

# ON THE MOVE

New Hampshire Department of Transportation Newsletter



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Exit 3 Southbound Off-Ramp at I-93 in Windham

**SPRING 2010**

## Commissioner's Corner by George N. Campbell, Jr.

### In both transportation and Wellness – every day counts!

The NHDOT's workforce just shrunk by more than 2,000 pounds, and that's a good thing. The recently completed "Lose to Win" weight loss competition is just one of the many ongoing wellness initiatives at this agency aimed at promoting healthier lifestyles and thus happier and more productive employees. About 150 DOT employees took part in the three-month challenge. Another 200 are being recruited to participate in the 5K "Rock 'N Race for Cancer in Concord on May 19.

Wellness is not a fad. Wellness – acting to take care of our health, not reacting to disease and sickness, is the right path for the NHDOT. The positive response of so many DOT employees to participate is encouraging. We need each other to achieve the success hoped for by ourselves, our families and our co-workers.

As the nation moves towards landmark health care reform, private companies and government at all levels need to look at how to support healthy lifestyles for their employees, committing not only for controlling health care costs, but also even more importantly for the overall benefit of the people who work for them.

The benefits of being physically active are many – controlling your weight, reducing the risk of heart disease and diabetes, strengthening bones and muscles, improving your mood and mental health, improve your ability to do daily activities, and increasing your chances of living longer, to name a few.

Over the past two years this agency has ramped up its efforts to achieve better health for all of our employees. We continue to make great strides in reducing injuries in our workforce.

We have the only full-time Wellness Coordinator in New Hampshire state government. There is the NHDOT Wellness Committee, ongoing outreach to our Highway Maintenance Districts, and "Wellness on Wednesday" sessions featuring experts in the healthcare field. In recent months a dietetic intern from Keene State College visited several locations to discuss tips on healthy eating with DOT employees.



Other proposals are in the works, ranging from a possible walking club to the compilation of a healthy recipe cookbook.

A private sector company I like to cite for its proactive approach to good health is the Maine-based Cianbro Corporation. With 2,500 employees, Cianbro describes itself as "an employee owned company and a leading health and safety innovator providing construction and service solutions to clients throughout North America." Note the words "health and safety" are used even before you learn the company is in the construction business.

Cianbro actually employs "health coaches" to identify at-risk behaviors among its employees and counsel them towards healthier lifestyles and 80% of its employees are participating in this effort. According to the company website, "the ultimate goal... is to improve the overall health status of participants, their quality of life, and productivity at work while reducing the need for, use and cost of health care both in the long and short term."

These are very laudable goals, both in the private and public sector, for both management and employees. At the New Hampshire Department of Transportation, we have an obligation to send our employees home in the same condition that they reported to work. Wellness is about returning employees to work in at least the same condition as when they left the job.

This agency's mission to "plan, construct and maintain the best possible transportation system" for New Hampshire can be done much more effectively if we can move forward with healthier and, as a result, more productive employees. Let's all join together in this effort!

A handwritten signature in black ink, appearing to read "George N. Campbell, Jr." with a stylized flourish at the end.

George N. Campbell, Jr.

# Workforce Development: The Transportation Agency Challenge of Attracting Workers and Training Leaders

The challenge is daunting for the three northern Departments of Transportation in New Hampshire, Maine and Vermont. Over 90% of their workforce is over the age of 40 and 40-50% are expected to retire within the next 10 years. How then can this workforce be replenished and future leaders trained, given the competition for workers from other industries and that fewer people are going into the key transportation fields?

“Our three states have very similar demographics and concerns,” says New Hampshire DOT Human Resources Bureau Administrator Fran Buczynski. “We’re looking at a huge knowledge loss in the coming years and we all saw the need to do something about it. We’ve brought in several partners to work towards keeping our DOT’s alive and well.”

Two years ago the U.S. Department of Transportation awarded \$2 million in grants to the University of Vermont’s Transportation Research Center to help develop innovative programs to attract and retain skilled transportation workers to the tri-state region. Four new programs



*Jon Hanson (center) (Mechanical Services) and Tobey Reynolds (Traffic) are two of the five NHDOT employees participating in a six-month workforce development program focusing on management training. This session in Concord focused on working with the news media.*

funded are focusing on succession planning and mentoring, attracting retirees for second careers in transportation, providing hands-on training at technical high schools, and working with community colleges to prepare the next generation of transportation workers.

Currently 15 DOT employees (five from each state) are participating in a six-month leadership training pilot initiative. The NHDOT participants include: Victoria Chase (Right-of-Way), Tobey Reynolds (Traffic), Jonathan Hanson (Mechanical Services), David Rodrigue (District 1) and Nancy Mayville (Planning & Community Assistance).

“It’s a great group of people,” says Victoria Chase, Assistant Right-of-Way Administrator. “I think one of the benefits of this training will be to try new methods of management. In order to move ahead with the challenges we face, we need new tools. We are also trying out new technologies in this training, including a ‘Wiki’ (a shared website) where we can post items, ask questions, discuss issues, and access training.”

Another round of training with 15 more employees will take place in the coming months. The end result will be a transportation leadership program that can be applied throughout the country.

### **The Facts about Transportation**

- *1 in 7 jobs in the U.S. is Transportation-related (20 million)*
- *Transportation-related goods and services account for more than 10% of the Gross Domestic Product (over \$1 trillion)*
- *Yearly vehicle miles traveled (VMT) have topped 3 trillion*
- *28% of the energy use in the US goes towards transporting people and goods*

## ON THE MOVE

### NHDOT Joins Growing National Transportation Agency Use of Social Media



The NH Department of Transportation has joined a growing list of state DOT's that use Twitter, Facebook and a variety of other "social media" to reach the public. According to a survey by the American Association of State Highway and Transportation Officials (AASHTO), State departments of transportation are actively using Twitter, Facebook, etc. to carry messages to constituents through the forums they already use

In February the NHDOT launched a Twitter account to provide real-time traffic alerts for Interstate 93 (<http://twitter.com/nhdoti93>). Twitter gives the NHDOT's Transportation Management Center the ability to notify travelers of traffic and road conditions before they encounter a congested area by sending a text message directly to phones or emails, providing an immediate one-way notification to "followers" when an event occurs. The Twitter option for I-93 traffic alerts has proven to be popular with over 800 "followers" to date. In the near future, the Transportation Management Center will create Twitter home pages for additional interstates, turnpikes and routes.



All of the state DOTs warn the public against reading Twitter texts while driving. Of the 32 states that responded to the AASHTO survey:

- More than 30 state DOT's use Twitter
- 83% relay traffic incidents
- 80% relay road closings
- 63% relay emergencies such as hurricanes and tornados
- 45% have an active Facebook page (14 states)
- 74% have video on their website (23 states)
- 64% have a YouTube channel (18 states)
- 10% have a MySpace page (3 states)
- 7% of DOTs have a blog (7 states)
- 45% offer RSS feeds from their website (14)
- 33% offer podcasts on their website (10 states)
- 45% participate as a member of LinkedIn (14 states)

Despite using these new tools, 100% of the survey's respondents still rely on the traditional media to get their messages out to the public. Most effective are news releases (58%), followed by one-on-one calls with reporters (45%). Using events and news conferences (36%) and radio and television outreach (32%) to spread their messages were also cited as effective.

## On the Right TRAC for a Career in Transportation

Stephan Kjellander graduated from the University of New Hampshire in December with a Degree in Civil Engineering. Two months later he was working on an I-93 project in Hooksett-Manchester as a full-time employee for the New Hampshire Department of Transportation.

But the journey to the NHDOT for the 23-year old Belmont, New Hampshire native really began seven years ago when he was just a sophomore in high school. Kjellander remembers a visit to one of his classes by Michelle Marshall from the DOT. "She said if you get a degree in civil engineering, the DOT will give you a job. I remember thinking at the time 'that's not a bad thing.'" Stephan recalls.

Michelle Marshall was visiting Belmont High as part of the TRAC (Transportation and Civil Engineering) Program, a hands-on initiative aimed at getting students more excited and interested in math and science. It was just what Stephan Kjellander was looking for.

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*"I was always a math and science kid. I saw TRAC as something to take on and see what I could do."*

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Further inspired by Belmont High teacher Randy Wormald, Stephan got involved with TRAC and the challenges of building Popsicle stick bridges and magnetic levitation vehicles for competition.

"I figured it would be fun. 'Mr. Worm' once challenged students in my class to build the tallest free standing structure we could in one period using 11 sheets of paper, 12 inches of masking tape and three paper clips. When he came back into the room mine was pinned against the ceiling."

There was the 2x2 foot trebuchet (catapult) made out of Popsicle sticks using basic geometric and algebraic skills that launched a marble about 25 yards in the hallway of Belmont High. Then there was that first Popsicle stick bridge, which broke under minimal pressure. "It looked nice but had no structural abilities."

During his junior year, Stephan's Belmont TRAC team made it all the way to the national



*Several DOT employees who have been involved in the TRAC program with New Hampshire High School students were recognized for their efforts at the February major staff meeting. Pictured from left to right are: Randy Wormald (Belmont High teacher), Larry Keniston, Wendy Johnson, Anthony King, Stephan Kjellander, Ron Kleiner, William Saffian, Assistant Commissioner Jeff Brillhart, Michelle Marshall, DOT TRAC Coordinator David Wood and Commissioner George Campbell.*

championship in St. George, Utah. One of his teammates lost the original maglev vehicle and the team had to jury-rig another one for the finals.

"We had a 20 minute presentation and I was the most nervous I have ever been in my entire life, but we did manage to finish third. I had so much fun with TRAC that I wanted to keep it going."

After graduating from high school, Stephan Kjellander enrolled in the civil engineering program at UNH. He began a series of internships at the NHDOT at the end of his sophomore year.

"I got my foot in the door and I just kept coming back. Now that I am here full-time many of my co-workers in the Highway Design Bureau already know who I am and what I've been up to. A couple of them thought I was just coming in for another internship. My DOT security badge has the original photo that was taken when I first came here three years ago."

Stephan Kjellander intends to stay involved with the TRAC Program. His plans include a trip back to his old school, where he no doubt will share his interest in math and science with some curious Belmont High sophomores.

## ON THE MOVE

### Just Another Week at the DOT: February 22-28, 2010



*Falling pine trees in the early morning hours of Friday, February 26th, resulted in a shattered utility pole and a tangle of wires and limbs. A cooperative effort between Town of Cornish highway and fire department, Asplundh Tree, NHDOT & concerned citizens resulted in the road being open to two-way traffic by late afternoon Friday. (District 2 Maintenance Supervisor Jay Burbee photo)*

Monday, February 22, was relatively quiet across the state. But updated weather forecasts were giving some hints of what was coming.

On Tuesday the fun began. It started snowing in northern New Hampshire and just kept snowing for several days. Crews in Highway Maintenance Districts 1, 2 and 3 were out non-stop on places like the Kancamagus Highway (NH 112) where up to four feet of snow fell over 72 hours. That was just the warm-up for things to come.

Thursday was the killer. That day featured every kind of precipitation possible over the course of 24 hours. Then came the hurricane force winds that roared across the state that night and wreaked havoc with trees and power lines. Bringing back still vivid memories of the "Ice Storm of 2008", this storm led to the second-largest power outage in state history with more than 330,000 residents in the dark without electricity. Falling trees and power lines closed sections of 50 State roads and 100 local roads. In District 6, crews kept a close watch on tidal surges on roads like NH 1A. District 5 was perhaps the hardest

hit in terms of damage with entire towns without power for days. Crews found themselves salting, sanding, and plowing snow and tree limbs - then reaching for the chainsaws. Several patrol facilities were without power or running on generators. Backup generators were also keeping several toll facilities up and running, as well as radio equipment on Hackett Hill Road in Bow. Meanwhile the Traffic Bureau was monitoring traffic signal outages and working with the Districts to make sure temporary stop signs were in place at intersections where signals were out. The Fuel Section at Mechanical Services worked to make sure all fuel sites had power. A fallen tree damaged the roof of the Turnpikes Administration Building in Hooksett and blew the roof off a salt shed. Many roads were also restricted by rising flood waters.

As with the case in December of 2008, many Department of Transportation employees worked very long hours to help others, then returned to their own homes which were without power, certainly adding to fatigue and stress levels.

By the end of the weekend virtually all the state roads had been reopened and cleaned up, and power had mostly been restored across New Hampshire, just in time for tired maintenance crews to deal with a bumper crop of frost heaves and potholes.



*District 5 was especially hard hit by high winds, downed trees and power outages. This was on NH Route 121 Crooked Rd (121) in Auburn. (Photo by Christopher D Bourque - Highway Design), NHDOT & concerned citizens resulted in the road being open to two-way traffic by late afternoon Friday.*

# Who Are Those People in the New Diversity Poster?

It was just quick photo taken in the summer of 2006 while touring a project in Allenstown-Pembroke that was replacing the double-decker bridge over the Suncook River. Two New Hampshire Department of Transportation representatives at the site stood side by side in response to a request by the Public Information Officer.

Stephanie Micucci was working as an Engineering Aide for the DOT during the summer between her junior and senior years at Tufts University where she was studying engineering. Ashok Kakadia had been working as a construction engineer for the NHDOT since 2003. Stephanie had grown up in Pembroke. Ashok had moved to Pembroke.

Four years later Stephanie and Ashok are DOT employees reunited on a new poster promoting diversity in the work place. The poster was the idea of Jude Ward, the NHDOT's Internal EEO Coordinator. The design and layout was created by L.J. Place (Highway Design). The poster greets and sends a message to all who approach the reception desk at the NHDOT headquarters on Hazen Drive in Concord.

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*"It's all about skill and what you can bring to the job," Ashok says. "I have never had any problem in the workplace."*

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"Working effectively in a diverse environment helps the NHDOT prevent discrimination and promote inclusiveness," Jude Ward says. "There is evidence that managing a diverse work force well can contribute to increased staff retention and productivity. It can enhance our Department's responsiveness to an increasingly diverse world of employees and consumers, and improve relations with surrounding communities."

It was Stephanie Micucci's love of math and the support of a special teacher at Pembroke Academy that led to her and three other female students in her senior class deciding to pursue careers in engineering. After beginning her engineering career in the private sector, she joined the DOT in March of 2009 and works in the Highway Design Bureau on such projects as the Route 26 rehabilitation project in Dixville, and the reconstruction of NH 123 in Alstead.

The journey to the NHDOT was a little further for

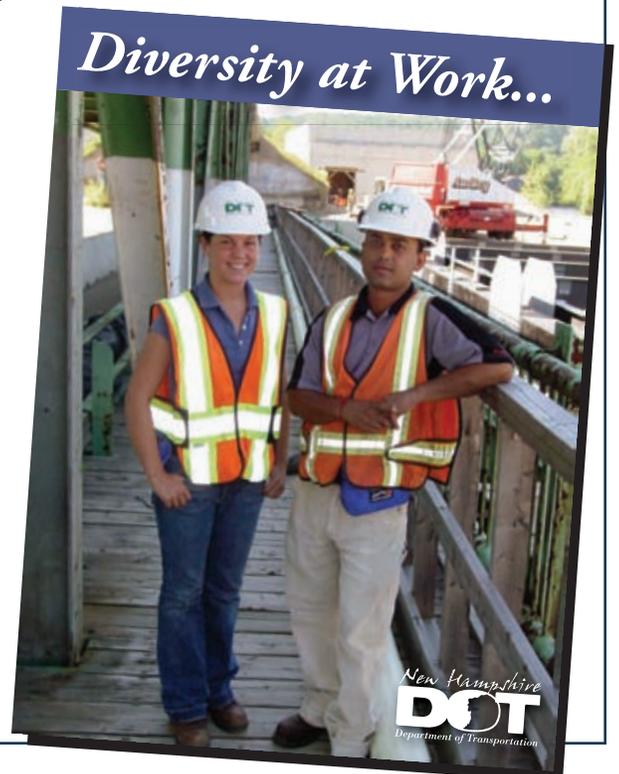
Ashok Kakadia, who studied engineering in his native India before coming to the United States in 1999 where his wife's family has lived in Massachusetts for several decades.

"I had only seen snow before in the movies. The day I landed here it snowed," Ashok recalls. He has been working in all kinds of New England weather ever since, on such projects as the Route 111 Bypass in Windham-Salem and the Manchester Airport Access Road.

When Stephanie and Ashok were asked if they had ever encountered any kind of discrimination in the workplace, both said no.

Stephanie doesn't mind being a minority in a traditional male career field. "I like it. It doesn't bother me at all. Women are more common in engineering than they used to be."

Jude Ward says the increasing diversity in the DOT workplace will only make the agency stronger. "Diversity will increase our department's organization ability to cope with change, and expand our creative responses to complex challenges. In addition to contributing to these business goals, diversity can contribute to goals unique to the NH DOT, such as increased accessibility and accountability to all residents of the state and every person traveling to and through our state."



## If You Plow It...They Will Come

by Jeff Van West



### Alton Bay Ice Runway Attracts National Attention

*Editor's Note: The following article appeared in the January 2010 edition of AOPA Online, a national newsletter of the Aircraft Owners and Pilots Association. The Author, Jeff Van West, is a flight instructor in Maine. The article is reprinted with permission. To view a video on the ice runway, visit [http://www.aopa.org/members/files/pilot/2010/january/feature\\_icerunway.html](http://www.aopa.org/members/files/pilot/2010/january/feature_icerunway.html)*

Picture this movie scene: The local airport has closed down. At a meeting of area businesspeople, everyone agrees the airport was a boon for the local economy and a much-loved attraction that should be restored. Three men volunteer to resurrect the airport and keep it open.

They go to the aeronautics division of the state's department of transportation and find everyone there helpful and enthusiastic. The bureaucrats even lend the volunteers equipment and expertise. The airport reopens. The townspeople rejoice. The pilots come and eat pancakes cooked by the local business association.

Yeah, right. That's too hokey for even an after-school special.

Except that's exactly what happened at Alton Bay, New Hampshire. The twist here is that the airport is only open for a couple months each winter. And the entire airport—runway, taxiway, parking area—is made of ice.

#### How to build a runway

Alton Bay Seaplane Base (B18) is an official public airport that you can find on the upper half of the

New York Sectional. It's at the south end of Lake Winnepesaukee (pronounced Win-uh-puh-sock-ee by the locals) but doesn't see much use by seaplanes because of a high volume of boat traffic and the lack of a good ramp.

Each winter, however, the lake freezes solid enough to drive a snowplow on it. For the past 30 years, a succession of volunteers has plowed out of the snow the Alton Bay ice runway. That was until 2007, when Glen Horne of Ossipee Valley Aviation finally called it quits.

Paul La Rochelle has a house just off what is the approach end of Runway 1 when the ice airport is open.

La Rochelle, and his friends Steve Bell and Roger Sample, were the three volunteers who tried to get the airport reopened in 2008. "There was a general consensus in the town that they wanted to see it happen again," La Rochelle said. "We got talking among the business association and decided to see what we could do. Then we met with the New Hampshire DOT and they said someone had to be the airport manager. Everyone pointed at me."

## ON THE MOVE

The contact at the New Hampshire DOT, (Aviation Planner Michael Pouliot from the Aeronautics Bureau), said "We're adamant in preserving history as well as all the airports in New Hampshire. We just wanted to make sure it was being properly managed. It was kind of a whirlwind to get them educated."

None of the three men was a pilot or knew anything about radio procedures, nontowered airport operations, airport markings, or the notam system. But the New Hampshire DOT officials explained what needed to happen and gave the team a handheld radio, an answering machine (so pilots could call and get the latest conditions of the runway), three "active runway" signs, a windsock, and a blueprint showing where to plow. The blueprint is an important part of this process, because the runway has to fit into a specific spot. It can't be too far up the lake because ice ridges form at Sandy Point, which would create ramps and gaps in the runway. It can't be too close to the hills or houses, but it also can't be right in the center of the bay because that area is filled with ice-fishing shacks (known as bob houses). The exact length and width of the runway depends on the snowpack and the conditions when it's first plowed, but the general result is a 2,400- to 3,000-foot, north-south runway that's about 75 feet wide with one taxiway on the east side and a parking area on the south end.

The ice must also be thick enough to support the plow trucks, which are La Rochelle, Bell, and Sample's personal vehicles. That means at least 14 inches of ice, a depth that is usually reached by early January.

Crosswinds can be tricky, as I discovered. The forward slip to a one-wheel landing was no problem. But when the other wheels touched down, the airplane began to slide sideways (downwind) even though it was pointed straight down the runway. Don't be too intimidated by the ice surface, though. A normal landing accomplished with average skill will be just fine for most days at Alton Bay. And, no, you don't need to touch down especially softly. Even an extra-firm arrival won't break through the ice.

The big event that really draws both townsfolk and pilots is the winter festival. For one day in February, the ice is crowded with visitors eating local food, playing games, and watching the Alton Bay bed race (entries range from cribs to four-posters with prizes

for style as well as speed). Last year the festival was on a day with perfect weather and the ramp was packed. More than 70 airplanes flew in. At one point there were 41 airplanes on the ice, seven of which were sitting on the taxiway waiting for a place to park. A more normal count for a weekend day with good weather would be five or so airplanes on the ice at any given time. Step one for anyone planning to fly in is checking to see if the runway is open. A snowfall, a warm day creating slush, or cracks forming in the ice could close it overnight.



### Nothing lasts forever

Pilots fly up to Alton Bay from as far away as New York or Pennsylvania just for the novelty of the \$100 hamburger on ice. But if you want to make your trip to the last official ice airport in the continental U.S., don't procrastinate. While Alton Bay Ice Airport can remain open until as late as mid-March, a big snowfall or a warm spell can close it earlier with little warning. Last winter, 12 inches of wet snow closed it for the season on February 22.

The runway was such a success last winter that the plan was to extend the taxiway and widen the parking area this season. There is even talk about putting in some seaplane moorings to encourage the summer aircraft traffic to come back.

La Rochelle says he has no regrets for all the time and expense put into keeping the runway open. "We just love to see the airplanes come in and out. And [the pilots] feel happier with an area that accepts and wants them."

# ON THE MOVE

## Toll Plaza Shift Leaders Are Ready to Respond

By: Laura A. McCarthy  
Supervisor of Toll  
Operations, Bureau of  
Turnpikes



In a 24/7 operation, specifically our Toll Plazas, little thanks sometimes reaches the rank and file Shift Leaders and Toll Attendants who work well over two-thirds of the man-hours to keep a plaza operational.

Our 32 Shift Leaders at the Turnpikes Bureau bring unique experiences, with over 465 years of industry-specific knowledge that proves invaluable. They provide examples to learn from regarding traffic accidents, emergencies and unusual situations. They are quick-thinking, decisive, efficient and handle these situations with self-confidence.

Nothing prepares a Toll Attendant or Shift Leader for the chaos which follows a traffic accident that occurs on their watch. A rush of adrenaline drives the entire work crew into action to assist those in need and manage the logistics of handling the emergency at hand.

Who is hurt? Who needs our help? Who needs to be notified? A Shift Leader is a key player in a very tense situation. Toll Attendants respond without hesitation and are always ready to do their part to help until emergency responders arrive. Both Shift Leader and Toll Attendants work together to ensure the safety of workers, control traffic flow and minimize the chance that other motorists might be involved in an accident. Then, when it is over and operations are back to normal, reality takes hold and employees once again call it a day, this time with yet another situation to add to their collective experiences.

March 2, 2010 started as any other day at the Hampton Side Toll Plaza. At approximately 1:30 pm, a vehicle collided with the concrete abutment in the north 3 lane. The driver of the vehicle sustained serious injuries and her three children were in the vehicle. Toll Attendants Jerry Scott, Pam Larrabee and Nancy Mills came to the aid of the motorist and pulled her three children from the smoking vehicle.

The Shift Leader, Rachel Perkins, handled the details of the accident and did a great job notifying appropriate personnel and getting operations back to normal. The accident was cleaned up and operations back to normal by 3:00 pm.

To every Shift Leader/Cover Shift Leader and Toll Attendant, for every accident, emergency and citizen you have assisted, thank-you, you do a great job!

Special thanks as well to the Highway Maintenance Crews who assist during emergencies. You deserve many pans of brownies.

## Crash Attenuators Proving Valuable



Crash attenuators continue to show their value in preventing serious injuries for both DOT employees and motorists. At least three incidents have occurred within the past year involving a DOT attenuator being struck. On February 2nd on I-93 southbound in Hooksett, south of the Hooksett Tolls, a District 5 crew was on a road patching detail when a pickup truck drifted onto the shoulder and struck the crash truck. The DOT employee in the truck was treated and released from the hospital. The other two employees were not injured. Also escaping injury thanks to the attenuator was the driver of the pickup truck, whose vehicle was heavily damaged. He was given a ticket by State Police.

## Service Awards

### 5 Years:

Daniel Debutts - District 6  
Daniel Milligan - District 1  
James Gould - District 3  
John Bijeau - District 1  
Kathleen Eddington - Commissioner's Office  
Kellen Jordan - District 5  
Kevin O'Brien - Mechanical Services  
Laurie Bellamy - District 4  
Mark Hamilton - District 6  
Michael Gallagher - Traffic  
Richard Eames - District 6  
Ronald Dionne - Bridge Maintenance  
Thomas Drolet - District 3  
Todd Ferland - District 1  
William Gosselin - Mechanical Services

### 10 Years:

Betty Ledoux - Turnpikes  
Bliss Magoon - District 3  
Bryan Pease - District 1  
David Latuch - District 5  
David Preve - Bridge Maintenance  
Jarrett Roseboom - Highway Design  
Jon Johnson - District 2  
Kimon Lalas - Turnpikes  
Lionel Thibeault - Turnpikes  
Maureen Harrington - Turnpikes  
Michael Bernier - District 6  
Michael Sunderlin - Bridge Maintenance  
Mindy Boisvert - Traffic  
Norman Bergeron - District 1  
Patricia White - Construction/Engineering Audit  
Robert O'Blenes - District 3  
Robert Therrien - Traffic  
Robyn St Pierre - Turnpikes  
Rocco Russell - Mechanical Services  
Thomas Weeden - District 6  
Waldo Twombly - District 5  
Wayne Cherrette - Planning & Community Assistance

### 15 Years:

Christopher Moen - Bridge Maintenance  
Dennis Clark - District 4  
Fred Shepard - Traffic  
George Davis - Bridge Maintenance

James Marshall - Planning & Community Assistance  
Michael Boylan - District 5  
Patrick Sweet - Traffic  
Ricky Mcallister - Bridge Maintenance  
Robert Hyslop - Traffic  
Ronald Linscott - District 6  
Tara Taylor - Construction/Engineering Audit  
William Boynton - Commissioner's Office

### 20 Years:

Brian McCrea - Traffic  
Michael Hoelzel - Materials & Research  
Ronald Grandmaison - Highway Design

### 25 Years:

B. Bowser - Bridge Maintenance  
Daniel Prehemo - Highway Design  
Dennis White - District 2  
Frederick Oberst - Construction/Engineering Audit  
James Bowles - Construction/Engineering Audit  
Mitchell Plante - Highway Design  
Nasser Yari - Turnpikes  
Stephen Piper - Construction/Engineering Audit  
Steven Glines - Construction/Engineering Audit  
Stewart Clifford - Traffic  
Victoria Chase - Right-Of-Way

### 30 Years:

Brenda Ordway - Highway Design  
Gerald Gagnon - District 5  
James Douthart - Bridge Maintenance  
Paul Huckins - Materials & Research  
Paul Spinney - Bridge Maintenance  
Richard Montgomery - District 1  
Roy Mardin - District 3  
Scott Stevenson - Construction/Engineering Audit  
Steven Huckins - District 3  
William Petersen - Traffic

### 35 Years:

Charles King - District 1  
Cheryl Brown - Finance  
Craig Green - Highway Design  
Lloyd Hersey - Bridge Maintenance

### 40 Years:

Dean Bennett - Bridge Design  
Wayne Waterhouse - District 6

## Personnel Updates

### New Hires:

**Beran Black** - Laboratory Scientist II, Material & Research  
**Andy Buteau** - Welder Mechanic I, District 3, Crew 24  
**Stephen Catelotti** - Engineering Technician IV  
**Samuel Comeau** - Highway Maintainer I, District 2, Crew 6  
**Troy Comeau** - Highway Maintainer I, District 2, Crew 2  
**Kevin Conway** - Highway Maintainer II, District 5, Crew 11  
**Wayne Crotto** - Highway Maintainer II, District 5, Crew 28  
**William Currier** - Highway Maintainer I, District 6, Crew 7  
**Terry Edison** - Highway Maintainer II, District 6, Crew 3  
**Jonathan Emery** - Highway Maintainer I, District 6, Crew 8  
**Bryan Foley** - Highway Maintainer II, District 5, Crew 28  
**Charles Forsythe** - Highway Maintainer II, District 6, Crew 9  
**Charles Fowler** - Highway Maintainer II, District 6, Crew 4  
**Dennis Harriman** - Highway Maintainer I, District 6, Crew 9  
**Michael Heath** - Highway Maintainer II, District 3, Crew 4  
**Randy Hill** - Highway Maintainer II, District 4, Crew 15  
**Daniel Howe** - Highway Maintainer I, District 5, Crew 12  
**Christopher King** - Highway Maintainer II, Dist. 1, Crew 16  
**Steven Masciarelli** - Hwy Maintainer I, District 2, Crew 7  
**James Modesto** - Program Specialist II, Fuel Distribution  
**Dennis Morton** - Highway Maintainer II, District 6, Crew 1  
**Ross Ramsey** - Bridge Maintainer I, Bridge Maint-Antrim  
**Tyler Ray** - Highway Maintainer I, District 3, Crew 25  
**David Sayball** - Hwy Maintainer II, Tpk-Merrimack Maint.  
**Kevin Thomas** - Highway Maintainer II, District 3, Crew 5  
**Jericho Ward** - Bridge Maintainer II, Bridge Maint-Twin Mtn  
**Michael Wheeler** - Hwy Maintainer I, District 5, Crew 26  
**Robin Willette** - Highway Maintainer II, District 3, Crew 24

### Promotions:

**John Barrell** - Highway Patrol Foreman, District 2, Crew 14  
**Deborah Bellefeuille** - Admin. Secretary, Maintenance  
**Benjamin Bundy** - Carriage Operator, Traffic Pave Marking

**Kenneth Burnell** - Asst Hwy Patrol Foreman, Dist. 2, Crew 16  
**Russell Burt** - Bridge Maintainer II, Bridge Maint-Bedford  
**Jared Cloutier** - Automotive Mechanic, Mech. Div-Concord  
**Sheena Connolly** - Tran Mgmt Comm Spec II, Traffic TMC  
**Raymond Cornish** - Asst Hwy Patrol Foreman, Dist. 2, Crew 14  
**Keith Cota** - Civil Engineer VII, Highway Design  
**Elbert Dickinson** - Asst Hwy Patrol Foreman, Dist. 2, Crew 11  
**Trevor Dixon** - Highway Maintainer III, District 5, Crew 14  
**Justin Frost** - Highway Maintainer II, District 5, Crew 14  
**Kristy Goodwin** - Account Clerk III, District 6, Do 20  
**Vincent Hurd** - Highway Maintainer II, District 5, Crew 27  
**Brian Jackes** - Highway Maintainer III, District 3, Crew 13  
**Rockland Jones** - Highway Maintainer III, District 1, Crew 25  
**Bernard Kenney** - Highway Maintainer II, District 3, Crew 9  
**David Mansur** - Asst Hwy Patrol Foreman, Dist. 5, Crew 28  
**James Merrill** - Highway Maintainer III, District 6, Crew 9  
**Timothy Mineau** - Pavement Marking Foreman I, Traffic  
**Jay Nevin** - Warehouse Supervisor, Bridge Maint-Franklin  
**Michael Pillsbury** - Deputy Commissioner, Comm. Office  
**Brian Schutt** - Civil Engineer IV, District 1, Crew 22  
**Russell Smith** - Construction Foreman, District 1, Crew 9  
**James Stewart** - Highway Maintainer III, District 1, Crew 3  
**Benjamin Tatro** - Hwy Patrol Foreman, District 4, Crew 4  
**Michael Wheeler** - Hwy Maintainer II, District 5, Crew 26  
**Camden White** - Hwy Maintainer II, Traffic Dist Sign Crews

### Retires:

**Wayne Clifford** - Civil Engineer IV, Highway Design (21)  
**Richard Holloran** - Intricate Equip Tech I, Traffic Eng Staff (34)  
**Gregory Marquis** - Landscaping Sp., Construction (34)  
**Frank McClay** - Hwy Maintainer II, District 3, Crew 24 (11)  
**Philip Kohler** - Civil Engineer III, Construction (33)

## NHDOT People



Tom Cleary has reached the 25 years of State service milestone. Tom is the Soils Engineer in the Geotechnical Section at Materials & Research. He has exceptional knowledge and

expertise in geotechnical engineering and has made major contributions to the Department by providing foundation design recommendations for difficult sites and bringing new foundation solutions to the state.



Alan Lugg is retiring after more than 35 years of state service. Alan has been the Chemistry Lab Supervisor at Materials & Research for the past 17 years. During this time he represented

the Department on several national research projects and as a member of NEPCOAT (Northeast Protective Coating Committee). His technical knowledge and understanding of a wide spectrum of test methods will be greatly missed.



Former NHDOT Chief Bridge Inspector Roger Blaisdell died on January 25 at age 87. The Plymouth resident worked his entire career in bridge construction and inspection

for the State of New Hampshire, retiring in 1984. In his retirement, Roger and his wife Dorothy traveled extensively throughout the U.S., including Alaska and Hawaii and also to Australia and New Zealand. New Hampshire was home to Roger for his entire life. He was a lover of the outdoors, including hunting and fishing. According to Roger's obituary, "he was fiercely independent, cutting his own firewood until a few months before his death." An avid collector of antique firearms, Roger was well known to his many collector friends around the country.



Michael Pillsbury is the NHDOT's new Deputy Commissioner. Mike has over 30 years of experience in the field of construction and engineering management. His DOT experi-

ence has included the Construction Bureau and as Assistant Highway Maintenance Engineer in District 4. Most recently, he served as Assistant Director of the Operations Division. As Deputy Commissioner, Mike is responsible for the strategic planning and development of financial, administrative and human capital programs, policy development and is the NHDOT's liaison with the Department of Information Technology. The Henniker resident succeeds Chris Clement, who now heads up the State Office of Economic Stimulus.



Long time NHDOT employee David Miniutti, of Concord, passed away on March 15 at the age of 71. Mr. Miniutti worked for the Bureau of Materials and Research for more than 39 years. According

to Bureau Administrator Alan Rawson, "Dave was an Independent Assurance (IA) Tester for the Concrete Unit at Material & Research for many years. In this role he traveled around the state to construction projects performing crosscheck testing with project acceptance testers. He was very knowledgeable in concrete technology and a valuable resource to the Department's field personnel. He was always very happy when he had a concrete placement up north."



On February 3rd, Jerry Zoller marked 35 years of working for the NHDOT, all in the Bureau of Bridge Design. Governor Lynch recently congratulated Jerry on his state service milestone.

## Letters



February 12, 2010

To Highway Maintenance District 2

We want to thank you for your recent and helpful attention to our safety concerns over our left turn visibility when exiting our driveway at 122 Andover Road after the Route 11 road project was completed. We received extremely courteous and caring updates through Jeff Potter, a delightful fellow, and the work crew were on the job every morning and had it done in no time during very frigid weather. We are grateful to our NH DOT folks for being dedicated and sensitive to safety and maintenance issues and for having such a quick response that certainly added some major expense to the completion of the project. You did it quickly and well and we are grateful. We feel much safer thanks to you.

Sheila and Don Mitchell  
New London, NH

February 10, 2010

On behalf of all of us at the UNH Manchester Warmth from the Millyard project, thank you and your colleagues for your generous participation in the DOT warm clothing drive. Your efforts truly helped hundreds of members of our community. I've heard from many of the current coordinators and they all seem to be enjoying the experience and pleased with the results so far.

The Community Leadership students, who organize and run this program, will be contacting you also-with more formal expressions of appreciation and requests for feedback on this pilot partnership.

We hope to work with you again. Thank you for your support and for all of the publicity you created for this initiative.

Sincerely,

Kate Hanson  
Associate Professor and Program Chairperson  
UNH Community Leadership Program: Durham and Manchester

March 15, 2010

Dear Mr. Knowlton (NHDOT Director of Operations Lyle "Butch" Knowlton)

This will acknowledge your letter of March 12, 2010 in regards to the removal of two trees within the State Right of Way abutting our property in Stratford. This removal work was done on February 22 and 23 as detailed in your letter.

The timing of the work could not have been better planned in light of the storm of Feb. 24, 25 and 26. The heavy wet snow, rain, and high winds did much tree damage in the area, and we were without power for three days. Needless to say, we were greatly relieved to have those hazardous trees gone! We will deal with the stumps.

In closing I will make note of the excellent work done by the local DOT Patrol crew. It was impressive. They were well organized and efficient working well with Mayer Tree Services. They were large trees requiring several pieces of heavy equipment on site with good safe traffic control maintained throughout the operation. The area cleanup was excellent.

By copy of this letter I am expressing my appreciation to Douglas DePorter, District 6 Engineer for a job well done, and to Patrolman Brown and his crew, and to Div. 6 DOT personnel involved in the project. Thank you all for your very timely response to this hazardous tree issue.

Robert Dowst, Strafford, NH

February 2, 2010

Dear District 1:

I live in Twin Mountain and commute to Concord each day, so I recognize and appreciate what all of the drivers do each day, but Thursday evening's conditions (1/28/2010) were worse than any I have seen in Franconia Notch in years. The (plow) driver who entered the parkway around 6:30pm, literally led the line of cars through the Notch and safely to the northern end. I have to say I was never so happy to see a plow truck with its flashing lights as I was last night. The strobe was the only thing visible. I was sure the driver knew the parkway layout and felt safe following the light. Please communicate to whomever the driver was, and all of the drivers for that matter, how grateful I was and continue to be.

Karen J. Moran

Examiner  
New Hampshire Public Utilities Commission

# NHDOT Recognized by UNH Manchester for Clothing Drive Partnership

A successful joint pilot project between a state agency and a university to provide warm winter clothing for those in need has been recognized with a "President's Community Partner Award" from the University of New Hampshire at Manchester.

Department of Transportation employees joined with UNH Manchester students this past winter to collect hundreds of items for the "Warmth from the Millyard" project. The clothing drive began on January 19 and continued through the first week of March. UNH Manchester students worked with New Hampshire state employees (from both the NHDOT and the Department of Environmental Services) to match Departments and their bureaus with community organizations. Students helped distribute the donated clothing to groups and shelters across the state that included: Child and Family Services, Friends of Forgotten Children, Liberty House, The Friends Emergency Housing, and Sisters of the Presentation of Mary.

"The NHDOT/UNH Manchester partnership reflects the highest standard of engagement between our campus and a community organization," wrote Ginger Hobbs Lever, UNH Manchester Director of Communications and Marketing, in a letter announcing the award.



The NHDOT/UNH Manchester partnership was spearheaded by DOT employee Sheena Connolly, a UNH Manchester graduate, whose goal was to help build community at the DOT in the same way the project has built community at UNH Manchester.

Since the fall of 2007, the Warmth from the Millyard project has collected nearly 10,000 articles of clothing that have been distributed to over 20 organizations across New Hampshire.

## "Lose to Win" Weight Loss Challenge Drops 2,098 Pounds in 12 Weeks

Where did everybody go? The 1st NHDOT "Lose to Win" weight loss challenge produced some amazing results in just three months. The 170 participants lost more than a ton of weight (2,098 pounds) with the average weight loss per participant at 12+ pounds. Leading the way was individual winner Tony Eldridge (District 3) who lost an astounding 76 pounds! He shared top honors and a cash prize (\$400 each) with Joe Blair (Materials and Research), who lost 50 pounds, with both dropping 25.3% of their total body weight.

Finishing first as a team (photo) was "The Maintainers" from District 3 who lost a combined total of over 200 pounds. Pictured with the team's \$500 check are (left to right): Robert Parno, Brad Allan, Tony Eldridge and Dave Silva, as well as Commissioner George Campbell, who has lost over 50 pounds over the past year during his own wellness crusade. Commissioner Campbell praised



all involved in the weight loss challenge for working to improve their personal health and wellness.

The secrets to the weight loss success? Most attributed their positive results to better decisions with food choices and portion sizes, and mixing in plenty of exercise.

A second "Lose to Win" weight loss challenge is scheduled to run 10 weeks from mid-April until June 23. Both events have been coordinated by the Office of Stewardship and Compliance.

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

## ON THE MOVE

# Getting Your Paycheck

### It's Mission Accomplished for the Electronic Payroll Implementation Team

It's been five years in the making, but a team of dedicated state employees can declare victory in its mission to implement an electronic payroll system at the NHDOT.

According to MATS manager Dennis Fowler, "this success was the result of the excellent cooperation, coordination, and collaboration among many employees from multiple agencies and bureaus. These folks made up the core team that developed and implemented the electronic payroll system, but a special thanks also needs to be extended to the many MATS Coordinators and employees from several maintenance districts and bureaus that helped by providing advice and feedback to the development staff and assisted with the testing of the software at various levels

of development. A special thanks also needs to be extended to the many other employees from DoIT at DOT who worked so hard on the payroll system."



*Pictured from left to right are: Gloria Chamberland (Finance & Contracts), Laurie Hill (DoIT), Courtney Collins (Finance), Beth Chamberlin (DoIT), Lyle (Butch) Knowlton – Director of Operations, Ann Smith (DoIT), Lisa Chamberlain (MATS Office), John Clarke (MATS Office), Joyce Marshall (DoIT), Michele Peterson (DoIT), Dave Rys (DoIT), Dennis Fowler (MATS Office), and Michael Gilligan, Diane Gleason, and John Hutchins (all from DoIT). Not in the picture were Gail Hambleton, Steve Welch, Steve Detrio, and Ron Weillnau from DoIT, Sue Cormier (Finance), and Bill Watson (Planning & Community Assistance).*

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## Meet the NHDOT Payroll Staff

The Department of Transportation's payroll staff is located at 7 Hazen Drive in the Finance and Contracts Office. They work with agency employees to make sure all payroll work is processed timely and accurately. Each pay period the payroll staff processes between 1,600 and 2,000 employee paychecks. Accurate and timely entry into Managing Assets for Transportation Systems (MATS) are critical for payroll processing, and hard work has enabled the smooth deployment of this program. If you have any questions regarding payroll, please contact your supervisor or staff at DOT payroll directly. The payroll staff at the NHDOT includes:

Courtney Collins  
271-2525  
Supervisor

Susan Cormier  
271-2886  
Leave

Gloria Chamberland  
271-2510  
Time Entry

Betty Hanagan  
271-1582  
Leave/Rented  
Equipment

**Governor:**

*John H. Lynch*

**Commissioner :**

*George N. Campbell*

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