

ON THE MOVE

New Hampshire Department of Transportation Newsletter



Spring 2013



IN THIS ISSUE:

- Invitation to a ribbon cuttingpg 2
- Traffic cameras made publicpg 4
- Bridge Maintenance rises to a challengepg 6
- Results of the NHDOT employee surveypg 9-11
- Expanding communication options pg 16

Commissioner's Corner

Many Now Recognize the Need to Invest in Transportation



It's been almost a year since I sat with my leadership team at the NHDOT and voiced the urgency for an all-out effort to spread the word about the vital need to increase investment in New Hampshire's transportation system.

We all knew that getting roads and bridges on the radar screen of the public was a daunting task. The economy was still in recovery mode. State and local budgets were very tight and getting tighter. There were long lists of competing priorities, from education to public safety to health care. It was easy to be skeptical about the prospects for success.

But we really had no choice. It was our obligation to tell the transportation story, to remind everyone of the important role transportation plays in supporting this state's economy, and to use the facts to explain that the condition of New Hampshire's roads and bridges is slipping on a downward trend that must be stopped and reversed very soon.

Since August of last year, I have been telling the story to virtually anyone who would listen – to Chambers of Commerce meetings, to editorial boards, on statewide radio, to meetings with lawmakers.

I am very pleased to report the message has been heard – here's an editorial sampling:

Concord Monitor – *"The fact is, New Hampshire and its cities and towns can't afford not to refurbish or replace failing infrastructure. The economic future of the state and the well-being of its citizens depend on doing so."*

Nashua Telegraph – *"There is no denying that a well-maintained infrastructure is absolutely critical to a sound economy and to our everyday quality of life. No one likes to spend the money to repair or replace an old roof on their home or the hot water heater in the basement. But everyone knows the consequences – financially and otherwise – of failing to do so in a timely manner."*

Portsmouth Herald –

"The state of New Hampshire is struggling to meet the needs of crumbling roads and bridges across its entire terrain. While raising taxes amid the specter of a still-struggling economy with residents facing wage stagnation is not an easy proposal, the time has come for the state to make a greater investment."

Foster's Daily Democrat – *"...we agree that more funds are needed to repair the state's aging infrastructure. We are not convinced HB 617 goes far enough in making the proposed tax increase palatable — although we concede its necessity."*

Keene Sentinel – *"More than 1,500 miles of state roads are in disrepair and about 140 bridges appear on the state's 'Red List,' ...yet the state's highway fund faces a \$740 million shortfall over the next decade."*

Todd Selig (Durham Town administrator) – *"If the citizens of New Hampshire want decent roads, someone will have to pay for them, and it is only appropriate that the cost be borne by the users."*

Charles Arlinghaus (Josiah Bartlett Center) – *"There is a legitimate debate to be had about whether the current highway fund sources can pay for the highway system we already have."*

The debate is well underway in the New Hampshire Legislature about whether and how funding should be increased for transportation. That is ultimately where the final decisions should be made.

But we are doing what we have to do. We are making the case for greater investment in transportation. We have the public's attention. Many have listened and many agree.

A handwritten signature in black ink that reads "C. D. Clement, Sr." in a cursive style.

Commissioner Christopher D. Clement, Sr.

Nine Decades



between ribbon cuttings at the Memorial Bridge

The NHDOT Invites Eileen Foley to Another Big Celebration

She was just five years old when she was chosen to cut the ribbon for the brand new Memorial Bridge on August 17, 1923. Now former Portsmouth Mayor Eileen Foley, who celebrated her 95th birthday on February 27th, has accepted an invitation from the New Hampshire Department of Transportation to participate in the ribbon-cutting ceremony for the new Memorial Bridge when it's completed this summer, almost exactly 90 years later.

"I'm excited and looking forward to it," Eileen Foley responded when formally invited by NHDOT Commissioner Chris Clement, Memorial Bridge project manager Keith Cota, and representatives of the company building the bridge, Archer Western Contractors. "I feel fortunate to once again be participating in a celebration of a new Memorial Bridge."

While she would one day become Mayor of her home town, to this day the Foley family has no idea why young Eileen Dondero (Foley) was picked out of the crowd of

Photos - from left to right

Looking comfortable with a pair of scissors, Eileen cuts the ribbon to open the Memorial Bridge nearly 90 years ago.

It's easy to pick out 5 year old Eileen Dondero (Foley) among the crowd gathered to open the Memorial Bridge on August 17, 1923.

NHDOT project manager Keith Cota invites Eileen Foley to the opening ceremonies for the new Memorial Bridge.

5,000 people for the ribbon-cutting honors. That same day she also was in the group that rode the first draw of the lift span.

"We felt it was very appropriate to issue the first official invitation for this year's Memorial Bridge celebration to Eileen Foley," says Commissioner Clement. "As much as anyone associated with the Memorial Bridge projects, Eileen has connected generations and bridged communities."

The previous Memorial Bridge crossing the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine was built at a cost of \$2 million. It was dedicated as a "Memorial to the Sailors and Soldiers of New Hampshire who participated in the World War 1917-1919."

For more information on the Memorial Bridge project, visit www.memorialbridgeproject.com

Still 'Inspecting' Bridges 41 Years into Retirement

Editor's Note: The following article appeared in the May 10, 2012 edition of the New Hampshire State Employees Association News. It is reprinted with permission, and with an update from Bruce Ellsworth that his father Russell is still doing great.

Russell Ellsworth still pays his union dues, forty years since the last day he worked for the State of New Hampshire in the Department of Highway and Public Works. Ellsworth, a former project engineer is 102 years old. He still drives a car, lives alone, cooks his meals and enjoys pizza on Friday nights with his family. He's a man who believes in a strong work ethic.

Russell Ellsworth began working for the state in the 1930's as a 'time keeper,' on a culvert project under a highway going through Monroe, New Hampshire. Because there weren't any time clocks to punch, it was his job to keep track of the workers' hours and to make sure the job got done.

Ellsworth advanced quickly, becoming an inspector during the building of the first seawall in Hampton Beach and then moved up the ranks to project engineer working on bridges being built around the state. His first bridge was across the Connecticut River in Lebanon.

When the war came, Ellsworth and others were laid off.

It was then that Ellsworth was convinced to go into the family business making wooden boxes for ammunition and supplies during the war. He ran Ela Box Company in Warner for seventeen years before selling and returning back to work for the state in the 1960's.

"The second day back, I joined the union," said Ellsworth. If he had to name one or two projects that stuck out in his career one would be a stretch of Interstate 89 in Lebanon.

"This section was at the time, the single most expensive highway project in the state."

The project included a pedestrian bridge, a railroad bridge, two miles of highway, a rest area and two weigh stations.

"My boss sent me and another engineer (who was an elderly chunky man) and we worked on that project. He couldn't get out and I had to inspect the ledges. I tested every rivet on that bridge," he laughs.



After the interstate project he was ready to climb mountains. "I oversaw the installation of the first snowmaking equipment on Cannon Mountain and the building of the base camp," he said. "That was a great project."

By the start of the 1970's, Ellsworth was beginning to think about retirement. His last project was the McKee Square intersection in Concord.

"When they remodeled that - and made it a 'round-about,' I said they'll have some trouble there," He laughs. "Someone is going to swear."

In 1972, after 25 years with the State, Ellsworth retired at the age of 62. Today he collects \$483 a month from the state. He's not complaining.

"At the time I retired, I was making \$12,000 a year for engineer pay and I was on the top of the list."

Today at 102, Ellsworth enjoys spending time on Blaisdell Lake in the log cabin he made by hand from trees he personally dropped and floated to shore. He also likes taking an occasional road trip with his family to check out his work.

"We can't go through a town between here and Berlin without Dad saying, 'Oh I built that one, I worked on that bridge, I did this highway,' says his son, Bruce Ellsworth who worked for the Public Utilities Commission from 1972 to 1986 before being appointed Commissioner of the PUC until 1998. "It's a history lesson every time we head out."

NHDOT Traffic Cameras Made Available to the Public for Viewing

Getting a direct look at travel conditions in parts of New Hampshire before heading out on the roads is now just a couple of clicks away on a computer. The NHDOT's Transportation Management Center has partnered with TrafficLand, a Virginia-based company, to provide real-time viewing access to the NHDOT's highway cameras. The public can now go to www.Trafficland.com to view traffic and road conditions using NHDOT cameras in ten regions of the state. The TrafficLand site is also linked from the NHDOT website.

The camera locations are tied to interactive Google maps, which display travel speeds over the road corridors as color-coded lines, so the viewers can quickly determine where a traffic slowdown may be occurring, and bring up real-time video from nearby cameras to confirm travel conditions. Green equals normal speeds, yellow indicates that there



A NHDOT camera view of both I-93 northbound and southbound traffic at Bodwell Road in Londonderry.

are slowdowns occurring, and red can mean there is slowed or stopped traffic.

The ability to see several cameras along a corridor will now give traveler real-time views of what is happening on particular roadways, allowing them to plan their travel routes and times accordingly.

"Proud to Be New Hampshire DOT" Slogan is Catching On!



Now that the Weather Channel's Jim Cantore (pictured) has a brand new cap, the new "Proud to be New Hampshire DOT" slogan could show up just about anywhere in the United States where bad weather strikes. Cantore was presented with the cap while doing live broadcasts from Concord during a late March

snowstorm that hit the region and quickly took a liking to it. More than 300 NHDOT employees also ordered the caps, many with additional lettering on the back that displays their bureau or highway maintenance district.

Also showing their DOT pride is District 4's #408 crew, who have recently made and displayed a new sign at their Hancock patrol facility.



ON THE MOVE



New “Tow Plows”

Prove Their Worth for Winter Maintenance

Turnpikes Bureau Pleased With Results on I-95 (Blue Star Turnpike)

They may not be feasible for widespread use in winter maintenance operations in New Hampshire, but two new NHDOT “tow plows” proved to be a good fit along the northern part of the multi-lane Interstate 95 (Blue Star Turnpike) this year.

What tow plows are supposed to do is essentially replace another plow truck, allowing one plow truck operator to plow and treat two lanes of highway at the same time during a snowstorm. The two new tow plows (\$91,000 each) enabled Turnpikes to cover four lanes of I-95 with just two trucks. Each plow truck drivers can deploy the tow plow as well as control the rate of salt distribution from the unit.

“We probably used them for a dozen or so major snowfall events and they did the job,” Dix Bailey says. “Initially we escorted them with a chase vehicle so that motorists could get used to them. When a tow plow is

deployed, it can appear to an unknowing motorist that the truck ahead of them is jackknifing.”

Also passing the test was a laser-mounted guidance system that was mounted on the passenger cab of one of the plow trucks pulling a tow plow. The plow driver could see by a 30-foot green laser light extending from the truck exactly what area the tow plow was covering.

“The laser was very handy when it came to avoiding guardrail, signs, and even disabled vehicles,” Dix Bailey says.

The Turnpikes Bureau currently plans to purchase two more tow plows for next year.

“They did what they were supposed to do at regular plowing speeds, with only a few minor issues,” says Turnpikes Bureau Maintenance Superintendent Dix Bailey.



A NHDOT plow truck pulling a tow plow approaches the I-95 “high level” bridge near the Maine state line during plowing operations this past winter.

ON THE MOVE



Bridge Maintenance Meets Big Challenge in Very Difficult Conditions

Damaged Long Bridge Repaired and Reopened in Four Days

Editor's note: The Sarah Long Bridge is currently closed after being struck by a tanker ship on April 1. Repairs to the damaged bridge are underway. Not to be forgotten is what took place a couple of months earlier.

It had all the characteristics of orders given to the IMF (Impossible Missions Force) in a Hollywood movie.

Your mission, should you decide to accept it, is to repair the damaged Sarah Long lift bridge that carries the Route 1 Bypass over the Piscataqua River in Portsmouth. This is a risky mission with a unique problem and no easy solution. You will work in confined spaces, in extreme cold, while working just above a fast moving, frigid river. The news media will be watching, the public will be watching, the Governor of New Hampshire will be watching, and so will your Commissioner. Adding to the urgency of your mission is that tankers are waiting in the harbor with much-needed heating oil for homes across New Hampshire.

That was the ominous challenge facing a dedicated group of Bridge Maintenance employees in late January when the lift span of the Long Bridge became stuck just above road level during a routine lift. In the process it went out of skew, came out of its track, and sustained damage to its steel tracks.

Without delay, the crew did an assessment, came up with a plan, and went to work the following morning (January 24th), cutting out damaged steel, jacking the lift span back in place, and making necessary repairs. They battled short days, the coldest temperatures of the winter, and a 73 year old bridge long past its prime, but still considered vital for both marine and motor vehicle traffic.

"You could just about turn on your side to work," recalled Bridge Maintenance construction foreman Bob Spinney. "It was especially difficult because so many workers were involved in the operation. We were shoulder to shoulder; over and under each other. We also had the rigging, blocking, and jacking equipment in that cramped space – all the things we needed to get the job done safely while

maneuvering 500-600 pound pieces of steel into place."

Wearing life jackets, with a safety boat idling nearby in the river current, the Bridge Maintenance workers kept plugging away, hour after hour, until they felt confident enough to do a test lift on the Sunday night of January 27th. The following day the bridge was reopened to traffic.

In a letter to "dedicated DOT staff" dated March 7, 2013, Governor Maggie wrote, "On behalf of the citizens of New Hampshire, I commend you all for laboring with unparalleled commitment, under difficult circumstances, and through challenging weather to complete the job. As Governor, I am reminded of the valuable work that our devoted state employees do every day. Your work to reopen the Long Bridge in four days was simply extraordinary."



Top Photo: NHDOT employees recognized at the March major staff meeting for their role in the emergency repairs of the Sarah Long Bridge were (l to r): Mike Verville, Joe McKinney, Louis Albert, Commissioner Chris Clement, Bob Tombarelli, Steve Johnson, Bob Spinney, Gene Popien, Tim Boodey, Jon Asmund, Brian Bruck, Josh Gernier, and Doug Gosling. Absent were Lee Emery and Dave Powelson (Bridge Design).

Bridge Project Manager *Started with Tonka Trucks*

By Paul Briand February 17, 2013

Editor's note: The Memorial Bridge project in Portsmouth continues to receive unprecedented news media coverage and the public can't seem to get enough of it. Both NHDOT project manager Keith Cota and contract administrator Denis Switzer have been featured in several articles in the Portsmouth Herald. The following articles are reprinted with permission.



In eighth grade in Canton, N.Y., Keith Cota was faced with the prospect of having to write his first term paper. He thought about it, considered what interested him. He recalled the Tonka toy trucks he played with and the trips around upstate New York he'd take with his parents.

"Seeing the pavers, the rollers, the cranes, in my mind it was: What are they doing?" he said.

So he got the teacher's OK to do a paper on civil engineering. He says he got an A.

"That was probably the pivotal point in my career of what I wanted," said Cota, a public engineer who's been working for the N.H. Department of Transportation since 1978, most recently as chief project engineer.

His general responsibilities put him in charge of project planning and development for about \$300 million a year in highway projects across the state. His current specific responsibilities have him overseeing some of the Granite State's biggest highway projects, including two in this region: the Little Bay Bridge/Spaulding Turnpike project and the new Memorial Bridge across between Portsmouth and Kittery, Maine.

The reality of a family that lived on a month-to-month budget forced some hard decisions on Cota when it came time for college. He got into Syracuse University, but he was unwilling to take on the loan debt that would have been necessary to attend. So he settled on a two-year engineering science associates degree at a technical college in Canton and then went to Clarkson University in Potsdam, N.Y., as a junior and senior and graduated in 1978 with an engineering degree.

He accepted a job with the NHDOT right out of Clarkson and has been able to grow his responsibilities and oversee engineering projects that he believes have a direct impact on people's lives and — literally — save people's lives.

He points to a project that widened and improved the Spaulding Turnpike just north of the tolls in Rochester where the highway used to slim down to a two-lane road. It created too many opportunities for head-on collisions and it was deadly.

"It's remarkable to see the difference in the pre-condition and its post-condition," he said of the widening project.

He characterizes his engineering career as "challenging and at the same time rewarding."

He sees that mission in the new Memorial Bridge, which he believes will have a significant impact on the region. The project's biggest engineering challenge, according to Cota, was drilling into the riverbed for the new supports without disturbing the river bottom.

Environmental regulations to prevent turbidity and protect the migration of the Atlantic sturgeon prohibited any kind of drilling between the best construction months of April 15 to November 15. So project engineers figured out a way to drill the new shafts through the existing cement piers in the river.

"That allowed the contractor to stay out of the river," Cota said.

"One of the civil engineering marvels is the little pieces that come in and fit to make the big pieces," he added.

Cota expects the bridge to be open for traffic come July.

When asked about the best part of his job, he said: "The ability to do a project that has significant public benefit and that has an ability to save lives. It makes a difference."

Man of *steel*

Oversees Memorial Bridge Project

Published February 24, 2013

What is the responsibility of the NHDOT on the bridge project?

(Bridge contractor) Archer Western (Contractors) is responsible for building the bridge and for quality control. We do what's called quality acceptance. There's an umbrella term called quality assurance, and under that comes both quality control and acceptance. We do a couple of things. For instance, when they pour concrete, they will fill some quality control cylinders and we fill some quality acceptance cylinders. After it's cured, we break them and compare results to make sure the strength of the concrete is up to our standards. We do that with soils, we do that with paint, we do that with a lot of things. We also have quality assurance inspectors at Structural (in Claremont, N.H., which is making the bridge's steel parts), at Novel Iron Works (in Greenland), which is preparing steel for the control house and gate houses. We want to make sure their quality control program is in accordance with our quality acceptance program.

How wide is the bridge?

The span is approximately 60 feet wide from truss to truss. There is 25 feet of traveled way, with two 12-foot travel lanes. We have a 5-foot bicycle path on each side, and approximate 5-foot sidewalks on each side.

Are you putting bump-outs on each side?

We are. They'll be built out from the bridge on each (fixed span), two on this end and two on the north fixed span.

What about the counterweights?

Each counterweight will weigh over 1 million pounds but the exact weight will be determined after we calculate the weight we're going to need to balance the bridge once we get there. All you want your motors to do is overcome friction. The weight is perfectly balanced.

*Denis Switzer,
NHDOT Contract
Administrator*



How do you prepare to work on the site?

I am an Under Armour man (a brand of clothing). You can stand out here with the wind blowing and you are toasty. I also wear a one-piece (coveralls). I typically put it on in November and take it off in May. I have four of them. I will not be cold. I have a mask that I wear. I'm always dressed for the weather. I bring whatever I need. I understand I am going to be working in the cold and I plan accordingly. Most of the guys plan for just that. They plan for layers so they can take them on and off.

How many bridges have you been involved in?

Eighteen bridges in 18 years.

Does this one stand out as different in any way?

Yes.

How?

Do you have enough time? It's an iconic bridge structure that not only spans communities and states but generations. So there's a lot of history here. A lot of uniqueness. It's a moveable bridge and we don't get to do those very often. The last time they did this one was 90 years ago. So it's kind of special in that respect. You also get to work with some incredibly talented and bright people from all walks of life. It's a lot of fun in that respect.

We're going for a new word in the dictionary — bridge insania. These people are nuts. People just have a love affair and an interest in the bridge unlike anything I've ever seen. It's on a whole new level. And people aren't critical. They just want to know. They're just interested in it. They love hearing about it, talking about it. I have people who ask me questions that are spot on, relevant, interesting questions. They're paying attention.

The Results of the Latest NHDOT Employee Survey

Feedback Seen as Important Management Tool

New Hampshire Department of Transportation employees continue to take great pride in the work they do and increasingly recognize the importance of the agency's mission.

Those are just a couple of the conclusions resulting from feedback in the latest NHDOT employee survey, the third since 2008.

"The latest employee survey reinforces that our employees are really into our mission," says NHDOT training manager Jen Graf, who has overseen the latest survey and compiled the results. "Their awareness of the mission is stronger and it's important to them that the support is there to enable them to do their jobs."

According to Graf, "the stresses of the organizational climate between 2010 and 2012" resulted in lower scores for several categories, but the 2012 results still showed improvements over 2008.

NHDOT Directors and Administrators are given more detailed breakdowns of the survey feedback from their Divisions, Bureaus, and Districts, including comments that are in addition to the specific questions. All responses are anonymous.

"It is really important for employees to know that managers take their input very seriously," Jen Graf says. "And it's equally important that the survey results help determine the Department's strengths and areas where improvement is needed."

NHDOT Employee Survey Summary Results

	NHDOT All (1072) 2008	NHDOT All (1062) 2010	NHDOT All (894) 2012	NHDOT % Change (2008-2010)	NHDOT % Change (2010-2012)	NHDOT % Change (2008-2012)
Overall "GPA"	3.7	3.8	3.8	4%	-1%	3%
Organization, Training & Development "GPA"	3.4	3.6	3.5	4%	-2%	2%
Individual Job Satisfaction "GPA"	3.7	3.8	3.7	5%	-3%	1%
Coworkers/Teamwork "GPA"	3.5	3.6	3.6	2%	NC	2%
Employment Management Relations "GPA"	3.7	3.9	3.9	4%	-1%	3%
Safety "GPA"	4.0	4.2	4.2	5%	NC	5%

Note: Survey scores are on a scale of 1 to 5 with 5 equal to "excellent".

ON THE MOVE

NHDOT Employee Survey Individual Question Results

	NHDOT All (1072) 2008	NHDOT All (1062) 2010	NHDOT All (894) 2012	NHDOT % Change (2008-2010)	NHDOT % Change (2010-2012)	NHDOT % Change (2008-2012)
4a A. I have a clear understanding of the mission of NHDOT.	3.9	4.1	4.1	4%	NC	3%
4b B. NHDOT supports us, the employees, in our mission.	3.4	3.6	3.6	6%	-1%	5%
4c C. Overall, NHDOT is interested in the welfare of its employees.	3.2	3.7	3.6	14%	-2%	12%
4d D. What I do contributes to the mission of NHDOT.	4.1	4.2	4.2	2%	NC	2%
4e E. Working at NHDOT encourages me to be the best employee I can be.	3.5	3.7	3.6	6%	-3%	3%
4f F. There is effective communication at all levels within NHDOT.	2.4	2.6	2.6	11%	-2%	8%
4g G. I have received sufficient training to do my job well.	3.8	3.7	3.7	-1%	-1%	-2%
4h H. Ongoing training is a priority with NHDOT.	3.7	3.6	3.4	-4%	-5%	-9%
4i I. The training and development opportunities that I receive help me be considered for future opportunities within NHDOT.	3.4	3.4	3.2	NC	-3%	-4%
4j J. There is a fair process for promotions at NHDOT.	2.9	3.1	3.0	7%	-2%	4%
6a A. I have enough resources (people, equipment, tools, etc.) to do my job well.	3.0	3.4	3.3	11%	-3%	8%
6b B. I am involved in making decisions that affect my job.	3.3	3.6	3.5	7%	-2%	4%
6c C. I enjoy the work I do.	4.2	4.3	4.3	1%	NC	1%
6d D. I take pride in my work.	4.6	4.6	4.6	1%	-1%	NC
6e E. I would recommend working at NHDOT.	3.7	4.0	3.7	8%	-7%	1%
6f F. I am appreciated for the work that I do.	3.4	3.6	3.5	6%	-2%	3%
6g G. I have made or want to make NHDOT my career.	4.1	4.1	4.0	1%	-2%	-2%
6h H. Compared to two years ago, my personal morale is higher now.	3.0	3.2	2.9	7%	-10%	-4%
8a A. My work unit works well together.	3.9	3.9	3.9	NC	1%	1%
8b B. The direct supervisor of our work unit provides good leadership.	3.6	3.8	3.7	5%	-2%	3%
8c C. Overall, I think employees recommend solutions rather than make criticisms.	3.4	3.4	3.5	1%	3%	4%
8d D. Within my work unit, I believe that policies are administered consistently.	3.5	3.6	3.6	4%	NC	4%
8e E. The members of my work unit treat each other respectfully.	3.8	3.8	3.8	NC	1%	2%

ON THE MOVE

NHDOT Employee Survey Individual Question Results

	NHDOT All (1072) 2008	NHDOT All (1062) 2010	NHDOT All (894) 2012	NHDOT % Change (2008-2010)	NHDOT % Change (2010-2012)	NHDOT % Change (2008-2012)
8f F. I get the information that I need to work effectively with other work units.	3.7	3.9	3.8	5%	-1%	4%
8g G. I trust my coworkers.	3.7	3.7	3.7	-1%	1%	-1%
8h H. There is a strong work ethic within my work unit.	3.7	3.7	3.8	1%	1%	2%
8i I. Morale within my work unit is high.	3.1	3.3	3.2	5%	-4%	1%
8j J. The direct supervisor of our work unit shows appreciation for work well done.	3.7	3.9	3.8	5%	-1%	4%
8k K. Communication within my work unit is effective.	3.4	3.5	3.6	3%	1%	4%
10a A. Within my work unit, my direct supervisor listens to employees.	3.7	3.9	3.9	5%	-1%	4%
10b B. Within my work unit, my direct supervisor responds appropriately to employees.	3.6	3.8	3.8	5%	NC	5%
10c C. My supervisor understands my job function.	4.1	4.1	4.1	2%	-1%	1%
10d D. The expectations of my job are clear to me.	4.1	4.2	4.1	1%	-2%	-1%
10e E. My supervisor acknowledges when I do a good job.	3.8	3.9	3.9	4%	-1%	3%
10f F. I am encouraged to present my ideas at work.	3.6	3.8	3.8	6%	-1%	4%
10g G. I receive constructive feedback from my supervisor.	3.6	3.8	3.7	4%	-1%	3%
10h H. I have confidence in the judgment of my direct supervisor.	3.8	3.9	3.8	3%	-2%	1%
10i I. My supervisor treats me with respect.	3.9	4.1	4.0	3%	-1%	3%
10j J. When I have a problem/concern I can go to my direct supervisor.	3.9	4.1	4.0	4%	-1%	3%
10k K. When appropriate, I am informed by my supervisor about changes that affect my work before the changes happen.	3.5	3.7	3.7	7%	-2%	5%
11a A. Safety is a priority at NHDOT.	4.1	4.3	4.2	3%	NC	2%
11b B. I have seen continuous improvement in safety.	3.5	3.9	3.9	13%	NC	13%
11c C. I do my work safely at NHDOT.	4.4	4.4	4.5	NC	1%	1%
11d D. I look out for the safety of my co-workers.	4.5	4.5	4.6	1%	1%	1%
11e E. Established safety procedures are followed by Supervisors and Managers.	3.9	4.1	4.1	6%	NC	5%
11f F. When I bring up a safety issue it's taken seriously.	3.6	3.9	4.0	9%	2%	11%

ON THE MOVE

NHDOT People



Thayer Baker, Construction Foreman in District 3, retired at the end of December after 31 plus years of State service. He is pictured with a granite clock presented to him at a reception in his honor in Gilford on January 9th.



Joel Hildreth (Bridge Maintenance) retired on February 28th with 29½ years of NHDOT service. Joel worked 16 of those years as a Bridge Maintainer for crews 3 (New Hampton), 8 (Old Chichester), 13 (Franklin Yard) and 14 (Bedford).



Niraj Patel is the NHDOT's new Human Resource Administrator. Niraj brings many years of human resource experience through his prior work as a consultant, as well as HR positions in public, private, and government organizations. The Nashua resident holds Master's Degrees in Social Work and Human Resource Management.



Rebecca Whittier (Finance & Contracts) retired on March 29th after 42 years of State service. The Concord resident served as an accountant for the NHDOT for 41 years. Of her more than four decades with the Department, Becky said she "enjoyed it very much. It was a pleasure working here." Finance Director Patrick McKenna said Becky was widely respected by co-workers for her knowledge and daily work ethic.



Richard "Rocket" Thoroughgood (Bridge Maintenance) has been recognized for 35 years of state service. Rocket has worked his way through the ranks and currently is our Bridge Construction Superintendent based out of the Bedford 714 Shed. He is an expert in his field and is often called to work on special projects mainly in the southern part of the state.



Bevan Timm (Right-of-Way) has received the "Outstanding Survey Technician" award from the New Hampshire Land Surveyors Association "in recognition for his strides toward a distinguished career in surveying and with gratitude from the professional community for all his help at NHDOT."



Louis "Skip" Derosia (Bridge Maintenance) retired on February 1st with 35½ years of NHDOT service. Beginning as a laborer, Skip worked his way to Bridge Construction Foreman in February 2005 and then to Bridge Construction Superintendent in June 2007. He looked over bridges in the northern part of the state for most of his career. Skip stepped up to oversee the Loon Mountain Bridge repairs following Tropical Storm Irene and countless other emergencies. His loyalty, hard work and dedication were appreciated and will be missed.

ON THE MOVE

Service Awards (3rd Quarter)

10 Years:

Louis Albert - Bridge Maintenance
Barbara Hayward - District 2
Carissa Traill - Construction/Engineering Audit
David Mclam - District 2
Jack Tyrrell - District 1
Brian Sousa - District 2
John Woodward - Materials & Research
Nathan Young - District 6
John Sartorelli - District 5
Raymond Beaudoin - District 5

15 Years:

Richmond Parker - District 1
Jay Nevin - Bridge Maintenance
Larry Myers - District 5
Eric Healey - Traffic
Seth Beane - Bridge Maintenance
Edward Nichols - District 6
Andrew Brundle - District 1
William Dusavitch - Mechanical Services
Adam Shackford - District 3
Rachel Perkins - Turnpikes
Wendy Johnson - Highway Design
Kevin Lapointe - Construction/Engineering Audit
Stephen Debow - District 3
Brian Schutt - District 1
Charles Willeke - Planning & Community Assistance
Peter Crouch - Traffic
Scott Provencher - Turnpikes

20 Years:

Douglas Hinton - Traffic
Edward Godfrey - Turnpikes
Joseph Giunta - Traffic
Linda Cate - Turnpikes
Norman Howcroft - District 6
Richard Gagnon - Mechanical Services
Ronald Woods - Right-Of-Way
Charles Reed - Bridge Maintenance
Scott Foster - District 5
William Lambert - Traffic

25 Years:

Guy Giunta - Highway Design
Bernd Huber - Turnpikes
Ralph Sanders - District 6
Marc Laurin - Environment
Douglas King - District 2
Daniel Riordon - Mechanical Services
John Corcoran - Turnpikes
Mark Huntoon - Bridge Design
David Scott - Bridge Design
Kenneth Fogg - District 3
Andrew Nichols - Highway Design
William Smith - District 6
Eric Milliken - Highway Design
Jamie Gooden - District 1

30 Years:

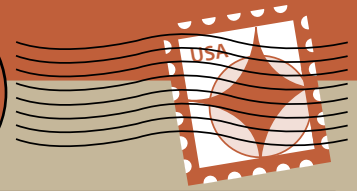
Cynthia Poole - Right-Of-Way
Arthur Eaton - District 6
Alan Hinerth - Construction/Engineering Audit
Peter Marshall - Construction/Engineering Audit
Richard Trempe - District 4
Kevin Prince - Materials & Research

35 Years:

Raymond Gilpatric - District 3
Louis Derosia - Bridge Maintenance
Alan Rawson - Materials & Research
Keith Cota - Highway Design
David Powelson - Bridge Design
J Graham - District 4
David Moulton - District 3
Karen Jennison - Rail & Transit

Note: Due to the timing of the transition to a new state payroll system, information on "new hires" and "promotions" was not available for this newsletter.

Letters



February 11, 2013

To Everyone at the DOT:

I just really wanted to say “thanks” for the great job you are doing (and always have done) on keeping our state roads and highways safe in the winter months. Every time I venture out during or after a snow storm, I am amazed by the efficiency and effectiveness of the plowing.

You are to be commended and appreciated for the job you do to keep our roads safe.

Ron Blankenstein
Concord, NH

Editor's note:

The following note was sent to the District 3 Office in Gilford.

February 7, 2013

I just wanted to make a note of appreciation of the efforts of one of your guys. Yesterday morning at about 4:30 I blew a tire on Route 16 up in Madison. It was snowing and only 16 degrees. I was pulled over in the narrow section south of Albany so I was barely off the road. I had elected to wait until sun up to attempt to change the tire as I had limited light.

At about 5:00 Brad Allen from the Conway shed stopped and assisted me to change my tire before the morning traffic picked up. I just want to note my appreciation of his efforts with you as not everyone would take the time to offer assistance.

Thank you for bailing me out of an uncomfortable situation.

Dan Mitchell

January 28, 2013

I would like to “Thank” your employee Doug who stopped and directed traffic around my vehicle this evening. My vehicle had some issue with my 4wd and I was in the middle of Route 10 in Gilsum when it stopped moving. It was snowing heavy and the roads were slippery. I put my hazard lights on but was very concerned that my vehicle would be hit because of the road conditions. I had my 4 children with me and was concerned for their safety as our vehicle sat in the middle of oncoming traffic.

Doug was wonderful, standing in the road directing cars around us while I waited for my husband and a tow truck! We did thank him before we finally left but I again want to Thank Doug for going above and beyond! I did appreciate his kindness.

Sarah Brown

Editor's note: “Doug” in the above note is NHDOT District 4 Engineer Doug Graham.

January 11, 2013

I drive on Rt 16 every day, thank you for the repairs of the potholes, looking forward to the completion of the new bridge.

Thanks again,
Lee Stevens

Editor's note: The above note was written following major pavement repairs along the Spaulding Turnpike in Newington. The “new bridge” referred to is the Little Bay Bridge in Newington-Dover.

February 9, 2013

I just want to say a great big thank you to all the people involved in the snow removal of “the big one” winter storm “Nemo”. Driving to work at 3 am is never a good time and then when it snows like this, things get worse. This morning I left for work early because of the storm. I wanted lots of time to get there safe. All the roadways I had to travel on were in way better condition than I thought they would be at that hour!

Thank you to all the plow drivers for doing an excellent job of keeping the roads as clear and safe as possible in this major snow storm! All your hard work is noticed and appreciated! Thank you again for keeping us all safe.

David McGowan

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

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ON THE MOVE

The NHDOT Expands Its Communications Options to Its Customers - A Reflection of the Rapid Growth and Use of Social Media

The use of social media to gather and share information continues to grow dramatically. In fact, it's a primary source of communication and interaction for younger generations.

An estimated 850 million people worldwide are active Facebook users. Government agencies at all levels are recognizing the need to use social media to reach audiences in ways beyond conventional media.

The NHDOT's Transportation Management Center was first within the agency to implement social media, beginning in early 2010 with the use of Twitter to send out traffic alerts for New Hampshire Interstates and Turnpikes. The customer demand for real time travel information is there. For example, the I-93 corridor now has close to 4,500 "followers" for timely traffic alerts.

Now the NHDOT has launched its own Facebook page (www.facebook.com/nhdot) and separate Twitter handle (@NewHampshireDOT) as new sources of New Hampshire transportation information. Assisting with these efforts is Madeleine Vantine, a communications specialist in the Commissioner's Office.



Photo – Communications Specialist Madeleine Vantine oversees the NHDOT's social media efforts, including its new Facebook page.

"Transportation excellence enhancing the quality of life in New Hampshire" is the mission here at the NHDOT and how we communicate with the public certainly plays a role in achieving that," Madeleine Vantine says. "With so many people using Facebook and Twitter, it just makes sense to have a presence in the social media world where we can provide real time information on projects and events as well as receive direct feedback from our users."

Commissioner Chris Clement, a strong supporter of using social media to keep NHDOT customers informed, has a personal blog called "New Hampshire Moves" (<http://blogs.nh.gov/nhpress2/cdcdot/>) in which he shares personal insights on a wide range of transportation matters.

"With the growth in ways people communicate, it's important to use as many communications tools as possible to share with our customers what, why, and how we are working to maintain, preserve, and improve New Hampshire's transportation system," Commissioner Clement says.

Cover photo – This view from a hovering helicopter shows the "floating in" of the south span of the new Memorial Bridge in Portsmouth on January 15, 2013.