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The Memorial Bridge connecting Portsmouth, New Hampshire and Kittery, Maine may soon become a benchmark for assessing the long-term condition of transportation infrastructure.

The “Living Bridge” project will create “a self-diagnosing, self-reporting smart infrastructure” through the installation of approximately 250 sensors on the two year old lift bridge that will continually monitor traffic, environment, and the structural condition of the bridge. These sensors will specifically collect data on such conditions as traffic, stress, vibration, wind speed, temperature, and humidity. The sensors will be powered by tidal energy through a turbine system installed at a bridge pier.

There are several innovations on the Memorial Bridge that will be monitored for possible future use on other transportation projects, including gusset-less truss connections, structural metalized steel coating, and the vertical lift balance system. The bridge monitoring system will proactively assess and maintain bridge performance, and reduce long-term maintenance costs by monitoring and early detection of issues.

This innovative project that expands on a National Science Foundation project is a partnership between the New Hampshire Department of Transportation (NHDOT), the Maine DOT, the University of New Hampshire, and the Federal Highway Administration (FHWA). It is being made possible by a $355,000 FHWA Accelerated Innovating Deployment (AID) award.
It was a major jolt to a busy Spaulding Turnpike Bridge. The driver responsible for the damage never reported it. He was arrested several weeks later and charged with felony conduct after an accident.

The truck driver was hauling logging equipment on Long Road in Dover when he allegedly struck the overhead Spaulding Turnpike northbound bridge between Exit 9 and the Dover Tolls on February 6, 2015.

“This was a substantial hit compared to a lot of over-height trucks hitting overhead bridges that are nicks and scrapes,” recalled Tim Boodey, a Maintenance and Construction engineer in the Bridge Maintenance Bureau. Boodey got a first-hand look at the damage.

“An exterior girder on the bridge was deformed and displaced 18 inches,” Boodey said. “A diaphragm between the girders punctured through the web of the girder.”

In the middle of a severe winter, the Bridge Maintenance Bureau began reviewing options for fixing the three-span bridge that was built in 1956 and carries about 20,000 vehicles a day.

“Fortunately the damage was in the shoulder area and not under where traffic flows,” said Bridge Maintenance Administrator Doug Gosling. “It was not an immediate crisis and gave us time to explore options. We did close the turnpike shoulder off to traffic.”

Those options included a bridge maintenance crew replacing the damaged beam, having a private contractor do the work, or attempting to heat straighten the beam.

“We had done heat straightening work of about 6 inches. This was 18 inches, but we decided to give it a try.” Doug said.

The heat straightening process essentially involves using oxygen acetylene torches and jacks to heat up the steel bridge beam “and coerce the beam back where you want it.” Stepping up to do the job in difficult conditions was the Epping-based Bridge Maintenance crew led by Superintendent Eric Bowser.

The bridge repairs were completed in 18 days, and included paint removal, heat straightening the damaged beam, replacing one steel diaphragm with three, and adding steel plates.

“The change is drastic,” Tim Boodey added. “It’s a good benchmark for future bridge repair work.”

“The crew straightened the beam from 18 inches out of line to within an inch and reinforced it, so we feel good about the repairs,” Doug Gosling said. “The crew had to go through a learning curve. They really took to it and did a great job. There was no hesitation once we decided that’s what we were going to do. They are comfortable now with the process, and are our experts.”

These “before and after” photos show the extent of the damage to the Spaulding Turnpike Bridge over Long Road in Dover, and the repairs done by an NHDOT Bridge Maintenance crew.
There are two bridge projects with a lot in common on a major corridor in the Upper Valley Region of New Hampshire. It’s about a ten minute drive between them on busy US Route 4 in Lebanon. One connects New Hampshire and Vermont over the Connecticut River. The other crosses the Mascoma River that flows from Mascoma Lake.

Both new bridges will replace structures built during the Coolidge and Roosevelt (FDR) Administrations. The combined price tag for the two projects - almost $20 million.

The old bridge over the Connecticut River is gone, torn down as traffic has flowed over a “temporary” bridge since 2009. Down the road a bridge built in 1927 is still carrying 10,000 vehicles a day until its replacement can take over. Both new bridges are scheduled to open in the fall of 2015, and are being built to last for over a century.

During a visit to one of the projects, interim Lebanon City Manager Paula Maville urged elected officials at all levels to show leadership on transportation funding.

“You can’t build it and not maintain it,” Maville said. “You have to maintain what we have in place. People become accustomed (to it) and our economies are built on it.”

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Driving in New Hampshire Goes to “Hands Free” - New Law Bans Hand Held Electronic Devices While Driving

“Welcome to the hands-free world, New Hampshire. The Granite State is a safer place now that you have joined Vermont and 12 other states in prohibiting the use of hand-held electronic devices while driving.” So began a Valley News editorial, published a week after New Hampshire’s new “hands free” law went into effect on July 1.

The major change for many drivers on New Hampshire roadways followed a year-long public educational and awareness campaign involving a partnership between the NHDOT, the Department of Safety, the NH Automobile Dealers Association, and several other organizations. The campaign included news conferences, public service announcements, a website (www.handsfreenh.com), and outreach at many public events across the state.

The education campaign appears to have worked. Of the 3,000 traffic stops by NH State Police over the July 4th holiday weekend, only 143 were for cell phone use. And police said even those who were ticketed said they knew about the new law.

During the past four years, 116 fatal crashes in New Hampshire were caused by distraction, and the increasing use of electronic devices was quickly becoming the primary distraction. While texting, a driver is 23 times more likely to crash. Even dialing a phone number increases the risk of crashing by three times.
The popular Motorist Safety Patrols on the Turnpikes and Interstate 93 are here to stay for the foreseeable future.

The NHDOT has announced a new three-year agreement with State Farm that adds sponsorship of the I-93 Service Patrol for 19 miles between the Massachusetts border in Salem and the lower merge with I-293 in Manchester.

As part of the sponsorship, the I-93 Safety Patrol vehicles will receive an updated look to include the State Farm logo, as well as enhanced highly-reflective safety markings to make the vehicle more visible to motorists, especially at night. These trucks will now resemble sponsored Safety Patrol vehicles currently servicing New Hampshire’s Turnpike System.

In addition, stranded motorists on I-95, the Spaulding Turnpike, the Everett Turnpike, and I-93 will soon be able to call #999 to request assistance. The number (#999) is a direct connection to the NHDOT’s Transportation Management Center in Concord, which has direct contact with NH State Police and other emergency responders.

The goal of the Safety Patrol is to improve highway safety and reduce the potential for traffic tie-ups by clearing minor accidents, removing debris, assisting motorists in need of minor repairs, and providing safety for emergency responders. The patrols operate year-round in the early morning and late afternoon hours.

Since its inception in 2008, the I-93 Service Patrol has responded to more than 7,800 incidents. Last year the Turnpikes Safety Patrol vehicles responded to 2,178 incidents.

This is great news for motorists who drive on I-93 in New Hampshire,” said NHDOT Acting Commissioner Bill Cass. “This sponsorship with State Farm will ensure an additional level of safety for the traveling public for several years.”
The roads that encircle Newfound Lake through four communities serve
the third largest lake in New Hampshire. These roads are narrow in places and
often hug the shoreline next to cottages and condominiums. Residents around
the lake have been concerned about walking and biking safety for many years.

Since 2008, the citizen-based “Newfound Pathways Project” has been
working to create a safe walking and biking route around the lake “that will
eventually link four communities in new and healthier ways.”

The most recent effort as part of this project involved interaction with the
NHDOT’s Traffic Bureau regarding the restriping of a newly paved four-mile
section of NH Route 3A in Hebron and Bridgewater. The request from the
Pathways Project and the towns involved was for 10-foot lanes on this section
of road “to help calm the traffic. There are many that use this road for walking,
biking and running.”

David Berton said narrowing the travel lane would “send a clear message to
motorists that they are sharing the road with people riding bikes.”

The Traffic Bureau agreed to reduce the lane width to 10 feet, and on July
17th a paint striping crew did the work.

NHDOT Intermodal Facilities Engineer Larry Keniston (Rail and Transit) calls
this “the boldest effort yet attempted by communities to equitably balance
the many essential functions of the public way…which include pedestrian
activities, bicycle transportation, and increased accessibility to the public right
of way by all forms of transportation.”

Members of the Traffic Bureau paint striping crew for this project included:
Douglas Howard (Pavement Marking Foreman), Daniel Plourde (Carriage
Operator), Gregory Taylor – Highway Maintainer II (operating the FOLLOW/
PASS sign at the back of the painting carriage), Draven Abbott – Laborer
(driving the painting carriage), and Cody Nixon – Laborer (driving the sign
truck ahead of the paint carriage).
Aeronautics Bureau Looks at “Unmanned Aircraft Systems”

They are taking the world by storm and are no doubt here to stay. Depending on the operator, like a computer, they can be used for good, or be potentially destructive. They are officially called “Unmanned Aircraft Systems” (UAS), but are widely known as drones. They come in all shapes and sizes, as big as a jetliner or can fit in your hand.

The rapid escalation of UAS into the nation’s airspace is proving to be a challenge for both the Federal Aviation Administration (FAA) and the aviation community. The FAA generally limits recreational use of airspace by model aircraft to below 400 feet above ground level and away from airports and air traffic.

Combined with advances in digital photography, drones are providing amazing new looks and uses from above in everything from warfare to real estate.

According to Flying Eagles President Steve Lewis, the first radio controlled UAS dates back to 1898, but in recent years the technology has improved dramatically and the cost has gone down to make them affordable.

“As technology has increased, so have the capabilities,” Lewis says. “They have gone from big and bulky to being flown off an iPad. Consider the potential for aerial photography when compared to the cost of hiring a full-size helicopter.”

Among the suggested potential NHDOT UAS uses:

- **Construction and maintenance projects** – “A UAS/Drone could be a great inspection tool during design, construction, or maintenance for any activity that otherwise requires a boat, bucket truck, scaffolding, snooper, etc. for access…(including) under bridge reviews, overhead sign installation and inspection, and bridge coating inspections.” (Nickie Hunter – Construction)

- **Traffic Cameras** – “TSMO (Transportation Systems Management & Operations) would benefit when it comes to the video surveys that are required when CCTV cameras are being installed. Part of an ITS CCTV design process includes the use of a bucket truck that takes a videographer into the air to capture line of sight video in order to determine at what height the camera should be installed. The use of a drone eliminates the need for a bucket truck, and reduces traffic control as well as manpower needs.” (Denise Markow – TSMO Administrator)

- **The rock slope inspection program** – “The UAS could be used to view (and video record for later review) portions of the rock cuts that are not accessible without setting up staff with harnesses and rope rigging for rappelling on the slope, making the task much safer.” (Chuck Dusseault – Materials & Research)

Recently firefighters in Mechanic Falls, Maine used a drone to fly a haul line to two teenagers stuck in a raging river, which they used to pull in a life jacket before a tricky rescue operation began.
They didn’t win one of the five individual events, but the District 6 team of James Callahan and Brad Bartlett from Patrol Shed #606 in Dover scored high enough in all of them to win overall First Place honors in the 38th Annual NHDOT Safety Plow Rally. Second Place went to the District 5 team of Chris Rose and Glenn Levesque. Taking third was the Turnpikes team of Zachery Routhier and Frank Vojkufka.

Hosted by District 4 at the Cheshire Fairgrounds in Swanzey, the event once again tested team skills in a variety of competitions that included Texas Roll, Defective Truck, Wing Slalom, Plow Mount, and a Safety Quiz. All Highway Maintenance Bureaus/Districts, Turnpikes, and Mechanical Services were represented by teams of highly qualified contestants. The First Place award for the top innovation went to Tyler Howe, of District 4’s 409 Patrol Shed in Greenfield, who designed and built a “cutting edge changing frame.” This year’s winning logo design was by Jared Cloutier (Mechanical Services).

Bill Janelle, Director of Operations, opened the event by thanking crews for their efforts throughout the recent difficult winter. Assistant Commissioner Bill Cass further reinforced that sentiment, adding that the winter maintenance operations were performed safely under the often difficult conditions.

NHDOT retirees in attendance included Maintenance Supervisors Butch Leel and Jimmy Ray (District 4) and Bill Fralick (District 6), Mechanical Services mechanic Ivan Stevens, Bruce Inglis and Ken Case, District Engineers Doug Graham (District 4) and Pamela Mitchell (District 5), Bud Durling (Traffic TMC), Highway Patrol Foremen Rich Trempe (District 4) and Bob Jankowski (District 5), Assistant Highway Patrol Foreman Lionel ‘Zeke’ Chancey, and Jim Mitchell (District 4).

The #401 crew from Charlestown prepared the barbecue lunch.
2015 Plow Rally Results

Safety Quiz
(Determined by a coin flip)
District 5
PS514 Salem and PS512 Londonderry
Chris Rose, Driver
Glenn Levesque, Assistant

Defective Truck
(Determined by Tie-Breaker)
Mechanical Services
Weld Shop and Stock Room
Ben Kenney, Driver
Nate Harrison, Assistant

Plow Mount
District 5
PS514 Salem & PS512 Londonderry
Chris Rose, Driver
Glenn Levesque, Assistant

Wing Slalom
Turnpikes & Eastern Turnpike
Zachery Routhier, Driver
Frank Vojkufka, Assistant

Texas Roll
(Determined by Tie-Breaker)
District 6
PS604 Northwood
PS607 Exeter
Felix “Bub” Gardner, Driver
Fred Wallace, Assistant

Overall Winning Teams
1st Place - District 6
PS606 Dover
James Callahan, Driver
Brad Bartlett, Assistant

2nd Place - District 5
PS514 Salem & PS512 Londonderry
Chris Rose, Driver
Glenn Levesque, Assistant

3rd Place - Turnpikes
Eastern Turnpike
Zachery Routhier, Driver
Frank Vojkufka, Assistant

Innovations
1st Place - Cutting Edge Changing Frame
District 4 - PS409 Greenfield
Designed by: Tyler Howe
Fabricated by: Tyler Howe
Used by: District 4 PS408 Hancock Crew

2nd Place - Wing Block Safety Lanyard
Mechanical Services Swanzey Satellite Garage
Designed by: Swanzey Satellite Garage and District 4
Fabricated by: Michael Newton
Used by: NH DOT

3rd Place - Hydraulic Ramps
District 4
Designed by: Robert Hebert and Zach Stetson
Fabricated by: Robert Hebert and Zach Stetson
Used by: District 4 PS405 Westmoreland Crew

Logo Design
1st Place - Mechanical Services
Jared Cloutier, Auto Equipment Inspector

The winning innovation, a “cutting edge changing frame,” designed and fabricated by Tyler Howe (PS #409 Greenfield).
District 3 Engineer **Mark Morrill** retired June 1 with 36 years of State service. Mark spent 29 years in District 3. He also worked for the Construction, Materials & Research, and Bridge Maintenance Bureaus.

Bill Jennison (Finance & Contracts – Project Programming) has retired after almost 24 years of State service. Bill started in the Bureau of Traffic on the pavement marking crew. His DOT career included working for Traffic, the Bureau of Planning as a traffic accident analyst, and project programming. His retirement plans are to continue in the safety services field (EMT) at Gunstock and Loon Mountain. He also hopes to also drive the Zamboni at the Laconia Ice Arena.

**Pat White** has retired after 15 years with the NHDOT as Administrative Secretary in the Construction Bureau. “She will be missed by many folks, inside and outside of the DOT.”

**Mark Richardson** retired July 1 after 38 years of State Service. Among the positions Mark held during his NHDOT career were Administrator of the Bridge Design (15+ years) and Right-of-Way (5 years) Bureaus. Mark was part of the group that implemented CAD/D (Computer Aided Design and Drafting) within the Department in the late 1980’s.

**Joe Quinta** (Traffic Bureau) has retired after 25 years with the Department as a Supervisor 5 responsible for the traffic signal maintenance section. Joe started in Traffic in the pavement marking maintenance program, then moved on to the traffic signal section where he worked as a Traffic Signal Technician for several years. He then became a Traffic Operations Technician, responsible for supervising the interstate and turnpike sign crews.

After 12.5 years as the Training Development Manager, **Jen Graf** retired from the NHDOT on May 21. According to Human Resources Administrator Alexis Martin, “Jen’s dedication, talent, and abilities have been tremendous assets to Department.”

**Tom Moore,** Superintendent of Equipment at the Mechanical Services Bureau, retired June 30th with 33 years of State service. “If you think I did a good job, it’s only because of all the great people I have worked with over the years, thank you NHDOT.”

**Jim Kirouac** has reached the 35 year milestone of state service, all in the Highway Design Bureau. Jim was a Final Design Team leader for 24 years, and is now a Final Design Supervisor.
In recognition of Alan Hanscom moving from District 2 Engineer to the same position in District 3, District 2 employees surprised Alan with a luncheon at the 224 Patrol Shed in Enfield. Alan was presented with a hand-made weather station built by District 2 employees out of New Hampshire native Curly Maple.

Two District Construction Engineers – 60 Years of Experience

Jim Bowles and Steve Glines began working at the NHDOT within about a month of each other in the summer of 1985. Both spent several years administering construction projects in the field before becoming District Construction Engineers. Jim is responsible for the East-Central part of New Hampshire while Steve has northern New Hampshire. Each has marked 30 years of State service.

In recognition of Dan Prehemo (Highway Design) was recognized for 30 years of NHDOT service at the May major staff meeting. Dan has worked as a civil engineer in Final Design, Preliminary Design, and Consultant Design.

Ron Grandmason (Highway Design) received his 25 year service award at the June major staff meeting. Ron worked for the Construction Bureau, before moving to Highway Design in 2001 where he worked in the Consultant Design Section. He has been a Project Manager since 2010.

Chris Waszczuk is the NHDOT’s Director of Project Development. Chris has nearly 30 years with the Department, and has served as Administrator of the Turnpikes Bureau since 2009. During his NHDOT career, Chris Waszczuk has worked in the Bridge Design and Highway Design Bureaus as a Senior Bridge Engineer and Chief Project Manager. While at Turnpikes, Chris oversaw the successful completion of 24 projects, including the first Open Road Tolling facility in the northeast in Hampton, and the innovative private-public partnership project for the Hooksett Welcome Centers.

In recognition of Shawn Byron has been promoted to the position of NHDOT Health and Safety Officer. Prior to this position, Shawn spent three years as the Safety Trainer/Auditor in the Office of Stewardship and Compliance. Before to joining the NHDOT, Shawn had over 15 years of experience in occupational health and safety.

NHDOT People

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NHDOT Recognized With Governor’s Energy Efficiency Award

Over the last nine years, the New Hampshire State government has saved over $8 million in energy costs through efficiency measures and switching to lower-cost fuels.

Since 2009, the State’s passenger auto and truck fleet has reduced mileage by about five percent, which has translated to 1.4 million fewer miles that New Hampshire taxpayers have had to pay for. Since 2006, the square footage of building space used by New Hampshire state government has increased by 12 percent, while overall energy use has decreased by two percent.

Contributing to this effort has been the NH Department of Transportation, which was recognized along with four other agencies that were part of a “Retro-Commissioning Initiative.” Retro-commissioning is a process that evaluates a facility’s equipment and control systems and makes recommendations to improve the efficiency of its operation. The State’s many buildings contain a myriad of energy systems and over time these systems drift out of optimal performance. Agencies followed the consultant’s recommendations to bring the systems back in line. The savings attributed to this project have been significant. The other agencies in the collaboration were Administrative Services, Safety, NH Hospital, and the Adjutant General’s Department.

In addition to the Governor’s Energy Awards, the State’s annual energy conference included an overview of the NHDOT’s energy reducing strategies on the road, in buildings, and in its fleet.

Several NHDOT employees were recognized at a Bureau of Education Training graduation ceremony in Concord. They received certificates in one of the following areas: Certified Public Supervisor, Certified Public Manager, Human Resource Certification, or LEAN ‘Black Belt.’ Pictured left to right are: Theresa Christiansen (Finance) Joan Castellano (Finance), Denise Helander (Turnpikes), Emily Killinger (Highway Maintenance), Lisa Cummings (Turnpikes), Courtnay Evans (Human Resources), and Angela Linke (Human Resources).
Service Awards (3rd Quarter)

10 Years:
- Alan Thoroughgood - District 2, Crew 2
- Alexis Martin - Human Resources
- Currie Debow - District 3, Crew 12
- Daniel Davis - District 2, Crew 4
- Daniel Josselyn - Tpk-Hooksett Main Toll
- Darlene Richards - Tpk-Bedford Main Toll
- David Barry - District 6, Crew 8
- David Harju - Bridge Maint-Ossipee
- David Masciarelli - Mechanical Div-Enfield
- David Silvia Jr - District 3, Do 20
- Dena Rae - Right Of Way
- Diana Dolcino - Right Of Way
- Douglas Pedeware - District 5, Crew 26
- Elizabeth Yanco - Finance & Contracts
- Gregory Smith - Right Of Way
- James Gilbert - Maintenance
- Jamie Cotnoir - Traffic Dist Sign Crews
- Jeffrey Huntington - Bridge Maint-Sunapee
- Jonathan Steeves - Turnpikes-Hooksett
- Kathryn Beal - Tpk-Hooksett Main Toll
- Kenneth Burnell - District 2, Crew 14
- Merle Patenaude - District 2, Crew 13
- Michael Pouliot - Rail and Transit
- Michael Smith - Construction
- Patrick Holland - District 3, Crew 2
- Ralph Carter - District 2, Crew 20
- Richard Chaput Jr - District 5, Crew 7
- Robert Lambert - District 5, Crew 6
- Robin Davis - District 3, Crew 24
- Sheila Conway - Tpk-Dover Toll
- Susan Soucie - TSMO
- William Wasuta - District 1, Crew 8

15 Years:
- Adam Dow - District 5, Crew 5
- Drew Hamilton - Mechanical Div-Lancaster
- Jay Moyer - District 1, Crew 7
- Michael Walsh - Mechanical Div-Concord
- Michelle Winters - Rail and Transit
- Normand Legere - Bridge Maint-Franklin
- Susie Barry - Tpk-Hooksett Main Toll

20 Years:
- Adam Chestnut - Construction
- Mark Harrington - Material & Research
- Mark Hemmerlein - Environment
- Stephen Paige - District 4, Crew 8
- Teresa Greuling - Tpk-Rochester Toll
- Yvan Guay - Bridge Maint-Twin Mtn

25 Years:
- Carol Macuch - Planning
- Matthew MacDonald - Construction
- Michael Reifke - District 5, Crew 25
- Robert Spinney - Bridge Maint-Portsmouth

30 Years:
- Arthur Lapointe - District 5, Crew 17
- Christopher Waszczuk - Commissioner’s Office
- Dennis Croteau - District 1, Crew 22
- Douglas Henry - District 2, Crew 4
- Gerald Gall - Highway Design
- John Rocheleau - District 5, Crew 8
- Robert Richards - District 5

35 Years:
- David Merrill - Construction
- James Kirouac - Highway Design
- James Lillis - District 5, Crew 21
- Jeffrey Sargent - Finance And Contracts

45 Years:
- Mary Ann Wells - Traffic
Personnel Updates

New Hires:
Michelle G. Ahearn - Toll Attendant I
Richard P. Arcaud - Program Specialist II
Scott T. Balise - Accountant I
Michael S. Bammes - Highway Maintainer II
Jeremy D. Bebey - Highway Maintainer I
Ronald N. Blanchard - Highway Maintainer II
Vivian A. Bradeen - Toll Attendant I
Alexander E. Brenneman - Engineering Technician I
Danielle M. Chandonnet - Administrator III
Noah S. Chinburg - Civil Engineer IV
Jon M. Collins - Highway Maintainer II
Corey J. Corliss - Highway Maintainer II
John P. Debonis Jr - Highway Maintainer II
Fred R. Earle Jr - Highway Maintainer I
Christine M. Franquet - Toll Attendant II
Keith N. Grenier - Highway Maintainer II
Andrew K. Hanley - Highway Maintainer I
Elizabeth S. Klemann - Civil Engineer IV
William D. MacDuffie III - Highway Maintainer I
Kody E. McCarthy - Program Specialist I
Robert E. McCarthy - Highway Maintainer I
Dennis D. McKean - Highway Maintainer II
Christopher J. Phinney - Highway Maintainer I
Scott R. Robinson - Highway Maintainer II
Jarrod E. Rodimon - Engineering Technician I
Adell M. Salerno - Toll Attendant I
Linda S. Sanborn - Toll Attendant I
Jason A. Savage - Engineering Technician I
Timothy B. Smith - Highway Maintainer I
Vicky L. Sousa - Radio Dispatcher
Daniel J. Stone - Highway Maintainer II
Steven W. Taves - Highway Maintainer II
Daniel D. Tobine - Highway Maintainer II
Neil A. Weber - Highway Maintainer II
Jesse G. Wilcox - Bridge Maintainer I
Denise M. Woodruff - Toll Attendant I

Retirees:
Michael J. Bernier - District 6, Crew 11
Douglas M. Deporter - District 6
John P. Leonard - Bridge Maintenance
William A. Spencer - District 6, Crew 7
David J. Brillhart - Commissioner's Office
Joseph G. Giunta - Traffic
Mark W. Brady - Mechanical Services
David J. Labrecque - District 1, Crew 15
Allan E. Barrington - Turnpikes
John A. Gibbons - District 5, Crew 16
Eric C. Baker - District 3, Crew 9
William M. Jennison - Finance & Contracts
Robert W. Foster Jr - Traffic
Jeannette G. Graf - Human Resources
Jeffrey D. Oakes - Bridge Maintenance
Richard A. Hiller - Highway Design
James H. Magee - Materials & Research
John P. McVitty - District 3, Crew 2
Mark P. Morrill - District 3
Patricia A. White - Construction

Promotions:
The NHDOT has new leadership in two important Bureaus.

Pete Stamnas is the new Administrator in the Bureau of Bridge Design. Pete has nearly 29 years of experience with the Department. Over the last nine years, Pete has served in a leadership role as the primary point person and Project Manager on the highly complex $750 million I-93 project.

John Corcoran is the new Administrator in the Bureau of Turnpikes. John has been with the Department for 23 years. He has significant experience in both the Project Development and Operations Divisions, and has previously served as Assistant Administrator of the Turnpikes and Traffic Bureaus.
June 11, 2015

We want to thank two of your great employees who helped us when our RV had a flat tire on a very busy US 3 on June 5, 2015 near exit 11 in Merrimack. Treff and Nate (and later a Supervisor whose name I did not get), came up behind us shortly after we pulled over. Their bright colored truck behind us made us feel much safer, and they pitched right in to help us change the tire which made it a much faster process. Many thanks to these wonderful ROAD ANGELS!

Debra and John Hanley
Fulltime RV'ers, originally from Virginia

Editor’s note: Highway Maintainers Treff Sage and Nate McGrath, along with Supervisor David Proulx, work out of Turnpikes’ Merrimack Patrol Facility. A photo taken by Debra Hanley during their roadside assistance is on the cover of this issue of “On The Move.”

June 4, 2015

I would like to thank Pete who worked on Sunday afternoon on 93 Southbound. His area was north of the Hooksett tolls. He helped me push my motorcycle (uphill) that had died on the on-ramp from 89S to 93S up to a bigger shoulder in a safer area. And it’s a big bike. Pete assisted me by trying to jump my bike to get it started with no luck. He waited while we called to get a tow truck for my bike. And then help push my bike to the underpass as it was raining out quite a bit. He had another call to go to and said he would check on us in a bit. Pete did come back and had coffee for us. An unbelievable welcoming gesture. He was quite kind to do all of this and to check on us that things were ok. I’m not sure how to get a hold a Pete to thank him again. I am hoping this message will find a way to him.

Thanks again Pete!
Terri Beiter

Editor’s note: “Pete” is Robert Yeaton, a Highway Maintainer in Turnpikes’ Hooksett Patrol Facility

June 16, 2015

To the Turnpikes Bureau:

I want to thank you for assisting me in setting up an account and resolving my toll “violation.”. The person who assisted me on the phone was extremely helpful, friendly, and patient. I know it’s fashionable to bash government and the people who provide services to us. I hope this email is a welcome respite from the other kind you probably receive. I’m so impressed with the speed and quality of your response. Whenever I come to or pass through your state, I’ll think of this. Again, thank you for the help. It’s greatly appreciated.

Peter Newman
Nehalem, Oregon

Editor’s note: Michael Dennis is a Well Technician in the Well Section of the Highway Maintenance Bureau.

June 17, 2015

Just a note to say how pleased we are with our new well. Michael Dennis was very professional throughout the entire process and did an excellent job.

Darlene and Ray Breton
Gilmanton, NH
I knew coming into this job that the DOT was different from other state agencies. It’s obviously bigger and more visible to the public. It’s true, DOT really is a BIG agency and there’s definitely a lot going on in terms of budgeting, planning, and project execution that many residents will never realize. I am grateful that everyone I have met has taken a minute or two to explain what they do and how their work fits into the bigger picture. Every little bit really does help me understand the agency.

So far the transition has been pretty smooth. This is my third major job change and I hope it’s my last. “Moving on” is pretty stressful. The new assignments, new names, rules, and training (orientation), etc, is a ton to absorb. I think orientation has to be a secret test - if you can’t make it through ten hours of power point slides you’re not ready for State Service…just kidding. I actually enjoyed the presentations. I think all the presenters did an excellent job with some sensitive material. I should know, I’ve been through sexual harassment training 5-6 times during my seven years at the State. Note that everyone in the Banking Department had to sit through the training, not just me.

For those who haven’t been through orientation, the presentations covered the DOT’s strategic goals, the different Divisions and Bureaus, Equal Opportunity, the Americans with Disabilities Act (ADA), and domestic violence policies, job descriptions and evaluations, health and dental benefits, retirement, the employee assistance program, the second injury fund, workers comp, joining the union, emergency preparedness, regulated substances, CPR, and many safety programs.

But what really impressed me was a very clear message, delivered by several DOT presenters, that “we care about our employees so please be careful” with hazardous materials, in dangerous work zones, at your desk (ergonomics), and eat right and exercise because “we need everyone” to stay healthy, happy, and on the job. I think that’s important and I’m glad to be here and part of a big organization with new challenges.