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By the nature of our size and mission, the New Hampshire Department of Transportation is a major energy user. With over 90 facilities, more than 1,200 vehicles and around the clock responsibilities, the NHDOT is burning energy 24 hours a day, 365 days a year.

In 2005, Governor John Lynch issued an Executive Order calling on New Hampshire State Agencies to “lead-by-example in energy efficiency.” Six years later, Governor Lynch laid down some challenging energy reduction goals with a follow-up Executive Order: reduce aggregate fossil fuel usage by 30% in 2020, 40% by 2025 and 50% by 2030.

The NHDOT has responded to that challenge, exceeding the 2020 goal in six out of the past eight years. Those two years that fell short were exceptionally cold.

At the 11th Annual NH State Energy Conference on May 10th, the NH Department of Transportation was named the “Model Energy Agency” for 2019, an award that recognizes the State Agency that has taken “a holistic view of its operations and made progress towards energy efficient goals on a number of fronts.”

As noted in the award, here are a few of the specific NHDOT energy saving initiatives:

- Installed LED lighting in its buildings and all traffic signals and beacons in NH.
- Installed wood-fired boilers at several patrol facilities.
- Replaced some large hot water tanks with smaller tanks.
- Upgraded and added insulation and monitor sensors to several buildings.
- A comprehensive analysis of street lighting on State highways.
- Anti-idling policy, engine maintenance, tire pressure checks on the fleet for improved fuel efficiency.

The NHDOT has not been alone in its energy saving efforts. According to the 2018 NH Annual Energy report, the State has avoided over $39 million in fossil-fuel energy costs since 2005.

We all recognize that there is still much room for improvement and many areas where energy savings can be made. This effort must continue. Leading by example is the right thing to do for both the environment and the citizens of New Hampshire.
The 2019 season for the Alton Bay Ice Runway on Lake Winnipesaukee was 45 days long, and the runway was open for 20 days of those days. A total of 740 aircraft landed at the airport, the best year on record. It has gained quite the following with many aircraft arriving from over 300+ miles away. Some comments from pilots who wanted to experience the only FAA approved ice runway in the lower 48 states:

- “great experience, very, very friendly people to help park and control flow of aircraft.”
- “Near 40 have a chance to land on extremely slick surface.”
- “It gets better every time. Paul and his crew do an amazing job keeping everyone safe and organized.”;
- “First time today! N7658U from Northampton MA.”
- “Fantastic experience! Excellent and friendly staff! Thank you very much!”
- “Can’t wait for next year already.”

Representing the Aeronautics Bureau, Carol Niewola presented Paul LaRochelle with a framed “Thank You” for marking 10 years as operator of the ice runway. “It has been very rewarding to be a part of this historic runway and sea plane base. It could not be done without this State Department (NHDOT) and the volunteers that all help make it possible,” Paul LaRochelle said.
Safety is the NH Department of Transportation’s number one priority.

“Safety for the traveling public, but equally important is safety for our workers and the contractors that are out keeping our roadways in good condition,” NHDOT Commissioner Victoria Sheehan said at an event marking the start of the 2019 construction season.

Commissioner Sheehan’s comments came as the National Work Zone Memorial visited New Hampshire, and as work continues on construction of a State Public Works Employee Memorial on the grounds of DOT headquarters in Concord that will bear the names of 36 public works employees who have died on the job in New Hampshire. Five of those names are NHDOT employees who were killed on the job.

“On average, a work zone crash occurred once every 5.4 minutes,” said Lorrie Sliter, representing the New Hampshire Good Roads Association. “Every day, 70 work zone crashes occur that result in at least one injury.”

“Drive Like You Work Here” was the theme of National Work Zone Awareness Week (April 8-12, 2019). On April 10th NHDOT employees decked out in orange to promote awareness of work zone safety.

NHDOT Director of Operations Dave Rodrigue speaks about the NHDOT’s commitment to work zone safety while standing near the National Work Zone Memorial.

Five New Hampshire public works employees listed on the National Work Zone Memorial were remembered at an event emphasizing the need for work zone safety.

Wearing orange for Work Zone Safety (left to right) The District 1 office in Lancaster, Aeronautics and Rail and Transit, and the Environment Bureau.
Another Long and Challenging Winter for NHDOT Plow Crews

New Hampshire winters are never easy for those tasked with keeping roads safe for travel. And while this may not have been the snowiest winter on record, at least in the southern part of the state, there were plenty of storms and lengthy events that tested and kept NHDOT plow crews and hired trucks busy from October to April.

Adding to the challenge this year was the difficulty in achieving a full fleet of operators and trucks to maintain state roads.

Total costs for NHDOT winter maintenance operations topped $56.5 million, more than $10 million than budgeted. Over 239 thousand tons of salt were used for anti-icing treatments, the third highest in the past 50 years. Many freezing rain events in southern New Hampshire contributed to the heavy salt use.

From the NHDOT Facebook page:

• I think the NHDOT does a great job clearing the roads in the winter, salting and sanding as well.
• “I appreciate the job they do in maintaining the roads.”
• “Great work you keep our roads safe for all and you are very cautious thank you”
• The guys who run the snow plows between Claremont and Lebanon, YOU ROCK.
• Thank you for keeping the drive safe,” “I live in Whitefield NH and they do awesome thank you all for what you do in the winter months.”
• “Props to our guys getting up super early this morning to make my commute safe. Especially our Haverhill, NH guys!”

Shifting from Winter Mode to Summer Maintenance Operations

Before the plows came off for the last time, NHDOT highway maintenance crews were already working across the state on road repairs needed in response to weather events, or possibly from motorists who left the roadway. There were potholes to be filled, guardrail to be repaired, and drainage issues needing to be addressed. The list of tasks to be done, as usual, was extensive.

District 4’s #405 Chesterfield crew had a busy day in March with guardrail repairs created when a tractor trailer heading west on Route 9 turned onto Stage Road, then decided to back out. In the process the driver backed over the guardrail on Stage Road, got it tangled in the trailer axles, then drove off and peeled away about one hundred feet of w-beam rail; dragging it up along Route 9. “Our crew did a good job cleaning up the mess,” said David Konesko (District 4)

Heavy rains in April combined with snow melt in northern New Hampshire to swell rivers and streams, causing flooding and washouts. The biggest challenge was for District 2 forces, which faced a major repair project when a slope failure along the Connecticut River in Plainfield took out one lane of NH Route 12A.

In Ossipee, crews from Wakefield and Tuftonboro combined to make repairs on Browns Ridge Road that had shoulder damage from rushing water.
Why would you build a bridge over another bridge? In an article for NHmagazine.com, Marshall Hudson wrote about visiting a little known and unique bridge in Alton and trying to find out why a bridge was built over a bridge in the late 1920’s.

“It turns out that the old bridge was saved for history and no other reason. There was a contingent in town that just couldn’t bear to see the historic laid-up granite deck and abutment bridge torn down, even though it was falling in, unstable, and could no longer support the increased traffic, faster speeds and heavier, wider loads. A compromise was struck by building the new bridge over the top, swallowing up the old bridge and costing more, but also saving the old bridge from demolition.”

The municipal bridge is on Roberts Cove Road across Beaver Brook in Alton, part of the original Suncook Valley Road/NH Route 28.

The bridge over a bridge approach for historic preservation has been done elsewhere in New Hampshire. Four years ago, the NHDOT replaced a 1923 bridge over a bridge in New Ipswich, keeping in place a stone arch bridge over the Souhegan River that dates back to 1817.
A $1.5 million bridge rehabilitation project on NH Route 107A in East Kingston has been recognized with the 2019 Outstanding Civil Engineering Award from the New Hampshire Section of the American Society of Civil Engineers (ASCE).

In announcing the award, ASCE-NH President Logan Johnson said several things were considered in the judging, including uniqueness and pioneering aspects in design and/or construction; environmental considerations and compatibility; and unusual aspects. “What set the East Kingston Bridge project apart were the new construction techniques, the accelerated timeframe, and the fact that it was completed early and under budget,” Johnson said.

The project incorporated two technologies new to the Department: Prefabricated Bridge Units (PBU), and Ultra High Performance Concrete (UHPC) with steel fiber reinforcement. All 12 PBUs, which were cast offsite, were placed in one day.

The rehabilitation of the bridge, built in 1937, included replacing the superstructure, roadway approach work, bridge rail replacement, and asbestos abatement.

“What set the East Kingston Bridge project apart were the new construction techniques, the accelerated timeframe, and the fact that it was completed early and under budget,” Johnson said.

Extensive planning was needed in order to limit the bridge closure to four weeks to avoid conflicts with the local school schedules, emergency vehicles, and daily train traffic. The Downeaster passenger train continued to run through the location 10 times a day throughout the construction.

CPM Constructors Inc. of Freeport, Maine was the contractor for the project, which was completed in July 2018.
The NHDOT Snow Roller

Gets a Much-Needed MAKEOVER
It had welcomed visitors to the New Hampshire Department of Transportation headquarters in Concord for nearly 30 years. But the snow roller that dates back to a simpler time of winter maintenance operations in New England was absent from its spot near the Hazen Drive entrance for many months, until it was returned to its rightful place on April 4th with a fresh new look.

Decades of exposure to harsh New Hampshire winters had taken a toll on the wooden antique roller, even though it had long given up being pulled by a team of horses to provide a hard packed surface for sleighs.

Upon noticing the snow roller’s state of decline, the Commissioner’s Office called upon the skilled crafts people at the Mechanical Services Bureau to restore its earlier grandeur.

Snow rollers first came into use in many New Hampshire towns in the late 1800’s, long before the towns and the State turned to snow plows to clear the roads of snow. This particular roller was purchased by the Town of Wakefield in 1926 at a cost of $300. More than six decades later, former DOT Patrol Foreman William Twombrey donated it to the Department where he had worked. It was restored at that time by the Bridge Maintenance Bureau.

According to Jeff Amrol, Supervisor of the Carpentry Shop at Mechanical Services, the latest restoration required over 400 hours of meticulous work, done at various times after other more pressing projects for the Department took precedence.

“It was a complete rehabilitation,” Amrol said. “Everything is new except for the steel. We sandblasted, cleaned and repainted all of the original hardware except for the carriage wheel bolts.”

The project was much more challenging than simply replacing rotting wood.

“We took plenty of pictures and marked them up with dimensions,” Jeff Amrol said. “All of the dimensions are different, and you have to go piece by piece to dismantle and reassemble it. If you took too much of the wood off, it would have fallen apart and we would have had a mess.”

The end result was impressive, and something all of those involved could be proud of.

“It was a challenge and nice to do something different,” Amrol said.

Although this wasn’t Amrol’s first go round with a snow roller. He and Tim Blake did some of the lumber work on the previous restoration in the early 1990’s. Mechanical Services Bureau employees involved in the latest snow roller restoration included:

**Project Management:** Jeff Amrol

**Carpentry:** Tim Blake, Marty Wilson, and Hope Eagleson

**Painting:** Bruce Vanlandingham and Seth Fogg

**Mobilization:** Steve Benoit, Bryan Bruce, Jeff Connors, Steve Taves, and Ed Messer
The World’s Oldest *Surviving Covered Railroad Bridge*

The Contoocook Covered Railroad Bridge is getting a bit of a facelift. The bridge spanning the Contoocook River at the intersection of NH Routes 103 and 127 in Hopkinton is getting a new coat of stain and some minor repairs in a project funded through the Conservation and Heritage License Plate Program. Built in 1889 for the Concord and Claremont railroad, the Contoocook Covered Railroad Bridge is the oldest surviving covered railroad bridge in the world and served rail traffic until 1960. It was added to the National Register of Historic Places on January 11, 1980.

A Window to the Past

A 4-foot by 4-foot “framed” photo of the Cornish-Windsor Covered Bridge has arrived at the NHDOT from storage at the State Archaeological Curation and Collection Management facility. The bridge picture is set in an original window that was removed during the covered bridge’s restoration from May 1988 to December 1989. The Cornish-Windsor Covered Bridge was listed in the National Register of Historic Places in 1971 and determined to be a National Civil Engineering Landmark in 1974.

A Little Digging

before a roundabout in Rochester...

A municipally managed roundabout project is slated to be advertised later this year in Rochester for the intersection of NH 202A (Walnut St.) to improve safety through Strafford Square, North Main, and Washington Streets. Archaeological research associated with the project yielded more than 7,000 items from late 19th and early 20th century Rochester. Some of those items are on display at Rochester Middle School as part of a mini-exhibit. Photos - Jill Edelmann, Cultural Resources Manager, NHDOT Environment Bureau
## T2 Workshops

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### Transportation Training Opportunities at UNH’s Technology Transfer Center

The University of New Hampshire’s Technology Transfer Center’s (T2) full 2019 Workshop Calendar is available online at [https://t2.unh.edu/training-calendar](https://t2.unh.edu/training-calendar). Contact: T2.Center@unh.edu or 603-862-0030.
**NHDOT People**

District 6 Safety and Environmental Coordinator **Doug Almon** has retired after 18 years of service to the Department. Doug is pictured (at left) with his son David (604 Patrol Foreman) and Brian Schutt (District 6 Engineer) at the 604 Northwood Patrol Facility.

**Beth-Elaine Chamberlin** retired with nearly 40 years of State service. After three years with the Department of Safety, Beth transferred to the NHDOT in 1982 and worked the rest of her career in Finance and Contracts, and the Department of Information Technology.

**Larry Hacker**, Patrol Foreman at the 325 Thornton Patrol Facility, has retired after 10 years of NHDOT service.

**Glenn Roberts** has retired with 31 years of State service, all with the Materials & Research Bureau. Glenn worked as a geotechnical engineer and a research engineer, and completed his service as Geotechnical Section Chief.

**District 3 Highway Maintainer Peter Thompson** (#325 Thornton) retired with 11 years of NHDOT service.

**District 2 Maintenance Supervisor Joseph “Jay” Burbee, Jr.** retired after nearly 37 years of state service. He was presented with a cherry wood clock from the District.

The Bridge Maintenance crew that completed renovations to the Honeymoon Covered Bridge in Jackson presented a wooden bench made out of floor planks from the historic bridge to the town. Crew 8 (Ossipee) members include Will Irvine, Devon Reynolds, Ken Emerson, George Pearce, Bob O’Blenes and John Menz.
Service Awards (2nd Quarter)

10 Years:
Bethany T. Bouchard - Turnpikes
Deborah A. Louzier - District 2
Frederick W. Fielder Jr - District 2
Vincent C. Hurd - Traffic
Kevin D. Magoon - District 4
Roger A. Gagnon - Construction/Engineering Audit
Brian R. Wilmot - Construction/Engineering Audit
Jeffery E. Potter - Construction/Engineering Audit
Leah M. Savage - Highway Design
Tyler P. Reisdorf - Construction/Engineering Audit
Benjamin T. Hall - Construction/Engineering Audit
Timothy W. Mineau - Traffic
Ian M. Wong - Traffic
Celeste E. Soucy - Turnpikes
Ryan W. Schleyer - Turnpikes
Larry D. Hacker - District 3
Thomas J. Libbey V - District 3

15 Years:
Pamela M. Mack - Finance
Donald E. Burnham Jr - District 3
Susan D. Page - TSMO
Timothy S. Libby - District 6

20 Years:
Murray E. Howlett - Mechanical Services
Dale L. Purdy - District 5
Joseph R. Blair - Materials & Research
Timothy M. Boodey - Bridge Maintenance
Michael A. Perkins - Turnpikes
Joseph A. Derochemont - Bridge Maintenance
Robin L. Brown - Turnpikes
Brian S. Thompson - District 1

25 Years:
Leo R. Rondeau - District 1
Robert E. Talon - Right-Of-Way
Brian R. Easler - Right-Of-Way
Robert A. Lowe - Traffic

30 Years:
Conrad C. Skov - Construction/Engineering Audit
Shawn E. Chretien - Materials & Research
Terry G. Place - Traffic
Kristine M. Havey - Traffic
David E. Nylen - Traffic
Robert C. Kibbie - District 2
Dean H. Wilson - Construction/Engineering Audit
Timothy E. Mackenzie - Right-Of-Way
Mark J. Commerford - Construction/Engineering Audit
Michael J. Dugas - Highway Design
Karen C. Cummings - Turnpikes
David G. Parker - Bridge Maintenance
Steven J. Cavadini - Right-Of-Way

35 Years:
Theodore Kitsis - Construction/Engineering Audit
Wayne P. Brooks - Highway Design
Robert A. Juliano - Bridge Design
Paul E. Metcalf Jr - Construction/Engineering Audit
Lawrence E. Keniston - Highway Design
Stephen E. Lebaron - Highway Design
Kenneth L. Morrison Jr - Bridge Design
William S. Caswell Jr - Highway Design
Shawn H. Murphy - Construction/Engineering Audit
Shaun M. Flynn - Construction/Engineering Audit
Timothy C. Chapman - Construction/Engineering Audit

40 Years:
Thomas A. Ballou - District 4
Gregory M. Dow - District 6

Retirees: (Years of Service)
Walter Keuenhoff - Traffic (40)
Joseph Burbee - District 2 (36)
Charles Schmidt - Right-Of-Way (34)
James Haskins - Bridge Maintenance (33)
John Seely - Construction/Engineering Audit (31)
Mark Brady - District 5 (30)
Ronald Allaire - District 5 (29)
Lisa Chamberlain - Planning & Community Assistance (29)
Teresa Greuling - Turnpikes (23)
Scott Leslie - Materials & Research (23)
Americo Afonso - Turnpikes (21)
Jon Russell - District 4 (20)
Robert Donovan - District 1 (19)
Douglas Almon - District 6 (17)
Brian Lombard - Highway Design (17)
Steven Swana - Highway Design (16)
Denis Boisvert - Materials & Research (16)
Lee Emery - Bridge Maintenance (13)
Personnel Updates

New Hires:
Dustin M. Sewall - Commissioners Office
Tylor S. Carlson - District 3, Crew 13
Benjamin J. Eldridge - District 3, Crew 3
Kenneth R. Ellis - District 2, Crew 7
Jerry C. Ray - Construction
Michael E. Ramsey - Bridge Maint-Newfields
Kelly A. Porter - District 6, Crew 5
Patrick J. Boyle - District 3, Crew 14
Johann W. Gebhard - District 3, Crew 13
David A. Adedokun - Highway Design
Justin D. Wicks - District 3, Crew 5
Erich M. Crossley - District 3, Crew 14
Thomas R. Welch - District 4, Crew 7
Brandon H. Bibeau - District 6, Crew 2
Andrew S. Masterson - District 5, Crew 26
John T. Walshaw - District 3, Crew 25
Norma J. Corry - Rail and Transit
Nathanael A. Mark - District 4, Crew 13
Daniel P. Goupil - District 1, Crew 9
William R. Stanfield - Aeronautics
Michael J. Mozer - Bridge Design
Michael R. Kilcoyne - District 3, Crew 5
Cody D. Drew - District 3, Crew 1
Gary A. Morrison - District 6, Crew 11
Glen A. Clark - District 6, Crew 9
Zachary M. Hebert - District 6, Crew 10
Steven S. Leary - Traffic Signal Crews
Nicholas R. Desroche - District 3, Crew 11
Jacky C. Holmes - Mechanical Div-No Hampton
Matthew D. Fullerton - District 3, Crew 9
James O. Burnham - District 5, Crew 27
Steven W. Parshley - Tpk-Rochester-Maintenance
Bryan R. Bruce - Mechanical Div-Concord
John O. Campbell - District 6, Crew 6
Kevin P. Dunleavy - Right Of Way
Matthew H. Heath - District 3, Crew 25
Tina A. Lantz - Turnpikes-Hooksett
Puja Manandhar - Finance And Contracts
James D. Perkins - District 5, Crew 13
Derek W. Roy - Traffic Signal Crews
James F. Cummings - Tpk-Hampton Main Toll
Raymond E. Dailey - Bridge Maint-Mem Bridge
Andrew J. Krom - Tpk-Merrimack Indust Toll
Lucas T. Norcross - District 3, Crew 11

Michael E. Ramsey - Bridge Maint-Newfields
Kelly A. Porter - District 6, Crew 5
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James D. Perkins - District 5, Crew 13
Derek W. Roy - Traffic Signal Crews
James F. Cummings - Tpk-Hampton Main Toll
Raymond E. Dailey - Bridge Maint-Mem Bridge
Andrew J. Krom - Tpk-Merrimack Indust Toll
Lucas T. Norcross - District 3, Crew 11

Robert V. Sopel - Tpk-Hooksett Main Toll
Thomas C. Souther III - Tpk-Hampton Ramp Toll
Jade A. Thibault - Tpk-Merrimack Indust Toll
Kristofer D. Durham - Material & Research
Andrew M. O’Sullivan - Environment
Cabot F. Ronish - Bridge Maint-Twin Mtn
Joshua M. Roy - District 1, Crew 15
Kurtis J. Will - District 4, Crew 10
Tony M. Hudson - Traffic Signal Crews

Promotions:
John Clark - Highway Maintainer III, District 6
Christopher Garland - Highway Maintainer III, District 4
Robert Hyslop - Supervisor III, Traffic
Trevor Field - Highway Maintainer III, District 2
Alan Robinson - Asst Highway Patrol Foreman, Turnpikes
Zackery Routhier - Highway Maintainer II, District 6
Phyllis Jouvelakas - Program Specialist I, Finance
Jesse Tyll - Asst Highway Patrol Foreman, District 5
Christine Merrill - Accountant I, Turnpikes
John Moser - Asst Highway Patrol Foreman, Turnpikes
Joseph Blair - Civil Engineer VI, Materials & Research
Kevin Libby - Asst Highway Patrol Foreman, Turnpikes
Wade Footer - Engineering Tech V, Materials & Research
Benjamin Billings - Highway Maintainer III, District 4
Nicholas Finch - Highway Maintainer III, Turnpikes
Robert Lambert - Highway Patrol Foreman, District 5
Steven Taves - Underbridge Aerial Lift Opr, Mechanical Svcs
Randy Avery - Highway Maintainer III, District 2
David Parker - Bridge Construction Supt, Bridge Maint
Francis Whelan - Highway Maintainer III, Turnpikes
Robert Poggi - Bridge Construction Foreman, Bridge Maint
Andrew Rawson - Asst Highway Patrol Foreman, District 6
Julian Mocanu - Highway Maintainer III, Turnpikes
Jeffrey Zedalis - Carriage Operator, Traffic
Tyler Reisdorf - Civil Engineer IV, Construction/Eng Audit
James Wayland - Carriage Operator, Traffic
Christopher Tsoukalas - Highway Maintainer III, Turnpikes
William Patten - Highway Patrol Foreman, District 4
Jesse Hatch - Highway Maintainer III, District 2
Michael Kenison - Bridge Maintainer II, Bridge Maint
Casey Singleton - Civil Engineer IV, Planning & Comm Assist
April 20, 2019

I think this is important in this day and age to hear about one of your caring employees, although you’ll have to figure out who that may be. On April 15 @ 2:55 pm I was pulled over near a stop sign on Points Rd. headed to Keene or so I thought. I took out the old map as my GPS had no internet there. My girls/young adults were with me and we were headed to Maine after a two day little trip when your D.O.T. worker pulled over after making the turn, saw us, approached and was very helpful directing me to the correct route. More important than anything is how we are as people. You have hired one. Tell him if you figure it out as kindness goes a long way.

Toby LeConte

April 10, 2019

I had an unexpected flat tire on my way home from work this afternoon. I was on the off ramp from interstate 95 when this happened and there is not much space to pull over to change the tire. This quickly turned my late afternoon into a frustrating situation. I dug out my small compact jack that came with my Nissan only to notice that I was missing the lug wrench part. Before I could even try to figure out what I was going to do, a NHDOT Safety Patrol truck pulled up behind me and turned on the emergency lights. The gentleman got out of the truck and first asked if I was okay. He then introduced himself as Chris. Chris was fantastic. He changed my tire for me and was extremely courteous. I am so thankful that the NHDOT provides this service and even more thankful that you have incredible people like Chris. Thank you for providing this service and for looking out for the safety of the people who use the highways.

Jeff Tarr

Editor’s Note: “Chris” is Chris Tsoukalas (Turnpikes), who works the NHDOT Safety Patrol on I-95

May 1, 2019

On the 24th of April 2019 at about 12:30 I was headed home from work in Nashua. Just north of the exit 10 off Ramp in Merrimack my tire pressure gauge lit up. Before I had time to react my passenger side rear tire blew out. I managed to pull to the right into the breakdown lane. I was in the area of the exit 10 on ramp so I had cars blowing by me on either sides of my car. I was not feeling too safe, in fact I was VERY nervous. I got out of my car and discovered that my rear tire was destroyed. I had barely opened my trunk when a orange DOT truck pulled in behind my partially blocking the lane. Before I could even say a word the two men sprang into action. One had a small bag of tools, and the other grabbed the spare tire out of my trunk. With the efficiency of a NASCAR pit crew, they had my car jacked up, the flat tire off, and my spare mounted. They even put the flat tire back in the trunk. Both were concerned for my safety and asked me to stand on the grassy area between the lanes, I just watched in awe as they went to work. Both men were very professional, polite, and courteous. I think their names were MacNichol and Maguire. Both men are a credit to your Department and the State of NH. I have been a resident of NH for 30 years. I hear people all the time complain about state workers etc. Let me tell you these two men represent the State in the best possible light, and I feel that their great job should be acknowledged.

John Kissell

Editor’s note:
“MacNichol and Maguire” cited in the above letter are Turnpikes employees James MacNichol (Patrol Foreman) and Joe Maguire (Assistant Patrol Foreman) out of the Nashua #815 Patrol Facility.
committed to excellence, safety, innovation, and the future...

Stamps of Approval for Historical Covered Bridges
Bill Caswell Helps Design New Canadian Stamps

When he’s not heading the Computer Support Section in the Highway Design Bureau, Bill Caswell also serves as President of the National Society for the Preservation of Covered Bridges.

This involvement has also taken Bill north of the border where he has spoken on the significance and increasing rarity of covered bridges in Canada. His presentations attracted the attention of Radio Canada and Canada Post, the equivalent of the U.S. Postal Service.

In February 2018, Bill Caswell was contacted by Canada Post asking if he would be interested in helping design a series of covered bridge stamps.

"I was one of the people asked to recommend five bridges for inclusion and was very happy to see that all five of my recommendations were selected," Bill Caswell said. "After that my role was primarily research and fact checking. I also drew the truss sketches in the top center of the stamps."

The new Canadian stamps, in a set of five designs, will be released to the public on June 17th.

"It has been a wonderful journey learning the process of how a concept goes through all the stages and eventually evolves into a finished stamp design," Bill said.

From Canada Post: “Although no longer common, covered bridges still dot the Canadian countryside – many now designated as heritage sites. Originally installed as protection against the elements, covers also transformed these structures into “kissing bridges,” where courting couples could steal a moment of privacy. This issue features five notable bridges. Special thanks to Bill Caswell for his expertise.”

Longtime NH State Architectural Historian Jim Garvin says it is clear that the Canadian nation has high regard for Bill Caswell’s knowledge and advocacy of preserving covered bridges.

“I think that it is wonderful, but not surprising, that a member of the NHDOT family has carried the message of bridge preservation into Canada, helping to instill in that nation the same kind of stewardship that DOT has long practiced in New Hampshire,” Jim Garvin said.

Cover photo – Employees from the Mechanical Services Bureau maneuver the fully refurbished historic snow roller back onto its concrete pad in front of NHDOT headquarters in Concord. (Photo by Hope Eagleson)