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The collapse of a pedestrian bridge under construction in Miami in March of 2018 was a terrible tragedy that took the lives of six people. Exactly what happened to cause the disaster is still under investigation. The results of that investigation will be vitally important in making sure something like this never happens again.

News reports of the bridge collapse often mentioned that the project had utilized "Accelerated Bridge Construction" (ABC), a technique in which the bridge's main span was assembled next to the highway and lifted into place.

Accelerated Bridge Construction actually involves a wide range of initiatives and techniques, all aimed at shortening the duration of a bridge project. It's all about getting in and getting out as soon as possible, lessening traffic impacts, and making the overall effort safer for everyone, including workers and motorists.

ABC promotes the use of precast and prefabricated bridge elements done under factory conditions to improve quality. Many ABC bridge projects also incorporate enhanced specifications, incentive/disincentive clauses, additional utility controls, and better estimating techniques, all part of expediting the bridge design. Dramatically shortening on-site construction work can significantly reduce traffic control costs while also making for a safer work zone.

I was fortunate to oversee the Accelerated Bridge Program for five years during my time at the Massachusetts Department of Transportation. The ambitious $3 billion program over eight years greatly reduced the number of bridges in need of repair, with projects completed on-time, on-budget, and with minimum disruption to people and commerce.

Perhaps the most memorable (and scrutinized) initiative was the “Fast 14”, in which the superstructure of 14 bridges along the Interstate 93 corridor were replaced over ten weekends during the summer of 2011 using ABC technologies.

Replacing this many bridges on I-93 would normally have taken four construction seasons and extensive traffic control on a major highway that carries over 200,000 vehicles a day. Thanks to extensive planning and advanced work, the 14 bridges were reconstructed during overnight hours on weekends with minimal disruptions to the traveling public.

The New Hampshire DOT began using rapid bridge construction techniques in 2004 with a pilot project in Epping that replaced the Mill Street Bridge over the Lamprey River in just eight days. Other ABC projects have included the I-93 bridge over Loudon Road at Exit 14 in Concord, and a bridge on the Laconia Bypass in Gilford. Several more ABC projects are coming to New Hampshire in the near future, including bridges on Route 16 in Ossipee and US Route 4 over Bunker Creek in Durham.

When the cause of the collapse in Miami is identified, the industry will respond and changes will be made to ensure we prevent similar incidents. But the overall results speak for themselves. Accelerated Bridge Construction is here to stay as part of many transportation agencies’ construction programs. With the growing need to get in, get the work done, and get out, it only makes sense to adopt innovative construction technologies and methods that deliver transportation improvements more quickly while minimizing disruptions to road users and communities.
Three March Nor’easters Pound Route 1A on New Hampshire’s Seacoast

It’s one of New Hampshire’s most scenic and popular roads. NH Route 1A hugs 18 miles of coastline on the Atlantic Ocean from the Massachusetts border to Portsmouth. Along the way are great views, miles of state beaches and rocky coastline, and some high-priced real estate.

For a couple of weeks in March, Route 1A bore the brunt of some pretty harsh weather, taking hits from three nor’easters that brought snow, rain, and high winds. Combined with extreme high tides, the result was flooding, blocked culverts, damaged seawalls, and washed out shoulders.

“A lot of debris on the road from the shale piles in North Hampton and Rye,” said District 6 Engineer Brian Schutt. “Because of storm surges and flooding, our crews were working there for seven high tides in a row, clearing debris from the road and pushing it back up. It was some of the worst damage people living there had seen.”

For the first nor’easter, plows were used to clear debris. The second nor’easter brought up to two feet of snow, and those same plows were used for winter maintenance operations. All District 6 crews in the region were kept busy, using plows, loaders and excavators to clean up the road and reshape the rock piles, which were trying to hold back the ocean.

Nature’s fury also brought unwanted spectators, the curious who came to see what was going on first hand.

Damage to North Hampton State Beach alone was estimated at $250,000. Repairs and cleanup work by State and local crews continued weeks later.

“We had to call State Police to fully close the road because so many people wanted to look at it while we were working to get it cleaned up and reopened,” Brian Schutt said.
Culverts aren’t overly exciting. They generally don’t attract a lot of public attention – until they fail. Then road closures, detours, and sometimes time consuming and costly repairs can garner a lot of scrutiny, often the negative kind.

By current estimates, there are more than 200,000 drainage structures under or along State highways in New Hampshire. These include culverts, catch basins, pipes, inlets, and outlets. All drainage structures are crucial to maintaining the quality and integrity of the State’s highway system.

Getting a handle on where they are, what they are, and what condition they are in is now a major asset management initiative for the New Hampshire Department of Transportation.

“The big risk with culverts is that they’re invisible below the road surface,” says Nick Alexander, who heads up the NHDOT’s Asset Management, Performance & Strategy (AMPS) Office. “It’s a growing infrastructure issue. Everything is aging. Some are very old granite structures - some are metal - some are concrete - just a big mix of materials.”

In January 2017, a NHDOT task force was convened to develop a plan to collect a statewide culvert and closed drainage system (CCDS) inventory. The task force concluded that the inventory should be conducted in two phases:

(1) An initial inventory and inspection program that locates and documents the drainage structures, and determines a simple condition rating (Good, Fair, or Poor).

(2) A detailed inspection program for those drainage structures rated in poor condition, to allow maintenance and/or project development staff to determine corrective actions.

Much of the field work will be done by NHDOT survey crews, who will use tablets to document with photos and the “Statewide Asset Data Exchange System” (SADES) the type, size, construction material, and condition of the various drainage structures.

“Getting a handle on where they are, what they are, and what condition they are in is now a major asset management initiative for the New Hampshire Department of Transportation.”

“It will help identify where the problems are before they become emergencies,” Nick Alexander says. “It will also help identify the funding required to sustain these drainage structures so they don’t become emergencies.”

This spring an initial pilot portion of the project is focusing on a portion of the Turnpike system. Once the pilot is completed, additional survey crews throughout the state will receive SADES training and begin statewide data collection.

Along with the survey crews and AMPS, staff from Planning, Construction, Turnpikes, Highway Design, Bridge Design, Highway Maintenance, and Bridge Maintenance are all involved in the effort. The goal is to complete this pilot program assessment in two and a half years.
The planned reconstruction and widening of the Interstate 89 bridges crossing the Connecticut River in Lebanon, NH – Hartford, VT got some much-needed funding with the announcement that the project will receive a $10 Million grant from the federal Transportation Investment Generating Economic Recovery (TIGER) program. The number 2 and 3 “Red List” priority bridges were built in 1966 and carry more than 30,000 vehicles a day between New Hampshire and Vermont. A $40 Million construction project set to begin in 2019 will replace the deck and superstructure of the two bridges, in addition to repairing and rehabilitating the existing substructures.

Gearing up Bridge Repairs on NH 1A in Hampton-Seabrook

There were no bridge lifts for five weeks at the Hampton River (Neil R. Underwood) Bridge on NH Route 1A in Hampton - Seabrook. Repairs began February 19th on the operating machinery for the drawbridge. The $433,000 bridge repair project involved the removal, repair, and reinstallation of the operating machinery for the drawbridge. The top priority “Red List” Bridge, which was built in 1949, is scheduled for reconstruction in 2023.
NHDOT Contract Administrator
Dan Caouette (Construction Bureau) chronicled the first year of the Stewartstown, NH - Canaan, VT bridge rehab project by taking a photo each work day from the same spot, and showing the time lapse in a video posted to youtube.

The 231-foot long bridge crossing the Connecticut River was built in 1930 and rebuilt in 1971. CPM Constructors, of Freeport, Maine is the contractor for the $4.6 million project, which has a final completion date of October 2018.

www.youtube.com/watch?v=VFBVahJ5CY0
Testing an Intersection Conflict Warning System

The Bureau of Traffic recently installed the major components of an Intersection Conflict Warning System (ICWS) for observation and testing in its parking lot. ICWS is a system tool used to reduce crashes by alerting drivers on a major road of vehicles entering from a minor road in time to avoid a collision. The system could be considered for installation at locations with a history showing crash patterns attributable to roadway geometry, excessive speed, and/or limited sight distance. The ICWS solution includes connectivity back to the NHDOT via wireless communications (cellular modem 4.9 GHz) or via an existing fiber optic network to provide status updates and malfunction alerts. Three systems are planned to be installed on the State roadway system later this year as a pilot study, allowing time for evaluation of the system and development of a warrant-based process for determining if an intersection is a good candidate for an ICWS.

Fundraising Continues
for NH Public Works Employee Memorial

Nine years after a new state law established a committee to oversee the design and construction of a public works employee memorial for employees who died in the course of performing public duties, fundraising efforts are ramping up towards making it a reality. The committee has determined a site, selected a design, and has developed construction plans, but has struggled with the funding. Nearly $25,000 of the $100,000 needed for the project was raised before it stalled. Construction on the memorial on the grounds of the NHDOT headquarters in Concord could begin with $80,000 in the bank.

Dan Brennan, a NHDOT Highway Maintainer in District 5, is the designee to the committee from the State Employees Association. “If you work this job long enough, you’ll have your fair share of close calls. For me, personally, this is for the men and women that weren’t as lucky as me. Their close call ended in tragedy, and their dedication and service to the public should be remembered,” he said.

In an attempt to kick-start the fund raising campaign, the committee is turning to the world of social media where a “Go Fund Me” page has been created (https://www.gofundme.com/nh-public-works-memorial) with a fundraising goal of $40,000.

NHDOT Director of Operations Dave Rodrigue calls the memorial an appropriate way to recognize those who have made the ultimate sacrifice. “The Municipal Public Works and NHDOT employees are often working in close proximity to high speed traffic, sometimes in the worst of weather conditions, and in difficult places with heavy equipment to keep our infrastructure operating safely, efficiently and effectively.”

Tax-deductible donations may also be sent to the Public Works Memorial Fund, c/o Dave Rodrigue, Commissioner’s Office, NH Department of Transportation, PO Box 483, Concord NH 03302-0483.
It was a memorable last day of work for Gene Popien, who retired on March 30th after more than 37 years of service with the NHDOT. The Senior Bridge Construction Superintendent, who was the Portsmouth lift bridge operations manager for many years, had cake with co-workers and was the first person to drive over the newly opened Sarah Long Bridge. That thoughtful gesture to Gene came from Maine DOT Resident Engineer Ron Taylor.

“We’re excited to have all three bridges fully operational, and I think the communities on both sides are excited to have full access back again,” Bill Cass said.

“It was a “Good Friday” to open the newest bridge to connect New Hampshire to Maine, and Maine to the rest of the nation on Easter weekend.

With little fanfare, the new Sarah Mildred Long Bridge carrying the Route 1 Bypass over the Piscataqua River to Kittery was quietly opened to traffic on the afternoon of March 30th, a year and a half after its 75-year old predecessor was closed to traffic in August of 2016. A community event to formally celebrate the bridge opening is slated for early June 2018.

The new $165 million lift bridge, jointly owned by the States of New Hampshire and Maine, was constructed as a precast segmental concrete bridge with a deck that will lift for ships and lower for the rail. The higher elevation of the bridge reduces the need to lift the deck for boat traffic by 68%, which minimizes traffic impacts. The navigational opening is wider, which better accommodates larger ships.
With over 20 years of experience, NHDOT bridge lift operator Linda Ferguson (Bridge Maintenance) has worked at the old and new Sarah Long Bridges, as well as the Memorial Bridge in Portsmouth. “Besides the people, the views, working with the boaters, it’s just been a really great job,” Linda says. She is looking forward to working with the latest in lift bridge technology on the new Sarah Long Bridge. “It’s a lot different than the old (Long) bridge. This is so much easier. It’s real smooth opening up and down. There are a lot more safety features.” Linda has also noticed another change – “It’s even more windy on this new bridge, because we are up higher.”

A $25 million TIGER (Transportation Investment Generating Economic Recovery) Grant was awarded to Maine and New Hampshire for the rail portion of the bridge which will serve the Portsmouth Naval Shipyard.

“The Sarah Mildred Long Bridge project is a great example of how various entities can work together to create a safe, modern and technologically advanced bridge,” said MaineDOT Chief Engineer Joyce Taylor. “This iconic bridge will serve as a gateway for generations to come.”

Motorists traveling in the seacoast region once again have a third option to cross the river, which should ease traffic on the Interstate 95 and the Memorial bridges. NHDOT Assistant Commissioner Bill Cass expects the new Long Bridge to serve up to 14,000 vehicles a day.

“We’re excited to have all three bridges fully operational, and I think the communities on both sides are excited to have full access back again,” Cass said.
There are a lot of engineers working at the NHDOT who call the University of New Hampshire their alma mater. And if you studied Civil Engineering at UNH at any time during the last 40 years, the chances are very good you had Charles Goodspeed as a professor.

NHDOT Alumni wanted to show appreciation at Charlie Goodspeed’s retirement recognition at the UNH Alumni Conference Dinner on April 5th. He was presented with a large framed photo of the Mill Street Bridge over the Lamprey River in Epping. Professor Goodspeed was instrumental in the 2005 pilot project in which rapid bridge construction techniques were used for the first time in New Hampshire to construct a bridge in just eight days.

A closer look at the photo reveals a mosaic with head shots of more than 100 UNH civil engineering alumni who have worked for the New Hampshire Department of Transportation. Glenn Davison (Planning & Community Assistance) coordinated the mosaic photo project/gift.

Salem Extends its Rail Trail

The Town of Salem completed a section of rail trail in the fall of 2017 from the Windham town line to the intersection of Old Rockingham Road and NH Route 28. The total length is about 1.6 miles, paid for with $1.2 million from federal Transportation Enhancement (TE) funds. One interesting feature on the project is an existing cattle pass under the railroad that was left in place. It has filled in a lot, or else cattle in New Hampshire were once very short. Photo by Tom Jameson (Planning & Community Assistance Bureau)
From the District 4 Highway Maintenance Office in Swanzey - “Mrs. Fiorillo, a Pre-School teacher from Mt. Caesar Elementary School in Swanzey, stopped by and dropped off “Thank You’s” her students made. They wanted to thank the DOT for keeping the roads safe.”

Cloudy with a 70% chance of cotton

The “Old Man” returns...in tack coat emulsion

The chemical testing lab at the NHDOT’s Materials and Research Bureau has produced a reproduction of the dearly departed “Old Man of the Mountain” using tack coat emulsion, PG asphalt binder, white and yellow traffic paint, cold weather traffic paint, green bridge paint, and fine aggregate (all materials that they commonly test). The picture is now on display in the chemical lab. The “great stone face” first noticed in 1805 some 1,200 feet above Profile Lake in Franconia Notch collapsed 15 years ago in the early morning hours of May 3, 2003.
NHDOT People

Cindi Poole, a Right of Way Agent III for Property Management in the Right-of-Way Bureau, has retired with almost 35 years of State service.

Mark Carlson, Traffic Design Engineer in the Traffic Bureau, retired on April 26th with nearly 40 years of State service.

Doug Gosling, Administrator of the Bridge Maintenance Bureau, retired from the NHDOT on April 30th with 34 years of State service.

District 3 Maintenance Supervisor Todd Nason was recognized for 25 years of service at the District Safety Day.

Bernie Huber (Turnpikes) was recognized for 30 years of State service at the April major staff meeting. Bernie is the Assistant Patrol Foreman at the Hooksett Patrol Facility.

Commissioner Victoria Sheehan presented a 40-year longevity award to Richard Atwood at District 3’s annual Safety Day. Richard has worked his entire career in the 305 Moultonborough patrol section.

Jan and I wish to express our heartfelt gratitude for the many acts of kindness and words of comfort following the death of our son Jack on February 11th. Jack was born the same week that I was hired 25 1/2 years ago, so many of you have seen him grow up, heard the stories and met him at various functions such as the plow rallies and holiday parties. We so appreciate all of the support from our DOT family during this very difficult time and we thank you for your friendship.

Jan & John Rice, Mechanical Services

The Materials and Research Bureau’s class photo for 2018.
Service Awards (1st Quarter)

10 Years:
Emilia A. Porter - Turnpikes
Stephen G. LaBonte - Right-Of-Way
Curtis A. Miner - District 6
Russell A. St Pierre - Commissioner's Office
Joseph R. Dussault - Turnpikes
Margarete A. Baldwin - Highway Design
Kathleen S. Corliss - Highway Design
Carolyn J. McDermott - Turnpikes
Bradley E. Lord - Turnpikes
William F. O'Donnell - District 5
Anthony V. Paveglio - District 5
Christopher J. Garland - District 4
Alissa M. Vos - District 5

15 Years:
Brian J. Sousa - District 2
John G. Woodward - Materials & Research
Nathan D. Young - District 6
John R. Sartorelli - Construction/Engineering Audit
Raymond R. Beaudoin - District 5
Louis G. Albert - Bridge Maintenance
David C. McLam - District 2
Jack C. Tyrrell - District 1

20 Years:
Stephen W. Debow - District 3
Peter D. Crouch - Traffic
Charles R. Willeke - Planning & Community Assistance
Brian T. Schutt - District 6
Scott M. Provencher - Turnpikes
Edward A. Nichols - District 6
Andrew S. Brundle - District 1
William J. Dusavitch - Mechanical Services
Adam P. Shackford - District 3
Rachel C. Perkins - Turnpikes
Kevin R. Lapointe - Construction/Engineering Audit
Wendy A. Johnson - Highway Design
Jay J. Nevin - Bridge Maintenance
Larry E. Myers - Traffic
Eric S. Healey - Traffic
Seth R. Beane - Bridge Maintenance

25 Years:
Scott T. Foster - District 5
William R. Lambert - Traffic
Norman Howcroft - District 6
Richard R. Gagnon - Mechanical Services
Ronald E. Woods - Right-Of-Way
Douglas W. Hinton - Traffic
Edward L. Godfrey - District 5

30 Years:
William N. Smith Jr - District 6
Eric D. Milliken - Highway Design
Jamie C. Gooden - District 1
Ralph W. Sanders - District 6
Marc G. Laurin - Environment
Douglas R. King - District 2
Daniel J. Riordon - Mechanical Services
John W. Corcoran Jr - Turnpikes
Mark A. Huntoon - Bridge Design
Kenneth R. Fogg II - District 3
David L. Scott - Bridge Design
Andrew C. Nichols - Right-Of-Way
Bernd S. Huber - Turnpikes

35 Years:
Kevin P. Prince - Materials & Research
Arthur F. Eaton - District 6

40 Years:
Keith A. Cota - Highway Design
Karen J. Jennison - Rail & Transit
Personnel Updates

New Hires:
Mathew R. Arbo-Watson - District 2, Crew 10
Paul F. Coddington - Right Of Way
Karen J. Donaldson - Finance And Contracts
Elizabeth D. Godin - District 2, Crew 7
Katherine A. Schmitt - Aeronautics
Javier Martinez - District 6, Crew 11
Bill R. Milburn - District 6, Crew 11
Dillon C. Lowe - District 1, Crew 6
Andrew C. Arseneau - District 4, Crew 4
Brent R. Medas - District 3, Crew 9
Robert J. Boynton - District 5, Crew 26
Timothy J. Johnston - Bridge Maint-Twin Mtn
Silance G. Steady - District 1, Crew 9
Ryan E. Andersen - Construction
Charles T. Walker - District 1, Crew 14
Larisa Djuvelek-Ruggiero - Commissioners Office
Kayla A. Scaldini - Right Of Way
David A. Cloutier - District 4, Crew 13
Nikole R. Twombly - Commissioners Office
Arron F. Lavio - District 3, Crew 12
Harvey G. Stinson - Bridge Maint-Twin Mtn
Wesley J. Herlihy - Mechanical Div-No Hampton
Samuel E. Tower - District 5, Crew 9
Nathaniel R. Newton - District 5, Crew 13
John F. Menz - Bridge Maint-Newfields
Justin D. Merwin - District 5, Crew 25
Travis E. Spencer - District 1, Crew 13
Kenneth A. Emerson - Bridge Maint-Ossipee
Benjamin T. Nickerson - Bridge Maint-Portsmouth
Lionel Rodriguez - District 1, Crew 26
Mitchell W. Ashby - Bridge Maint-Rumney
Sabrina L. Ayton - District 1, Crew 22
Reynold A. Difilippo - District 6, Crew 11
Kimberly M. Cochrane - Tpk-Hampton Main Toll
Kimberly A. Deblois - District 1, Crew 26
Sarah E. Large - Environment
Jason B. Pohopek - Right Of Way
Cheryl L. Roach - Tpk-Dover Toll
Wanda L. White - Turnpikes-Hooksett
William M. Willis - Commissioners Office
David W. Ruppel - District 1, Crew 9
Ryan Nickerson - Construction
Phyllis Jouvloopas - Construction
Jarret Hansen - Construction

Promotions:
Warren Merrill - Asst Highway Patrol Foreman, District 3
Katherine White - Accountant III, Finance
Jesse Horne - Highway Maintainer III, District 2
Robert Drown - Highway Maintainer III, District 5
Brian Cole - Asst Highway Patrol Foreman, District 5
Danielle Goodman - Program Specialist IV, Rail & Transit
Christopher Davis - Highway Maintainer III, District 5
Dana Lacasse - Civil Engineer IV, Turnpikes
Christopher Valliere - Highway Maintainer III, District 1
Robert Lambert - Asst Highway Patrol Foreman, District 5
Cassandra Burns - Civil Engineer IV, Highway Design
Geoff Davis - Highway Maintainer III, District 4
Joseph Bolduc - Bridge Maintainer II, Bridge Maintenance
Dennis Eastman - Asst Highway Patrol Foreman, District 4
Adam Dunning - Asst Highway Patrol Foreman, District 4
Krista Robichauch - Prgrm Specialist II, Human Resources
Charles Willeke - Principal Engineer, Plan & Comm Assist
Lisa Cummings - Business Systems Analyst I, Turnpikes
Keith Waite - Construction Foreman, District 6
Jeffrey Kelm - Highway Maintainer III, Turnpikes
Colleen White - Engineering Tech IV, Highway Design
Michael Smith - Eng Tech V, Construction/Eng Audit
Joseph Abell - Hwy Maintainer III, Turnpikes
Daniel John - Engineering Tech V, Materials & Research
Kirk Mudgett - Civil Engineer VI, Highway Design
Stephanie Micucci - Civil Engineer V, Highway Design
Shannon Skidmore - Brdg Maint III, Brdg Maintenance
Patrick Doughty - Eng Tech V, Construction/Eng Audit
Lucas Siik - Civil Engineer II, TSMO

Retirees:
James Amrol - Materials & Research (41)
James Kirouac - Highway Design (37)
David Merrill - Construction/Engineering Audit (37)
Gene Popien - Bridge Maintenance (37)
Cynthia Poole - Right-Of-Way (34)
Peter Marshall - Construction/Engineering Audit (34)
Raymond Ellis - District 6 (33)
Kevin Flanagan - District 4 (30)
Craig Cleveland - Materials & Research (30)
Thomas Parker - District 1 (18)
Susan Sliwoski - Turnpikes (12)
Timothy Guilmette - District 1 (10)
January 13, 2018
I just want to thank DOT District 4 in Swanzey, NH. I was flooded on Quimby Road in Rindge. We called around 2:30 in the morning. Someone arrived in an hour, plus we saw a follow-up today to make sure the flood water went down. Again thank you – it’s a blessing to know we can count on you.
Lisa Trautwein
Ringe, NH

Editor’s note: The below letter was sent to District 5 Highway Maintenance Engineer Rich Radwanski.

January 18, 2018
The Town of New Boston was impacted by flooding last Sunday as a result of the ice jams in the Piscataquog River along Route 13. I contacted District 5 and Geoffrey Peirce responded out to the scene and immediately had his crew implement the necessary traffic control to all traffic. Around 3:00 pm, the jam broke up and Geoff and his crew were back to push the ice chunks off the road, treat the slippery surfaces, and get the road open again. The reason for this letter is to express my sincere appreciation for the excellent job done by Geoff and his crew. From the response time, to the team approach in dealing with this problem, they were fantastic. Thank you for having such professional, capable staff in our area.
Dan MacDonald
New Boston Fire Chief

On 2/4/2018, Cornish Rescue Squad, Plainfield and Meriden Fire, and Lebanon Fire & Rescue, responded to a 3 car motor vehicle crash on NH Route 120. The roads were just icing up. Shortly after arrival, a NH State DOT truck showed up to salt the roads so vehicles could be removed and workers could be safe. These men and women are out at all times helping to keep our roads safe for travel. While others watched the Super Bowl, these DOT workers and highway crews were plowing and salting. Christmas Day too! Their service is valuable and can be lifesaving.
Dale Lawrence
Cornish, NH Rescue

January 5, 2018
Some time ago, I had contacted you regarding what I felt was substandard winter maintenance of Halls Brook Rd and No. Groton Rd in Groton/Rumney area. As a resident of Groton and living on No. Groton Rd, I appreciate the fact that you took the time to review my complaints and address them. Over the past two winters Groton residents that I have spoken with have seen a markedly different level of maintenance to Halls Brook Rd and North Groton Rd. The roads have been exceptionally maintained, including appropriate treatment as needed and well scheduled “winging back” of the snow banks. I am not sure who the contractor is, but he has done, and is doing, an excellent job. He is clearly experienced and takes a lot pride in his work. Of course our local State shed has also has been a large part of this effort and always does a great job. Please thank the contractor and Brian (Sousa?) and his staff for keeping these remote and difficult roads safe and accessible through these recent high volume storms both past and present.
Respectfully,
Frank Harris
NH State Police

February 8, 2018
It is with great pleasure that I want to recognize Truck # H350 on 12/31/2017. The gentleman assisted us on the coldest day of the winter when our vehicle needed to be towed to our home in RI. As a retired policeman, I know the dangers of highway traffic and the incidents that occur. Chris’ personality and dedication was far beyond my expectations, he really represents your department well. I could go on with many more glowing remarks but you probably know how good he is. Thank You for keeping us safe.
Marc J. Baillargeon
North Smithfield, RI

Letters continued on back page
March 15, 2018

I would like to share with you some good workmanship I observed this morning. After I finished plowing the Partridge Lake Bus Route, I got behind the D.O.T. Plow Driver that handles the Rt 18 St. Johnsbury Road route. He had his wing plow in the lowered position, and was clearing the shoulder of the road. His speed was perfect, and he was using proper or best practices. As he approached the bus stop near Jess and Scott Daine’s Honda Shop, a child wandered away from a parent that was accompanying the students that were waiting for the bus. Before the parent could react, the child wandered very close to the edge of the roadway- harm’s way. Because the driver of the D.O.T. vehicle was utilizing best practices, he did not have to brake excessively and possibly skid, nor did he have to swerve or turn aggressively during the commute hour. Great work!

I believe that February and March are “complacency months” for all of us who work removing snow. No worries there with that driver!

Joe DePalma
Littleton Director of Public Works

March 21, 2018

To NHDOT District 6:

Yesterday afternoon Holly Fent and I had traveled from the Portland, Maine area to visit a lady off Route 125 in Milton. We left Milton early afternoon, and when we got to Buxton, Maine we discovered Holly’s handbag was not in the car. We called the lady to see if it had been left there. We turned around and headed back to NH. In the meantime, Holly checked messages on her land line back in Portland. There was a message from (Patrol Foreman) Joe Whitten at the maintenance garage in Milton (#601). Joe and Tim Libby had seen the handbag in the driving lane of Route 125 with vehicles driving right over it! (They) turned around and picked it (up). Joe found Holly’s home phone # and left a message. Joe and his wife met us (at a parking lot) in Acton, Maine. Holly has her new birthday handbag back and is ever so grateful to Joe Whitten for being so kind.

Holly Fent and Anne Dunbar
Portland, Maine

February 2, 2018

I wanted to take a minute and say how amazing crew 413 (Rindge) is; they work so hard and for long periods of time to keep the community safe. They never seem to get the recognition for all the good that they do. No one sees how long they are actually plowing for because while every normal person is sleeping or spending time with their loved ones, the DOT crews are out plowing, sanding or salting for countless hours. Crew 413 works hard day in and day out because they actually care. What a great group of people serving our community. It’s very nice and relieving to know that when I leave for work even in a snow storm, I will be safe because of how well they take care of their section of roads. All their hard work and dedication pays off and keeps us safe. Thank you to 413 - you guys are the best.

Stephanie Smith