

ON THE MOVE

New Hampshire Department of Transportation Newsletter



Fall 2011



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Commissioner's Corner

Full Recognition of the Mission and the Challenge

It was my second full day on the job as Commissioner of the New Hampshire Department of Transportation and I found myself bursting with pride.

The occasion was a media event at Loon Mountain in Lincoln where Governor Lynch was kicking off the beginning of the fall foliage season and the opening of the Highland Games.

The Governor immediately made news by announcing that Route 302, the last state road still closed by the effects of Tropical Storm Irene, would reopen to traffic the following day. And that was the real story. From the Governor, to fellow Commissioners from other state agencies, to representatives of the tourism industry, speaker after speaker profoundly praised and thanked the Department and the DOT employees who worked so hard to make it happen, restoring key highway corridors so critical to New Hampshire and its economy.

Transportation is often taken for granted and not appreciated until it fails. There was plenty of appreciation expressed on that day (September 16), and I shared that feeling. I had witnessed the extent of the damage on the "day after" less than three weeks before. I had followed the amazing progress as scores of dedicated state employees went to work, in some cases side-by-side with contractors, and got the job done well in advance of initial target dates.

I am both excited and humbled by this great opportunity to lead an organization that plays such an important daily role for the citizens of New Hampshire. I am coming home to an organization I joined three years ago as Deputy Commissioner. I soon realized that the NHDOT was filled with many dedicated employees committed to transportation and keeping New Hampshire a great place to live and visit. The teamwork rivaled anything I experienced in my more than two decades in the private sector.

When the Governor asked me to head up the State Office of Economic Stimulus, I watched from a front



Commissioner Clement speaks with Darrel Elliott (Environment Bureau) while visiting a section of NH Route 49 in Thornton damaged by Tropical Storm Irene.

row seat as the NHDOT became a national leader in effectively and efficiently utilizing Recovery Act funding to make much-needed improvements to our roads and bridges while helping to sustain jobs in the construction industry.

As we move forward, I am fully aware that this Department is facing unprecedented funding challenges and scrutiny that far exceed the biggest natural disasters we have faced.

The journey will not be easy, but you and this Department have proven time and time again that you can produce, and that you are up to anything that is thrown at you.

As Commissioner, I am committed to doing everything I can to make sure you have the resources you need to do your jobs. I am confident that together, we are up to the challenge. I am determined to do everything I can to keep this agency strong, productive, and invaluable to the state and its economy. I greatly look forward to working with you and for you in the months and years ahead.

A handwritten signature in black ink that reads "C. D. Clement, Sr." with a stylized flourish at the end.

Commissioner Christopher D. Clement, Sr.

Good Night Irene — Hello Leaf Peepers

All-Out State Effort Reopens Storm Damaged Roads

As natural disasters go, it was really poor timing. Just three weeks before the beginning of a billion dollar tourism fall foliage season in New Hampshire, Tropical Storm Irene left its mark on the northern part of the state.

Tropical Storm Irene dumped as much as 10 to 13 inches of rain in some areas in a very short time on August 28, turning babbling brooks and meandering rivers into raging torrents through the White Mountains Region. There were dozens of major road washouts within a short time. Major sections of roadway were completely washed away on US 302 in Hart's Location, NH 112 in Lincoln and Bath, NH 16 in Pinkham Notch, and NH 49 in Thornton.

It was the kind of challenge Department of Transportation employees had responded to a number of times within the past decade, responding to major flooding events in various parts of the state. But this time the stakes and the scrutiny were far greater.

The sunny day that followed revealed the extent of the damage. It was significant and widespread. Two major east-west corridors in the North Country were closed. The only route into the tourist destination of Waterville Valley (NH 49) was decimated by the Mad River. Mild rivers changed course and carried roadways downstream.

The Governor of a tourism-dependent state realized what was at stake. Neighboring Vermont sustained much worse infrastructure damage than New Hampshire and news reports shown across the country had many wondering if northern New England was out of business for the fall. Governor Lynch toured the damaged roads and met with top representatives of the New Hampshire Department of Transportation to discuss an aggressive timeline for road and bridge repairs.

Understanding the sense of urgency and the potential economic impact to the State, the NHDOT

went to work, with the goal of opening the scenic 34-mile long Kancamagus Highway (NH 112) by September 15th and US 302 soon after.

The NHDOT response to Tropical Storm Irene actually began the day the storm hit. Maintenance crews closed affected roads, and bridge inspectors fanned out in the darkness to check bridges for



Before and after photos of damage and repairs to NH 112 (Kancamagus Highway) in Lincoln... (11 days apart).



both surface and subsurface damage caused by erosion. One town bridge discovered to be in critical condition was the entrance to Loon Mountain in Lincoln. On the advice of the NHDOT, the bridge was immediately closed. About 36 hours later one end of the bridge collapsed.

The storm had barely left the state before teams of engineers from the Highway and Bridge Design Bureaus were in the field assessing damage and

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Good Night Irene - Hello Leaf Peepers

gathering vital information to help expedite repair work. Initial damage estimates to the state highway system conservatively totaled \$5.4 million. A destroyed bridge on US 302 would cost an additional \$3 million to replace.

It was quickly decided by top-level management that the repairs would proceed immediately with a combination of DOT forces and private contractors.

"It was a team effort," said NHDOT Assistant Director of Operations Bill Janelle. "Decisions were made very quickly."

Overseeing the dedicated effort by hard working people in the field were supervisors who assured staffing needs, mobilized materials and equipment, coordinated with other state and federal agencies, and put together very aggressive repair schedules.

"It was overwhelming for a little while," District 1 maintenance supervisor John Paul-Hilliard, later admitted to a television reporter. "Once we got our feet underneath us...we just looked at this as a two week snowstorm in the fall."

A total of six contractors were signed up to address damaged sections of the Kancamagus Highway and NH 49, under the direction of veteran DOT highway maintenance and construction engineers. One of those key engineers was Don Coleman, a 46-year veteran of the NHDOT's Construction Bureau who tried to retire several years ago, but keeps getting called back for special projects. Don's daunting task was to get the Kancamagus Highway and US 302 back reopened as soon as possible.

Coleman said he had only one choice and that was to break the project into smaller, more manageable pieces. "It was the only way we could make the (date)," he said, "It's what we had to do. All I did was coordinate 50 people working here."

District forces were integrated to haul materials and address washout areas. It was a unique and impressive display of public and private sector employees working side-by-side.

NHDOT Bridge Maintenance crews had major tasks of their own. The US 302 washout in Hart's Location



District 3 Assistant Engineer Susan Soucie and Director of Operations Lyle "Butch" Knowlton discuss options for repairing a washout on NH Route 49 in Thornton.

had also damaged the adjoining bridge over the Sawyer River beyond repair. The best option for reopening the road quickly was to build a temporary Acrow bridge nearby. That was no small job. They set to work 12 hours a day, seven days a week, in rain or shine, to build a bridge. A similar effort began in Lincoln, where another Bridge Maintenance crew began building a temporary Bailey bridge over the collapsed Loon Mountain Bridge to allow for pedestrian access to the Scottish Highland Games (25,000 visitors) just two weeks away.

"There was a tremendous amount of coordination and cooperation between lots of people," Don Coleman told the Littleton Courier. "Everyone knew the mission."

Separate washout repair efforts were simultaneously underway involving District 3 personnel with private companies on NH 49, District 2 crews on NH 112 in Bath, and District 1 crews on NH 16 (Gorham to Bartlett).

On September 9, Governor Lynch brought coffee to the DOT workers and was able to announce that the Kancamagus Highway (NH 112) would reopen on September 11, four days ahead of schedule.

"Our people are making it happen," NHDOT Assistant Commissioner Jeff Brillhart said. "We mean business. We get things done."

Virtually every Bureau within the NHDOT contributed to the Irene response effort, including

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Highway Maintenance, Construction, Bridge Maintenance, Bridge Design, Highway Design, Traffic, Turnpikes, Materials and Research, Right-of-Way, Environment, Rail and Transit, and Planning and Community Assistance.

One week later, the Governor returned to Lincoln to kick off the fall foliage season and the Highland Games. This time he announced that Route 302 would open the following day, two weeks earlier than initially estimated.

"We made it a priority to open these roads before the fall foliage tourism season began and we accomplished our goals," Governor Lynch said. "This was a complete team effort, with our Department of Transportation working with private contractors and various agencies to get these roads open. Considering the devastation, it is amazing that this work was completed so quickly. I am amazed at what has been accomplished in such a short period of time. This is a real testament to the Department."

"This was the DOT's finest hour," District 1 Executive Councilor Ray Burton said before a ribbon was cut to kick off the fall foliage season.

NHDOT Commissioner Chris Clement saw first-hand the damage, and closely followed the rapid response and repair work.

"We mobilized, got the crews here, and within a very short period of time, we were able to turn a real negative situation into a positive," Commissioner Clement told WMUR TV.

And the public noticed.

"Once again I am proud to be a native of New Hampshire!" Greg Swain of Concord wrote in a note to the Department of Transportation. "Thanks for showing the world what can be done when a group of dedicated people work together towards a common goal. You did what no one thought you could-getting the major roads repaired so quickly!"

Shaun Hagan of Twin Mountain wrote, "The amount of work they did in a short amount of time was very impressive. Thanks for doing such a good



US 302 in Hart's Location - site of a major washout and bridge failure. Bridge Maintenance crew constructing a temporary bridge to reopen the road.



job of fixing up this important road."

From an affected Town Manager: "DOT is a great agency. Great work, and we never heard them complain about budget cuts. Very professional and very dedicated."

From a proclamation presented to the NHDOT by the Mt. Washington Valley Chamber of Commerce: "The well thought out plan and execution of this gargantuan task deserves recognition by our citizens, our neighboring states and our nation as an example of how things should get done."

These thoughts were echoed by George Bald, Commissioner of the Department of Resources and Economic Development, which includes the State's Tourism Office.

"DOT is really my hero," Commissioner Bald said. "When things are really bad, Government responds really well. We are looking forward to the best fall foliage season ever in New Hampshire."

The Franconia Notch Parkway Gets a Makeover

\$12.5 million Pavement and Bridge Project Underway

Three decades after the New Hampshire legislature approved a proposal for a north-south interstate highway that would run through Franconia Notch to the Vermont state line, the Franconia Notch Parkway was officially opened in 1988. The notch section of I-93 was controversial for its perceived impact on a sensitive environment that included the Old Man of the Mountain.

The ultimate compromise involving the state and federal governments and a number of environmental groups led to the construction of a mostly two-lane parkway for eight miles instead of a four-lane divided highway. That compromise has worked well in serving the economy of the North Country and the thousands of tourists who visit the White Mountains each year.

The summer of 2011 has seen a necessary road and bridge reconstruction and rehabilitation project on a 5.8 mile section of the Franconia Notch Parkway in Lincoln and Franconia, running from the Whitehouse Bridge over the Pemigewasset River northward to the bridge over Lafayette Brook.

"This project was driven by the need to rehabilitate the pavement and drainage structures," says NHDOT Director of Project Development Bill Cass. "This is a challenging project that took a lot of planning because of the environmental covenants in place for the parkway."

One of the key covenants was to keep the existing highway the same size.

"The amount of pavement is staying the same with no widening," says NHDOT contract administrator John Seeley. "It's been a learning experience. A lot of the older drainage has been in place for over 25 years."

"We like the fairly unique nature of the Parkway," says Franconia Notch State Park manager John DiVivo. "It's the only two-lane section of Interstate in the country. The DOT has been great. The construction work has progressed with no problems or loss of



Construction Bureau contract administrator John Seeley points out some of the benefits of the new median guardrail during a July tour of the Franconia Notch Parkway pavement and bridge rehabilitation project.

revenue to the State Park. They've done well. We're happy with it."

The \$12.4 million project will result in an increased margin of motorist safety. The replacement of a rusted out median guardrail with a narrow post rail system, and reducing the travel way from 12 to 11 feet is enabling the installation of rumble strips on both the median and a new shoulder. The new guardrail meets federal crash test standards and has a brown "powder coat" to better blend in with the surrounding environment.

Drainage work includes the rehabilitation or replacement of 22 cross pipes, and rehabilitating as many as 150 catch basins.

The project is being done in two-mile segments to reduce the impact on traffic flow, which averages about 8,000 vehicles a day through Franconia Notch. A middle segment of the project is already done. The final completion date is September of 2012.

"It's been going great," says Mark Charbonneau, President of prime contractor Continental Paving, of Londonderry, New Hampshire. "Twenty five percent of the asphalt material we are using has been recycled. We are also using a warm mix to reduce energy consumption and make it cost-efficient."

District One Executive Councilor Ray Burton, whose term of office extends back to when the Parkway was first built, recently toured the construction project and liked what he saw.

"Very positive, very successful," Councilor Burton said. "The Franconia Notch Parkway is the main

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A passion for Covered Bridges Becomes a Historical Book

by Bill Caswell (CAD/D Support and Development)

You never know when a seemingly routine conversation might end up becoming a turning point in your life. I moved to New Hampshire from Rhode Island 27 years ago when the DOT offered me a job in Highway Design. I was fresh out of college and moved away from my family and friends to a state I had only visited a couple times on camping trips as a child. My career here started in the Consultant Section of Highway Design with Stan Young as my first supervisor. Stan was the gentle grandfatherly type who taught me a great deal about reading and preparing a set of plans. He also loved to share stories from his younger days working with the crew that maintained the Old Man of the Mountain.

Knowing that I was new to the area and didn't have much to do on the weekends, Stan offered a pamphlet listing the state's covered bridges. He suggested that it would be a good way to learn my way around and visit parts of the state you can't see from the Interstate. At first, it was just that, a reason to explore places that I might not otherwise become familiar with. Be it good or bad, one thing about having a list of things to see is that you are tempted to see all the things on the list.

Excursions went from afternoon picnics to



Bill Caswell signs a copy of his new book "Connecticut and Rhode Island Covered Bridges" at an event hosted by the Canton Historical Museum in Collinsville, Connecticut on September 25. Most of the bridges researched and profiled in Bill's book no longer exist.

weekend adventures as the bridges remaining to be visited were further and further away. It didn't take long before the New Hampshire list was expanded to include nearby Vermont, Quebec, and Maine. As the years went on, vacations in Pennsylvania, Ohio, and Indiana became the norm. Throughout this time, I had always seen and photographed the bridges from a tourist's point of view.

Then, one day in April 2003, the next turning point would occur. A notice posted in a covered bridge society newsletter caught my attention. A couple in New York was looking for people to help compile a list of covered bridges that have been lost over the years. It sounded interesting, so I responded.

*Little did we know how that chance
encounter would impact our lives.*

Within a few months, what started as an informal list of bridges and dates evolved into the Covered Spans of Yesteryear website (www.lostbridges.org) which presently documents over 13,000 existing and former covered bridges in the United States and Canada with photographs of about a third of them. Working on that project transformed my interest from casual tourist to a serious researcher of the history of the bridges, the people who built them, and their impact on the communities where they stood.

The success of Covered Spans of Yesteryear has opened new doors. Last August, I was offered an opportunity to do something that I had pondered since my college days but had never seriously pursued, the chance to write a book. An editor at Arcadia Publishing mentioned that they were looking for someone to prepare a book about the covered bridges of Connecticut and asked if I was interested. After discussing it with my wife, we decided to go for it, under one condition, they expand the scope

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Extra Eyes on the road

State employees monitor highway traffic via camera feeds in an effort to keep things moving smoothly.

CONCORD — It's the start of Independence Day weekend, and the giant video wall looks like something out of one of those summer spy movies. Squares of various sizes stream images of what's going on at the street level: cars, bridges, construction equipment.

Welcome to the Transportation Management Center, where the state Department of Transportation keeps its eyes and ears on New Hampshire's major roadways.

Staffed around the clock in a state building off Route 106 that also houses the Emergency Operations Center and 9-1-1 call center, the TMC is designed to help drivers get where they're going more quickly and safely.

Dispatchers post advisories on those electronic message boards that are becoming more common on the highways. That could be an Amber Alert for a missing child issued by state police, or an advisory speed warning during a blizzard.

But on the Friday before the 4th of July, it's all about the traffic.

Denise Markow, program manager for the TMC,



Bob Maylone, a traffic management communication specialist, keeps an eye on traffic at the Traffic Management Center as congestion starts to build at the start of the July 4th holiday weekend.

scans the images coming in from highway cameras that show the traffic on Interstate 93 in Bow and Salem and on Route 101 in Manchester.

Other images show 11 construction zones, including the Interstate 89 work in Lebanon, the expansion of I-93 in Salem and Londonderry and the Spaulding Turnpike project. A dozen weather cameras from Salem to Littleton and west to Westmoreland also stream images onto the 30-by-15-foot wall.

And 16 smaller squares show various angles on the Portsmouth bridges, a security measure that came out of the post-9/11 Department of Homeland Security money that flooded into the state.

And there's more coming soon. The state is installing six permanent "dynamic message signs" (DMS), eight more cameras and four electronic speed-limit signs along the I-93 corridor from Salem to Manchester. The new cameras are bigger and taller, giving a much broader view of the highway, she said.

Markow expects the new equipment will be up and running this fall.

After that, the DOT plans to install cameras on Interstate 95 around the Hampton tolls; Markow hopes those will in place by next summer.

Markow has wanted to do this work since she read a story in National Geographic magazine 25 years ago about "intelligent" transportation systems. She studied civil engineering, and when the TMC opened in 2007, she landed her dream job.

About 3:30 p.m. Friday, as traffic begins to back up at the Bow interchange where I-89 meets I-93, Markow asks Bob Maylone, one of the TMC's communication specialists, to post a warning on a DMS in Hooksett. It used to read: "Plan Ahead. Use a Sober Driver."

Now it says: "Heavy Traffic Ahead. Drive with Care."

"The whole thing is being proactive about it instead of reactive," Maylone said.

There are four computer screens in front of each communication specialist, all linked into what folks here call "the brain." They can manage the message boards, post events such as accidents or weather on the 511.nh.com website, monitor travel conditions and maintain radio communication with DOT crews and the new Service Patrols out on the roadways.

Color-coded maps show the trouble spots; by mid-afternoon, it's showing red on I-93 in Bow and

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Salem, and yellow around the Hooksett tolls. It's also red at the Hampton tolls on I-95.

Still, the traffic is moving, and Markow said that's key to a safe commute. "We're good to go as long as we don't get an accident," she said, her eyes on the video wall.

When something does happen, the DOT staff doesn't have to go far to coordinate with the state police. The safety agency has its own dispatchers, including the Marine Patrol, sitting right behind the DOT folks.

They call it "hollering over the wall."

Mike Geary, manager of the state police dispatch center, said having the two agencies in the same room has made a big difference.

"Everybody behind here wants to make sure everybody out on the roads is safe," said Geary

When the center first opened, Geary said, "They were doing their thing, we were doing ours. Now it's more like a family."

Despite all the traffic cameras, Geary said it's rare to actually see crashes on the video wall. Instead, he said, "We see the results."

All this new technology is really about giving the public more information, officials say.

"It really comes down to safety," said Laura McCarthy of Union, the TMC's operations supervisor. "Advance notice. Timely information to the public, so they can reroute, change their plans to keep out of danger."

And Markow said that becomes even more critical as the state's population continues to grow. "As we get more capacity, more people on the roads, we're not necessarily able to expand the roadways anymore. We can't just say we're going to add another lane.

"So we have to learn to manage the traffic flow."

Markow said the public has mostly responded favorably to the changes, particularly the message boards. The DOT will be posting more advisories



NH Sunday News reporter Shawne Wickham (left) and photographer Bruce Preston are briefed on the NHDOT's Transportation Management Center in Concord by Denise Markow, Program Manager for the TMC.

about travel time, so commuters and visitors can see just how long the wait will be before a backup clears.

If you knew you'd have to wait an hour in stalled traffic, for instance, you might be more likely to get off the highway and look for another route, Markow said.

"The ability to bring that knowledge to the public via the technology that's out there is really important," she said. "And it's exciting."

When the state first talked about putting up highway cameras in the mid-1990s, the idea was met with resistance. And no one resisted more than State Rep. Neal Kurk, R-Weare, who warned that cameras would give the government too much information about where and when people are traveling.

Kurk said he has more concerns than ever about technology intruding on personal privacy. But he's not worried about the cameras.

"The purpose for this is not for crime detection; it's designed to make sure that the highways are safe," he said.

Kurk worked with safety officials to write the laws governing how the state can, and cannot, use the technology. The cameras don't show license plates or faces; and they don't record what they see, so they can't be retrieved later by lawyers or law enforcement.

And as a result, Kurk said, "I'm very comfortable with what they're doing now."

"It's not a Big Brother operation," he said. "This is truly a safety operation."

Editor's note: This article written by reporter Shawne Wickham was published in the July 3, 2011 New Hampshire Sunday News. It is being reprinted with permission. New Hampshire Sunday News, (Manchester, NH) - Sunday, July 3, 2011 - Shawne K. Wickham - New Hampshire Sunday News

Historic Agreement Signed to Ensure E-ZPass Violation Enforcement

New Hampshire, Maine and Massachusetts Join in First-in-the-Nation Reciprocity Pact

If you live in northern New England and you've been ignoring those E-ZPass violation notices, don't plan on smooth sailing when you go to register your car or truck.

It's not going to happen until you pay up, thanks to a historic three-way agreement signed by the States of New Hampshire, Maine, and Massachusetts that enables each state to pursue out-of-state toll violators through denial of vehicle registration renewal (New Hampshire and Massachusetts) or registration suspension (Maine). The enforcement reciprocity agreements between the three states are the first of their kind in the nation.

"The ability to treat all users equally on the New Hampshire Turnpike System is essential," said NHDOT Turnpikes Bureau Administrator Christopher Waszczuk. "This is not a huge problem. Only a small percentage of E-ZPass users refuse to pay. These



NHDOT Hearings Officer Kathy Mulcahey-Hampson and Turnpikes Administrator Chris Waszczuk joined Commissioner Campbell as he signed the historic agreements with Maine and Massachusetts for E-ZPass violation enforcement.

reciprocity agreements will ensure fairness for all users of electronic tolling in all three states."

After the first year, the pilot enforcement reciprocity program can be extended for up to two years, or made permanent upon agreement by the three states.

"These reciprocity agreements offer northern New England's tolling agencies an increased measure of financial security.", said Maine Turnpike Authority

Executive Director Peter Mills.

Outgoing NHDOT Commissioner George Campbell signed the reciprocity agreements with Maine and New Hampshire on July 28, his final day on the job.

"The ability to treat all electronic tolling users equally is essential," Commissioner Campbell said. "When people cheat the system, honest people pay."

Bridge Design Team Successfully Defends Commissioner's Cup

Do back-to-back wins make a dynasty? At a minimum it's two years of dominance by the "Bridge Design #1" team, which successfully defended its title by capturing the 2011 NHDOT Commissioner's Cup. The annual golf tournament was held on September 14 at Canterbury Woods Country Club. The winning team, with a 13 under par score of 59, included Nick Goulas, Steve Liakos, Frank Mead and Mark Huntoon. Two shots back (61) in second place was the "Turnpikes" team of Lisa Cummings, Sylvia Prive, Rod Tilley and Vinny Benincasa. That was one place ahead of a third place finish in 2010. In third place, with a 10 under par 62, was "The Shirts" team of Bill Cyr, Jerry Romano, Bob Richards and Dennis Herrick. The "Stan Lillis Memorial putt off" was won by Frank Mead.



You'd be smiling too if you won two years in a row. The 2011 Commissioner's Cup winners - Bridge Design #1 (from L to R) Frank Mead, Mark Huntoon, Nick Goulas (Captain) and Steve Liakos.

A Helping Hand Extended to Vermont

Orange Trucks Roll Across the State Line to Repair Road Damage

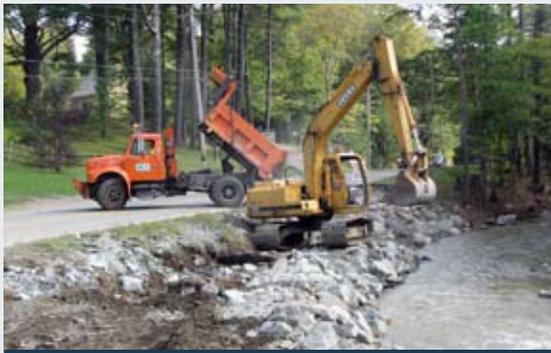
After Irene passed through New England it quickly became apparent that Vermont suffered far more infrastructure damage than surrounding states. Covered bridges and miles of major routes were washed away. Many towns were marooned or completely flooded.

The Vermont Agency of Transportation was spread thin by the extent of the damage and welcomed offers from the New Hampshire and Maine DOT's to help.

From New Hampshire, the Turnpikes Bureau sent concrete barriers and parts of five crews from District 2 (Andover, Franklin, Sunapee, Cornish and Lempster) and were joined by crews from Districts 4 and 5 in crossing the state line with trucks and heavy equipment to help. They quickly went to work and were met by "lots of smiles and thumbs up", according to District 2 Engineer Alan Hanscom.

"You could see the devastation. Vermont crews were tired and beat up," says District 2 Maintenance Supervisor Jay Burbee. "Our crews were extremely upbeat. We told Vermont don't worry about

us – give us a road to work on and we'll be all set. You didn't have to travel far to find washouts."



At times DOT workers from three states were virtually working side-by-side for 12-hour days on stretches of state roads in Vermont towns like Reading, Brownsville and Weathersfield. And the local residents greatly appreciated the assistance.

"A day didn't go by that someone didn't stop by and thank us," Jay Burbee says. "There were plates of brownies, cupcakes and zucchini bread. The appreciation was overwhelming."

The New Hampshire and Maine crews were also thanked for their efforts with a chicken barbecue. After weeks of work, they left behind a lot of goodwill, even with the realization that a lot of work remained on roads in the Green Mountain State.

"A lot of really good things happened. A lot of friendships were created that will last long beyond the repairs," Jay Burbee says.

A Passion for Covered Bridges Becomes a Historical Book *(cont.)*

to include the bridges in my home state of Rhode Island. They tentatively agreed so I prepared a formal proposal



including the required sample photographs and text. The proposal was accepted a few days later, contracts were signed, and we were on our way. By late October the work started in earnest with regular trips to libraries, museums, and historical societies in both states. Initially, the March deadline seemed so far away. As we got into January and still needed about 50 more pictures, the stress level went up a bit. Fortunately, word about the project spread and new resources were discovered. The manuscript was submitted to Arcadia on March 29th.

Most of the bridges pictured in Connecticut and Rhode Island Covered Bridges are only memories now, having been removed by floods, fires, and progress. Only three of the historic covered bridges remain, all in Connecticut. Rhode Island's last one was destroyed by Hurricane Diane in 1955. The book, which was released on September 12th, begins with a chapter about Ithiel Town, a prominent architect from New Haven, CT, whose truss design supports about ¼ of the covered bridges currently in existence. The next five chapters cover different regions of Connecticut and the final chapter focuses on Rhode Island.

Franconia Notch Parkway Makeover *(cont.)*

transportation route for the recreational industry in the North Country. It is very evident that everything that can be done is being done to improve the road and respect the environment of Franconia Notch, all while keeping traffic moving."

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NHDOT People



Three District 2 Highway Patrol Foremen were recognized for 25 years of State Service by District Engineer Alan Hanscom. Left to right are Brian Ordway from 210 Andover, Alan Hanscom, David Brown from 215 Lempster, and Reagan Clarke from 213 Sunapee. Alan Hanscom also reached the 25 year milestone in July.



Susan Soucie is the new Assistant District 3 Engineer. Susan brings much practical and engineering experience to the position. Her experience includes working for a transportation consultant, the Peace Corps, as a Traffic

Superintendent for the City of Nashua, and later as a Traffic Engineer, DOT Traffic Design Engineer, Traffic Operations Engineer, Interim Assistant District 3 Engineer and District 3's Civil Engineer IV.



Steve Kjellander (top) and Mike Servetas were among the first Highway Design Bureau engineers dispatched to northern New Hampshire to assess damage in the immediate aftermath of Tropical Storm Irene. They were assigned to NH Route

112 (Kancamagus Highway). Other engineering teams included: Trent Zanes and Jon Hebert (US 302 in Hart's Location), Wendy Johnson and Tony King (NH 16 and US 302 in Bartlett), and Leah Savage and Josh Lafond (NH 49 in Thornton and NH 112 in Bath)



A NHDOT team successfully completed the 200-mile "Reach the Beach 2011" relay race from Cannon Mountain to Hampton Beach on September 16 and 17. The "Rockin' DOTs" finished 89th overall and 13th out of 138 in its group category. Team members pictured at the Attitash transition area, just before nightfall on Friday (9/16), include: (left to right) Kelly Hacking, Doug Gosling, Nick Goulas, Bill Lambert, Susan Soucie, Tonya Cougler, Mia Daniels-Rhodes, Sam Wood (Abbey Gosling's Fiancé), Dan Caouette, George Campbell, Abbey Gosling (Doug's daughter), and Mary Gosling (Doug's wife).



Phil Beaulieu began work in District 1 on September 12 as a Civil Engineer 4.

Phil is a North Country native and resides in Whitefield. He is a graduate of Merrimack College and brings with him close to 10 years of design and construction experience.

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Service Awards (4th Quarter)

10 Years:

Raymond Castor - District 4
Patrick Doughty - Construction/Eng. Audit
Benjamin Gelinas - Mechanical Services
Michael Heath - Materials & Research
Mark Kirouac - Highway Maintenance
Donna Lamattina - Turnpikes
Bruce Latuch - District 5
David Mansur - District 5
Dennis Meuse - Mechanical Services
Timothy Parenteau - District 2
Joseph Patusky - Bridge Design
Douglas Potter - Labor & Compliance
John Sargent - Bridge Design
Phillip Schoenheit - Turnpikes
Richard Smith - District 1
Gary Wallace - Turnpikes

15 Years:

Louis Barker - Rail & Transit
Leopaul Caron - District 1
Harry Hadaway - Right-Of-Way
Steven Ireland - District 6
Michael Lavoie - District 6
Dawn Pulica - Planning & Comm. Assistance
Tobey Reynolds - Traffic
Stephen Tolbert - District 2
Peter Whitney - District 1

20 Years:

Patricia Bailey - District 3
Raymond Bernier - District 5
Roger Biron - Mechanical Services
William Hebert - District 5

Dennis Herrick - Construction/Eng. Audit
Elaine Lapointe - Turnpikes
John Leonard - District 4
Jerry Martin - Mechanical Services
Paul Robichaud - District 4
Leslie Silver - District 5
Linda Smith - Right-Of-Way
Chris Sullivan - District 6

25 Years:

Gary Biggart - District 1
Mary Burns - Turnpikes
Reed Deinhardt - Bridge Maintenance
Kenneth Dufour - District 1
David Frost - District 5
Reginald Hartford - Mechanical Services
Darren Hubbard - Bridge Maintenance
Dale Huckins - District 3
Peter Labranche - District 6
Ronald Pierce - District 1
Russell Pilotte - District 1
Harry Walker - District 5
Cary Wetherbee - District 2

30 Years:

James Brown - District 6
Terry Hall - District 4
Gary Kitson - Bridge Maintenance
Terry Mason - District 3
Stephen Trottier - District 6

35 Years:

James Amrol - Materials & Research
Robert Reinhard - District 1

ON THE MOVE

Personnel Updates

New Hires:

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

Emily Killinger - Administrative Secretary, Maintenance

John Kowalski - Civil Engineer I, Highway Design

Joseph Maguire - Hwy Maintainer II, Tpk-Nashua
Maintenance

Timothy Sullivan - Heavy Equipment Mechanic
Mech Div-Concord

Promotions:

Timothy Chapman - Civil Engineer V, Construction

Mark Commerford - Engineering Technician V,
Construction

James Mansfield - Hwy Maintainer III, District 5, Crew 25

Brett McCrea - Engineering Technician III, Hwy Design

Barry Moore - Chief ROW Appraiser, Right Of Way

Carl Ruel - Construction Foreman, District 1, Crew 3

Conrad Skov - Civil Engineer V, Construction

Jonathan Smith - Civil Engineer V, Construction

Susan Soucie - Civil Engineer V, District 3,

Robyn St Pierre - Accountant I, Turnpikes-Hooksett

Tyler Tommila - Hwy Patrol Foreman, District 4, Crew 8

Michael Wheeler - Asst Hwy Patrol Foreman, Dist. 5, Crew 4

Retirees:

Michael Demartelly - ROW Appraiser II, ROW (11)

Kenneth Giles - Hwy Maintainer III, District 6, Crew 7 (35)

Reginald Hartford - Heavy Equipment Mechanic
Mechanical Div-North Hampton (24)

William Hauser - Admin III, Stewardship & Compliance (36)

Lloyd Hersey - Lift Bridge Worker III, Bridge Maintenance (36)

Gene Sanborn - Bridge Maintainer III, Bridge Maintenance -
Allenstown (32)

Philip Schiavo - Information Center Attendant I,
Tpk-Seabrook Rest Area (13)

George Thompson - Highway Maintainer II, District 1,
Crew 16 (37)

Bruce Collinson - Lift Bridge Worker I, Bridge Maint-Memorial
Bridge (10)

Ernest Jeffrey - Civil Engineer III, Highway Design (10)

Joyce Mckay - Environmentalist IV, Environment (11)

Letters



As I drove home to the southern part of Maine today on Rt 101 East and 95 North, I noticed two orange blinking signs that usually say something about roads closed or construction ahead. To my great surprise I read "Use a sober driver."

I wanted to write to you and tell you- Thank you. Drinking and driving is a major concern of mine and to see two, not just one but two, of your highway signs reading such an important message I felt I had to write and tell you how I really appreciate it.

Thank you for putting in the extra effort to make your community a better place.

Safe travels,

Tiffany Cantara

September 10, 2011

As a Mainer, who vacations in New Hampshire to attend the New Hampshire Highland Games, I want to thank all of the NHDOT workers for all of their efforts to make the NHHG possible and for all of the outstanding work they have done in repairing NH's roads and bridges.

Thank you!!!!

Patricia Caton

From My Family and I,

Many thanks for keeping your highways in such fantastic shape, with a known lack of funding. You and your people should be proud of a job well done.

It was much appreciated. Other states could sure use your help. Have been meaning to send this accolade for many years.

Again, our thanks,

Mrs. M. Willard
Lillian, Alabama

September 18

Once again I am proud to be a native of New Hampshire! Thanks for showing the world what can be done when a group of dedicated people work together towards a common goal. You did what no one thought you could-getting the major roads repaired so quickly! I know DOT is often a target of complaints- especially in the winter. Please know I have always been a loyal supporter of what you accomplish and thank and defend you whenever I get a chance. Thanks for all you do!

Greg Swain
Concord, NH

Editor's note: This letter was sent to the NHDOT District 4 Highway Maintenance Office.

September 15, 2011

This letter is about the recently completed repairs to the section of Route 101 from Marlborough to Keene. I'm writing to thank you, especially for the flashing light message "Thank You for your patience, Enjoy". That patience has been well rewarded! That section of highway is the smoothest I've driven. Indeed, it was a delight to "Enjoy". Thanks to all who contributed to this smooth road for all to enjoy. Thank you for your services.

Robert A. Goundry
Jaffrey, NH

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

ON THE MOVE

Your Health - Did You Know?



Wellness is in the Air

submitted by Wellness Coordinator Paula Nash, RD



The sky was blue and the sun was out on Wednesday, August 31 for the Third Annual DOT Wellness Fair. This is just one of the many events that DOT employees and families are invited to, in order to help encourage healthy lifestyle choices. Appointments were available for reiki, massages, and acupuncture to demonstrate alternative therapies. Health screening of blood sugar, blood pressure, cholesterol, percentage of body fat and fitness levels were conducted, to teach employees about potential risk factors of disease. Displays presented topics such as diabetes, smoking cessation, health benefits, exercise programs, biking, heart disease, fire safety and healthy eating choices. Information was presented about how to use the gym reimbursement or CHERP classes that are available to enhance the wellness choices that employees make.

There was a team of volunteers who helped to make this and all of the EHS Day Wellness Fairs a great learning opportunity for all DOT employees. Thank you to all of the volunteers and exhibitors.

Governor:
John H. Lynch

Commissioner :
Christopher D. Clement, Sr.

On the Move Editor:
Bill Boynton

Layout and Design:
L.J. Place



www.nh.gov/dot



NHDOT Captures Two National Public Affairs Awards

The New Hampshire Department of Transportation was a double winner in an annual national competition for public relations excellence among state departments of Transportation. The NHDOT captured "First Place" awards for "Print or Electronic Newsletter" and "Feature Story" at the 2011 National Transportation Public Affairs Workshop (NTPAW) in Des Moines, Iowa in August. The "On The Move" NHDOT newsletter is edited by Public Information Officer Bill Boynton. L.J. Place (Highway Design) is responsible for the layout and design for the quarterly publication. The "Feature Story" winner was an article on "The Big BOPR", a computer program developed by the Bridge Design Bureau that keeps bridges safe and big trucks moving.

Cover Photo - Construction of the new four lane Little Bay Bridge as part of the Spaulding Turnpike improvement project in Newington-Dover.