



Winter 2009

NHDOT Employees Gather for the First “Budget Town Meeting”

Cross-section of Employees Take Part in Exercise Aimed at Budget Balancing

Desperate times call for desperate measures. Translation of this old saying - when you're in a serious situation, you have to consider doing things that you might otherwise think are unacceptable.

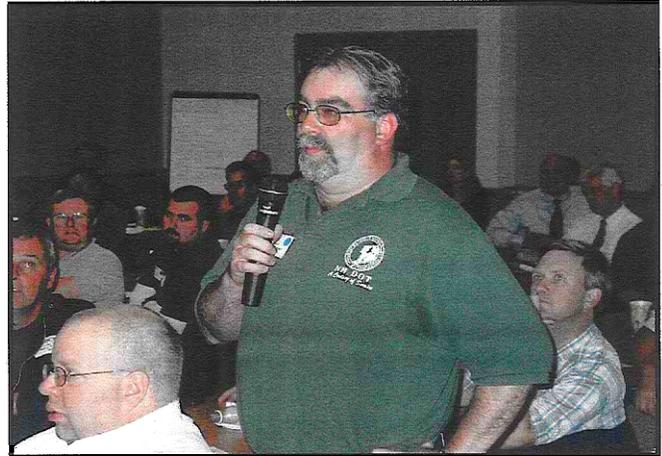
This is the case with a serious financial scenario rapidly approaching for the New Hampshire Department of Transportation, which is seeing the cost of maintaining the state's transportation system escalate dramatically while the pace of revenues continue to languish, thus depleting the state's Highway Fund.

“Everybody's got a financial headache and we're not being spared,” Commissioner George Campbell told employees at a first-of-its-kind NHDOT “Budget Town Meeting” held on November 6 at the agency headquarters in Concord. “We're spending \$100,000 more than we are bringing in every day when we shut off the lights,” Commissioner Campbell called for the town meeting with a cross-section of NHDOT employees from all Divisions to share the grim budget news, and to seek their input on possible cost-savings measures that could address pending shortfalls.

Those shortfalls are expected to climb dramatically, from \$54 million by the end of the 2009 fiscal year, to \$151 million by the end of FY 2011. Even scarier is a projected \$1 billion deficit by 2018 if nothing changes. But something has to change.

“These are challenging times,” Assistant Commissioner Jeff Brillhart told the gathered employees. “We have a huge financial issue and business as usual cannot be sustained. While generating more revenue certainly would help, it's clear that we are going to have to cut or reduce some of what we do.”

The employees who volunteered for the budget exercise were divided into five groups and quickly got to work suggesting ideas that could lead to cost savings or additional revenue. Highway Maintainers and bridge engineers sat side-by-side, exchanging views and giving their unique perspectives.



District 2 Patrol Foreman Dennis Ford makes a point during the Town Meeting general session on November 8.

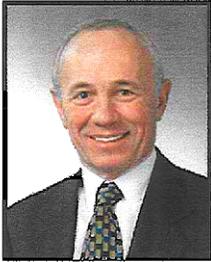
“There are a lot of good ideas in the field,” said Glenn Smith, a District 4 Patrol Foreman out of Marlborough (412). “I think this is great. I hear a lot of people say, ‘why bother speaking your mind if they're not going to listen. Well, I'm going to test it, and I hope it will catch on.’”

Arthur LaPoint, a District 4 Construction Foreman pointed out that staff and budget cuts can often end up costing more. “You've got to go to four or five sheds sometimes to get enough help so that you don't deplete any one patrol. The results can be more time spent on the road and more gas used just to get to the sites.”

(continued on page 3)

Commissioner's Corner

by George N. Campbell, Jr.



Try Riding for Just One Mile in Our Plows

Call it the tough economy. Call it erroneous speculation about connections to budget cuts. Or call it a combination of the above along with another tough New Hampshire winter.

Whatever the reasons, this winter seems to have brought a closer scrutiny than the past on the part of some news media and at least a small segment of the public, calling into question the performance of the State of New Hampshire with plowing and maintaining state highways in winter weather.

Is the NH Department of Transportation suddenly not meeting the high winter maintenance standards it has been known for over several decades? Is Massachusetts doing a better job than New Hampshire in getting to dry, bare roads during a snowstorm? Is New Hampshire abandoning salting the roads? Aren't recent multi-car pileups just more evidence that something isn't right on the highways? How come there is snow on the road during a snowstorm? Didn't you anticipate this storm?

Whoa! Time out! Bulletin to naysayers...NOTHING has changed regarding the NHDOT's commitment to a high level of service regarding winter maintenance operations. Last year the NHDOT spent a record \$37.5 million to maintain over 8,000 lane miles of state highways and turnpikes. This year we spent over \$10 million on road salt (a 25% increase) before the first snowflakes even fell. Our statewide fleet of snowplows continues to stand at over 700 vehicles. We have continued to respond promptly and aggressively to a wide range of winter weather events.

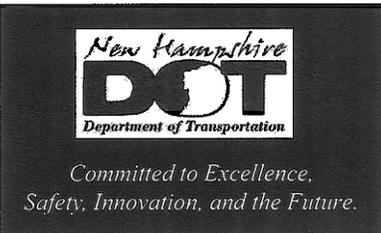
Winter maintenance in this region is an art not a science. Properly addressing the road conditions ultimately requires the best judgment of Patrol Foreman and nightriders with years of experience. While our forces have more technology than ever before to help them with decision-making, including on-vehicle equipment and remote weather stations with pavement sensors, it's still tough decisions made regularly by individuals to determine when to call out the crews, when to salt, when or if to scrape during wintry mix situations, and even when to let the crews go home.

I have seen firsthand the challenges of sitting behind the wheel of a snowplow. During the December ice storm, I was privileged to ride along on a Friday night with Don Leonard of District 4's Swanzy Patrol Facility. Watching Don and others at work I quickly saw the determination and dedication that our snowplow drivers bring to their jobs. They truly have ownership of the sections of roads they are responsible for, and take personally their obligation to make the roads as safe as possible for our residents and visitors. Their commitment to clearing the road is as if a family member is not far behind them.

Is the job tougher than ever? Perhaps. Traffic has increased on New Hampshire highways by 40% in the past 20 years. The public appears to have ever-growing expectations to want or need to travel in all kinds of weather. Driving according to the conditions appears to be a lost concept for some, who proceed with the false confidence that their four-wheel drive can handle anything. Our plow drivers continue to get the job done. They are called out at all hours of the day and night and stay out for as long as it takes. They maneuver plows into place, drop salt and sand when appropriate and focus on the road ahead with often limited visibility and vehicles passing dangerously close.

It can be a thankless task. But I believe the vast majority of New Hampshire residents continue to believe that our plow drivers do an excellent job, and that State highways are well maintained all year round. Despite the budget challenges that lay ahead, this agency and its dedicated highway maintainers will not reduce our long-recognized level of service of allowing for the safe travel of New Hampshire's highways through the worst of winters.

To everyone involved – drivers, dispatchers, foremen, nightriders, supervisors, and District Engineers – you make me proud to be part of your team!



Winter 2009

Governor.....John H. Lynch
Commissioner.....George N. Campbell
On the Move Editor.....Bill Boynton

PRINTED IN THE NHDOT PRINTSHOP ON RECYCLED PAPER

Roadside Help Leads to Close Call for District 5 Crew on Interstate 89 DOT Truck Likely Saved Motorist in Disabled Car from Serious Injury

Rob Clement and Doug Pedearé were checking out catch basins along I-89 in Concord on the day after Christmas when they pulled up behind a disabled vehicle in the breakdown lane. The District 5 crew called for a tow truck, and were seated in their “retired” plow truck when it happened.

Suddenly a tractor trailer truck carrying garbage veered towards them and side-swiped the DOT vehicle, which was pushed into the passenger car. The out of control tractor trailer careened off of the highway and rolled over, spilling tons of garbage.

Clement and Pedearé were shaken up but escaped injury in what was a very close call. The driver of the tractor trailer was hospitalized. Also uninjured was the driver of the disabled car.

“Due to the size of the DOT Dump truck, direct impact with the Chevy Cavalier was avoided,” NH State Police said in a news release.

It took several hours for crews to clean up the mess and remove the overturned tractor trailer. State Police indicated the trash truck driver would be cited under the State’s “Move Over” law.



District 5 Highway Maintainers Rob Clement and Doug Pedearé were in a DOT truck that was struck by a tractor trailer on I-89 in Concord on December 26. They were shaken up by the close call but otherwise uninjured.

(Town Meeting - continued from page 1)

The same is true of preventive maintenance, according to District 5 Patrol Foreman Margaret “Peg” Smith. “I’ve got pipes and catch basins that need to get pumped out. When a basin gets full and washes out the road, it’s much more expensive to repair than three hours of maintenance.”

Among the long lists of suggestions reported by the break-out groups: revise the NHDOT’s snow and ice policy, paint center lines only on state numbered routes, strobe lights on all trucks, reduce or privatize welcome centers, use the proceeds from the sale of federal lands as a state match for federal projects, review and reduce vacant positions, review the use of consultants, review vehicle acquisition and usage, charge impact fees for major developments on state highways, increase the price of fuel bought by cities and towns, reduce paper, and implement an electronic bidding process.

Commissioner Campbell praised those who participated for coming up with so many potential money-saving or revenue generating ideas in such a short time together, and he assured everyone that their voices will be heard and followed up on.

“We’ve got to continue to do what we do well and deliver the services people are paying for. At the same time, we have to keep redefining our service. We’re going to look at real needs and the most efficient ways to do our mission,” Commissioner Campbell concluded.

“This is a start in the right direction,” said Barbara Tors, a Business Systems Analyst with the Mechanical Services Bureau Fuel Section said after the four-hour session.

“Just to have the knowledge exchange is important. You don’t know where the next good idea is going to come from.”



Historic Ice Storm Shuts Down Roads and Power to Hundreds of Thousands

It began with a wintry mix on the night of December 11 and soon the Ice Storm of 2008 was bringing down trees and power lines and cutting off power to more than 430,000 households in southern New Hampshire.

Governor Lynch declared a State of Emergency and the devastation brought comparisons to the 1998 ice storm that swept through the middle of the state, but it soon became apparent that this one was much more widespread with its impact.

The New Hampshire Department of Transportation was a non-stop participant in the recovery effort. At first it was a statewide response of winter maintenance operations with more than 700 trucks dispatched to treat roads with sand and salt. When the icing began to bring down trees, limbs and utility wires, NHDOT crews responded by clearing debris where possible. At locations where downed wires forced road closures, DOT crews placed barricades to alert motorists and provided traffic control when necessary.

Hardest hit was the southern part of the state from Keene to Portsmouth. At the peak of the ice storm, 87 segments of state roads were closed and more than 300 local roads were closed due to debris and downed wires. Initial major road closures included sections of NH Route 101 in Temple and Peterborough and US Route 4 in Barrington.

On Friday, December 12, more than 400,000 electric customers in New Hampshire were without power.

The Monadnock Region's road system was impacted the most, with segments of roads in New Ipswich, Rindge, Peterborough, Temple, Jaffrey, Greenville, Dublin and Fitzwilliam closed for several days in addition to widespread power outages. Despite dealing with personal power outages and patrol facilities without power, NHDOT crews worked tirelessly around the clock in support of utility crews to clear debris with chainsaws and heavy equipment. For example, in the Seacoast Region, all 13 crews in District 6 were called out at around 4:30 am on Thursday and didn't go home until 4:30 pm Friday, working 36 hours without a break. Almost all were back for shifts on Saturday, with many back on Sunday and out early Monday, all due to the ice storm.

In District 5 (the south central region), fallen trees and wires closed approximately 50 roads. Most patrol facilities lost power and phone service, and all rest areas lost power and were temporarily closed. Chippers were brought in from the northern DOT Districts and resources were shared with local communities.

All crews were putting in long hours in very difficult conditions to open roads and provide clear paths for utility companies, which in turn allowed more roads to open. Many dedicated DOT employees put the safety and mobility of the public ahead of their responsibilities at home. Several went home to cold, dark houses with broken pipes and other storm related damage.

Traffic Bureau Signal crews were active throughout the event, responding to traffic signal service calls as power was restored. Sign crews were deployed to provide stop sign control for signalized intersections that would be without power for extended periods, but did not necessarily need signal operation for most conditions. Pavement marking personnel were utilized as needed to deliver cones, message boards or other emergency supplies.



In a scene repeated many times across the state, a District 5 Highway Maintainer cuts up debris at the intersection of NH 128 and NH 111 in Windham.



NH Route 156 in Antrim on December 12.

extended periods, but did not necessarily need signal operation for most conditions. Pavement marking personnel were utilized as needed to deliver cones, message boards or other emergency supplies.

(continued on page 13)

One NHDOT Employee Helps Save Another From Icy Waters

The nearby clock said 4:30 am and Gary Biggart could not go back to sleep. It was the Veterans Day holiday but his wife Sue had just told him light flurries were falling.

Facing his first winter as Patrol Foreman at District One's Milan Patrol Facility (#106), Biggart was dealing with the challenge of when to check the roads in his patrol section. He decided this was one of those times. He got up and set out at 5:00 am in his NHDOT pick-up truck to drive the 20 miles to Errol along Route 16. He soon found a very slippery short stretch in an area call "Bayview" along the Androscoggin River and radioed in for a salt truck to respond. Then he continued onto Errol.

The return trip was much more eventful. When Biggart reached the Bayview curve he noticed a lot of dirt on the road, then saw the overturned truck nose down in the water with its lights still on. Another motorist was on the scene and had been unable to open the doors or break the windows of the sinking truck. A nearby homeowner called 9-1-1 and joined the rescue effort.

"The cab was three-quarters submerged. I grabbed a chain out of the back of my truck and jumped onto the other truck. I figured whoever was in the truck was dead. Then I heard someone in the cab hollering and I told him to hang on while we flipped the truck over. We hooked the chain to both trucks and flipped the vehicle over so the trapped driver could roll down his window. We pulled him out and helped him out of the icy water. He could barely walk."

The rescued driver was taken to a nearby home to warm up and wait for the ambulance to arrive. He was treated at Androscoggin Valley Hospital for mild hypothermia.

It had been a very close call. What Gary Biggart did not know at the time was he had helped save the life of another New Hampshire Department of Transportation employee. Andrew Nichols works in a Survey Crew out of the Highway Design Bureau.

The Berlin Daily Sun reported that "According to the NH State Police Trooper investigating the accident, Nichols' rescuers kept calm despite the grim circumstances. Without the steady nerve and determination of the rescuers, it is unlikely Nichols could have lasted much longer in the frigid water with only a little air to breath, he said."

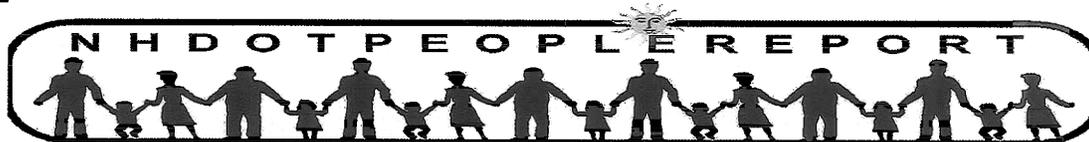
"I was on my way to deer hunting in Maine," Andrew Nichols recalled at the December 4th NHDOT major staff meeting where both he and Biggart told their stories. They drove to the meeting together from their North Country homes. It was the first time they had seen each other since that fateful day.

"I hit a patch of black ice and I knew I was in trouble. The next thing I knew I was upside down and very cold water was filling my cab. I thought this might be it, but I hung on until help came. I want to thank them for saving my life and for the care they gave me after," Nichols said. "If it weren't for Gary and the two other rescuers, I wouldn't be here."

Gary Biggart attributes his training and experience as a volunteer firefighter for his coolness under fire. "I was just glad we were able to help him."



Andrew Nichols (left) came to the December major staff meeting to personally thank Gary Biggart for helping save his life.



NEW HIRES

David Campbell, Highway Maintainer 2, District 4
Courtney Collins, Accountant 3, Finance and Contracts
Patrick Dauphinais, Highway Maintainer 2, District 1
Dennis Eastman, Highway Maintainer 2, District 4
Nathan McGrath, Highway Maintainer 1, Turnpikes
William McGraw, Stock Clerk 2, Turnpikes
Raymond Monty, Highway Maintainer 2, District 2
Robert Neveu, Highway Maintainer 1, Turnpikes
Gregg Stockman, Bridge Maintainer 3, Bridge Maintenance
Mark Nogueira, Civil Engineer 4, Highway Maintenance

Susan Royce, Secretary 2, Turnpikes
Kristina Russell, Clerk 3, Human Resources
David Smith, Highway Maintainer 2, District 3
Christopher Sonia, Highway Maintainer 1, District 5
Wayne St. Laurent, Highway Maintainer 2, District 4
John Robinson, Highway Maintainer 2, District 5
Mark Van O'Linda, Highway Maintainer 1, District 5
Allan White, Highway Maintainer 2, District 1
Brian Winchester, Highway Maintainer 2, District 4

PROMOTIONS

Ronald Allaire, Assistant Highway Patrol Foreman, District 5
Deborah Angwin, Clerk 4, Highway Design
Brad Bartlett, Highway Maintainer 3, District 6
Gary Biggart, Highway Patrol Foreman, District 1
Mitchel Boivin, Assistant Highway Patrol Foreman, District 5
Ralph Carter, Highway Patrol Foreman, District 3
Roger Dandeneau, Assistant Highway Patrol Foreman, District 1
Jason Marro, Highway Maintainer 3, District 1
Scott Mills, Engineering Technician 2, Construction
Mark Moran, Civil Engineer 3, Construction
David Nysten, Traffic Signal Technician 2, Traffic
Justin O'Neil, Highway Maintainer 1, Turnpikes
Elizabeth Richardson, Engineering Tech. 4, Highway Design
Stephen Tolbert, Highway Patrol Foreman, District 2
Eugene White, Offset Press Operator 2, Finance & Contracts

Eric Costello, Highway Maintainer 3, District 4
Jonathan Evans, Environmentalist 3, Environment
Leon Forest, Highway Maintainer 3, District 5
David Fostier, Bridge Maintainer 2, Bridge Maintenance
Bradley Gauthier, Highway Maintainer 3, District 5
Elaine LaPointe, Operations Supervisor, Turnpikes
Stephen Lowe, Survey Team Technician 4, Highway Design
Merle Patenaude, Highway Maintainer 3, District 2
Henry Radwanski, Highway Maintainer 3, District 5
Theodore Read, Highway Maintainer 3, District 1
Robert Shields, Highway Maintainer 3, District 5
David Smith, Civil Engineer 6, Highway Design
Alan Thoroughgood, Highway Maintainer 3, District 2
Lee Weatherbee, Highway Maintainer 2, District 5
Trent Zanes, Civil Engineer 5, Highway Design

RETIREMENTS (years of service)

Louise Abram, Turnpikes (11)
Phillip Burbank, Turnpikes (24)
Jonathan Flagg, District 4 (31)
Donald Maynard, District 6 (18)
Neil Goodell, District 4 (7)
Jennifer LaPointe, Right-of-Way (9)
Leo MacAllister, District 2 (21)



SERVICE AWARDS



January through March 2009

35 YEARS

George Nash, Turnpikes

30 YEARS

Dennis Marquis, Bridge Maintenance
Dana Parker, Mechanical Services
James Kuntz, Turnpikes
David Bennett, Mechanical Services
Ellison Welch, Construction
Eric Keskinen, Highway Design
Ricky Preve, Mechanical Services
David Mackinnon, Traffic
Robert Foster, Traffic
Robert Leonard, Bridge Maintenance
Jeffrey Lorden, Bridge Design

15 YEARS

Leighton Greenwood, District 1
Donald Hubbard, District 1
Joseph MacDonald, District 3
Dwayne Searles, District 4
Carl Ouellette, Bridge Maintenance
Kenneth Mailhot, District 6
Richard Radwanski, District 5

25 YEARS

Michael Eldridge, District 3
Mark Stevens, Mechanical Services
Joseph Ingerson, Bridge Maintenance
Arthur Breault, District 2
Dix Bailey, Turnpikes
Timothy Blake, Mechanical Services

10 YEARS

Walter Wolf, Turnpikes
Donald White, District 3
Elbert Dickinson, District 2
Charles Lowe, Mechanical Services
Craig Levesque, District 6
Kevin Nyhan, Environment
Diane Weaver, Turnpikes
Judith Goulet, Turnpikes
Debra Grinley, Turnpikes
Christopher Brown, District 1
David Almon, District 6
Dennis Aussant, Materials and Research
Douglas Gagnon, District 5
Raymond Wilder, District 2
Kenneth Twombly, District 6
John Arsenault, Print Shop
Daniel Cloutier, District 4
Jeffrey Huckins, Mechanical Services
Ann Sargent, Turnpikes
Valerie Labbe, Turnpikes

20 YEARS

Anita Miville, Turnpikes
Christopher Girard, Highway Design
Eric Sargent, Right-of-Way
Michelle Drouin, Finance and Contracts
Craig Drouin, Highway Design
Ronald Allaire, District 5
Caleb Dobbins, Highway Maintenance
Jesse Eames, District 1
Margaret Blacker, Turnpikes
Paul Gelinis, Highway Design
Jeffrey McGarry, Traffic
Bruce Farrington, Planning

Longtime District 6 Engineer Mike Burlage Inducted into the UNH ROTC Hall of Fame

Editor's note: Mike Burlage was the NHDOT's Assistant Director of Operations when he got the call to serve in Iraq at age 52. The following story by Robert Cook appeared in Foster's Daily Democrat on November 10, 2008 and is reprinted with permission.

DURHAM — Michael Burlage thought his Army days were over when he retired from the service after 23 years, but everything changed when he saw terrorists crash jetliners into the World Trade Center and the Pentagon on Sept. 11, 2001. Six months after he left the Army Reserve, Burlage of Dover volunteered to be reinstated to active duty.

He was 52.

"We were attacked, and I was very upset," Burlage said before he and two other Army veterans were inducted into the University of New Hampshire Reserve Office Training Corps Hall of Fame on November 7.

Burlage, David L. Eastman of Center Sandwich and Frederick Kuehn of Methuen, Mass., all UNH ROTC graduates, were honored by the college's current 161 Air Force and Army ROTC cadets as part of a Veterans Day ceremony held in the Memorial Union Building's Granite State Room.

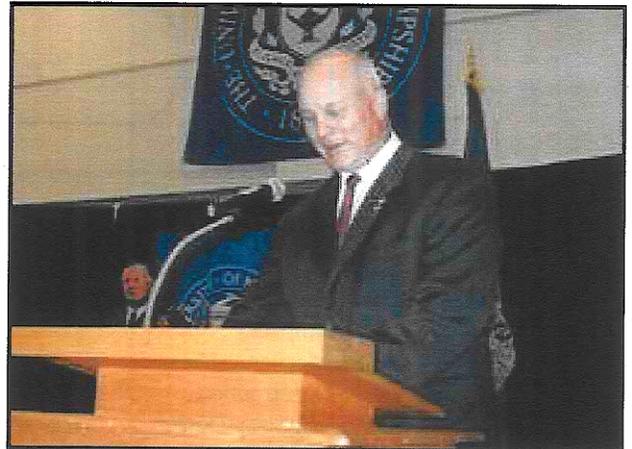
Burlage said the Pentagon granted his request, and he spent five months in 2006 working with 100 other U.S. advisers training 3,000 Iraqi soldiers at an Iraqi base at An Numaniyah, a Shiite area 90 miles south of Baghdad. Burlage was awarded the Bronze Star for his efforts. He then retired from the service in 2006.

"I don't regret any of it," Burlage said. "I haven't felt that young in a long time."

During the ceremony, Burlage, who graduated from ROTC in 1973, said it was difficult for UNH ROTC cadets in the late 1960s and early 1970s during the Vietnam War. He said the attitude students had toward cadets like himself "was profoundly anti-ROTC."

But the lessons he gained from his ROTC instructors served him well throughout his military and civilian careers, Burlage said. Among them was always "look after the welfare of the soldiers," and "Do the right thing rather than the easy thing," he said. He added that as honored as he felt Friday about his induction, he was more impressed with the Iraqi soldiers and officers he helped train.

"They were risking everything, not only their lives, but the lives of their families," he said.



Mike Burlage addresses the crowd at the UNH ROTC Hall of Fame ceremony on November 7.



Ribbon Cutting Ceremony Marks the Completion of Manchester's Granite Street/I-293 Exit 5 Projects

Complementary state and local projects that paved the way for a new gateway to downtown Manchester were recognized with a ribbon cutting ceremony on December 11.

The NHDOT portion of the project included completing the Exit 5 interchange and replacing the I-293 bridge over Granite Street. The city project included a new Granite Street Bridge over the Merrimack River that increased from four to seven lanes and a widened Granite Street to Elm Street.

Governor Lynch did the honors of cutting the ceremonial ribbon, flanked by former Manchester Mayors Ray Wieczorek (left) and Bob Baines (right), and current Mayor Frank Giunta.

New Bridge in Walpole Replaces Stone Arch Bridge Destroyed by Flooding

The video from a police cruiser captured the dramatic ending of a bridge that had carried NH Route 123 over the Cold River since 1929. It was October 9, 2005 and the collapse of the historic stone arch bridge into raging waters was just part of a regional disaster caused by three months of rain in just 30 hours.

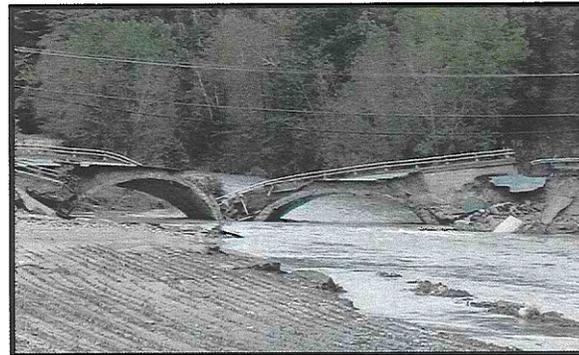
Three years later the Alstead-Walpole area continues to recover from flooding that completely destroyed more than five miles of NH Route 123.

The latest evidence of the rebuilding effort was the opening of a new concrete bridge over the Cold River on October 30.

In addition to the new bridge, the intersection of NH Route 123 and Brewery Road was reconfigured to a new alignment.

The new bridge was originally advertised as a modern timber bridge, but the Federal Emergency Management Agency (FEMA) did not support paying for it with disaster relief funding.

Frank W. Whitcomb Construction Corp. of Walpole, New Hampshire was the contractor for the \$1.56 million project.



Rail and Transit Bureau Hosts Tri-State Transit Conference in North Conway

The needs and challenges of rural transit systems were the focus of a three day tri-state transit conference hosted by the NHDOT's Rail and Transit Bureau on October 29-31 in North Conway.

Demand for transit is up around New Hampshire with ridership up 15%. Contributing factors have included higher gas prices and a tough economic climate.

New Hampshire has 11 transit systems, ranging from very small (Berlin, CART in Derry-Salem) to larger, at least by small-urban standards (UNH, Manchester, Nashua, Advance Transit).

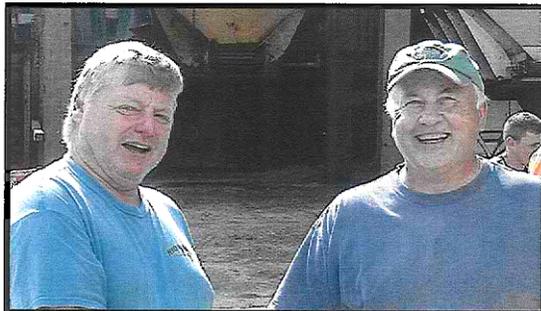
In larger towns and cities, the need is for more frequent service, longer hours and weekends to meet the trips to work demands. While in several rural areas with no service, groups are organizing to try to start transit systems including Carroll County where the conference was held. The challenges are similar in both Vermont and Maine. Among the conference topics discussed were: vehicle specification and procurement, bio-diesel and hybrid technology, fleet management, fatigue management, and local/regional success stories.

The Rail and Transit Bureau has been active in a statewide coordination effort to make human services transportation more efficient and effective, and to improve community transportation for everyone. This effort led to a daylong summit in Concord on December 9 entitled "Building Community Transportation in New Hampshire. Hosted by the NHDOT, the Department of Health and Human Services and the State Coordinating Council for Community Transportation, the session sought to work towards advancing transit opportunities across New Hampshire as the need increases among an aging and growing population.

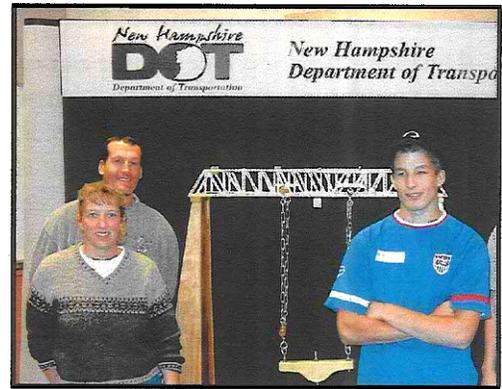
NHDOT People



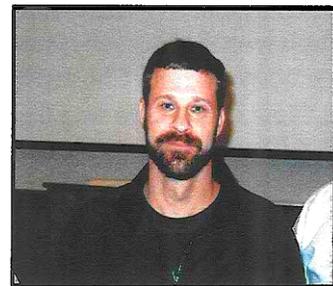
District 2 Information Center Attendant Chet Braley (left) retired in August after nearly 23 years of service. Chet started out as a Highway Maintainer on I-89 and transferred to a rest area position in 2004. Pictured with Chet is Richard Gregory. Richard, who received his 30 year certificate, serves as an Information Center Attendant at Springfield Rest Area.



Highway Patrol Foreman Steve Riordon (left) of the 211 Franklin patrol retired in July. Steve had been with the Department for 25 years, the last 12 as the Patrol Foreman. His plans include working for his son's landscaping company. Two months after Steve's retirement, his Assistant Patrol Foreman, Leo McAllister, decided to call it a career after 21 years of service.



The Place family was well represented at the annual TRAC Popsicle stick bridge building competition at the Morton Building on November 20. Brandon Place (right) stands in front of his Concord High team's entry in the bridge strength contest. Making sure they didn't miss the event were parents Terry (Traffic Bureau) and LJ (Highway Design).



Montgomery Davis, a District 4 Highway Maintainer 3 at the Westmoreland #405 shed, was recognized for 25 years of State Service at the December NHDOT major staff meeting.



Highway Maintainer II Robert McNeil retired May 29 after 16 years of service. Bob worked in the 213 Sunapee patrol section. He plans to spend time with his family and enjoy watching the snow fall.

Enhanced I-93 Bus Service Features Two New Bus Stations/Park & Rides *Unique Effort to Reduce Vehicle Traffic During Interstate Rebuilding Project*

Commuters and others using the I-93 corridor between Manchester and the Massachusetts border now have much improved options for ridesharing and bus travel.

Two new bus terminals and park and rides opened on November 17 just off of Exit 5 in Londonderry and Exit 2 in Salem corresponding with enhanced bus service along the I-93 corridor by Boston Express.

“This adds 1,200 parking spaces and significant expansion of bus service to commuters who would prefer not to drive in their cars,” NHDOT I-93 Project Manager Peter Stamnas told the Lawrence Eagle Tribune.

The new 443-space lot at Exit 5 in Londonderry is off Route 28. The complex includes a full service bus terminal, bus maintenance and storage facilities, and an additional 275 spaces for overflow parking. Featured in the south parking area is “porous pavement”, a specialized pavement that’s permeable and allows water (rain or snow melt) to pass through the pavement instead of running over the pavement surface. This environmentally friendly pavement allows recharging of ground water while reducing run-off. The combined project cost for this project was nearly \$15 million.

The new 470-space park and ride at Exit 2 in Salem is off of Pelham Road. The \$6.94 million project included a new bus terminal, full reconstruction of Raymond Avenue and improvements to South Policy Street.

A similar new bus terminal opened at Exit 4 in Londonderry in May of 2007.



Bus service from the new facility in at Exit 5 in Londonderry will operate seven days a week, providing up to 22 roundtrips to Boston on weekdays and 18 roundtrips on weekends.



The new bus terminal at Exit 2 in Salem.



The new bus maintenance facility at Exit 5 also has 275 spaces for overflow parking if needed.

The NHDOT has contracted with a private company, Boston Express, to operate the new facilities at Exits 5 and 4 in Londonderry and Exit 2 in Salem and provide expanded bus service.

The DOT has purchased 14 new commuter buses for the new service and will support the first three years of operation with funding through the Federal Congestion Mitigation and Air Quality Program. Estimated ridership is 371,000 total passenger trips in the first year, increasing to 522,000 trips in the third year.



LETTERS

State of New Hampshire
Department of Safety
Division of State Police

January 14, 2009

On behalf of the entire staff at Troop B, please accept our true thanks for the support provided by your department during the "50 car pile up" and subsequent closure of Interstate 93 north in Derry on Sunday, January 11, 2009. As you know an event of this magnitude can easily overtax any single agency very quickly. The professional assistance provided by your agency was instrumental in the protections of life and property and the quick clearance of the interstate. Without the help of your agency, the situation would have been made much worse. We are very grateful for your professional assistance and are reassured in the fact that our agencies can effectively work together, under the most difficult of circumstances.

From all of us at Troop B, thank you, and please don't hesitate to call us if we may be of service to your agency in the future.

Lieutenant Chris AuCoin
Commander Troop B
Milford, NH

Editor's Note: The above letter was sent to NHDOT District 5 Engineer Pamela Mitchell.

November 19, 2008

I just wanted to let you know that a couple of your crew members went above and beyond the Call of Duty.

This morning my wife experienced a flat tire in Salem at the Laidlaw Bus Garage. As I was starting to change her tire, the guys walked by then set down their bags of collected trash and asked if they could be of help. They took out our spare tire and proceeded to change it for us. I just wanted to convey our thanks and appreciation to these workers for taking the time to stop and help us. They had been picking trash along Route 38 at the time.

Your crew members were Rob Lambert and Trevor Dixon and deserve a Vote of Thanks.

Frank Lowe
a Salem, NH resident
(Traffic Bureau)

Editor's note: District 5's Rob Lambert and Trevor Dixon work out of the #514 Patrol Facility in Salem.

September 12, 2008

I wanted to take a minute and thank Alissa Briggs for the amazing job she did helping me. Coming home from Maine to Vermont on 101 last Monday night, my sail and spars blew off the top of the car into the median. I circled around the exits twice and could not see it. So the next day I called and Alissa answered. She took my request to see if it could be found seriously. She asked the foreman to have the road crew look out for it. (It is about 14' long and 6" around in a light green canvas bag.) They did not find it. But, yesterday, they found it and Alyssa called me to let me know they had it. She deserves a strong thank you and "atta girl" for the follow through. I also want to thank the foreman for his diligence in retrieving it. I believe it is Charles Dyllyn. Please pass this on to his supervisor. Many thanks. I will think well of NH DOT everytime I pass mile 105.

George Hall
Warren, Vermont

Editor's note: Alissa Briggs works as a NHDOT District 5 Dispatcher. Charles Dyllyn is District 5 Patrol Foreman at the #509 Patrol Shed in Candia.

Local Advisory Committee on Transportation Formed

GOAL IS TO FOSTER CLOSER STATE AND LOCAL COOPERATION

The New Hampshire DOT has initiated a new municipal task force initiative aimed at fostering closer working relationships with cities and towns.

“New Hampshire’s 234 cities and towns are vital partners with the Department of Transportation in providing a safe and efficient transportation system for our State,” says Commissioner George Campbell.

“We are all facing unprecedented challenges in maintaining and improving our infrastructure to meet the needs of our citizens, and that makes it more essential that we work together to address transportation-related issues at the state and local levels.

The 14-member Local Advisory Committee includes City and Town Managers, local Public Works Directors, a town Finance Director, a City Councilor, the Director of a Regional Planning Commission and Nashua Mayor Donnalee Lozeau. The committee is being asked to provide input to the NHDOT Commissioner, assist the NHDOT in understanding local transportation needs, improve communication between the NHDOT and communities, and help resolve state-local problems as they arise.

Current plans are to meet three times a year. An initial session was held on November 14. Among the items for ongoing discussion are improving communication channels, coordination during emergencies, joint purchasing initiatives, and strengthening state-local partnerships.

“We are grateful that Commissioner Campbell sees the value in collaborating with municipal officials on the transportation challenges facing the state and the nation,” says Local Government Center Executive Director John B. Andrews.

“These are critical issues for local government as well as for the State and, by working together, we believe creative opportunities and solutions will emerge.”



Ice Storm (continued)

The Traffic Management Center, as a 24/7 operation, provided situation awareness for highway closures, accidents, and other transportation incidents.

As part of the response effort NHDOT electronic variable message boards were put in service to provide specific messages for water, shelter, etc. Several DOT facilities went to generator power and some stayed on temporary power for several days.

While District 2 in the Upper Valley Region had relatively light damage, it provided assistance to State Police to keep their repeaters on Temple Mountain operating by supplying a foreman and truck to salt the road so a propane truck could make it up the mountain and keep the generator operating at that location.

The ice storm clean-up effort was exacerbated by a winter storm event on Wednesday, December 17 and significant snowfall on Friday, December 19 and Sunday, December 21. In some instances on December 17, state snowplows drove around downed power lines to make sure roads were kept clear of snow.

Preliminary NHDOT cost estimates are \$2.5 million for debris cleanup and \$1.5 million in additional operational costs, totaling \$4 million for the ice storm. Total damage costs could exceed \$50 million.



Overseeing Construction of Perhaps One of the Last Bypasses Built in New Hampshire

Editor's Note: Construction Bureau Contract Administrator Conrad Skov has spent over five years overseeing the construction of the Route 111 Bypass in Windham and Salem. Conrad provided the following information to the Lawrence Eagle Tribune.

Is the Route 111 bypass road the biggest construction project you have been the engineer for?

Yes. We are building more than four miles of new road. Two new bridges. Four new wetland sites. The six year project was divided into three contracts with a total construction cost of \$33 million.

What's it like overseeing such a huge project?

There is more paperwork than pavement that goes into building a large project like this. I deal mostly with the engineering and administrative side of things such as changes to the plans, coordinating with utility companies, meeting with business owners and residents and authorizing payment to the contractor. On this job I have a staff that handles inspecting the contractors' work, testing the materials that are being used and documenting what has been done.

Is it a challenge keeping track of the contractors?

The contractors we have had on these projects have been excellent to work with. There is a lot of work going on at times so we are quite busy.

What's the most unusual thing that's happened during construction of the new bypass road?

There was the time that a truck driver working up on the site reported being hit by a fish that fell out of the sky. No one believed him until the fish was recovered and it was deduced that it had been dropped by a bird.

What kinds of animals have you run across during the project? Have any gotten in the way?

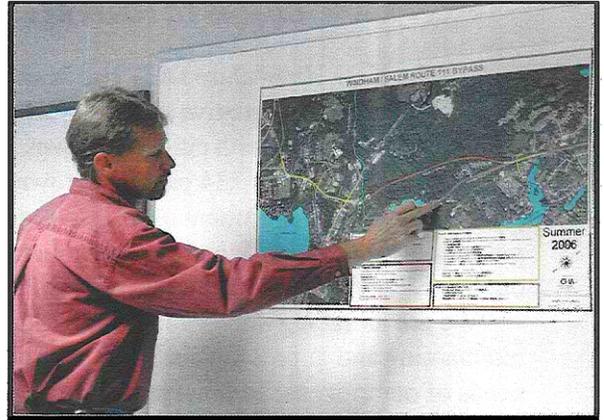
We've seen plenty of turtles, deer, turkeys, fox, porcupines, a moose and of course salamanders. One time a turkey built a nest and laid her eggs right in the middle of a construction access road. We had to build a detour around the area until she left.

What are some of the amounts of construction material that goes into a project like this?

On this project we will have moved 60,000 truckloads of dirt, blasted 600,000 tons of rock, installed 11 miles of pipe, graded mountains of sand and gravel, paved 50,000 tons of asphalt, and painted over 42 miles of stripes. Yeah we've been busy.

What do you get out of seeing a major highway bypass road through to completion?

Not many people come up to me and say "hey, I had a great time driving on that road you built" but I get a lot of satisfaction in knowing it is a job well done. And I really enjoy working with the contractors and my crew.



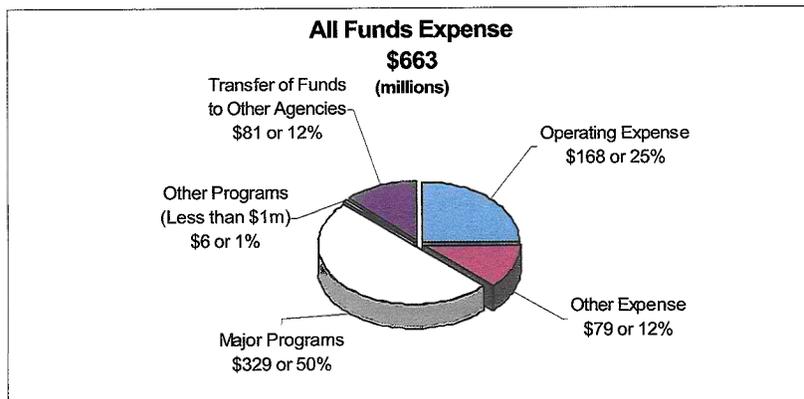
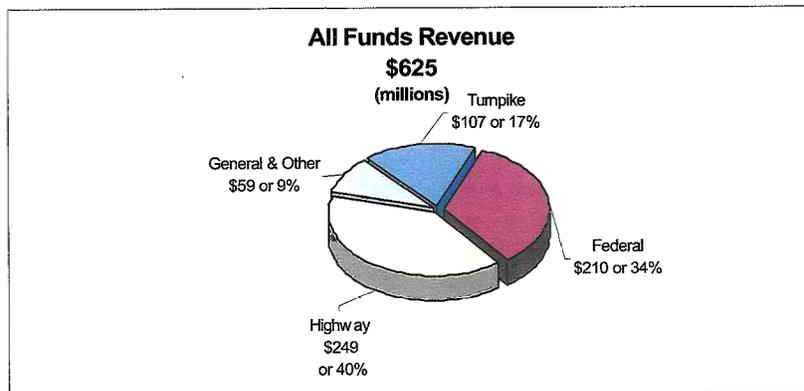
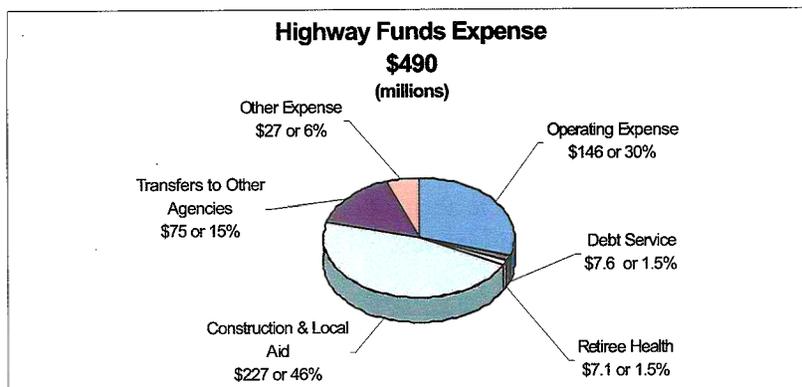
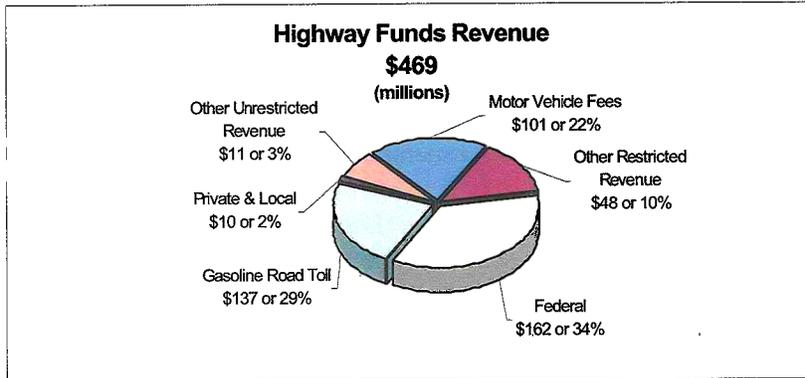
Conrad Skov explains the construction of the NH 111 Bypass at a briefing of Windham Town Officials.

By the Numbers - The NH Route 111 Bypass

Steel: 1.1 million pounds	Embankment fill: 307,000 cubic yards
Concrete: 7,350 cubic yards	Asphalt: 43,000 tons
Plantings: 9,500 trees, shrubs, plants	Blasted rock removed: 251,000 cubic yards
Grass seed: 5,600 pounds	Earth excavated: 720,000 cubic yards
Drainage pipe: 59,000 linear feet	Painted traffic lines: 42 miles

Transportation Funding - Where It Comes From and Where It Goes

Charts produced by the Bureau of Finance and Contracts for the NHDOT 2008 Annual Report



NHDOT's Unit Safety Committee Welcomes New Members

submitted by Alexis Martin (Health and Safety)

Assistant Director of Operations Mike Pillsbury and the Office of Stewardship & Compliance would like to thank all the outgoing Unit Safety Committee members for their valuable service to the committee. While their terms are up, we know they will continue to promote safety in their Districts/Bureaus. We appreciate their desire to make the Department a safer place to work.

We would also like to welcome the new members to the Committee. These members are:

Alan Hanscom (District 2)
Pam Mitchell (District 5)
Greg Placy (District 1)
Doug Almon (District 6)
Robert Hebert (District 4)
Dean Eastman (Bureau 46)
Ryan Lavoie (District 4)

The Unit Safety Committee was established in 2001 to assist the Department and the Joint Loss Management Committee (JLMC) with health and safety initiatives. It is composed of 20 members representing NHDOT labor and management. The Committee provides analysis of workers' compensation and motor vehicle accidents and provides recommendations to the JLMC on policies, programs, procedures and directives.

November 12, 2008

The purpose of this letter to to commend highly two of your employees - Peter Pelletier and David Mansur. These two men are part of your road service group on I-93 and were a lifesaver to my wife and myself when we had a blow-out of one of our tires. Fortunately were were able to drive the car off the highway but we were very concerned that help might not reach us until dark, when these men stopped to assist. They were both professional and courteous. Their truck was equipped with the necessary tools. The most important element, however, was their ingenuity and problem-solving ability, without which we would stil be at the side of the road. You and the State of New Hampshire, of which I am a 30+ year resident, have every right to be proud of these men.

*Charles M. Waite
Laconia, NH*

Editor's note: Pete Pelletier and David Mansur work out of District 5's Derry (#528) Patrol Facility.

"Yours for Years and Years"



The advertising phrase for a refrigerator sold by International Harvester in 1951 proved to be more than accurate for a District 3 Patrol Facility. The #312 shed in Wakefield just replaced the still running 58 year old antique with a modern Energy Star model. No word if the new model was "femineered" as promised in the old ad.