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We are living in an era of instant communications. A tweet or a text can be read in seconds halfway around the world. Anyone with a cell phone can live stream an event, a meeting, or a house fire. Wasn’t it just yesterday that sending a fax was pretty cool?

The technologies that have increased the ability to convey thoughts and information so quickly have also raised customer expectations in both the private and public sectors. We all want the details and answers to our questions as soon as possible. That is especially true when transportation gets interrupted by crashes, weather events, or infrastructure failures.

So how is the NHDOT responding to the citizen thirst for transportation information?

Well, we still use tried and tested traditional means of communication. We hold public meetings to provide details of planned projects. We send out news releases and post them to the NHDOT website (http://www.nh.gov/dot/). We personally respond to inquiries via phone, e-mail and written mail. We work with news media in New Hampshire and beyond to keep readers and viewers informed.

In recent years we have utilized social media to reach many younger customers, who may no longer rely on conventional news media. We are on twitter (https://twitter.com/NewHampshireDOT) and Facebook (www.facebook.com/nhdot), where followers are not shy about sharing their thoughts. We also utilize Linkedin for job recruitment (https://www.linkedin.com/company/state-of-new-hampshire-dot).

The NHDOT’s Transportation Management Center website (http://www.nhtmc.com/) is a great resource for traveler information. You can view traffic cameras at many locations across New Hampshire (http://www.trafficland.com/map#state_NH), check 511nh (http://hb.511nh.com/main.jsf) for everything from traffic backups, to road work and lane closures, to air and pavement temperatures, and sign up for twitter alerts for issues on New Hampshire roadways (http://www.nhtmc.com/twitter/index.html).

As of February 2016, the NHDOT’s Intelligent Transportation System (ITS) network has 82 closed circuit cameras, 50 Dynamic Message Signs (DMS), 22 Road Weather Information System (RWIS) stations for gathering weather data, and 16 Variable Speed Limit signs that change speed limits based upon road, traffic and weather conditions. All of these ITS devices are in place to provide current and valuable information to assist with NHDOT maintenance preparations and response, and to make the roads safer for motorists.

In addition, we are offering an old school e-mail option for your “in-box” of regular construction alerts, employment opportunities, public meeting notices, or a weekly digest that contains all the DOT notes for the week. Visit www.nh.gov/dot/media/index.htm and choose the e-News link.

The New Hampshire Department of Transportation recognizes its obligation to keep the citizens of our state as informed as possible about any and all matters related to transportation in the Granite State. We encourage you to take advantage of many of the information options presented above.
With the growing popularity of E-ZPass and the implementation of Open Road Tolling at the Hampton and Hooksett Toll Plazas, it made sense for the Turnpikes Bureau to take a closer look at staffing at Toll Plazas throughout the Turnpike System.

The results in total savings over the last 4+ years is significant, almost $4.5 Million. In 2015, this represented a 25% reduction in costs ($2.5M) when compared with FY 2011. In addition, Turnpikes renegotiated an E-ZPass contract in FY12 that resulted in an overall estimated cost savings of $6.5 Million.

“It was done with zero layoffs,” says NHDOT Deputy Commissioner Chris Waszczuk, who was Turnpikes Administrator for most of that time period. “Much of the cost savings was achieved through attrition of 91 full-time toll attendant positions. They were not filled when employees left state service and aligning staffing levels with the projected traffic volumes to efficiently and effectively process toll collection in the cash lanes. It was a group effort by a number of individuals in Toll Operations.”

The impressive improvement in staffing efficiencies while maintaining a high level of service was recognized with a Lean Project of the Year Award at the 2016 New Hampshire Lean Summit on March 4th.

A commendation signed by Governor Maggie Hassan said the Turnpikes Lean project “exemplifies how Lean principals can help us continue to deliver better services to the public while finding significant savings.”

Lean team members for the Turnpikes staffing project included: Chris Waszczuk, Fran Buczynski, John Corcoran, Margaret Blacker, Bob Christianson, Laura Marriott, Elaine LaPointe, Deb Watts, Linda Cate, Dave Smith, and Lisa Cummings.

Other NHDOT Lean projects showcased at the 2016 Lean Summit were:

- Asbestos Testing and Removal (Bridge Maintenance)
- Lead Abatement (Bridge Maintenance)
- First Aid, CPR, and AED Certification (Stewardship & Compliance)
- Workforce Development (Transportation Management Center)
- Request to Post Process Revision (Human Resources)
- Streamlining Required Postings for DOT, State and Federal Compliance (Stewardship & Compliance)
The NHDOT news release on December 16, 2009 announced the opening to traffic of a newly constructed temporary bridge carrying US Route 4 over the Connecticut River between Lebanon, New Hampshire and Hartford, Vermont.

The $2.9 million temporary bridge carried legal loads and had a sidewalk. It replaced a 390-foot bridge built in 1936 that was closed to all traffic.

According to the news release, “Current plans are to advertise for a permanent bridge replacement in 2012.”

Well, not everything always goes according to plans. Project and funding issues pushed the bridge replacement back. Work began on the $10.7 million project in October of 2013 and the new bridge opened to traffic in November of 2015.

The “temporary” bridge had done its job for six years. In March of 2016 the temporary bridge was taken down by the new bridge’s builder, CPM Contractors, of Freeport, Maine. It is now stored in the Bridge Maintenance Bureau’s Franklin Yard awaiting it’s next assignment.
For most of the 20th Century it was known as the Highway Department. Which was fitting since for much of that time period the New Hampshire state agency built much of a highway and bridge network throughout the Granite State that exists today.

During the administration of Governor John Sununu, the NH Department of Public Works and Highways was reorganized under Chapter 402 of the laws of 1985. On February 18, 1986 it officially became the New Hampshire Department of Transportation (NHDOT).

Taking a broader look at the transportation role of the agency, the reorganization of the Department added the Transportation Division of the Public Utilities Commission (Bureaus of Rail Safety and Common Carriers) and the Aeronautics Commission.

Additional agency reorganization in 2004 changed the Division of Aeronautics to the Division of Aeronautics, Rail, and Transit.

The beginning of the NHDOT coincided with the initiation of a Ten Year Transportation Plan, a prioritization of New Hampshire transportation projects with public input that would be updated every two years.

Looking back, current NHDOT employees who were on the job three decades ago did not notice much change at the time.

Ellison Welch, now with the Construction Bureau, was working on a drilling crew in the Materials and Research Bureau when the name changed in 1986. “It wasn’t any different the next day,” Ellie recalls. “They did have to change over the decals on hard hats and vehicles.”

Steve Liakos was in Bridge Design at the time. “The change in name did not really affect anything that we did in Bridge Design. I remember we all liked the name change and were fascinated by the fact of having Aeronautics as part of us now.”

Construction Bureau Administrator Ted Kitsis was in Highway Design three decades ago. “Reflecting back…, the only thing that strikes me is how smooth of a transition it was.

Most of us working on the “floor” at the time didn’t even know that the Department went through a name change.”

“I think it formalized and expanded our roles and responsibilities to include all forms of transportation,” says Nancy Mayville (Planning & Community Assistance), who was working in the Construction Bureau in 1986. “At the same time, the Federal transportation funding bills were including more programs and requirements related to all modes of transportation. I think our multi-modal efforts increased our credibility in the environmental review world. The large projects now often include park-and-rides and transit services. Our projects and programs encompass all modes from design through construction and maintenance.”

Nancy Mayville says the Ten Year Plan did change the way the Department now does its business.

“We have a very public document listing all projects and programs that the NHDOT is going to implement. It goes through a public comment and adoption process so it reflects the desires of the public and elected officials for the transportation system in New Hampshire.”

A Clear Portrait of the NHDOT’s Commissioner’s Office…

It’s not easy to coordinate schedules and get them to sit still. Here’s the NH Department of Transportation’s leadership team. Front row (l to r) – Assistant Commissioner Bill Cass, Commissioner Victoria Sheehan, and Deputy Commissioner Chris Waszczuk. Back Row – Fran Buczynski, Director of Policy and Administration; Bill Oldenburg, Assistant Director of Project Development; David Rodrigue, Director of Operations; Marie Mullen, Director of Finance and Contracts; and Patrick Herlihy, Director of Aeronautics, Rail, and Transit.
Blasting operations and State Police rolling roadblocks are once again part of the daily routine along the I-93 corridor. As the I-93 rebuilding and widening project moves north towards Exit 4 in the 2016 construction season, so does the necessary setting off of explosives to remove bedrock standing in the way of the wider alignment.

“Considering our design required us to relocate (blast) approximately 1.5 million cubic yards of rock at Exit 3, blasting was a very important component of our construction effort,” says former I-93 project manager Peter Stamnas.

“**It’s probably the largest blasting project in NHDOT history,**” says the Department’s engineering geologist Krystle Pelham (Materials and Research Bureau).

A typical large highway project in New Hampshire excavates 370 cubic yards of rock.

The NHDOT has set standards for allowable ground vibrations and air blasts from blasting that are at or below federal government and industry standards, to prevent damage to buildings and property.

Krystle Pelham is involved with all aspects of NHDOT blasting work across the Granite State, from reviewing blasting plans for all projects, to working with the Construction Bureau on pre-blast compliance with standard specifications, to the post-blasting maintenance of rock faces. She says there is a lot of science involved with blasting to ensure that it’s done safely - everything from the drilling of holes, to the placing of explosives, to the discharging to fracture the rock in a controlled manner.

According to Pelham, one of the biggest misunderstandings among the public involves potential damage caused by blast-related vibrations.

“The human body can perceive vibrations that don’t translate to property damage,” Pelham says.

Extensive planning before the big booms include pre-blast survey for all parcels within 500 feet of the planned blasting work (1,000 feet along I-93), and baseline studies of drinking water. Best management practices include constantly monitoring potential impacts to groundwater and from the vibrations of the explosions. Construction contracts require contractors to retain a hydrogeologist or environmental consultant to conduct water sampling.

As for the I-93 project, construction supervisor Jay Levine says the excavated rock from blasting operations has been recycled. “Having rock on site has minimized the amount of select materials that needed to be imported to the site.”

*Editor’s note: A fact sheet on blasting is available for the public at www.rebuildingi93.com*
An Innovative Approach to Stormwater Management

Editor’s Note: Information provided by current and former I-93 Project Managers Wendy Johnson and Peter Stamnas, and I-93 Construction Supervisor Jay Levine.

Background: The I-93 project is rebuilding and widening 20 miles of Interstate 93 from the Massachusetts state line in Salem to Manchester. The $800 Million improvement project includes widening the interstate from two to four lanes in each direction, reconstructing five interchanges, and replacing or reconstructing 45 bridges.

Problem: In 2008, $150 Million in construction work began in the Exit 3 area in Windham. It became apparent that conventional erosion and sediment control Best Management Practices (BMPs) were inadequate and no match for the terrain and scope of the work. During a two-week period, a deluge of 14 inches of rain resulted in ten million gallons of coffee-colored runoff filling all available on-site storage areas. The water could not be released into the environment due to a suspended solids content that was 200 times greater than New Hampshire water quality standards. Outcry over sediment-laden runoff flowing into the nearby Canobie Lake and Cobbetts Pond threatened the future of the entire I-93 project. The public and the project demanded a better solution.

Solution: It was clear more robust and innovative construction stormwater management approaches and tools were necessary. Stormwater treatment emphasis changed from perimeter controls and filtration BMPs to a comprehensive stormwater management plan that included: calculating runoff volumes and storage capacities; creating clean water diversions around active construction areas; use of soil binders; extensive use of cofferdams, pumps and flocculant treatment systems to contain and treat virtually all stormwater runoff prior to release. The NHDOT worked with the NH Department of Environmental Service and contractors to engineer and construct a stormwater treatment cell which utilized polyacrylamides as a flocculant to clean the water prior to release to the receiving waterbodies. The treatment cell approach was a success and water was able to be released in advance of future rain storms. The implementation of state-of-the-art stormwater technologies reduced costs for temporary stormwater management from 12% to 5% - 8% of the total construction costs. The remaining work was completed and the interstate was opened to the final lane configuration in October of 2015. The outcome of this initiative was the development of design procedures and a matrix of tools infused early in the design process to assess overall constructability, reduce risk, reduce cost, and be in environmental compliance. The result was increased public trust and support for the project. This comprehensive and innovative approach to stormwater management will be utilized on all large scale NHDOT projects or projects in especially sensitive watersheds in the future.

The Construction Bureau’s Jay Levine and Conrad Skov tour the stormwater flocculant tanking system in April 2011 with then Commissioner George Campbell and Assistant Commissioner Jeff Brillhart

An aerial photo taken in November 2012 shows the environmental sensitivity of the I-93 project at Exit 3 with Canobie Lake at the top of the photo and Cobbetts Pond to the right.
It struck without warning on the evening of March 13, 1996. The results were devastating.

A private earthen dam in Alton burst shortly before 7:00 pm. Within minutes, 92 million gallons of water from a 40 acre pond swept through a neighborhood near the Merrymeeting River. In its path of destruction, the wall of water claimed one life, caused extensive damage to several homes, and heavily damaged a substantial section of NH Route 140, a key east-west highway in Belknap County. The damage to NH 140 was substantial. Several hundred feet had been washed away to depths of up to 15 feet.

Early on the morning of March 14th, the NHDOT went to work. Bridge inspectors from the Bridge Design Bureau determined the bridge over the Merrimack River was safe. Traffic Bureau sign crews began making and installing detour signs – 90 were in place by early afternoon. Crews from District 3 moved into position with heavy equipment and went to work.

Excavators began removing debris while dump trucks brought in loads of fill. Up to 35 District 3 employees worked side-by-side with hired contractors and Alton public work crews from dawn to dusk through the weekend.

Twenty Years Ago – The NHDOT Rebuilt a Destroyed Road in Four Days
When John Young looked out his front window, he saw water running down NH Route 140, and told his wife a water main must have broken. But the NHDOT District 5 Maintenance Foreman soon realized there was a much bigger problem.

"Suddenly all hell broke loose," Young says. "There was a roar that you can't describe."

The stream of water in front of Young's home became a wall of water carrying trees, rocks, and anything else in its path, including a tractor trailer truck.

The driver of the tractor trailer, Larry Sinclair, was in big trouble. He had no control of the 18-wheeler as he headed down the hill and Route 140 collapsed around him. His truck became buried in the growing sinkhole.

"He was screaming for help," Young remembers. "I grabbed a rope and threw it to him."

Sinclair tied the rope around his waist and at the urging of Young jumped into the raging water.

"I made up my mind he wasn't going under the water," Young says. "I kept pulling and he eventually got his footing and crawled to safety."

Five minutes later the tractor trailer sank as the seven to ten foot wall of water poured over the cab. According to an account of the rescue in the Union Leader, John Young's quick response to Larry Sinclair's life-threatening predicament was praised by NH State Police Corporal Chris Conley.

"He took some pretty bold action. He could easily have been dragged down," said Conley.

John Young's home and property were damaged by the flood waters. That would have to wait. His immediate concern was to help clean up his in-law's home further down the hill which was more seriously damaged.

A Hero Amid Tragedy

(reprinted from the Spring 1996 “On the Move” newsletter)

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A Snapshot from
the DOT’s Materials & Research Bureau

Could a GoPro® digital camera replace a sensitive sensor that is used to measure the strain on bridge beams? It turns out it can and it’s one of several projects the Research Unit has recently “tested” in an effort to solve this and other problems on roads, bridges – anywhere a transportation related problem exists.

For over 20 years the Bureau’s Research Unit has studied dozens of problems and found solutions that help save time, money, our environment, even rare birds. Recent reports include:

- **Pollutants in Roadway Runoff.**
  Rain and snowmelt from roadways carry pollution (e.g. TSS, TN, TP) into sensitive rivers and wetlands. Estimating the flow and amount of pollutant load is key to designing the size and types of stormwater quality treatment systems needed to protect the environment. This study compared the pollution concentrations used in the Simple Method to actual pollution concentration levels measured in runoff from three locations that varied by traffic volume. Results validated that the current methodology was accurate and renewed our confidence in the pollutant load estimated.

- **Using Digital Cameras to Measure Bridge Response.**
  This study looked at using a digital camera to measure strain on bridge beams to help understand the structural health of the bridge. The current technique involves scraping off protective paint to attach the gauges directly to the bridge metal surface. Using the camera is easier to set up and safer for the beam and produces accurate measurements.

- **White Paint shouldn’t Look Yellow.**
  This study investigated the cause of yellow staining on the white paint markings on NH airport runways. 50% of the airports were experiencing yellow staining. Since yellow is the color of taxiways, this was creating confusion and a potential problem for pilots. The study found that the staining was caused by the rusting of iron compounds in the pavement aggregate. After some tests the most cost effective solution was to use a paint with a rust inhibitor so that white paint remains white.

- **Building Bridges with Less Disruption.**
  This study evaluated the process to building a bridge deck offsite to save construction time. The study considered a variety of challenges relating to cost, safety and technical feasibility. The study found that it can be done safely in less time, but at a higher cost.

- **Improving a Stormwater Runoff Treatment Method.**
  Roadways and other impervious surfaces increase stormwater runoff volume which can impact lakes, rivers and wetlands. This study reviewed the design of the Department’s stormwater gravel wetlands that are constructed to treat runoff and improve water quality. The NHDOT has updated the design and maintenance standards and future systems will continue to prevent pollutants and sediment from flowing into our lakes and streams.

- **Protecting Rare Birds at Pease Airport.**
  The upland sandpiper is a rare bird that likes to nest on the ground in grassy fields near the runways at the Portsmouth International Airport. This study looked at protecting these rare birds while not encouraging larger birds like Canada geese to nest as larger birds would potentially damage airplanes.

Learn more about these issues and the solutions developed by visiting the Bureau’s website. If you spot a problem let them know. Chances are they’ll find a solution.
“W”hat would you like to do for the next 40 years?”
That food for thought is from the Director of Students’
“Welcome Letter” at the River Bend Career and Technical
Center in Bradford, Vermont.

The answer for some students enrolled in River Bend’s
“Heavy Equipment Operations & Maintenance” program
may be a job with the New Hampshire Department of
Transportation.

Sitting on the River Bend Advisory Board are District 2
Maintenance Supervisor Dennis Ford and Patrol Foreman
Cary Wetherbee (#202 Wentworth). For the past two years,
they’ve helped shape the training curriculum that could
help students prepare for careers in public works.

One of those hired River Bend graduates is Ben Toomey,
of Warren, New Hampshire. At age 18, he already has two
years of experience as a Highway Maintainer out of the
Wentworth patrol facility.

“The training gave me a really good perspective of what
I was going to be doing here, everything from welding to
operating a backhoe to basic grading work,” Toomey says.
“It really does help you.”

According to Ray Wilson, Training and Recruiting
Specialist in the NHDOT’s Human Resources Bureau,
“Partnerships like this are fantastic opportunities for our
organization to cultivate relationships with young talent
that will hit the workforce ready to go. The accelerated
learning curve that these young adults are on will pay huge
dividends.”

High school senior Andrew Avery is quite possibly on
the same path that fellow Warren resident
Ben Toomey took. He also completed
the River Bend heavy equipment course and is spending full work days in a
supervised internship at both the Wentworth and Haverhill
(#204) patrol facilities.

“I was a little nervous at first,” Andrew says. “But I knew
how to run a lot of equipment like backhoes, loaders, and
excavators. We do a lot of hard work here. It’s been fun.”

Kevin Lawrence, the cooperative education coordinator
at River Bend, says the heavy equipment program teaches

students how to operate and maintain more than 20 pieces
of equipment, as well as welding, and grading principles and
survey concepts as part of layout design.

“Our students feel the reality of work, of doing it for real,”
Lawrence says. “It makes a huge difference in their thinking.
These students learn they can identify with certain jobs and
can learn skills early. They are working on something where
the quality of their work matters. It is empowering for them to
know they can solve adult problems.”

Getting used to what can be a long work day compared to
a school day was an adjustment for Andrew Avery. He now
has a much greater appreciation for plowing snow, as well as
summer maintenance operations. “I have a lot of very good
impressions. This is definitely one of my career choices.”
Pete Salo has retired with 23 years of State service, all in the Highway Design Bureau. Pete began in the Final Design Section and completed his NHDOT career as Chief of the Consultant Section. He cited I-93 Salem-Manchester and Newington-Dover on the Spaulding Turnpike as two of the most memorable projects he worked on.

Gene White (Finance – Print Shop) has retired with 20 years of State service. Gene worked three years for the NHDOT in the late 1970’s before a 15 year stint as a chef at Disney World golf resort in Florida. During his years in the Print Shop, Gene was part of the major transition from offset printing presses to the digital printing presses used today.

Steve Liakos has completed his NHDOT career six years after he “retired”. Steve worked the past six years as the bridge engineer in the Community Assistance Office of the Planning and Community Assistance Bureau. He previously worked 34 years full-time in the Bridge Design Bureau.

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Dave Rodrigue is the new Director of Operations for the NHDOT. Dave previously served as Assistant Director of Operations. He has marked 25 years of service with the Department, working in the Construction Bureau for a decade, and six years in the Traffic Bureau as Traffic Operations Engineer and TMC ITS Program Manager. Dave also served as the District 5 Engineer and Assistant Engineer in District 3.

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Chris Waszczuk is the NHDOT’s Deputy Commissioner. Most recently, Chris has been Director of Project Development. He previously served as Administrator of the Turnpikes Bureau. During his 30 years with the Department, Chris also worked in the Bridge Design and Highway Design Bureaus as a Senior Bridge Engineer and Chief Project Manager.

John Sartorelli (Construction) was presented the ASCE-NH President’s Award on April 25th “for his brave efforts protecting the public from the giant I-93 sinkhole (in Concord) last summer.” John was “in the right place at the right time” to help stop traffic and report the problem.

Materials and Research employees took time for a group photo during their Bureau’s Safety Day on February 18th.
Service Awards (1st Quarter)

10 Years:
- Brad E. Bartlett - District 6, Crew 6
- Bryan A. Hayes - District 6, Crew 4
- Christine A. Bonoli-Stohlberg - Maintenance
- Deborah A. Porter - Tpk-Rochester Toll
- Heidi Kern - Tpk-Hooksett Main Toll
- Henry W. Laporte - District 6, Crew 11
- James A. Merrill - District 6, Crew 7
- Jeffery S. Harpring - Planning & System Dev
- Joseph P. Bailey - District 6, Crew 11
- Krystle J. Pelham - Material & Research
- Lynne C. Perron - Construction
- Marcia L. Cournoyer - Material & Research
- Mary Y. Fox - Bridge Maint-Concord
- Matthew G. Clark - District 4, Crew 12
- Megan E. Lane - Highway Design
- Paul H. Lessard - Highway Design
- Richard N. Merrill - Tpk-Dover Toll
- Scott A. Curtis - District 6, Crew 1
- Sue Porter - Highway Design
- Tyler J. Howe - District 4, Crew 9
- William P. Saffian - Bridge Design
- Wilson S. Pike - District 6, Crew 22

15 Years:
- Arlene M. Allen - Commissioner’s Office
- Brian C. Lombard - Highway Design
- Charlotte L. Plante - Tpk-Hampton Ramp Toll
- Cindy M. Heath - Tpk-Hampton Main Toll
- Douglas W. Almon - District 6
- Gary L. Boles - Bridge Maint-Mem Bridge
- Joshua S. Prescott - Highway Design
- Kyle P. Surette - District 6, Crew 3
- Lisa M. Weir - Right Of Way
- Normand R. Rainville - Traffic Heavy Sign Crews
- Scott A. Tobin - District 5, Crew 5
- Scott J. Derrington - District 2, Crew 4

20 Years:
- Alton J. Whittier - Mechanical Div-Concord
- Blair R. Moody - Construction
- Charles C. Flanders Jr - Construction
- David J. Burrows - District 3, Crew 5
- Edward A. Heath - Tpk-Hampton Ramp Toll
- Ernest R. Locke - District 1, Crew 11
- Eugene C. White - Finance And Contracts
- Gary S. Clifford - District 5
- John L. Johnson Jr - Right Of Way
- Steven P. Buchanan - Traffic Pavement Marking

25 Years:
- Christopher R. Hinds - District 1, Crew 2
- Dale P. O’Connell - Environment
- Kevin C. Russell - District 6, Do 20
- Kurt A. Robbins - Construction
- Michael G. Licciardi - Bridge Design
- William P. Laflam - District 3, Crew 14

30 Years:
- Armand J. Nolin III - Finance And Contracts
- Brian A. Perry - Traffic
- Christopher R. Martin - District 1, Crew 7
- James A. Wheeler - District 5, Crew 15
- John R. Hall - Construction
- Lee A. Simpson - Construction
- Maurice R. Cere - Tpk-Hooksett Main Toll
- Peter E. Stamnas - Bridge Design
- Robert M. Libby - Bridge Maint-Ossipee
- Scotty A. Eldridge - District 3, Crew 3
- Thomas E. Jameson - Planning & System Dev
- Thomas M. Pawnell - Tpk-Dover Maintenance

35 Years:
- Mark A. Fagnant - Bridge Maint-Twin Mtn

40 Years:
- David M. Vezina - District 3, Crew 22
Personnel Updates

New Hires:
Lynne Albee - Turnpikes
Donald Baumgardner - District 1
Donna Boudreau - Human Resources
John Cleveland - District 2
Cameron Conte - Turnpikes
Ronald Croteau - Turnpikes
Jessica D’Entremont - Highway Design
Tracy Dematos-Hagman - Finance
Karen Doble - Turnpikes
Christopher Flagg - Turnpikes
Eric Follansbee - Turnpikes
Tyler Gagnon - Turnpikes
Brandon Grassman - District 3
Raymond Hemingway - District 2
Robin Hoff - Turnpikes
Kathryn Holtgrewe - Turnpikes
Nathan Howard - District 3
Alicia Jipson - Highway Maintenance
Andrew Johnson - District 3
David Labrecque - District 1
Joyce Lanier - Human Resources
Arthur Lapointe - District 5
Paul LaRochele - Aeronautics
Lori Lewis - Traffic
Pamela Mack - Finance
Lisa Magnani - Finance
James Malley - TSMO
Scott Marshall - District 5
Scott Matheson - District 6
Brian Matson - District 1
Joseph McCue - Commissioner’s Office
Timothy McLaughlin - Turnpikes
Shane Moher - Turnpikes
Cody Morrison - Finance
Paul O’Connor - District 5
Stephanie Pelletier - Turnpikes
Jeremy Pfeiffer - Mechanical Services
Susan Riley - Turnpikes
Jacob Short-Newton - Turnpikes
Michael Stevens - District 3
Francis Strout - District 2
Jonathan Tamblyn - District 5
Emily Thompson - Materials and Research
Phyllis Wer - Turnpikes
Sidney White - Turnpikes
John Wilson - District 5

Retirees:
Joseph MacDonald - District 3
Ellen Charron - Finance and Contracts
Paul Huckins - Materials and Research
Arthur Laro, Jr - Mechanical Services
Diana Dolcino - Right-of-Way
Carl Hussey - Traffic
Robyn St. Pierre - Turnpikes
Paul Tully - Turnpikes
Gerard Gosselin - District 3
Peter Salo - Highway Design
Judith Ward - Commissioner’s Office
Eugene White - Finance and Contracts
Walter Dudley - Highway Design
David Morey - Mechanical Services
Letters

January 14, 2016

On behalf of the Residents living on Stage Road in Chesterfield I’m passing along a “THANK YOU” to everyone involved and responsible in replacing the Yield Signage with the Stop Sign at the Intersection of Route 63 and Stage Road. Several of the residents sent me an email today indicating the signage correction had been completed. Again, thanks to all of you for your time and consideration in this matter.

Scott Riddlemoser
Chesterfield

Editor’s note: The above note was sent to District 4 Engineer John Kallfelz.

February 22, 2016

Coming out of Upton to the NH state line was a miracle I didn’t crash. I was en route that early to attend a snowshoe black powder muzzleloader biathlon. You got me there and help me win! It really made me smile.

Charlene (former highway employee in CT) Upton, Maine

Editor’s Note: The above note was sent to District 1 Engineer Phil Beaulieu.

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Editor’s Note: During a late January snowstorm, a District 6 plow crew (#610 North Hampton/Rye) asked a group of surfers to move their cars from “no parking” area because they were in the way of plowing near Bass Beach in Rye. One surfer who lost his cool personally delivered a note of apology a few days later.
As the new Wellness Coordinator for the Department, I would like to thank my predecessor, Paula Nash, for her hard work and dedication in advancing the wellness program to where it is.

I’ve been a wellness professional for years and I know I’ve been given the opportunity to steward something special. Having said that, there is more to be done to strengthen our culture of wellness and I’m asking for your help. Since our health insurance is self-funded, everything you do to increase your own wellness helps to keep premiums low for everyone (especially you).

We just completed three back to back “Know Your Numbers” events in District 6 and in Concord and had over 190 participants take part, which means Anthem will pay close to $20,000 to all those folks … talk about a healthy reward! In addition, many more wellness events are either scheduled or planned for the rest of this year, so be on the lookout!

The challenge is that in general wellness in New Hampshire is declining. According to the annual Gallup-Healthways Well-Being Index, we ranked 8th in the county for overall wellness in 2012, which was great! Since then though, we’ve dropped to 21st place, which is not so great. We’re also in 21st place for Physical Wellness. In 2011, we were the second most physically fit state in the country. I believe we can get back there. So right now, even though it looks like it’s a bit of an uphill battle, it’s not insurmountable. Together we can get moving and start to turn this ship around!

It all starts with you making the decision to live a healthier lifestyle. For my part, I will do everything I can to help you. I want to bring high level wellness to the entire DOT, from every shed in every district to every bureau and location. If there is anything you need to help you or your team live, work or feel better, please do not hesitate to call me at 271-0559 or e-mail me at JMcCue@dot.state.nh.us.

It was 75 years ago and the United States was engaged in World War II. The New Hampshire Bureau of Aeronautics was commissioned in 1941, at the tail end of the “golden age of aviation”. Surplus military aircraft from World War I were available and the U.S. Government had begun issuing pilot certificates in 1927 as a result of the Air Commerce Act of 1926. Aviation was becoming a way of life. Today the NHDOT’s Bureau of Aeronautics manages the registration of aircraft, airports, and commercial operators; facilitates the FAA State Block Grant Program; programs airport improvement and development projects; conducts annual airport safety inspections, investigates aircraft accidents, and promotes aviation through education and outreach initiatives.

Note: This drawing celebrating the 75th Anniversary of the Aeronautics Bureau was designed at no charge by the “Student Design Company” at Plymouth State University.

Cover photo - Construction of a new I-95 bridge over the Taylor River in Hampton/Hampton Falls. Photo by Noah Chinburg (Materials & Research)