We’ve all faced that decision with a personal vehicle that is showing its age. Is it worth it to keep putting money into repairs, or should I be looking at a new car or truck? Which makes more financial sense?

Ideally, vehicles should be replaced when annual operating costs begin to outweigh annual capital costs. That’s true with your personal vehicle as well as the NHDOT’s fleet of more than 1,200 trucks, cars, and heavy equipment. The problem is if a fleet vehicle breaks down DOT people lose efficiency and effectiveness. This is especially true if a crew is waiting for that broken down vehicle!

A 2014 fleet performance audit by the NH Office of Legislative Budget Assistant found that since 2005 the average age of the equipment fleet increased by 1.5 years, while the percentage of equipment “at or beyond the established replacement age increased significantly.” That’s not a good thing. It concluded, “While the DOT’s fleet appeared adequate to fulfill its mission, the main concern expressed by DOT personnel was the reliability of the fleet as it continues to age.”

The aging fleet can be attributed to several years of budget restrictions that have forced the deferred replacement of vehicles. While the NHDOT has determined that an annual investment of $8 million is needed to keep the NHDOT fleet in its current condition, legislatively approved vehicle replacement budgets in the last 13 years have ranged from a low of zero dollars in 2004 to a high of $6.99 million in 2016.

Whether in the public or private sectors, extending or delaying vehicle replacement cycles can mean short term savings, but often leads to greater long-term expenses. Our mechanics at the Mechanical Services Bureau and throughout the Department do amazing work in keeping our trucks and cars on the roads, but aging vehicles make their jobs more difficult and challenging.

By spending more time and money repairing a vehicle than it is worth, you are essentially putting good money after bad – like your own vehicle. In addition to costs, the downsides of holding onto vehicles and heavy equipment too long are many. They include: downtime and lost productivity, unpredictable repairs, lower gas mileage, missed opportunities in reducing emissions as new vehicles and equipment have cleaner burning engines, an increased probability of potential safety issues, low employee morale, and even a poor public image.

From the LBA audit: “As funding to replace vehicles and equipment remained relatively flat…and the fleet continued to age, the DOT faced critical decisions on how to manage its fleet. The budget impacts the DOT’s decisions regarding fleet acquisition, maintenance, and disposal.”

As another budget season approaches, we continue to make the case to our elected officials of the vital need to have a modern fleet of NHDOT vehicles in order to fulfill our essential mission for the citizens of New Hampshire, including plowing the roads in the winter and maintaining our highways and bridges year round. We believe they are listening. This year we were able to invest an additional $2 million in budget savings from a relatively mild winter into fleet upgrades.

The bottom line is that we must reverse this trend. We cannot afford to invest less now and pay more later.
There’s a new retaining wall along NH Route 77 in Weare that should last well into the 22nd century. The wall, which was built in August, replaced a failed retaining wall next to the Piscataquog River that dated back to the 1930’s.

The $120,000 project included a new drainage system and new guardrail and involved contributions from a Bridge Maintenance crew (Allenstown Crew #5) and four District 5 crews (Bow #505, Henniker #504, Derry #528, and Manchester #527).

“We’re taking advantage of the low water to limit the impact to the wetlands,” District 5 Maintenance Supervisor Kevin King told the Union Leader.

The retaining wall was completed and Route 77 was reopened to traffic two days ahead of schedule and just in time for the opening of local schools.
It did its job well for 76 years. The end came for the Sarah Long Bridge on a Sunday morning in August, just a little over two months before the lift bridge’s scheduled permanent closing in November.

A mechanical issue in the south bridge tower was discovered on the morning of August 21. Engineers from NHDOT and MaineDOT, along with movable bridge experts, determined the bridge was not safe for routine operation without complicated and extensive repairs. The estimated cost of repairs was $1,000,000 and would take more than six weeks to complete.

That information led to the joint decision by the NHDOT and MaineDOT to permanently close the bridge to all motor vehicle traffic.

The Long Bridge will continue to remain open for marine traffic on the Piscataqua River. The demolition of the old Long Bridge began in mid-October with the removal of the center liftspan. New Hampshire’s number one “Red Listed” bridge is being replaced by a new Sarah Long Bridge currently under construction. The new bridge is on schedule to open in September 2017.
A culvert replacement project by District 4 crews on County Road in Walpole caught the attention of a nearby resident.

In a letter to the Keene Sentinel, Paul Beliveau wrote “with a house about 100 feet from the bridge, I was treated to greater insight into bridge replacement than I had ever dreamed of having. The team assembled early every morning, worked unceasingly throughout the day, and would often finish late in the evening. In addition to working hard, the team was always polite and professional, which included apologizing for working late. This team deserves praise and I am happy to offer some.”

The late August project replaced a set of failing 30-inch pipes with a new open bottom arch section. According to District 4 Assistant Engineer Kevin Belanger, “The work was done by the 405 crew (Westmoreland) with help from one of our construction foremen, and a few other crews to fill in as required, with trucking and flagging needs. We had a rental excavator and operator from Francestown Sand and Gravel working with us on the project.”
Danielle Goodman has been on the job since April as the NHDOT’s Transportation Control Officer. Her responsibilities include coordinating the Department’s driver qualifications and fleet programs out of the Office of Stewardship and Compliance.

What kind of background experience did you have that led you to this position with the NHDOT?

The two positions that best prepared me for my position at DOT were the Massachusetts Bay Transportation Authority/“T” and the National Guard. While at the “T”, I was involved with compliance and drug free workplace programs. I also served as a contractor for the NH Army National Guard where I taught drug and alcohol prevention, and leadership to soldiers. Another aspect of my position was conducting intake interviews, determining level of care, and referring soldiers to service providers within the community to address their drug and/or alcohol issues.

What are your responsibilities regarding the NHDOT’s drug and alcohol testing program?

I currently serve as the NHDOT’s Designated Employer Representative (DER), which allows me to take immediate action(s) to remove employees from safety-sensitive duties, and to make required decisions in the testing and evaluation processes. I also receive test results and other communications for DOT and follow 49 CFR Part 40, the rule which tells all parties who conduct drug and alcohol tests required by DOT agency regulations how to conduct these tests and what procedures to use.

What do you see as some of the biggest challenges facing those who operate either orange or white vehicles for the NHDOT?

I think the biggest challenge that we face as state vehicle operators are other distracted drivers. Many times, our employees are involved in a motor vehicle accident where the other party was simply distracted in some way. We have operators strike our trailers or other work vehicles properly parked on the side of the highway, and we have drivers try to move around or rush past our vehicles, resulting in severe damage to our fleet. While impaired driving remains a concern in New Hampshire, distracted driving is more concerning to me because a majority of the population participates in this behavior in one way or another. We see it every day – the driver who repeatedly looks down at their phone and up at the red light, waiting for it to turn green; the person who slowly veers into your lane as they reach for something in the front seat; or the person behind you who stops abruptly to avoid your car because they did not notice you were parked at a stop sign. I value the importance of promoting awareness around this issue and encourage everyone at the DOT to take the pledge to not engage in distracted driving. A conscious decision to commit to being more attentive behind the wheel can make a difference. The challenge we face as a Department is educating the general public on our presence around the state and promoting the “Move Over Law.”

What is your role in the event of a motor vehicle incident/crash involving an on-the-job NHDOT employee operating a State vehicle?

First, I try to obtain as much information as possible once we have been made aware that an accident has occurred. Based on the information at hand, I then need to determine if the accident meets the Federal DOT requirements to conduct a drug and alcohol test on the operator. I work with the District or Bureau to ensure all documentation is completed, processed, and distributed to appropriate parties. I also partner with Mechanical Services to define costs associated with each accident, whether we have a vehicle repaired in-house or we have it repaired by an outside vendor. In addition, I compile the information to see what trends may be emerging and make recommendations to mitigate the risk associated with the trend.

What would you like NHDOT employees to know about what you do?

My main objective here at the DOT is to educate and promote awareness about drug and alcohol safety. While much of my work is devoted to Department policies and Federal regulations, a lot of this information can also be transferred home if you are a parent or loved one of someone who might suffer from addiction.
The NHDOT bicycle and pedestrian section has released the “Guide to Promoting Walking and Bicycling Accommodation in New Hampshire”. This guide was developed in conjunction with the NHDOT Bicycle and Pedestrian Transportation Advisory Committee (BPTAC), with RSG as the consultant on the project. The guide is designed to help anyone interested in improving the conditions for bicycling and walking in their communities by providing useful information on how and when to get involved in projects, and the various ways a project can be initiated, planned, and built, as well as reasons why someone should care about bicycling and walking in the first place.

Here’s the link to the guide:

Improving Conditions for Bicycling and Walking

Transportation Enhancements in Portsmouth and Stratham

Portsmouth’s waterfront is now even more attractive for pedestrians. A $489,000 Transportation Enhancement (TE) project constructed the Daniel Street Piscataqua Riverwalk as well as wharf/pier improvements adjacent to the Memorial Bridge.

In Stratham, a $430,000 TE project constructed new sidewalks along busy NH Route 33. The project also reconstructed the walkway to the public library to make it ADA compatible and added a bench and bike rack.
New Loon Mountain Bridge Opens Five Years After Irene

The new bridge is open at Lincoln’s Loon Mountain Road over the Pemigewasset River. The old Loon Mountain Road Bridge was damaged in 2011 by Tropical Storm Irene. A “temporary bridge” over the old bridge has carried traffic since then. The new bridge has scour protection with a deep micropile foundation. The total project cost of $8,186,800 was funded with 75% FEMA, 20% State Aid Bridge, and 5% local funding.
It was on August 28, 2011 that a downgraded hurricane known as Tropical Storm Irene swept through northern New Hampshire. It dumped as much as 13 inches of rain in some areas in a very short time, turning babbling brooks into raging torrents in the White Mountains Region. Many sections of roadway were completely washed away on US 302 in Hart’s Location, NH 112 in Lincoln and Bath, NH 16 in Pinkham Notch and NH 49 in Thornton. District forces and hired contractors worked side-by-side to repair and reopen the roads within a few weeks in time for the fall foliage season. Virtually every NHDOT Bureau contributed to the response and recovery effort.

“This was the DOT’s finest hour,” said the late Executive Councilor Ray Burton at a ceremony recognizing the reopening of the Kancamagus Highway (NH 112).
NHDOT Compliance with the Americans With Disabilities Act (ADA)

The NHDOT's ADA Transition Plan has officially been forwarded to the Federal Highway Administration. The document presents the Department’s plans to make state transportation facilities, including sidewalks, park and rides, curb ramps, and pedestrian signals, accessible for those with disabilities and compliant with Federal law.

Fewer than half of the 50 state DOTs have submitted an ADA Transition Plan to the USDOT.

“This has been a long time coming, but it’s still a living document,” says Jay Ankenbrock, NHDOT Chief of Labor Compliance. “Things will continue to progress.”

NHDOT Title II ADA Coordinator Sandt Michener spent over 16 months documenting transportation facilities for the Transition Plan. This review included:

- 30 Park n Ride/Transportation Centers
- 1,658 crosswalks
- 626 accessible pedestrian signal buttons
- 12 NHDOT facility buildings
- 2,227 curb ramps
- 260 miles of sidewalks

Traffic Bureau Service Awards on “Training Day”

Several Traffic Bureau employees received service awards at the Bureau’s annual “Training Day” on October 14th. Pictured are (left to right): Bill Lambert, Bureau Administrator; Steve Buchanan, Pavement Marking Foreman I (20 years); Mike Brown, Pavement Marking Foreman I (5 years); Lori Lewis, Secretary II (Administrator’s Award for “Going Above and Beyond”); Mike Drotar, Highway Maintainer II (5 years); Rob McCullen, Traffic Signal Technician IV (10 years) and Lee Baronas, Assistant Administrator. Missing from the photo: Jim Edmunds, District Supervisor Highway Signing (Bureau of Traffic longevity award, 29+ years with the Bureau of Traffic).
Awards

Aeronautics Bureau Recognized for Work to Secure Aircraft Rescue Fire Fighting Facility Grant

Firefighters from throughout the New England region will continue to get valuable training at New Hampshire’s Airport Rescue Fire Fighting Facility (ARFF), thanks in large part to work by the NHDOT’s Aeronautics Bureau to secure federal grant money to upgrade the ARFF site in Concord.

U.S. Senator Jeanne Shaheen announced on September 20th that the Federal Aviation Administration (FAA) had awarded a $360,000 grant for the ARFF improvements. Six days later, on September 26th, an “Award of Excellence” from the NH Fire Standards and Training Commission was presented to four NHDOT employees at a ceremony at the Concord City Auditorium.

“Over the last two years, Director Patrick Herlihy, Trish Lambert, Carol Niewola, and Rita Hunt shepherded the Fire Academy through the entire grant process, from navigating through piles of paperwork and the bid process to communicating effectively with the FAA and the NH Congressional Delegation. Despite there being no direct benefit to the Bureau of Aeronautics, they came to the aid of the NH Fire Academy for the sake of helping to ensure that airport firefighters would be able to receive the best training possible.”

The ARFF Facility was constructed by the Bureau of Aeronautics for $8M using state and FAA funding and was opened on May 14, 2002. The significant upgrades in equipment and computer programs are expected to be made at the site in 2017.

Another Award for the Memorial Bridge

Three years after it opened to traffic, the Memorial Bridge in Portsmouth is still garnering awards. The innovative structure that carries US Route 1 over the Piscataqua River to Kittery, Maine recently received a Merit Award “in recognition of outstanding design in structural steel” in the “Moveable Span” category in a national competition held by the National Steel Bridge Alliance.

I-93 Project Wins Outstanding Engineering Award

The NHDOT has been recognized by the New Hampshire Section of the American Society of Civil Engineers (ASCE-NH) as the recipient of the 2016 Outstanding Civil Engineering Achievement Award. The excellence in engineering award was for the “I-93 Exit 3 Construction: Protecting Water Quality with Improved Stormwater Management Methods.”
Bill Oldenburg was recognized for 30 years of State service at the August major staff meeting. The Assistant Director of Project Development has also served as Administrator of the Highway Design and Right-of-Way Bureaus.

State Plow Rally champs! The Turnpikes team of **Peter Miller (left)** and **Steve Hallee**, which won the NHDOT Safety Plow Rally in May, faced off in September against the Municipal Plow Rally winning team from Walpole in a winner-take-all slalom competition and came out on top. Peter works out of the Nashua #815 patrol facility, and Steve is at Hooksett #825.

**Michael Servetas** has returned to the NHDOT as the Department’s Assistant Director of Operations. Mike previously worked in Highway Maintenance and in Highway Design (Final Design) before doing some private engineering work.

**Robert Plaisted** (District 2) retired on September 30 after exactly 20 years of State service with the NHDOT. Robert was District Welder/Mechanic for two decades. He was presented with a custom made clock by the 206 crew in Bristol of New Hampshire Native pine and polished aluminum.

Eight years after taking over as Patrol Foreman for the District 6 Patrol Facility (#605), **Brian Chevalier** retired on October 4th. Brian started with the NHDOT in May of 2007 and was promoted to Patrol Foreman a year later.

Close to 200 years of NHDOT service. Guest retirees who attended the annual Highway Maintenance Bureau barbecue included: (left to right) **Pam Mitchell-D5 District Engineer, Mark Morrill-D3 District Engineer, Bob Lamphier-Electrician Super-Hwy Maint, Doug Graham-D4 District Engineer, Steve Gray-Highway Maint Engineer, Bob Hogan-Highway Maintenance Engineer, and Jim Colburn-Operations Project Manager.**
Service Awards (4th Quarter)

5 Years:
- David D. Gaylord - Plan & Comm Assistance
- Richard L. Gosselin - Turnpikes
- Leon C. Gadwah III - District 5
- Leon C. Gadwah IV - District 5
- Dean A. LaCasse - Bridge Maintenance
- Jeffrey L. Loring - Construction

10 Years:
- Thomas E. Rines - Mechanical Services
- Kyle K. Tie - District 2
- Michael J. Woodman - District 2
- Michael G. Ash - District 2
- John W. Corrigan - Plan & Comm Assistance
- Richard L. Maloney - District 3
- Robert J. McCullen - Traffic
- Daniel J. Pare' - District 4
- L.J. Place - Highway Design
- David M. Tyler - District 2
- David M. Faller - Construction/Engineering Audit

15 Years:
- Douglas J. Potter - Federal Labor Compliance
- Phillip A. Schoenheit - Turnpikes
- Richard E. Smith - District 1
- Raymond A. Castor - District 4
- Patrick M. Doughty - Const/Engineering Audit
- Benjamin R. Gelinas - Mechanical Services
- Michael T. Heath - Materials & Research
- Mark R. Kirouac - Highway Maintenance
- Bruce W. Latuch - District 5
- Timothy C. Parenteau - District 2
- John A. Sargent - Bridge Design
- Gary S. Wallace - Turnpikes

20 Years:
- Dawn M. Pulica - Planning & Community Assistance
- Tobey L. Reynolds - Highway Design
- Louis A. Barker - Rail & Transit
- Michael P. Lavoie - District 6
- Stephen R. Tolbert - District 2

25 Years:
- Paul A. Robichaud - District 4
- Linda A. Smith - Right-Of-Way
- Chris Sullivan - District 6
- Raymond E. Bernier - District 5
- Dennis E. Herrick - Construction/Engineering Audit
- Elaine A. Lapointe - Turnpikes
- John P. Leonard - District 4

30 Years:
- Harry D. Walker - District 5
- Cary B. Wetherbee - District 2
- Kenneth G. Dufour - District 1
- Ronald F. Pierce - District 1
- Russell S. Pilotte - District 1
- Gary S. Biggart - District 1
- Reed M. Deinhardt - Bridge Maintenance
- David A. Frost - District 5
- Darren J. Hubbard - Bridge Maintenance
- Dale S. Huckins - District 3

35 Years:
- Paul A. Robichaud - District 4
- Linda A. Smith - Right-Of-Way
- Chris Sullivan - District 6
- Raymond E. Bernier - District 5
- Dennis E. Herrick - Construction/Engineering Audit
- Elaine A. Lapointe - Turnpikes
- John P. Leonard - District 4

40 Years:
- James J. Amrol - Materials & Research

A different “service award.” Present and former supervisors of Tom Santos were recognized for their support during the utility coordinator’s longtime commitment to the U.S. Army Reserves. Recognized by ESGR (Employer Support of the Guard and Reserve) were (behind Tom left to right) Steven Swana, Chuck Schmidt, Lennart Suther, Bill Oldenburg, and Melodie Esterberg.
Personnel Updates

New Hires:

- Kyle R. Ashe - Material & Research
- Drew J. Bisson - District 5, Crew 14
- Phillip C. Bushey - District 2, Crew 12
- Christopher B. Clark - District 5, Crew 13
- Matthew G. Devellis - Material & Research
- David P. Dumas - District 5, Crew 14
- Kristen M. Ferreira - Maintenance
- Natasha A. Field - Finance And Contracts
- Derek J. Foster - District 5, Crew 11
- Jacob A. Fouts - District 3, Crew 25
- Michael W. Gadbois - Construction
- Kristopher L. Gauvin - District 1, Crew 14
- Michael Gilligan - Plan & Comm Assist
- Jeremy H. Jochums-Chickering - District 4, Crew 7
- Ryan M. Kent - Traffic Signal Crews
- Michael C. Kinson - Construction
- Benjamin L. Lyons - District 6, Crew 9
- Missy A. Medina - District 1, Crew 8
- Vicki Meyer - Plan & Comm Assist
- Corey M. Pinto - Mechanical Div-Concord
- Desislava Z. Pomeroy - District 2, Crew 20
- Nathan R. Poulin - Finance And Contracts
- Joseph H. Prue-Towne - District 1, Crew 14
- John Sandblom - Mechanical Div-Concord
- Brandon W. Smith - District 5, Crew 7
- Jared M. Smith - District 5, Crew 27
- Heidi A. Stortz - Construction
- James J. Sullivan - District 2, Crew 11
- Shawn M. Woods - District 1, Crew 15

Promotions:

- Peter George - Asst Highway Patrol Foreman, District 6
- Donald Doherty - Civil Engineer II, Construction/EngAudit
- William Miller - Highway Patrol Foreman, District 5
- Shari King - Supervisor II, Traffic
- Gayle Case - Toll Attendant II, Turnpikes
- Shawn Chretien - Eng Tech IV, Materials & Research
- Matt LaBrake - Program Spec. 4, Plan & Comm Assist
- Megan Lane - Survey Team Tech III, Highway Design
- Stacy McKissick - Warehouse Supervisor, Turnpikes
- John Moser - Highway Maintainer III, Turnpikes
- David Gaylord - Bus Systems Analyst I, Plan & Comm Assist
- Warren Rooks - Highway Maintainer III, Turnpikes
- Dana Lacasse - Program Specialist IV, TSMO
- Joyce Libbey - Legal Secretary II, Right-Of-Way
- Alicia Jipson - Program Specialist II, Human Resources
- Seth Jubinville - Eng Tech IV, Construction/Eng Audit
- Celeste Soucy - Supervisor IV, Turnpikes
- L Robert Landry - Civil Engineer VII, Bridge Design
- Brad Bartlett - Highway Patrol Foreman, District 6
- Scott Wilkins - Highway Maintainer III, District 3

Retirees:

- Richard Boisvert - District 1 (30)
- Jesse Wheeler - District 4 (30)
- David Cloutier - Highway Design (28)
- Leslie Silver - District 5 (24)
- Ernest Locke - District 1 (20)
- Robert Plaisted - District 2 (20)
- Anthony Rocca - District 5 (16)
- Steven Jeffries - Turnpikes (16)
- Charlotte Plante - Turnpikes (15)
- Dave James - District 4 (14)
- Sue (Gurnee) Porter - Highway Design (10)
- Denise Markow - TSMO (22)
- Brian Chevalier - District 6, (9)
- Michael Buxton - District 5 (30)
- Paul Yeaton - Plan & Comm Assist (30)
August 8, 2016

Just a short message to say great job by the mowing crew on I-93, particularly north of exit 20.

Every morning driving to work I travel from exit 24 to exit 16 here in Concord. The view of the center of the highway is perfectly groomed and is a pleasure to look at on the morning commute. Makes the day start well for me! I am also sure many of our summer guests appreciate seeing a perfectly groomed highway during their travels here. My compliments to the men of the DOT who do this job…

Bob Letourneau

My tire blew out Wednesday afternoon (8/3) driving north on 93 near exit 11. Sean stopped and changed it for me...he was reassuring and so nice about the whole thing (even though my car was frustrating!). Thank you Sean and NH DOT!

Kristen Bannister

August 4, 2016

I am writing to express my appreciation for the efforts of Mr. Eric Healey in providing striping for the Anna Hunt Marsh Bridge linking Hinsdale to Brattleboro, Vt. This bridge is one of the two bridges linking Hinsdale to Brattleboro that are due for replacement in the current ten year plan in 2019. Both bridges are very narrow (20 feet wide) and limited by the side superstructure (11 feet 10 inches high). The Anna Hunt Marsh Bridge has been lacking double yellow lines for a year. When I discovered that a large portion of Route 119 from Rindge to Hinsdale had been repaved, but not lined yet, I contacted Mr. Healey to see if the bridge could be relined at the same time as the rest of Route 119. Mr. Healey was more than amenable to performing this task and through the cooperation of the Hinsdale Police Department and the Brattleboro Police Department this was accomplished at no cost to the state.

I think that Mr. Healey’s efforts demonstrate what can be accomplished when state agencies and local communities work in concert to achieve goals that promote safety and sound highway management.

Rep. Michael Abbott
Hinsdale, NH

August 25, 2016

I have a special thank you for one of your crews. Last week I left my lap-top computer on the hood of my car and left my house! I was so upset as this is my work computer that belongs to the school district where I work. I couldn’t believe what I’d done. Brian Cole and his crew (one other very nice gentleman who’s name I unfortunately did not learn) happened to be mowing Rt. 124 on the stretch near my house when this happened. I did not find the computer in my search, but they did! And they got my it back to me safely through Marlborough PD. Your employees were kind, helpful and really saved me a lot of heartache. I just wanted to pass this along to their supervisor to recognize how great they are! Please let them know their help was so very much appreciated.

Suzanne Breen
Marlborough, NH

Editor’s note: The District 4 mowing crew included Brian Cole (Patrol Section 409 Greenfield), Dave James (PS 411 Marlborough) and Charlie Kingsbury (PS 403 Marlow).
Promoting Careers in Transportation

There’s no better way to see if you like something than to try it out for yourself. That’s the idea behind “Construction Career Days”, which this year attracted more than 1,600 students from over 50 New Hampshire schools to a two day hands-on event in September.

Once again the NHDOT was a sponsor and participant with close to 20 employees giving attendees a range of activities related to potential careers in transportation. Over 70 exhibitors gave students a chance to operate heavy equipment, problem solve, and explore possible career paths.

(photo by Bill Caswell)

The “Hacks” Take Top Honors at 27th Annual Commissioner’s Cup

Don’t let their name fool you. The “Hacks” know their way around a golf course. The team with the unassuming name blew away the competition by shooting a 12 under par score of 60 to win the 27th NHDOT Commissioner’s Cup Golf Tournament. A total of 32 teams competed in the annual event on September 22nd at Lochmere Golf & Country Club in Tilton.

The winning “Hacks” team (pictured) included (left to right) Cindy Brown (formerly Right-of-Way), Bill Oldenburg (Commissioner’s Office), Keith Cota (Highway Design) and Bob Landry (Bridge Design). Cota and Landry also won the event in 2015 on a previous “Hacks” team.

Finishing in second place with a 64 (8 under) was the “Design” team of Bob Davis, Wayne Clifford, John Butler, and John Robinson.

The third place team, “District 9”, which shot a 66 (6 under), consisted of Rich Radwanski, Hiram Morrill, John Kallfelz, and Garry Clifford.

Cover photo -
Bridge Maintenance crew members Michael Domingue, Cody Eastman, and Gregg White prepare forms for pouring the foundation of a new retaining wall at a project on NH Route 77 in Weare.