



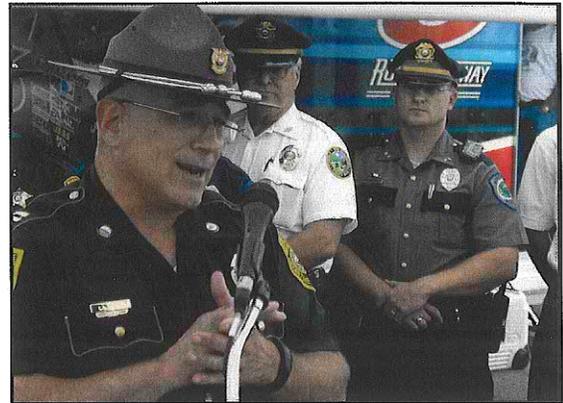
Amber Lighted DOT Vehicles Added to NH's "Move Over" Law for Roadside Stops



NH Department of Transportation personnel and tow truck drivers will soon have the same legal protection as police officers and ambulance drivers when they pull over to provide roadside assistance to motorists.

A new law that goes into effect on August 5 will make New Hampshire the 25th state to require motorists to "move over" when they see emergency vehicles or roadside assistance vehicles. House Bill 1235 added "amber emergency or warning lights" to a three year-old law that already included blue and red lights.

"The number one cause of death among police officers and emergency responders are motor vehicle incidents," NH State Police Captain Chris Colitti said at a June 26 news conference at NH Motor Speedway in Loudon promoting the new law. Captain Colitti should know. He suffered multiple broken bones in



NH State Police Captain Chris Colitti told his story of being seriously injured in 2005 while working a traffic speeding detail on I-95 at a news conference promoting the State's "Move Over" law at New Hampshire Motor Speedway in Loudon on June 26.

both legs when he was struck by a motorist in 2005 while working a traffic detail.

An average of 200 people a year are killed nationwide while providing roadside assistance. NH State Representative Sherman Packard, of Londonderry, co-sponsored the bill to address the "flaw in the law" that left out those responders who may not be wearing a uniform. "There are far too many distractions in vehicles today. We need to get this safety message out," Rep. Packard said.

Speaking out nationally on the issue on behalf of the American Automobile Association is NASCAR driver David Ragan, whose father is a tow truck driver.

Ragan says it may sound strange for a race car driver to be telling people to "slow down and move over", but that's exactly what he and other drivers are expected to do when an incident occurs on the race track.



NASCAR driver David Ragan is an advocate for "Move Over" laws to increase safety for roadside workers.

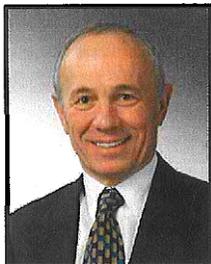
NH's Newest "Single Point Urban Interchange" Opens at I-293's Exit 5 in Manchester

Access to and from the center of New Hampshire's largest city has been greatly improved with the opening of a "Single Point Urban Interchange" at Exit 5 of I-293.

The Granite Street interchange is now complete with the addition of a southbound off ramp and a northbound on ramp. The improved interchange, combined with a city project replacing the bridge over the Merrimack River, will also relieve traffic pressures at Exits 4 and 6.

The \$28.7 million project replaces a "Red List" bridge over Granite Street and is "a new gateway to downtown, the Millyard and the West Side," says City Economic Development Director Jay Minkarah.





Commissioner's Corner

by George N. Campbell, Jr.

Building on Success and Shaping New Hampshire's Transportation System

Over these first few weeks of my term as NHDOT Commissioner I have toured many DOT facilities. I have met and listened to the thoughts of hundreds of dedicated employees.

Although there is a lot to learn and more people to meet, I am even more confident now than before that this agency and its employees can continue to address and respond to the transportation challenges posed by the escalating costs of energy and construction materials coupled with flat or declining revenues, and the ever-increasing demands on the system. Our citizens and businesses deserve real choices and alternatives to move safely and efficiently through all modes of transportation.

I have just returned from a conference with transportation Commissioners from the northeastern states. Our common interests, problems and challenges far outweigh our differences. We all realize now more than ever that we must be advocates for transportation and our users can no longer take the system for granted. The costs of shipping goods, of commuting, of traveling to that family vacation spot, or catching a flight are climbing dramatically and taking an ever-bigger part of the family budget. Because these pressures make people look at value, we can and must demonstrate just how important their investment in transportation is to the quality of their lives and New Hampshire's economy. The 2006 Report of the Citizens Advisory Commission presented is with the following vision:

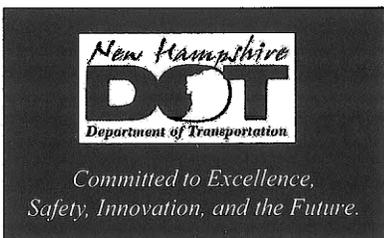
In the year 2030, transportation in New Hampshire plays a critical role in preserving the state's unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use. Transportation in New Hampshire provides safe and secure mobility and travel options for all the state's residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.

Meeting this vision can be accomplished by addressing what I heard J. Bryan Nicol, former Commissioner of the Indiana DOT, call "*The Seven G's of Transportation*":

- (1) **Global** – recognizing the global marketplace that now exists.
- (2) **Green** – designing and presenting solutions sensitive to the environment.
- (3) **Gasoline** – pricing and taxes will affect transportation and the ability to pay for it.
- (4) **Growth** – accommodating a sustainable and robust economy.
- (5) **Goods** – the effective movement of freight.
- (6) **Gap** – rectifying the enormous transportation needs with the ability to pay for them.
- (7) **Gotta Act** – all of us – policy makers, NHDOT, contractors and system users.

There are plenty of challenges facing our citizens and transportation systems – bridges and highways that need significant maintenance and preservation. Rail, transit and aeronautics are starved for funds, which is limiting our ability to expand real transportation choices for our citizens. This summer and fall we are all fighting to get Congress to pass the Transportation Reauthorization Act – without it New Hampshire will lose \$52 million a year. By the way, that federal money is only our federal user charges being sent back to New Hampshire.

This state has built a transportation system it can justifiably be proud of. We are also at a critical crossroads when it comes to preserving and maintaining this system, and improving it whenever possible. I bring no magic solutions, but I am ready to work at this job with all my effort to secure the necessary resources, ready to take responsibility and ready to lead. With the great assistance of a dedicated workforce, and given your past successes, I am confident we are up to the challenge.



Summer 2008

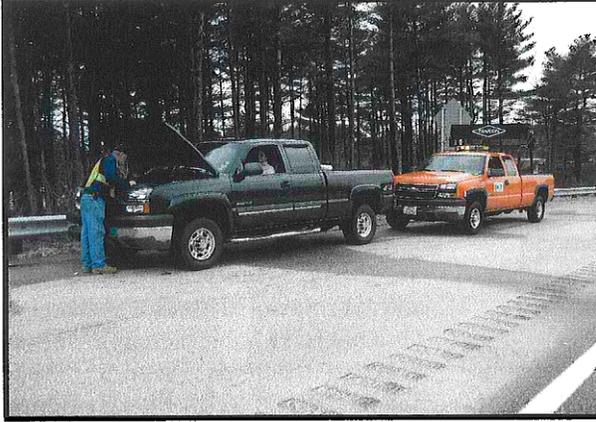
Governor.....John H. Lynch
 Commissioner.....George N. Campbell
 On the Move Editor.....Bill Boynton

PRINTED IN THE NHDOT PRINTSHOP ON RECYCLED PAPER

New DOT Service Patrols on I-93 Helping Motorists and Winning Fans

"I was broken down on Mothers Day in Salem and out of nowhere, a Mr. Ball of NHDOT stopped. He was very polite and sympathetic to my problem, I was out of water/coolant in my engine. Mr. Ball gave me the water I needed to get to a service station. You should be a model for the rest of the country".

*Theodore Szpak
Lakeville, Massachusetts*



Motorists stranded with minor vehicle problems on Interstate 93 in Windham and Salem are finding help is as near as an orange truck. The New Hampshire Department of Transportation (NHDOT) introduced Service Patrols on May 1 on I-93 from Exit 3 to the Massachusetts state line during early morning and afternoon commuting hours.

The goal is to reduce the potential for significant traffic tie-ups by clearing minor incidents, such as flat tires, charging a battery or vehicle overheating, as quickly as possible.

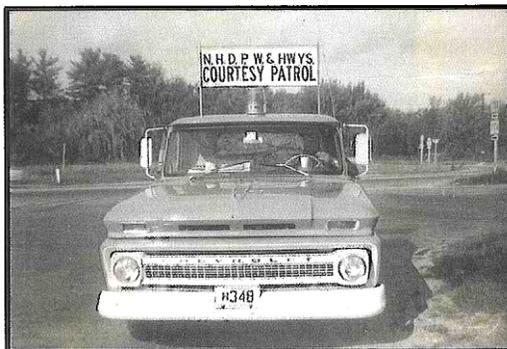
The Service Patrols are a six-month pilot project as part of the I-93 Traffic Incident Management Plan. Outfitted pick-up trucks operated by NHDOT Highway Maintenance District 5 personnel make continuous loops between Exit 3 in Windham and Exit 47 in Methuen, Massachusetts, stopping for all incidents encountered.

The Service Patrols from Highway Maintenance District 5 are operating during early morning and late afternoon hours Monday through Friday, and 2:00 PM to 8:00 PM on Sundays. Some extra coverage may be added on holidays and for special events. The estimated cost of the pilot project is \$65,400. In its first five days of operation, the service patrol logged 31 incidents including debris removal, flat tires, dead batteries, etc.

"Minor incidents like flat tires and running out of fuel on a congested highway have the potential to cause secondary incidents which are typically more serious in nature," says I-93 Project Manager Peter Stamnas. "Service Patrols can help reduce the potentially significant impacts of otherwise minor incidents by lending assistance to stranded motorists. This service should improve safety along the corridor."

The Service Patrols are communicating with the NHDOT's Traffic Management Center (TMC) in Concord, which has direct contact with State Police and other emergency responders. Those in need of minor roadside assistance can also call the TMC at 271-6TMC (271-6862).

Studies have shown that even minor incidents on the shoulder of a busy highway can have a significant impact on lane capacity, vehicle speeds and driver safety because drivers tend to shy away from fixed or still objects near the travel way.



Apparently Service Patrols are not a new concept within the Department of Transportation. This archive photo shows a "Courtesy Patrol" vehicle dating back to the early to mid-1960's.

www.rebuildingi93.com

District 5 Team Takes Top Honors at 31st Annual Safety Plow Rally in Swanzey

With the Cheshire County Fairgrounds in Swanzey serving as the location, and District 4 as host, the 31st annual NHDOT Safety Plow Rally once again featured highly qualified and talented teams of contestants.

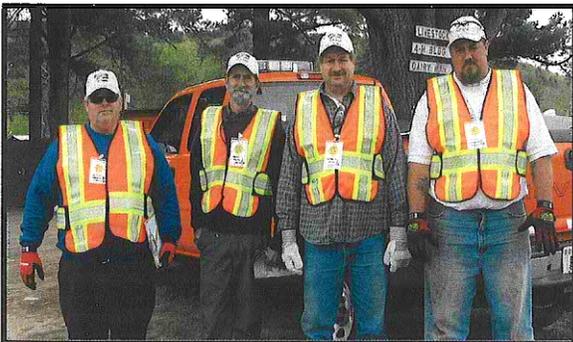
Taking first place overall in the competition was the District 5 team of Raymond Beaudoin, III and John Sartorelli. Second place was captured by the District 1 team of Jason Desellier and David Lebrecque. Third place honors went to the District 4 team of Tyler Tommila and Ben Tatro.

Prior to the awards ceremony, Assistant Commissioner Jeff Brillhart thanked all winter maintenance operations personnel for their "outstanding efforts" during a record-setting winter for snow accumulation. He added that the performance of the orange fleet does not go unrecognized by the public and legislative and executive branches of State government who appreciate their dedication and tireless efforts.

Thanks to ALL who participated. Hats off to the contestants, guests, family members, safety committees, and District 4 staff (especially Steve Huckins and the PS 411 Troy crew), Rich Trempe, Ryan Lavoie, Ray Caster and the PS 406 Swanzey crew, Tammy Towle for the invitations, and Art Grenier of District 4 and the PS405 Westmoreland/Chesterfield crew for the barbecue lunch.



The District 5 team of Raymond Beaudoin III and John Sartorelli (both Assistant Patrol Foremen) took home the heaviest hardware for finishing in first place overall at the 31st annual NHDOT Safety Plow Rally in Swanzey.



It finally stopped snowing long enough in the North Country for District 1 to send two teams to the 2008 Plow Rally. Pictured left to right are "Team B" Robert Clough and John Boynton and "Team A" David LaBreque and Jason Desellier. Team A finished second overall in the competition. This was Bob Clough's fourth and final plow rally. He said he wanted to compete one more time before his planned retirement within the next year.



One of the recognized innovations (2nd place) was this paint dispenser (left) designed and built by Bruce Vanlandingham in the paint shop at Mechanical Services.

Final Results of the 2008 NHDOT Safety Plow Rally

OVERALL WINNING TEAMS

1 st Place	District 5 PS 509 Candia PS 505 Bow	Raymond Beaudoin, III Driver John Sartorelli, Assistant
2 nd Place	District 1 PS 115 Lincoln	Jason Desellier, Driver David Labrecque, Assistant
3 rd Place	District 4 PS 411 Troy PS406 Swanzey	Tyler Tommila, Driver Ben Tatro, Assistant

EVENT

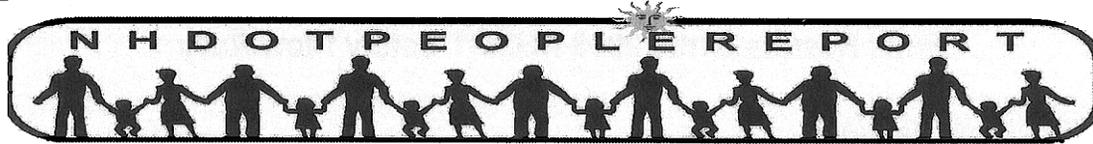
WINNING TEAM

TEAM NAMES

Safety Quiz	Turnpikes PS 815 Nashua	Jim MacNichol, Driver Fred Leighton, Assistant
Defective Truck (tie-breaker coin toss)	District 5 PS 509 Candia PS 505 Bow	Raymond Beaudoin, III Driver John Sartorelli, Assistant
Plow Mount	District 1 PS 115 Lincoln	Jason Desellier, Driver David Labrecque, Assistant
Wing Slalom	District 5 PS 526 Warner	Matt Leblanc, Driver Scott Foster, Assistant
Texas Roll	District 3 PS 512 Wakefield	Currie DeBow, Driver George Pierce, Assistant

INNOVATIONS

1 st Place	Mechanical Services Machine/Welding Shops Designed by: Joe Cotton, Foreman Weld Shop Fabricated by: Machine & Weld Shops Used by: Maintenance Districts and Mechanical Services	Spreader Hydraulic Pressure Relief Tool
2 nd Place	Mechanical Services Paint Shop Designed by: Bruce Vanlandingham, Paint Shop Fabricated by: Bruce Vanlandingham, Paint Shop Used by: Paint Shop	Paint Dispenser
3 rd Place	District 4 PS 414 Temple Designed by: Richard Trempe and Dan Cloutier, District 4 Fabricated by: Richard Trempe and Dan Cloutier, District 4 Used by: District 4	Guardrail End Post Puller
Logo Design 1 st Place	District 4 PS 401 Walpole Charlestown David Spaulding	



NEW HIRES

George Campbell, Jr., Commissioner, Commissioner's Office
Margarete Baldwin, Civil Engineer 3, Highway Design
Mitchel Boivin, Highway Maintainer 2, District 5
Anthony Fontaine, Highway Maintainer 2, District 4
Christopher Garland, Highway Maintainer 2, District 4
Brianna Heath, Environmentalist 1, Stewardship & Compliance

Theodore Mongeau, Highway Maintainer 2, District 5
John Nahlik, Heavy Equip. Mechanic, Mechanical Serv.
Curtis Miner, Highway Maintainer 1, District 6
Craig Richardson, Highway Maintainer 2, District 4
Eric Ward, Highway Maintainer 2, District 1
Christopher Zimnoski, Supervisor 1, Traffic

PROMOTIONS

Ken Thoroughgood, Bridge Inspector, Bridge Design
Douglas Almon, Program Specialist 1, District 6
Benjamin Blanchette, Carriage Operator, Traffic
Alissa Briggs, Senior Radio Dispatcher, District 5
Dennis Clark, Assistant Highway Patrol Foreman, District 4
Matthew Courser, Engineering Tech. 4, Materials & Research
Scott Curtis, Highway Maintainer 2, District 6
Susan Dearborn, Program Spec. 3, Stewardship & Compliance
Michael Dugas, Civil Engineer 6, Highway Design
Renee Dupuis, Program Specialist 2, Turnpikes
Mark Fagnant, Construction Superintendent, Bridge Main.
Leon Forest, Highway Maintainer 2, District 5
David Francis, Drawbridge Operator, District 6

Cassandra Gardner, Civil Engineer 2, Highway Design
Tyler Howe, Highway Maintainer 3, District 4
Carl Hussey, Communications Specialist 1, Traffic
Jason Kelley, Highway Maintainer 2, District 1
Gerard Lamson, Highway Maintainer 3, District 3
Jay Levine, Civil Engineer 5, Construction
Blake Loring, Engineering Tech. 3, Materials & Research
Alexis Martin, Supervisor 7, Stewardship & Compliance
Larry Myers, Highway Maintainer 3, District 5
Jason Nichols, Highway Maintainer 2, District 6
Michael Smith, Engineering Technician 3., Construction
Christopher Spingola, Engineering Tech. 3, Construction
Russell St. Pierre, Supervisor 4, Stewardship/Compliance

RETIREMENTS *(years of service)*

James Colburn, Highway Maintenance (36)
Raymond Dingman, District 4 (23)
Carol Drew, Bridge Maintenance (32)
Richard Frizzell, District 1 (9)
Neal Johnson, District 2 (27)
Lorraine Petit, Turnpikes (17)
Normand Petit, Turnpikes (9)
Michael Rayno, District 5 (13)
Ronald Spalthoff, Construction (32)

James Twombly, District 6 (27)
Diane Acres, Turnpikes (25)
Edwin Bray, Bridge Maintenance (35)
Charles Corliss, District 4 (38)
Charles Gibbs, District 3 (32)
Paul Hamel, District 2 (5)
Kenneth Lawrence, District 4 (15)
Robert McNeil, District 2 (16)
Carroll Wright, District 1 (23)



SERVICE AWARDS



July through September 2008

30 YEARS

Burt DeYoung, District 5
Robert Clough, District 1
Barry White, Bridge Maintenance
John Clough, Bridge Maintenance
Stephen Jaquith, District 3
Mark Carlson, Traffic

25 YEARS

Wayne Perkins, District 3
Robert Irwin, Planning & Community Assistance
Stephen Riordon, District 2
Deborah Weil, Finance & Contracts
Thomas Balint, Planning & Community Assistance
Joel Hildreth, Bridge Maintenance

20 YEARS

Geoffrey Pierce, District 5
Noella Kirouac, Finance & Contracts
Brian Cassel, Construction
Richard Davis, District 4
Brett McCrea, Highway Design
Susan Cormier, Finance & Contracts
George Dionne, District 6
Nancy Mayville, Planning & Community Assistance
Stephen Dickinson, District 1

10 YEARS

Richard Tsantoulis, District 5
Diane Lacerte, Turnpikes
Timothy Brewer, District 4
Paul Tully, Turnpikes
Elizabeth Coughlin, Turnpikes
Amy Mansfield, Traffic
Andrew Hall, Materials & Research
Arthur Brown, District 6
Cabot Ronish, District 1
Edward Barron, Turnpikes
Mark Avery, District 2
Jon Russell, District 4
Jessie Tichko, Right-of-Way
Paul Anctil, Finance & Contracts
William Shanahan, Turnpikes

15 YEARS

Julie McComb, Human Resources
Russell Bell, District 1
Richard Patch, Highway Design

UNH, DOT use cameras, fiber-optics to test bridges

Editor's note: The following article by reporter Robert M. Cook appeared in the April 19 edition of Foster's Daily Democrat in Dover, NH. It is reprinted with permission. Photo credit - EJ Hersom (Foster's Daily Democrat).

ROLLINSFORD — Jeff Merchant with the state Department of Transportation had a pretty tough job on his hands when he arrived in Dover Friday morning.

The Newington man was asked to drive an orange New Hampshire DOT truck loaded with 40,000 tons of sand back and forth several times across an 8-year-old "plastic bridge" in Rollinsford. He had to stop the truck every few feet so a crew of University of New Hampshire Civil Engineering students, faculty members and researchers below could measure the impact of the truck's weight on different parts of the bridge deck. "Just part of the job. Better than plowing snow," Merchant said.

Erin Bell, an assistant civil engineering professor at UNH, said the students and staff used laptop computers and cameras to measure the bridge's performance. She said the "plastic bridge" contains carbon reinforced polymers, or plastic, to support the bridge's concrete deck instead of steel.

Bell said state DOT engineers also built electronic sensors inside and outside of the bridge deck that utilize fiber-optic technology. These sensors allow researchers and bridge inspectors to record measurements, she said.

Photographers also shot pictures of three target areas located on the middle and each end of the bridge deck before and after Merchant drove his top-heavy DOT truck across, Bell said, adding State Police troopers aided the tests by using a mobile weigh station to verify the truck's weight. Rollinsford Police Chief Robert Ducharme directed traffic on top of the bridge to keep vehicles away from the DOT truck as it made its way slowly across.

The same tests were done eight years ago when New Hampshire built this first-of-its-kind bridge in the country, Bell said. "We're repeating the test to see how the bridge has performed the last eight years," she said.

Overall, Bell said the bridge is one of the state's healthiest transportation structures because it doesn't have any of the corrosion or rust that often plagues bridge decks supported by steel girders.

The UNH research project that was started last summer comes at a time when concern over the country's bridges is very high following the collapse of the Interstate 35W bridge in Minneapolis, Minn., last year that claimed dozens of lives. Closer to home, Seacoast residents are concerned about aging bridges such as the Memorial Bridge in Portsmouth, which is scheduled to be closed for five days this coming week so new cables can be installed on the bridge's counterweight.

Bell said UNH researchers hope they will provide bridge inspectors with an additional tool to help them monitor bridge performance so they can catch potential problems long before they become major problems or public safety hazards. She said UNH Civil Engineering Research Assistant Jesse Sipple also built a computer model of the bridge deck where he predicted what the displacement would be when the DOT truck stopped over each target area.

"The key is to know what your response should be," Bell said.

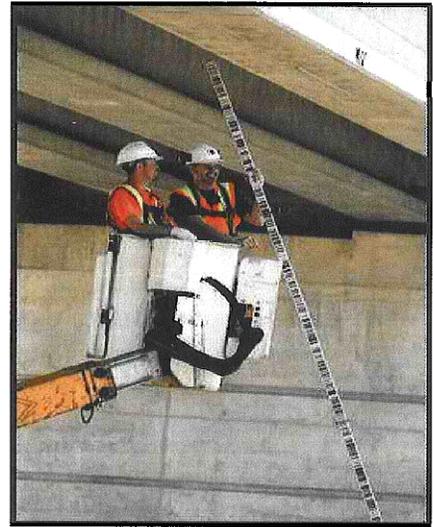
Meanwhile, UNH undergrad Civil Engineering students Walter Durack and Jim Browne measured the temperature on top of the bridge and below it. Bell said those readings can show any variations when the weight of the truck causes the concrete deck to move. New Hampshire DOT bridge designer David Scott designed the Rollinsford bridge in 2000. He was confident the bridge would score high marks for its overall performance. "My gut feeling is it's going to hold up quite well," he said.

Charles Goodspeed, a UNH civil engineering researcher and Scott's former teacher, said after eight years the bridge has not displayed any visible cracks or joint displacement that is commonly found with bridge decks supported by steel. Scott said the Rollinsford bridge also has a 100-year-old design and is built to last at least 75 years. Goodspeed said most bridge decks reinforced with steel last about 20 to 30 years before they require repairs or replacement.

Scott and Goodspeed agreed the state will undoubtedly use the same type of design when it builds new bridges in the future. Goodspeed said the design could also become even more cost-effective if glass material that some researchers are testing proves to be as durable as the carbon reinforced polymers used on the Rollinsford bridge.

Scott said bridge inspectors will always have to go out and physically inspect bridges every two years as they do now, but the UNH Civil Engineering Department's research could allow inspectors to remotely gather some performance readings. Goodspeed said bridge decks that use carbon reinforced polymers also take much less labor to construct than steel reinforced decks. For example, when the state DOT built the Rollinsford bridge, it did not require a crane and it took one day of labor compared to a steel reinforced deck that would normally require a crane and a week's worth of labor.

Bell said the results of Friday morning's test will be forwarded to the New Hampshire Department of Transportation and the U.S. Department of Transportation. She said they will also be available online at some point.



Rob Poggi, left, and Bruce Clark use a measuring stick during testing.

Snakes Alive! NHDOT Staffers Get Up Close and Personal with Reptiles and Amphibians

They're back at it again - 11 more NHDOT employees have been participating in "Highways and Habitats", a course that teaches about animal tracks and signs, and animal habitats affected by transportation projects.

Increasingly, the NHDOT is being required by State and Federal permitting agencies to research the potential impacts surface transportation projects will have on indigenous wildlife and their habitats in and around project areas and to provide mitigation for any unavoidable impacts. This Vermont-base course conducted by Keeping Track Inc. provides Department staff with the knowledge and understanding of habitat requirements typical of New Hampshire wildlife and how to plan projects accordingly. Early identification of potential habitat impacts will save time and money during the project development and permitting stages.

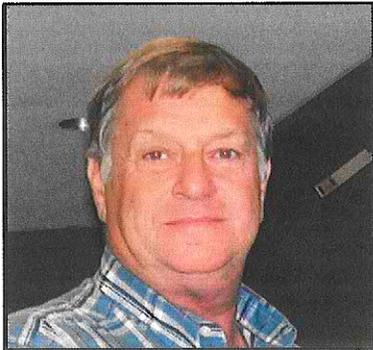
The class learned about animal signs to see mammal tracks in the winter snow in Sandwich, NH, in early spring to find frog and salamander eggs in Newbury, NH, and late spring to see the reptiles in Fair Haven, Vermont. In June they went to several DOT projects to look at methods that have been used to minimize impacts to habitats or mitigate for areas that couldn't be avoided.

According to Cathy Goodmen, Senior Environmental Manager with the NHDOT's Environment Bureau, "Getting out in the field to see these animals and their habitats while meeting and getting input from biologists helps everyone. We can learn how to design our projects to minimize our impact on these animals."



Keith Cota (Highway Design) shows off his snake charming abilities with a Black Rat Snake on May 20 in Vermont.

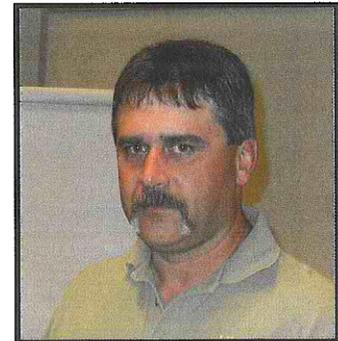
News from District 4



Jack Berquist, a District 4 Construction Foreman, has been named a "Roads Scholar" in a program for municipal road officials at the University of New Hampshire's Technology Transfer Center. Jack received the Roads Scholar 1 award for completing 30 hours of instruction in the program.



Art Grenier (Highway Patrol Foreman in Westmoreland) received his Certified Public Supervisor diploma at the May 13 graduation exercises. Art has already enrolled in the Certified Public Manager course.

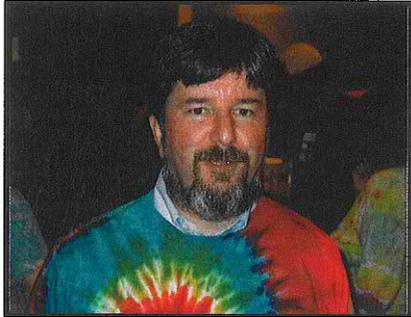


District 4 Patrol Foreman Richard Trempe (414 Temple) was presented his 25-year certificate for state service at the June major staff meeting. Richard has been on the plow rally committee for several years and is active in the Jaffrey Fire Department.

NHDOT People

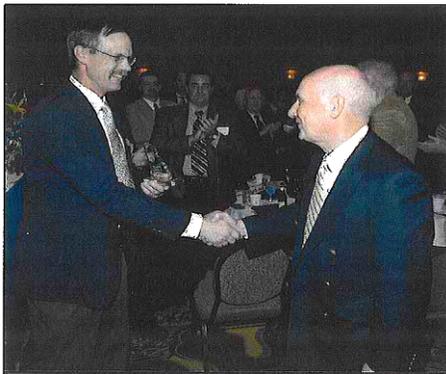


Dane Prescott Retires After 34 years



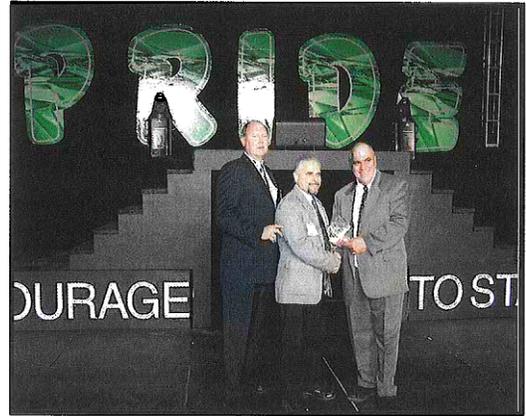
When Dane Prescott began working at the State Highway Department in 1974 as a nighttime data processor, a single mainframe computer filled an entire room. Now he jokes a teenager with an iPod has more computer memory in his pocket. On May 30, a room filled with people wearing tie-dyed shirts from a bygone era wished the IT Leader at DOT best wishes in retirement after a 34 year career.

"We have a tremendous group of IT people at the DOT," Dane says. "I would put them up against anybody in the state." Those who know Dane know he will now be devoting more time to two of his passions, golf and softball. He also plans to keep working at the DOT on a part-time basis.

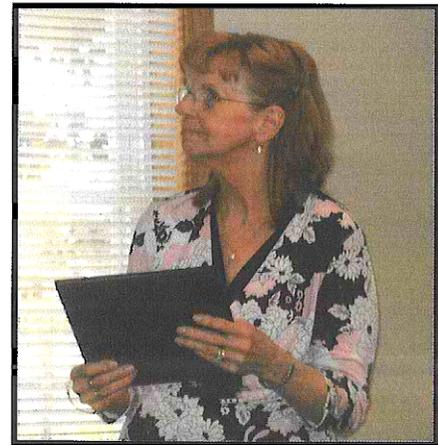


Former Commissioner Charles O'Leary, Jr. is the 2008 recipient of the "Honor Road Award" from the NH Good Roads Association. The annual award is presented to those who have made significant contributions to transportation in New Hampshire. Good Roads President Dale Sackett presented the award to Chuck at the Association's annual meeting on April 10 in Concord.

Joe Giunta Cited for Drug Awareness Efforts



Joe Giunta is a Traffic Operations Technician with the NHDOT's Traffic Bureau. But another job that Joe has taken very seriously has been to raise awareness for young people of the dangers of illegal drugs as a longtime member of the Franklin NH Elks Lodge. Joe's efforts were recognized at a national Elks conference in Cincinnati on April 3 when he was named "Elk Program Chairman of the year for 2008". The award recognizes years of volunteer time, devotion and adherence to the National Elks Drug Awareness Program. Joe Giunta (pictured above center receiving his award) currently serves as NH State Chairman for the Elks Drug Awareness Program. On May 11 Joe was installed as the NH State Elks Association President.



Longtime Bridge Maintenance employee Carol Drew received her retirement certificate on May 20 from Administrator Karen Gola. Carol began her 32-year career with the Interstate Bridge Authority that oversaw the Sarah Mildred Long Bridge connecting Portsmouth and Kittery and later transferred to the NHDOT when the state took over control of the bridge.

A Mother's Lasting Tribute to Her Son - "Ode to a Plow Driver"

Editor's note: Dana Ames passed away in September 2007 after a courageous five-year battle with brain cancer. The District 5 Assistant Patrol Foreman was only 42 years old. He had spent his entire 18 year NHDOT career at the 506 Patrol Section in Allenstown. According to District 5 Engineer Pamela Mitchell, "Dana was highly regarded by his co-workers and was a very dedicated employee. We all miss him." The following poem by Dana Ames' mother Peggy was written more than a decade ago as a tribute to her son's dedication to his job. It still holds merit and also rings true after a long and challenging winter for many NHDOT employees who work so hard to maintain New Hampshire's highways.

ODE TO A PLOW DRIVER

"Route 106 North to 393
That's the road that belongs to me"
He says this with pride
As he carefully pushes the snow aside.
From the driver's seat of his big orange truck,
He clears the road so we don't get stuck.

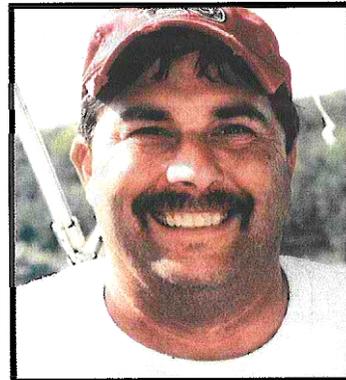
As we lay in our beds fast asleep,
Dana is working, a clear roadway to keep.
First up one side, then down the other,
He works for us all, he's our big brother.
Sanding and salting and plowing away,
He works long hours thru the night and day.

You ask why him above any other,
It's very simple, I'm his mother.
He needs a new jacket so we can see
Him clearing the road for you and me.
Up in his cab, sitting so proud,
Checking the road he has just plowed.

He looks to his left then to the right.
Working the plows through the longer winter's night.
Drinking coffee, yearning for sleep,
Doing his job without a peep.
His name is Dana and he's the one
Who should have a reward for the job he's done.

From the Allenstown shed, he works for the State,
He's my son, and I think he's great.
But, check 106 and you will agree.
The road is clear as far as eyes can see.
He deserves this jacket for a job well done,
And after all, he is my son.

- Peggy A. Ames
January 1996





LETTERS

Editor's note: The following note on the new roundabout at Foye's Corner (NH Route 1A) in Rye was sent to NHDOT project manager Alex Vogt (Highway Design).

I want to express my appreciation to yourself, your counterparts and Adam Chestnut, representing the State of NH. Thank you for working with me on my situation at my homestead at 30 Sagamore Rd. 4 Pioneer Rd. and 8 Pioneer Rd. respectively Foyes Corner. What seemed so bleak turned out to be very effective while visually attractive. As you know I have lived here for 30 years and have witnessed many different traffic situations. This roundabout has eliminated most of them, it is almost boring around here compared to the old days. Thank you for your proposal and execution of my new right of way from Pioneer Road replacing my center driveway. I will admit it operates better than the previous driveway depending on the situation. I do miss my lawn but sometimes change is good.

As you told us, the roundabout creates less noise as compared to prior. This is most notable at night. One downside is cars passing by each curb cut much faster than the old corner creating a more dangerous situation, but we're dealing with it.

Adam Chestnut (Construction Bureau) is a great asset to the State of NH. He is professional in every sense, and has shown great care in every aspect of this project. He has reduced most frustrations to us as homeowners by accommodating our needs during this lengthy project. I never felt at any time that I could not travel freely in and out of my property. Adam is a problem solver, he listens and inputs within the guidelines he needs to follow. Firm but fair and always pleasant best describes my experience. The combination of Adam with Jim Tow of Gove construction made this project a very positive learning experience for me.

Sincerely,

Roy Teigland
Rye, NH



*A beacon for people challenged by
mental illness and homelessness*

June 14, 2008

On June 10, 2008 I went to the NH Food Bank in Manchester. I make a trip there about every three weeks to get food and sometimes furniture for the homeless. On this occasion the Food Bank was holding a couple of items for us. One of those items was a mattress for one of our members who was sleeping on the floor. The mattress was secured on the roof of my van. About a mile or so from the Food Bank, the mattress fell off the roof. In a matter of minutes, a State Trooper came and stopped behind me. She asked me what had happened and I told her the story. She said she was going to try and get hold of the DOT to see if they could pick up the mattress and hold it for us, until we could come back and pick it up. Two gentlemen, Shaun Elliot and Mike Caron, from the DOT's Turnpikes Bureau came in about 15 minutes. I told them the story and they told me they would ask their supervisor if they could deliver the mattress. On June 11 the same two gentlemen delivered the mattress.

The NHDOT and Mr. Caron and Mr. Elliot should be commended for going the extra mile for those less fortunate. We wanted to take the time to thank you all for your help and consideration. Thank you for going out of your way to assist us.

Tom Doucette
Harbor Homes, Inc.
Nashua, NH

Skyrocketing Gas Prices Prompt Increasing Interest in Carpooling

CONCORD (AP) — More New Hampshire commuters are sharing rides to work as gas prices continue to rise.

Rideshare is a free commuter matching service provided by the New Hampshire Department of Transportation. It has seen a huge increase in the last few months, and is expected to exceed last year's total by July. In April alone, 86 new people joined the program, bringing the total to 1,240 commuters.

"With this latest round of gas prices, we seem to have hit one of the tipping points," said coordinator Joan Clinton. "It just has a different sense of urgency now."

Sallie Fellows joined the program last month after calculating that she would be spending more than \$3,000 a year on gas to commute between her home in Holderness to Concord, where she works for the state Department of Education. The same day she filled out an application, she received a list of 10 prospective matches, including a woman who lives on her road and who works in the same state office park.

"For people who commute close to 100 miles round-trip each day, the other thing that you think about is how often you have to buy a new car because of the mileage you put on it," she said.

Carolyn Geurdet signed up last month after moving to Manchester from Concord, where she works for the State Division of Environmental Services. She linked up with another woman with similar work hours and they now take turns driving two days a week.

Sharing the commute is something she's wanted to do for some time, she said.

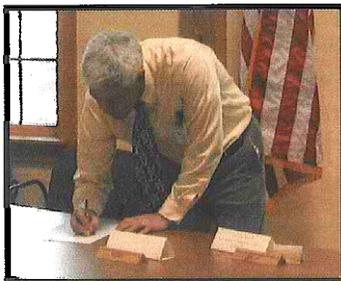
"What bothers me is to watch, as I do the commute, all the (single occupant) vehicles," she said. "We're all going to Concord, we're all going at the same time."



NHDOT Rideshare Coordinator Joan Clinton is spending a lot of time on the phone these days as rising gasoline prices have stirred interest in carpooling across New Hampshire.

Editor's Note: For more information on carpooling, including how much money you could save and possibly finding a neighbor who shares the same route to work, contact NH Rideshare at 1-800-462-8707 visit the NHDOT Rideshare web link at <http://www.nh.gov/dot/nhrideshare/about.htm>

NHDOT Signs on to the Coastal Watershed Invasive Plant Partnership



Bill Cass, Director of Project Development for the NHDOT, signs the partnership agreement at a ceremony in Greenland on May 20.

The fight against invasive plants in New Hampshire took another step forward on May 20 when 11 state and federal agencies, including the NH Department of Transportation, signed an official agreement to form an alliance against aggressive non-native species in 42 towns in New Hampshire's seacoast region.

Native plants are being strangled, choked, shaded-out, or toppled by invasive shrubs, vines and trees that know no boundaries.

The signatories in the Coastal Watershed Invasive Plant Partnership (CWIPP) are committed to work together on invasive species management for five years.

"By cooperating on invasive plant species management, this partnership is helping to protect and restore the ecological integrity of New Hampshire's coastal watershed," said Tom Burack, Commissioner of the New Hampshire Department of Environmental Services.

CWIPP is based on the model of a "cooperative weed management area", an organizational structure popular in the western United States. Among the other signatories are the Department of Environmental Services - NH Coastal Program (NHCP), NH Fish and Game, NH Department of Economic Development, the US Forest Service, The Nature Conservancy and Great Bay National Estuarine Research Reserve.

A Whirlwind Tour of Transportation Research in Europe and Asia

Glenn Roberts (Materials & Research) Sees Strong Link to Economic Vitality

At first glance, it looks like the vacation trip of a lifetime – an ambitious two-week swing through Europe and Asia that started in Stockholm, Sweden and ended in Seoul, Korea, with stops along the way in Rotterdam, Brussels, Paris and Tokyo.

But a closer look reveals that a team of 11 American transportation research and policy management experts was on a working mission in April to learn how to improve transportation research activities in the United States. One of the team members was Glenn Roberts, Chief of Research for the NHDOT's Bureau of Materials and Research.

"A lot of technologies are being utilized overseas that we haven't taken advantage of yet," Glenn says.

"I viewed the trip as a great opportunity, but I really did not know what to expect," he recalls after he was chosen to participate in the all-expense paid "scanning tour" arranged by the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO).

"Glenn's selection to participate is an indication of how well respected he is among his research peers at the national level," says Materials and Research Bureau Administrator Alan Rawson.

What Glenn and the American team found as a common theme within each country they visited was a strong connection between transportation research and national economic competitiveness – "If you aren't doing Research and Development, then you won't be globally competitive."

"All six countries seemed to identify more the link between transportation research and economic vitality than the United States," Glenn says, citing for example the close working relationship in Sweden between the government and major automobile makers Saab and Volvo.



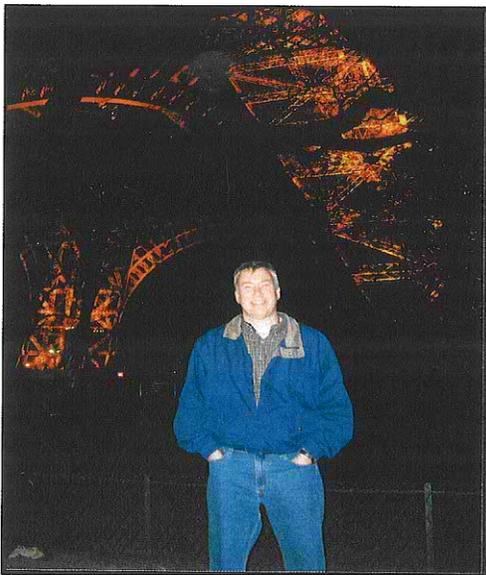
With speeds averaging 148 mph, the Thalys train takes you from Brussels to Paris in one hour and 25 minutes.

He was also pleasantly surprised to find general excitement in all of the countries about discussing and sharing transportation research ideas.

"Some people think research program administration is a boring topic, but it was an eye opener to see so many positive attitudes about it. Everybody wanted to talk about research."

The American team's focus was on four main areas: learning more about where to put research emphasis and effort to solve transportation problems; partnership models and joint research activities; how to measure the quality of the research; and how to make sure the results of the research get put into widespread practice.

While the days were spent in buildings listening to presentations and sharing ideas, the team did manage to squeeze in some local sights and culture at night, including checking out the Eiffel Tower and Notre Dame Cathedral in the City of Lights. Unlike some of the other team members, Glenn says he enjoyed just about all of the foods offered in the various countries, especially the sushi.



Proof he was there - here's Glenn in front of the Eiffel Tower in Paris.

Newark, New Jersey instead of Stockholm after missing the initial connecting flight, and not being home for his daughter's 15th birthday.

The only negatives with Glenn's trip were spending a day in

Belmont, NH Students Win Big in National Bridge Building Competition

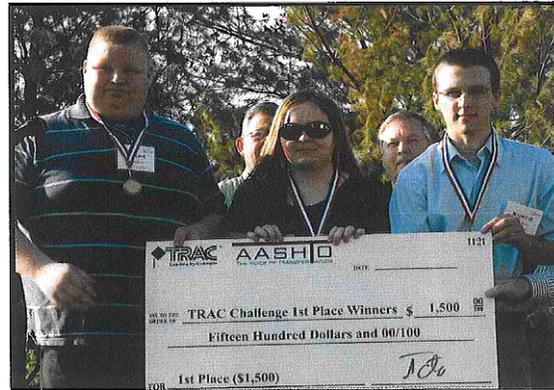
Three Teams Recognized with Top Three Finishes at Missouri AASHTO Conference

You could forgive students from competing schools in other parts of the country if they Googled “Belmont, New Hampshire” in a quest to find out why the small lakes region town produces such tough competition in the world of bridge building.

Two teams of Belmont High School students captured the top prizes for best bridge design in a national competition that promotes civil engineering and transportation careers, and a third Belmont team took third place in the 7th and 8th grade division.

All of the students were participants in TRAC (Transportation and Civil Engineering), a hands-on program sponsored by the American Association of State Highway and Transportation Officials (AASHTO). The final competition was held at the AASHTO spring meeting in Branson, Missouri. The students designed three types of bridges for the competition; suspension bridges, floating bridges and truss drawbridges. They were judged not only on the strength and design of their bridge models, but also on the quality of their presentation.

The Belmont 11th and 12th grade team of Emily Chase, Mark Brown and Kurtis Bartlett took first place in their division for their construction of a balsa wood model suspension bridge. Also taking a first place award was the 9th and 10 grade team of Courtney Clary, Nicholas Riendeau and Sean McCauley for their design and construction of a floating bridge. Finishing third in the design and construction of a drawbridge was the Belmont Middle School 7th and 8th grade team of Hannah Drew, Kayli Ennis and Bailey Beltramo. Helping the Belmont students prepare for both the national and state competitions were Belmont High teacher Randy Wormald, Belmont Middle School teachers Laura Dwyer and Joe Wernig, and NHDOT engineer Michelle Marshall.



Belmont High School students Mark Brown, Emily Chase and Kurtis Bartlett hold their \$1,500 first place check for their winning suspension bridge.

Taking The Bus to the Beach

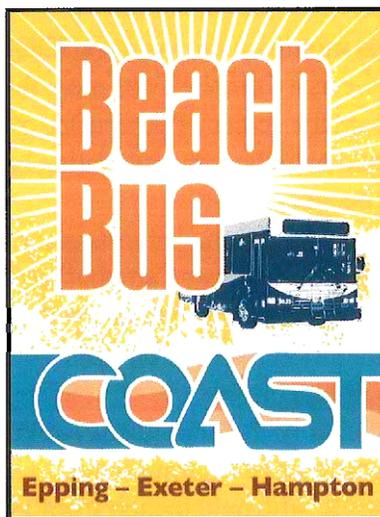
There's another option this summer for beachgoers in three seacoast area towns who don't want to spend money on gas, battle traffic or feed a parking meter.

The Cooperative Alliance for Seacoast Transportation (COAST) is running five trips daily on the weekends in July and August from Exeter and Epping to Hampton Beach. Stops along the way for this pilot project include the NHDOT Park and Ride lots in Epping and Hampton.

Passengers boarding and exiting within the same town pay just \$1. Those riding out of town pay \$3 for the ride.

The hope is that the project will demonstrate the need for permanent bus service along these routes, with the additional goal of a longterm public transit link connecting coastal hot spots in Hampton, North Hampton, Rye, Newcastle and Portsmouth.

For more information on COAST and/or the Beach Bus, visit www.coastbus.org or call (603) 743-5777.



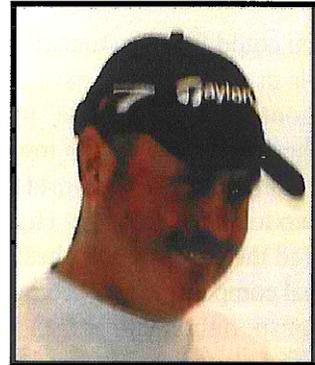
Bridge Maintenance Milestones



Steve Canton retired after 35 years of state service. Steve's accomplishments include: rehabilitation of Conway Covered Bridge, Sentinel Pine Covered Bridge (Franconia), and Frankenstein and Willey Brook Trussle in Crawford Notch. Steve also spent time on the Albany, Bath and Jackson covered bridges, as well as many other bridge projects.



Edwin (Toot) Bray retired recently after almost 36 years with the NHDOT. 12 of those years were spent as Superintendent of Crew #10.



Louis (Skip) Derosia recently received his 30 year certificate for state service from Commissioner Campbell. Skip has been the superintendent of Crew #10 since June of 2007. Prior to that he was Foreman of the crew.

Spanning Four Decades of Commissioners

Still in his first month on the job as NHDOT Commissioner, George Campbell was more than willing to hear from the voices of experience of three men who had held the same job dating back more than three decades.

Meeting for lunch at a Concord restaurant were (left to right) Commissioner Campbell, and former Commissioners Wallace Stickney (1985-1990), John Clements (1976-1985), and Leon Kenison (1996-2000).

One longevity record that will not be broken belongs to the agency's first Commissioner, Frederick E. Everett, who held the job from 1915 to 1949!

