

# ON THE MOVE

New Hampshire Department of Transportation Newsletter



Spring 2012



## IN THIS ISSUE:

- Commissioner's Corner .....pg 2
- Records set for preparing vehicles.....pg 3
- 111-Year Old Covered Bridge reopens .....pg 5
- Float-Out Frenzy.....pg 6
- Improving Winter Storm predictions.....pg 8

## Commissioner's Corner

### The Incredible Shrinking State and Federal Highway Trust Funds

Spring in New Hampshire always gets a lot of people thinking about roads. Especially those who must navigate daily through frost heaves and potholes, or who live on unpaved rural roads that can become nearly impassable at times during "mud season".

But adequately funding maintenance and improvements to this state's transportation system is a year-round concern, not a seasonal problem, and more than a patch job will be required as we move forward. This crisis has been years in the making, and without fundamental long-term changes it's on a path to get dramatically worse in the coming months and years.

The State and Federal Highway Trust Funds that have made our current highway system possible have served us very well for decades. Relying primarily on fuel taxes and state vehicle registration fees, these funds have built the Interstate Highway System and given Americans the world's strongest economy and a high quality of life.

In very general terms, New Hampshire's traditional approach to funding transportation has been to fund highways utilizing Federal funds for capital construction (ie, building new facilities or complete rebuilding of outdated facilities) and utilizing state funds to maintain, repair, and operate existing facilities. As the current infrastructure has aged over the last 50 years, the need to maintain and repair has increased. At the same time, the increase in population and economic growth has spurred the need for capacity improvements in terms of highway widening and relocation. Current maintenance and repair needs are strongly competing for capital funds.

In the past, these user-based Highway Funds were healthy, replenished by drivers who paid into the funds by the gallons of gasoline they purchased and the miles they drove. Now the funds are depleted. The downward trend has a lot of causes – increasing demands on the highway system, escalating costs of construction and maintenance, more fuel-efficient vehicles driving more miles on fewer gallons, and revenue not keeping pace with rising costs. New Hampshire's 18 cents a gallon gas tax has not

increased in 20 years; and neither has the federal tax over the same period. How many other costs have stayed the same over the last two decades? For example, liquid asphalt cement, the primary ingredient in road pavement, has increased 425% during that time.

The NH Department of Transportation took a conservative approach to updating the State's Ten Year Transportation Plan currently making its way through the State Legislature. The approach was a direct reflection of the uncertainty surrounding Federal and State aid for transportation. During the summer and fall of 2011, as Congress wrestled with the national debt and other economic issues, it was made apparent that the Federal Highway Trust Fund was on a path to insolvency with only two possible solutions – reduce current funding levels by a third or increase revenue into the Highway Trust Fund. A reduction would mean the \$150 million + share that New Hampshire had been receiving in recent years would dip by a third to approximately \$100 million per year, greatly affecting the state's capital program as outlined in the Ten Year Plan.

In essence, the Ten Year Plan as proposed in past plans would be further reduced to remain financially constrained. The plan going forward would no longer be able to support funding for the State's three major priorities: 1) system preservation (maintenance and repair); 2) addressing red list bridges (more maintenance and repair); and 3) a robust capital program. In fact the capital program would need to be greatly reduced with the major casualty being the I-93 widening project, the State's number one transportation priority project.

At this point, both Houses of Congress are pushing hard to bring forward a reasonable Federal transportation program.

*(continued on page 11)*



Commissioner Christopher D. Clement, Sr.



## Mechanical Services Readies Record Number of Vehicles in Record Time

### Work Included the Custom Building of 38 New Plow Trucks



There was plenty of work to do and no time to waste. The many teams at the NHDOT's Bureau of Mechanical Services had a long track record of readying a range of vehicles for use by the transportation agency, but this was unprecedented.

The challenge in the final months of 2011 - prepare a record 158 vehicles (valued at \$7 million) for use with everything from lights to radios in record time. The challenge included the custom building of 38 plow trucks by December 1.

From specifications, ordering and delivery, to custom outfitting, to painting, to the signing off on the final product, the vehicle preparation process at Mechanical Services requires a "team build concept" that requires everyone to work together to get the job done.

"Our employees are committed to ensuring the quality, safety and longevity of the DOT fleet, with attention to detail," says Mechanical Services Bureau administrator Bill Dusavitch. "Our mission is to keep the fleet rolling. If we can't buy it, we'll build it."

Mechanical Services has a history of building plow trucks specifically to meet the rigors of maintaining state roads during often long and demanding New Hampshire winters. Everything from the truck bodies, to hydraulic hoses, to the strobe lights are custom ordered and assembled on site. Those who do the work believe the result is both cost-efficient and a significant upgrade over what can be bought as a final product off an assembly line.

Building the trucks was a joint effort. As a group, the Mechanical Services team pooled their ideas, utilized



new techniques, and produced a more efficient method in the assembly of the trucks. The result was trimming 80 hours off the total amount of time to produce a 6-wheeled plow truck and 95 hours off a 10-wheeled plow truck.

"We were putting out a truck every four days," Truck Shop Foreman Dana Parker said.

As for the December 1 deadline - Mission Accomplished.

"It was a huge accomplishment," Superintendent of Equipment Tom Moore said. "Teamwork was a necessity, and every shop and employee worked hand-in-hand to make it happen. We're putting vehicles out so they don't come back. All of our efforts are to keep the trucks and cars on the road."

The many areas required to get the job done at Mechanical Services include: the Truck Shop, the Passenger Car Shop, the Welding Shop, the Machine Shop, the Carpenter Shop, the Paint Shop, the Rigger Shop and the Stock Room.

## NHDOT Construction Engineer Says

### *He's Right Where He Should Be*

*Editor's Note: As part of "Engineer's Week", NHDOT Construction Bureau contract administrator Adam Chestnut was profiled in the Portsmouth Herald. The article, written by Paul Briand, and photo are reprinted with permission.*

When Adam Chestnut vacations, he doesn't necessarily take in the sights of Las Vegas or Los Angeles or New York City as a wide-eyed tourist. He takes in the sights with the exacting eye of an engineer.

"I like to travel, and I love being out in nature, but I also love being in places where I can just marvel at engineering feats. Go to Las Vegas and just imagine that being a desert, and now look at what it is — going to Los Angeles and places like that or New York City and thinking about the cost and the scope of the work that they do. A two-mile stretch of road in New York City is the cost of our entire budget for the year," said Chestnut.

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*"I was a very artistic type of kid, and I spent a lot of time drawing, but everything I did was very structural, very square. And my biggest strength as a student was mathematics," said Chestnut. "I felt like I understood things easily, could figure things out easily."*

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He knows of what he speaks in terms of road projects and the like because he works for the NH Department of Transportation and his current job is as a contract administrator for the Little Bay Bridges project.

Chestnut is in charge of the bridge contract of the \$207 million project that includes widening the



stretch of the Spaulding Turnpike between Exit 1 in Newington and Exit 6 in Durham, over the channel of water that connects the Great Bay Estuary with the Piscataqua River.

Growing up in Scarborough, Maine, he sensed an early aptitude for the work.

He thought about architecture, but found that engineering was his calling when he got to the University of New Hampshire in Durham in 1991.

Chestnut graduated in 1995 with a bachelor of science degree in civil engineering and was hired right out of school by the NHDOT.

After a DOT training program, it was during his first big project — the Route 101 widening project between Epping and Hampton in 1996 — that he realized he had found a home as a professional engineer.

"My eyes lit up when I got out there, and I realized this is what I like doing; I like being outside, I like being hands on, I like the interaction with the contractors and the people. I really thought it fit my personality," he said.

He's overseen a variety of state projects — rebuilding a section of Route 286 in Seabrook, a new bridge in Newfields on Route 85, and the very public (and very popular) open road tolling on Interstate 95 in Hampton. That open road tolling was his biggest challenge as a contractor administrator.

"The Hampton open road tolling project was a short window of time, a lot of money, a lot of contractors, a huge volume of traffic you're managing, and a lot of figuring things out as we

*(continued on back page)*

## ON THE MOVE



### 11-Year Old Covered Bridge Reopened Thanks to Bridge Maintenance Crew

**Mt. Orne Bridge in Lancaster, NH-Lunenburg, VT Closed Since May 2010**

*With Commissioner Clement and Bridge Maintenance crew members looking on, Executive Councilor Ray Burton cut a ribbon on March 15 to signal the completed repairs and reopening of the Mt. Orne Covered Bridge in Lancaster.*

The Mt. Orne Covered Bridge has carried a lot of traffic over the Connecticut River between Lancaster, New Hampshire and Lunenburg, Vermont since it was built in 1911. Some of that traffic has not been kind to the wooden Howe Truss structure.

In 1969, a truck loaded with road salt dropped through the bridge deck and landed on the ice below. The bridge was again damaged in July 2006 by an oversized vehicle, and closed in May of 2010 when it sustained more vehicle damage.

Now the Mt. Orne Bridge has once again been repaired and reopened, thanks to a two-month project by the NHDOT's Lancaster-based Bridge Maintenance crew. In addition to a separate contract funded by the trucking company that did the most recent damage, repair work performed by NHDOT forces involved splicing of a number of major diagonal bridge beams (due to rot), replacing vertical

rods (due to corrosion), replacing several timber bearing blocks (due to rot or excessive compression), and replacing the timber decking due to wear within the wheel path.

The Bridge Maintenance crew (#1) finished the project almost six weeks ahead of schedule at an estimated cost of \$160,000. A brief ceremony was held on March 15 to recognize the crew's work and the reopening of the bridge to traffic. Crew members participating in the covered bridge repairs included: Joe Ingerson (Superintendent), Charlie Reed (Foreman), Yvan Guay, Del Cass, Carl Ouellette, Cabot Ronish and Craig Gilcris. Andy Hall was instrumental in securing materials, coordination, and engineering office support for the project, as well as assisting with actual bridge repairs.

The Mt.Orne Covered Bridge is listed on the National Register of Historic Places.

# Float-Out Frenzy

## Widespread Public Interest in Memorial Bridge Demolition

It lacked the drama of a rocket lift-off. There was no explosion of charges that dropped the bridge into the Piscataqua River in less than five seconds. But the removal and float-out of the center lift-span of the Memorial Bridge in February attracted media and public attention that was unprecedented in recent memory.

Hundreds of people were drawn to the bridge site for several days in a row, watching the preparations for hours that included workers being lifted in cages to the top of the bridge towers where they secured the million pound counterweights that have been part of thousands of bridge lifts over nine decades.

From a February 8 article in Foster's Daily Democrat – "Claiming perhaps the best seat in the outdoor house on a bench overlooking the Piscataqua River at Prescott Park, Caroline and Frank Hutchinson, from Eliot, Maine, remember crossing the bridge countless times throughout their lives.

"When I was a kid I used to walk from Portsmouth to Kittery," Caroline said.



Bundled in their yellow blanket next to her on the bench, Frank said he first noticed the bridge when he moved here from Brewer, Maine in 1950. He saw it was a memorial to World War I veterans. He said it didn't matter how cold it was — seeing something like this was a once in a lifetime event.

"This is just a part of history," he said. "It's really great. It's pretty cool we get to see this."

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*It was a field trip learning experience for Maine and New Hampshire school children and a nostalgia trip down memory lane for senior citizens who remembered walking across the bridge as young children.*

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There were plenty of photos and video cameras recording the event, which took place during the evening hours of February 8. A large barge outfitted with specialized jacks was positioned into place by tugboats and the demolition team cut the cables that connected the center span to the bridge.

Sparks had flown from torches just past 9:00 pm as crews worked to sever the cables.

"There's no turning back," NHDOT Construction Bureau Administrator Ted Kitsis told a reporter. When you see the sparks fly cutting the cables, that's a good sign."

The high tide was used to help float the span free from the bridge to the cheers of hearty spectators.

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One week later the barge with its two million pound cargo began its journey down the Piscataqua River to its final destination, a Massachusetts scrap yard. It left the same way it was floated into place in the early 1920's.

"After taking several pictures of the initial part of the cruise, I raced to the center deck over the water at Prescott Park to catch more photos as the flotilla headed outbound," Linwood Wickett, of Stratham, New Hampshire wrote in a letter to the Portsmouth Herald.

"As the tugboats pushed the barge and bridge past the spectators on the decks, a lady started singing "Auld Lang Syne," without musical accompaniment. Then, as the flotilla cruised by, I think all were caught up in the moment. I felt a little choked up at the scene of the abandoned bridge floating past the abandoned Naval Prison. My eyes watered, but perhaps it was merely from the cool, gentle breeze. Then again, perhaps it was from the sentimental spirit I inherited from my late mother and father. It was a parting I shall remember for the rest of my days."

## Nation's Top Highway Official Visits Memorial Bridge Project

Victor Mendez was clearly in his element and fully engaged. The administrator of the Federal Highway Administration asked a lot of questions and listened intently as NHDOT project manager Keith Cota gave him a project briefing and close-up tour of the Memorial Bridge demolition work on February 8, just hours before the lift span of the bridge would be floated out.

A trained engineer and former head of the Arizona Department of Transportation, Victor Mendez came to Portsmouth to tout President Barack Obama's plan to fund infrastructure projects.

"President Obama has called on us to construct bridges, roads, transit systems and airports that are built to last," Administrator Mendez said. "It's a great day for this region - work will start soon, which means jobs as well as a much needed new bridge."

It was a \$20 million TIGER (Transportation Investment Generating Economic Recovery) grant from FHWA that helped make funding the \$90 million project possible.

"When you're trying to create big things, you can't do it alone," said Mendez, saying that the "teamwork" of New Hampshire and Maine was key to the FHWA's participation in ensuring the project received the grant. Speaking with reporters, Mendez praised the work of former NHDOT Commissioner George



*FHWA Administrator Victor Mendez was briefed on the details of the Memorial Bridge replacement project by the NHDOT District Construction Engineer Nickie Hunter and Project Manager Keith Cota during a visit to the Portsmouth-Kittery project on February 8.*

Campbell, who "worked very hard to get to the point where we are today."

For his part, George Campbell said Victor "called me on nights and on weekends. He took this on like his own personal project."

"We sensed the urgency of the moment," Mendez said when referring to the importance of the Memorial Bridge replacement project. "We had the funding and we wanted to make sure we could obligate the funding."

Both New Hampshire and Maine DOT representatives took the opportunity of Administrator Mendez' visit to point out to him the importance of addressing a nearby bridge in serious need of work, the Sarah Long Bridge.



## Adding Science to the Art of NHDOT Winter Maintenance Operations

### *Computer Program Assisting With Critical Decision-Making*

*Editor's Note: This article was submitted by District 2 Engineer Alan Hanscom, who is the NHDOT representative on the Technical Panel that is studying a Maintenance Decision Support System.*

Winter weather is more than just an irritation for the 70% of drivers that live in the snowy regions of the United States. Snow and ice reduce pavement friction and vehicle control, which causes slower speeds, reduced highway capacity and increased crash risk. In New Hampshire alone, winter maintenance on State highways costs about \$39 million a year, or 40% of the highway maintenance budget.

To help its crews plow and treat the highways in the most cost-efficient and environmentally friendly method, the NH Department of Transportation is participating in a multi-state Pooled Fund Study to develop a Maintenance Decision Support System (MDSS). The concept of a reliable means of recommending to highway maintenance employees what treatments to apply and when to apply them dates back to at least 2001 when the Federal Highway Administration initiated studies into the feasibility of such a system.

Winter maintenance has long been an art more than a science. Over the years, maintainers have gained much experience with what works for a given

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*How does MDSS work? MDSS provides a route-specific 36-hour weather forecast for 13 highway segments in New Hampshire, mostly on I-93. The program monitors existing pavement and weather conditions through remote weather station (RWIS) pavement sensors and reports from patrol foremen to determine an appropriate course of action. MDSS displays recommendations on when plowing will be necessary and what salt application rate will address the forecasted pavement condition.*

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# ON THE MOVE

condition. MDSS takes it a step further and actually applies physics and chemistry to the melting of snow and ice on a paved surface. Computer programs can model this melting action and recommend an application rate and timing that will remove the snow most efficiently.

New Hampshire's involvement in MDSS began in 2006 when it joined the pooled fund study. Currently 17 states are study members with South Dakota as the lead state. Meridian Environmental, a weather forecasting company from North Dakota, has been contracted to provide the technical "know-how" for the study.

New Hampshire's interest in a MDSS is multi-faceted. Improvements in the efficiency of highway maintenance reduces the costs for labor, equipment and materials used in winter maintenance. Reduced salt and sand use saves

not only the cost of the materials, which is very important in any budget scenario, but it also reduces their negative impacts on the environment. In addition, the final Environmental Impact Statement for the I-93 widening effort stipulates that the NHDOT will utilize MDSS "to maximize the efficiency of winter maintenance operations to reduce salt usage with precision timing of material application."

Acceptance of technology over local knowledge has been a challenge among the users in the states involved in the study. We hope that over time, foremen will give MDSS a chance and will run it through its paces. In several states, the MDSS recommendations are the expected action. In New Hampshire, MDSS is another tool to help foremen make informed decisions. The end result should be safe roads at a reduced cost and with less environmental impacts.

## New "Tow Plow" Tested for Effectiveness and Efficiencies

There weren't a lot of snowstorms this year to put it to the test, but NHDOT Highway Maintenance Engineers apparently have liked what they have seen from a possible new weapon in the winter maintenance arsenal.

The "Tow Plow" is a trailer mounted plow that's towed behind a 10-wheeled plow truck. It has the capability of plowing and treating with salt an entire additional lane of roadway at normal highway speeds when completely deployed. The entire trailer unit can shift to the right or left, depending on the model, utilizing movable axles on the trailer unit as well as hydraulic controls between the truck and trailer.

"The Tow Plow has a lot of potential applications on sections of interstate highways and turnpikes in New Hampshire where the number of lanes may vary," says NHDOT Highway Maintenance Engineer Caleb Dobbins. "It can take the place of another plow truck by allowing one truck to plow two lanes of roadway."



The Tow Plow was first tested by District 1 in the Franconia Notch area. It was then transferred to District 5 to sections of Interstate 93 in the Manchester area. It's anticipated that there will be many uses of this type of snowplowing innovation in other parts of the state.

There are currently about 200 tow plows in use by Departments of Transportation throughout the United States, including approximately 70 by the Missouri DOT. In New England, Maine, Vermont and Massachusetts have tested, purchased and deployed a number of these units. Viking-Cives Corporation, of Harrisville, New York, manufactures the patented Tow Plow. The company provided the test plow this past winter in a lease arrangement.

## The Widening Search for Longer-Lasting Pavements

Photo courtesy and reporting by Paul Fournier



New England Construction magazine recently profiled efforts by the New Hampshire DOT to look for the latest in products designed to extend pavement service life. One project cited was a paving project on a 2.4-mile section of US Route 202 in Rochester. The “Superpave” asphalt mix applied by Continental Paving “is designed as a pavement preservation strategy to extend a pavement’s service life.

Among those observing the District 6 paving project was Denis Boisvert, Chief of Materials Technology in the NHDOT’s Materials and Research Bureau.

“Our biggest problem with pavements up here in New Hampshire is cracking due to our cold temperatures,” Boisvert told New England Construction. “Regular asphalt binder gets brittle and cracks and then water gets in and we have frost heaves. We’ll watch the test section and see if it cracks over time.”

According to Eric Thibodeau, Pavement Management Chief in the Bureau of Materials and Research, the NHDOT has tried a range of paving

products and tests in recent years, including a section of Route 106 in Concord and Pembroke, and a rubberized asphalt binder on Route 38 in Pelham. The new products are closely monitored and compared to traditional paving methods.

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*“Within three to five years we will be able to draw conclusions about the performance of these alternate products,” Thibodeau said.*

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He acknowledged that budget reductions have added to the need to search for products that extend pavement life.

“We have to find and evaluate newer technologies. We might have to pay 20 percent more initially, but then realize 50-percent longer pavement service life. This means longer intervals between having to get on the road to make repairs and disrupt business and the motoring public, and ultimately, saving significant amount of taxpayers’ dollars by reducing life-cycle costs.”

*Editor’s note: A resurfacing project that begins this year on seven miles of NH 101 in Auburn-Candia will feature innovative applications of asphalt with a high percentage (about 37%) of recycled asphalt (RAP), “warm mix asphalt” (WMA), an asphalt-rubber mix, and a High-Polymer Modified Asphalt (HiMa) aimed at longer service life, a smoother ride, reduced roadway noise, and easier maintenance.*

(cont. from page 2)

## Commissioner's Corner

The US Senate is considering a two-year bill and the US House has been working on a five-year bill. The desire is to maintain a level-funded program over the legislation's life span.

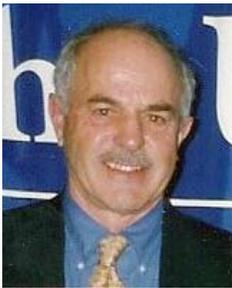
The State's Ten Year Plan has been considered by the Executive Council, the Governor, the NH House, and is now proceeding to the NH Senate. Several projects have been resuscitated and are back in the Plan, and the NHDOT is bringing forward the last three priority projects that complete the southern segment (the State Line through Exit 3, and the Exit 5 interchange) of the I-93 widening. The Plan reflects a higher level of Federal funding than was thought possible, with the full realization that funding may not be brought forward, but also that the Plan will be revisited again in two years when the funding consequences can be addressed.

In addition, the current climate of historically low interest rates for borrowing and very favorable construction bidding make it a great time to invest in transportation infrastructure.

Transportation is a major issue. It is not going away and it cannot be brushed aside. Our rural highways are showing great distress. What cannot be addressed soon will need to be addressed in the future at much greater expense. The higher volume roads will follow this same path if changes are not forthcoming. New Hampshire's economic vitality - New Hampshire's advantage - is dependent on our understanding the importance of our transportation infrastructure. Doing nothing is not acceptable for the future.

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## Former Commissioner Kenison Remembered for Commitment to Public Service



Leon Kenison is being remembered as a dedicated public servant and consummate transportation engineer who could always be relied on for leadership and expertise. The former NHDOT Commissioner died February 12 at the age of 70.

Leon Kenison's 37-year career at the Department of Transportation spanned from his early work as a young engineer on the building of interstate highways in the 1960's to, as Commissioner overseeing the widening of Route 101 and the Everett Turnpike in Nashua in the late 1990's. Before serving as Commissioner between 1996 and 2000, Leon held numerous positions within the NHDOT, including Project Inspector, Assistant Project Engineer, Project Engineer, Assistant Administrator of the Bureau of Highway Maintenance, Director of the Division of Project Development, Assistant Commissioner and Chief Engineer.

Leon Kenison continued to be very active in "retirement", which he admitted in a Concord Monitor interview in 2008 that he was not very good at. Among the many positions the Bow resident held in the past 12 years were Town Administrator in Pittsfield and Hopkinton, Interim City Manager in Lebanon, Director of Facilities at the Pease Development Authority, and Director of Public Works for the City of Nashua. He also was a Bow Selectmen, served a term in the NH House of Representatives, and volunteered for many community events and organizations.

A February 16, 2012 article in the Concord Monitor described Leon Kenison as "...an esteemed engineer involved with countless projects across the state. In each position, he fell easily into the engineer's role. He drafted the plans. Often, he drove his projects to completion with his own hands. He brought a calming presence to sometimes contentious proceedings, his advice commanding attention out of respect, never fear, out of knowledge and never arrogance. "In very few words, his wisdom was evident," said friend Erle Pierce."

## NHDOT People



The Environment Bureau's Laurel Pushee and Ron Crickard were recently invited to present at the Transportation Research Board's (TRB) 91st Annual Meeting in Washington, D.C. during a poster session titled "State Department of Transportation's High-Value Research Projects." Poster sessions provide an opportunity to interact with attendees in a more personal setting than the conventional lecture and are becoming more popular each year. The poster presented by Laurel and Ron was entitled "The Development and Implementation of Interactive Storm water Outreach Model and Related Materials." The TRB Annual Meeting attracts 11,000 transportation professionals from around the world.



Four of the 12 people who have held the position of Commissioner of the Department of Transportation attended the "Celebration of Life" for former Commissioner Leon Kenison (page).

Left to right – Commissioner Chris Clement, John Clements (1976-1985), Wallace Stickney (1985-1990), and George Campbell (2008-2011).



Representing all NHDOT employees who worked on the response and recovery effort to Tropical Storm Irene, Highway Maintenance Supervisors John Paul-Hilliard (District 1) and Dennis Ford (District 2) were recognized for their efforts by Governor John Lynch during his "State of the State Address" to the NH Legislature at the State House in Concord on January 31st. "When Tropical Storm Irene hit, it devastated a number of North Country roads right before fall foliage season. Early estimates were that it would be impossible to open some roads, including the Kancamagus Highway, until spring. That would have devastated our tourism business. But employees at the Department of Transportation partnered with private contractors to open the Kanc in just 15 days. Dennis Ford and John Paul-Hilliard, are two of the DOT maintenance supervisors who led the efforts to reopen roads damaged by Irene. Let us thank them and their crews. They show the strength of New Hampshire."



Thomas Samms (Right-of-Way) retired from State service on March 1 as a ROW Appraiser. Tom began as a Right-of-Way Agent with the DOT in 1997 from a previous position at the NH Department of Revenue. He moved into the ROW Appraisal Section in 2000. Co-workers said good-bye to Tom on February 29 to honor his 21 years of dedicated service with the State. Tom will be missed by his coworkers for his kindness, generosity and sense of humor.

# ON THE MOVE

## Service Awards (2nd Quarter)

### 10 Years:

**Richard Hiller** - Highway Design  
**Howard Wadleigh** - District 6  
**Daniel Plourde** - Traffic  
**Debbra Matteau** - Mechanical Services  
**Janelle Marquez** - Traffic

### 15 Years:

**Ernest Ball** - District 5  
**Christopher White** - Construction/Engineering Audit  
**Adam White** - Mechanical Services  
**James Fortin** - District 1  
**Matthew Jordan** - District 2  
**Glenn Perry** - District 1  
**George Gubitose** - Highway Design  
**Jason Tremblay** - Bridge Design  
**Kevin Dunbar** - Construction/Engineering Audit  
**Daniel Caouette** - Construction/Engineering Audit  
**Ronald Kleiner** - Bridge Design

### 20 Years:

**John Hills** - Highway Design  
**Felix Gardner** - District 6  
**Mark Wagner** - Highway Design  
**Lennart Suther** - Highway Design  
**Ted Rowland** - Turnpikes  
**James Grant** - Highway Design  
**Gary Labrie** - Highway Design  
**Kevin O'Neil** - Turnpikes  
**Rollin Rumford** - District 6  
**Gordon Nason** - District 3  
**Susan Guptill** - Bridge Design  
**Michelle Marshall** - Highway Design

### 25 Years:

**Kevin Flanagan** - District 4  
**Robert Havey** - Traffic  
**Pauline Marcoux** - Turnpikes  
**Craig Belyea** - District 2  
**Joseph Whitten** - District 6  
**Scott Myers** - Materials & Research  
**Karin Hollins** - Human Resources  
**Christopher Hawkins** - Materials & Research  
**Scott Carlson** - Construction/Engineering Audit  
**Peter Kehoe** - Construction/Engineering Audit  
**Mark Stevens** - District 3  
**Jay Levine** - Construction/Engineering Audit  
**Steven Dubois** - Planning & Community Assistance  
**John Seely** - Construction/Engineering Audit  
**John Butler** - Highway Design  
**Michael Soper** - Planning & Community Assistance  
**Peter George** - District 6  
**David Bernier** - Traffic  
**Daniel John** - Materials & Research  
**Mark Vaillancourt** - Traffic

### 30 Years:

**Gary Clark** - Bridge Design

### 35 Years:

**Dennis L'Heureux** - Traffic  
**John Leonard** - Bridge Maintenance  
**Jeffrey Moore** - District 6  
**William Real** - Materials & Research  
**Dennis Laperle** - Construction/Engineering Audit  
**Dennis Fowler** - Planning & Community Assistance  
**Jere Heath** - Highway Design  
**Mark Richardson** - Bridge Design

### 40 Years:

**Willard Campbell** - Mechanical Services

## Personnel Updates

### New Hires:

**David Brissette** - Hwy Maintainer II, Dist. 5, Crew 7  
**Arthur Desrosiers** - Hwy Maintainer II, Dist. 3, Crew 24  
**Dustan Eurieck** - Civil Engineer I, Highway Design  
**Zachary Gorton** - Hwy Maintainer I, Dist. 1, Crew 3  
**Sally Gunn** - Civil Engineer V, Traffic Eng Staff  
**Evan Hacker** - Hwy Maintainer I, District 3, Crew 24  
**Barbara Hinerth** - Row Agent I, Right Of Way  
**Danielle Hotz** - Right of Way Abstractor, Right of Way  
**Julie Kroupa Russell** - Prgm Spec. I, Dist. 4, Crew 21  
**Anthony Labounty** - Heavy Equipment Mechanic  
Mechanical Div-Swanzey  
**Richard Letellier** - Hwy Maintainer II, Dist. 5, Crew 27  
**James McMahon** - Civil Engineer IV, Dist. 1, Crew 22  
**Mark Mooshian** - Hwy Maintainer II, Dist. 5, Crew 14  
**Tyler Murray** - Hwy Maintainer II, Dist. 1, Crew 25  
**Russell Nadeau** - Electrician Supervisor II,  
Mechanical Div-Concord  
**Suzanne Rude** - Accountant IV, Finance And  
Contracts  
**Gary Sullivan** - Hwy Maintainer I, Dist. 5, Crew 14  
**Ricky Thomas** - Hwy Maintainer II, District 3, Crew 14  
**Christopher Valliere** - Hwy Maint. II, Dist. 1, Crew 13

### Promotions:

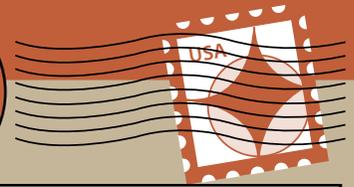
**Adam Barton** - Hwy Maintainer III, Dist 2, Crew 24  
**Zachary Barton** - Hwy Maintainer III, Dist 2, Crew 10  
**Raymond Burovac** - Equip. Mechanic Foreman II,  
Mechanical Div-No Hampton  
**Frederick Butler** - Program Specialist IV, Railroad  
**Levi Byers** - Civil Engineer I, Construction  
**Ethan Conrad** - Traffic Signal Technician I, Traffic  
Signal Crews  
**Jason Desellier** - Hwy Maintainer III, Dist. 1, Crew 15  
**Calvin Dupuis** - Hwy Maintainer III, Dist. 1, Crew 14  
**Garrett Ennis** - Hwy Maintainer III, District 5, Crew 8  
**Frederick Gilbert** - Asst Highway Patrol Foreman  
District 1, Crew 13  
**Bruce Goldsmith** - Highway Maintainer III, District 5,  
Crew 28

**Timothy Guilmette** - Asst Highway Patrol Foreman  
District 1, Crew 14  
**Denise Helander** - Prgm Assistant II, Turnpikes-Hooksett  
**Lauren Howard** - Highway Maintainer III, Dist. 4, Crew 4  
**James Lamora** - Superintendent of Equipment  
Mechanical Div-Concord  
**Peter Lapierre** - Pavement Marking Foreman I, Traffic  
Pave Marking  
**Keith Lapointe** - Asst Hwy Patrol Foreman, Distr. 5,  
Crew 11  
**Joshua Mcgraw** - Hwy Maintainer III, District 2, Crew 6  
**Edward Messer** - Hwy Maintainer III, Mech. Div-Concord  
**Marie Mullen** - Administrator II, Finance And Contracts  
**Larry Myers** - Highway Maintainer III, District 5, Crew 6  
**James Pierce** - Geological Exploration Supv, Material &  
Research  
**Amanda Rae** - Program Assistant II, Turnpikes-Hooksett  
**Kyle Tie** - Asst Hwy Patrol Foreman, District 2, Crew 12  
**Tammy Towle** - Radio Dispatch Supv, Dist. 1, Crew 26  
**Frederick Wallace** - Hwy Maintainer III, Dist. 6, Crew 9

### Retirees:

**Thomas Weeden** - Hwy Patrol Fore, Dist. 6, Crew 6 (11)  
**Richard Brasley** - Hwa Maintainer II, Dist. 5, Crew 5 (26)  
**Bruce Charland** - Engineering Tech V, Construction (32)  
**George Davis** - Bridge Maintainer III, Bridge Maint-  
Portsmouth (16)  
**Gary Kitson** - Bridge Construction Foreman, Bridge  
Maint-Allentown (30)  
**Gregg Miles** - Bridge Construction Foreman, Bridge  
Maint-Portsmouth (30)  
**Thomas Samms** - Right of Way Appraiser II, Right Of  
Way (21)  
**Willis Smart** - Maintenance Mechanic II, Turnpikes-  
Hooksett (16)

## Letters



On January 4, 2012 I was patrolling Route 16 in the Town of Tamworth. As I was approaching the area of Market in the Pines headed north I noticed a 10 Wheel Commercial Dump Plow State DOT truck driving south. As the State truck was approaching the exit of South Way, I saw a maroon van pull out directly in front of the State truck. There were several vehicles traveling north that were occupying that lane of travel. The driver of the State Truck was able to avoid colliding with the van as well as the northbound traffic. As I watched this traffic incident unfold, I was certain that a serious motor vehicle collision was imminent. Due to the quick reflexes, training, and overall experience of the State DOT truck, a serious collision was avoided. I stopped the van and identified the driver as a 90-year old man. I spoke at length with him regarding how lucky he was that he was not killed due to his actions. I went to the District 3 shed and inquired as to who the driver of that particular DOT truck was. The driver was identified as Scott Mudgett. Please pass along my appreciation of his exceptional driving and attention to his duties on the roadways.

Trooper Craig McGinley  
NH State Police Troop E

I just wanted to pass along a comment regarding the great job the (District 6-#609 Newfield) DOT crew has done on Route 87 in Newfields cutting trees and brush.

It looks great and the group works hard and diligently.

Thanks,  
Bill Meserve  
Newfields, NH

Dear Friends at the NHDOT,

Thank you so much for collecting food to help the NH Food Bank serve those in need. The total weight of the food you donated was 4,106 pounds, which amounts to approximately 3,208 meals for the hungry. I cannot express in words the impact this gift will have on our community - thank you for sharing your blessings with others.

Sincerely,

Kim Farias  
NH Food Bank

*Editor's note: Volunteers from the Mechanical Services Bureau picked up and delivered food donated in a NH State Agency "Commissioner's Challenge" on March 10.*

February 22, 2012

I would like to express my gratitude for all that you and Linda have done to help my Dad. The both of you made a complex situation greatly simplified, and took away a great deal of the anxiety that comes with such a large life change. You made it easier for my Dad to be excited about leaving his home for the last 49 years, and to move into the beautiful new home that you found for him. I hope you get the chance to see it soon - I think you'll agree that Dad's environment is greatly improved. If other folks' experience with you is half as good, I'm sure they'll be ecstatic!

Bill Belanger

I too would like to "Thank You" very much for the transition of my father and all the assistance both you and Linda have provided. I'm sure these purchases can be quite a nightmare and headache. However, this was virtually seamless. My entire family is very pleased/grateful with your help and assistance through some extremely major changes for my elderly father and we greatly appreciate that! Thank you so much for what you do!

Dean Belanger

*Editor's note: The above notes were sent to Lynne Riele and Linda Smith in the Right-of-Way Bureau. Mr. Belanger's home was purchased by the State as part of the Newington-Dover project. Lynne and Linda worked with the Belanger family and a local realtor to find him a new home.*

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

## ON THE MOVE

# Your Health - Did You Know?



## Spring Training has Arrived at the NHDOT

The Red Sox are back in Boston and NH Department of Transportation (DOT) employees have started spring training. Spring Training is a fun event for all state employees and their families to encourage participants to become more physically active. The DOT is competing against the Departments of Safety, Corrections, Health and Human Services, the Liquor Commission and retirees to see which group can accumulate the most miles. The participant who has the highest total miles will also be recognized. Physical activity is being tracked using the Anthem Walking Works tracker. All forms of exercise from aerobics to zumba and things in between like walking, running, raking, dancing, swimming, basketball or hiking count for this event.

The United States Department of Health and Human Services recommends that Americans over the age of 17 get at least 150 minutes a week for moderate intensity physical activity. The second part of the recommendation is to complete at least 2 strength-training activities a week. How do you know if you are reaching the level of a moderate intensity activity? You have achieved that pace when you are able to talk while completing the activity, but not sing. If you would rather decrease the amount of time that you exercise, you can increase your activity to vigorous intensity (when you can not say more than a few words without becoming breathless) for only 75 minutes a week. Only 1 in 4 Americans meet these guidelines, but our goal is to show that DOT employees and their families are not your average Americans.

It is never too late to sign up for this fun challenge. Please contact Paula Nash, Wellness Coordinator at 271-0559 or pnash@dot.state.nh.us if you have any questions.

*(cont. from page 4)*

## NHDOT Construction Engineer

went, because it was retrofitting an old system to work with a new system," he said.

His current Little Bay Bridge project has its own set of challenges, such as working in the channel.

"Ultimately, it does become concrete work, it becomes steel work. It's a bigger scale, but it's similar to what you've done with smaller projects," he said.

He sees engineering as ever-evolving in terms of the roads we drive on, the bridges we cross.

"Just because the pavement looks the same as it did 20 years ago, it's undergone significant redesign, rework and testing. And the products you're seeing out here are far superior to what you saw years ago," said Chestnut.

"In engineering and construction, it's about building a product that's going to last the longest that it can last," he added. "Every piece of our infrastructure is engineered and engineered again and engineered again, and hopefully improved on as time goes on."

*Cover photo: An aerial photo shows the removed center span of the Memorial Bridge in Portsmouth as it begins its final journey by barge down the Piscataqua River to a scrap metal facility in Massachusetts on February 16. (photo by LJ Place)*

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*John H. Lynch*

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