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Recognizing the Need to Invest in Transportation

It’s not easy to raise taxes in New Hampshire. It shouldn’t be. Long known as a fiscally conservative state, the State of New Hampshire and its residents want to get the most for their tax dollars.

On May 20, 2014, Governor Maggie Hassan signed into law Senate Bill 367, a measure she called “the most significant state-level investment in transportation infrastructure in 23 years.”

For the first time since 1991, New Hampshire is raising its state “Road Toll,” commonly referred to as the “gas tax.” This is an important (and long overdue) step towards addressing the needs of a highway system that is so vital to everyday life in the Granite State. The Road Toll is really a “user fee” not a tax. It’s the bedrock of funding a transportation system paid for and maintained by its users.

This milestone could not have been accomplished without a significant amount of commitment and effort by many individuals and groups in the public and private sectors to effectively convey the state’s transportation needs.

The New Hampshire Legislature listened. The prime sponsor of the measure was State Senator Jim Rausch, of Derry, who chairs the Senate Transportation Committee.

“I’m doing this because I feel I have an obligation to solve a problem,” Senator Rausch said.

The result, according to the Governor, was “bipartisan legislation that strengthens infrastructure investment, helping to finish the expansion of I-93 and advance critical road and bridge projects across the state.”

The additional 4.2 cents per gallon in the state gasoline tax will raise an estimated $33 million a year that will go directly towards fixing and improving state and local roads and bridges. Lawmakers were specific in designating where the additional funds will be targeted. In the years to come, 42 percent of the new revenue will ensure that the rebuilding and widening of I-93 between Salem and Manchester continues towards completion; 33 percent will go to cities and towns for local road and bridge repairs; and 25 percent will be used for state roads over the next two years.

The NHDOT has responded quickly to ensure that the additional revenue will be invested quickly and wisely. Internally, teams of engineers met over several weeks to prioritize projects and decide on where the funds could be best used in all areas of the state. The same week the Governor signed SB 367, advertising of additional projects began. These new projects will amount this year to an additional 200+ miles of road resurfacing and reconstruction, and the advanced rehabilitation of ten local bridges.

All of the details of the additional work planned can be found on a dedicated web page on the NHDOT website - www.nh.gov/dot/road-toll

Like the funding provided in 2009 by ARRA (American Recovery and Reinvestment Act), this additional state funding will be a welcome “shot in the arm” for transportation in New Hampshire. It will make a difference. But it will not come close to meeting all the needs of the state’s aging infrastructure. That will require ongoing and long-term investments. And like the effective maintenance of your car or your home, you pay now or much more later.

But this is an important first step. It’s recognition by our elected leaders and the citizens of New Hampshire that we cannot ignore investing in our roads and bridges.

Governor Hassan could not have said it better. “A solid, modern transportation infrastructure is the foundation for long-term economic growth, (and is) critical to the success of New Hampshire’s people and businesses.”

Commissioner Christopher D. Clement, Sr.
The current NH Route 10 bridge over the Ashuelot River at the Winchester-Swanzey town line was probably a pretty impressive bridge in its day, which has long since passed. The bridge being replaced is narrow, without any shoulders, and is on the State’s Red List. Built in 1935, the structurally deficient bridge has a “poor” rating for its deck, superstructure and substructure.

According to NHDOT project manager Don Lyford, a Citizen Design Review Committee helped select the current alternative, which builds a new bridge just downstream of the existing bridge. “Shoulders will be included on the new bridge and roadway. The roadway profile is adjusted to improve the intersection recognition of Westport Village Road.”

Construction on a new 225 foot long bridge began in early December of 2013. Ron Guyette, a contract administrator in the NHDOT’s Construction Bureau, is overseeing the construction work. “Compared to other projects I have worked on, there is much less traffic on Route 10 than the Hooksett tolls,” Ron says. “The job site is condensed to 3,000 feet as opposed to 4.5 miles of paving in Milford. Beck & Bellucci Inc. and Weaver Brothers Construction Co. Inc. are experienced contractors and maintain a smooth running project with great communication.” That doesn’t mean the project has been without challenges.

“There were some slight delays for the bridge contractor waiting for the Ashuelot River to subside in the spring from the winter snow,” Ron says. “Site work cannot be completed until the bridge is ready for use. The excavation in the existing roadway cannot be completed until we are close to moving traffic on to the new alignment in order to maintain traffic on existing pavement.”

When completed, the new bridge will be approximately 12 feet higher than the existing bridge and 50 feet longer. The new alignment will have greatly improved line of sight for traffic entering from Westport Village Road. There will also be a small gravel parking area and footpath for the public to access the river for recreation. The final completion date for the project is July 17, 2015.
**New Law Bringing Much Needed Funds for NH Transportation Projects**

The appropriate setting was the new, yet-to-be-opened Interstate 93 southbound bridge over NH 111 at Exit 3 in Windham. With the stroke of a pen on May 20th, Governor Maggie Hassan signed into law SB 367, which will provide an estimated $33 million a year for road and bridge projects in New Hampshire, including the I-93 project between Salem and Manchester.

The new law increases the New Hampshire’s Road Toll (gasoline tax) by 4.2 cents, effective July 1, 2014. In addition to the I-93 project, the new law designates that the additional funding be directed to state and local road and bridge projects across the state.

When the new law was signed, the NHDOT was ready. In anticipation of the additional funding, the internal identification and prioritization of potential projects had been underway for several weeks. According to Highway Design Bureau Administrator Bill Oldenburg, “We treated this like an emergency response to a storm. We put teams together to do the design effort, while reorganizing to make sure the regular work is getting done.”

The same day the Governor signed the SB 367 into law, a web page went live that listed the projects across the state that will be done in 2014. They include over 200 additional miles of paving and road reconstruction projects, and the advancement of ten local bridge projects.

**Tolling Ends at Everett Turnpike’s Exit 12 in Merrimack**

Another provision of SB 367 requires the elimination of the Exit 12 tolls on the Everett Turnpike in Merrimack within 60 days of the bill being signed into law.

The final day for toll collection at Exit 12 was Friday, July 18. With the discontinuing of toll collection at 9:00 pm, the Traffic Bureau removed all toll signing along the Turnpike. All traffic at the plaza was channeled through the oversize/over-width lane. The three full-time staff at the plaza will be relocated to adjacent plazas.

The second phase of the project will consist of the removal of the Exit 12 plaza and shutdown of the building facilities. The estimated $560,000 project will include the demolition of the toll plaza canopy and concrete islands, the removal of the booths for storage and future use on the Turnpike stems, and roadwork. That work is expected to be completed by November 2014.

The discontinuance of the Exit 12 tolls in Merrimack will mean an estimated $600,000 net loss annually to the Turnpike System.
Motorists driving along the I-93 (Everett Turnpike) corridor north of Manchester are getting a good sense of the dramatic changes happening at the Hooksett Welcome Centers.

Construction on the $32 million dollar privately-funded project is well underway and, as promised, the new buildings taking shape have a distinct “mill building architectural style.”

Both northbound and southbound sites will house a 15,000 square-foot Welcome Center and a 20,000 square-foot liquor store. Each building will feature a variety of restaurants, including a 1950’s style diner, Italian farmhouse, old-time deli, and a coffee and breakfast shop. Each will also have a convenience store and an interactive visitors center. Also new to both facilities will be gasoline and electric fueling stations.

The facilities are being developed by Granite State Hospitality, LLC (The Common Man), which will operate them under a 35-year lease from the State of New Hampshire. Forecasted sales estimate the NHDOT’s Turnpikes Bureau could receive up to $39 million over the term of the lease based upon sales.

The project continues to run ahead of initial projections. The fuel site on the northbound side is projected to be ready and operational in September, along with the C-Store, Visitor Center, and public bathrooms. The final completion date for both new Welcome Centers is currently April 2015.

*Top photo - The back side of the architecturally elaborate building on I-93 northbound as seen from NH 3A.*
*Left photo - The tight quarters between the new building and the existing operational liquor store.*
*Right photo - The detention basin with a 60 foot elevation difference form the parking area to the bottom of the basin adjacent to NH 3A.*
Inside the state Department of Transportation’s Traffic Management Center in Concord on Friday morning, transportation management communication specialist Doug Kerr needed to get the word out: Road work in Littleton could result in delays.

It was 8:30, near peak commute time, and the map of New Hampshire roads on one of his three computer monitors showed pockets of disruption – accidents, construction, commuter traffic.

To share the information with drivers, Kerr, a DOT employee, needed to put it in a content management system and plot the work site on a publicly available digital map using mile markers and crossroads. He’ll post warnings on the DOT’s Twitter account and, if the delays or impediments warrant it, identify nearby roadside message boards and enter messages warning drivers.

In short, getting relevant, real-time information to motorists can seem like a long process. This is slated to change in less than 18 months.

Transportation departments in New Hampshire, Vermont and Maine plan to launch a cutting-edge regional traffic management system to streamline information gathering and increase the speed the DOT can share information with motorists. The three states are working to contract with Southwest Research Institute of San Antonio to develop and implement the system at a cost of $4.6 million.

Federal Highway Administration money will pay for the five-year contract. Once the new system is in place in January 2016, police and fire departments and highway crews will be able to more efficiently respond to traffic accidents and weather conditions that rapidly change road conditions and traffic patterns. The system will be cloud-based and entirely online and will give drivers real-time information about accidents, construction and traffic flows.

“It’s going to become so much more quicker and more accurate. All in all, it’s going to be a huge, huge improvement,” Kerr said.

In New Hampshire, the system will be based at the DOT’s Traffic Management Center on Smokey Bear Boulevard, essentially central command for monitoring the state’s roads. About 120 cameras perched above New Hampshire highways feed video to a 30-foot by 12-foot screen at the front of the room. On one feed, cars whiz through the Hooksett tolls on Interstate 93, while on a separate feed feed vehicles head north on Interstate 95 near Salem. The new system will still rely heavily on the monitors, which were installed in 2012 and have three primary functions, said Denise Markow, director of the traffic management center. They monitor weather and road conditions, safety on roads and bridges, and daily traffic operations.

The new system will bring with it three primary changes, Markow said. State police dispatch, which operates in the traffic management center, now have to relay the information – what, where, when – to the DOT. The new system will link the two, automatically inputting information to engineers at the DOT. “We won’t have to wait for a call to come in to us,” Markow said. “It will help reduce the incident notification system.”

Automated technology will allow engineers to locate all message boards within a set radius at the click of a mouse, allowing them to set text on several of the almost 45 message boards at once. Drive times, which are currently unavailable, will be found on the message boards, letting drivers know how long and how far they are from a set location.

All this means drivers will get information faster and in turn, create informed drivers. If a traffic jam on Interstate...
Retiring Administrator Alan Rawson Looks Back on 38+ Year DOT Career

Alan Rawson vividly recalls the first project he worked on at the NH Department of Transportation in 1973. It involved the complete reconstruction of the last half mile of the Bear Notch Road in Bartlett, where it intersects Route 302.

After two years as a Construction Tech 1, Alan went back to school and earned his Civil Engineering Degree from the University of Vermont. He chose to come back to the NHDOT and has been here ever since, spending 12 years as a contract administrator in the Construction Bureau before jumping to the Materials & Research Bureau for the next 24 years.

Alan took the position of Chief of Materials Technology in Materials & Research, something he says was “hugely different, although I had a fairly good background in concrete and soils.”

In 1992, Alan Rawson was named Administrator of the Materials and Research Bureau, a position he has held until his retirement from State service on June 30th. It’s been a time of tremendous change, challenges, and progress within the Bureau, including the move to a brand new building on the grounds of the NHDOT headquarters in 2006.

The need for longer-lasting road and bridge materials to better stretch the transportation dollar has put Materials & Research in the forefront in such areas as “high performance concrete” and improved pavements.

“When people ask about project costs, the question really needs to be, ‘What are we going to put in those projects to make them last?’” Alan says. “Ultimately, the materials will define whether those projects are successful. I hope many of the changes we have made prove to be good decisions in the long run. Only time will prove that out.”

Alan Rawson plans to spend his first year of retirement enjoying the mountains and working on his home in Thornton that he built in 1987. He’ll look back fondly on his many years with the DOT and the people he worked with.

“A lot of dedicated people with a lot of knowledge. I’ve been fortunate and enjoyed it.”
After a long winter that challenged NHDOT Highway Maintainers and their equipment, it was time for showing off those skills at the Department’s 37th Annual Safety Plow Rally. More than 230 winter maintenance personnel, DOT retirees, family, and friends attended the event on May 15th at the Hopkinton State Fairgrounds.

Commissioner Chris Clement kicked off the event by thanking crews for their winter maintenance efforts, and reinforced safe operations by reminding all to “think twice and act once in everything we do every day to make it safe.”

As usual, the competition was fierce but friendly. All Highway Maintenance Bureaus/Districts, Turnpikes, and Mechanical Services were represented by teams of highly qualified contestants. When it was over, the District 5 team of Rob Lambert and Kellen Jordan from Patrol Shed #506 in Allenstown took top honors for the best overall scores in the five individual events.

Teams from the Turnpike Bureau came in second and third overall. The runner-up team was “Turnpike Eastern Turnpike” with Jon Steeves as the driver, and Phil Schoenheit as assistant. Third place went to the “Central Turnpike Team” of Peter Miller and Steve Hallie.

Retirees in attendance included (all former) Director of Operations Lyle ‘Butch’ Knowlton, Maintenance Supervisor Bill Fralick (District 6), Mechanical Services Mechanic Ivan Stevens and Bruce Inglis, District Engineer Pamela Mitchell (District 5), Bud Durling (Traffic TMC), Highway Patrol Foremen Dave Whipple, Assistant Highway Patrol Foreman Lionel ‘Zeke’ Chancey, and Highway Maintainer 3 Joe Levesque (District 5), and Ken Chase.

Plow Rally Chairman Gary Clifford extended thanks to the host District 5 staff, especially Maintenance Supervisors Kevin King and Gerald Barss for lunch, Tammy Towle for the invitations, Alissa Vog and Laurie Johnson for scorekeeping.
<table>
<thead>
<tr>
<th>Event</th>
<th>Winning Team</th>
<th>Team Names</th>
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<tbody>
<tr>
<td>Safety Quiz</td>
<td>District 1</td>
<td>Kyle Bryant, Driver</td>
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<td></td>
<td>PS124 Butterhill and</td>
<td>Kevin Marter, Assistant</td>
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<td></td>
<td>PS115 Lincoln</td>
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<td></td>
<td>Safety Quiz District 1</td>
<td>Steven Bullek, Driver</td>
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<td></td>
<td>PS609 Newfields and PS604</td>
<td>Felix ‘Bub’ Gardner, Assistant</td>
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<td></td>
<td>Northwood</td>
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<td>Plow Mount District 4</td>
<td>Rob Herrick, Driver</td>
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<td>PS410 Winchester</td>
<td>Zack Stetson, Assistant</td>
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<td></td>
<td>Wing Slalom Turnpikes Eastern Turnpike</td>
<td>Jon Steeves, Driver</td>
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<td></td>
<td>Eastern Turnpike</td>
<td>Phil Schoenheit, Assistant</td>
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<td></td>
<td>Texas Roll (Determined by Tie-Breaker)</td>
<td>Peter Miller, Driver</td>
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<td>Turnpikes Central Turnpike</td>
<td>Steve Hallee, Assistant</td>
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<tr>
<td>Overall Winning Teams</td>
<td>1st Place District 5 PS506 Allenstown</td>
<td>Rob Lambert, Driver</td>
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<td>Kellen Jordan, Assistant</td>
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<td>2nd Place Turnpikes Eastern Turnpike</td>
<td>Jon Steeves, Driver</td>
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<td>Phil Schoenheit, Assistant</td>
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<td>3rd Place Turnpikes Central Turnpike</td>
<td>Peter Miller, Driver</td>
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<td>Steve Hallee, Assistant</td>
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<tr>
<td>Innovations</td>
<td>1st Place Front Plow Safety Foot District 3 PS324 New Hampton</td>
<td>Designed by: Bryan Pease and Jay Ehmman</td>
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<td>Fabricated by: Jay Ehmman</td>
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<td>Used by: District 3 PS324 New Hampton Crew</td>
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<td></td>
<td>2nd Place Road Widener Broom System District 5 PS 504 Henniker</td>
<td>Designed by: Darryl Peasley</td>
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<td></td>
<td>Fabricated by: Nate Harrison, Lee Weatherbee and Darryl Peasley</td>
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<td>Used by: District 5 Gravel Backup Crew</td>
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<tr>
<td>Logo Design</td>
<td>1st Place District 2 PS 206 Bristol</td>
<td>Mark Avery, Highway Patrol Foreman</td>
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The new I-93 northbound bridge over I-89 in Bow-Concord opened in the overnight hours of June 11th. Final paving work (pictured) took place the previous week. The new bridge replaces a Red List bridge that was built in 1957. All traffic had previously been on what is now the new I-93 southbound bridge over I-89.

In addition to the replacement of the Interstate 93 northbound and southbound bridges over Interstate 89 in Bow-Concord, this project includes the rehabilitation and resurfacing of approximately 1.1 miles of I-93 in the vicinity of the I-93 bridges, replacing the median guardrail with concrete barriers, installing overhead sign structures, replacing existing drainage, and work on the I-93 southbound off ramp to I-89 northbound.

R.S. Audley Inc., of Bow, New Hampshire is the general contractor for the $14.7 million project, which has a final completion date of June 2015.

Traffic Management Center continued from page 5

89 in Vermont has backed up traffic in New Hampshire, the regional system can inform drivers on both sides of the state line, and the DOT hopes to share message board abilities across state lines.

"With all the New England states being so close together, it really makes sense for them to be on the same program," said Patrick Moody, spokesman for AAA Northern New England, which covers New Hampshire, Vermont and Maine. The organization supports the system because it will streamline the communication process and allow response times to be quicker, he said. "It makes for more informed motorists."

The new system will feature three components: an Intelligent Transportation System which the DOT will use to input information; a traveler information system to provide real-time traveler information with texts and email subscriptions; and a data fusion hub, which will facilitate the exchange of information between the departments of transportation and private third parties.

"The data fusion hub is like a holding tank. We don’t have that now," Markow said. "The private sector will be able to take much more advantage of this data." As an example – while the state isn’t developing an app for traffic, someone who is interested can mine the data from the data hub and use it for GPS or an application to benefit commuters.
NHDOT People

Kathy Levesque retired from State Service on April 28th after eight years with the Records Section of the Highway Design Bureau. Kathy was described by co-workers as “very conscientious and very helpful to the general public.”

Marie Mullen is the NHDOT’s new Director of Finance. Marie has over 20 years of financial accounting experience in both the private and public sectors. She has been with the Department’s Finance Bureau since 2009, working as a financial analyst and Administrator III.

Jim Hersey (Construction) was congratulated by Commissioner Clement for 40 years of State service while on the job at the Spaulding Turnpike expansion project in Newington. Upon graduating from UNH, Jim began drafting plans as a Civil Engineer 1 in the Highway Design Bureau in 1974. He transferred to Construction in 1976 and has been there ever since as a Contract Administrator (CE IV). “Construction was a better fit for me, as I enjoy taking a set of plans and seeing the roads and bridges being built.” The Tuftonboro resident has overseen projects as far north as Milan and as far south as Plaistow.

Arthur Breault retired from the 207 Lebanon Patrol Section in March. Artie was a Highway Maintainer 3 with 30 years of State Service.

District 3 Highway Maintenance Engineer Mark Morrill has reached the 35 year milestone of New Hampshire state service.

District 2 Patrol Foreman Wayne Bigelow, of North Haverhill, Patrol Shed 204. Wayne retired April 30th after 33 years with NHDOT. Wayne added up his miles driven for NHDOT and came up with 2.7 million spanning his career.

Former NHDOT Commissioner John Clements died April 28th at the age of 83. Mr. Clements served as DOT Commissioner from 1976 to 1985 under Governors Thomson, Gallen, and Sununu. His distinguished career in both the private and public sectors included serving as President of the American Association of State Highway and Transportation Officials (AASHTO), and as Chairman of the National Academy of Sciences Transportation Research Board (TRB).

Cathy Goodmen (Environment) retired on June 26th after 14 years with DOT. The Senior Environmental Manager worked on the Manchester Airport Access Road project and numerous other projects, focusing on transportation and wildlife issues.

District 2 Patrol Foreman Wayne Bigelow, of North Haverhill, Patrol Shed 204. Wayne retired April 30th after 33 years with NHDOT. Wayne added up his miles driven for NHDOT and came up with 2.7 million spanning his career.
245 Years of State Service in the Construction Bureau!

Trust us – these guys know how to build things! These eight Construction Bureau veterans all recently hit State service milestones. All are still playing key roles in NHDOT transportation projects across New Hampshire. Pictured are left to right (with years served): Ted Kitsis (30 years); Conrad Skov (25 years); Shaun Flynn (30 years), Dean Wilson (25 years); Jim Hersey (40 years); Paul Metcalf (30 years); Tim Chapman (30 years) and Ellie Welch (35 years).
Personnel Updates

**New Hires:**

- Neal Bartz – Hwy Maintainer II, Dist 3, Crew 14
- Jacob Belanger – Hwy Maint I, Dist 5, Crew 14
- Kyle Bowser – Hwy Maint I, Tpk, Hampton Maint
- Cody Carroll – Hwy Maintainer I, District 4, Crew 7
- Christopher Chilton – Hwy Maint I, Dist 2, Crew 12
- Donna Emery – Accounting Tech, Bridge Maintenance – Concord
- Spencer Goodrich – Bridge Maintainer II, Bridge Maintenance – Portsmouth
- John Gryval – Hwy Maint I, District 5, Crew 10
- Mark Hakala – Hwy Maint I, District 4, Crew 12
- Scott Hodgman – Hwy Maint II, District 1, Crew 6
- Rita Hunt - Principal Planner, Aeronautics
- David Kammer – Environmentalist III, Environment
- David Kula – Electrician Supervisor II, Mech, Concord
- David Margiotti – Hwy Maint II, District 2, Crew 11
- Warren Merrill - Hwy Maint II, District 3, Crew 14
- Christopher Parece – Hwy Maint I, Tpk, Hampton Maintenance
- Craig Richardson – Hwy Main II, Dist 4, Crew 1
- Michael Robinson – Hwy Maint II, Dist 2, Crew 6
- Brian Schipmann – Hwy Maint II, Dist 6, Crew 9
- Marguerite Seymour – Accountant I, Finance and Contracts
- Barbara Silva – Account Clerk III, District 6
- Richard Smith – Hwy Maintainer II, District 4, Crew 12
- Derrek Trempe – Hwy Maintainer I, District 4, Crew 8
- Christopher Turgeon – Civil Engineer IV, District 2
- Kara Vaillancourt – Business Systems Analyst I, Finance and Contracts
- Lonnie Wescott – Hwy Maint II, District 2, Crew 24

**Promotions:**

- Frank Desjardins - Underbridge Aerial Lift Opr, Mech Srvcs
- Richard Drew - Highway Maintainer III, District 6
- Tony Fligg - Highway Maintainer II, District 2
- Randall Freeman - Engineering Tech III, Construction/Engineering Audit
- David Gaylord - Civil Engineer III, Materials & Research
- Edward Godfrey - Highway Maintainer III, District 5
- Colleen Gosselin - Engineering Tech II, Highway Design
- William Gosselin - Welder Mechanic II, Mech Services
- George Gubitose - Engineering Technician IV, District 6
- Jeffery Harpring - CE V, Planning & Comm Assistance
- Kevin Huckins - Bridge Maint II, Bridge Maintenance
- Justin Keyes - Highway Maintainer III, District 2
- Ben Keyser - Highway Maintainer II, District 2
- Louie Lemarise - Asst Highway Patrol Foreman, Dist 5
- Cynthia Lovejoy - Program Assistant I, Finance
- Kevin Marter - Highway Maintainer III, District 1
- Joel Michaud - Highway Maintainer II, Turnpikes
- Larry Myers - Highway Maintainer III, District 5
- James O'Donnell Jr - Highway Maintainer III, District 6
- Gregory Pelletier - Highway Maintainer III, Turnpikes
- Carl Petersen - Pavement Marking Foreman I, Traffic
- Marc Poulin - Highway Maintainer III, District 1
- Kevin Prince - Civil Engineer V, Materials & Research
- Carl Ruel - Construction Foreman, District 1
- Kevin Russell - Civil Engineer V, District 6
- Susan Steenson - Accountant II, Finance
- Eric Thibodeau - Civil Engineer VI, Materials & Research

**Retirees:**

- Wayne Bigelow – Hwy Patrol Foreman, Dist 2, Crew 4
- Victor Dumont, Jr. – Maintenance Mechanic Foreman, Tpk—Hooksett
- Mark Caesar – Civil Engineer IV, Construction
- Arthur Breault – Hwy Maintainer III, District 2, Crew 7
- Hue Wetherbee – Construction Foreman, District 2, Crew 51
- Kathleen Levesque – Engineering Tech III, Hwy Design
- Peter Downing – Hwy Maintainer II, District 3, Crew 25
Awards

Memorial Bridge Project Receives “America’s Transportation Award”

Regional Winner for “Quality of Life/Community Development”

The Memorial Bridge project has been recognized by an America’s Transportation Awards competition that showcases “outstanding and innovative projects that are improving transportation and quality of life.”

The New Hampshire entry was the winner in the “Quality of Life/Community Development” medium project category. The regional award was announced and presented at the Northeast Association of State Transportation Officials (NASTO) 2014 conference in Portsmouth, NH on June 10th.

The $89.4 million Memorial Bridge Replacement project reconnected a multi-modal link between downtown Portsmouth, New Hampshire and Kittery, Maine. One of the only bike and pedestrian crossings in the region, this project used an extensive public outreach campaign to support the iconic bridge replacement. The public was constantly informed on the project, which was completed in an unprecedented time of 22 months, minimizing inconveniences to local businesses and the community.

According to one of the judges, the Memorial Bridge project “reflects an excellent approach for involving the community in the design of the project and in achieving solid economic benefits.”

The America’s Transportation Awards competition is sponsored by the American Association of State Transportation Officials (AASHTO). The 10 projects with the highest overall scores from across the country will compete for the National Grand Prize and People’s Choice Award.

NHDOT Guardrail Research Named Among the 2014 “Sweet Sixteen”

A research initiative by the NHDOT into the performance of W-Beam guardrail after height adjustment has been named as one of the 2014 High Value Research “Sweet Sixteen” by the Research Advisory Committee of the American Association of State Transportation Officials (AASHTO).

The effort began a decade ago with some concerns being expressed internally at the NHDOT about the reduced height of W-Beam guardrail in some locations due to paving overlay work. At the time, the NHDOT was using wood posts with wood offset blocks, and it was not practical to raise or reset the posts without full replacement. Research found that the California and Washington state DOTs had addressed this issue by resetting the offset block higher and rehanging the rail.

To assure that the treatment could be expected to function as desired, the NHDOT arranged for a computer simulation through the National Crash Analysis Center (NCAC). According to Mike Hazlett (Highway Design), “The Research Section of Materials and Research was enlisted to perform the field study and follow-up report. In November of 2009, the NCAC study was released, documenting the successful computer simulation and providing additional confirmation of the anticipated performance.” Mike estimates that from March 2010 through October 2013, the cost effectiveness of this solution saved the NHDOT $5.3 million.

The NHDOT is now installing steel post W-Beam guardrail with composite offset blocks. “Raising the offset blocks was an interim solution to more effectively use our dollars,” Mike Hazlett says. “But it certainly has paid off and should do so for the next decade or so.”
June 16, 2014

Commissioner Clement,

I wanted to extend a huge thank you to you and your NHDOT staff, specifically Nickie Hunter, for the strong partnership with the Coast Guard that was fostered over the last three years. No one could argue that Portsmouth has not been a hotbed of activity over the last few years and for me the phrase “sleepy port city/sleepy fishing village” does not apply.

Whether it was a bridge project over the navigable waterway or responding to a marine incident, I have never met a more professional and knowledgeable organization than NHDOT. Thank you for your patience with me and the support you showed the Coast Guard during a very busy three-year period for both of our organizations.

All the best to you and your staff!

Nathaniel L. Robinson
Lieutenant, U.S. Coast Guard

June 18, 2014

I wish to extend my sincere thanks to the Tuftonboro area DOT crews. I have somewhat of an idea what an ongoing project maintenance of secondary roads must be. Living in this area is about accepting annual frost heaves, soft shoulders and pot holes. The area crews, in my opinion, are doing an excellent job of keeping the roads intact. Again, thank you crews, and keep up the good work.

Sincerely,

Jack Brown

Editor’s note: The District 3 crews in the Tuftonboro area include: #328 (Tuftonboro) and #305 (Moultonborough).

Editor’s note: The below letter was published in the July 8, 2014 Concord Monitor.

A hearty thank you to the New Hampshire DOT workers who strive so hard to keep our roadsides mowed and free of litter.

Our roadsides – especially those along the interstates – look great, and are appreciated by residents as well as tourists. In the same vein, shame on motorists and passengers who knowingly litter our roadsides.

W. Arthur Grant
Concord
New AMPS* Office Will Track How the NHDOT is Doing

*Asset Management Performance Strategy

As the New Hampshire Department of Transportation works to fulfill its mission, it’s more important than ever for the Department to make the right decisions, to invest funds and resources wisely, and to justify those decisions and investments.

Enter the new AMPS (Asset Management Performance Strategy) Office, which will work to support the management of New Hampshire’s transportation system. Their charge will include coordinating the large amount of data collection throughout the agency to help demonstrate the NHDOT’s performance and efficiency.

“The Department doesn’t always do a good job of saying why we’re investing in something,” says Nick Alexander, who heads up the new office. “Our job is to provide information to help make better decisions, and to support the decisions that are made. A lot of what we’re trying to do is to help the Department in making the right investments and protecting those investments. Initially, roads and bridges are our top two focus areas”.

Much of that information and data exists already within the Department. The task of the AMPS Office will be to pull it all together from across the NHDOT by working in collaboration with groups, like the Pavement Management Section (Materials and Research), to have one answer instead of ten.

“We’re expanding upon what’s already out there,” says Jeff Harpring. “In some case we will be taking ideas from one group and helping another.”

In addition to Nick Alexander and Jeff Harpring, Ansel Sanborn (Balanced Scorecard) and Kara Vaillancourt will be contributors to the AMPS Office.