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Looking Ahead to the Transportation Challenges of the Next Ten Years

It was fitting that Governor Lynch signed New Hampshire’s Ten Year Transportation Plan for 2011-2020 into law on June 28 in the shadow of the state’s number one “Red List” bridge.

The 85-year old Memorial Bridge carrying US Rte 1 over the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine stands as a symbol of the engineering excellence of the past and the transportation funding challenges this state and nation face in the coming decade. This magnificent lift bridge has served the seacoast well, but is long past its prime and must be replaced soon.

The new Ten Year Transportation Plan greatly resembles the one it succeeded from two years ago. It’s fiscally constrained with three overriding priorities – maintaining and preserving the existing highway and bridge system, replacing or rehabilitating 64 “Red List” bridges, and moving ahead with the rebuilding and widening of Interstate 93 between Salem and Manchester. It includes $45 million in additional bonding capacity to move ahead towards constructing a new Memorial Bridge. We will continue to work with the State of Maine as a partner towards getting this done for the benefit of the Seacoast Region.

The Plan continues an emphasis on all modes of transportation, including transit, rail and aviation. The listing in the plan of “Capitol Corridor” reinforces the support of the Governor and Legislature for passenger rail as a priority.

This Ten Year Plan has continued to evaluate needs and prioritize the spending of limited resources. It sets reasonable expectations that the projects listed will get done in the established timeframes. It has a modest number of new projects ($45 million) that reflect the citizen input and priorities outlined in 37 public meetings across the state last fall.

An unfortunate reality is that the $2.4 billion plan is not fully funded, and we still have far more transportation needs in New Hampshire than anticipated funds to meet those needs. Still unfunded is the final phase of rebuilding and widening I-93 from Exit 3 to Manchester.

A special legislative commission continues to review how transportation is funded in New Hampshire and plans to issue its report and possible recommendations later this year. It is increasingly obvious that more diversification of funding sources for transportation is needed on both the state and national level in the coming years.

Despite the funding limitations, the New Hampshire Department of Transportation in 2010 is setting milestones of its own for the future. The debut of Open Road Tolling at the Hampton Tolls on I-95, the first such facility in New England, is a tribute to technology, and the determination and commitment on the part of the many NHDOT employees and the New Hampshire contractors who made it happen on time and under budget.

As New Hampshire continues to emerge from the economic downturn of the past couple of years, we must not forget the vital role that transportation plays in building and sustaining a robust economy. Like those who designed and built the Memorial Bridge, we owe it to future generations to continue to plan for New Hampshire’s transportation future.
The Lure of Open Road Tolling - NH is First in New England

It's pretty unusual for the subject of tolls to draw such high editorial praise.

According to the Nashua Telegraph, “the preliminary opening of the so-called ORT lanes was a major success.” The Portsmouth Herald wrote, “The new high-speed lanes at the Hampton tolls on Interstate 95 appear to have performed almost exactly as planned”… and cited “glowing reports” by those who used them. And the Portland (Maine) Press Herald bemoaned, “Our neighbors give us a glimpse of the future while Mainers still wait at manned booths.”

Boston Globe columnist Brian McGrory was even loftier in his commendation, hailing Open Road Tolling as “this miracle of modern technology” and “one extraordinary human accomplishment”.

And this was just after the first weekend of Open Road Tolling (ORT) at the Hampton Toll on Interstate 95 (aka “The Blue Star Turnpike”).

The first high speed toll lanes in New England debuted for a test run on Memorial Day Weekend, and reopened for good on June 17. The $18.3 million project came in on time and under budget following an aggressive construction schedule of just 10 months.

“This is a historic milestone for toll collection in New Hampshire and the northeast,” said NHDOT Commissioner George Campbell. “For the first time in 60 years, our electronic tolling customers will be able to travel through the Hampton Tolls at highway speeds. The five mile backups at certain times of the year at Hampton will be a thing of the past.”

The Open Road Tolling project converted six plaza lanes to four ORT lanes (two in each direction) while also adding one additional tollbooth in each direction. ORT lanes can process nearly five times as many vehicles as a conventional cash toll lane and 60 percent more traffic than a dedicated E-ZPass lane where motorists must slow down to pass through.

In addition to reduced lines and improved service for E-ZPass customers, the ORT lanes at the Hampton Tolls are expected to improve air quality by reducing emissions caused by idling, and reduce diversion to alternate routes by improving traffic flow.

There were no traffic backups on Memorial Day Weekend. Half of all of the vehicles that passed through the Hampton Tolls (160,000 out of 320,000) used the ORT lanes traveling at an average speed of 62 mph.

Following two weeks of final testing and construction work, the ORT lanes were permanently opened in the early morning hours of June 17. At a ribbon-cutting ceremony recognizing the milestone, Governor John Lynch praised the NHDOT for implementing the new highway speed tolls.

“Through technology, and with determination and clear vision, traffic jams at the Hampton tolls are now a thing of the past,” Governor Lynch said. “What a tremendous difference this is going to make for the people who use this road on weekends and every day throughout the year. It’s going to improve safety, help with economic development, alleviate unwanted traffic diversion onto local roads and help reduce harmful emissions from idling vehicles,” the Governor added.

Those motorists who quickly embraced the ORT lanes were even more jubilant. “I cannot say a big enough thank you for the high-speed lanes at the Hampton Tolls, wrote e-mailer Janet Halsey. IT IS AWESOME!!!! Again, THANK YOU – brilliant!”
Like the “Old Man of the Mountain” several years before, the large pieces of rock broke off in the early morning hours of a spring day in New Hampshire. Like the Old Man, this much less famous rock face was probably a victim of hundreds of New England winters.

The rockslide on NH Route 10 in Orford near the Piermont town line occurred at about 6:15 AM on March 25. It was apparently heard by a resident in Piermont Village two miles away. Three very large chunks of granite fell into the ditch line. Left behind on the rock face was a precarious looking piece of ledge that had to be addressed, thus forcing a road closure and a detour that extended into Vermont.

Over the next few days, contractors were brought in to blast free the overhanging rock and cleanup what fell into the road. District 2 forces were on the scene throughout the expanded project, providing support for traffic control and cleanup operations. Morrill Construction out of Haverhill, New Hampshire, brought in two excavators, which were used to further dislodge loose slabs of rock and break up the larger pieces that had fallen with a hoe ram.

Route 10 was open to one lane of alternating traffic on March 29 and completely reopened on April 13. When the project was completed, approximately 3,700 cubic yards of rock had been hauled away from the site and damage to the road by falling rock had been limited and repaired. The rock face that remained had been tapered back to a much less threatening profile.
Training Program Closes Generation and Knowledge Gaps

Kelly Parks had not experienced winter weather conditions in her native Australia where the lowest temperatures were still well above freezing.

Steve Gray had spent his entire career at the New Hampshire Department of Transportation becoming a nationally recognized expert in winter maintenance operations and anti-icing techniques.

During the first few months of 2010, Kelly and Steve worked closely together to develop a proposed “Salt Management Plan” to help the NHDOT move forward in most effectively protecting the safety of motorists during New Hampshire winters while trying to minimize the impact on the Granite State’s natural resources.

“I literally came into this knowing nothing about winter maintenance,” Kelly Parks acknowledges. Steve had a wealth of knowledge and I am very appreciative of the time he spent with me on this project.”

From Steve Gray’s perspective, Kelly Parks brought research capabilities, writing ability and a welcome enthusiasm to the project.

“I needed someone with computer skills,” Steve says. “Kelly was working out of the District 2 Highway Maintenance Office and expressed interest in helping. I was very, very impressed with her work ethic.”

It was an unlikely team brought together by the NHDOT engineers training program that gives new employees exposure to a range of engineering opportunities in both the Divisions of Project Development and Operations.

“The training program gives new engineers a jumpstart and helps them become part of the organization,” says NHDOT training coordinator Jen Graf. “They quickly progress into real work. The pace is increasing and people are getting opportunities. We are seeing some really strong skills coming to the Department.”

The development of a Salt Management Plan is coming at a time when the NHDOT is facing increasing financial and environmental issues associated with road salt.

“We need to take this issue seriously and work with other state agencies,” Steve Gray says. “Salt is still by far the most cost-effective anti-icing material we can use. You’re not going to replace it anytime soon. But we have to do everything we can to protect this state’s groundwater. This plan is taking our snow and ice policy one step further. There aren’t many states that have something like this.”

For example, Steve Gray says, there was no documentation of exactly how much salt storage capacity the DOT had at its many patrol facilities.

“In Australia, we had a limited supply of water, so I am sensitive to anything that could have a negative affect on groundwater,” Kelly says. “I really enjoyed working with Steve on this project and learned a lot. He has been a great mentor.”

In the past year and a half, Kelly Parks spent time in the Traffic Management Center, Right-of-Way, Construction, Planning and Materials and Research.
Turnpikes Team Takes Top Honors at 33rd Annual NH-DOT Safety Plow Rally

District 5 Second and Host District 3 Finishes Third at Sandwich Fairgrounds Event

Driver Dick Roy and Assistant Mike Caron won the “Texas Roll” and finished near the top in the other individual events to become the overall winning team at the 2010 NHDOT Safety Plow Rally held on May 13 at the Sandwich Fairgrounds. The Turnpikes Team (representing the Central Turnpike) was followed in second for overall honors by the District 5 team (Patrol Shed 526 - Warner) of Mike Wheeler and Matt LeBlanc. A team from host District 3 (Patrol Shed 303 -Freedom), William Sheppard and John Brady, finished third.

Over 200 people attended the annual competition, which was held in ideal weather conditions. Plow Rally Chair Gary Clifford (District 5) thanked all involved for another successful competition, including District 3 staff involved with the planning and barbecue lunch.

Director of Operations Lyle “Butch” Knowlton thanked all winter maintenance operations personnel for their outstanding efforts during another challenging year that included winter maintenance, high wind events and spring floods.
## 2010 Safety Plow Rally Results

<table>
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<tr>
<th>EVENT</th>
<th>WINNING TEAM</th>
<th>TEAM NAMES</th>
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<tbody>
<tr>
<td>Safety Quiz</td>
<td>District 5 - PS 526 Warner</td>
<td>Mike Wheeler, Driver</td>
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<td>Matt LeBlanc, Assistant</td>
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<td>Defective Truck</td>
<td>District 3 - PS 309 Meredith</td>
<td>Christopher Plancon, Driver</td>
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<td>Marc Cotnoir, Assistant</td>
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<td>Plow Mount</td>
<td>District 4 - PS 412 Marlborough</td>
<td>Matt Clark, Driver</td>
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<td>Chris Hall, Assistant</td>
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<td>Wing Slalom</td>
<td>District 5 - PS 526 Warner</td>
<td>Mike Wheeler, Driver</td>
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<td>Matt LeBlanc, Assistant</td>
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<td>Texas Roll</td>
<td>Turnpikes - Central Turnpike</td>
<td>Dick Roy, Driver</td>
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<td>Mike Caron, Assistant</td>
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### OVERALL WINNING TEAMS

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<tr>
<th></th>
<th>WINNING TEAM</th>
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<tbody>
<tr>
<td>1st Place</td>
<td>Turnpikes Central Turnpike</td>
<td>Dick Roy, Driver</td>
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<tr>
<td></td>
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<td>Mike Caron, Assistant</td>
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<tr>
<td>2nd Place</td>
<td>District 5 - PS 526 Warner</td>
<td>Mike Wheeler, Driver</td>
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<tr>
<td></td>
<td></td>
<td>Matt LeBlanc, Assistant</td>
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<tr>
<td>3rd Place</td>
<td>District 3 - PS 303 Freedom</td>
<td>William Sheppard, Driver</td>
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<td>John Brady, Assistant</td>
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### INNOVATIONS

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<tr>
<th></th>
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<th>Designed by: Bill Gosselin, Welder Mechanic I</th>
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<tbody>
<tr>
<td>1st Place</td>
<td>Cylinder Lifting Device Mechanical Services Welding Shop</td>
<td>Fabricated by: Bill Gosselin Used by: Welding Shop</td>
</tr>
<tr>
<td>2nd Place</td>
<td>Shoulder Scraper District 5 PS 528 Derry</td>
<td>Designed by: PS 528 Derry Crew Fabricated by: Eric Costello, Highway Maintainer 3 Used by: PS 528 Derry Crew on grader operated by Eric Costello</td>
</tr>
<tr>
<td>3rd Place</td>
<td>Portable Truck Mounted Sign Carrier District 2 PS 206 Bristol</td>
<td>Designed by: Don Bealieu Fabricated by: Don Bealieu Used by: PS 206 Bristol</td>
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### Logo Design

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<tr>
<td>1st Place</td>
<td>District 6 PS 610 North Hampton/Rye</td>
<td>Rollin Rumford</td>
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Taking a Toll

Tim counts axles, makes change and stands in an attendant’s shoes at the Hooksett tolls

Editor’s note: Columnist Tim O’Shea spent a day living the life of a New Hampshire toll attendant. This article, which appeared in the March 26th edition of the Concord Monitor, is reprinted with the permission of the author and the newspaper.

Among the handful of constants in this life - death, taxes, overcooked asparagus - one reality bears investigating. I speak of tolls, that unavoidable fact drivers in America face day after day after day. But what’s inside that booth? Who’s collecting our money, and why do we thank them for taking our cash? These and many more questions await me as I spend a day in Hooksett as a toll operator.

I ring the buzzer on the little brick building, and Beth Walker, my boss for the day, meets me at the door. Walker’s worked for the New Hampshire tolls for 25 years, and this is her 10th year as the Hooksett site supervisor. “I’m treating you like I’d treat any new person on his first day. You’ll be in South 2,” Walker says as she hands me an orange and yellow reflective vest.

I’ll work a full shift - 2 p.m. to 10 p.m. - with two half-hour breaks. Beth goes on, “You’ll get about 400 cars per hour. The customer’s always right, so don’t pick any fights out there. All mistakes are your fault.” She ends with, “Just keep in mind that you’re an ambassador for the state. If you smile, they smile. Remember that.”

Walker pairs me with Lorry Petit, a 21-year veteran of the toll system. “Lorry will be with you the entire time - she won’t leave your side,” Walker says.

Petit is instantly likeable - a warm smile, short white hair and lots of experience. She grabs her things and leads me out to South 2, my home for the day.

From the moment we set foot in the booth, Petit’s a bundle of energy. She logs into the computer touch screen, organizes her cash and begins. Petit’s movements are concise, her effort efficient. She leans out the window and smiles as drivers approach, hitting the buttons on the screen with one hand and collecting money with the other. As they pull away, Petit adds the dollar to the stack, massaging the bills, sorting them with the care of a pearl diver examining her haul of oysters.

She takes the condition of her money seriously. “I put the really dirty ones, the slippery and thin bills here - I give them away first. If it’s new, I put it over here.” She constantly scans her stack - ones, fives, 10s and 20s, looking for crisp bills. She has a system to her stacks, but I can’t figure it out.

Petit explains the vehicle classification process - the basis for the entire toll system. “It’s all about axles,” she says. The touch screen in front of us has a set of digits from one to 12. Lorry hits the “1” as a car approaches. “You start with two - every vehicle has at least two axles - so a ‘1’ means two axles - and cars, depending on what they’re towing, can have up to five axles.” I fail to mention I’m not sure what she means by “axle,” not being what one would call “a good driver,” a “fan of NASCAR” or even “someone who knows how to use a stick shift.”

I think axles translate into sets of wheels, so when the pickup truck towing a trailer with landscaping equipment arrives, I count four sets of wheels, which means four axles, which translates into hitting “3” on the screen. Petit reinforces this, saying, “Because you
start at ‘1’ with two. So that was a ‘3.’ Get it?”
Not really.

There’s more to this job than sticking a hand out to collect change. I’d imagined today’s toll takers as loners - wistfully watching those E-Z Pass drivers with their sunglasses, earnest bumper stickers and pricey coffee drinks rocket through the tolls while a few ragtag Chevy Nova-driving chumps try passing off their Skeeball tokens as Millard Fillmore dollar coins - yearning for eye contact to stave off the crushing loneliness. This is not the case. I’m too busy to be lonely.

“You’re doing exceptionally well,” Petit tells me, not hassling me about the dollar I let slip away in the breeze or the 55 cents I fumbled. There’s a lull, and Petit yells over to South 1. Her sister, Doris Abair, is working there today, and Petit introduces me. “You’re keeping up, Skip!” Abair says. I’ve always thought of myself as a “Chico” or “Kevin,” but never a Skip. There’s no time to correct her - the cars and trucks pick up again.

Whenever there’s a break in the line, Petit explains coding exempt vehicles (ambulances, school buses), No Funds and Canadian money. By the time she explains traveler’s checks, I can’t concentrate. I’m one eight-axle Class 11 truck paying in Canadian traveler’s checks away from an anxiety attack.

Every new driver is a potential adventure. Four motorcycle riders pull up and the leader of the pack, his white beard stretching to his belt buckle, announces, “I’m paying for all four of us.” Cycle Santa continues, “One time, a lady in this booth braided my beard for me!” I explain that I’d love to but it’s my first day. They laugh as they roar off into the late afternoon sunshine.

A man with a blonde Mohawk in a white pickup truck (dual wheel truck towing a trailer - Class 6) hands me his money. I’ve misread what he owes me and try to hand him some back. “This ain’t my first rodeo,” he says, refusing the money. No one said anything about horses.

A woman pulls up and says, “Pay for the gorgeous hunk of a man behind me.” When I tell the next driver, he shouts, “I better catch up!” and does just that.

One concerned driver pulls up, hands me her dollar and tells me, “I think the guy behind me’s drinking a beer.” As the next vehicle arrives, the man in question raises an empty beer bottle and slurs something cheery. His designated driver pays me in nickels and dimes, shaking his head.

My confidence grows, and a young woman rolls down her window and says, “How much?” “One dollar,” I respond. She fishes around in her flowered hemp shoulder bag for change. “Oh, okay, here’s 70 cents,” she says, handing it to me. “Sorry! I know I can find the rest somewhere.” Too bad she can’t pay in apologies because she’s flush with those. But the cars are lining up behind her, and she’s not having any luck. I remember we have an extra 30 cents from earlier so I use it. “Don’t worry about it - you’re all set,” I say as she thanks me and drives off.

“She manipulated you,” Petit says immediately. “You should have told her to pull over and keep looking or give her a No Fund slip and tell her to mail it back. She probably does it all the time and knew you’d let her go.” But she was so pretty. Petit’s unimpressed.

Our shift ends just before 10 p.m. Petit’s been counting down the minutes, and we’re ready to call it a night. At 9:45, she tells me to go on standby, turning our lane light red. We walk out and place two cones in the lane, heading back to the brick building.

One shift an expert does not make, but I’ve learned a few things, such as truck drivers like receipts, Vermonters love pennies and the first person to invent a doggie seat belt will be rich. And I’ve also learned that it’s worth skipping the E-Z Pass lane once in awhile. You may get to meet Petit or her sister Doris Abair or one of the many toll booth operators, like Skip, Chico and Kevin. They’ll take your dollar and give you a nice smile in return. Now that’s a bargain.
Fourteen Years Later – the Reconstruction Begins at Exit 20 of I-89

Bill Clinton was still in his first term in the White House when Don Lyford began as the NHDOT project manager for the I-89 Exit 20 interchange reconstruction project in Lebanon in 1996.

The project aimed at addressing congestion issues along a busy commercial corridor on NH 12A near the Connecticut River and the Vermont state line has taken a few twists and turns over the past 14 years. But Lyford says the project now under construction in 2010 actually closely resembles what was first presented at a 1999 public hearing.

“The original plan was bigger with more property and business impacts along Route 12A,” Don Lyford recalls. “In response to concerns expressed by the City of Lebanon and the business community, the project was scaled back to just the interchange.”

The project involves the reconstruction and widening of Route 12A from 5 to 7 lanes at Exit 20 of I-89 to improve traffic flow. It also involves the construction of a new connector road that will connect the Upper Valley Plaza and the K-Mart Plaza, which involves the construction of an underpass under I-89.

In order to make room for the widening of Route 12A, the I-89 bridges will be demolished and new, longer bridges will be built. All the interchange on and off ramps will also be widened and realigned.

In what amounted to what is now known as “context sensitive solutions”, Don Lyford said the design of the project evolved to eventual consensus by the NHDOT working with a local committee which had input on everything from the scope of the project to lighting and the planned detailing of the concrete bridge arches. It wasn’t always easy.

“An initial one page agreement for the eventual shared maintenance of the connector road between the state, the city and the two shopping plazas grew to an eight page document before it was accepted by all parties,” Lyford says.

The first of three summer construction seasons for the $20.3 million project will see the demolition of the existing I-89 southbound bridge over Route 12A and the construction of a new longer bridge. Work is also underway on the new connector road and utility relocation.

Funding for the project is from the American Recovery and Reinvestment Act of 2009. That funding freed up previously committed federal funds to pay for the construction of 35 local road and bridge projects across the state, including 19 bridges on the Municipal Red List.
Service Awards

10 Years:
Stephen Bean - District 2
Todd Nelson - Bridge Maintenance
Normand Legere - Bridge Maintenance
Erwin Smith - District 5
Jay Moyer - District 1
James Tennis - District 1
Drew Hamilton - Mechanical Services
Ralph Fiske - District 5
Maureen Turilli - Turnpikes
Susie Barry - Turnpikes
Michelle Winters - Rail & Transit
George Williams - Turnpikes
Adam Dow - District 5
Peter Pelletier - District 5

15 Years:
Adam Chestnut - Construction/Engineering Audit
Yvan Guay - Bridge Maintenance
Stephen Paige - District 4
Mark Harrington - Materials & Research
Teresa Greuling - Turnpikes
Mark Hemmerlein - Environment

20 Years:
Matthew Macdonald - Construction/Eng. Audit
Robert Spinney - Bridge Maintenance
Antonetta Haycock - Turnpikes
Carol Macuch - Finance
Michael Reifke - District 5

25 Years:
Dennis Croteau - District 1
Douglas Henry - District 2
Gerald Gall - Highway Design
Arthur Lapointe - District 5
Lionel Chancey - District 5
John Rocheleau - District 5
Alfred Underhill - Highway Design
Christopher Waszczuk - Turnpikes
Robert Richards - District 5

30 Years:
James Lillis - District 5
James Kirouac - Highway Design
Jeffrey Sargent - Finance
Walter Hichens - Bridge Maintenance
David Merrill - Construction/Engineering Audit

40 Years:
Mary Ann Wells - Traffic
Dean Bennett - Bridge Design

NHDOT Chief Bridge Inspector Dean Bennett (Bridge Design) was recently recognized by Governor Lynch after marking the 40 year milestone for State service on June 8.
**Personnel Updates**

### New Hires:
- **Adam Barton** - Highway Maintainer I, District 2, Crew 24
- **David Berube** - Bridge Maintainer I, Bridge Maint. Allenstown
- **Sampson Bodnar** - Highway Maintainer II, District 4, Crew 4
- **Christopher Bourque** - Civil Engineer I, Highway Design
- **Patrick Chamberlain** - Highway Maint I, District 5, Crew 15
- **Michael Clement** - Bridge Maintainer I, Bridge Maint-Bedford
- **Darin Cummings** - Highway Maintainer II, District 3, Crew 24
- **Leland Gray** - Highway Maintainer I, District 4, Crew 6
- **Joshua Grenier** - Bridge Maintainer II, Bridge Maint-Portsmouth
- **Peter Lynds** - Highway Maintainer II, District 2, Crew 7
- **David Rey** - Telecommunications Technici II, Traffic Tmc
- **Christopher Rose** - Highway Maintainer I, District 5, Crew 14
- **James Wayland** - Bridge Maintainer I, Bridge Maint-Antrim

### Promotions:
- **Richard Barrett** - Construction Foreman, District 5, Crew 21
- **Beran Black** - Supervising Lab Scientist, Material & Research
- **James Bransfield** - Lift Bridge Worker II, Bridge Maint-Portsmouth
- **Lee Brown** - Highway Maintainer II, District 5, Crew 13
- **Loren Butman** - Engineering Technician III, Traffic Eng Staff
- **Jeffrey Collins** - Highway Maintainer III, District 1, Crew 7
- **Samuel Comeau** - Highway Maintainer II, District 2, Crew 6
- **Troy Comeau** - Highway Maintainer II, District 2, Crew 2
- **Kevin Conway** - Highway Maintainer III, District 5, Crew 25
- **Kevin Daigle** - Civil Engineer I, Construction
- **Adam Dow** - Highway Patrol Foreman, District 5, Crew 5
- **Ivan Downs** - Asst Highway Patrol Foreman, District 1, Crew 9
- **George Elderkin** - Lift Bridge Worker II, Bridge Maint-Portsmouth
- **William Felt** - Tran Mgmt Comm Spec I, Traffic Tmc
- **Thomas Francis** - Lift Bridge Worker II, Bridge Maint-Portsmouth

### Retires:
- **Joseph Hamel** - Machinist Supervisor, Mech Div-Concord
- **David Harju** - Bridge Maintainer II, Bridge Maint-Chichester
- **Jeffrey Huntington** - Bridge Maint III, Bridge Maint-Sunapee
- **Bernard Kenney** - Machinist, Mechanical Div-Concord
- **Robert Kibbie** - Asst Highway Patrol Foreman, Dist. 2, Crew 12
- **Christopher King** - Bridge Maint II, Bridge Maint-Twin Mtn
- **Ronald Kleiner** - Civil Engineer IV, Bridge Design
- **Robert Libby** - Bridge Const Foreman, Bridge Maint-Chichester
- **Scott Magoon** - Highway Maintainer III, District 2, Crew 10
- **Larry Myers** - Highway Maintainer III, District 5, Crew 6
- **Robert O’Blenes** - Bridge Maintainer III, Bridge Maint-Chichester
- **Elizabeth Ripaldi** - Accountant III, Finance and Contracts
- **Jarrett Roseboom** - Civil Engineer IV, Highway Design
- **Carl Ruel** - Construction Foreman, District 1, Crew 3
- **Brian Schutt** - Principal Engineer, District 1, Crew 22
- **David Smith** - Bridge Maintainer II, Bridge Maint-Chichester
- **Michael Smith** - Engineering Technician IV, Construction
- **Daniel Spear** - Highway Maintainer II, District 2, Crew 13
- **Larry Zimmer** - Bridge Const Supt, Bridge Maint - N Hampton

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- **Troy Comeau** - Highway Maintainer II, District 2, Crew 2
- **Kevin Conway** - Highway Maintainer III, District 5, Crew 25
- **Kevin Daigle** - Civil Engineer I, Construction
- **Adam Dow** - Highway Patrol Foreman, District 5, Crew 5
- **Ivan Downs** - Asst Highway Patrol Foreman, District 1, Crew 9
- **George Elderkin** - Lift Bridge Worker II, Bridge Maint-Portsmouth
- **William Felt** - Tran Mgmt Comm Spec I, Traffic Tmc
- **Thomas Francis** - Lift Bridge Worker II, Bridge Maint-Portsmouth

### Retires:
- **Joseph Hamel** - Machinist Supervisor, Mech Div-Concord
- **David Harju** - Bridge Maintainer II, Bridge Maint-Chichester
- **Jeffrey Huntington** - Bridge Maint III, Bridge Maint-Sunapee
- **Bernard Kenney** - Machinist, Mechanical Div-Concord
- **Robert Kibbie** - Asst Highway Patrol Foreman, Dist. 2, Crew 12
- **Christopher King** - Bridge Maint II, Bridge Maint-Twin Mtn
- **Ronald Kleiner** - Civil Engineer IV, Bridge Design
- **Robert Libby** - Bridge Const Foreman, Bridge Maint-Chichester
- **Scott Magoon** - Highway Maintainer III, District 2, Crew 10
- **Larry Myers** - Highway Maintainer III, District 5, Crew 6
- **Robert O’Blenes** - Bridge Maintainer III, Bridge Maint-Chichester
- **Elizabeth Ripaldi** - Accountant III, Finance and Contracts
- **Jarrett Roseboom** - Civil Engineer IV, Highway Design
- **Carl Ruel** - Construction Foreman, District 1, Crew 3
- **Brian Schutt** - Principal Engineer, District 1, Crew 22
- **David Smith** - Bridge Maintainer II, Bridge Maint-Chichester
- **Michael Smith** - Engineering Technician IV, Construction
- **Daniel Spear** - Highway Maintainer II, District 2, Crew 13
- **Larry Zimmer** - Bridge Const Supt, Bridge Maint - N Hampton
Gerald Gagnon retired from State service on June 30 following 30 years with the NHDOT. The Sutton resident, who worked as a Highway Maintainer 3 out of District 5’s Davisville Patrol Facility, said he’s long dreamed of the day when he can just sit home and relax and watch it snow outside.

Christopher Moen recently reached the 15-year milestone in NHDOT State service. Chris is the Foreman of Bridge Maintenance Crew #4.

Bridge Maintenance Crew Superintendent John Clough (holding canoe paddle) recently retired with 32 years of State service. Joining John in the photo are fellow Crew #4 members Shannon Skidmore, Jeff Huntington, Roger Gonyo, Mark Aldrich, Shawn Washburn, and Crew foreman Chris Moen, who made the paddle for John as a retirement gift.

Craig Green has been named Assistant Director of Project Development. The Hopkinton resident has been Administrator of the Highway Design Bureau for several years and was recognized for 35 years of State service at the May NHDOT major staff meeting. Craig has overseen dozens of projects in Highway Design, including the Franconia Notch project. More recently he has been in the forefront of highway safety initiatives though the Highway Safety Improvement Program.

Steven Piper was recognized for 25 years with the NHDOT at the May major staff meeting. The contract administrator for the Construction Bureau has worked on many bridge rehabilitation and paving projects in the seacoast region. Bureau Administrator Ted Kitsis called Steve Piper “my go-to bridge person in the seacoast area.”

Brian Schutt began his new position as District 1 Highway Maintenance Engineer on June 4th. The Groveton resident (and Dover native) began his 12-year NHDOT career with 18 months in the training program. He’s worked in District 1 since 2000, primarily as a permit/access utility engineer, and has also filled in as an Assistant District Engineer. Brian replaces interim District Engineer David Rodrigue, who has returned to his Assistant Engineer position in District 3.

Bill Janelle has been named the NHDOT’s Assistant Director of Operations. In his 18 years with the Department of Transportation, Bill has previously worked in the Highway Design Bureau (Consultant and Preliminary Design), and also served as Right-of-Way Engineer and Administrator in the Right-of-Way Bureau. Most recently, Bill has served as Assistant Director of Project Development. Bill lives in Madbury. He and his wife Tracy have three children.

Steve Liakos, Consultant Design Chief in the Bridge Design Bureau, retired on June 29 with 36 years of NHDOT service, all in the same bureau. The Bow resident plans to work on his golf game and possibly return for some part-time DOT work.
Barry Mueller is Feeling Like a Million Bucks
Make That $650,000 After Taxes for Powerball Winner from District 4

Barry Mueller says it’s by far the number one question he’s heard since he won $1 million dollars in late May from the New Hampshire State Lottery.

“Are you going to retire?”

The answer is an emphatic NO from the Assistant Patrol Foreman in the District 4 #415 Patrol Facility in Greenville who has seven years with the NHDOT. In fact Mueller’s goal is still to be a Patrol Foreman and to put in 20 years of state service.

“My job is still important to me,” Barry Mueller says. “I’m having too much fun to retire.”

But financial security is no longer a worry for the 52-year old Greenville resident after he won a million dollar prize in the Powerball game.

Barry Mueller has bought lottery tickets twice a week at the Brookside Mini-Mart in Wilton for years. That’s why he paid a little closer attention when he heard on TV on May 28 that the only New Hampshire winner two days earlier had bought the winning ticket at that same store. He’s always played the same six numbers – his birthday, his girlfriend Suzanne’s birthday and his grandson birthday (1-6-10-13-20-30).

“Suzanne went to check the winning numbers on the computer. After she got the number 1 out of her mouth, she started bawling her eyes out.”

Barry had a hard time believing he was the big winner. He told Suzanne to check it out further and went to work. But he couldn’t concentrate on anything. He called his supervisor and said, “I think I just won a lot of money”.

In fact he was a $250,000 winner who had spent another dollar for a “power play” multiplier of 4, which made him an instant millionaire! Barry went back home, made three copies of the winning ticket, and headed off to lottery headquarters in Concord.

“I think I’m the guy you folks are looking for,” Barry announced to a receptionist. “Suddenly it was like I was in an emergency room and people were coming at me from all directions,” Barry recalls. “I was the calmest person in the room.”

A short time later Barry was walking to a nearby bank with a check made out to him for $650,000 equal to his total winnings after taxes.

“It took me 20 minutes to sign the check and hand it over for safe keeping,” Barry says. “I didn’t want to let it go.”

Barry Mueller’s life has not changed dramatically since that day. He did buy new vehicles for himself and his girlfriend (“They only cost $4, the price of the Megabuck ticket”). The rest has been banked or invested, and he says his grandchildren will “be taken care of”. He has changed his phone number after hearing from one too many long lost relatives and hard luck stories from strangers.

While he continues to play the lottery, Barry Mueller maintains he is not a gambler. But he is an optimist who was convinced that one day his numbers would be drawn.

“My girlfriend always told me I was crazy. I always told her I was going to win. Now she’s a believer and buys lottery tickets too.”
... and It’s “Dream On” for Jon Hanson – Winner of a Customized Aerosmith Motorcycle

Jon Hanson loves motorcycles and has owned a few over the years. What he always wanted, but never had, was a Harley Davidson.

Maybe that’s why the Administrator of the NHDOT’s Mechanical Services Bureau acted on an impulse and made a rare $5 scratch ticket purchase during a brief stop at a Chichester convenience store on his way to Portsmouth in early April. The New Hampshire Lottery “Dream On” promotion offered a grand prize of a customized “Dirico Harley” signed by Aerosmith lead singer Steven Tyler and valued at over $40,000.

“The scratch ticket did qualify me for the drawing,” Jon recalls, “But it sat on my desk for over a week before I got around to sending it in.”

Jon forgot about the long-shot entry, until he got a call from a Lottery Commission representative on a Saturday morning a month later. The Bow resident was informed that Manchester Mayor Ted Gatsas had drawn his name from thousands of entries at a NH Fisher Cats game the night before and he was the winner of the motorcycle! It was a prize package valued at over $52,000 (including taxes).

“I was shocked. I had never won anything. But I remembered mailing the ticket in.”

Jon and his wife Julie traveled to Manchester Harley Davidson on the following Monday to go over the customizing details, including picking out a color (he chose orange with flames).

Jon Hanson picked up the finished product on his birthday (May 24) and treated himself to a birthday ride through the New Hampshire countryside.

“It’s a low profile, chopper-type bike right out of ‘Easy Rider’ – very fast and very loud. The neighbors love it.”

Jon admits he’s not sure about keeping the bike long term. He may decide to store or sell it, but that decision will have to wait. “It’s too damn fun right now.” He’s riding it to work, where it “stays parked right outside my window with a chain on it.”

As for his good fortune, Jon Hanson says he’s now buying a few more lottery tickets than he used to.

“They asked me if I actually wanted the motorcycle, and I turned to my wife and asked ‘what do you want me to do?’ Julie said, ‘I know you have wanted one your whole life. I want you to keep it.’”
May 19, 2010

To Highway Maintenance

It has been a three year project to replace my well here in Chester. Testing, waiting for money to drill, drilling, putting a ROS in place and finally sealing the original well. Engineering Technician Michael Dennis has seen my family through this entire project and seen to it that we finally have water we can drink and bathe in.

Mike has worked very hard for us and we are very grateful. He had brought good people onto my property to get me a good product. He has constantly communicated with us, as to what was going on and what we could expect. Most importantly he has kept his word to us. He made no promises, but always followed through.

In this day and age when it is difficult to know who to trust and who not, it is nice to know that Mike Dennis is working for the State of New Hampshire and its citizens.

Kevin C. Scott
11 Haverill Road, Chester, NH

Editor’s note: Mike Dennis is an Engineering Technician IV in the Well Section of the Highway Maintenance Bureau.