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Highway safety campaigns have come and gone over the years with varying degrees of success. Remember “Vince” and “Larry”, the talking crash test dummies who appeared in public service announcements during the 1980’s urging viewers to buckle their seatbelts. Those two popular characters, known for the line “You can learn a lot from a dummy”, were retired to the Smithsonian Museum a couple of years ago, but the challenge to get motorists to drive safely lives on.

Nationwide there has been significant progress in reducing highway injuries and fatalities. The National Highway Traffic Safety Administration reports that overall motor vehicle fatalities declined in 2011 to the lowest level since 1949, equal to 1.09 deaths for every 100 million miles driven. The 2011 death toll of 32,310 deaths represents a remarkable improvement from 40 years ago when more than 54,500 motorists lost their lives in 1972.

But 32,000+ deaths, a number that could fill Fenway Park, are obviously still way too many and take a tragic toll every year on families, friends and society. So, even as dramatic progress has been made in vehicle and highway safety, what’s an acceptable number of people who die in roadway crashes? The answer can only be ZERO, no matter how implausible that may sound.

While statistics show New Hampshire remains one of the safest states in the country to drive in, the numbers are still disturbing. Between 2003 and 2010, more than a thousand (1,097) motorists lost their lives on New Hampshire highways and 91,938 were injured. Over the past five years, traffic crashes have cost New Hampshire residents $8.65 billion, and that just the financial toll. It’s clear more work needs to be done.

Earlier the summer, the New Hampshire Department of Transportation, in cooperation with a number of other state and federal agencies and private organizations, launched the “Driving Toward Zero” campaign. The goal of the initiative is to reduce the number of roadway deaths in New Hampshire by 50 percent by 2030, and continue this program until there are zero roadway deaths.

The “Driving Toward Zero” coalition has released a “Strategic Highway Safety Plan” for New Hampshire that outlines strategies in four critical areas – the four E’s of roadway safety – Education, Enforcement, Engineering, and Emergency Management Services. Emphasis areas within the four E’s include: impaired driving, distracted driving, speeding, vehicle occupant protection, adolescent drivers, older drivers, crash locations, motorcycles and vulnerable roadway users, and comprehensive safety data.

The challenge is great, with the month of August providing a grim reminder that steady progress can have setbacks. In that month alone, 20 people were killed in 18 fatal crashes in New Hampshire. This has prompted the coalition to implement increased enforcement and targeting messages on electronic message boards across the state. While there are no easy answers, it’s clear that enforcement and engineering improvements can only do so much. Driver behavior continues to be the overriding factor in most highway crashes. For example, 37 percent of all crashes involving fatalities in this state are alcohol related.

We simply cannot consider as acceptable the carnage that occurs on our highways. As Commissioner of Transportation, I will continue to do everything I can to make our roads safer for everyone. It’s a challenge that all of us must take on, because one death is too many.

Visit the New Hampshire “Driving Toward Zero” website at www.nhdtz.com

Commissioner Christopher D. Clement, Sr.
Less than two years after the Northeast’s first Open Road Tolling (ORT) facility opened at the Hampton Tolls, construction is well underway on ORT lanes at the Hooksett Tolls on Interstate 93 (Everett Turnpike).

R.S. Audley, Inc. of Bow, New Hampshire is the general contractor for the $22.9 million project, which will convert six conventional toll collection lanes to four ORT lanes – two in each direction. Two additional conventional toll lanes have been constructed on each side of the plaza, and there will be roadway improvements and the rehabilitation of three nearby bridges.

The Hooksett Tolls process over 25 million transactions a year, with peak traffic volumes routinely over 80,000 vehicles per day on summer weekends, which can cause delays.

With the higher vehicle capacity offered by ORT lanes compared to cash and E-ZPass lanes, travel time through the plaza will be reduced by 14.4%, saving 269,000 hours and 466,000 gallons of fuel consumption annually. As a result, air quality will also be improved.

“The tremendous success story with Open Road Tolling at the Hampton Tolls has certainly encouraged us to proceed as soon as possible with constructing and implementing ORT lanes at Hooksett,” says NHDOT Commissioner Chris Clement. “I look forward to the ribbon-cutting at the second ORT facility in the Northeast in the near future.”

Funds for the project are largely being made available by the reissuing of turnpike bonds at more favorable interest rates.

The Hooksett ORT lanes are slated to be open in June 2013, with the final project completion date of October 2013.

Nearly two-thirds of all transactions on the New Hampshire Turnpike System are done via electronic tolling (E-ZPass).
District One Recognized at Old Man of the Mountain Memorial Park

Hilliard Family Donates Granite Paver for Profile Plaza

The Hilliard family has spanned several decades in its service to the Department of Transportation, the State of New Hampshire, and communities in which they have lived.

District One Maintenance Supervisor John Paul-Hilliard speaks proudly when reciting the family connections and commitment to public service.

John’s grandfather, John Clinton Hilliard, worked for the NH Department of Public Works and Highways at the patrol facility in East Kingston for 36 years. His grandfather’s brother, Colonel William Russell Hilliard, was a fighter pilot, commanding officer at Grenier Field (later Manchester Airport) during World War II, and started the commercial airline, Northeast Airways. He was the first Director of the NH Aeronautics Commission from 1947 to 1962.

And John’s father, J. Stanton Hilliard, was a uniformed Captain in the Turnpike Patrol.

“At one time my dad was Commissioner Frank Merrill’s driver,” John recalls. “He called him “General” and the Commissioner always rode in the back of the state car.”

Stan Hilliard went on to become the owner of a theme park called “Nature Land’s Fantasy Farm”, and Hilliard’s Candyland. He was also a Woodstock Selectman and one of the founders of “Ski 93” and “White Mountains Attractions”.

In addition, John’s brother David was a police officer in the White Mountains region and his son Nicholas was an “Explorer Captain” for the North Conway Fire Department.

All of these accomplished Hilliard family members have passed away.

On August 12th, the NH Route 175 Bridge over the Pemigewasset River in Woodstock was formally dedicated as the “Hilliard Family Bridge”.

Appearing earlier before a legislative committee in support of the Bill naming the bridge after his family, John testified that the common denominator of his family members was the “extreme pride and the resolve to get involved and be proud of this state and what it stands for.”

The Hilliard family was also offered a free paver to be placed in “Profile Plaza” at the Old Man of the Mountain Memorial in Franconia Notch State Park.

John Paul-Hilliard had another idea.

“After some thought and appreciation, I decided to donate this paver in name to the Department, specifically District One,” John says. “Our employees deserve all the credit for assistance given in the State Park, to the Legacy and their cause of preserving the Old Man and his memorial.”

The paver has been installed, along with other personal tributes, for all to see in Franconia Notch.
Ribbon Cut for Airport Improvements

$23 Million Project One of the Biggest in the Country

A new, longer runway and upgraded navigational facilities are making Nashua Municipal Airport more attractive to corporate aircraft and economic opportunities.

The $23 million project, which was dedicated with a ribbon-cutting ceremony on August 31, is New England’s biggest aviation project not involving a commercial airport in 10 years.

Boire Field is home to numerous businesses, both at the airport and nearby, that all depend upon its viability for their employees and business customers. The airport houses over 330 aircraft, including several jets that use the airport on a regular basis.

“This can’t be anything but positive,” Kenneth McLaughlin, owner of one of two companies that provide hangers and flight service at Nashua Airport, told the Nashua Telegraph. “We’re going to be in the pipeline now.”

The project shifted and extended Runway 14-32 at Boire Field by 500 feet. Navigational aids added included an instrument landing system, an upgrade of the runway safety areas, and extension of the existing taxiways to meet the new runway.

Continental Paving, of Londonderry, New Hampshire was the general contractor for the project.

“Nashua Airport is a significant economic generator for southern New Hampshire, providing jobs and business opportunities for our citizens,” NHDOT Commissioner Chris Clement told the gathering at the ceremony that included Federal Aviation Administrator Michael Huerta. “This project is key to maintaining and improving our transportation infrastructure, keeping us connected to the region and the nation.”

“We do investment for the long term,” Administrator Huerta said. “Aviation is worth $1.3 trillion to this country.”

The snowplow that has greeted visitors to the NHDOT headquarters in Concord for many years has a fresh, new look, thanks to efforts by several employees at the Mechanical Services Bureau. Chris Messer, (below left) applies white shadow to the lettering on the plow, and Kevin Fren does a final touchup. The plow was repainted with leftover lead-free paint used on new plow truck dump bodies.
From those early spring days when the frost starts to leave the ground, to months later when the autumn leaves begin to fall, chances are you'll find Brett McCrea somewhere on a diamond umpiring a softball game.

An Engineering Technician in the Utilities Section of the NHDOT’s Highway Design Bureau, Brett has been making the calls on softball fields for 20 years, logging over 7,000 miles on his car annually throughout New England while averaging 75 to 80 games a year in such far off exotic locales as Fond du Lac, Wisconsin and Cummings, Georgia.

And Brett McCrea is clearly good at what he does. He’s just returned from working his 8th men’s modified pitch national softball tournament in Port Huron, Michigan. He’s umpired in 12 women’s softball college championships (Divisions I, II and III), and also worked five New Hampshire high school softball title games. He remembers umpiring a summer league game many years ago where one of the coaches was now Governor John Lynch.

“I do it for the love of the game,” Brett says. “I’m a perfectionist and you’re only as good as your last call. I’m all business on the field.”

Brett became a softball umpire after playing the game for several years. His professional work was soon noticed, and he moved up quickly. He sharpened his skills by attending a national school for umpires in Buffalo, New York. He now belongs to four softball umpiring organizations and has an estimated 20 umpire shirts in the closet of his home in Laconia.

“I’ve been very fortunate to have excellent mentors and opportunities to advance,” Brett says.

He also has the courage to make the tough calls. One of those tough decisions in fast pitch softball is calling an illegal pitch, which can often give a pitcher an advantage. Brett is known for making that call, which often times gets him visits from less than thrilled coaches.

In addition to the fun of still being involved in a game and getting a little extra income along with it, Brett enjoys the camaraderie of the umpire fraternity.

“The key to calling an illegal pitch is calling it, explaining it, and taking the heat,” Brett says. He proudly notes that he has never (yet) tossed a coach out of a game. “They know when I’m done talking.”

The key to calling an illegal pitch is calling it, explaining it, and taking the heat.”

-Former Major League Umpire Rocky Roe

In the grind of the schedule has Brett McCrea thinking about scaling back to 40 to 50 games a year – “the driving takes a lot out of you.”

And while he works plenty of big games, Brett also makes sure to give all teams and players at all levels the same attention.

“Every game is like the World Series. You’ve got to be on your toes. You don’t want to cheat the players,” Brett says.
The need for a bridge crossing Mascoma Lake first arose in the 1840’s when members of a Shaker religious colony along what is now NH Route 4A needed a quicker way to get their goods to the railroad in the downtown village of Enfield.

That first wooden causeway and bridge built by the Shakers in 1849 was destroyed by the Hurricane of 1938. Its steel-framed replacement stood for over 70 years until it was closed to traffic in 2010. Two years later that longtime link has been reopened (cover photo), allowing access to Main Street without a much long scenic route around the lake. An estimated 1,500 vehicles cross the bridge daily.

For the third time in 163 years, the citizens of Enfield have celebrated the opening of a new bridge across Mascoma Lake. A ribbon-cutting ceremony on September 15, using the same pair of scissors used to open the first bridge, hailed the completion of a $10.5 million bridge and road reconstruction project. Hundreds of area residents then walked the length of the 340-foot long structure, following behind an antique car driven by Executive Councilor Ray Burton.

“I think of it as a connective tissue for this community,” Enfield resident Mary Ann Haagan told the Valley News of Lebanon. “We’re connected to each other again.”

The general contractor for the bridge project was E.D. Swett, Inc. of Concord, NH. Alex Vogt was the NHDOT project manager. Jeff Potter was the Construction Bureau’s contract administrator for the project, which also involved NH 4A pavement, drainage, and guardrail improvements, and sidewalks.
“I can remember it like it was yesterday.”
It was May 25, 1959 and Jim Rivers was nine years old.

“My mom got a call and they said my dad was injured on the job. I was waiting in the yard when Louis Colgan from the State Highway Department drove up and told my mother, “I think we better go inside.”

Ephrim Rivers, or Steve as everyone called him, was a foreman in the Traffic Division, which installed and maintained traffic lights and beacons across New Hampshire. He was working at the General Sullivan Bridge in Newington-Dover when a crane cable snapped and a lamp post fell on his head, killing him. Steve Rivers was 35 years old.

“My last memory of my father was sitting on his lap watching television on the night before he died,” Jim Rivers says. “It changes your life forever. Your life takes a different path,” according to the longtime New Hampshire radio broadcaster and state employee. “My mother had to go to school to become a hair dresser.”

Mark W. Richardson was home from college and the rest of the family was still sleeping on the day after Christmas in 1973. Early that morning his mother was visited by a local police officer, who gave her the bad news.

Mark’s dad, Carl Richardson, was a Highway Maintainer and light equipment operator at the New Hampshire Department of Public Works and Highways working out of the Alton Patrol Shed. On Christmas night, as he had done so often, Carl responded to an ice storm to treat the highways. He was shoveling road salt in the back of a plow truck when the truck rolled over on NH Route 140.

“It wasn’t unusual for my father to be called out for a day and a half during a typical storm,” Mark Richardson recalls. “We were used to him being gone for long hours during winter storms, but of course assumed that he would always come home – only this time he didn’t. He was only 47 years old when he died, and even after nearly 40 years, he is still greatly missed. It is rare for a day or more to go by without my having thoughts and memories of him,” Mark says.
Carl Quiram knows these stories all too well. The Goffstown Public Works Director has felt strongly for many years that public works employees who have died while doing “critically important work” for the citizens of New Hampshire should be honored in some way. Quiram was part of a small group who pushed for and received legislative approval for a Public Works Employee Memorial.

“We envisioned a memorial as a way to honor those who have made the ultimate sacrifice, and also to raise safety awareness about the hundreds of workers who are out there every day. It is still a dangerous job,” Carl Quiram says.

On June 15, 2009, Governor John Lynch signed into law a bill “establishing a committee to oversee the design, construction and maintenance of a memorial to public works employees who have died in the course of performing public works duties on behalf of a municipality, a county or the state.”

The resulting 13-member committee put out the call for designs for a public workers memorial. Among those who jumped at the opportunity in late 2010 was Kelsie Lee, a senior at Colby Sawyer College at the time, whose father Richard Lee is Public Works Director in New London, New Hampshire. The graphics arts major’s entry was selected as the winner of the $1,200 scholarship from the NH Road Agents Association. One committee member called her submission “far and away the best design.”

“It definitely helped that I had grown up watching what my father did for work. It’s not as easy as some people think. I know what it’s like to have the phone ring at two, three or four o’clock in the morning.”

Adding to the personal connection for Kelsie Lee was the memory of Ryan Haynes, a friend who worked for the Town of New London. Ryan was killed in 2005 when he was struck by a car while he was patching potholes on a local street.

While preparing her entry, Kelsie kept jotting down her thoughts and design ideas in a sketchbook. On the night before it was due, she was finalizing a watercolor design when she suddenly tore it up. “By 2:00 am I had drawn another design that was about 70 percent different from the previous one,” Kelsie remembers.

The new design proved to be a winner that captured the essence of what the committee was looking for. A walkway and reflection garden are surrounded by four gray granite benches that represent the four seasons that public works employees are on-call. Four large black granite monuments will bear the names of those who died performing their duties, and a black granite sign will welcome visitors. A line of 24 inverted shovels will represent every hour of the day that a public works employee will be called to duty. Surrounding trees to add some height will include a grove of purple lilacs, the state flower.

“I researched New Hampshire plants and flowers, both annuals and perennials, which can stand up to tough weather conditions," Kelsie says. “I thought a lot about colors and how they will interact with each other, with something always in bloom. The shovels are a tangible thing that everyone can relate to, and a tool that all public works employees may use.”

“It’s phenomenal,” says Carl Quiram. “What’s so impressive is that there are no trivial details. Every aspect of the memorial design means something.”

Since her design was chosen, Kelsie Lee has been working with a Portsmouth environmental engineering firm (Weston & Sampson) on the site plan, which has addressed drainage for the project and fitted the design to its future location on a section of land at the NH Department of Transportation headquarters on Hazen Drive in Concord.

The project is now in the fundraising stage with $300,000 needed in financial and/or services donations to make the memorial a reality. Names of deceased New Hampshire public works employees are also being solicited for review by the committee to determine eligibility for being honored at the memorial.

If at all possible, those behind the memorial would...
love for construction to begin in the spring of 2013. That can only happen if supporters of this noble idea step forward to help with contributions.

Those whose lives have been most impacted by the death of a loved one in public service are looking forward to its completion.

“It will be a nice recognition of the effort put forward by public works employees and their families,” says Mark Richardson, who has spent his career at the NH Department of Transportation and now heads up the Bridge Design Bureau. “They are called out at all hours in all kinds of weather and are just expected to go.”

Jim Rivers is also looking forward to the new public workers memorial as a place for reflection. While working at the University of New Hampshire, he says he would often eat his lunch at the now closed General Sullivan Bridge where his father died more than 50 years ago. “It was very peaceful.”

The Memorial Committee is accepting both In-Kind and Monetary Donations. Tax deductible donations may be sent to:

The Public Works Memorial Fund, c/o Bill Janelle, Commissioner’s Office, NH Department of Transportation, PO Box 483, Concord NH 03302-0483.

More information, including the application for submitting a name to the committee for consideration for the memorial, can be found at the following link: http://www.nh.gov/dot/org/operations/highwaymain-tenance/memorial.htm

Tropical Storm Irene – One Year Later…

Dramatic Contrast in Storm Damage and Repairs on NH 112 in Bath

Just over one year later, it’s hard to believe the eroded embankment was creeping perilously close to the edge of the pavement when you travel along the same stretch of NH Route 112 in Bath today. The Wild Ammonoosuc River truly went wild when Tropical Storm Irene passed through on August 30, 2011.

An emergency repair project involved major slope stabilization of approximately 4/10’s of a mile of Route 112. This work consisted of stone fill, rock excavation, new drainage and roadway reconstruction. Morrill Construction, Inc. of North Haverhill, and the NH Department of Transportation’s District 2 (along with other smaller contractors) worked together to perform this $530,000 repair project.
It’s clear from her work history that Lauren Smith does not shrink from a challenge. Lauren spent four years working as a laborer on a paving crew for Pike Industries. She served 23 years as a U.S. Army Reserve surgical nurse, completing tours in Bosnia and Kuwait. The Concord resident worked eight years with students in the Winnisquam Regional School District in Tilton, both as a School to Work Coordinator and as a Guidance Counselor. More recently she worked for Second Start, Working Futures in Exeter and Manchester to help displaced adults get back into the workforce.

For the first seven months of 2012, Lauren Smith worked part-time for the NHDOT and now has the full-time position of Training and Recruiting Specialist for the Department. Her job is to help attract the best job candidates possible for the NHDOT, to put them in a position to succeed and advance, and to try to make sure they stay as long as possible.

“I love what I’m doing,” Lauren says. “There are a lot of dedicated people here who want to step up to the plate, to be a part of any change that is taking place, and to contribute.”

Lauren is well aware that over half of the NHDOT workforce is eligible for retirement within five years. She also knows that technology is changing the way people do their jobs, and that those interested in working for the Department may come from far away.

A major focus in the job retention area is developing “bench strength”, where groups of employees are trained in a number of areas to keep the workforce versatile and prepared for vacancies and changes. Lauren says she wants to build on already successful efforts with “work based learning (i.e. internships, job shadowing), mentoring, and targeted recruiting.

“A lot of the plan is already happening,” Lauren Smith says. “The New Hampshire Department of Transportation has recognized there’s going to be an issue with its workforce. We need to discover at the DOT what those things are that people need to do, and what training they need to do it. It’s both about bringing people into the NHDOT, and keeping them engaged once they’re here.”

The national “Construction Career Days” initiative has proven highly successful in promoting careers in the transportation industry. The program focuses on six core values: hands-on activities, safety, diversity, partnership and teamwork, continuous improvement and follow-up.

More than 1,100 students from 29 high schools attended the “NH Construction Career Days” at the Hopkinton Fair Grounds on September 20 and 21. They were exposed to all aspects of the construction industry, and were encouraged to try new skills using hand tools, power tools and heavy construction equipment.

The NHDOT offered a variety of displays to introduce students to careers in transportation. The Bureau of Environment presented the importance of storm water run-off. The Aeronautics’ display and interactive computer station were used to inform the students about how to be safe when working on construction projects near airports. Engineers presented pre-engineering concepts with hands-on activities, such as a paper bridge building contest and a spaghetti and marshmallow structure contest. Materials and Research offered an opportunity to view samples through a microscope. Computer animations software, electronic presentations, information boards and road signs rounded out the NHDOT presentations.

Overall, the event was a huge success again this year.

Construction Career Days 2012
Kevin Nyhan is the new Administrator of the Bureau of Environment. Kevin has 13+ years of service with the NHDOT, previously serving as an Environmental Manager and briefly as the supervisor of the Bureau’s Project Development Section. He heads up a Bureau that is responsible for managing environmental programs from hazardous materials to historic resources; and the environmental portion of projects. The Concord resident has also been an assistant coach for the Concord High School varsity football team for the last 14 seasons.

Arlene Allen is the new Supervisor for the Environment Section of the Office of Stewardship and Compliance. Arlene is a NHDES Certified Hazardous Waste Coordinator, an Operator A/B for underground storage tanks, and a licensed Certified Wetland Scientist. Before coming to NHDOT in 2009, Arlene served in various capacities at the NH Department of Environmental Services.

Christopher “Kit” Morgan retired on July 31 with 24 years of State service. A former newspaper editor, Kit was hired by the DOT as Administrator of the Public Transportation Bureau and served his entire Department of Transportation career in that capacity in what is now the Rail and Transit Bureau. At a reception in his honor, Kit Morgan was credited by C & J Trailways President Jim Jalbert with being “instrumental in changing the way people look at transit and public transportation” in New Hampshire.

Diane Hartford completed nearly four decades of work for the NHDOT when she retired on July 31 after 39 years of service. Diane worked the last 18 years as an Administrative Assistant in the Commissioner’s Office. She also worked previously in the Bridge Design, Bridge Maintenance, Human Resources and Public Information Bureaus.

Melodie Estoberg is the new Chief of Design Services in the Highway Design Bureau. Melodie most recently served as Public Works Director in Rochester, NH for 12 years, and 3 years as City Engineer. She also worked for the City of Portland Maine in the Planning and Urban Development section and as a Project Engineer for the City Engineering Department.

Shawn Byron has joined the Office of Stewardship and Compliance as a safety/auditor trainer. Shawn will be responsible for safety training for new employees and reviewing NHDOT safety practices in the field. Shawn worked for eight years as a safety manager for a manufacturing company in Belmont. The Loudon resident most recently held a position with Southern New Hampshire Services in Manchester.
Service Awards (4th Quarter)

10 Years:
John Ankenbrock - Commissioner’s Office
Sherry Blanchard - Planning & Community Assistance
Denis Boisvert - Materials & Research
Richard Cahoon - District 6
Christopher Carucci - Highway Design
Del Cass - Bridge Maintenance
Dawn Clough - Turnpikes
Anthony D’Agostino - Turnpikes
Everett Derrington - District 1
Jeannette Graf - Human Resources
John Halbert - Turnpikes
Brian Jackes - District 3
Kevin James - District 1
Marilyn Kenyon - District 2
Steven Paisley - Highway Design
Steven Swana - Highway Design
Robert Yeaton - Turnpikes

20 Years:
Lysa Bennet-Crouch - Highway Design
Christopher Cantara - District 2
Kenneth Crowther - District 1
Glenn Davison - Planning & Community Assistance
Debra Dutra - Turnpikes
Jonathan Hebert - Highway Design
John Kallfelz - District 4
Mark Marshall - Construction/Engineering Audit
David Smith - Turnpikes
Jon Wilkinson - Highway Design

15 Years:
Americo Afonso - Turnpikes
Arvid Bacon - Turnpikes
Robert Bethel - District 4
Shaun Elliott - Turnpikes
John Flanders - District 6
Christian Gilbert - District 1
Robert Panno - District 3
Wendy Sopinsky - Highway Design
Randall Wallace - District 6

25 Years:
Edward Cofferen - District 5
Charles Dusseault - Materials & Research
Anthony King - Highway Design
Laura McCarthy - Traffic
Douglas Rogers - Materials & Research
James Taylor - Planning & Community Assistance

30 Years:
Joseph Burbbee - District 2
Steven Homer - Planning & Community Assistance

40 Years:
Pierre Parenteau - Bridge Design
Personnel Updates

New Hires:
Ronald Beard - Heavy Equipment Mechanic, Mechanical Div-Tw Mtn
Anthony Breault - Hwy Maintainer II, Dist 1, Crew 6
Scott Buchanan - Hwy Maintainer II, Dist 6, Crew 10
Shawn Byron - Program Spc III, Commissioners Office
Roger Caron - Program Spc I, Traffic Administration
Laura Davies - ROW Appraiser IV, ROW
Tony Eldridge - Highway Maintainer II, Dist 3, Crew 5
Melodie Esterberg - Civil Engineer VI, Hwy Design
Michael Hall - Highway Maintainer II, Dist 1, Crew 3
Brian Howard - Auto Service Tech, Mech Div-Concord
Michael Lockard - Hwy Maintainer I, District 6, Crew 4
Kerry Locke - Highway Maintainer II, District 6, Crew 2
Joshua Lord - Hwy Maintainer II, District 1, Crew 3
Christopher Messer - Elect Supervisor II, Mech Div-Concord
Peter Miller - Hwy Equip Mech, Mech Div-Concord
Walter Moody - Hwy Maintainer II, District 2, Crew 10
Jacob Noel - Highway Maintainer I, District 3, Crew 25
Michael Ostertag - Hwy Maintainer II, District 5, Crew 26
Mose Sanville - Hwy Maintainer II, District 2, Crew 24
Ronald Verret - Hwy Maintainer II, District 1, Crew 16
Kevin Wyat - Hwy Maintainer II, District 5, Crew 27
Brian Wyatt - Highway Maintainer I, District 3, Crew 9

Promotions:
Americo Afonso - Maint Mech II, Turnpikes-Hooksett
Nicholas Alexander - Info Tech Mgr II, Planning
Edward Atkins - Asst Highway Patrol Foreman, District 4, Crew 11
Jared Cloutier - Auto Equip Insp, Mech Div-Concord
Troy Comeau - Asst Hwy Patrol Fore, Dist 2, Crew 5
Kevin Conway - Hwy Patrol Foreman, Dist 5, Crew 8
Darin Cummings - Hwy Maintainer III, Dist 3, Crew 24
Patrick Doughty - Engineering Tech IV, Construction
Timothy Dunn - Civil Engineer III, Highway Design
David Faller - Engineering Tech III, Construction
Todd Ferland - Asst Hwy Patrol Fore, Dist 1, Crew 25
Wade Footer - Engineering Technician III, M&R
George Gubitose - Survey Team Tech III, Hwy Design
Dennis Harriman - Maint Mech Foreman, Dist 5, Crew 23
Patrick Holland - Hwy Patrol Foreman, Dist 6, Crew 2
Ashok Kakadia - Civil Engineer IV, Construction
Karla Kemp - Program Spec III, Planning & System Dev
Richard King - Hwy Maintainer III, District 5, Crew 27
Christopher Lanza - Engineering Tech IV, Construction
Gary Mailhot - Engineering Tech III, Material & Research
Brett McCrea - Engineering Technician IV, Hwy Design
Ryan McNamara - Civil Engineer II, Construction
Scott Mills - Engineering Technician III, Construction
Jeremy Minery - Auto Mech, Mechanical Concord
Kevin Nyhan - Administrator III, Environment
Karyn Olson - Accountant III, Finance And Contracts
Erik Paddleford - Engineering Tech V, Railroad
Christine Perron - Environmentalist IV, Environment
James Pierce - Geological Exploration Supt, M&R
Matthew Plantier - Tran Mgmt Comm Spec II, Traffic TMC
Daniel Plourde - Pave Mark Foreman I, Traffic Pave Mark
Richard Radwanski - Principal Engineer, Dist 5, DO 20
John Ross - Warehouse Supervisor, District 1, Crew 22
Suzanne Rude - Financial Analyst, Finance & Contracts
Brian Sousa - Highway Patrol Foreman, Dist 2, Crew 5
Christopher Spingola - Eng Tech IV, Construction
Mark Vaillancourt - Distr Supv Hwy Sign, Traffic Dist Sign Crews
Christopher White - Engineering Tech III, Construction
Joseph Whitten - Hwy Patrol Foreman, Dist 6, Crew 1
William Wood - Hwy Patrol Foreman, District 4, Crew 11

Retirees:
Robert Blake - Asst Hwy Patrol Fore, Dist 5, Crew 15 (19)
Cheryl Brown - Admin Assist I, Finance & Contracts (37)
James Brown - Hwy Patrol Foreman, Dist 6, Crew 2 (30)
Willard Campbell - Admin II, Mech Div-Concord (40)
Diane Hartford - Admin Assist I, Comm Office (28)
Kenneth Louzier - Maint Supervisor, Dist 2, Crew 33 (39)
Christopher Morgan - Administrator III, Railroad (27)
James Schunemann - Hwy Maint II, Dist 5, Crew 28 (24)
Wayne Waterhouse - Hwy Patrol Fore, Dist 6, Crew 1 (42)
By team member Bill Lambert

The route for the “Reach the Beach” running relay race covers just over 200 miles in 24 hours. Runners begin their journey at the Peabody Slopes at Cannon Mountain and generally follow US 3 to Twin Mountain, US 302 through Bartlett, NH 16 to Ossipee, NH 25 to Meredith, US 3 and NH 106 through Laconia to Bedford, then NH 140 to NH 107, NH 28 to Bear Brook State Park, then more or less cross country through Deerfield, Candia, Chester, and Sandown to NH 111, roughly following NH 111 to Hampton Beach. It was several miles shorter last year due to road closures as a result of Tropical Storm Irene.

The temperature to start the race on Friday, September 14 was in the high 70’s with a high sun (we started at 12:00 noon). The NHDOT team, known as the Rockin’ DOTs, finished the first six legs in daylight, with the nighttime gear of reflective vests, red flashing lights, and headlamps required for the 7th through 25th legs.

Susan Soucie (District 3) was the lone runner to hit any adverse weather, running 5 of the 7 miles in the rain from the Epsom Circle to Bear Brook. On that same leg, she had an encounter with a moose that crossed NH 28 just south of the Circle between her and the runner ahead of her.

The relay includes 36 different “legs” ranging from a low of less than three miles to a high of more than nine miles. Each runner is responsible for three legs.

The Rockin’ DOTs team in the “Reach the Beach” race were: (front kneeling): Abby Gosling, Sam Wood, Commissioner Chris Clement. (Standing): Christine Caouette, Dan Caouette (Construction), Mia Daniels-Rhodes (Human Resources), Bill Lambert (Traffic), Kelly Hacking (Human Resources), Nick Goulas (Bridge Design), Doug Gosling (Bridge Maintenance), Mary Gosling, and Susan Soucie (District 3).

We found out last year that counting “road kills” was standard practice for teams. The definition of a road kill is a runner passed during a leg. Van 1 marked the number of road kills with traffic cones painted on the window of the Commissioner’s Suburban.

The Rockin’ DOTs finished the race at Hampton Beach in 26 hours, 34 minutes, and 50 seconds. That was good enough for 66 overall (out of 425 teams, top 16%) and 4th of 117 (top 4%) in the Mixed Open (co-ed) category. Our average pace was 7:51 per mile. The winning team finished in 19:44:59 (averaging 5:50 minutes/mile) and the final team crossed the finish line in 36:24:19 (averaging 10:45 minutes/mile).

As a side note, DRED entered a team, named NH State Park Bloggers, that finished in 26:57:27 and 6th of 117 in our category.
Completely Rebuilding a Road in Less Than Three Months

It took an emergency contract and 11 weeks to rebuild a section of road in the Town of Sullivan that was destroyed by a storm on the night of May 29th. Approximately 7/10’s of a mile of Sullivan Center Road was completely rebuilt by SUR West, Inc. of Winchester, New Hampshire at a project cost of $773,000. The road was reopened to traffic on August 13th.

Highway Design Team Wins 2012 Commissioner’s Cup Golf Tourney

It took a ten under par team score of 62 for a foursome representing Highway Design to end a two year reign by a Bridge Design team in the annual Commissioner’s Cup Golf Tournament. A total of 144 participants on 36 teams took part in the 23rd annual event held at Canterbury Woods Country Club on September 12. Taking top honors for 2012 was the Highway Design Team of (pictured left to right) John Robinson, Bob Davis, Wayne Clifford and John Butler. Three teams tied at nine under, with a deciding tiebreaker placing a Turnpikes team second and a Bridge Design team third.

Cover photo – An aerial view of the new Shaker Bridge over Mascoma Lake in Enfield. Photo by Mike Dugas.