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Imagine the possibilities if your home or car loan only involved paying back a little more than principle and not those accumulate interest payments. Most 20 or 30 year loans result in one paying nearly as much in interest payments as principle.

Now think of a $200 million loan with an interest rate of a little over 1 percent. You’re talking serious dollars, real savings, and great possibilities!

This is the very real opportunity that the State of New Hampshire, its citizens, and the NH Department of Transportation are now in a position to benefit from.

It’s known as TIFIA, or the Transportation Infrastructure Finance and Innovation Act, a loan program offered by the U.S. Department of Transportation. The program provides Federal credit assistance to finance surface transportation projects of national and regional significance.

In January 2015, the NHDOT submitted a letter of interest to the USDOT and the Federal Highway Administration. In May of last year, the NHDOT was awarded the “rural rate of finance”. One year later, in May of 2016, the State of New Hampshire closed on a $200 million loan at an interest rate of 1.09 percent, which is half of the 18-year Treasury rate.

The bottom line is this – New Hampshire will now have millions of dollars to spend on road and bridge projects that otherwise would have had to be used to make interest payments on conventional capital bonds for transportation improvement projects.

This long-term low interest TIFIA loan, will be paid by the additional state gas tax funding approved by the NH Legislature in 2014, will allow the NHDOT to complete the remaining construction of the Interstate 93 expansion project between Salem and Manchester. The deferral of principal payments for 9 years will allow the Department to rehabilitate or replace 23 “Red List” bridges across the state, and pave nearly 1,100 additional miles of State roads.

In transportation, many times the expansion of major facilities comes at the expense of investing in existing infrastructure. TIFIA is allowing us to do both. We are the first state to use TIFIA in this manner, with the 1.09 percent interest rate resulting in approximately $20 million in financing savings.

From Governor Hassan: “This is a fiscally responsible, low-interest loan agreement that will save New Hampshire taxpayers $20 million while also allowing us to reinvest in critical road and bridge projects in every corner of the State.”

From U.S. Senator Jeanne Shaheen: “(TIFIA) will benefit the reconstruction of I-93, a critical thoroughfare for our State, and allow us to direct funds towards our rural roads and bridges in need of repair. This will have a lasting impact for New Hampshire.”

From Congresswoman Annie Kuster: “From the completion of the I-93 expansion project to the restoration of rural roads and bridges, these TIFIA funds will have a deep impact all across the State for years to come.”

This additional transportation funding made possible by the TIFIA loan will not allow us to address all of New Hampshire’s transportation need; however it will go a long way towards advancing other projects and improving roads and bridges for the benefit of New Hampshire citizens.
Between 2004 and 2011, 19 crashes occurred at the intersection of US Route 202 (Washington Street) and Estes Road in Rochester, New Hampshire. Although the NHDOT’s Highway Maintenance District 6 recognized the high accident rate at the intersection, little could be done to improve the sight distance and safety without impacting a privately-owned, single-family residence at 65 Estes Road at the southeast corner of the intersection, or a cemetery in the northeast corner.

In 2015, the opportunity to improve the intersection arose. NHDOT was contacted by the landowner of the house at the southeast corner of the intersection. The dwelling had been vacant for a number of years and the City of Rochester’s 2013 inspection report had condemned the structure due to substandard and non-compliant utility systems, water infiltration to the fieldstone foundation, and the structurally compromised addition. The landowner offered a permanent easement, which would provide adequate sight distance, in exchange for NHDOT assuming the cost of the structure’s removal.

To improve the site distance and safety of the intersection, proposed actions included removing the standing structure and a concrete wall, tree clearing along the south side of US Route 202, construction of a drainage swale and slope work. These actions were initiated in May 2016.

To comply with the National Historic Preservation Act, the cultural resource review identified the structure, the historic Willis O. Higgins House, as individually eligible for listing in the National Register of Historic Places. Architectural historian Lisa Mausolf concluded that the 1½-story structure is an excellent example of the Greek Revival cottage of the high-post knee wall Cape form that “retains a high level of integrity of location, design, setting, materials, workmanship, feeling and association” as there has been “only minimal alteration over the years…”

Due to the adverse effect associated with the proposed demolition of the National Register eligible resource, mitigation was needed to offset the loss of the Willis O. Higgins House. Much discussion ensued pertaining to various mitigation actions. Would historic signage be appropriate? Was marketing and relocation a viable option? Would the town be interested in the development of an educational brochure? None of these options appeared appropriate for the resource or setting.

The NHDOT connected with former State Architectural Historian Dr. James Garvin of Plymouth State University. Between May 11 and 15, 2015, Dr. Garvin and four graduate students used the Willis O. Higgins class as a field school site for a graduate class in the M.A. Program in Historic Preservation at Plymouth State University.

The “Building Investigation and Evaluation” class activities included creative mitigation actions were proposed by the New Hampshire Division of Historical Resources (NHDHR). For the first time in New Hampshire, the NHDOT explored the use of the existing historic Greek Revival cottage as a learning tool and case study for a historic preservation class. Continued on page 10.
A freight rail corridor in eastern New Hampshire has been upgraded along its 42-mile route between Rollinsford and Ossipee.

The Northcoast Rail Line was the recipient of a $1.4 million Federal TIGER Grant in 2013 to help improve safety, reliability, and service. Northcoast Railroad provided $450,000 to the project, while the State of New Hampshire contributed $150,000 in matching funds.

The Northcoast Railroad is an important economic link for Strafford and Carroll counties, connecting the region to the national freight network.

The project improved the tracks and rail crossings, and restored a mile-long section of rail in Ossipee that had not been used since a washout occurred in 1993.

Right: NHDOT Commissioner Victoria Sheehan and Assistant Commissioner Bill Cass viewed the upgrades to the Northcoast Rail Line during a tour in June.
An 80-thousand pound problem washed up on a beach near Rye State Park on the morning of June 27th. The dead humpback whale even had a name – “Snowplow”. While hundreds of curious onlookers flocked down Route 1A to get a closer look at the giant mammal, local and state officials were in discussions about what to do with the whale, which was already beginning to decompose.

It wasn’t long before the NHDOT was called in to assist. While it wasn’t a transportation issue, it was a major challenge that no doubt would require heavy equipment and those with the expertise to operate bucket loaders and backhoes.

“It was pretty amazing watching the town and state government come together and list out our resources and find the best way to do it,” Rye Police Chief Kevin Walsh told WMUR TV. “We incorporated the Seacoast Science Center and the (New England) Aquarium because they wanted to get in to find out how did this happen, which we think is an important part too.”

The plan was to perform a necropsy on the 19-year old female whale to try to determine how she died. That meant essentially taking the whale apart piece by piece.

District 6 Maintenance Supervisor Ken Mailhot said once those who were asked understood their mission, they were ready to go.

“This is a good group of guys and it was all hands on deck. Early on Tuesday morning we hit the ground running.”

As reported by WMUR’s Suzanne Roantree, “This kind of operation was a first for state Department of Transportation workers, who built makeshift roads down to the beach and used their equipment to remove parts of the enormous mammal. DOT crew members were essential in helping marine biologists perform the painstaking necropsy.”

For 12 hours, District 6 employees toiled alongside scientists and whale experts. They battled fatigue and a smell “that was pretty bad.” Their skills in the use of bucket loaders, back hoes, straps and chains made all the difference, according to District 6 Assistant Engineer Kevin Russell.

As the effort extended into mid-afternoon, the tide began to come in and the decision was made to drag the remaining whale parts further up the beach. A threatening thunderstorm barely missed the operation.

“What’s wonderful to watch is the interplay with them and the necropsy team leaders from the New England Aquarium and the way they just worked together as if they had been doing it all this time,” New Hampshire Seacoast Science Center team member Wendy Lull said.

“It is such a delicate operation because this carcass is in a very high state of decomposition and yet it has a lot of scientific value. And so to take a back hoe and try to carefully pull up a rib and just kind of hold it up so that the necropsy can do their fine cutting, I’ve just been in awe,” Lull said.

Most of the whale’s remains were taken by dumpsters to an organic farm in Massachusetts for recycling. The skeletal remains will eventually be reassembled for display in a New England museum.

“It gave us a gold star. Everybody was thankful we were down there,” Ken Mailhot said. “It was definitely interesting, and a once in a lifetime experience.”


“At the end of the day, we had the people and the equipment to get the job done,” said NHDOT Director of Operations Dave Rodrigue.
NHDOT employees have been busy working with the news media on what the Department is doing on the rebuilding I-93 project, and on the need for motorists to slow down and move over for vehicles providing roadside assistance.

A TV crew from WMUR’s “Chronicle” Program spent several hours visiting the I-93 project, focusing primarily on the blasting work that has been going on between Exit 3 in Windham and Exit 4 in Derry as part of the widening project. Among the key NHDOT personnel interviewed by reporter Erin Fehlau were I-93 project manager Wendy Johnson (Highway Design), construction supervisor Jay Levine (Construction), and geologist Krystle Pelham (pictured-Materials & Research).

District 2’s Kevin Carley (pictured) and Matt Jordan volunteered to participate in a public service announcement being produced by AAA of Northern New England that will remind motorists of the need to slow down and move over for those responding to roadside incidents with blue, red, or amber lights. Kevin is the foreman for the 224 Enfield patrol section, and Matt is the assistant foreman. Both have evaded close calls while working on New Hampshire roads.

Job shadowing from the Ocean State...

The Rhode Island DOT got a close look at the NHDOT’s pavement striping operations in May as they prepared to transition to in-house striping work this summer. According to Pavement Marking Supervisor Eric Healey (Traffic Bureau), the RIDOT employees (in the yellow vests) “appreciated the hospitality” and the NHDOT crews were “helpful in pointing out all the different aspects of their job and what to expect.” RIDOT believes converting from contracting to in-house work will save $2 million a year.
Bolstered by individual event wins in the "Wing Slalom" and "Texas Roll" the Central Turnpikes Team of Steve Halle and Peter Miller (picture below) were the overall winners of the 39th Annual NHDOT Safety Plow Rally. Hosted by Turnpikes, the competition was held on May 12th at the Rochester Fairgrounds.

Finishing in Second Place overall was the District 6 team of Fred Wallace and Steve Bullek. Third place went to the District 5 team of Jim Hopkins and Isaias Vieira.

All Highway Maintenance Bureaus / Districts, Turnpikes, and Mechanical Services were represented by teams of highly qualified contestants.

The always popular “Innovations” competition was won by the District 5 #527 Patrol Section with their “Delineator Puller”.

This year’s Safety Plow Rally attendance was estimated at approximately 280 winter maintenance operations personnel, retirees, and their families and friends. NHDOT retirees who stopped by included Maintenance Supervisors Bill Snow (District 3), Butch Leel (District 4) and Bill Fralick (District 6), Mechanical Services Mechanic Ivan Stevens, Bruce Inglis, District Engineers Mark Morrill (District 3), Doug Graham (District 4), Pamela Mitchell (District 5) and Mike Burlage (District 6), Bud Durling (Traffic TMC), and Highway Patrol Foreman Rich Trempe (District 4).

All in the Family - Aunt/Niece and Father/Son Teams Take on Safety Plow Rally

Diane Johnson and Crystal Eastman (cover photo) knew a lot of eyes were watching them. That comes with the territory when you are part of the first-ever women’s team to compete in the 39 year history of NHDOT Safety Plow Rally.

It’s not like they have never sat in a plow truck. Diane drove a NHDOT plow truck along I-89 for ten years before moving into the District 2 office as an account clerk. Her niece Crystal, working out of the Enfield #224 Patrol Facility, has plowed on I-89 the past five winters from Exit 11 to the Connecticut River Bridges.

“We had two days of practice,” Diane said. “We came to have fun and at least get some points in every event. We succeeded in both.”

Despite the added attention and pressure, Diane and Crystal held their own. They may even be back. “I had fun,” Crystal said. “We’d do it again.”
Pete and “Re-Pete”

Peter George is a 29 year veteran with the NHDOT and works out of District 6’s #607 Exeter Patrol Facility. His son, also named Peter George, has been with the Newfield’s #609 Patrol Facility for less than a year. He is 19 years old.

Pete Jr. grew up watching his father work in highway maintenance. On May 12th they were a team, competing as the second father-son duo to participate in a NHDOT Plow Rally.

“I had never been to the plow rally before,” the elder Pete said. “When it came time to participate, I figured he’d (Pete Jr.) be the one I’d ask. We use most of the skills involved on a daily basis. We were either going to do well or not.”

Pete Jr. took the event in stride. “It was stressful at times, but it was also very fun.”

While they did not win or place in any of the events, the two Petes are ready for a return run.

“We know how it is now. We might come back,” Pete the dad said. “I am very proud of how my son handled himself. He did very well.”

2016 Plow Rally Results

Safety Quiz (Determined by a tie breaker questions)
District 3
PS315 Alton  
Nathan Alden, Driver, James Goodwin, Assistant

Defective Truck
District 5
PS528 Derry  
Matt Sullivan, Driver, Chris Rose, Assistant

Plow Mount
District 6
PS607 Exeter and PS609 Newfields  
Fred Wallace, Driver, Steve Bullek, Assistant

Wing Slalom
Turnpikes
Central Turnpikes  
Steve Halle, Driver, Peter Miller, Assistant

Texas Roll
Turnpikes
Central Turnpikes  
Steve Halle, Driver, Peter Miller, Assistant

Logo Design
1st Place - District 2 PS206 Bristol  
Mark Avery, Highway Patrol Foreman

Overall Winning Teams
1st Place - Turnpikes
Central Turnpikes  
Steve Halle, Driver, Peter Miller, Assistant

2nd Place - District 6
PS607 Exeter and PS609 Newfields  
Fred Wallace, Driver, Steve Bullek, Assistant

3rd Place - District 5
PS514 Salem  
Jim Hopkins, Driver, Isaias Vieira, Assistant

Innovations
1st Place - Delineator Puller
District 5 PS527 Manchester  
Designed by: Lee Cheney  
Fabricated by: Robert Drown III and Lee Cheney  
Used by: District 5 PS527 Manchester Crew

2nd Place - Plow Frame Mounted Cold Patch Tray
District 2 PS201 Orford  
Designed by: Steve Tolbert  
Fabricated by: PS201 Orford Crew  
Used by: PS201 Orford Crew

3rd Place - Steel Post Pounder
District 5 PS528 Derry  
Designed by: PS528 Derry Crew  
Fabricated by: Eric Bellemore  
Used by: District 5
New Hampshire, Vermont, and Maine launch a new travel info system

In advance of the July 4th weekend, New Hampshire, Maine and Vermont launched a new advanced traveler information system that combines the latest technology and information into one easy-to-use website.

New England Compass combines data from dispatchers, sensors, weather stations, and traffic cameras to provide real-time information for travelers. Users can choose to view information on road conditions, construction, weather, incidents, and special events to help plan trips and receive up-to-the minute information via text messages or e-mail alerts in all three states.

Users are encouraged to go to the www.newengland511.org webpage and sign up for My Trips alerts. Drivers can enter their daily commutes or planned trips crossing state lines in Maine, New Hampshire, and Vermont to receive real-time updates and alerts (via text messages or emails.)

“This is like storms and weather. Nothing stops at the border,” Denise Markow, administrator of NHDOT’s Transportation System Management and Operations told the Associated Press. Denise helped coordinate efforts by the three states.

A Transportation Plan, a Signing, and a Really Big Check

New Hampshire has a new Ten Year Transportation Plan for the years 2017 to 2026. Governor Maggie Hassan ceremonially signed the plan at NH Motor Speedway in Loudon on July 2nd. The $3.7 billion plan focuses on safety as well as preserving and maintaining New Hampshire’s transportation system. It completes the widening of Interstate 93 between Salem and Manchester, and provides for resurfacing an additional 200 miles of state roads per year.

Significant additional road and bridge improvements within the new Ten Year Transportation Plan are being made possible by the NHDOT’s securing of a $200 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the United States Department of Transportation. The low-interest loan will enable New Hampshire to complete the remaining construction of I-93, repair or replace 23 Red List bridges across the state and pave nearly 1,100 additional miles of state roads.

Governor Hassan and Commissioner Victoria Sheehan joined with NHDOT employees at the I-93 project on May 24th to recognize the closing of a $200 million federal TIFIA loan for transportation improvements.
studying the Willis O. Higgins House, in preparation for compiling assigned sections of a narrative report documenting the history and features of the structure prior to its demolition. Methodology also included archival research (maps, deeds, census, and town histories), oral history interviews with the landowner, and photo documentation. In addition to digital photographs taken by Dr. Garvin and students, photographer Charley Freiberg took large format photographs of the house, documenting the historic building materials, character defining features, and significant alterations.

Research disclosed that the c.1870 Higgins House was a late example of a vernacular Classic Cottage with an Italianate-influenced entrance and balloon-frame construction. The dwelling retained form and structure associated with a circa 1887 rebuilding and minimal structural alterations had taken place in subsequent years. NHDHR approved and filed the New Hampshire Historic Property Documentation compiled by Dr. Garvin and the students and hard copies of the report were distributed to the City of Rochester and property owner.

The success of this alternative mitigation for the adverse effect associated with the loss of the Willis O. Higgins House is attributed to extensive coordination between NHDOT, NHDHR, FHWA, the landowner, and Dr. Garvin and the graduate students.

This mitigation project provided a unique opportunity to use the historic structure as a hands-on learning tool for a historic preservation field school. Plymouth State University graduate students received instruction and practice in analyzing and documenting the origins, evolution, and historic construction methods of a historic building prior to demolition.

I-93 Project Wins Transportation Excellence Award for Stormwater Management

The NHDOT’s extensive and innovative efforts with stormwater management to protect nearby water bodies during the expansion of Interstate 93 in Windham have been recognized with an “American Transportation Award” from the American Association of State Highway and Transportation Officials (AASHTO). The top regional honor for “Best Use of Innovation” for a medium sized project was presented to the NHDOT on June 7 at the meeting of the Northeast Association of State Transportation Officials (NASTO) in Quebec City. The New Hampshire Department of Transportation’s project used stormwater management methods to protect water quality of Canobie Lake and Cobbetts Pond near Exit 3 on I-93 in Windham. “Innovative designs increased erosion and sediment controls by calculating runoff volumes and storage capacities, creating clean water diversions around construction areas. These cleaner practices increased awareness and support for the project, which is creating opportunities to benefit the local and regional economies in the state.”

Rehabilitated Stark Covered Bridge Receives NH Historic Preservation Award

The newly restored Stark Covered Bridge will continue to be photographed for many years to come. The New Hampshire Preservation Alliance has recognized the Town of Stark’s rehabilitation project as one of 11 “outstanding historic preservation projects” for 2016. The $1.99 million project was funded through the NHDOT with federal National Historic Covered Bridge Preservation Program funds, State Bridge Aid funds, and a local match. C.R. Willeke (Planning & Community Assistance) was the NHDOT project manager for the municipally managed project. Originally built in 1862, the Stark Covered Bridge spans the Ammonoosuc River. The rehabilitation brought ‘the most photographed bridge in New Hampshire’ to current safety standards while maintaining its unique historic character.

Awards

I-93 Project Wins Transportation Excellence Award for Stormwater Management

Home Destined for Demolition continued from page 2

A close up look at the framing and insulation practices in the late 19th Century.
David Morey (Mechanical Services) has retired with 27 years of State service. Dave started in the Turnpikes Bureau in 1989 as an Information Center Attendant and worked his way up to a Highway Maintainer 3. He joined Mechanical Services in 1996 as a Warehouse Supervisor.

Gerard “Goose” Gosselin (District 3) retired after 36 years of service with the NHDOT. Goose retired as a Highway Maintainer III at the 325 Patrol Shed in Thornton.

After 36+ years of dedicated service with the NHDOT, District 6 Highway Patrol Foreman Jared Rumford retired on May 2nd. He is surrounded by his #609 Newfields crew. From left to right are Highway Maintainer II Scott Glover, Assistant Patrol Foreman Steven Bullek, Jared Rumford, HM III Brian Schipmann, HM I Peter George Jr., and HM II Keith Waite.

Ron Weilnau, a Business System Analyst with the Mechanical Services Bureau, retired on May 31st. According to Administrator Bill Dusavitch, “Throughout Ron’s 30 plus years of State service, he certainly has impacted the working lives of many, having worked in Public Works, OIT, Fuel Distribution and Mechanical Services. Ron has been an incredible asset with his ability to apply his wealth of knowledge and professional demeanor to help us all when needed.”

District 2 Highway Maintainer Bruce Cantara, pictured with his wife Susan, retired from the 212 Cornish Patrol Shed after seven years with the NHDOT.

Toll Attendant Maurice “Moe” Cere (Turnpikes) has marked 30 years of State service. Moe has worked the midnight to 8am shift at the Hooksett Toll plaza. Presenting his certificate and pin were Supervisor Matthew Blixt, Director of Operations Dave Rodrigue, Supervisor Laura Marriott, and Turnpikes Administrator John Corcoran. According to Matt Blixt, “Moe is one of the most reliable and dedicated employees at the Hooksett Toll. He provides great customer service and has been an asset to the plaza.”
## Service Awards (3rd Quarter)

### 10 Years:
- Todd P. Bellefeuille - District 4
- Cassandra L. Burns - Highway Design
- Michael L. Cook - District 6
- Lisa J. Cummings - Turnpikes
- Merith A. Deschene - Turnpikes
- Phyllis F. Duncan - Bridge Maintenance
- Darrel J. Elliott - Environment
- Joan E. Gervais - Turnpikes
- Pauline C. Marion - Turnpikes
- James J. Naumes - Turnpikes
- Erik H. Paddleford - Rail & Transit
- Robert P. Poggi - Bridge Maintenance
- Jonathan M. Provost - Turnpikes
- Alan J. Robinson - Turnpikes
- Henry L. Sliwerski - Turnpikes
- Carol A. Spottiswood - Rail & Transit
- Tyler L. Tommila - District 4
- Nathan J. Wheeler - District 5

### 15 Years:
- Gloria Chamberland - Finance
- Gary R. Leblanc - District 6
- Stephen W. Mandeville - Materials & Research
- Steven Quirion - Construction/Engineering Audit
- Trina L. Russo - Highway Design
- David F. Simonella - Construction/Eng. Audit
- Francis M. Whelan - Turnpikes

### 10 Years:
- Hiram B. Bickford - District 6
- Mark A Corrigan - Mechanical Services
- Dana A. Gravel - Highway Design
- Daniel W. Kendall - Mechanical Services
- Robert L. Plaisted - District 2
- John E. Rooney - District 1

### 25 Years:
- Gerald A. Barss - District 5
- Raymond E. Bernier - District 5
- Daniel W. Dionne - Bridge Maintenance
- Lane W. Evans - District 3
- William A. Gagnon - District 1
- Douglas G. Rojek - District 3
- Russell R. Smith - District 1
- Larry B. Wells - District 1

### 30 Years:
- Scott P. Blaisdell - Turnpikes
- Reagan R. Clark - District 2
- Roger S. Gonyo Jr - Bridge Maintenance
- Alan G. Hanscom - District 3
- Mary C. Holmes - Highway Design
- Scott C. Looney - District 5
- William J. Oldenburg - Commissioner’s Office
- Brian L. Ordway - District 2
- Randy S. Talon - Environment

### 35 Years:
- Roger J. Dion Jr - Turnpikes

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They all began working for the NHDOT in the summer of 1986. Randy Talon, an environmental coordinator in Environment Bureau, has 30 Years of State Service with the NHDOT. Also reaching the 30 year milestone in 2016 are Tom Jameson, a project manager in the Planning and Community Assistance Bureau, District 3 Highway Maintenance Engineer Alan Hanscom, and Director of Project Development Peter Stamnas.
Personnel Updates

New Hires:
Joseph E. Bolduc - District 1, Crew 7
Keith A. Bujeda - Mechanical Div-Concord
Richard M. Chevalier - District 4, Crew 12
Dalton J. Course - District 5, Crew 26
Caleb J. Dargon - District 3, Crew 16
David A. Desrochers - District 5, Crew 28
Aaron M. Diers - Traffic Signal Crews
Kate E. Dobens - Finance And Contracts
Sean P. Duda - District 5, Crew 28
Kristofer D. Durham - Traffic Pave Marking
Jesse S. Furman - Tpk-Rochester-Maintenance
Guy J. Giunta - District 5, Crew 25
Danielle M. Goodman - Commissioners Office
Jacob A. Greenlaw - Tpk-Rochester-Maintenance
Donna R. Harris - District 4, Crew 14
Michael E. Hill - Bridge Maint-Newfields
John J. Jatko - District 2, Crew 24
Mosé A. Jones-Yellin - Highway Design
Marc R. Joyal - Material & Research
Roger B. Keilig - District 2, Crew 20
Scott E. Kobylenski - District 2, Crew 7
Erik M. Lefavor - Tpk-Hampton Maintenance
Kevin J. Libby - Tpk-Rochester-Maintenance
Jeffery L. Lord - District 5, Crew 28
Lucas J. Miller - District 6
Isaac H. Morse - District 3, Crew 15
Christopher L. Mullen - District 5, Crew 10
Douglas M. Macneil - District 3, Crew 16
Michael T. O’Donnell - Traffic Eng Staff
Michael T. Pickett - District 1, Crew 13
Jarrod M. Ryan - District 1, Crew 16
Ali C. Skinner - Highway Design
Startreece S. Snow - Finance and Contracts
Todd A. Van Aken - District 6, Crew 5
Cody A. Villeneuve - District 1, Crew 4
Hans S. Weber - Highway Design
Tyler J. Zinkand - District 3, Crew 14

William Rose - Supervisor VII, Planning & Comm. Assistance
Pasquale Giunta - Traffic Signal Technician I, Traffic
Brian Burrill - Highway Maintainer III, District 1
Carl Ruel - Highway Patrol Foreman, District 1
Michelle Troian - Offset Press Operator II, Finance
Matthew Kemp - Carriage Operator, Traffic
Steven Bullek - Highway Patrol Foreman, District 6
Sheila Oconnell - Toll Attendant II, Turnpikes
Shannon Hartley - Asst Highway Patrol Foreman, District 3
Brian Scribner - Highway Maintainer III, District 3
Peter Stamm - Dir., Project Develop, Commissioner’s Office
Tony Eldridge - Asst Highway Patrol Foreman, District 3
Renee Dupuis - Administrator III, Turnpikes
Steven Jeffries - Supv Of Turnpike Operations, Turnpikes
Adam Dunning - Highway Maintainer III, District 4
Robert Lowe - Traffic Signal Technician IV, Traffic
David Fostier - Bridge Maintainer II, Bridge Maintenance

Retirees:
Jeffrey Lorden - Bridge Design (37)
Kenneth Cogswell - Materials & Research (36)
Jared Rumford - District 6 (36)
Gerard Gosselin - District 3 (35)
Gary Clark - Bridge Design (34)
Ronald Bourassa - District 1 (31)
Ronald Weilnau - Mechanical Services (31)
Dean Wright - District 6 (30)
John Rocheleau - District 5 (30)
Walter Dudley - Highway Design (28)
David Morey - Mechanical Services (26)
Peter Salo - Highway Design (23)
Duane Elkins - District 1 (21)
Eugene White - Finance (20)
Charles Lane - Turnpikes (18)
Richmond Parker - District 1 (18)
Paul Tully - Turnpikes (17)
Julia Fowler - Materials & Research (16)
Robert Yeaton - Turnpikes (13)
Robert Laphier - Fuel Distribution (12)
Howard Burgess - Aeronautics (11)
Bruce Cantara - District 2 (6)
Judith Ward - Commissioner’s Office (6)

Promotions:
Nathan Harrison - Warehouse Superintendent, Mechanical Services
Joshua Roy - Highway Maintainer III, District 1
Robert Hyslop - Traffic Operations Technician, Traffic
May 10, 2016

On behalf of the members of the Moultonborough Select Board, I’d like to express our sincere appreciation for the outstanding job your department did managing the recent repairs to the Red Hill River Bridge in Moultonborough. We are extremely pleased with the minimal inconvenience during the construction period and that the project was completed significantly sooner than was estimated.

Please express our appreciation to Andy Hall and all the (Bridge Maintenance) crew that worked on the project. We understand it’s not very often that DOT workers are recognized for a job well done so we hope our sentiments are passed on to all involved.

Walter P. Johnson
Moultonborough Town Administrator

May 27, 2017

Yesterday I had the opportunity to drive over the Spaulding from I-95 to Dover. Paved and striped now. What a nice job NHDOT did on that section of a very heavily traveled piece of road.

Skip Sullivan

April 25, 2016

I would like to apologize for a littering incident yesterday afternoon. We were getting on Route 3 north (Nashua exit 5) and I noticed something flying out of the bed of my pickup truck. My wife said "oops, those are the paper towels I was cleaning up with, and I meant to put them in the trash before we left." Looking in my rearview mirror, there was a NHDOT Safety Truck directly behind, and the few sheets of paper towels flew directly into the grill of his truck. Route 3 in that area was very busy and I didn't want to risk pulling over and trying to dodge cars to pick up a few paper towels. I did get off at exit 6 and get the remainder of items out of the back and put them in the trash. My apologies, and my wife has offered to pay any fine, pick up trash along the highway, or be publicly flogged for her mistake.

Charles Young

May 24, 2016

I live at 262 Main Street in Tilton and have had a crew of DOT workers working right outside my apartment for a few days. I want to compliment these guys. They needed to park a very large piece of equipment over the weekend and for a few days and came to ask me my thoughts so they wouldn't inconvenience residents nearby. They gave me a heads up of a few days that they would be working right outside my home (literally outside my bedroom window) and would try not to block my car in but to feel free to ask them if I needed help getting around them. They were very pleasant and courteous. They did a quick and very neat looking job and didn't leave a mess. I worked in customer service my whole life and know people never hear the good, only the bad, so I wanted to let you know.

Please let their boss know they are a great crew.

Kathleen Celata
Tilton, NH

Editor’s note: The project cited above involved numerous repairs and replacements to catch basins and pipes in downtown Tilton on Main Street and School Street in preparation for summer paving. District 3 Construction Foreman Randy Linscott and the Tilton #313 crew headed by Foreman Robert Doubleday did the work.
The Keys to Healthy Behavior Change

By Joseph McCue, NHDOT Wellness Coordinator

In almost every area of life, we have our habits. These can be habits of action and of thought. Some of these habits are good for us and help us live better and/or longer (wearing a seat belt, looking both ways before crossing a busy street, etc.) and others … not so much.

The challenge for most people is that very often we know we need to change, but for whatever reason, we simply do not. I imagine that the majority of people who smoke know that it is not good for them and may even want to quit but just are unable to make it happen. Why is this? There are many theories about what it takes for a person to change their behavior and in the end it boils down to just two questions: “Am I capable of making this change?” and “Is it important enough?”

The answer to both questions must be a definitive “Yes!” or else the old habit will likely return. Answering yes to either one of them is important but not sufficient. Let’s re-examine the person who smokes as an example.

We will assume for the moment that they have started considering the possibility of quitting. The first thing they will ask themselves is, “Can I do it?” If it seems too daunting a task, they will give up before they even begin. On the other hand, if they are confident that they can quit, the next question pops up and it usually is along the lines of “Why should I?” To me this is actually the more important of the two.

I believe that if you have a big enough “Why”, you will find that any obstacles in your path become easier to overcome. Focusing on all of the long term benefits will begin to outweigh all of the short term discomfort. Making a list of all the things you will be able to do when you lose weight, quit smoking, exercise more, etc. will go a long way to amplifying your “Why”.

Finally, I recommend you start with answering the “Why?” question first. Get a big enough “Why” going and the self-confidence to make it happen will take care of itself!

Cover photo - The District 2 team of Diane Johnson and Crystal Eastman bump fists after finishing an event at the 2016 NHDOT Safety Plow Rally.