

ON THE MOVE

New Hampshire Department of Transportation Newsletter



New Hampshire
DOT
Department of Transportation

Fall 2018



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A Memorial to Public Works Employees *Rises at the NHDOT*

Their names will soon be etched in black granite for all to see in perpetuity. They never sought this attention. They were simply public employees working on behalf of the citizens of New Hampshire who lost their lives while doing their jobs.

Danny Carswell (Turnpikes) died in 1977 when he was struck by a car while mowing in the median of the Everett Turnpike.

Robbie Gonyer (District 1) fell from the back of a pickup truck in August of 2004 during patching, ditching, and culvert operations.

Ryan Haynes, a public works employee for the Town of New London, was struck and killed in 2005 while on duty filling pot holes at night.

These are just three names of close to three dozen public works employees dating back to 1893 who went to work one day, and did not go home that night. Their ultimate sacrifice deserves to be remembered, and it will be soon at the site of the New Hampshire Public Works Employee Memorial.

Thanks to the efforts of some dedicated volunteers and generous donations, big and small, construction of the new memorial on the grounds of the New Hampshire Department of Transportation headquarters in Concord began in the summer of 2018, nine years after Governor John Lynch signed a law calling for "a memorial to commemorate New Hampshire public works employees who were killed while performing public works duties on behalf of a municipality, a county, or the state."

The new memorial will honor the winning design submitted by Kelsie Lee, daughter of former New London Public Works Director Richard Lee. Four granite slabs, representing the four seasons in which public works employees do their jobs, will be engraved with names. Nearby, 24 shovels will represent the 24 hours these employees are on-call to go to work.

There is still work to be done to finish the construction of the memorial, and additional funds are needed to make the project complete and to ensure ongoing maintenance.

Financial donations can be made at:
www.gofundme.com/nh-public-works-memorial

When completed, the New Hampshire Public Works Employee Memorial will be a fitting tribute and a venerable place to go to remember those who lost their lives. It would also serve as a reminder to us all of the need to be vigilant in emphasizing safety on the job, making sure all employees return home when their workday is done.



Several employees from District One donated their time to place curbing at the site of the future NH Public Works Employee Memorial

What's a "TyBot" and how can it make bridge building easier?

Robot Used to Tie Rebar:

Automated Technology Comes to I-93 Construction

Editor's note: This is reprinted from "Corridor News," the newsletter that highlights the I-93 improvement project.

The new NH Route 102 Bridge over I-93 that connects Londonderry and Derry at Exit 4 has opened to traffic. This new structure is one of the largest bridges being built as part of the I-93 expansion, measuring over 300 feet long and carrying seven lanes of traffic.

As with all structures built of concrete, the concrete is strengthened with reinforcing steel bar, commonly referred to as "rebar". The rebar is typically placed in a grid pattern prior to the pouring of the concrete, and to make sure the rebar does not move it is tied together at each intersection of the grid pattern. On a bridge like NH Route 102, there are literally thousands of these intersections.

Historically, tying rebar has been a very labor intensive task that required several people to work all day for many days bent over at the waist tying each intersection of rebar by hand. This back breaking work is very repetitive and not the best use of experienced construction workers.

Audley Inc., the contractor building the NH Route 102 Bridge, decided to bring in a solution that gets the job done, while freeing up its labor force to focus their skills on more challenging tasks. The "TyBot", an automated robot, was used to tie the rebar. Suspended over the bridge deck, this robot has sensors that detect an intersection of the rebar, makes a tie and then moves on.

The TyBot took the same amount of time to complete the task as the typical crew would have taken, but the TyBot does not get a sore back or stop for rain — it just keeps going. The operation of the robot is overseen by one person, freeing up a half dozen or more to work on other aspects of the project. This is the first time that TyBot has been used in New England, but based on the success of this project, most likely it will not be the last.



TyBot prepares to work the night shift at the NH 102 bridge replacement project at Exit 4 in Londonderry. (TyBot, LLC photo)

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NHDOT Sponsoring UNH Research on “Vehicle to Infrastructure” Technology



“One of the things that would be huge, is these stoplights are basically communicating “hey, we’re red,” so that the cars knows ‘I need to stop regardless of what the driver is doing,” says Christina Dube, Research Program Manager for UNH’s Connectivity Research Center.

Student researcher Ethan Wamsley showed how the “vehicle to infrastructure” technology works in a demonstration at UNH’s Connectivity Research Center.

With built-in crash avoidance and lane departure technology, new cars are already talking to other cars. A logical next step in the push toward self-driving cars would be vehicles that connect to transportation infrastructure. This “groundbreaking research” is taking place at the University of New Hampshire’s Connectivity Research Center.

Partnering with the NHDOT, the Federal Highway Administration (FHWA), and the City of Dover, UNH researchers are working to test traffic signals that are capable of communicating wirelessly with cars, with the goal of increased safety and mobility.

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The research is in response to a SPaT (Signal Phasing and Timing) challenge by the American Association of State Highway Transportation Officials (AASHTO) to all 50 states to deploy the technology at approximately 20 intersections by 2020. The project is funded through FHWA’s State Transportation Innovation Councils (STIC) annual program for supporting the costs of innovative practices.

The NHDOT and the City of Dover are the first in New England to accept this challenge and actively participate in this initial step as part of the connected vehicle movement.

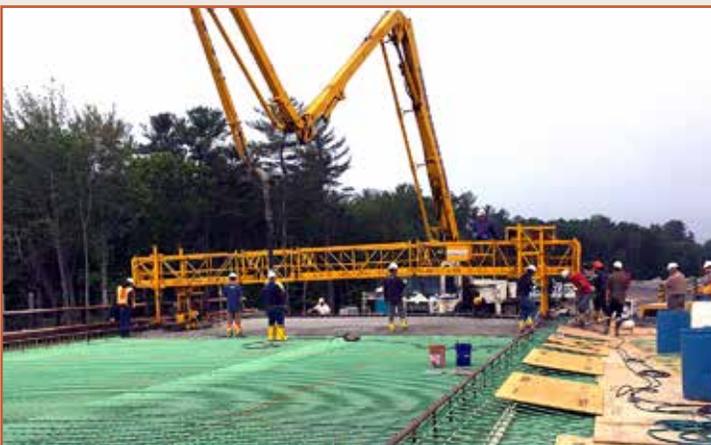
UNH has been lab testing the equipment and communication paths for broadcasting traffic signal information from an intersection through a Roadside Unit (RSU) to a vehicle equipped with an Onboard Unit (OBU). UNH Researchers hosted a demonstration of how the technology works in August, and plan to deploy it at three intersections in Dover this fall. A computer tablet displayed the red, yellow and green transmitted from a nearby mock traffic signal.

“Drivers would be able to have information about the intersection, such as how long the light is going to be a certain color, or what color it’s going to be,” said Ethan Wamsley, a computer engineering student at UNH who is part of the team working on the new technology.

Researchers say in addition to safer intersections with reduced congestion, the “vehicle to infrastructure” technology could lead to fuel savings and environmental benefits.

Spaulding Turnpike

Improvement Project in Dover and Newington



Construction progress continues on the much needed and anticipated widening of the Spaulding Turnpike in Newington and Dover.

It's a location NHDOT Chief Project Manager Keith Cota describes as "a 'choke' point for commuter, commerce, freight transport and recreational access between the seacoast and the State Capital, Lakes and Mountain regions."

The \$200 million project, not including future pedestrian/bicycle access across Little Bay, has involved the construction of a new four lane southbound bridge over Little Bay and the rehabilitation of the existing Little Bay Bridge, and associated roadway expansion. Ultimately, the completed project will carry eight lanes of traffic (four northbound and four southbound) through this busy section of the Spaulding Turnpike.

While projects of this size never proceed fast enough for the traveling public, there's a lot of work associated with this project that's not obvious to those passing by, according to Adam Chestnut, contract administrator for the Construction Bureau.

"The entire footprint of the Spaulding Turnpike between the Little Bay Bridge and Exit 6 is built on a thick layer of very soft marine clay," Adam says. "When we have access to an area for construction, there is extensive work required to improve the ground conditions so that we can build the permanent turnpike through that area. Prescribed waiting periods take place with continuous monitoring to track settlement and stability of the ground. Once we are comfortable moving forward with roadway construction,

we can get that area prepared for permanent traffic. Once traffic is shifted onto a completed section, this gives us access to another area for construction. This process is tedious, and explains why the project is taking so long."

Adding to the construction challenges are the 70,000 vehicles that pass through the work zone every day, up from 30,000 vehicles daily in 1980.

The goal for 2018 is to move northbound traffic onto the permanent northbound lanes of the Spaulding Turnpike. The final completion date of the project is October 2020.



A Challenging Maintenance Project Along the Shore of Newfound Lake

*I*t was a problem area on the northern shore of Newfound Lake that needed to be addressed. The challenge included a failing retaining wall, outdated guardrail, and inadequate drainage for stormwater.

For most of the summer, District 2's #206 crew from Bristol, along with Construction Foremen Walter Moody and Daniel Rondeau, worked on and completed a project on North Shore Road in Hebron.

According to District 2 Maintenance Supervisor Dennis Ford, "The wall was crumbling and stones were falling off, and probably would not have supported new "W" beam rail. Storm water runoff was sheeting over the wall in various places. The old existing 18-inch pipe under North Shore Road had an outlet that was under the fireplace, through a retaining wall, and under the shuffleboard court. This pipe

regularly overtopped during large rain events such as the two experienced last summer."

District 2 Engineers Doug King and Chris Turgeon worked on the design and plans for this improvement project with the Newfound Lakes Region Association, which was successful in securing a grant to help offset costs to the Sleepy Hollow Condo Association for their end of the work.

The repair project included the forming and pouring of a 100-foot long reinforced concrete wall within five feet of a cottage, curb work, upgrades with W beam guardrail replacing old cable rail, and a new 30-inch pipe under the road with a new outlet directly in Newfound Lake. Installation of five sediment retention basins will help ensure storm water runoff quality. "This will help preserve the cleanest lake in NH and one of the cleanest in the US," Dennis Ford says.



A NHDOT Racing Family Spreads the Work Zone Safety Message

A 20 year NHDOT employee has merged his passion for racing with his job at the NHDOT to bring awareness to work zone safety.

When he isn't on the job, Assistant District 6 Engineer Kevin Belanger can often be found at the racetrack, where he and his family compete regularly on the racing circuit as Belanger Motorsports.

This year Kevin is taking his passion for racing and his job at the DOT and merging the two by creating the "GIVE THEM A BRAKE" campaign.



"My job at the DOT requires me to be in work zones or along the side of the road often, and I often find myself saying, SLOW DOWN IT'S NOT A RACETRACK, as vehicles zip on by," says Kevin. "I decided rather than just complain that people drive too fast through work zones, or that there is no advertising about work zone safety trying to get people to slow down, I decided to do something."

Kevin created a website www.givethemabrake.org and he and his drivers, including his son Joel, also produced a 30 second Public Service Announcement (PSA) which is posted on the website to promote highway safety.

"I'd really like to find other racers who would be willing to run the decal on their race car," Kevin says. "I will provide the decal at no charge and help spread the work zone safety message."

Belanger Motorsports drivers Tye Vaillancourt and Joel Belanger urge motorists to slow down in work zones in a public service announcement that's part of a safe driving campaign.

Safe Routes to School Constructed in NH Communities

Construction crews were busy in July and August working on Safe Routes to School (SRTS) projects in four New Hampshire communities. Their efforts will result in new sidewalks, bike lanes, and traffic calming elements in Nashua, Pittsfield, Plaistow and Portsmouth. They range from warning beacons for Birch Hill School in Nashua to on-street bicycle lanes near multiple schools in Portsmouth. New sidewalks will improve pedestrian access to the school complex in Pittsfield. Intersection improvements and traffic calming should make the route to the Pollard School in Plaistow safer and more appealing. Last year, projects were completed in Colebrook, Dublin, Farmington, Henniker, Keene, Lebanon and Littleton. Projects in Nashua and Claremont are expected to complete the program in 2019.



A Tough Summer for New Hampshire Covered Bridges



Three iconic bridges struck six times by vehicles

As if NHDOT Bridge Maintenance crews didn't have enough to do, they were forced to stop their bridge work elsewhere and respond to covered bridge strikes by vehicles multiple times within a few weeks.

Jackson's Honeymoon Covered Bridge was struck twice, the Cornish-Windsor Covered Bridge was struck three times, and the Conway Covered Bridge was struck once in separate incidents. The damages from each vehicle strike ranged from relatively minor to significant. In all six incidents, the Bridge Maintenance crews were able to perform temporary repairs and reopened the bridges to traffics within a very short time. Permanent repairs would come later.

In July, a truck driver using a GPS navigation system drove an oversized box truck through the Cornish-Windsor Covered Bridge from the Vermont side, causing thousands of dollars in damage. Police say the driver was unfamiliar with the area and went through the bridge, which has a posted 9-feet-2-inch (2.8 meter) clearance. The truck hit a number of trusses.

It happened again on August 7th, when a rented box truck struck the bridge entrance on the New Hampshire side, with damage limited to a portal.



On July 23rd a concrete truck plowed into the Honeymoon Covered Bridge in Jackson after ignoring the 3-ton limit sign and struck at least four of the bridge's cross braces.

"There was significant damage to the roof truss members of the bridge." Assistant Commissioner Bill Cass told the Conway Daily Sun.

The bridge was also struck on June 30th on the opposite end by a car. Repairs were made and the bridge reopened July 2nd.

The latest covered bridge hit by trucks involved the Conway Covered Bridge on September 4th, and once again the Cornish-Windsor Bridge on September 12th.

Fixing Bridges Across New Hampshire

There's never a shortage of work for the 12 NHDOT Bridge Maintenance crews that keep New Hampshire bridges open and in good shape for motorists. Here's a sampling of just some of their work this summer.

*Crew 8 (Ossipee):
Jackson –
repairing
damage to the
Honeymoon
Covered Bridge
carrying NH 16A
over the Ellis River*



*Crew 6 (Newfields): Nottingham -
deck work on the NH 152 bridge over
North River prior to District paving*



*Crew 4 (Sunapee): Lempster - emergency repairs of
significant undermining and resultant settlement of the
NH 12 bridge over Cold Brook*

*Crew 11 (Epping): Bedford - repairing pier columns
prior to a project to improve pier protection at the NH
101 westbound ramp over I-293*



*Crew 8
(Ossipee):
Conway - deck
preservation
work on
the NH 16
bridge over
Pequawket
Pond*



I Hear That Train a Comin'



EAST KINGSTON BRIDGE REPLACEMENT WORKED AROUND DOWNEASTER

*I*t was challenging enough that the accelerated bridge replacement project had a 28 day time limit. Added to that was having to be mindful of Amtrak's Downeaster passing through the East Kingston construction site several times a day.

In addition to accommodating high speed trains, the accelerated bridge reconstruction project had two features used for the first time in New Hampshire. The beams were cast in pairs offsite with a section of deck called a prefabricated bridge unit (PBU) and all 12 were placed in one day.

The bridge deck also features ultra-high performance concrete with steel fiber reinforcement. Even with the challenges, the project was completed on time. *(Photo by Jerry Zoller)*

Flash Flooding Damages NH Route 101 in Dublin

District 4 Crews reopened repaired road in 24 hours

*R*esidents in the towns of Dublin, Hancock and Harrisville called it some of the worst flooding they had ever seen.

A thunderstorm dumped five inches of rain on the region on the night of Friday, August 17th. The rapid run-off quickly created flash flooding and washed out sections of several roads, including a stretch of NH Route 101 in Dublin.

District 4 crews quickly went to work, assessing the damage, mobilizing personnel and equipment, and repairing the washouts. The key east-west highway was reopened to traffic on the evening of August 18th.



NH 125 Improvement Project in Plaistow Wins

“America’s Transportation Award”

A project that sought to make a busy section of NH Route 125 in Plaistow safer and “to encourage more “non-motorized” travel to improve quality of life for residents and for local businesses” was named a winner among northeast states.

New Hampshire was one of four states recognized with a first place award in the “Quality of Life/Community Development” category of “America’s Transportation Awards.”



The \$6.9 million project addressed the southernmost segment of NH Route 125, which had been plagued by crashes and traffic congestion. The resurfacing and widening project “also involved complete streets-oriented improvements like Americans with Disabilities Act-compliant sidewalks, widened shoulders, and beautifully landscaped medians.”

The project included numerous innovative and first-in-the-state traffic and environmental solutions, including the U-turn signal faces used at the intersection of NH 125 and Access Drive, and a Corridor-Wide Emergency Spill Response Plan. The end result is a beautiful, safer, and more functional corridor for both motorized and non-motorized travel.

A Dedication Ceremony for the David E. Powelson Memorial Bridge

Many heading for the NHDOT and other State Offices on Hazen Drive in Concord are now passing daily over the “David E. Powelson Memorial Bridge,” which carries NH Route 132/East Side Drive over I-393.



A dedication ceremony for the bridge naming was held July 19th for Powelson family members and co-workers of the longtime NHDOT employee and Chief of the Existing Bridge Section. The ceremony included the unveiling of the sign for the bridge, presenting a framed picture of the bridge to the family, and sharing stories of Dave’s life.

Pictured at the bridge with the posted sign are front row (left-to-right) Colby Powelson (Highway Design), sister-in-law Sarah Powelson, nephew baby Davey Powelson, David’s wife Mary Jo Powelson, and Tabor Powelson. In the back is older brother Nate Powelson.

NHDOT People



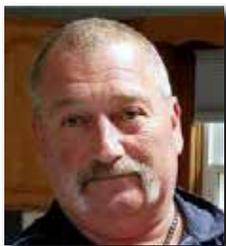
Karen Jennison, Transit Grants Coordinator in the Bureau of Rail & Transit, retired on July 28th after 40+ years with the NHDOT. Karen's career included almost 25 years in the Computer Center

(now OIT), a one-year stint in Internal Audit, and then 15+ years in Rail & Transit. In Rail & Transit, Karen was primarily responsible for federal grant management and state contract preparation.



Doug Potter retired from the Department on August 31st after 17 years with the NHDOT. Doug worked as a compliance officer in the Office of Federal Compliance, auditing

projects that included federal highway funding. He previously had a 21 year career in the U.S. Air Force.



Scott Cloutier (Right-of-Way) passed away September 16th as the result of a truck accident. Scott worked 38+ years for the NHDOT as a Survey Team Technician.



District 4 celebrated the retirement of three employees from the #408 Hancock Patrol on July 30th. Pictured during a lighter moment are:

District Engineer John Kallfelz, Patrol Foreman Paul Robichaud (26 years), Assistant Patrol Foreman Maurice (Mo) Butler (33 years), and Highway Maintainer II Steve Paige (23 years).



David Smith has retired from the NHDOT with 25 years of State service. David most recently served as Assistant Administrator of the Turnpikes Bureau.



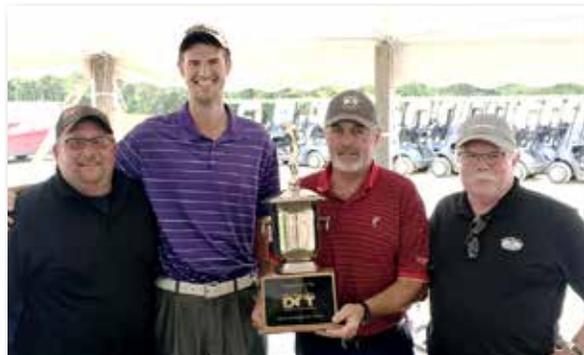
Nasser Yari retired August 31st after 33 years on the job at the NHDOT. Nasser has been a key Turnpikes Bureau employee (Civil Engineer 5/Project Manager) for 13 years, with 20 years in

Construction. He has taken a position as a professor of civil engineering at Wentworth College in Boston. It's been quite a journey for someone who left war-torn Iran for America many years ago.



Krystle Pelham (Materials & Research) was honored with the Medallion Award at the 2018 Highway Geology Symposium in September "for outstanding service to the organization." The NHDOT geologist serves as Vice Chairman

of the Symposium, and "has proven herself to be extremely deserving of our highest honor."



The 2018 Commissioner's Cup golf tournament was won by the team known as 'Mixed Bag.' Topping the field with a ten under par 62 at the 29th annual event played at Loudon Country Club on September 20th were **Todd Webster, Ian Boyko, Skip Derosia and Al Cilley.**

Service Awards (3rd Quarter)

5 Years:

Joseph E. Abell - Turnpikes
Curtis A. Morrill - Highway Design
William H. Jaquith - District 1
Matthew D. Kemp - Traffic
John M. Gitschier - Turnpikes
Susan M. Burns - Construction/Engineering Audit
Melilotus M. Dube - Environment
Pasquale A. Giunta - Traffic
Eric P. Moore - District 1

10 Years:

David H. Smith - Bridge Maintenance
Jason A. Abdulla - Highway Design
Susan G. Royce - Turnpikes
Dennis K. Eastman - District 4
Gregg A. Stockman - Bridge Maintenance
Robert R. Neveu - District 5
William G. Mcgraw - Traffic
Courtney P. Collins - Finance
Kristina L. Montambeault - Materials & Research
Nathan C. Mcgrath - Mechanical Services
John C. Robinson - District 5
Justin K. O'Neil - Bridge Maintenance
Wayne E. St Laurent Sr - District 4
Beth F. Platzner - Turnpikes
Arthur T. White - Traffic
Andre D. Basseur - District 1
Raymond E. Monty Jr - District 2
William A. Rose - Planning & Community Assistance

15 Years:

Kurt A. Melendy - Right-Of-Way
John Halbert - Turnpikes-Bedford TOLL

20 Years:

America Afonso - Turnpikes - Bedford Toll
Harvey J. Levasseur - District 4
Thomas W. Cutter - Highway Design
Jeffrey A. Kibbee - Materials & Research
Allen R. Smith - District 5
Richard L. Robinson Jr - Bridge Maintenance

25 Years:

Daniel C. Afflick - Highway Design
Wendy L. Grygiel - Turnpikes
Matthew B. Courser - Materials & Research
Arthur A. Grenier - District 4
Vincent F. Benincasa - Turnpikes

30 Years:

Kevin M. King - District 5
R T. Bennetter Jr - Right-Of-Way
Richard W. Fenoff - District 1
Joshua Hicks II - Right-Of-Way
Wayne A. England - District 2
Mark A. Brady - District 5
George R. Boewe Jr - District 3
L Robert Landry Jr - Bridge Design

35 Years:

Michael J. Mead - Bridge Maintenance

40 Years:

Walter J. Keuenhoff Jr - Traffic

Personnel Updates

New Hires:

Jonathan W. Whitehead - District 4, Crew 15

Christopher D. White - District 3, Crew 25

Dillon E. Trott - District 3, Crew 25

Tye M. Vaillancourt - District 4, Crew 14

James C. McHale - Highway Design

Matthew A. Emerson - District 1, Crew 14

Jack R. Jones - District 6, Crew 12

Bryce J. Keaton - District 3, Crew 16

Joshua D. Thibodeau - District 3, Crew 13

Patrick R. Colburn - Material & Research

Vishwanathan Raja Gopalan - Traffic Eng Staff

Steven M. Ferguson - Right Of Way

Nathan J. Peck - Traffic Eng Staff

Jay M. Gehrig - Construction

Darren K. Brown - District 4, Crew 4

Lindsay N. Young - Human Resources

Stephen L. Zabel - Construction

Roger M. Bogdahn - District 5, Crew 28

Leonard L. Smith - District 4, Crew 8

Robert J. Lariviere - District 4, Crew 12

Scott A. Lurgio - Right Of Way

Grant E. Haley - District 6, Crew 10

Robert M. Didonato - District 5, Crew 4

Benjamin D. Mailhot - Bridge Maint-Newfields

Paula M. Bennett - Railroad

Robert A. Buckley - District 1, Crew 16

Dawn M. Elliott - Maintenance

Debbie J. Gaudette - District 1, Crew 26

Bruce W. Emmons - District 1, Crew 11

Cody R. Gaynor - District 2, Crew 6

Harold A. Miner - District 5, Crew 3

Jeffrey A. Zedalis - Traffic Pave Marking

David A. Campbell - District 4, Crew 10

Diane M. Rivet - Mechanical Div-Concord

David M. Flynn - Construction

Promotions:

Jonathan Steeves - Highway Patrol Foreman, Turnpikes

Lewis Lamears - Asst Highway Patrol Foreman, District 4

Scott Marshall - Asst Highway Patrol Foreman, District 5

Scott Descheneau - Highway Maintainer III, District 5

Ricky Eldridge - Highway Patrol Foreman, District 3

Keith Madden - Appraiser Supv, Right-Of-Way

Sean Duda - Highway Maintainer III, District 5

Joshua Narrow - Highway Maintainer III, District 1

Dena Rae - Supervisor VI, Right-Of-Way

Tyler Spaulding - Highway Maintainer III, District 1

Daniel Jameson - Highway Maintainer III, District 5

Kevin Russell - Civil Engineer VI, Planning & Community Assistance

Marshall Bennett - Highway Patrol Foreman, District 5

Matt Urban - Coord Environ Impact Eval, Environment

Phillip Schoenheit - Asst Highway Patrol Foreman, District 6

Eric Seamans - Asst Highway Patrol Foreman, District 3

Levi Byers - Civil Engineer IV, Bridge Maintenance

Jason Haines - Highway Maintainer III, District 3

David Fraser - Highway Maintainer III, District 5

David Dostie - Highway Maintainer III, District 5

Mark Taylor - Highway Patrol Foreman, District 4

Kevin Magoon - Highway Patrol Foreman, District 4

William Chick - Highway Maintainer III, District 3

Matthew Leblanc - Welder Mechanic I, Mechanical Services

Steven Lewis - Asst Highway Patrol Foreman, District 3

Lewis Lamears - Asst Highway Patrol Foreman, District 4

Zachary Barton - Asst Highway Patrol Foreman, District 2

Curtis Morrill - Civil Engineer IV, Highway Design

Benjamin Lyons - Highway Maintainer III, District 6

Robert Drown - Asst Highway Patrol Foreman, District 5

Wayne St Laurent - Highway Patrol Foreman, District 4

Retirees:

Karen Jennison - Rail & Transit (40)

Bruce Cooper - Right-Of-Way (35)

Wayne Perkins - District 3 (35)

Nasser Yari - Turnpikes (33)

Maurice Butler - District 4 (32)

George Dionne - District 6 (30)

Larry Wells - District 1 (27)

Paul Robichaud - District 4 (26)

George Lemay - Right-Of-Way (24)

William Wood - District 4 (24)

Stephen Paige - District 4 (22)

John Soper - Highway Design (22)

Paul Wilson - District 4 (19)

Douglas Potter - Commissioner's Office (16)

William Bailey - District 2 (11)

Letters



August 12, 2018

My husband and I drive through Bedford periodically, often enough to watch the progress as you widen very busy Route 101 to accommodate the high volume of traffic. We offer our highest compliments on your management of traffic during construction!!! We avoid rush hour, so cannot comment on that, but for our driving patterns there doesn't seem to be any significant reduction in passage time from Brookline to Manchester. There clearly is a well thought-out plan, superb execution, and excellent communication with the driver as to what to expect and where to go. It is constantly adjusted as construction proceeds and the configuration changes. I cannot imagine it being any better. Amazing! Congratulations, and thank you!

Ann Somers
Brookline, NH

August 14, 2018

I would just like to give a kudos out to the patrolman who was trying to relieve the water on the Everett just north of the tolls in the median at the Jersey barriers. It was around 3:30 during the torrential rain that I was heading south. As I approached the tolls I saw the orange lights on the northbound side and the someone in a rain suit. That's when I also noticed the puddle(pond) in the left lane I was in. So I changed lanes to avoid it. Others in that lane did not and sent the water flying over the barriers onto this patrolman. People need to pay attention to their surroundings, especially during inclement weather. Again, thank you to the patrolman on keeping the roads safe and hopefully you didn't get too wet!

Pam Middleton

August 29, 2018

Thank you to the NHDOT safety patrol for changing my tire this afternoon and to NH State Police for slowing traffic on the Spaulding turnpike in Dover. I pray for safety for all of you! Traffic flew by and I know I couldn't have done it!!

Dover, NH

August 25, 2018

A quick shout out and 👍👍👍👍👍👍 for their great work on the widening of route 101. It's gone smoothly, quickly, traffic moves, and work has been very neat. Nice job ladies and gentlemen!

Tom Boucher



September 16, 2018

As Bartlett residents who use Hurricane Mountain Road on a daily basis, we want to thank you for your efforts in getting road work and paving done to this road. We are sure the guy who has to plow this road will be very happy with the improvements and our cars also appreciate the new smooth road. Thank you for including this road on your list of roads to work on in our area.

Lloyd and Lynn Jones
Bartlett, NH

Editor's Note: This letter was sent to Steve Johnson, Administrator of the Bridge Maintenance Bureau.

September 25, 2018

We, the Jackson Board of Selectmen, would like to thank you for the work that you did repairing the Jackson "Honeymoon" Covered Bridge. The timeliness and attention to detail on this project was beyond expectation. We appreciate your efforts and the efforts from the whole DOT crew.

Richard Bennett, Chairman
John Allen
Bob Thompson

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

Encouraging Careers in Transportation and Construction



It was a record setting year for the 10th annual New Hampshire Construction Career Days, with over 1,400 high school students from across the state attending the two day event in late September.



The NHDOT is an event sponsor and once again was well represented by a number of employees from several Bureaus and Highway Maintenance Districts. The event promotes "career options through hands-on activities in construction and transportation."



Photos by Bill Caswell (Highway Design)

Governor:
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Commissioner:
Victoria Sheehan

On the Move Editor:
Bill Boynton

Layout and Design:
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New Hampshire
DOT
Department of Transportation

www.nh.gov/dot

Cover photo: Sparks were flying as a Pan Am Railways employee cut a rail at a crossing improvement project in Portsmouth. Photo by Stephen Piper (Construction Bureau)