non-profit organizations;
- * Increase street capacity to preserve state highway capacity;
- * Develop corridor management plans to protect road investments;
- * Engage the private sector to make more efficient use of the transportation system;
- * Focus on people and communities rather than roads and cars — recognizing that a growing number of New Hampshire residents do not drive due to cost, age, or disability;
- * Improve statewide public transportation services; and broaden and coordinate transportation services across all state agencies to improve choices.

The plan outlines five specific projects for immediate action:

- * The Conway village project;
- * Extend passenger rail to Nashua;
- * Implement a statewide planning and service delivery program for non-drivers;
- * Reduce downtown congestion in Concord; and
- * The I-93 community technical assistance program.



Governor Lynch Takes a Hands-On Approach with a Traffic Bureau Striping Crew



After a few minutes of training, and wearing the proper safety vest, Governor John Lynch showed his skill at painting a straight line during a June 30 visit with an NHDOT striping crew on Route 132.

The Governor gets into one of the NHDOT's Really Hot Seats to See How It's Done

It can be lonely at the top. Certainly New Hampshire Governor John Lynch knows what that feels like. Being used to pressure no doubt helped the Governor go for it when offered the opportunity to sit in the chair with the paint guns on a NHDOT paint striping crew.

Governor Lynch went along with the striping caravan on a stretch of NH 132 in Concord. Traffic Bureau employees recalled later how he expressed interest in their jobs, how their equipment ran, and the importance of on-the-job safety. He participated in nearly all of the jobs, including coning, before taking a turn in the paint seat.

DRED and the NHDOT Work Together to Store Mt. Washington Snow Equipment

Mike Pelchat needed a favor. The Mt. Washington State Park Manager needed to move and store two snowcats that are used for access to the top of Mt. Washington during the often brutal winter season. Pelchat contacted District 1 Highway Maintenance Engineer Greg Placy and the cooperative effort between state agencies was underway.

Jason Aldrich (Lancaster 107 shed) accepted the challenge of checking out the Mt. Washington Auto Road, loading the snowcats, and making his way down the harrowing winding road on the northeast's highest peak. The move was made early on the morning of June 28, along with the assistance of Highway Maintainer James "Bubba" Fortin and Patrol Foreman Kenneth Crowther.

The snowcats will be stored at the Albany Street Shed in Bartlett, a former salt shed which will now be converted to storage and a small workshop.

"This partnership will help to reduce the cost of radio space rental for the NHDOT radio system that is housed on the top of Mount Washington," Greg Placy says. "We need to work with our neighboring state agencies to help us all provide service to the public at a minimal cost."



District 1 employees Jason Aldrich and James "Bubba" Fortin stand beside a NHDOT 10-wheeler and a trailer carrying a snowcat before heading down the Mt Washington Auto Road where the snowcat will be stored at the Albany Street Shed in Bartlett. In return, the Department of Resources and Economic Development will reduce radio service fees the NHDOT pays to DRED.



LETTERS

May 30, 2006

I wanted to take a moment to share with you my experience of the transition of my property at 12 Cobb Hill Road in Alstead to the DOT. Overall I am pleased with everyone from the NHDOT, and there were several that needed to contact me to discuss some aspect of my property.

In particular I would like to recognize the work of Chip Johnson. Throughout the past nine months Chip has answered all my questions, addressed my concerns and explained the DOT processes and timelines. I greatly appreciate the forthright manner in which Chip conducts himself and wanted to share this feedback with you. The flood in Alstead was a devastating event to the town and your organization has done an excellent job coming to their aid. Thank You.

Jonathan Wildes
Alstead, NH

May 19, 2006

On Wednesday, May 17, the water main in front of my house broke and flooded my front yard and adjoining lot. One of the contributing causes to the flooding problem was the drain in my front yard that drains across the road, which was in need of cleaning to maintain the proper drainage for this section of the roadway.

During the repair to the water main, Rollin Rumford (District 6 Patrol Foreman) came to check the drain and told me that he would be back to clean it out and make sure the pipes were clear for drainage. Good to his word, Mr. Rumford returned the next day with the 610 Rye Crew and cleaned out the basin and made sure the drainage area on the ocean side of the road was cleared out to allow for the proper drainage.

I want to commend them all for their prompt service and their helpful attitude.

Elizabeth Menson
Rye, NH

June 30, 2006

I would like to take a moment to let you know how thankful we are to the woman (Toll attendant Dawn Clough) who was working the Spaulding Turnpike Dover Tolls on Saturday, June 17th as well as the female State trooper (Kathy Colitte) who was there. We were on our way to Ossipee to meet with a real estate agent to look at properties in that area when our car broke down. We just made it through the toll and had to pull into the parking lot to see what was wrong with the car. We were in our "weekend toy" a 1973 corvette and unfortunately did not have tools or anything with us. I went to the building and asked to borrow a screwdriver. When the woman came back, not only did she give me one, but she had 2 others in case we needed a different size. We ended up having to have our car towed home to Rhode Island. They kindly let us come in from the heat, and call AAA and even let us purchase a cold drink. It was a busy weekend there, with bike week, father's day weekend etc, but they were just so helpful to us we wanted to make sure they were recognized for their thoughtfulness. They truly made being stranded there much easier to bear. We truly appreciate their kindness.

Jean Pratt and Steven Ellis
Cumberland, RI

“Moose Appreciation Day” Raises Awareness of Moose-Vehicle Collisions *An Average of 250 Highway Incidents Every Year for the Past Decade*



While the number of moose/vehicle collisions has been stable at approximately 250 each year for the last ten years, that's little comfort if you're one of the people involved in a collision.

The New Hampshire Fish and Game Department, the New Hampshire Department of Transportation and the State of New Hampshire Highway Safety Agency have joined forces to make the public more aware of the danger of moose/vehicle collisions and how they can help avoid a moose collision or reduce the chances for personal injury if a moose is hit.

The State House lawn in Concord hosted “Moose Appreciation Day” as part of the effort to spread the word about moose awareness.

“Moose are an important and much loved part of our state, but it can be dangerous to encounter them on the road. By following a few simple rules, motorists can greatly reduce their chance of a moose/vehicle collision or the severity of personal injury if they do hit a moose,” said New Hampshire Fish and Game Moose Project Leader Kristine Bontaites.



Scheduled to be displayed at “Moose Appreciation Day” on May 3 was “Forever Locked”, a life-sized taxidermy exhibit of two battling bull moose who died together in the fall of 2003 while vying for breeding privileges in the Gile State Forest in Springfield, NH.

When driving on New Hampshire’s roads, keep these important points in mind:

- New Hampshire’s moose herd is approximately 7,000 strong.
- Moose vehicle collisions happen statewide on all types of roads.
- Moose collisions happen most often from the months of May through November.
- While collisions happen at all times of the day and night, most collisions happen at dusk and during the night.
- Moose are dark brown and hard to see against pavement.
- Don’t depend on ‘eye shine’ to alert you to a moose’s presence.
- To reduce the chance of a collision - or the severity of occupant injury if you do hit a moose - drive no faster than 55 mph, and wear your seatbelt;
- Scan the sides of the road;
- Be able to stop within the zone of your headlights;
- Use high beams whenever possible;
- If you see a moose, slow down, or stop if necessary, until you have passed it or it has left the road.

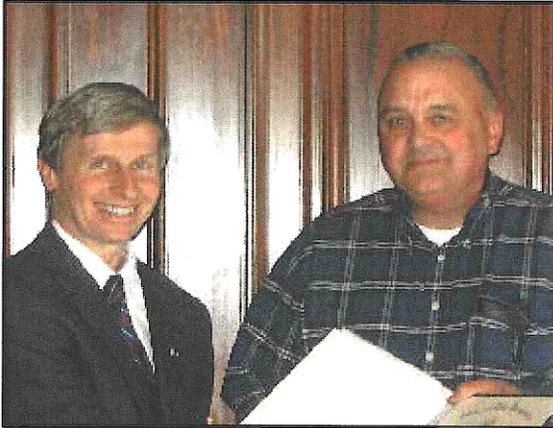
New Hampshire residents and visitors love to see moose and enjoy sharing the state with these largest denizens of the forest. Make sure your moose encounters are safe for you and the moose: Brake for Moose!





NHDOT People

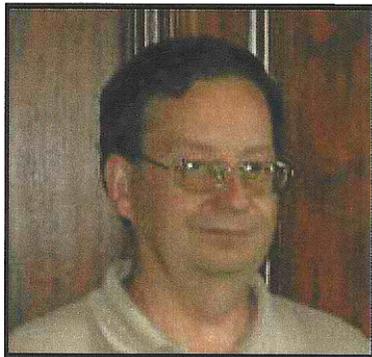
Employees Recognized for State Service



Charles Gibbs (30 years)
District 3 - Highway Patrol Foreman
Freedom #303



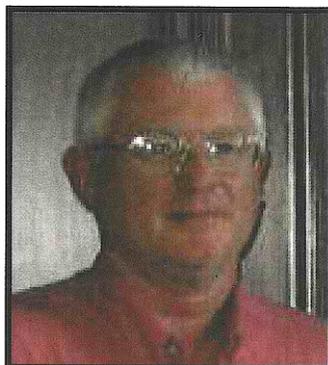
House Speaker Doug Scamman and his wife Stella (also a State lawmaker) were surprise guests at the 2006 NHDOT Safety Plow Rally. The former NHDOT Director of Administration said they had stayed the previous night at the Mt. Washington Hotel and decided to stop by the plow rally in Franconia Notch on their way home to Stratham.



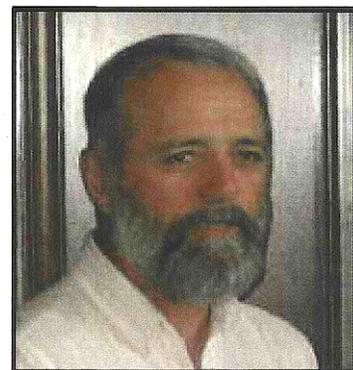
Dave Szczublewski (30 Years)
Traffic Bureau - Traffic Operations
Engineer



Keith Lemire (30 years)
Right-of-Way - Chief of Land Titles



James Olmstead Jr. (35 years)
District 4 - Construction Foreman



Garry Kenyon (30 years)
District 4 - Patrol Foreman
Marlow #403

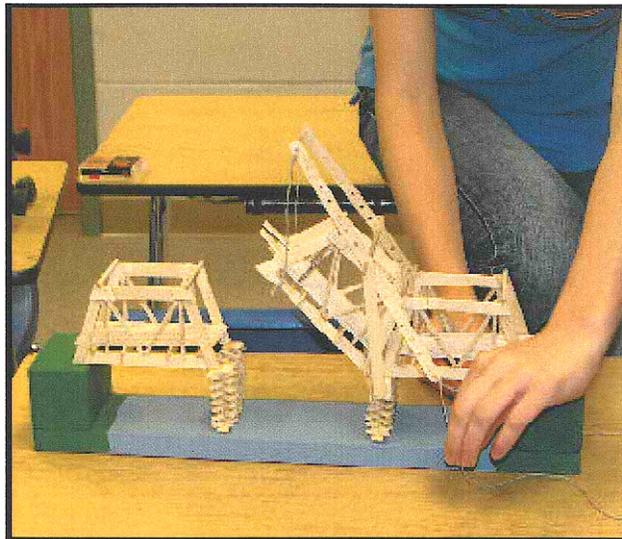
Belmont High Team Takes Third Place in National Model Bridge Strength Contest *Competition Part of the TRAC Program Encouraging Engineering and Science*

They traveled all the way to Jekyll, Island, Georgia to show off what they had made and to destroy it. The effort paid off for a three-person team from Belmont High with a third place finish in a national balsa wood bridge building contest.

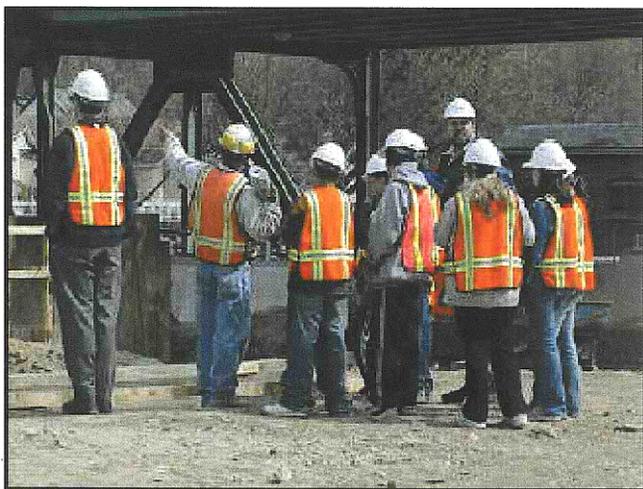
The location was the spring meeting of the American Association of State Highway Transportation Officials (AASHTO) and the judges were chief engineers of state DOT's.

For their efforts in creating a lift-style model bridge for a strength test, the team of Kaiti Tuthill, Sarah Hart and Erin Phillips of Belmont, NH shared a \$600 savings bond.

The competition was sponsored by AASHTO's TRAC Program, which introduces students to concepts of science and engineering through hands-on classroom exercises to interest them in civil engineering as a possible career.



It was a third place finish for a Belmont, NH team competing in a national balsa wood bridge building contest. The three-person team built a model bascule drawbridge for the competition. The winning team was from Hyde Park, New York. Second place went to a team from Tupelo, Mississippi.



Pembroke Academy students get a personal tour by NHDOT personnel of a bridge replacement project not far from their school on US Route 3 as part of a "career shadow day" on April 21.

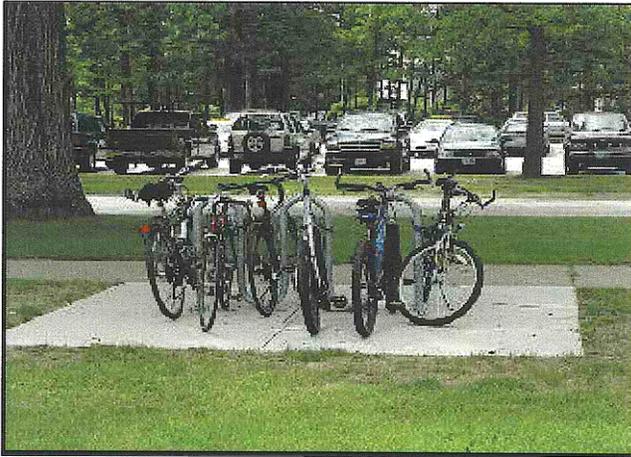
Pembroke Academy Students Job Shadow at Local Bridge Project

Some Pembroke Academy students now have a much better understanding at what's going on at a bridge project on US Route 3 that links Pembroke and Allenstown.

A group of students toured the "double decker" bridge replacement project on April 21 as part of a "Career Shadow Day".

Representatives from the NHDOT, including Ashok Kakadia (Construction), Jim Marshall (Highway Design) and Ron Crickard (Environment) provided the students with project details, as well as their roles in helping to make it happen.

Peaking Pump Prices Predicate Push for Pedal and Pedestrian Power



Among the pace setters on NH Bike/Walk to Work Day in May were Jobie Chase (Public Works), who rode his bike to work on an 85-mile round trip (twice), and Alaina Bailey (Materials and Research), who walked a seven-mile round trip commute to and from work.

As gas prices continue to soar some NHDOT employees are fighting back. They are coming to work using human power and leaving their gas tanks and checkbooks at home.

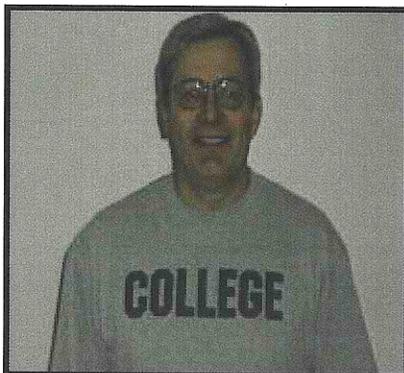
This year we are seeing more and more bicycles parked in the new bicycle racks located around the Morton Building in Concord. A few years ago it was uncommon to see more than one or two bikes parked in the racks but this year the racks are filling up fast. What these employees have learned is that biking to work is economical, good for your health and fun.

If you need information on bicycle routes or commuting tips contact Tom Jameson or Jerry Moore in the Bureau of Rail & Transit's Bicycle and Pedestrian Section.

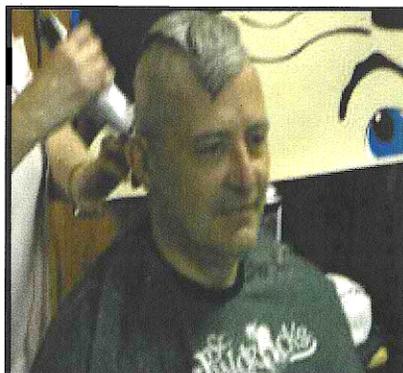
Bald is Beautiful When It Involves Fighting Childhood Cancer

Did Mark Richardson finally respond to his dream of being a U.S. Marine? No, actually the NHDOT Bridge Design Bureau Administrator was doing his part to raise funds for research and treatment of childhood cancer when he agreed to have his head shaved on June 3rd in Gilford, along with 71 Lakes Region residents (including about 15 women and 12 middle school students).

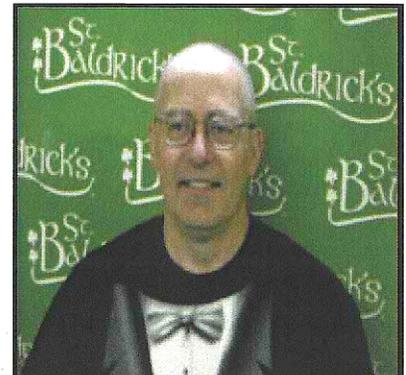
Mark participated in an effort sponsored by the St. Baldrick's Foundation, which is fighting a disease that kills 12,500 kids in the United States every year. Those raising funds pledged to get their heads shaved as a sign of solidarity with childhood cancer patients who lose their hair during treatments. Since 2000, more than 16,000 people have shaved their heads to raise over \$12 million dollars. Mark's effort contributed \$800 to the \$25,000 raised from a single event!



Before

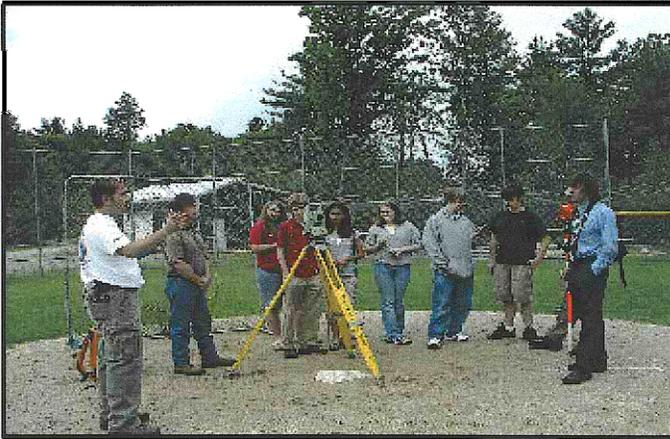


During



After

NHDOT Employees Share Transportation Knowledge With Area Students



On June 6th Mitch Plante and Tim McKenzie (both from Highway Design) visited Belmont High School to show and discuss surveying with three of Randy Wormald's math classes. Mitch and Tim showed the students the survey equipment the NHDOT uses and allowed the students to turn some angles and measure some distances.

Dear Mitch and Tim,

Thank you for coming to Belmont High School and showing us how surveying works. We have always seen surveying crews and not really known what they are doing. Now we realize the importance of the work that you do. It was a lot of fun learning how the gun and stick work. There was one in particular who was fascinated by the mirrors, in case you couldn't tell when you were here. It was interesting to find that the markers on the outfield fence of the baseball field were not correct.

We all loved how surveying is so hands on. It also takes a lot of practice and patience. The person who has the gun has to have steady hands and a good eye. The person with the stick has to have steady hands, patience, and a sense of where the best place to get the next data set from. It does not sound like an easy job.

Thank you again for visiting and getting us out of the classroom. Hopefully you can come again next year.

Mr. Wormald's morning classes

May 2, 2006

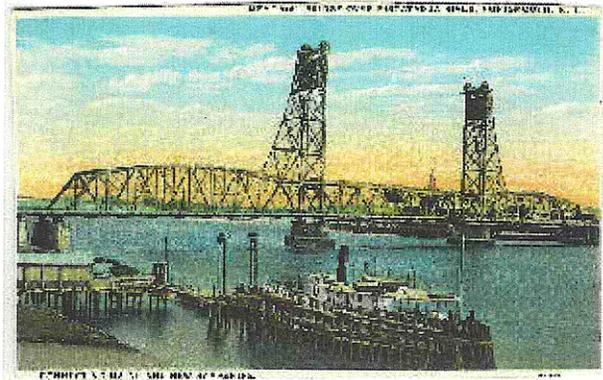
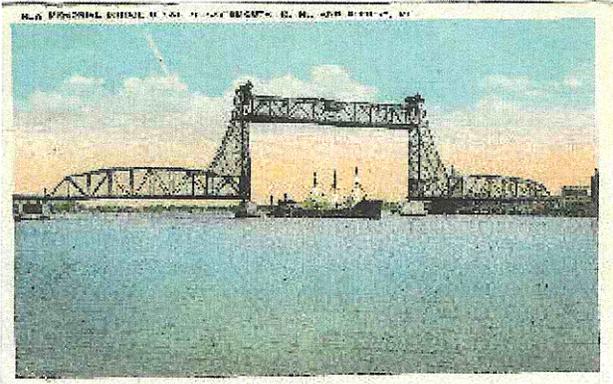
The students and staff at Three Rivers School (Pembroke) would like to express our appreciation to you for presenting information about your occupation at our recent Career Day. It is nice to know there are people in the community who are willing to take the time to support the schools and contribute to our students' futures. Who knows if some of these children may be working alongside you in ten years or so? It was a valuable experience for all.

Three Rivers School
Staff and Students



These marshmallows were not for s'mores. Students from the Three Rivers School in Pembroke built structures out of mini-marshmallows and toothpicks as part of a Job Shadow Day. Among the DOT employees participating were Michelle Marshall (Highway Design) and Ron Kleiner (Bridge Design).

Roads Once Traveled...



These two old postcards of the Memorial Bridge over the Piscataqua River in Portsmouth were discovered by David Chase (Traffic Bureau) at a recent postcard collectors trade show in Concord. The left photo is dated 1925, with a description calling it “the highest lift bridge in the world: the middle span when in use as a draw can be raised to a height of 185 feet.” It also says the bridge was built at a cost of \$1.8 million. The right postcard has a hand-written note that says, “I drove over this bridge twice Aug-8-1935.”

NH DEPARTMENT OF TRANSPORTATION

Public Information Office

John O. Morton Building

7 Hazen Drive

P.O. Box 483

Concord, NH 03302-0483