

ON THE MOVE

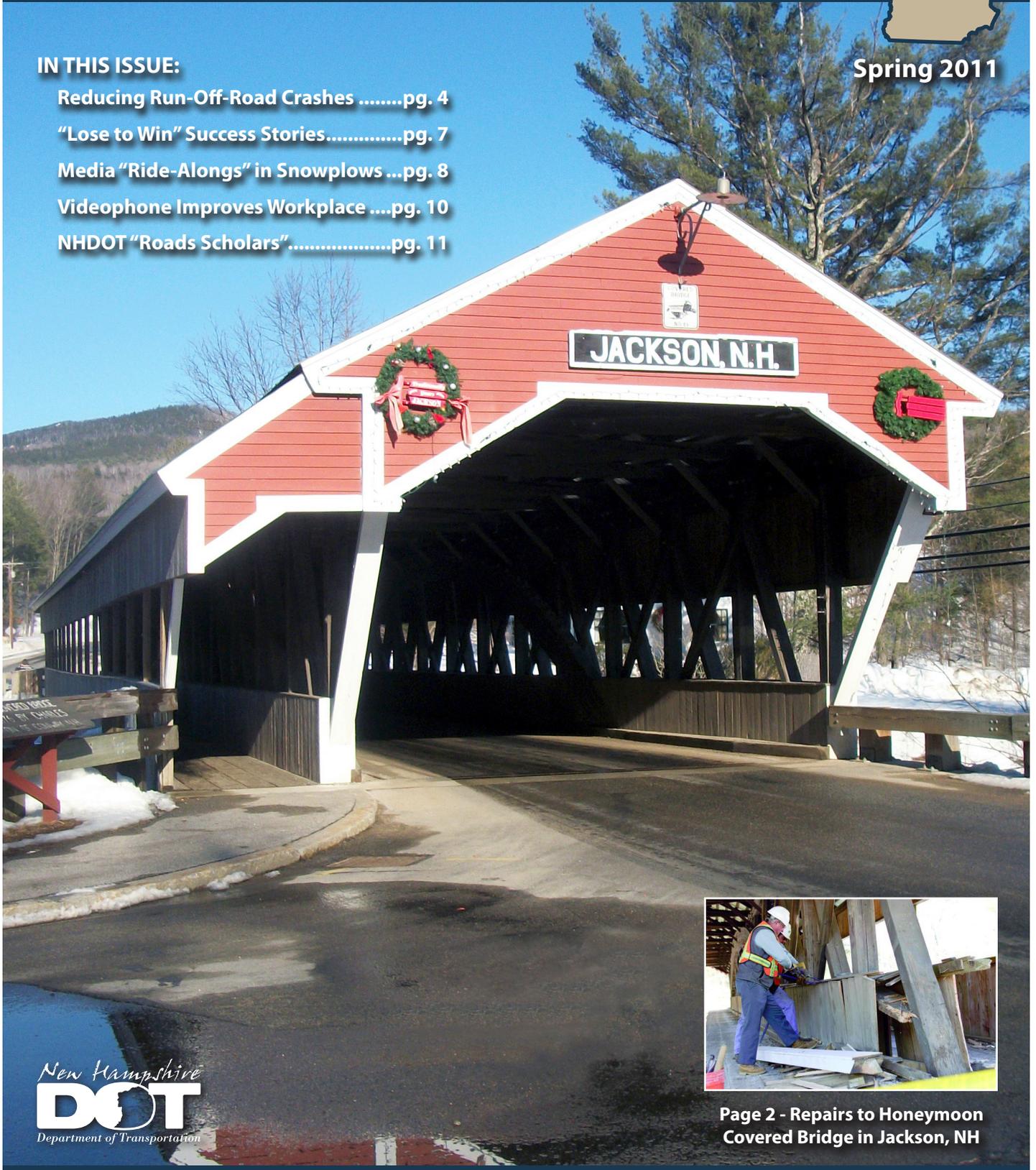
New Hampshire Department of Transportation Newsletter



Spring 2011

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New Hampshire
DOT
Department of Transportation

Page 2 - Repairs to Honeymoon Covered Bridge in Jackson, NH

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

Staying Focused on the Department's Mission

It would be easy and understandable for NHDOT employees to be distracted from their daily jobs. We are in the midst of what has become a very challenging budget process to fund our agency for the next two years. Funding uncertainties and unprecedented consideration of lay-offs for the Department are cause for potential widespread anxiety among our workforce and their families. Dedicated public employees at both the state and local levels have found themselves in the eye of a very public storm regarding the proper level of government funding. Their contributions and their performances are being scrutinized more than ever.

The facts are that this Department continues to provide extraordinary service for the citizens of New Hampshire. It is transportation that supports New Hampshire's economy and plays such a vital role in making this state a great place to live. Our mission and actions touch the lives of more people, and we are needed by more businesses every day than any other state agency.

Here's just one example of how NHDOT employees have made a huge difference in recent weeks. Last October the Memorial Bridge project in Portsmouth-Kittery was one of 33 projects awarded TIGER II grants by the USDOT. That \$20 million grant is key to helping fund the replacement of New Hampshire's number one "Red List" bridge. Subsequently in February, with no real warning, the grant was placed in serious jeopardy. The new Congress was looking to eliminate 28 of the 33 projects that had not received obligated funds, including New Hampshire's.

That's when several NHDOT employees redoubled their efforts. In a race to prepare environmental, historical and "Request for Proposals" documents - work that would normally take many months to complete was finished by the end of March - dedicated NHDOT employees like Kevin Nyhan, Joyce McKay, and Charlie Hood from the Environment Bureau, and Keith Cota (Highway Design) and Bob Landry (Bridge Design) worked

nights and weekends to help save and secure the \$20 million. In what amounted to an amazing team effort, New Hampshire's grant was ultimately the only one of the unobligated projects nationwide that received funding. Success again! Our NHDOT team had refused to give up and make excuses – they delivered.

This example illustrates the kind of hard work and dedication that this agency's employees do every day. Whether it's plowing snow, maintaining or building roads and bridges, or a myriad of other transportation-related jobs, I am very proud of the work you do.

The budget process is not over. In fact, it is only half done. Next the NH Senate will have its say. Then it's on to a Committee of Conference and back to Governor Lynch for his signature or veto. We will continue to make the case for the resources this agency needs to best serve our citizens and our state. At the same time we will make every effort to help those employees who may be directly impacted by significant budget cuts. Our "Jobs SWAT Team" is offering help to all DOT employees affected by cuts.

Within this environment, it is more important than ever that all NHDOT employees stay focused on getting the job done. To do anything less would only give fodder to those who would question the value of what you do.



A handwritten signature in black ink, appearing to read "George N. Campbell". The signature is stylized and cursive.

New Nashua Bus Facility Improves the Everett Turnpike Trip



"This is a beautiful, safe and first class facility for bus passengers." Nashua State Representative David Campbell pronounced at a ribbon-cutting ceremony on February 7th that recognized the opening of the newest bus facility in New Hampshire.

The \$1 million project involved the construction of a 1,650 square foot facility at the Exit 8 Park and Ride on North Southwood Drive off of the F.E. Everett Turnpike in Nashua. It replaces the former Exit 6 Welcome Center, which is being converted to a DMV substation and E-ZPass customer service center.

The new Nashua Bus Station, which opened for business on December 5, is being operated by Boston Express. In 2010, it served 140,000 customers out of Nashua, up 12% over 2009, with 11 bus departures and 11 bus arrivals each day.

"This building really demonstrates what can happen when you work together. It's important for Nashua and this region to have many different modes of transportation available to choose from," said Nashua Mayor Donnalee Lozeau.

Bridge Maintenance Crew Quickly Repairs Damaged Covered Bridge

It was not your typical newspaper headline when a repaired bridge is reopened to traffic: "DOT crew has a summer dance to go to".

The "dance" referred to by reading further in the Union Leader article on March 4 is a "Covered Bridge Dance" the community of Jackson turns out for on the third Saturday in June. And the Bridge Maintenance crew responsible for quickly repairing the Honeymoon Covered Bridge in Jackson should expect invitations from the Jackson Chamber of Commerce.



"Absolutely." Chamber Executive Director Kathleen Driscoll told the Union Leader. "We thank them very much."

Once mobilized, it only took the Bridge Maintenance crew about a week to repair significant damage to the bridge that occurred on February 19 when a motorist struck it.

"Everything is right with the world now," said Sue Methot, owner of the Snowflake Inn, adding that the state workers "did a great job getting the bridge back open."

Michelle Pratt, owner of the nearby Flossie's General Store, had similar praise.

"Got to say that those guys working on the Bridge deserve a big " Thank you." They worked so fast on getting it open again. It is greatly appreciated," Pratt wrote in a e-mail. "My husband and I checked it out last night and I have to say they are also very neat and clean workers."

The 135-year old Honeymoon Covered Bridge is a popular tourist spot. It provides access to Jackson Village off of NH Route 16. The estimated cost of the repairs was \$12,000.

Giving Drivers the Edge on Highway Safety

A New Approach to Reducing Run-Off-Road Crashes

You may have experienced this very unsettling feeling while driving. You inadvertently drifted off the edge of the pavement, and while trying to recover you felt a jarring sensation as you pulled back onto the road.

Roadway departures are a serious highway safety issue, accounting for 53 percent of fatal crashes. When a driver drifts off the roadway and tries to recover, striking the edge of the pavement can create what is known as “tire scrubbing” that may result in over-steering. This can cause the driver to lose control of the vehicle. Severe crashes can result with vehicles possibly veering into oncoming traffic, overturning, or running off the opposite side of the roadway.

One state study (Missouri) found that pavement edge drop-offs might have been a contributing factor in as many as 24 percent of rural run-off-road crashes on two-lane paved roadways with unpaved shoulders.

An innovative approach to addressing this problem that’s gaining more attention is using asphalt paving to angle the edge of the pavement to offer drivers a safe transition back onto the road. Known as “The Safety Edge”, this innovative technology, endorsed by the Federal Highway Administration (FHWA), involves installing a 30-degree angle during paving operations using a special commercially available shoe that attaches to existing equipment.

Testing of the Safety Edge approach has found that almost all drivers and vehicles can recover even steep differences between paved and unpaved surfaces if the pavement edge is tapered. Safety Edge is also a safer design for motorcyclists and bicyclists. This simple and effective technology for saving lives can be incorporated at a low cost. It has the added benefit of adding to the durability of the pavement edge.

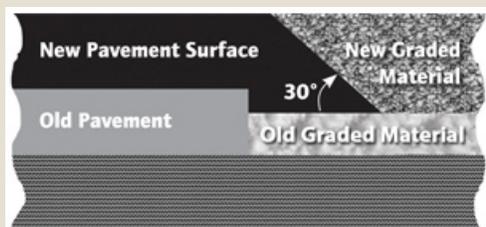


Those attending the Safety Edge workshop at the NHDOT on March 7 were able to see how a specially mounted “shoe” on an asphalt paver creates a 30-degree angle to the edge of the pavement.

To learn more about Safety Edge, representatives from several New England DOT’s and private contractors gathered at the New Hampshire Department of Transportation on March 7 for a day-long workshop that featured presentations and demonstrations by companies offering the equipment attachments for producing the edges.

Andy Mergenmeir, a Senior Pavement and Materials Engineer with the Federal Highway Administration, said the NHDOT “did a great job” in taking the lead and getting the major New England paving contractors and DOT representatives to attend the workshop. “The New England states are poised for a successful Safety Edge implementation effort,” Mergenmeir said.

The FHWA’s goal is to accelerate the implementation of Safety Edge technology by getting at least 40 states to adopt a standard specification. The NHDOT plans to have a “Safety Edge” installed on three paving projects during the 2011 construction season.



This diagram shows how the Safety Edge is created during a repaving project. As the new graded material begins to settle or erode, the angled and more durable Safety Edge prevents a vertical edge from forming, making the pavement edge safer for drivers and cyclists.



A 43 Year Run for “Law” and Order

Jim Law’s DOT Career Touched Six Decades

Set out in any direction in New Hampshire and the odds are you won’t go seven miles before passing a highway project that Landscape Specialist Jim Law has been involved with.

Whether it’s New Ipswich, Pittsburg, Bartlett, Hampton, Chesterfield or Concord, Jim Law has been there, enhancing an already beautiful state with his landscaping expertise.

“I’ve knocked on a lot of doors and been involved in projects in just about every town in New Hampshire,” the longtime contract administrator/landscape consultant says.

Meeting people was one of the things Law looked back fondly on as he reflected on a 43-plus year career at the New Hampshire Department of Transportation that ended with retirement on March 1. It was a career that began on December 11, 1967 when Law joined the “Special Services Division” of the former Public Works and Highways Department. The forest management major in college (UNH/Utah State) was hired as an engineering technician to work on mainly landscaping, scenic easement and junkyard fencing projects that had been developed following the passage of the Highway Beautification Act of 1965.

Jim later stepped up and handled the slope improvement projects (turf establishment) along several interstate highways.

While landscaping related to highway projects was pretty much “non-existent” before then, Jim points out that the new effort was much more than cosmetic. Landscaping became a fundamental part of highway projects, serving as delineation for ramp traffic, screening to control snowdrift and headlight glare, and establishing buffers for privacy of nearby neighborhoods. Other landscaping work addressed site restoration and fulfilling negotiated right-of-way agreements with impacted abutters.

“Landscape designing and overseeing projects in all areas of the state were fulfilling experiences,” Jim says. “Whether they were functional planting upgrades, wildflower establishments, or plantings of mitigated wetlands”

The memories are many. There was the assignment to research plants for retention swales to attract moose in Pittsburg and keep them away from roadsides. Jim was involved with the establishment of wetland mitigation sites, and more recently, worked on landscaping contracts for roundabouts being built in Plymouth and Keene. On a larger scale, Jim worked in the design and contract planting at a \$700,000 landscaping project at Exit 13 and connecting city streets in Concord.

Jim says it was the diversity of the projects that kept his job so interesting.

One of Jim’s favorite projects was the Sutton Rest Area on I-89 in 1974. A unique feature is the rare and bright-orange Chinese Azaleas he designed at the flagpole that are still a popular stop for visitors to take photos. Another favorite was the landscaping within the Rocky Gorge wayside facility along the Kancamagus Highway.

Since 2004, Jim has been the contract administrator for Emergency Reference Marker projects along I-89, I-93, the Everett Turnpike and other major highway corridors throughout New Hampshire.

“I’ve always been serious about the projects I worked on, and have taken pride in keeping very good records with each one. Success is the sum of paying attention to detail and I feel my career was successful because I paid attention to detail,” Law says.

A resident of Pembroke, Jim Law is looking forward to “rest and relaxation” in retirement but recognizes he is going into “uncharted waters”. He plans to do a lot of traveling (he’s been to 47 of 50 states) and visiting a few casinos along the way. What will he miss about the only place he ever worked?

“The camaraderie, the friendships established over the years by working with so many people. I was blessed to be able to work statewide, to meet a lot of interesting people, and to work on so many challenging environmental projects. My forty-three plus years of working as a landscape specialist for the Department of Transportation was a great adventure with many everlasting memories.”

Taking Your Boots Off At Night

Editor's Note: Chris Girard (Highway Design) has worked full-time for the NHDOT for 22 years and currently is an Engineering Tech V and an assistant Final Design Team Leader. The Gilmanton resident is also one of the first 300 people in America to have become a "Certified Tree Care Safety Professional". In his spare time he owns and operates Girard Tree Service, LLC and conducts workshops on how to cut trees and climb safely. He authored the following article, which was published recently in "The Tree Worker", a national publication for tree care professionals. He says his goal is to make all tree workers, including NHDOT employees, as safe as they can be in doing tree work.

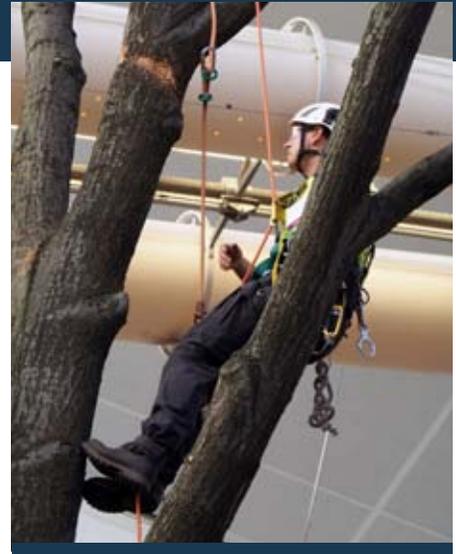
I grew up in a "blue collar" family and most days, my father would already be gone by the time that I got up in the morning.

Sometimes at night, when he came home I would hear him talking to my mom and telling her about an accident that had happened on the job site that day. I would hear him say, "you put your boots on in the morning, but you never know who is going to take them off for you at night." At first I was too young to know what he meant by this, but as I got older, I fully understood how dangerous work could be, especially in the tree care industry.

It has also been said that fatigue can make fools out of the best of us. I believe that a lot of the accidents that my father witnessed in the construction industry and the ones that we see today were the result of fatigue. I know from first-hand experience that fatigue can make you do things that normally you would never do and that sometimes you may be lucky to escape with your life.

Several years ago, when I was doing a large tree job, I made a mistake, that nearly killed me, due to fatigue. It was late in the day and I was on my last tree to fell. It was an 80-foot tall white pine with a 24-inch DBH. I had already topped the tree out and chunked it down to about a 30-foot stem. There was a shed to the right and a stump to the left of it. I had my felling plan and my escape route planned out. I was afraid that it might hit the shed, so I cut it very cautiously. As the tree began to fall, I had a momentary lapse in judgment, due to fatigue, when I stepped to the side to see if the tree was going to clear the shed. I had totally forgotten my escape plan and had left myself wide open in "the death zone."

Chris Girard demonstrated safe methods of climbing the Tree Care Industry Exposition in Pittsburgh, Pennsylvania last fall.



The next thing that I remember, I was waking up on the ground, not knowing who I was, where I was, or what had happened. I could not talk or see clearly. There were firefighters and paramedics around keeping me still.

I do remember someone saying, "This does not look good." Evidently the tree cleared the shed, but hit the edge of the stump on the left, causing the butt end to kick up in the air and "fishtail" towards me.

Approximately 3,000 lbs worth of white pine hit me in the jaw on the left side of my head. I suffered a shattered jaw, crushed sinuses, a severe concussion, and bruises from head to waist, as the tree had also rolled over me. I spent three days in the hospital and six weeks with my jaw wired shut, sipping my food through a straw.

Luckily I wasn't working alone and my ground worker was the one who called 911. I also had all my PPE (personal protective equipment) on as well and still believe that my helmet played a part in saving my life, when I saw that it had actually split on the side that the tree had hit me on.

All of this could have been avoided, I feel, if I had just stopped working sooner, when I was less fatigued, and come back the next day to finish the job. I would have gone home that night and taken my own boots off, instead of having someone else in a hospital do it for me. It could have so easily been someone in the morgue who was removing my boots.



ON THE MOVE

The Biggest Losers in Weight are Big Winners With Healthier Lives

It used to take David Silvia two hours to shovel off the deck behind his house. That was before he lost 100 pounds. Now it takes him just 20 minutes without breaking a sweat and he has lowered his cholesterol. Tony Eldridge also dropped 100 pounds and his former all-day hike up and down Mt. Chocorua now just takes a couple of hours. He no longer wears a sleep apnea machine at night.

David and Tony are both past winners of the NHDOT's "Lose to Win" weight loss competitions. Both are now feeling better and healthier, and neither plans to ever go back to their 44-inch waist sizes and weights that hovered near 300 pounds.

"It's the best thing the State could have ever done for me," says Tony Eldridge, who stepped on a scale just before Christmas 2009 and vowed, "One way or another I'm going to lose weight."

Then along came the first "Lose to Win" competition, a couple of dares among co-workers, and the District 3 team, "The Maintainers" was in the running. Since then, a combination of seven people on multiple teams has lost a total of about 400 pounds.

"After a couple of weeks I felt so much better I did not want to stop," says Eldridge, who works out of the Conway 301 patrol facility. He hasn't and neither has Silvia, who some people from his past may no longer recognize now that he's shed both a lot of weight and a full beard.

"I had always been heavy," says Silvia, who works at the District 3 Office in Gilford. "I have now completely changed to a much healthier diet and exercise daily."

Silvia and Eldridge are just two examples of Department of Transportation employees who used the "Lose to Win" competition to make positive changes in their lives. NHDOT Safety Officer Alexis Martin hopes many others will follow their lead.

"It's not the impossible," Alexis says. "The Lose to Win contests have far exceeded our expectations. We have a very heavy workforce that underutilizes the employee benefits available to them. Only 16 percent of eligible employees (267) take advantage of the gym memberships or fitness equipment that could be paid for by their health insurance plans."

Both David and Tony say regular exercise was key



The "before" of David Silvia and Tony Eldridge in January of 2010 before each lost more than 100 pounds.

to accelerating their weight-loss efforts. What advice would they give regarding food and losing weight?

"Do not go into a convenience store," says Tony. "There is nothing good in there except bananas. Otherwise I eat what I want. I just eat a little bit of it."

"I shop only around the edges in the supermarket and avoid the aisles with processed food," David confides. He also eats three meals a day, and plans ahead by packing healthy lunches and snacks. "You're better off eating more frequently."

There have been a couple of downsides to their massive weight loss. Both say they have spent a lot of money on new clothes (but don't regret it), and Tony jokingly complains he now feels the cold.

"I used to be able to work outside in ten degree weather in just a t-shirt. Now I'm freezing all the time," Tony says.

David Silvia and Tony Eldridge say they still love to eat, and still fight the urges we all have for things like chocolate, potato chips and ice cream. But both say they like their new lives so much better that they have no intention of going back.

"It's made a huge difference for me," Tony says. "Try it. You're crazy if you don't do it." "You have to give it a try," David adds. "You'll get hooked and not quit."



Up Close and Personal with NHDOT Plow Drivers During a Blizzard



Media "Ride-Alongs" Give Public Unique Glimpses Inside the Orange Trucks

If you live in New Hampshire you know them. They've always been there during winter snowstorms. You hear the rumble of the plow truck going by in the middle of the night, and you feel a little more secure as you roll over for another few hours of sleep. They are the highway maintainers behind the wheels of those huge orange State Department of Transportation trucks who get the job done year after year in the worst of weather.

For the most part they are anonymous, and they probably prefer it that way. But on one unprecedented day several DOT plow drivers shared their cabs with news reporters from three newspapers, one television station and NH Public Radio during a brutal nor'easter that lasted more than 18 hours on January 12.

On the same day Governor John Lynch took his first ride in a state plow, and Executive Councilor Ray Burton hitched a plow ride in the North Country.

The inside look at the challenges of driving a state snowplow provided a unique insight for the public. It also gave the NHDOT plow drivers a great opportunity to educate New Hampshire drivers about the work they do on their behalf.

Keene Sentinel reporter Casey Farrar not only accepted the invitation to a pre-storm briefing on the day before, she was also among the first to arrive at the District 4 patrol facility in Swanzey shortly before 1:00 am. In her article entitled "Storm Riders" she told of the DOT "night riders" who make the decision to



Governor John Lynch took his first ride in a DOT snowplow during a statewide storm on January 12. At the wheel was Assistant Patrol Foreman John Sartorelli out of the Bow 505 patrol facility.

call in the crews after darkness falls.

"They're the eyes out there at night, seeing what's happening," District 4 Engineer Graham said. "It's a balance between calling (crews) in too early and calling them out too late. "You don't want to call people in and have them sitting around waiting for snow, because overtime is a costly operation, but you also want to make sure they're out there treating the roads before they get hard-packed."

Farrar introduced her readers to Patrol Foreman Robert Hebert, Robert Vorce and Tyler Tommila. All convey a dedication to their jobs and their mission while relating the difficulty of doing their jobs in difficult weather conditions while sharing the road.

"People get really mad," Tommila said. "They'll call to complain if we're not out here, but then they'll complain if we slow them down."

Along the very busy Interstate 93 corridor south of Manchester, Lawrence Eagle Tribune reporter John Toole rode with plow driver Ed Coulombe, Jr. out of the District 5 Derry patrol facility.

"I tell my wife, 'If you see a plow





truck, stay behind it," Coulombe says. "The safest place in a snowstorm is behind us," Coulombe adds as he stares through the blinding snow.

Coulombe will tell you the plow operators are always thinking about the travelers on the road.

"Our concern is for them," Coulombe says. "We don't want to see anybody hurt."

In the Seacoast region, Foster's Daily Democrat reporter Scott Kinney joined District 6 plow driver Brian Hayes at the Dover patrol facility for his route that included NH 108.

"Brian Hayes puts foam earplugs in," Kinney's article begins. "After 20 hours of it, it gets kind of old," he explains as turns the ignition of the diesel engine powering the Department of Transportation plow truck on Wednesday shortly after noon."

The news reports, while different, all have common themes. Plowing roads in New Hampshire is not easy, but those who do it for the Department of Transportation are dedicated to the task and take great pride in their work. It's a message that can't be told too many times.

"You've got to keep it safe for the public," Ed Coulombe said. "It's a matter of doing the job."



NHDOT plow driver Ed Coulombe shared the challenges of driving a state plow on the busy I-93 corridor south of Manchester with Lawrence Eagle Tribune reporter John Toole.

New Weapons in Turnpikes' Winter Maintenance Arsenal

Looking to enhance its anti-icing efforts, the Turnpikes Bureau this past winter added "pre-treating" roads through the use of brine, a



water-salt mixture, and "pre-wetting" salt with anti-icing liquids to activate the salt more quickly, as well as reducing the bounce of the salt on the road surfaces.

The Hampton Maintenance facility was set up to make the brine with the installation of six 5,500-gallon storage tanks and brine making equipment. A 3,000-gallon batch of brine can be made in about an hour. The brine pre-treating approach was used on I-95 (Blue Star Turnpike) and a lower section of the Spaulding Turnpike below the Dover Tolls.

The goals of using brine include safer roads, lesser environmental impact and reduced costs. An additional brine manufacturing site is planned for the Merrimack Maintenance facility in the near future.

The "pre-wetting" of salt involves a blend of 80% salt brine and 20% "Ice B'Gone", a product made primarily of magnesium chloride and high fructose corn syrup.

Turnpikes also purchased a snow-blowing attachment for a front-end loader to clear snow from the 2,000-foot Open Road Tolling (ORT) lanes at the Hampton Tolls. The "Wasau-Everest WK-900" snow remover is capable of removing up to 1,500 tones of snow per hour, or about 20 tons per minute. During one clean-up effort, maintenance crews working at night filled 124 truckloads of snow, with each truck being filled in just over two minutes.

Improving the Workplace by Opening a New Line of Communication

Videophone Makes the Job Easier for the Hearing Impaired

Have you ever written an email to someone, and then wondered how your written word might be misinterpreted? So you picked up the phone and called them, which eliminated any confusion.

Doug Holmes, who works as an Engineering Technician in the Highway Design Bureau, had that problem during his almost 12 years with the NHDOT without the benefit of the phone solution – until recently.

Doug is deaf. But thanks to a special federally funded service, the NHDOT was able to acquire a specialized videophone system and utilize Sorenson Video Relay Service (SVRS) to enhance Doug Holmes' ability to effectively communicate with his co-workers and peers.

SVRS enables deaf users to communicate over a high-speed Internet connection using American Sign Language (ASL). Now Doug can conduct phone conversations whenever the need arises.



Doug Holmes (Highway Design) is using sign language services available through a special video phone to make and receive telephone calls. The Northfield resident says the free service is helping him do his job better.

"It's a lot faster way to communicate," Doug says. "I'm still getting used to it and it still feels a little awkward at times, but my sign language is improving. As time goes on, I am sure it will help me better interact with others to do my job."

How it Works:

Video relay calls are placed over a high-speed Internet connection through a Sorenson videophone connected to a TV monitor, or through a personal computer with a web camera. Doug has the TV monitor version. The deaf user sees an ASL interpreter on the monitor and signs to the interpreter, who then calls the hearing user via a standard phone line and relays the conversation between them. Calls to Doug are placed to Doug's unique number, which is answered by an SVRS interpreter. The interpreter connects to Doug's system and the conversation begins. There are hundreds of SVRS interpreters located throughout the country. The service is available 24 hours a day, 365 days a year.

Mary Kulacz was the point person for the Department of Information Technology (DoIT) on this project. From her embedded position within the NHDOT, Mary researched this technology, contacted Sorenson and arranged for the installation. She coordinated the installation and subsequent training with David Krueger of Sorenson. This presented a special challenge for Mary, since David is also deaf.

For more information about this system visit <http://www.sorensonvrs.com/> and check out their "Frequently Asked Questions" under "What is SVRS?"

And don't hesitate to give Doug Holmes a call at 463-6290.

ON THE MOVE

The NHDOT Commitment To New Hampshire's "Roads Scholars"

You've signed on to help maintain New Hampshire's state and local highway system in both January snowstorms and in the heat of July. So where do you go to get the training you need for personal and professional development to get the job done?



Since 1986, the Technology Transfer Center at the University of New Hampshire has been part of a nationwide Local Technical Assistance Program (LTAP) to provide training and services to those who maintain over three million miles of roads and 29,000 bridges. More than 4,400 people have attended at least one UNH Technology Transfer Center workshop.

The NH Department of Transportation has provided funding, instructors, and expertise to the effort, and has benefited by having many employees increase their knowledge, skills and capabilities. The following NHDOT employees are listed in the "NH Roads Scholar Directory for 2011" in having achieved various levels of participation.

Roads Scholar I (at least 25 hours or 5 one-day workshops)

Jason Bard	Don Beaulieu	Todd Bellefeuille	Jack Berquist	Shane Bilodeau
John Boynton	John Bushway	Ernest Butler	Steven Chagnon	Brian Cole
Dennis Clark	Andrew Dame	Montgomery Davis	Steven Dickinson	Pat Doughty
Steven Dunn	Shaun Elliott	Kevin Flanagan	Ray Gilpatric	Robert Glover
Terry Hall	Robert Havey	Chris Hope	Lauren Howard II	Tyler Howe
Steve Huckins	Jeff Huntington	Mitchell LaChapelle	Robert Lang	Michael Lavoie
Mark Morrill	Todd Nason	Russell Pilotte	Dave Rix	Jared Rumford, Jr.
Ralph Sanders	John Sartorelli	Chris Sullivan	Kyle Surette	Stephen Tolbert
Tyler Tommila	Richard Trempe	Dennis White	Paul Wilson	

Roads Scholar II (at least 50 hours or 10 one-day workshops)

Tony Albert	Matthew Clark	Robert Clough	Doug DePorter	Chris Hall
Patrick Holland	Jason Marro	Nancy Mayville	Gerald Morse	Richard Patten
Bryan Pease	Paul Robichaud	Gary Turner		

Senior Roads Scholar (at least 75 hours or 15 one-day workshops)

David Brown	Ray Castor	Reagan Clarke	Charles Dilyn	James Rostron
Jon Russell	Dwayne Searles	Gerard Turco		

Master Roads Scholar (at least 100 hours or 20 one-day workshops)

David Almon	Doug Almon	Mark Avery	Ernie Ball	Frank Colyn
Jason Damren	Dennis Eastman	Christopher Flagg	Scott Gage	Robert Hebert
Gary Kitson	Richard Lefavour	Ken Louzier	Jim Mountford	Barry Mueller
John Paul-Hilliard	Mike Reifke	Glenn Smith	William Wood	

NHDOT instructors in the past year included: Mark Avery, Dennis Ford, Doug Gosling, Bill Lambert, Nancy Mayville, Jim Mountford, Christine Perron, Dave Powelson, Rich Radwanski, Tobey Reynolds, and Eric Thibodeau. Nancy Mayville and Glenn Davison serve on the Center's Advisory Board.

Service Awards

10 Years:

Arlene Allen - Stewardship & Compliance

Douglas Almon - District 6

Gary Boles - Bridge Maintenance

Lisa Denoncourt - Right-Of-Way

Scott Derrington - District 2

Sandra Gaudette - Turnpikes

Catherine Kram - Turnpikes

Brian Lombard - Rail and Transit

Roger Morin - District 5

Marie Mountain - Turnpikes

Charlotte Plante - Turnpikes

Joshua Prescott - Highway Design

Normand Rainville - Traffic

Katie Rayner - Turnpikes

Edward Robin - District 6

Everett Sawyer - District 2

Dorette Stephens - District 5

Kyle Surette - District 6

Scott Tobin - District 5

15 Years:

Steven Buchanan - Traffic

David Burrows - District 3

Gary Clifford - District 5

Charles Flanders - Construction/Engineering Audit

Edward Heath - Turnpikes

John Johnson - Right-Of-Way

Ernest Locke - District 1

Blair Moody - Construction/Engineering Audit

Eugene White - Finance

Alton Whittier - Mechanical Services

20 Years:

Christopher Hinds - District 1

William Jennison - Finance

William Laflam - District 3

Michael Licciardi - Bridge Design

Dale O'Connell - Environment

Kurt Robbins - Construction/Engineering Audit

Kevin Russell - District 6

25 Years:

Michael Carey - Traffic

Maurice Cere - Turnpikes

Scotty Eldridge - District 3

John Hall - Construction/Engineering Audit

Don Hathaway - District 5

Thomas Jameson - Planning & Community Assistance

Robert Libby - Bridge Maintenance

Christopher Martin - District 1

Armand Nolin - Finance

Thomas Pawnell - Turnpikes

Brian Perry - Traffic

Lee Simpson - Construction/Engineering Audit

Peter Stamnas - Highway Design

James Wheeler - District 5

30 Years:

Wayne Bigelow - District 2

Mark Fagnant - Bridge Maintenance

James Ray - District 4

35 Years:

Kenneth Giles - District 6

Jonathan Smith - Construction/Engineering Audit

David Vezina - District 3

ON THE MOVE

NHDOT People



Betsy Bosiak has retired from the NHDOT after 31 years of State service, all within the Right-of-Way Bureau. The Epsom resident began as a Clerk Steno II in 1979 and

worked her way up to a Right-of-Way Agent III. Co-workers held a surprise retirement party for Betsy on January 31.



Director of Project Development Bill Cass has been nominated by Governor Lynch and confirmed by the Executive Council for another four year term. The Laconia resident also recently

marked 25 years of State service with the NHDOT.



Assistant District One Engineer Leon Geil retired from State service on March 31. Early in his engineering career,

Leon worked as a consultant for the New York DOT. He moved to Claremont in 1973 and served 12 years as Sullivan County Engineer. Leon then went to work for himself as a consultant before joining the NHDOT. Leon resides in Whitefield with his wife Sharon (pictured) of 46 years. They have 3 sons and 6 grandchildren. He plans on staying in the North Country, spending more time with his family, and logging miles on his snow machine.



Bill Dusavitch is the new Administrator of the Mechanical Services Bureau. For the past five years. Bill has been the Manager of the NHDOT's Fuel Distribution Office. The Concord

resident began his DOT career as an Engineering Tech I in the Construction Bureau in 1992. He later spent several years in the Right-of-Way Bureau.



Paul Yeaton (Planning & Community Assistance) was recognized at a recent major staff meeting for 25 years of state service. After spending the first 11 years in the Construction

Bureau, Paul has worked 14 years in Planning. His duties include crash date studies and analysis, and GIS work to match aerial photography. Paul is a third generation Yeaton working for the Department. Combined with his father and grandfather, the Yeaton family has 99 years of DOT service.



Bob Aubrey retired from the NHDOT on January 31 after more than 30 years of State service. Bob worked exclusively in the Bureau of Bridge Design as a Project Engineer. The Bow

resident plans to spend some of his retirement enjoying his five grandchildren and showing his St. Bernard dogs in competitions.



After 16 years of state service with the NHDOT, Jack Ferns is the new Executive Director of the Aviation Museum of New Hampshire in Manchester. Jack came to the Department as an

aviation planner. Two years later he was appointed Director of the Aeronautics Division, which later added the Rail and Transit Bureau.



Tom Santos has once again been called to military duty overseas. Seven years after returning from Iraq, the Engineering Technician III in the Design Services Section

of the Highway Design Bureau is heading to Afghanistan. As a U.S. Army Reservist, Tom will serve as Chief Warrant Officer for a firefighting unit based out of Mississippi.

Personnel Updates

New Hires:

Elizabeth Ashworth - Civil Engineer IV, District 2
Eric Baker - Highway Maintainer II, District 3, Crew 4
Jeremy Decker - Highway Maintainer I, District 3, Crew 15
William Dourdounas - Highway Maintainer II, Dist. 4, Crew 10
Timothy Dunn - Civil Engineer II, Highway Design
Crystal Eastman - Highway Maintainer I, District 2, Crew 24
Willard Fullerton - Bridge Constr. Foreman, Brdg Maint-Bedford
Joseph Gomes - Bridge Maintainer II, Bridge Maint-Sunapee
Nathan Harrison - Highway Maintainer I, District 5, Crew 1
Kevin Huckins - Highway Maintainer I, District 3, Crew 24
Walter Nason - Highway Maintainer II, District 3, Crew 5
Tom Oxford - Highway Maintainer II, Tpk - Hampton Maint
Michael Pinard - Welder Mechanic I, Mechanical Div-Concord
John Plourde - Electrician Supervisor II, Mech. Div-Concord
Greggory Reppucci - Bridge Maint II, Bridge Maint - Chichester
Richard Ricker - Highway Maintainer II, District 3, Crew 5
Randy Rugar - Highway Maintainer II, District 2, Crew 2
Fred Trafton - Bridge Maintainer II, Bridge Maint-Antrim
Brad Van Zandt - Engineering Technician II, Construction

Promotions:

Sampson Bodnar - Highway Maintainer III, District 4, Crew 4
Arthur Breault - Highway Maintainer III, District 2, Crew 7
Philip Brogan - Civil Engineer I, Material & Research
Cassandra Burns - Civil Engineer III, Highway Design
Marc Cotnoir - Highway Patrol Foreman, District 3, Crew 9
Tonya Cougler - Accounting Tech, Bridge Maint-Portsmouth
Gregory Dow - Highway Patrol Foreman, District 6, Crew 8
Mary Dubey - Accountant III, Finance And Contracts
William Dusavitch - Administrator IV, Mech. Div-Concord
Shaun Hickey - Highway Maintainer III, District 5, Crew 27
Robert Hudson - Civil Engineer V, Planning & System Dev
Robert Kibbie - Highway Patrol Foreman, District 2, Crew 12
Matthew Labrake - Supervisor II, Traffic Outdoor Adv
Russell Lemire - Civil Engineer III, Construction

Timothy Mallette - Civil Engineer IV, Highway Design
David Malloy - Highway Maintainer III, Traffic Heavy Sign Crews
Brian McCrea - Sign Shop Manager, Traffic Sign Shop
Mark Merrill - Asst Highway Patrol Foreman, District 2, Crew 12
Kristin Morgera - Program Assistant II, Maintenance
Trisha Morrison - Right Of Way Abstractor, Right Of Way
William Rand - Highway Patrol Foreman, District 5, Crew 1
Tyler Reisdorf - Civil Engineer II, Construction
Kimberlee Roux - Accountant II, Turnpikes-Hooksett
Susan Royce - Administrative Secretary, Turnpikes-Hooksett
John Sartorelli - Highway Patrol Foreman, District 5, Crew 27
Charles Schmidt - Transportation Bureau Admin, Right Of Way
Brian Schutt - Principal Engineer, District 1, Crew 22
Michael Servetas - Civil Engineer V, Highway Design

Retirees:

Seldon Alden - Highway Maintainer II, District 3, Crew 15 (13)
Robert Aubrey - Civil Engineer V, Bridge Design (30+)
Wayne Beers - Highway Maintainer III, District 6, Crew 12 (10)
Elizabeth Bosiak - Right of Way Agent III, Right of Way (31)
Timothy Brewer - Highway Maintainer II, District 4, Crew 10 (12)
Jack Ferns - Director of Aeronautics (16)
Lennox Grasmuck - Highway Maintainer II, District 4, Crew 12 (22)
Antonetta Haycock - Toll Attendant I, Tpk-Hampton Main Toll (20)
Stephen Jaquith - Highway Patrol Foreman, District 3, Crew 9 (32)
James Law - Landscaping Specialist, Construction (43)
Brian Ordway - Engineering Tech V, Construction (33)
Richard Simard - Toll Attendant II, Turnpikes, Merrimack Exit 11 (20)
Lawrence Stevens - Highway Maintainer II, District 5, Crew 9 (13)
Julie Van Debogart - Highway Patrol Foreman, Dist 2, Crew 12 (31)
Joan Young - Accounting Technician, Finance and Contracts (36)

ON THE MOVE

Letters



I have been wanting to write a note to someone in management relative to our, the State of New Hampshire, toll takers. I go through the tolls back and forth from Manchester to Concord and/or the lakes region six days a week. I generally go to the far side booths because the attendants I am so used to seeing are normally always there. I look forward to going through the tolls, believe it or not, as in the morning I am greeted by Maggie or Kenny, yes, first names, why, because I asked them. They are personable even with just those few seconds of interaction. When I head home to Manchester I most always am greeted by Carl. He makes the end of my day complete. He always greets me with a smile and what I interpret as a sincere "Hi, how are ya!" I love it. Oh, there isn't much conversation but the smiles and the hellos from these attendants is a great way to the start and to the finish of my day. There are a few others that I am very fond of as well that I have encountered in the booths, though I can't recall their names as easily as Carl, Maggie or Kenny. Goes to show the impact these fine people have on me for the start of my day to the end of my day. I often think maybe I should get EZ pass, but then again I'm afraid if I do I won't be able to get my friendly and personal "good morning" from Maggie or Kenny, nor will I get my "Hi, how are ya!" from Carl. You may think I'm silly, but being on the receiving end of these kind, fun and "real" people means a lot to a commuter going back and forth six days a week.

I thank you for at the least, listening.
Sue Rogers-Laazouzi
Manchester, NH

Editor's note: The Turnpikes Bureau toll attendants noted above are Margaret Savage, Kenneth Wright and Carl Thrower.

February 27, 2011

I am very grateful to a DOT snowplow driver who came to my assistance on Friday, February 25th, just after noon. I do not know his name. I was in a spin-out during a snowstorm on I-93 south in Canterbury. I am a Girl Scout leader and had four 10-11 year old Girl Scouts in my car.

With the help of this gentleman and two or three other good Samaritans, we moved my damaged car from the left shoulder to Exit 18, and then off the Exit 18 ramp to the Sunoco station on West Street. It was very frightening and very dangerous, as we could have been hit by another car. He took my cell phone and spoke with the 911 operator, who wanted to keep the car at the Exit 19 sign. He told her it was not safe as another car could have skidded and hit us, and we had to get off the highway. Thank you for your public service, and his exemplary service to us.

Katherine Hughes
Sharon, MA.

Editor's note: The snowplow driver cited above is Aaron Lowell, a hired driver who plows during larger snow storms out of District 5's Canterbury patrol facility.

February 9, 2011

Thank you NHDOT. I took you for granted for too many years. You are very good at what you do. It is amazing how unstable 4 inches of snow can be without plows, salt and sand. 3 snow days in a row... can we make it 4?

Brian Beauman
Tennessee (former NH Resident)

January 23, 2011

Dear N.H. Road Team...

You are the best - the Very best in the whole USA. You keep New Hampshire running by working night and day to keep our roads open and safe regardless of the weather. Thank you. When you close your eyes when crossing the state lines, you know when you are on New Hampshire state highways.

Gail Matthews
Wilmot, NH

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

ON THE MOVE

Your Health - Did You Know?



How would you like to get a check for getting your tonsils out, or having arthroscopic knee surgery? These are just two of several medical procedures or diagnostic tests that state employees can receive financial rewards for choosing a cost-effective New Hampshire healthcare provider.

Compass Smart-Shopper is a program designed to help lower healthcare costs by providing employees with cost information for common elective medical procedures and tests. Participating employees receive varying financial rewards (i.e. \$100, \$50, etc.) if they choose to receive these services by a cost-effective provider identified by Compass Healthcare advisors.

The idea is that employees are rewarded for becoming more involved in the cost of their healthcare decisions, and the State of New Hampshire benefits by the reduction of healthcare costs. All active State employees and their dependents who are currently enrolled in the State of NH Employee Health Benefit Plan are eligible for the program.

For more information on how to utilize the benefits of CompassSmartshopper, go to www.compassmartshopper.com or call Compass at 1-800-824-9127.

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Texting While Driving - A N-O N-O



Motorists driving along some New Hampshire roadways are being reminded

of the dangers of texting while driving. Billboard messages in downtown Manchester, on NH Route 28 in Pembroke, and on Route 11 in Farmington are part of a "No Texting While Driving" highway safety campaign by the New Hampshire Department of Transportation. Previous campaigns have focused on safe driving and New Hampshire's "Move Over" law for emergency responders. A new law banning texting while driving in New Hampshire took effect in January 2010.



Cover Photo - Michele Pratt (Flossie's General Store)