

ON THE MOVE

New Hampshire Department of Transportation Newsletter



Fall 2015

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Editor's Note: Victoria Sheehan was sworn into office by Governor Hassan on October 19th as the 13th person to hold the position as Commissioner of the New Hampshire Department of Transportation. After briefly completing the term held by former Commissioner Chris Clement, Victoria was unanimously confirmed for a four year term on December 2nd. Commissioner Sheehan was asked about her new job in the October 28th edition of the Hippo newspaper.

What plans do you have for the New Hampshire DOT?

I'm very passionate about asset management and performance management and I know that New Hampshire DOT is strong in that area, so I'm looking forward to being part of the team. States are being asked to more clearly articulate what their needs are to keep their assets in a state of good repair and explain in a more clear way for the public what the performance for the infrastructure will be with different types of investments and what the risks are with investing in different assets at different times. New Hampshire has already been working on its transportation asset management plan as part of their 10-year capital planning activities. They already have a robust process for measuring the condition of their assets — their bridges and their pavement — and articulating what projects need to be done and then engaging the public to make sure the other needs beyond the state of the repair are well understood. That's a process that I think works really well in New Hampshire, and I'm looking forward to bringing some of my experience in Massachusetts to bear in terms of ensuring that we can meet those needs of the public.

What did you accomplish while working for the Massachusetts DOT?

I was the program manager for Mass DOT's accelerated bridge program ... which is an eight-year, \$3 billion program that started in 2008. Since I've been program manager, there's been a 23-percent reduction in the number of structurally deficient bridges in Massachusetts, and the program has received a lot of attention for the use of accelerated bridge construction techniques. I've also been involved in asset management and performance management initiatives and I was also the coordinator for the highway division's five-year capital plan.

Where would you prioritize investments in infrastructure?

There's already a draft capital plan that's been created, and there's a series of public meetings being undertaken across New Hampshire. So really, that's the opportunity to hear what's important to the different communities and different regions of the state. It will be perfect timing to take the comments that were provided during those hearings and make sure that we adjust the plan accordingly and are delivering things that are meaningful to the public.

What kind of car do you drive?

I drive a Highlander, a Toyota SUV. But I do own a bike. I'm from Ireland, originally, so I fly home to Ireland, I take the bus down to Boston, on occasion, I take the rail. So, I believe in a transportation network, and making sure that we're offering options to residents and to communities so they can most efficiently get to where they need to be.

Five favorites

Favorite Book: The Woodlanders by Thomas Hardy

Favorite Movie: The Princess Bride

Favorite Music: U2

Favorite Food: Potatoes

Favorite thing about NH: All the trees. There's one leaf for every blade of grass in Ireland.

Pedestrian Trails With and Without Rails

Work has been completed on the final segment of a Rail Trail in Manchester that runs from the Goffstown Town line to the Fisher Cat Stadium. This final segment is only a quarter mile long but is vital because it provides a bicycle/pedestrian bridge over



the Piscataquog River towards Goffstown. This rail trail is approximately 2.2 miles long and will provide non-motorized access to downtown Manchester from Goffstown. The total cost of construction was approximately \$594,000.



And in Tilton and Northfield - a continuation of a Rail With Trail project constructed a few years ago. The new section adds about a quarter mile to the existing trail. The finished trail goes from NH Route 140 in Tilton about 1.2 miles to a point on US Route 3 opposite the Tilton Police Station. The \$217,000 project was funded out of the Transportation Enhancement Program.

New Hampshire Construction Career Days 2015



Several NHDOT employees participated in an event that drew hundreds of New Hampshire high school students to encourage them to consider careers in construction and transportation. "New Hampshire Construction Career Days 2015" at the Hillsborough County 4-H Youth Center in New Boston featured dozens of hands-on opportunities, as well as face to face consultation and advice from those working in a variety of construction-related fields. In the photos, Emily Polychronopoulos (Highway Design) helps students "Protect a Pringle" by building a paper structure to shield the snack chip, while Stephen Lowe from Highway Design's District 4 Survey Crew gives pointers on how survey work is done.



FOR AN OLD CULVERT AT BASS BEACH IN RYE

Editor's note: The following article was written by Brendan Newell, a research and community engagement associate with the Great Bay National Estuarine Research Reserve.



The Bass Beach end of the culvert, draining water from Farragut Marsh onto Bass Beach during low tide.

There is a culvert on the northern end of Bass Beach, in Rye, New Hampshire that has been working hard for as long as Route 1A has existed – over 100 years.

This culvert – a 255' long pipe that is 30" in diameter – carries water under 1A between Farragut marsh and the ocean. Installed to help control flooding, the viability of this scenic stretch of 1A, the ecologically rich marsh, and the handful of homes that border the marsh are closely tied to the performance of this culvert.



Bass Beach and Farragut Marsh (outlined in white), divided by Route 1A. The yellow dots mark the approximate location of the culvert ending, where water flows between the beach and marsh under 1A.

Timothy Mallette, a NH Department of Transportation (NHDOT) Hydraulics Engineer says the culvert at Bass Beach had been “working fine for decades in terms of the expectations of the homeowners and the traveling public,” even surviving big storms like the blizzard of '78.

Decisions about shoreline management– structural and non-structural strategies to protect people, property, natural resources, and infrastructure on and behind the shore – cannot be made in a vacuum.

For example, culverts can allow water, sediment, dead plant matter, fish, and other organisms to flow between water bodies, mimicking natural conditions. This “natural” flow keeps ecosystems - such as salt marshes - healthy, and enables them to respond to environmental changes such as sea level rise.

When a culvert is undersized, it acts as a barrier, restricting flow and the marsh’s ability to adapt, in turn reducing valuable services that they provide to people, such as flood storage, fish nurseries, and erosion control. In many cases, changing the size of a culvert, and thus how water flows, will impact nearby properties.

The NHDOT will soon be giving this old culvert a much needed tune up. This maintenance activity is necessary because of increased clogging over the last few years, which has required the NHDOT to spend time and money clearing the culvert.



Tim Mallette

But one trouble with pipes is, they get clogged. In this case, barnacles grow on the inside of the culvert, increasing the chances that seaweed and other debris that flow back and forth between the marsh and the beach will accumulate and restrict tidal flow. This problem is not new, and the

NHDOT has tried different maintenance approaches over the years to prevent clogging.

As proposed, the new-look culvert will be shortened by 65' on the ocean side, have a new bell shaped inlet on the marsh side, and be lined with material that minimizes the growth of barnacles and other marine life inside the culvert. These changes should mean less accumulation of debris inside the culvert, which will improve tidal flow.

Mallette expects that this maintenance will return the culvert to the previous level of function that provided the necessary flood control for homeowners and road users - but what about the marsh? Mallette says this culvert was built at a time when "societal pressures were different than what they are today," but, "ecological function is now part of the civil engineering conversation." This culvert is "not providing for the natural progression of the salt marsh."

Salt marshes require a particular amount of salt water flooding. This flooding keeps the groundwater salty enough for native plants to thrive and brings with it important sediment that the marsh plants trap in order to build themselves up.

If there is too much water, the rich organic matter in the marsh soil decays quickly, and the marsh starts to break apart. If there is too little salt water, the lower groundwater salinity makes the marsh a prime target for invasive species like Phragmites. Currently the Bass Beach culvert is not allowing enough "natural" flooding to feed a healthy salt marsh.

Marsh restoration is not the purpose of the NHDOT maintenance activity, but there is hope that this relatively low cost adjustment will have some positive impact on Farragut Marsh.

Kevin Lucey, the Restoration Coordinator for the NH Department of Environmental Services (DES) Coastal Program says DES will be monitoring to see how or if the culvert modifications change the marsh.

So how much longer will this rehabilitated culvert last? If conditions remain as they are today Mallette says, "we anticipate it will continue function for maybe another 50 years" but "if sea level rises we could have marine growth in there for a longer period of time, which diminishes the adequate performance life (of the culvert)"

Lucey expects "freshwater will not be sitting on the marsh as long, increasing groundwater salinity, which is less favorable for Phragmites." This is certainly possible with the new headwall configuration.

With sea level expected to rise by as much as two feet by 2050, it remains to be seen how this culvert will handle more tidal flooding. But even if it cannot stand up to rising seas, Mallette still sees great value in what he deems a "resilient maintenance activity" because it can serve as a functioning bypass for water during construction, should a restoration project like the Little River Salt Marsh restoration become necessary.



The ocean side of the Bass Beach culvert completely submerged during high tide.

Resourcefulness Required to Repair Roads Following Alstead Flood



Crews Overcame Overwhelming Task

Editor's note: Heavy rains followed by severe flooding struck the Monadnock Region in October of 2005. Flood damage resulted in 57 miles of state roads being closed on October 9, 2005. Particularly hard hit was the Town of Alstead, where the most severe damage involved the complete destruction of a section of NH Route 123. As part of a half hour special ("Rising Above") marking the 10 year anniversary of the Alstead flood, WMUR TV interviewed some of the NHDOT Construction Bureau employees who were involved in the cleanup, repairs, and long-term reconstruction of the roads and bridges in the region. The story by reporter Andy Hershberger is reprinted with permission.

October marks 10 years since a deadly flood devastated Alstead. One of the most critical projects following the flood was to reopen and repair roads, and that duty fell largely on the New Hampshire Department of Transportation. Their job was to put the roads and bridges back together – a task, at times, that seemed pretty overwhelming.

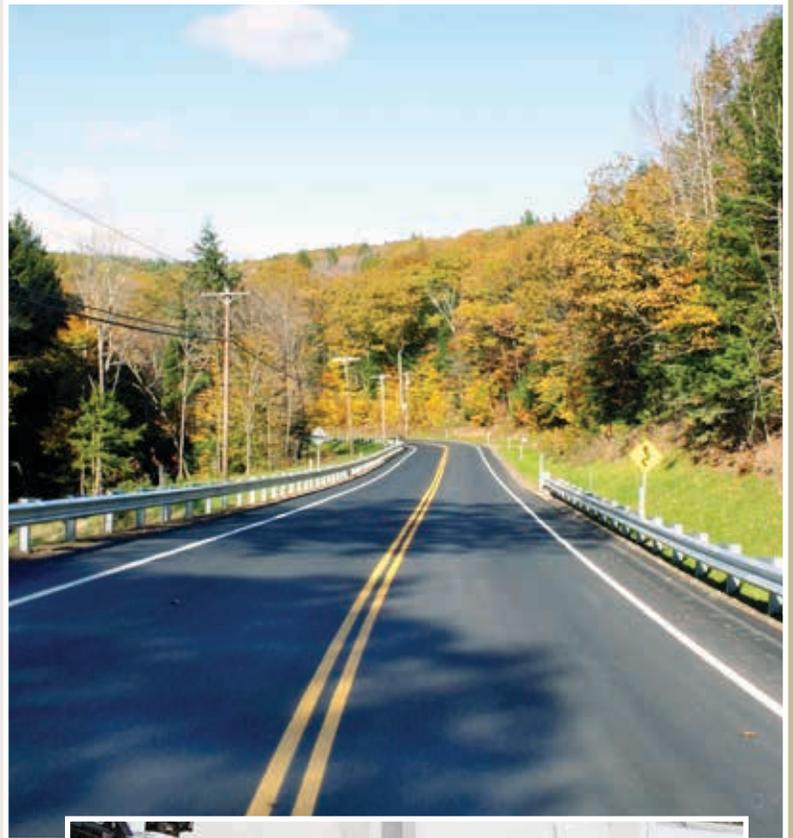
"You know, I think the first thing that comes in is just the displacement," recalled Mark Moran, who works with NHDOT. "Just the displacement of that community was the first thing that just caught my eye."

Moran had seen this type of destruction before. He was in North Carolina for hurricanes Fran and Floyd. But the Alstead flood was different, because it was his responsibility to get traffic moving to an area that needed help.

"When you got out there and you see big sections with no pavement, with nothing to reference, it's definitely overwhelming," Moran said. He spent a week working on Route 9 between Roxbury and Sullivan, then turned his attention to Route 123 and a six mile stretch of road that was virtually destroyed.

The department developed a two-pronged approach where clean up and construction would happen together. Getting rid of the debris relied on a relatively simple approach.

"It was tough. It was tough for the people that were there. You felt bad for the people that were there – the people that live in the community. So as we're doing this cleanup, I'm very cognizant of what they're feeling," Wilson said.



"So we started basically recycling," said Dean Wilson, who was in charge of the cleanup effort. "We found out we had a lot of wood mixed with dirt mixed with tires. We had like 90-something tons of tires that had washed down."

Wood was burned around the clock for three days. Stumps were shaken and the dirt given to local farms who had lost top soil. Every effort was made to get personal items back to their owners.

The initial road work and cleanup lasted months. More permanent fixes to the town and the entire area would take years.



Photos right - Top and bottom - Long term improvements on NH Rte 123 in Alstead. Middle - Dean Wilson (Construction) is interviewed for the WMUR 10 Year Anniversary Special on Alstead Flood.

The Day a *Massive Hole Appeared* on Interstate 93

Repair Effort Reopened Northbound Lanes in Concord in Just 10 Hours



John Sartorelli (Construction) was in “the right place at the right time” to help stop traffic and report the problem.

“I hit it and bottomed out. I knew right away something was bad. I turned on my flashing lights and pulled over to the left and started backing up slowly.”

John Sartorelli immediately knew something was very wrong. The New Hampshire Department of Transportation Construction Bureau employee was heading north on I-93 in Concord when he saw two vehicles in front of him slow down for a huge dip in the highway.

Things quickly went from bad to worse. Sartorelli watched as a few more vehicles, including a motorcycle, crossed the dip before the road suddenly opened up, revealing a massive 25 foot deep hole in a critical Interstate highway.

It was right around noontime on August 19, 2015 and suddenly all of New England wanted to know what was happening on I-93 in New Hampshire’s State Capital.

NHDOT Turnpikes Maintenance Engineer Nasser Yari was a short distance away when he was called to the scene. “I had never seen anything like that. I was kind of shocked at the size of the hole.”

From his experience, Yari knew he had to find the cause of the problem as soon as possible. He climbed down the bank next to the Merrimack River and saw that the hole was over an old brick-lined pipe under I-93. The pipe, still used for drainage by the City of Concord, dated back to the early 1900's.

"I knew right away that was the cause. Material was still coming out of the pipe."

Finding himself as the person on the scene in charge of making decisions, Nasser Yari did not hesitate. He quickly set in motion a series of actions that would lead to assistance from NHDOT maintenance forces, NH State Police, and private contractors to repair and fill the hole and reopen the highway.

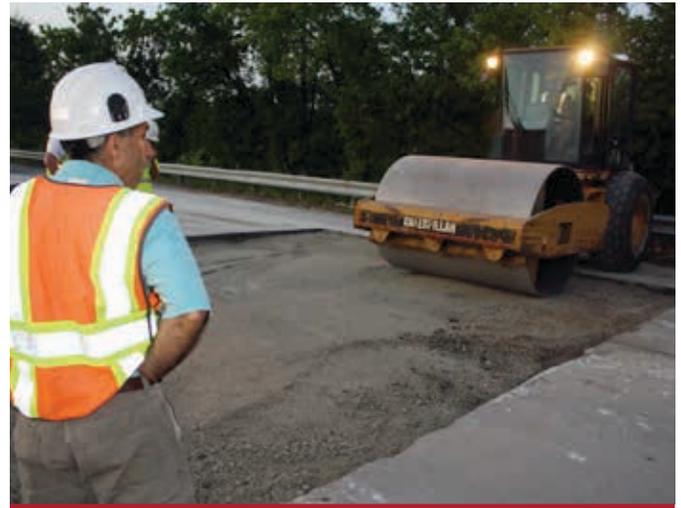
"We didn't have two weeks to properly replace the pipe," Yari says. "We had to get the Interstate reopened as soon and as safely as possible. That meant sealing the pipe with concrete."

Escorted by State Police, Audley Construction quickly brought in heavy equipment and personnel from a nearby work site and went to work. NHDOT dump trucks began rolling in and lining up with fill – it would ultimately take 256 cubic yards of material, or 23 fully loaded 10-wheelers to fill the hole. Continental Paving and Pike Industries also contributed to the repair effort.

With news helicopters from as far away as Boston circling overhead and northbound traffic detoured through the streets of Concord, public and private workers spent the next several hours working side-by-side repairing, filling, compacting and ultimately paving over the area near Exit 14. By 10:30 pm, just over 10 hours after the gaping hole had appeared, I-93 northbound was reopened to traffic.

While widely reported as a "sinkhole," and despite the suddenness of the collapse, the consensus was that the huge cavity that formed was connected to the pipe failure and subsequent erosion, unlike those in Florida marked by dissolving limestone. A heavy rainstorm that passed through Concord the previous night may have been the last straw.

"I expect this may have taken place over a long period of time," said NHDOT Turnpikes Bureau Assistant Administrator David Smith. "We are proactive



Nasser Yari (Turnpikes) oversaw the compaction of the filled I-93 sinkhole shortly before it was repaved.



in assessing drainage as part of our transportation infrastructure. We inspect culverts with maintenance personnel every two to three years."

Subsequent work further sealed the drainage pipe with concrete, as the City of Concord worked to reroute its drainage system. Permanent paving work on that stretch of I-93 was completed on September 19th. The estimated cost of the sinkhole repair to the State was \$95,000.

"It was very fortunate this happened during the day and no one was injured," John Sartorelli recalls. "I was in the right place at the right time. It wasn't anything I planned for."

Traffic is Flowing on *New Transportation Improvement Projects*

The new bridge over the Souhegan River on NH 123/124 in New Ipswich opened to traffic exactly as projected on October 16, 2015. The road had been closed at that location since April 15th. The new single span steel bridge replaces a "Red List" bridge and spans a historic stone arch bridge built in 1820. The final completion date of the \$3.5 million project is June 2016.

The second multi-lane roundabout in New Hampshire fully opened in Lee on October 7th. The \$2.8 million modern roundabout is a traffic safety and capacity improvement that replaces the former traffic circle at the intersection of US Route 4 and NH Route 125.

Motorists are now turning right onto a new southbound Exit 3 off-ramp on the Spaulding Turnpike that opened on October 9th in Newington. The new ramp with a bridge over the turnpike to Woodbury Avenue replaces a left exit that closed on July 7th. It is part of the Spaulding Turnpike improvement project in Newington-Dover.

A \$1.2 million safety improvement project in Pembroke that realigned the intersection of US Route 3, Bow Lane, and Pembroke Hill was completed in September. It included the widening of Route 3, rehabilitating of sidewalks, constructing left turn lanes, and signaling the intersection.



NHDOT People



Eric Bowser (Bridge Maintenance) has marked 30 years of State service with the NHDOT. Eric has been the Superintendent of the Turnpike Bridge Maintenance crew for the past 14 years, and was the foreman of that crew for the previous 10 years.



Richard (Rocket) Thoroughgood has retired after 38 years of service with Bridge Maintenance. Richard spent the last 13 years as the Bridge Construction Superintendent of the Bedford Crew, and also worked for the Allenstown, Chichester and New Hampton crews. According to Administrator Doug Gosling, Richard "has always been known for his "can do" attitude and his experience."



Mike Hazlett (Highway Design) has retired with 38 year of NHDOT service. Mike was a Senior Supervisor in the Final Design Section, and was involved for the past 29 years in the research and design of guardrail. He cited projects on NH 9 in Nelson-Stoddard, I-89 in New London, and I-93 in Lincoln-Franconia as among the most memorable he had worked on.



Linda Cate, Supervisor of Toll Operations, has retired after nearly 25 years of service with DOT and the Bureau of Turnpikes. According to Laura Marriott, "an employee could consider themselves one of the lucky ones to have had Linda as a mentor. She has touched so many lives here at the Bureau of Turnpikes and she will be sorely missed."



Mike Lane, Maintenance Supervisor in District 3, retired on September 30th after 36 years of NHDOT service.



Brenda Ordway (Highway Design) has marked 35 years of state service. Brenda began working for the NHDOT as a clerk stenographer in Right-of-Way. She has been the Administrative Assistant in Highway Design since 1995.



They all work on Survey Teams (Dover, Gilford, and Twin Mountain) out of the Highway Design Bureau. And they all gathered to wish Survey Area Supervisor Dan Mitchell (seated) best wishes upon his retirement after 37 years of survey work for the NHDOT.

NHDOT Awards



Keith Cota Presented National AASHTO Award

NHDOT Chief Project Engineer Keith Cota has been recognized by the American Association of State Highway Officials (AASHTO) for his efforts to improve roadside safety. The "National Award" from the

Subcommittee on Design was presented at the annual AASHTO meeting in Chicago. Assistant Commissioner Bill Cass said Keith is a "recognized national expert" in highway safety initiatives, including guardrail design and performance.



Denise Markow

Administrator of Bureau of Transportation Systems Management and Operations (TSMO), has received a national TSMS "Individual Achievement Award" from the Institute

of Transportation Engineers (ITE). The award was presented at the ITE Annual Meeting in Florida.



State Plow Rally Champs

They are now the State Champs! Following up on their first place finish at the 2015 NHDOT Safety Plow Rally, the District Six team of Brad Bartlett (Assistant Highway Patrol Foreman - Dover 606 Patrol Shed) and Jim Callahan (Highway Maintainer II at Dover #606) won the statewide 'Ken Ward Memorial Snow Plow Rally'. Bartlett and Callahan defeated the Municipal Champion team from the Town of Merrimack in a skills competition.

NHDOT Newsletter Wins National Communications Award

For the second time in five years, the NHDOT's employee newsletter has taken top honors in a national transportation skills contest. The "On The Move" newsletter received a First Place Award for "Best Internal Newsletter" at the 2015 annual meeting of the AASHTO Subcommittee on Communication (Transcomm) on September 15 in Annapolis, Maryland. The NHDOT newsletter was a previous winner in 2011.



The crew members at **Patrol Shed 601** in Milton have been presented the David Bruce Award for 2015. The District 6 Safety award is named in memory of David Bruce, a former NHDOT Assistant Patrol Foreman, "because of his continual focus on safety and interest in the welfare of others." Joseph Whitten is holding the plaque. Behind him from left to right is Kevin Magoon, Nelson Morton, Scott Curtis, Timothy Libby, and District 6 Engineer Brian Schutt.

Service Awards (4th Quarter)

10 Years:

Bonnie Berry - Human Resources
Carol Niewola - Aeronautics
Clayton Smith - District 1, Crew 13
Denise Godbois - Tpk-Merrimack Indust Toll
Diane Johnson - District 2, Crew 20
Douglas Kerr - Tpk-Merrimack Maintenance
Heath Swett - Tpk-Hampton Ramp Toll
Janis Boulanger - Tpk-Hooksett Main Toll
Jerry Bracy - Bridge Maint-Mem Bridge
John Boynton - District 1, Crew 24
Joyce Libbey - Right Of Way
Krista Robichaud - Maintenance
Leonard Pellerin Jr - Tpk-Hampton Main Toll
Linda Labrecque - Tpk-Rochester Toll
Marcel Bilodeau - Tpk-Merrimack Indust Toll
Mark Bolduc - Tpk-Nashua Maintenance
Mark Lyford - Mechanical Div-Concord
Michael Smith Jr - Bridge Design
Randy Linscott - District 3, Crew 44
Steven Chagnon - District 2, Crew 3
Susan Sliwoski - Tpk-Dover Toll
Thomas Porter - Tpk-Nashua Maintenance
William Piper - Bridge Maint-Franklin
William Smith - Bridge Maint-Rumney

15 Years:

Carl Ruel - District 1, Crew 3
Corey St Cyr - District 1, Crew 11
Donald Labelle - Right Of Way
Joseph Hamel - Mechanical Div-Concord
Peter Jaskal - District 5, Crew 28
Raymond Shepardson - District 2, Crew 4
Renee Dupuis - Turnpikes-Hooksett
Ronald Tosh - Tpk-Dover Maintenance

20 Years:

Brian Pike - Fuel Distribution
Brian Sullivan - District 3, Crew 14
John Soper - Highway Design
Margaret Smith - District 5, Crew 11
Sharon Allaire - Planning & System Dev
Shawn Cummings - District 5, Do 20
Theodore Read III - District 1, Crew 12
William Ireland - District 6, Crew 6

25 Years:

Amanda Rae - Turnpikes-Hooksett
John Clarke - Planning & System Dev
Kevin Frew - Mechanical Div-Concord

30 Years:

Christopher Milligan - District 1, Crew 8
David Brown - District 2, Crew 15
Dean Wright - District 6, Crew 6
James Haskins - Bridge Maint-Antrim
Jeffrey Judd - District 1, Crew 24
Loren Butman Jr - Traffic Eng Staff
Maurice Butler - District 4, Crew 8
Richard Boisvert - District 1, Crew 9
Verna White - District 1, Crew 22

35 Years:

Gene Popien - Bridge Maint-Portsmouth
Gerard Gosselin - District 3, Crew 25



John Clarke, a Program Specialist II in the Planning and Community Assistance Bureau, has 25 years of State service with the NHDOT.

Personnel Updates

New Hires:

Adam M. Bennett - Bridge Maint-Twin Mtn
Ronald S. Blasdell - Bridge Maint-Portsmouth
Matthew P. Brule - District 5, Crew 7
Ryan C. Carson - TSMO Dispatch Operations
Sherman R. Coderre - District 1, Crew 3
Gary C. Day - District 6, Crew 12
Michael R. Demers - Bridge Maint-Bedford
Evan M. Driscoll - District 1, Crew 7
Crystal L. Eastman - District 2, Crew 7
David T. Gamache - District 2, Crew 14
Jessie R. Gibbs - District 3, Crew 24
Scott A. Glover - District 6, Crew 9
Andrew J. Huckins - District 3, Crew 25
Daniel T. King li - District 6, Crew 11
Christopher A. Martel - District 6, Crew 10
Robert L. Martel - District 3, Crew 16
Stacy A. McKissick - Mechanical Div-Concord
Chelsea K. Noyes - Bridge Design
Andrew J. Paquette - District 3, Crew 24
Andrew N. Peaslee - District 3, Crew 11
Jonathan P. Pratt - District 4, Crew 11
Joshua M. Roy - District 1, Crew 15
Gary A. Springs - Commissioners Office
Sandt Michener - Federal Compliance

Retirees:

Douglas S. Curtis - Traffic
Thomas L. Moore - Mechanical Services
William L. Real - Materials & Research
Mark W. Richardson - Bridge Design
Laurie J. Bellamy - District 4
Alan D. Hinerth - Construction
Daniel R. Mitchell - Highway Design
Paul F. Spinney - Bridge Maintenance
Sandra A. Parent - Turnpikes
Thomas F. Cleary - Materials & Research
Michael D. Hazlett - Highway Design
Linda I. Cate - Turnpikes
Steven P. Plourde - Mechanical Services
Peggyann C. Goldacker - Turnpikes
Richard J. Thoroughgood - Bridge Maintenance

Over Two Centuries (205 years) of Service Recognized at the Traffic Bureau

Several Bureau of Traffic longevity milestones for 2015, were recognized during the Bureau training day. Left to right: Lee Baronas (Asst. Traffic Engineer); Patrick Sweet, Pavement Marking

Foreman I (20 years); Brian McCrea, Sign Shop Manager (25 years); Peter LaPierre, Pavement Marking Foreman I (5 years); Mary Ann Wells, Executive Secretary (45 years); Jamie Cotnoir, District Foreman, Highway Signs (10 years); Justin Frost, Carriage Operator (5 years); Fred Shepard, Pavement Marking Foreman I (20 years); Camden White, Traffic Signal Technician IV (5 years); Ethan Conrad, Traffic Signal Technician II (5 years); Bill Lambert, Traffic Bureau Administrator. Missing from the photo: Loren Butman, Engineering Technician III (30 years); Bob Hyslop, Heavy Sign Foreman (20 years); and Rob Therrien, Carriage Operator (15 years)



Letters



September 29, 2015

About a year ago I wrote to your department regarding the horrible condition of Little Pond Road here in Sandwich. I never expected the problem to be dealt with on such a swift time table. It seemed as if each week there was another step toward fixing the problem. First your engineers toured the road, then the spray paint showed up, followed by the redoing of the road culverts, then the paving of the road, and finally to gravel to raise the shoulders. Fantastic Job!!!

Each time a crew showed up we went out to talk to them and see if they would answer our questions. Always we were treated well. Even though they had probable been asked the same questions dozens of time, they took the time to politely and completely answer all of ours. Your state and district employees are excellent representatives for the State of NH.

Even though the paving crew was a private contractor, the Pike employees were also polite, professional, and very helpful in keeping our lives as normal as possible. They also deserve praise and thanks for a job well done.

Mike and Dianna Babcock
Center Sandwich, NH

August 20, 2015

I know I speak for several citizens of this great state when I say we are sincerely grateful for the quick & precise repair of that unfortunate sink hole in Concord yesterday. There was much talk about it, of course, and within that talk came the comments of "it's going to take a few days to fix," "traffic will be a mess for a week," yada yada. This morning we awoke to WMUR reporting the DOT worked through the night and was able to repair the road enough to be drivable this morning. WOW! What a good job in coordinating and getting the job done. BRAVO! Thank you DOT from the citizens of NH.

Jonna Allard

July 20, 2015

I am writing to tell you of a very delightful and positive interaction I had with two of your road crew on my recent trip through New Hampshire. I had flown in from Alaska, and was on my way to Vermont, when I pulled off the highway to visit a NH park, that I hoped would have a rest room or outhouse! The drive was far longer than I'd anticipated, so I stopped to ask a road repair crew for directions and distances. They couldn't have been friendlier or more helpful! And it was music to my ears to hear an authentic NH accent again. I think it was Mt. Kearsarge that I drove to, and after making use of the porta potty, continued up the road to the parking lot to enjoy the view. It was there that I ran into Jim and Logan, the road crew fellows I'd met earlier. They were just so friendly, and eager to talk about the beauty of the region. This was a short side trip through New Hampshire for me, but I asked for a contact email so that I could write and tell you what a positive impression of New Hampshire, her people and the NHDOT they made. Please pass my greetings on to them, from the large woman from Alaska with a tiny bladder!

Sue Steinacher - Nome, AK

July 23, 2015

I have wanted to write since last summer and commend the DOT for the wonderful yellow street signs on the state maintained roads. Traveling is so much easier now. It was a great idea and worth the investment. NH should be traveler friendly.

Deborah Chipman

August 22, 2015

I am writing to commend you on the stellar job that is being done on our local secondary roads in Warren, NH. I am a long-time resident, and have been known to complain about the condition of the roads in our area, mainly Rte 118, Warren to Woodstock as I travel that route on a daily basis. I would like to thank you for the recent efforts to upgrade our miles of pavement throughout our small town. I have to say that it is nice to see so much attention being paid to our area given that it isn't very heavily populated.

Susan Randall - Warren, NH

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

Congratulations GSAMA!

The Granite State Airport Management Association (GSAMA) recently sponsored its 1st Golf Tournament! The proceeds will benefit the State's Aeronautical Fund and STEM (Science, Technology, Engineering and Mathematics) education initiatives with an aviation focus. The event was held at the beautiful Laconia Country Club on September 14th and featured a close match between many of the teams.

The 2nd place team representing Leland Aeroservices at Nashua Airport (shown here) was edged out by a team of aviation enthusiasts who formed their own foursome to show support of the cause and enjoy a day out on this immaculate course.



The Commissioner's Cup

A huge crowd of DOT golfers turned out for the 26th battle for the Commissioner's Cup at the Maplewood Country Club in Bethlehem, NH. It was a strikingly sunny September day and many were humbled by the challenging Donald Ross designed course.

The event started with the traditional Stan Lillis Putting Contest which was won by Casey Shingleton. Later on cash prizes were awarded for the longest drive, closest to the pins on the par threes, and a drawing for many cool golf prizes.

In the end the "Hacks", aka, Jason Abdulla, Dick Arcand, Keith Cota and Bob Landry, took home the cup, which is currently on display in the Commissioner's office.



Governor:
Margaret Wood Hassan

Commissioner :
Victoria Sheehan

On the Move Editor:
Bill Boynton

Layout and Design:
L.J. Place



www.nh.gov/dot

Cover photo - NHDOT dump trucks are lined up and ready to provide fill material during the repair work on the large hole that opened up on I-93 in Concord on August 19, 2015. As many as 23 truckloads were needed to fill the massive hole created by the failure of a drainage pipe. The highway was reopened the same day.