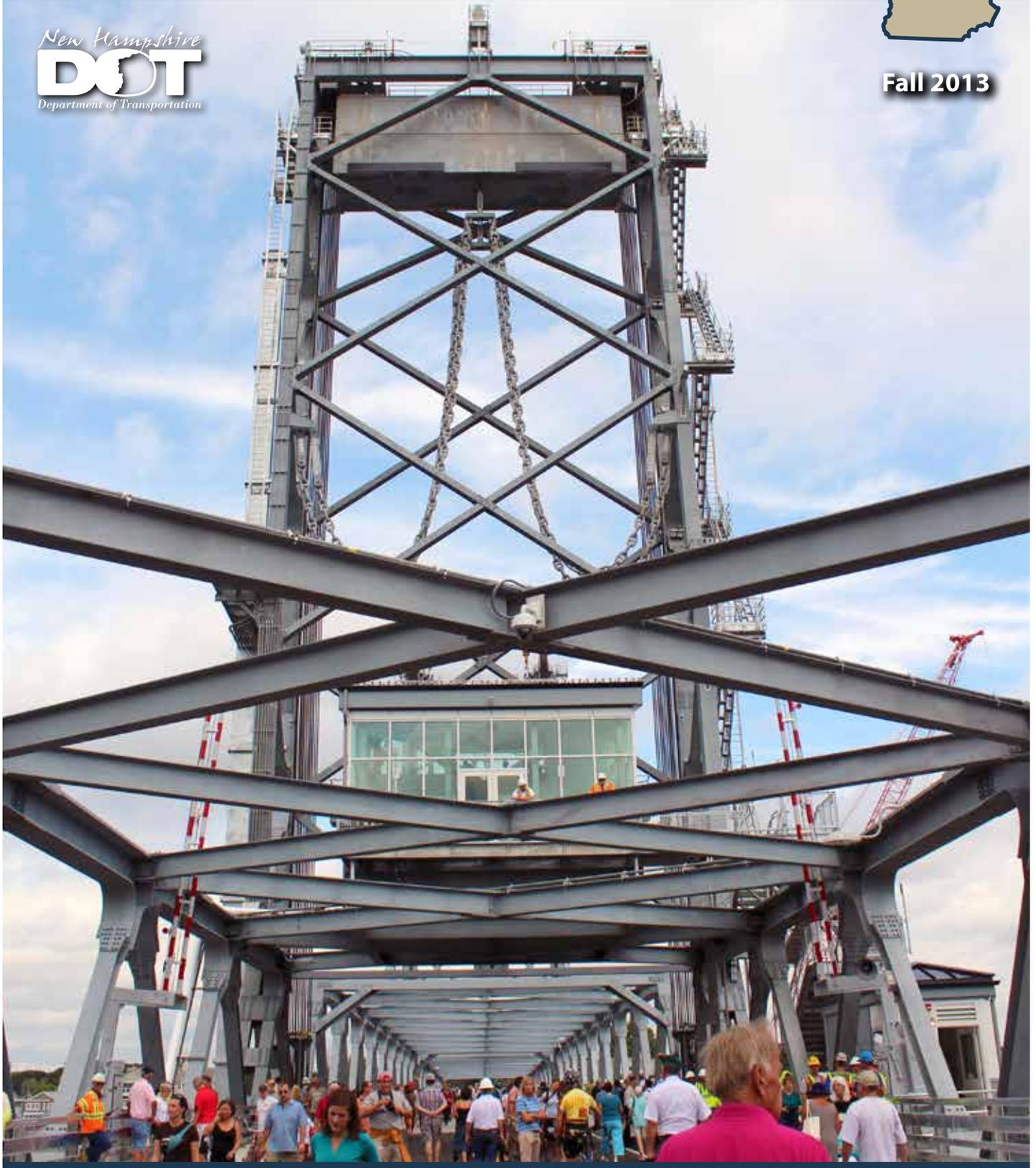


ON THE MOVE

New Hampshire Department of Transportation Newsletter



Fall 2013



Commissioner's Corner

Innovation, Safety, and Recycling – Preserving our Highway System



While the object is a smoother ride, not all paving projects are the same. Treatments vary according to a road's design, general condition, and importance. The investment in Interstate 93, for example, would be far greater than a state-maintained road with low traffic volumes.

The cost-efficient approach to keeping good highways in good condition is well proven. It's far more expensive, as much as 20 times more costly, to rebuild a road once it has failed.

This can be a public perception problem. Some motorists can't understand why work is being done "on a perfectly good road" while a nearby road in much worse condition is being ignored. But this approach is by far the best way to go.

Take the recent bridge and pavement rehabilitation project on NH Route 101 in Auburn-Candia. The average daily traffic along that stretch is over 45,000 vehicles – 7% of those vehicles are trucks.

Last paved in 1999, work on this nearly completed 7.2-mile stretch of divided highway has incorporated several new innovative features and recycling techniques that earned it a \$2 million Federal USDOT grant under the "Highways for Life" program.

Three different types of surface pavements were utilized along parts of the project. An asphalt rubber graded (ARGG) mix containing the recycled rubber of 35,000 scrap tires was used for 3.4 miles. The ARGG mix is expected to reduce tire spray and the possibility of hydroplaning, as well as reducing tire noise.

There is extensive use of recycled asphalt pavement (RAP), twice the normal amount in some sections, that came from the existing pavement throughout the project. In addition, 10,000 tons of RAP from this project was salvaged back to NHDOT Highway Maintenance District 5. Half of that RAP was used to pave a state-maintained road in Candia (Chester Road) that was in poor condition.

Warm mix asphalt (WMA) was also incorporated into one layer of pavement. The lower temperature during production and application saves energy, reduces emissions, and increases worker safety.

NHDOT pavement management chief Eric Thibodeau from the Materials and Research Bureau told the NH Sunday News that the project "really showcases recycled materials and what we can do with them. We're looking at different things and trying to be cost-effective as much as possible."

The project also utilized safety innovations that included "safety edge" on pavement edges, which helps vehicles maintain control in cases where they run off the edge of the road and try to re-enter the roadway, and "Smart Work Zone" technology to keep traffic flowing smoothly and safely for workers.

The NH Route 101 project is just one example of the many ways the New Hampshire Department of Transportation is evaluating innovative technologies to extend pavement life and stretch our limited tax dollars. The NHDOT was recently selected as the 2013 winner of the James B. Sorenson Award for Excellence in Pavement Preservation, joining California and Tennessee as the only other State Department of Transportation winners.

Some of these pavement preservation techniques are expected to increase the service life of the pavement by up to 50%, extending the time before more paving work is needed from 10 to 15 years. That's something highway users and taxpayers can easily understand and appreciate.

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

Commissioner Christopher D. Clement, Sr.

Northcoast Rail Corridor to Receive \$1.4 Million TIGER Grant for Improvements

Rail Upgrade for 42-Mile Freight Line Between Rollinsford and Ossipee

A freight rail corridor in eastern New Hampshire will soon get a major upgrade that will allow it to connect to markets in the north while better serving customers to the south.

The 42-mile Northcoast Rail Line between Rollinsford and Ossipee is the recipient of a \$1.4 million Federal grant that will help improve safety, reliability, and service.

Federal Rail Administrator Joseph Szabo came to Rochester on September 6th to officially announce the awarding of the TIGER (Transportation Investment Generating Economic Recovery) grant. Szabo said the grant is part of \$474 million in funds which will help 52 transportation projects in 37 states.

Northcoast Railroad, which is owned by Boston Sand and Gravel, will provide \$450,000 to the project, while the State of New Hampshire will contribute \$150,000 in matching funds.

According to NHDOT Deputy Commissioner Mike Pillsbury, the New Hampshire Northcoast Railroad is an important economic link for Strafford and Carroll counties, connecting the region to the national freight network with a connection to Boston at its southern portion.

"These are projects that target aging infrastructure," Szabo said, pointing out that the grant will help improve the tracks, railroad crossings, and restore a mile-long section of rail in Ossipee that has not been in use since a washout occurred in 1993.



NHDOT Deputy Commissioner Mike Pillsbury speaks at a news conference in Rochester that officially announced New Hampshire would receive a \$1.4 million TIGER Grant for rail corridor improvements. Looking on are (left) Dean Boylan Jr., CEO of Boston Sand and Gravel, and Federal Rail Administrator Joseph Szabo.

"This project will assist in our efforts to attract new industry to the region and help build the foundation for a stronger, more innovative New Hampshire," Pillsbury said.

Currently 5,000 rail cars carrying sand, gravel, and propane are run on the line annually. Each rail car carries the equivalent loads of three tractor trailer trucks.

Dean Boylan, Chief Executive Officer of Northcoast Railroad, said this stretch of rail line has been in service since trains delivered milk goods, ice and bricks in the 19th century.

"This truly was a team effort on behalf of everyone," Boylan said, adding that improving the safety and efficiency of the line is a win-win."

Discussions of Geology and Civil Engineering in the White Mountains



NHDOT Hosts 64th Highway Geology Symposium in North Conway

Editor's Note: Krystle Pelham (Materials and Research Bureau) was the chairperson and organizer of the Geology Symposium. She shares some of the highlights below.

If they were looking for granite and some interesting geological history, then they came to the right place. Over 200 geologists and civil engineers from across the United States, Canada, and as far away as Europe gathered in New Hampshire's North Country for four days in September. The event was the 64th Highway Geology Symposium, hosted by the NHDOT for the first time in North Conway, New Hampshire.

The organization was established to foster a better understanding and closer cooperation between geologists and civil engineers in the highway industry.

In a welcoming address, Commissioner Chris Clement outlined some of the geohazards the NHDOT faces. He provided "a piece of New Hampshire" to everyone in the form of a slice of the deepest core ever drilled in the state which was at the Redstone quarry drilled back in 1977 for a geothermal investigation.

Technical presentations during the symposium covered rock slope remediation case studies, rock fall, and landslides.

A conference highlight for attendees was a field trip that traversed the Kancamagus highway, up through Franconia Notch, and back through Crawford Notch. The first stop was the Pemigewasset Scenic Overlook where bedrock geology of the White Mountains, glaciation in the White Mountains, and new obvious landslide tracks as a result of Tropical Storm Irene. Next up was the Barron Mountain rock cut on I-93 in Woodstock, where a 17,000 cubic yard failure occurred during highway construction. The NHDOT research study on the design life of rock bolts, and the retrofit and replacement construction project that occurred in 2009 were discussed at the site. Then it was a drive north to the Old Man Memorial Plaza and Geological Exhibit,

where the geology and rock mechanics of the Old Man's creation and failure were reviewed and the implications of its collapse were considered.



The Material and Research Bureau's Krystle Pelham (chairperson) and Chuck Dusseault led planning efforts for the Geology Symposium.

Attendees then saw some of the glacial features in the Ammonoosuc valley that tell much about the retreat of the last glacial ice sheet in the White Mountains. The final stop was at the site of the notable Willey Slide that occurred during a torrential rain event in 1826. The slide was responsible for the death of all the members in the unfortunate Willey family who had a homestead on the floor of the Notch at the eventual location of its debris fan.

Banquet speaker Peter Crane from the Mount Washington Observatory described how two 19th century geologists left their mark on the mountain with their plan to occupy the summit for scientific purposes, and how that led to the observatory on the mountain today.

From a UNH Classroom to a State Construction Project

Tyler Fenton Enjoying First Months on the Job as a Civil Engineer

No matter what you learn in school, there's nothing that can substitute for real world experience when it comes to chosen professions.

Tyler Fenton got that much-needed experience as a summer civil engineering intern at the New Hampshire Department of Transportation following his junior year at the University of New Hampshire.

"I really enjoyed working last summer," Fenton recalls. "I had an interest in paving and was able to travel across the state with Jon Homer (Construction Bureau) to visit many paving operations, including I-93 in Plymouth and in District 2. The experience was invaluable."

Although full-time employment looked like a long-shot when he visited the NHDOT booth at a UNH job fair this past February, Tyler eventually decided after graduating to spend a second summer working as an DOT intern while some of his classmates were struggling to find employment in the private sector.

Construction Bureau Administrator Ted Kitsis emphasized that positive feedback from Jon Homer and District Construction Engineer Jim Bowles led to the second internship.

Adds District Construction Engineer Jim Bowles, "There were quite a few days where Tyler was "running the show" for us by himself because Contract Administrator Jon Homer had another contract that needed his attention."



"The intern's performance during their time with us is crucial for future employment considerations," Ted says.

Not long after Tyler returned to the DOT, an engineering job was posted. He applied for the position, went through an interview session, took a written exam, underwent a field performance review, and was hired as a full-time employee.

Now the 23-year old Andover, New Hampshire resident is putting in full days on Route 25 in Rumney-Wentworth, helping to oversee a multi-million dollar road and bridge rehabilitation project. He has a lot of responsibility and looks forward to the daily challenges. The field experience will help him achieve his goal to become a licensed professional engineer.

"I probably would not be in this position without the internship opportunities," Tyler says. "I would not have had that foot in the door."

Terminal Velocity

Taking the Plunge from 14,000 Feet



Brag. *You just did something that most people don't have the courage to do. Enjoy the accomplishment.*

-- Step #13 from "How to Skydive for the First Time"

Each year, approximately 500,000 people in the U.S.

spread their wings and try skydiving for the first time. The rest of us wonder why, or wish we could.

"You either love it or once is enough,"

Dan says. "My favorite part is the one-minute free-fall before the parachute opens when you can hit speeds of up to 120 miles per hour."

There is something counter-intuitive about stepping out of a moving plane more than 2½ miles above the earth with absolutely nothing between you and terra firma.

"Your brain is saying: What are you doing?!!!" says John Butler, an engineer in the Highway Design Bureau who took his first parachute jump in August.

After sitting on the fence for a few months, Butler made the decision to join Dan Afflick (Highway Design), Dan's Uncle Tom Cassidy and C.R. Willeke (Planning & Community Assistance) for an outing at Skydive New England in Lebanon, Maine.

Afflick was a veteran of three previous jumps that began with a Christmas present to his brother David in 2011. He describes himself and brother David, a teacher at Bishop Brady High School, as "adventurous".

"When we were younger my brother and I used to jump off bridges, quarry jump, and parasail," Dan recalls.

But Dan says he had long had an interest in skydiving and was hooked from the very first jump. He was ready to jump again as soon as he hit the ground. He did it again one week later.

Dan's third skydive was in October 2012, and included C.R. Willeke making his first jump.

"I was the very first one out the door," C.R. says. "You're nervous going up in the plane. You've got to be

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mentally prepared. I got my mind wrapped around it and decided to enjoy the ride. It was awesome.”

John Butler was the next recruit.

“They started talking about it around the office and showing the videos of their jumps,” John says. “They were planning to go again. I had expressed some interest and eventually it came to crunch time and I had to decide. For me, it’s a bucket list thing.”

On D-Day, the foursome headed to Skydive New England. They were greeted by a sign that read “Welcome to Your New Addiction.” They watched a 20-minute video on what to expect and were introduced to the instructors who would be attached to each of them during their tandem dives. “There is no completely safe way to sky dive,” they were told. “This is your decision.”

“They have you sign your life away so they can’t be sued if anything happens,” John says only half-jokingly. “I didn’t find it that unsettling. I wasn’t that nervous.”

Until the cargo bay opened at 14,000 feet and the first solo jumpers quickly disappeared out of the back of the plane. “It was very loud and we all got up from benches and started shuffling to the open door. It really hit home. That’s when you get really torqued up. It’s pretty scary and exciting all at the same time, but it happens so fast that you don’t have a lot of time to think about it.”

There was no turning back. In the noisy plane, any final attempts to say “No...No...No” would only be heard as “Go...Go...Go!”

Unlike Dan, John’s favorite part of the jump was when the parachute opened and everything appeared to be in order – “A lot of the anxiety is gone and you can just enjoy the ride.”



It was over in about ten minutes. The landings in the drop zone were described as “soft”, thanks to the skills of the instructors.

C.R. says the second jump is a lot easier when you know what to expect.

One jump out of a plane may be enough for John Butler, who admits he’s afraid of heights. But he’s glad he did it. “There’s definitely a feeling of satisfaction,” he says.

C.R. Willeke says he looks forward to maybe one jump a year in the future, but is not interested in going solo.

As for Dan Afflick, the “adrenaline guy,” as C.R. calls him. He has no plans to stop now, and is always looking for more folks to join the fun. “Go Jump!” he says “Of course everybody is going to be a little nervous. Go with a group and try it.”

“You really don’t have to do anything,” John says. “You’re just dead weight.”



John Butler (Highway Design), Dan Afflick (Highway Design), Dan’s Uncle Tom Cassidy, and C.R. Willeke (Planning & Community Assistance)



Much Excitement Greet Opening of New Memorial Bridge

Re-Connection of US 1 Between Portsmouth, NH and Kittery, ME

"People will remember the August day in 2013 when the Memorial Bridge reopened after a two-year, \$81.4 million renovation project that thrilled the seacoast. Hundreds of spectators flocked to the newly built steel structure Thursday morning to witness the official ribbon-cutting ceremony - an event that will make the local history books."
- Foster's Daily Democrat

It was a much-anticipated event that more than lived up to expectations. In the culmination of an aggressive bridge replacement project that began a little over a year and a half earlier, the new Memorial Bridge crossing the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine opened to motor vehicle, bicycle, and pedestrian traffic on August 8th.

The opening occurred the same day that history was made when former Portsmouth Mayor Eileen Foley cut a ribbon to mark the bridge opening, repeating a milestone that she had done 90 years before for the previous bridge at the age of five in August of 1923. Thousands of area residents turned out for the occasion.

The large crowd was treated to an event that included bagpipers,



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antique cars, a brass band, a uniformed color guard, police motorcycles, and some of the highest elected officials in both states. It began with a lowering of the bridge's center span and a procession across the bridge that saw hard-hatted construction workers walking side-by-side with U.S. Senators.

The project replaced a closed steel bridge with a new modern lift bridge that honors its predecessor in design while featuring some of the latest engineering innovations aimed at making the new Memorial Bridge last a lot longer.

Citing the bridge's motto, "Connecting Generations and Bridging Communities," New Hampshire Governor Maggie Hassan said the new bridge represents historic connections between Maine and New Hampshire, as well as a shared economic future.

"It is impressive to see this new bridge, which includes numerous modern innovations to meet the needs of 21st century commerce and travel, and yet echoes the look and feel of the original bridge from 1923. It is truly an engineering work of art." Governor Hassan told a large crowd at the opening ceremony.

It was a project that was intensively followed every step of the way by news media and the public on both side of the river - from the public involvement early in the process, to the unveiling of the winning bridge design, to the "float outs" during demolition, to the assembly and "float ins" and creation of a new bridge on the seacoast skyline.

Among the new bridge's engineering innovations are "cold-bent" steel spans that did not require gusset plates, those connector plates that commonly connect steel bridge trusses. There is

also a metalized zinc coating on the steel to provide the highest projection from corrosion.

"We said we were going to build it faster than anyone else and we delivered," Steve DelGrosso, project manager from Archer Western Contractors, told the Portsmouth Herald. A lot of people doubted it, but here we are."

"I was confident it would open, although a lot of people here have worked 140 hours a week for the past month to make it happen," said Nickie Hunter, NHDOT district construction engineer.

Federal Highway Administrator Victor Mendez, who had visited the project during the demolition phase, returned to witness its opening.

"This bridge is really an example of what transportation is all about," Mendez said. "It links cities and states. It joins communities and families, and it supports jobs and businesses throughout the nation."

After the ribbon-cutting ceremony, pedestrians and bicyclists from both sides of the river swarmed the bridge, admiring it close-up, taking pictures for posterity, and expressing thanks to those who built it.

"We are neighbors again," more than one person said. A few hours later the bridge was opened to motor vehicles and the re-connection was complete.

"This is the first bridge of its kind in the world and one we can all be proud of," NHDOT Commissioner Chris Clement said to begin the celebration.



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Commissioner's Cup Veterans (old guys) Take Top Golf Tourney Honors

Team of DOT Retirees Dominates 24th Annual Event at Canterbury Woods

Was it their extensive tournament experience? Maybe they just play well in temperatures well into the 90's? Or was it just the fact that they all now have plenty of time to practice and play golf?

Whatever the case, a foursome of DOT retirees known as the "Front Office #1" team left no doubt as they shot a blistering "best ball" 57 over 18 holes to win the 24th Annual NHDOT Commissioner's Cup Golf Tournament at Canterbury Woods Country Club.

Winning team members included Gil Rogers, a former Assistant Commissioner, former Directors Jim Marshall and Lyle "Butch" Knowlton, and former Aeronautics Administrator Ron Wanner.



As the first Commissioner to participate in the annual event in recent memory, Commissioner Chris Clement did a good job of choosing his teammates. His team of "The Hacks" (Bob Landry, Keith Cota and Nick Goulas) came in second with a score of 61.

The Stan Lillis Memorial Putt Off was won for the second year in a row by Vinnie Benincasa (Turnpikes).

The tournament was played on the 12th anniversary of the 9/11/2001 terrorist attack on America. A moment of silence was held before play began to remember those who lost their lives on that day.

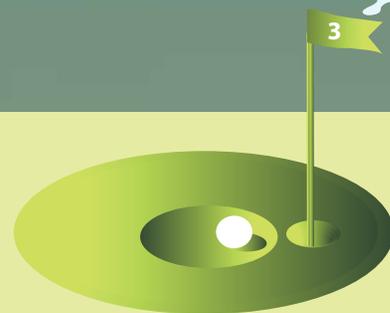
1st Place; "Front Office #1": Jim Marshall, Captain, Gil Rogers, Ron Wanner, and Butch Knowlton

2nd Place; "The Hacks": Bob Landry, Captain, Chris Clement, Keith Cota, and Nick Goulas

3rd Place; "Eagles": Dane Prescott, Captain, Kevin Russell, Jamie Sikora, and Tobey Reynolds

4th Place; "Design": Bob Davis, Captain, Wayne Clifford, John Butler, and John Robinson

5th Place; "District 5A": Rich Radwanski, Captain, Jack Towle, Art LaPointe and Dennis Harriman



*The 2013 Commissioner's Cup Committee included:
Bob Davis, Shawn Murphy, John Butler, Dennis Herrick, Tobey Reynolds, and Jason Abdula.*



Accidental Sunflowers Bring Smiles to Passing Motorists

"I just wanted to say thank you for the patch of wildflowers on I-89 between exits 6 and 7. They are beautiful and bring a smile to my face every time I drive by. Good job."

Wildflower beds along New Hampshire major roads are not new. Highway beautification efforts date back decades to the Lady Bird Johnson Highway Beautification Act of 1965.

Minimal investments in colorful native, naturalized and annual wildflowers have brought scores of positive comments over the years from residents and visitors to the Granite State. The credit for the plantings goes to the Roadside Development Section of the NHDOT's Highway Design Bureau.

The beds feature annuals, such as California poppies, baby's breath and cosmos that complement perennials that include black-eyed Susans, wild lupines, gloriosa daisies, New England Aster and purple cornflowers.

These flower combinations are very attractive, but in September it was the dramatic appearance of sunflowers that seemed to catch the attention of delighted motorists on NH Route 101 in Exeter and Interstate 89 in Hopkinton.

"Indeed the sunflowers caught my eye and as I pass the patch of sunflowers I caught myself smiling at such a nice surprise," Carol Ann Bonenfant of Epping told the New Hampshire Union Leader.

So who gets the credit for the addition of the sunflowers that made such a splash? Well, it turns out it was all an accident.

Apparently the sunflowers made their way into the New Hampshire normal wildflower mix at a supplier for the New Hampshire nursery that had this year's contract for plantings at seven locations across the state.

"The sunflowers are dramatic," Guy says. "It's great they are bringing smiles to peoples' faces."

Guy says the planting of wildflower beds has been limited in the past 10 years due to funding. The new plantings are made possible by funding from New Hampshire's conservation/moose plate program.

"It is not taxpayer dollars," Guy says.

For now, Guy Giunta says there are no plans to continue with the sunflower accident.

If it was up to a commuter named "Tim" this would only be the beginning, "In the last two-three weeks what was once a patch of mundane grass has turned into a sea of Sunflowers!," he wrote in an e-mail to the NHDOT. "I think that whoever thought this up should spread this plan around our highways like a modern day Johnny Appleseed."

"We were pleasantly surprised to see sunflowers because they weren't in the mix," says NHDOT Landscape Specialist Guy Giunta.

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THE ROCKIN' DOTs



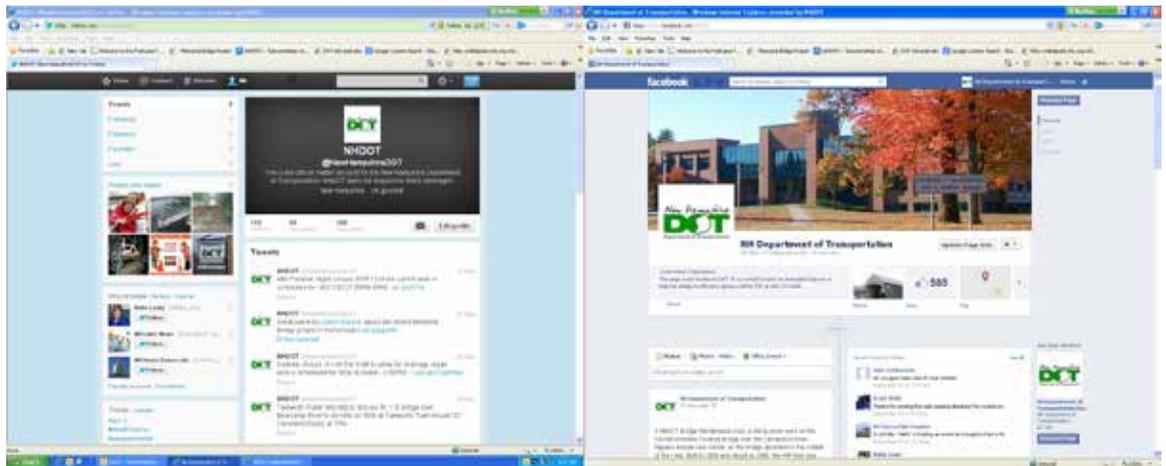
Congratulations to the NHDOT's "Rockin' DOTs" "Reach the Beach" team. The 12-member team finished 92nd out of just over 460 competing teams in the annual 200-mile relay race from Franconia Notch to Hampton Beach on September 13-14. According to team member Bill Lambert, "No better way to get to know the people you work with than to spend 26 or more hours in a smelly van, battling sore legs, and living on Clif bars, bananas, and yogurt."

Front row: Mike Dugas (Highway Design), Chris Clement (Executive Office) Standing: Kelly Hacking (Human Resources), Tim Dunn (Highway Design), Justin Frost (Traffic), Nick Watts (Mechanical Services), Mary Gosling (ringer), Doug Gosling (Bridge Maintenance), Susan Soucie (District 3), Bill Lambert (Traffic), Erin Klasen (Susan's sister, another ringer), and Celeste Soucy (Turnpikes).

Social Media – Helping to Deliver the Transportation Message

By Madeleine Vantine

It's another tool in the bucket when it comes to communicating with the public. With millions of people actively using social media every day, it only made sense for the NHDOT to join the trend. At the beginning of the year, we launched a NHDOT Facebook page and



Twitter account and since that time have been steadily gaining followers. We are working hard to provide fresh, interesting and useful information and are constantly encouraging our followers to comment on our posts and interact with other users. From traffic updates to photos, our social media accounts have given us the ability to reach the public in a new way. We have used Twitter and Facebook during snow storms, traffic jams, and major events to keep our travelers up-to-date on what's happening; and we have used pictures and obscure facts to teach our constituents about the work involved in build-

ing and maintaining New Hampshire's roads and bridges. "Transportation excellence enhancing the quality of life in New Hampshire" is our mission here at the NHDOT and how we communicate with the public is certainly a part of that. We hope to continue growing our presence on Social Media and to continue improving the ways in which we interact with our constituents.

If you haven't already, be sure to "Like" us on Facebook (www.facebook.com/NHDOT) and follow us on Twitter (@NewHampshireDOT)!

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NHDOT People

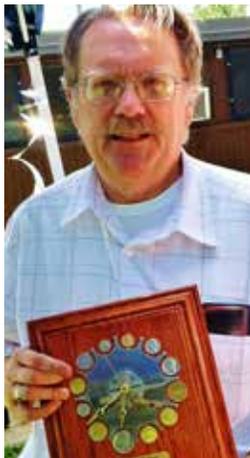
They would tell you they were great players in their time. This photo from 1979 shows the “Bridge Design baseball team” that played some baseball and softball games after work. Six of those pictured still work at the NHDOT 34 years later. How many can you name?



Brian Cassel has marked 25 years of State service. Brian’s varied DOT career began in Highway Maintenance where he became an Assistant Patrol Foreman in District 5. He also spent time in the Records Section, Survey and Highway Design before becoming a Contract Administrator in the Construction Bureau.



Kevin Prince has reached the 30 Year milestone of State service. Kevin currently works as a Civil Engineer IV in the Pavement Management Section of the Bureau of Materials and Research. According to Administrator Alan Rawson, Kevin’s previous work experience first in the Bureau of Construction, followed by the Bureau of Highway Design has given him the background to become a key contributor for the Pavement Management Section. “We really value Kevin’s knowledge and experience,” Alan Rawson says.



After 39+ years of State service, George Nash (Turnpikes) has retired. Motorists traveling on the Spaulding Turnpike have seen George working as a Dover toll attendant there since 1973. Dover Toll staff presented him with a clock with a toll theme, complete with coins and tokens.

Front Row, L to R: Bob French, Steve White, Mark Richardson, Jerry Zoller, Steve Liakos
Second Row, L to R: Joe Kieronski, Phil Lavoie, Bob Aubrey, Mark Whitemore, Jim Marshall, Jim Moore
Third Row, L to R: Dave Powelson, Ken Cadman, Jeff Brillhart

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Service Awards (4th Quarter)

5 Years:

Andre Brasseur - District 1
Arthur White - Traffic
Beth Platzner - Turnpikes
Brian Winchester - District 4
Christopher Clement - Commissioner's Office
Courtney Collins - Finance
David Campbell - District 4
David Smith - Bridge Maintenance
Dennis Eastman - District 4
Gregg Stockman - Bridge Maintenance
Jason Abdulla - Highway Design
John Robinson - District 5
Justin O'Neil - Bridge Maintenance
Kristina Moore - Materials and Research
Nathan Mcgrath - Turnpikes
Peter York - District 3
Raymond Monty - District 2
Robert Neveu - District 5
Susan Royce - Turnpikes
Wayne St Laurent - District 4
William McGraw - Traffic
William Rose - Planning & Community Assistance

10 Years:

Henry Morrill - District 3
Kurt Melendy - Highway Design
Scott Bourgoin - Mechanical Services

15 Years:

Allen Smith - District 5
Cheryl Rasmussen - Highway Design
Harvey Levasseur - District 4
Jeffrey Kibbee - Materials & Research
Richard Robinson - Bridge Maintenance
Thomas Cutter - Highway Design

20 Years:

Arthur Grenier - District 4
Dan Afflick - Highway Design
George Lemay - Right-Of-Way
Matthew Courser - Materials & Research
Vinnie Benincasa - Turnpikes
Wendy Grygiel - Turnpikes

25 Years:

George Boewe - District 3
Joshua Hicks - Highway Design
Kevin King - District 5
Robert Landry - Bridge Design
Mark Brady - District 5
Patricia Bokousky - Turnpikes
Ted Bennetter - Highway Design
Richard Fenoff - District 1
Wayne England - District 2

30 Years:

Jack Berquist - District 4
Michael Mead - Bridge Maintenance
Montgomery Davis - District 4

35 Years:

Robert Burns - District 4
Walter Keuenhoff - Traffic

40 Years:

George Rolland - Highway Design

Letters



On Wednesday, August 7, our car broke down as we were getting off of exit 4 from 95. It just stopped working. We pulled over, and remembering advice from long ago, got out of the car to wait away from the road. We were standing there, with our two small children, 3 and 3 months, making phone calls to AAA and friends to come get us. A DOT truck drove up to the other side of the median and came over to ask if we were all right. He advised us to get back in the car, pointing out what should have been obvious dangers of standing where we were. I said I was worried about someone hitting the car and he offered to park behind us with his flashers on if it would make us feel better. It sure did. When the tow truck arrived, we were again on the side of the road. Your employee emptied out his backseat so that the kids could sit in his car while we waited for our ride. After a few minutes, our ride arrived and he helped us move all of the car seats etc. to her car. We were off. I do not know this man's name, but I have an image in my head of him walking down the side of the highway with my sons.

I couldn't sleep well that night because I don't think I properly thanked him in all of the confusion. I hoped that perhaps you could forward this e mail to whoever that person might be, or someone who knows who he might be. He went so far above and beyond, and we are extremely, extremely grateful for his assistance.

Thank you so much,
Sarah and Brian Denham

August 26, 2013

We wish to report to you how beautifully your road crew, under the guidance of Terry Hall, repaired a longstanding drainage problem on Centre Street in Sullivan, opposite our home. For years, the water from rainstorms has spilled over onto the road, carrying down our driveway and often leaving a puddle that froze in the winter, creating a driving hazard.

Crews have often tried to correct the problem with temporary success. Last week, Terry brought a crew with a back hoe. An impeding boulder was removed, the stone wall was rebuilt, and the ditch dug deeply, revealing the old culvert. We are convinced that the water will now flow freely in the ditch right into the culvert and then away from the area where it might flood in heavy rains.

We are very grateful to Terry, always courteous, always friendly, and his cheerful, hardworking crew.

Roger and Ann Sweet
Sullivan, NH

Editor's note: Terry Hall is foreman of the District 4 Patrol #407 in Nelson-Stoddard.

Friday, August 30th, about 10:45 a.m. as we entered I-95 coming from a week of camping at Hampton Beach, we lost the brakes on our travel trailer and had to pull off the road while burning considerable rubber in order to stop. We couldn't move forward or backward because our brake cable had been compromised.

A young man working for DOT and driving DOT H891 (hope I caught that correctly) stopped and helped us. After he and my husband found that taping the brake cable would not work, we disconnected the brakes and drove very slowly in the right hand lane towards home in Dover. He was kind enough to follow us as far as he could with his flashers which allowed us to feel a little safer. Our daughter met us in Newington and took our grandchildren in her car and followed us from Newington to Dover with flashers.

I cannot express how thankful we all were for his assistance. I hope this 'thank you' can reach him and that his supervisor recognizes his effort to assist us and his positive representation of your department.

Judy and Dennis Von Feldt
Dover, NH

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

ON THE MOVE

New District 2 Salt Shed Takes on a Different Look

A new salt shed under construction at the District 2 (#207) Patrol Shed on Etna Road in Lebanon has a unique look. Due to site restrictions, the 60' x 80' lean-to style building is a departure from the High-Arch Gambrel salt sheds that have access through the end of the building. According to District 2 Highway Maintenance Engineer Alan Hanscom,



Photo by James Hewitt (Highway Maintenance)

“Site access here needed to be through the side of the building to allow us to maximize the volume of salt storage in the building. This structure is similar to salt sheds in New London and Manchester.” The \$519,000 project is scheduled to be completed in early November.

5th Annual Wellness Fair - A Peaceful State of Mind

By NHDOT Wellness Coordinator Paula Nash

August 28th was a great day. The weather was sunny and warm. The grass was green and DOT employees were attending the 5th annual wellness fair, “A Peaceful State of Mind”. This year’s fair focused on stress reduction activities that included reiki, massage, acupuncture and gardening. Exercise programs and eating



habits to reduce stress were available, as well as health screening and road safety for motorcycle riders. Also, advanced health care planning and organ donation were topics of discussion. Many medical issues are brought on by the long term consequences of stress. Learning how to prevent and deal with stress is essential to happy, healthy and productive work force.

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Cover photo: Hundreds of people from New Hampshire and Maine attended opening ceremonies and toured the new Memorial Bridge in Portsmouth, NH-Kittery, ME on August 8th.