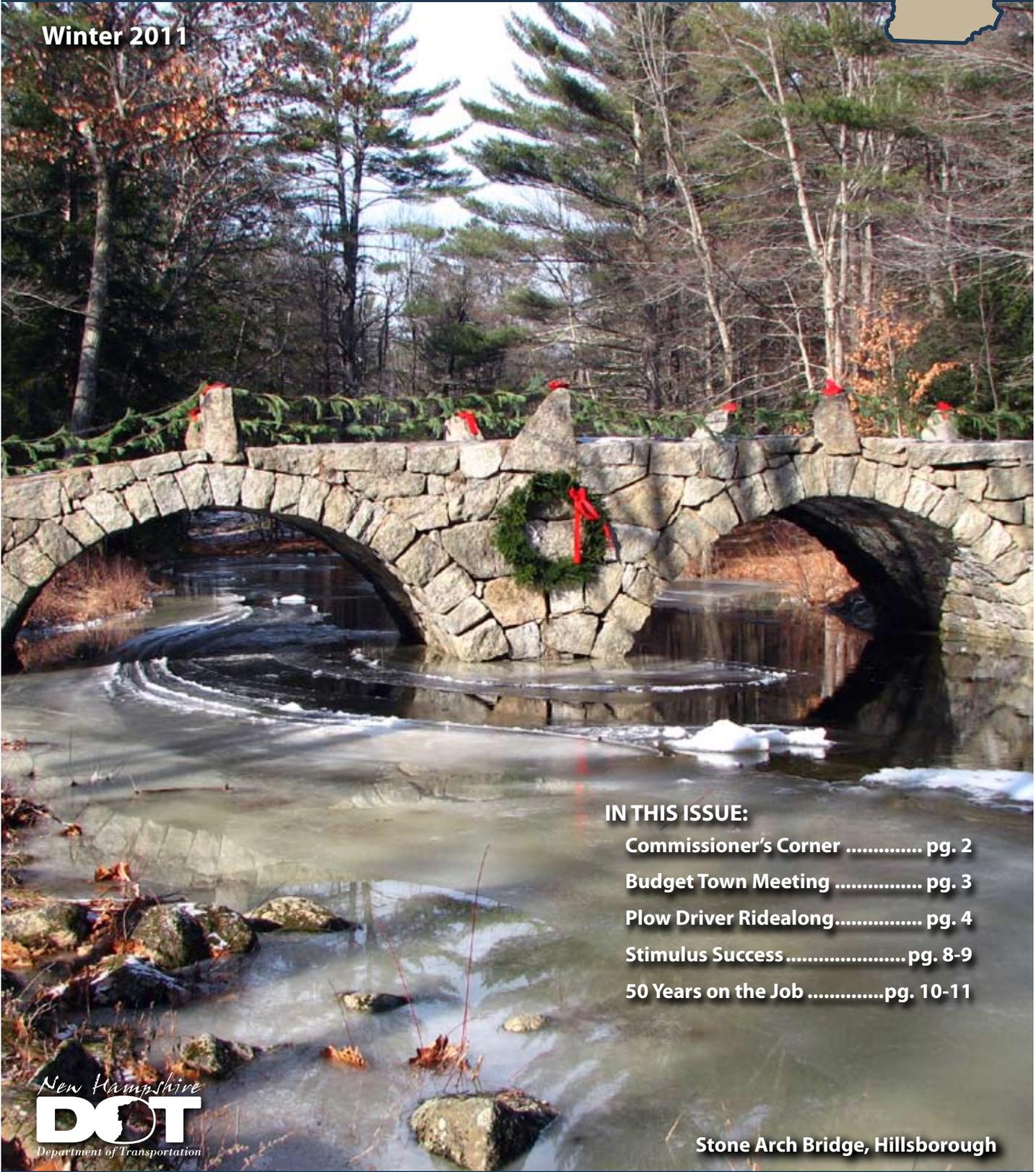


# ON THE MOVE

New Hampshire Department of Transportation Newsletter



Winter 2011



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Stone Arch Bridge, Hillsborough

## Commissioner's Corner by George N. Campbell, Jr.

### Making the Case for Investing in Transportation

As we enter the crucial budget process for the next two years, all State agencies in New Hampshire are facing unprecedented challenges. While New Hampshire's economy slowly recovers from recession, the ever-growing demand for state services continues. Like the rest of state government, the New Hampshire Department of Transportation has increasing costs (i.e. fuel, equipment, materials, personnel, etc.) with flat or declining revenues to meet those costs.

The NHDOT has once again begun to outline for the newly elected legislature what is necessary to meet the transportation needs of the traveling public. Our mission remains the same – to provide a safe and efficient transportation system for our residents and visitors. Through your tireless efforts, this agency has built a tremendous amount of credibility with our elected officials. They know the value and importance of the NHDOT. They know we can deliver. It was heartening to hear Governor Lynch devote so much attention to our efforts in his Inaugural Speech on January 6.

*"Our roads are the first impression we make to visitors who come to our state. Good roads help our citizens get home to their families without hours lost in traffic. And good roads save lives. Over the past several years, we've worked to develop a realistic 10-year highway plan. Now we are repairing red-listed bridges, bringing open road tolling to Hampton and beginning the expansion of Interstate 93. We are rebuilding the Spaulding Turnpike – an investment that will reduce accidents and open new economic development opportunities from Portsmouth to Rochester. But the current 10-year plan, and current revenue sources, will not allow us to fully expand Interstate 93 or add important projects such as Exit 4A on 93.*

*Two years ago, I offered a plan to consolidate our highway and turnpike systems to help fund important roadwork into the future. This plan is a way forward, but I recognize it is not the only way forward. I am open to new ideas. But if we believe it is important to repair our roads and to fully expand Interstate 93 – and I do – then it's time to decide how we are going to pay for these projects".*

The Governor's remarks also included his support for a "State Infrastructure Bank" to provide loans to cities and towns for much-needed local transportation projects.



*"State road projects are essential to our economic growth, but so are local road projects. For example, in the town of Londonderry, the development of Pettingill Road would open up that area to millions of dollars in economic development and new jobs. That is why I support a new revolving loan fund – a State Infrastructure Bank – that would allow communities to pay back the cost of road projects over time through the tax revenues generated by economic growth."*

I have said many times that a primary purpose of transportation is to support the economy of our state and nation. Governor Lynch certainly understands that as well.

*Our state's future economy depends on our infrastructure. Let us work together to give our citizens and businesses the high quality roads and bridges they deserve and expect."*

Transportation will continue to play a key role in attracting business investment in our state, serving our commuters and tourists, and speeding our economic recovery. It's up to all of us to make the case for investing in transportation as effectively as possible in the coming months.

A handwritten signature in black ink, appearing to read "George N. Campbell". The signature is stylized and fluid, with a large initial "G" and "C".

# Employees Bring Money-Saving Ideas to Second NHDOT “Budget Town Meeting”



*Steve Ireland (District 6) makes a point during a Budget Town Hall breakout session as Marie Mullen (Finance & Contracts) and Julie Matthews (Traffic) look on.*

One day after the 2010 election dramatically changed the political landscape in New Hampshire, more than 80 NHDOT employees gathered on November 3rd to share ideas for addressing an operating budget deficit for the agency for the next biennium that could exceed \$120 million.

“New Hampshire’s roads and bridges are neither Democratic or Republican,” Commissioner George Campbell told the group of both supervisory and non-supervisory personnel representing a wide range of Bureaus. “Everyone values a high quality transportation system that will benefit the economy of this state. We need to continue to tighten our belts and make serious choices to best serve the citizens of New Hampshire”

The second “NHDOT Budget Town Meeting” followed an initial session two years ago that also welcomed innovative streamlining and money-saving ideas from employees. The 2008 budget town meeting led to the implementation of initiatives that directly or indirectly resulted in more than \$15 million in savings. Some of those employee-generated ideas included: reduced street lighting, locking in prices for the purchase of gasoline and diesel fuel, reducing idling time for vehicles, cutting back on pavement

markings on secondary highways, and installing woodstoves in patrol facilities.

Once again town meeting participants were divided into sub-groups that brainstormed possible money-saving ideas for a couple of hours, then reported their top proposals to a general session.

Suggestions ranged from possible big savings ideas like reducing the roadway inventory and offering incentive-based employee benefits packages, to simply giving employees more flexibility to buy needed small items locally with credit cards. Possible revenue generating ideas included utilizing the resources of the Department’s 100+ gravel pits, better recovery of damages caused to state property, and cutting back on rental equipment and hired maintenance contractors.

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*Those employees who took part welcomed the opportunity to help the agency.*

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“As a field supervisor, I am continually observing, the good the bad and the ugly of how we do things day to day in my scope of work,” said District 1 Maintenance Supervisor John Paul-Hilliard. “Being allowed to attend these meetings allows me to bring things to the table, as the forum is open and conversation is encouraged. These types of meetings give the impression that department heads care about what their peers think. Our communication with others in the business is crucial to our success and, or failure to provide services.”

Internal EEO Coordinator Jude Ward recalled doing similar exercises for other organizations, which she says were not very productive.

“In contrast, at our Budget Town Meeting it was clear that the Front Office respected our creativity and problem-solving skills and genuinely wanted to hear our feedback,” Jude said. “My team was enthusiastic and thoughtful about analyzing ways to become more efficient.”

## DOT Plow Drivers Battle Elements

*Editor's note: The following article, written by reporter Charles McMahon, was published in the Portsmouth Herald on December 28, the day following the first statewide snowstorm of the winter. It provides insight to the challenges faced by all who plow the roads for the State of New Hampshire. Hiram Bickford is a Highway Maintainer III working out of the District 6 Rye (#610) patrol facility. The article and photo are reprinted with permission.*

PORTSMOUTH - When almost every other Seacoast resident was indoors keeping warm and staying sheltered Sunday night into Monday morning, Hiram Bickford was at work battling fierce winds and white-out snow conditions.

With close to a foot of snow blanketing the Seacoast, Bickford and a handful of other plow drivers worked long hours to ensure state roads were clear and suitable for Seacoast drivers.

Sitting at the wheel in his bright orange 10-wheeled snow plow on Monday afternoon, the 15-year veteran of the state Department of Transportation said things got pretty "hairy" at the height of the blizzard. Having been at work since 5 p.m. Sunday, Bickford said it wasn't until around 3 a.m. Monday that conditions worsened and the Seacoast went white.

"The wind was blowing so hard you couldn't see anything," Bickford said. "At some points, you couldn't even see where the road was."



*State DOT plow operator Hiram Bickford has been plowing state-owned roads in the Seacoast for 15 years. During the December 27th snowstorm, Bickford said he spent more than 20 hours helping plow, salt and sand roadways.*

On this particular shift, the Seabrook resident said he commuted to the DOT shed located on Dow Lane in Rye an hour early in anticipation of the big storm.

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*Because he has been plowing the same stretch of Route 1 for the past several years, Bickford said he made it a point this past summer to mark all of the obstacles in his path to better ensure a smooth ride while plowing.*

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After trading in his own truck for the much larger international truck filled with salt - and complete with a plow and extended plow wing - Bickford said it was all business through the prolonged storm. Paranoia and caution weigh heavily upon snow plow operators due to the precision it takes to clear the roadways, Bickford said. Whether it be granite curbing, mailboxes, pedestrians, utility poles or large rocks, he said the most important aspect of his job is staying vigilant of his surroundings and making sure not to hit anything while clearing the road.

"I've seen guys hit telephone poles and snap them right in half," he said.

The conditions on the road are not the only things Bickford says there is to worry about. Often times private or city plows, and even the wind, will push more snow into the roadway causing more work, he said. Dealing with impatient drivers and accidents along the roadway can also make for headache, he added.

Bickford said sheer exhaustion is also a major factor.

"You definitely get tired," he said.

Bickford, who admits he spends much of his time in the cab of his truck during the winter months, said he considers the seven other drivers he works with to be "brothers". Together, Bickford said he and coworkers pride themselves doing their jobs well and heading out in the storm, while everyone else retreats.

"I take a lot of pride in this," he said. "At the end of the day, when you see all the snow cleared, you feel like you've accomplished something."

## Memorial Bridge Project Receives a \$20 Million Federal TIGER Grant

It was the kind of news the financially strapped Memorial Bridge project desperately needed. U.S. Transportation Secretary Ray LaHood came to New Hampshire on October 20th to make it official.

The NHDOT's application for a Federal TIGER II grant to help with the replacement of the state's #1 Red Listed Bridge that carries U.S. Route 1 over the Piscataqua River between Portsmouth and Kittery, Maine had been approved.

"This is probably one of the worst bridges in America ... this is a very good use of our money,"

Secretary LaHood said during a ceremony in the shadow of the 89-year old lift bridge. In a show of the importance of the occasion, the Transportation Secretary was joined for the announcement by five Congressmen from New Hampshire and Maine and the Governors from both states.

"The Memorial Bridge is in critical need of replacement and that is exactly what we are going to do," Governor John Lynch said. "That is why New Hampshire has taken the lead in ensuring we replace this bridge as soon as possible. Today's announcement brings us one step closer to our goal of replacing the Memorial Bridge and ensuring the Seacoast has the strong transportation network it needs."

Competition for the second round of TIGER grants was very stiff. There were more than 1,000 applications from all 50 states for more than \$19 billion. The NHDOT application was one of 42 construction projects, as well as 33 planning projects, in 40 states that will share \$600 million from the "Transportation Investment Generating Economic Recovery (TIGER) II program. New Hampshire and Maine will split the cost of the \$90 million bridge replacement project, which will utilize the "design-build" method to speed up the project by about a year.



*U.S. Transportation Secretary Ray LaHood meets with Governor Lynch, U.S. Senator Olympia Snowe from Maine, and Commissioner Campbell before announcing the awarding of the \$20 million TIGER Grant to New Hampshire.*

### Back to the Future: New Memorial Bridge May Look Like the Old One

As work accelerates towards replacing the Memorial Bridge, citizens in the seacoast area have gotten a look at what the new bridge may look like. They appear to like what they see. Mainly because the new lift bridge may look remarkably like the old one, which has stood as a key transportation landmark on New Hampshire's seacoast since 1921.

"This bridge isn't going to be the same bridge. It's going to be a skyline replica," the NHDOT's Bob Landry (Bridge Design) told a gathering at a Public Information Meeting on the project on November 23.

"I talked to a lot of people outside of meetings. I kept hearing they wanted something that was very similar to what was right there."

The preliminary design evolved from meetings on the "connections study" looking at the future of the three bridge crossings in Portsmouth-Kittery.

As the life span of the Memorial Bridge continues to dwindle to a matter of months, work continues on a design-build replacement project that's expected to take 18-months to complete once construction gets underway.

The project also includes the replacement of the approach bridge on the New Hampshire side carrying Route 1 over Daniel Street, and the rehabilitation of the approach bridge on the Maine side.

More public meetings are planned as the project moves towards final design.



*A rendering of what a new Memorial Bridge might look like looks very similar to the existing bridge that dates back to 1921.*

### Three NHDOT Engineers Recognized for “Extraordinary Service”

Two NHDOT civil engineers worked together to develop a database software program for oversize and overweight vehicles traveling on New Hampshire bridges. A third engineer researched and found a better plow blade that lasts longer and clears snow more efficiently. All three were recognized before the Governor and Executive Council on November 17 as state employees who “performed a service in their jobs that goes above and beyond the call of duty”.

Receiving recognition via the “Extraordinary Service Award Program” were Nick Goulas and Aaron Janssen, of the Bridge Design Bureau, and Chad Hayes from District 6.

Goulas and Janssen led an effort to develop “BOPR” (Bridge Overweight Permit Review), a user-friendly program that applicants can download from the NHDOT website. BOPR compares vehicle loads with bridge load capacities and displays “usable” bridges. It has attracted widespread use by private sector companies, saving them significant application time, while saving the state many thousands of dollars in bridge review costs.

District 6 Utilities Engineer Chad Hayes went “beyond the scope of his regular job responsibilities” to find a composite plow blade (JOMA 6000) that was



*Civil engineers Nick Goulas, Aaron Janssen and Chad Hayes were recognized with “Extraordinary State Service Awards” at the November Governor and Executive Council Meeting.*

more effective and durable for winter maintenance. Initial testing found it would take eight sets of NHDOT standard carbide blades to match the performance of one set of the JOMA blades. As a result the NHDOT is switching the blade system on its entire plow fleet.

All three NHDOT employees were nominated by co-workers. They did not know until the day before the ceremony that they were to be recognized for their outstanding efforts.

To find out more about the “State Employee Suggestion and Extraordinary Award Program”, visit [http://admin.state.nh.us/hr/employee\\_suggestion.asp](http://admin.state.nh.us/hr/employee_suggestion.asp)

### Two New Directors to Head Finance and Policy and Administration

Patrick McKenna, of Gilford, is the new Director of Finance. Patrick has degrees in finance from Bentley College and the University of Maryland, and most recently has been Vice President of Finance/CFO of Child and Family Services of New Hampshire. He has also owned a real estate company in Gilford and spent 13 years in Washington, D.C. working in finance for the U.S. Senate, where he served as Chief Financial Officer from 1998 to 2001.



Frances Buczynski is the new Director of Administration and Policy, overseeing Human Resources, Stewardship and Compliance, Labor Compliance, Hearings and Legislation, Commissioner’s Office staff and the Public Information Office. She will be leading the Department’s efforts on LEAN Processes, Balanced Scorecard, and Strategic Planning. Fran has been with the NHDOT since January of 1995, serving as the Administrator of the Bureau of Human Resources. A graduate of Keene State College, Fran previously worked for several years in human resources for Pike Industries.



### “Operation Santa” Delivers Again for Christmas Morning

For 205 kids from across New Hampshire, Santa delivered. Somehow their Christmas wishes got granted even though times were tough in their homes. Everything from dolls and toy trucks to electronic devices and much-needed clothing. NHDOT employees once again came through for the highest number of children sponsored to date in the annual “Operation Santa” campaign.

“It’s not the child’s fault that the parents are struggling. It shouldn’t hurt to be a child,” says Pollyann Printy (Right-of-Way) who has served as DOT coordinator for the Operation Santa for several years.

Pollyann credits generous DOT employees and a network of helpers for making the annual effort the most successful one yet. Planning starts early in the year with raffles, book sales and bake sales helping to make the gift purchases possible.

“It’s a win-win for all of us, with a lot of positive spin-off from activities that we enjoy doing,” Pollyann says



### Big NHDOT Responses for State Employee Food and Clothing Drives

“The NH State Agency Food Drive to Collect 10,000 Items” may need a new name. Especially since the new bar set by State employees from 12 State agencies now tops 16,000 items (16,447) and weighed in at six tons!

The 2010 food drive was supposed to fill one new 10-wheeled plow truck, but it quickly became apparent at the first stop on Hazen Drive in Concord on December 14 that reinforcements were needed. A second plow truck was called in. Both were filled to the brim by the time they headed south for delivery to the new home of the NH Food Bank in Manchester.

NHDOT employees from the Mechanical Services Bureau once again did the heavy lifting. They included Jim Lamora, Marty Wilson, Kevin Frew, Anthony Fontaine and Richard Gagnon.

Employees from several NHDOT Bureaus and Districts also stepped up to donate over 1,400 items of warm winter clothing to those in need across New Hampshire during the second year of participation in the “Warmth From the Millyard” project sponsored



*Mechanical Services employees Marty Wilson and Jim Lamora search for available space in one of two plow trucks that were filled to capacity with food donated by employees from 12 NH state agencies.*

by UNH at Manchester. The 13 participating Bureaus and Districts included: District 3, District 4, Highway Design, Materials & Research, Mechanical Services, Traffic, Planning & Community Assistance, Public Works, Rail & Transit, Aeronautics, Stewardship & Compliance, the Commissioners’ Office, and Turnpikes. Bill Hauser (Stewardship & Compliance) coordinated the 2010 effort.

## Making a Difference - the Local Impact of ARRA

*Editor's note: The success or failure of the American Recovery and Reinvestment Act of 2009 (ARRA) in helping the American economy recover from recession may be debated for many years. But the availability of additional federal funds for state and local infrastructure projects has made a real difference. In May of 2009, the NHDOT announced that ARRA funds were making possible the 100% construction funding of 35 municipal road and bridge projects across the state. These projects included 22 local bridges, 19 of which were "Red List" bridges. One of the projects was the rehabilitation of the Sandown Road Bridge over the Exeter River in Danville. The following two newspaper articles from the Lawrence Eagle Tribune are reprinted with permission. The first, written by reporter Doug Ireland, appeared in the November 19, 2010 Lawrence Eagle Tribune. The second, written by John Toole, was published on November 24, 2010.*

### **A Closed Bridge in Danville Reopens After Five Years**

By Doug Ireland

DANVILLE — A project debated for years and plagued by disputes over how to fund it officially came to a close this week with the reopening of the Sandown Road bridge after safety concerns forced its closure five years ago. The concrete barriers and the "bridge closed" signs were removed as the new 20-foot span across the Exeter River opened to traffic with little fanfare Wednesday afternoon once the guardrails were installed.

Rep. Betsy Sanders, R-Danville, who had stopped by to take photographs, made sure she was one of the first to drive across when she noticed construction workers were preparing to open the bridge. It had been closed since May 2005. Sanders said she told a worker that it seemed like Christmas had come early to Danville.

"I said, 'I have to go across the bridge,'" she said. "It just looks beautiful."

A \$625,000 stimulus grant from the federal government funded the approximately \$500,000 project, according to selectmen's Chairman Shawn O'Neil. The remainder of the grant must be returned. Taxpayers battled over whether the town should spend money to repair the nearly 60-year-old bridge. Voters rejected various proposals at Town Meeting over the last five years, including a \$30,000 repair plan in 2008. The federal stimulus money ended the debate, O'Neil said.

"It's been a long issue," he said. "It does feel good to see it done and complete. It's very good for the town and from a safety perspective."

Reopening the bridge, designed to last at least a century, also puts an end to worries that police, firefighters and rescue personnel would not be able to respond to emergencies in a timely manner.

"It's a big relief for the townspeople," Road Agent Bruce Cailhouette said. "It's a big safety relief for us, Sandown and Fremont. It affected a lot of people."

Fire Chief Steve Woitkun has said an ambulance traveling from northern Danville to the nearest hospital, Parkland Medical Center in Derry, would have to find another route. "In a life-threatening situation, that was clearly unacceptable," Woitkun said.

Sandown police Sgt. Aurie Roy said the bridge is beneficial to her community as well. "It's going to be a lot easier for both towns," she said. "It's going to be easier for police and fire."

The general contractor for the project was Busby Construction; engineering services were provided by SEA Consultants.

### **Stimulus Funding a Boon for Local Companies**

By John Toole

WINDHAM - George R. Cairns and Sons Inc.'s biggest project ever is digging in the backyard. The construction firm in Windham is in the middle of a \$26 million job on Interstate 93, about five minutes down the road from the company's Ledge Road headquarters.

"It is so important," company Vice President Glenn Cairns said Friday. "Without this project, we would be a very different company today, given the lack of work out there."

Growth and prosperity are two words to associate with Cairns and Sons. Glenn Cairns would put stimulus in there, too.

"This was a (federal) stimulus-funded job. It is an ideal example of what the stimulus was supposed to do," he said. "We spend millions of dollars around the country on equipment, millions locally for materials, and millions of dollars are going out in wages and payroll." People see the company's \$26

## ON THE MOVE

million contract and think the money stays in their headquarters, Cairns said. "It doesn't. Our margins are thin and it goes back into the economy," he said. "And the taxpayers get something for it."

Follow the money. It goes to workers, 40 to 50 workers on the I-93 site, about half of them on union salaries. It goes to subcontractors. Brox Industries of Dracut is paving. Precision Drilling and Blasting of Lowell is on site. There's work for DeLucca Fence Co. Inc. of Methuen. "There are local trucking companies we've hired throughout the project, mom and pop operator-types," Cairns said. "I would love to see more stimulus funding come out (for construction). The trickledown is more direct. Infrastructure is something everybody needs and uses," Cairns said. "The trickledown is better than for any other program."

Cairns and Sons has deep roots in the Merrimack Valley and Southern New Hampshire. Three brothers run the company. Bobby is president. Garry is vice president and treasurer. Glenn is a vice president. It's always been a family business. Their father started it digging swimming pools. Their mother kept the books.

Construction goes back three generations. Both grandfathers built houses in Andover. "So we've got building in our blood," Cairns said.

Their father built up Cairns in a Boston-Manchester-Worcester triangle. The brothers have brought it to all of New England. They moved from Massachusetts to Windham seven years ago. That's where they found land and easy access to the highway, critical for their growing business.

"We've had continuous, solid growth," Cairns said. "You do that through being successful, taking care of business." Today, the company has 70 to 80 employees.

"We will do anything associated with civil construction: private site work, municipal projects, state and federal jobs," Cairns said.

The I-93 job is their biggest yet. "This is the largest project our company has ever taken on," Cairns said. "This particular job is geared to a lot of what we're really good at: moving heavy earth."

The project comes down to building a four-mile stretch of highway from the Windham weigh station to the Salem line over two years. The numbers boggle. Four hundred thousand cubic yards of excavation. Four hundred twenty thousand cubic



*Left to right, brothers Bob, Glenn and Garry Cairns, who run George R. Cairns & Sons Construction in Windham, a major contractor on the Interstate 93 widening project.*

yards of rock. Fifty thousand tons of pavement. Getting a big Windham job was a big deal for a Windham company. "There were a lot of happy campers around here," Cairns said. "It is something we're extremely proud of."

The proximity of the I-93 job has helped in many ways. "When we're in Vermont, you can't say, 'We need a pipe or tool, go get it,'" he said.

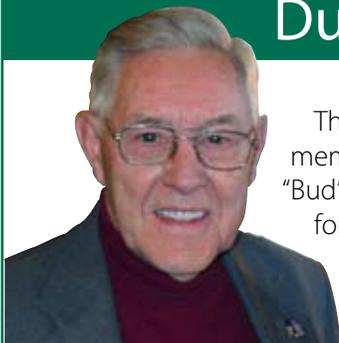
They've been able to act on issues more quickly, benefited from increased mobility, reduced costs, and been responsive to the town's needs. Cairns believes the proximity of the I-93 work made the company more competitive on three bridge jobs it won in Salem and Derry. The I-93 project, paired with the company's site and underground utility work on a \$400 million power plant job in Bow, have been vital for the company. "We've had those two key projects since the economy crashed," Cairns said. "They've allowed us actually to grow."

Brox Industries has worked with Cairns and Sons for about 20 years, division manager Mike Reilly said. "They're just pros," Reilly said. "Price is important, but quality is the big thing. Quality and getting the job done on their schedule is what they demand."

The I-93 project was a good one for Cairns, said Gary Abbott, executive vice president with Associated General Contractors of New Hampshire, a contracting trade organization. "This was a good fit for their company," Abbott said. "They've done an excellent job making it happen."

He echoes Cairns on the importance of the stimulus funding. "That project wouldn't have gone forward if it wasn't for the stimulus," Abbott said.

# Half a Century of State Service – Wendell “Bud” Durling Marks the 50 Year Milestone



There was nothing particularly memorable about Wendell “Bud” Durling’s first day of work for the New Hampshire Highway Department on December 14, 1960. But then again, you’ll have to give the 77-year old

veteran radio technician out of the Traffic Bureau a break. After all, that was 11 U.S. Presidents, 11 Governors and 10 NHDOT Commissioners ago.

Bud Durling has been on the job ever since. His amazing feat of longevity as a State employee was recognized by Governor John Lynch and the Executive Council at their December 8 meeting at the State House in Concord. There was the Governor’s proclamation, the presentation of the New Hampshire-shaped plaque by Commissioner Campbell, the 50-year certificate and pin, and the photos with the Governor and Miss New Hampshire.

For the past five decades, Bud Durling has been an essential part of the success of the New Hampshire Department of Transportation’s two-way radio system. The Pembroke resident also participated in many of the equipment installation efforts at remote mountaintop locations, assisting with transporting, loading and unloading equipment.

DOT Communications Supervisor David Chase says, “Bud Durling is always willing to step in and help where assistance is needed. He is the guy who will come in early to meet a helicopter “chase truck”, and stay late to hike up the mountain to recover helicopter cargo nets. Bud has always insured that each and every radio operator who passes through his workshop never goes without, and leaves with something that works.”

### **What do you remember about your first day or years of work?**

I was based in Concord while they were building a new Warner patrol shed. I remember taking a ride towards Warner to see what we were going to do on that day. Gene Mason was the patrol foreman. Salt was dispensed through a tube in the back of a plow

truck. We took turns standing in the back of the back of the truck. The winters were cold back then. When I had my choice of being assistant patrol foreman or working on radios. I chose the radios. I went to the State Police radio section on Clinton Street in 1963.

### **What was your rate of pay when you started working for the State of NH?**

\$1.11 an hour.

### **How long did you originally plan to work for the State?**

I was in the Seabees (US Navy) and I came back to NH because my father was ill. I couldn’t get back into the service after five years because I was too old. I really didn’t think about how long it would last.

### **What was your worst day at work?**

Probably the time when I hit a gopher hole while riding on a lawnmower on a side bank in Hopkinton. Got the handle in the stomach, nasty injury. I had to go to the hospital and have an operation. I was out of work for a while and put on 35 pounds. I came back at 165 pounds and have stayed at 165 every since.

### **Best day?**

Today was the best day (12/8/10). After the ceremony at the State House, the Commissioner said “This is your day. . .enjoy it!” So after all the picture taking, I went out to lunch with some former co-workers.

### **What’s your favorite decade (60’s, 70’s, 80’s, 90’s, 2010+)?**

I enjoyed the radio tower work in the 1970’s. I helped to assemble and put up seven 180-foot towers on remote mountain sites to improve the radio network. Homeowners were complaining about the interruption on their TV’s with our prior setup.

### **Describe the most remote radio site you’ve had to hike to?**

Smart Mountain in Lyme. It was a 10-mile hike from

*continued from page. 10*

the roadway. It was an all-day affair. I used to carry up to 180 pounds of material. Three of us did the work. One guy had a 4-wheel drive to get you in a ways on a logging road. We'd only get in 3 or 4 miles and hike the rest of the way.

### What has been your proudest achievement?

Keeping the radio system going. This was our lifeline – we didn't have cell phones. It was the only connection people in the field had. A lot of technology changes have taken place over the years, from tubes when I started to transistors. I have tried to keep up with my knowledge and education.

### What has kept you on the job so long?

I said I might as well just keep on working. I've got nothing else to do. I'd much rather be doing this than sitting home twiddling my thumbs. If you keep active, you stay healthy. I've enjoyed it – a lot of good times, with some bad times.

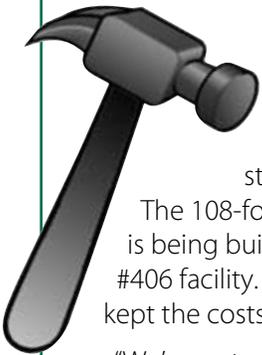


*Governor Lynch speaks with Bud Durling prior to his recognition ceremony at the Governor and Council Meeting.*

### How long do you plan to keep working?

I have no immediate plans to retire. I haven't filled the calendar yet to see what's next. Probably in the next year now that I've got my 50 years in. I've got a small motor home – I'd like to go west on a long trip.

## District 4 Forces Building a Much-Needed Storage Warehouse



Highway Maintenance District 4 will soon have a new warehouse to protect materials and supplies, like extra guardrail, currently stored in locations exposed to the elements.

The 108-foot long by 40-foot wide wooden "pole barn" is being built by District 4 personnel at the Swanzey #406 facility. The use of in-house design and labor has kept the costs down for the \$80,000 project.

"We've got a fair amount of experience with the construction of pole barns for salt sheds," says District 4 Engineer Doug Graham. "This structure will meet a need that we have had for a long time."

A pole barn features large pressure-treated posts on concrete pads as the frame of the building. The concrete floor will be poured in the spring by a crew from the Bridge Maintenance Bureau.

"About 90 percent of the building will be cold storage," Doug says. "The other 10 percent will be used for goods that need heat and for small equipment maintenance."



*Pictured in the photo are (L-R): Rob Vorce (HM II), Zig Plifka (HM III), and Highway Patrol Foreman Bob Hebert. On the staging, hidden by the rafter-trusses, are Assistant Highway Patrol Foreman Tyler Tommila and Lee Gray (HM II). All are from the 406 Patrol Facility in Swanzey.*

## Service Awards

### 10 Years:

**Debra Albertelli** - District 6  
**Jason Aldrich** - District 1  
**Bruce Collinson** - Bridge Maintenance  
**Donald Emerson** - Materials & Research  
**David Grandmont** - Right-Of-Way  
**Daphne Manifold** - Mechanical Services  
**David Michaud** - Turnpikes  
**Brian Moriarty** - Mechanical Services  
**Scott Mudgett** - District 3  
**Raymond Mulleavey** - District 1  
**Scott Wilkins** - District 3  
**Travis Wright** - Mechanical Services

### 15 Years:

**Paul Arguin** - District 1  
**Brian Cole** - District 4  
**Mark Lavoie** - District 1  
**Elizabeth Richardson** - Highway Design  
**Michael Tuttle** - Highway Design  
**Trent Zanes** - Highway Design

### 20 Years:

**Alicia Davis** - Turnpikes  
**Neal Heon** - Turnpikes  
**Faith Palleschi** - Turnpikes  
**David Rodrigue** - District 3  
**Thomas Samms** - Right-Of-Way

### 25 Years:

**Douglas Burhoe** - Traffic  
**William Cass** - Commissioner's Office  
**Ronald Crickard** - Environment  
**Daniel Fogg** - District 1  
**Christopher Hope** - District 4  
**Richard Merrill** - Turnpikes  
**Jesse Wheeler** - District 4  
**Paul Yeaton** - Planning & Community Assistance

### 30 Years:

**Thayer Baker** - District 3



Gerard Gosselin (District 3) has reached the 30 years of State service milestone. The Highway Maintainer 3 has worked at the 325 Thornton Shed, for the Bridge Maintenance Bureau, and now out of the 304 Patrol Section as a loader operator. Besides working for the NHDOT, Gerard also was active in the National Guard Reserves for many years.



Dick Green (Bridge Maintenance) has marked 35 years of service for the State of New Hampshire. The Boscawen resident is Superintendent of Bridge Crew #8, and, according to Bridge Maintenance Administrator Doug Gosling is highly respected by both his crew and other Superintendents.

# ON THE MOVE

## NHDOT People



Bill Oldenburg has returned to Highway Design as the Bureau's new Administrator. Bill has worked most of his career in Highway Design, including serving as Chief of Preliminary Design, before assuming the

position of Right-of-Way Bureau Administrator. The Bow resident has 24 years of service with the NHDOT.



Martin Walsh (Finance and Contracts) was recognized for 30 years of NHDOT service at the December major staff meeting. Marty has a number of responsibilities in his position

of Administrator 2, including coordinating Governor and Council submissions, overseeing the Contracts Section and Print Shop, managing claims against the Department, and serving as Clerk for both the Transportation Appeals and the Railroad Appeals Boards.



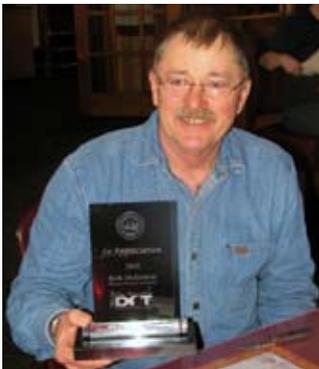
Richard Brasley, a Highway Maintainer 2 in District 5, was recognized for 25 years of State service at the December major staff meeting. Richard has worked at several patrol facilities

during his career, from Salem north to Bow where he works today.



Chuck Schmidt has been named Administrator of the Right-of-Way Bureau. The Pembroke resident has 26 years with the NHDOT. For the past 16 years he has been Chief of

Design Services in the Highway Design Bureau.



Rick Dickerman (Materials & Research) displays an Appreciation Award he received for his major contribution to the asphalt binder testing program over this past construction season. Rick preserved \$40 million in federal

funds by agreeing to become certified in asphalt binder testing after the Department lost both chemists, who normally perform this function, in a six month period. He trained for several months a year ago and then took a very difficult certification exam. "Rick got us out of a very difficult situation by agreeing to become certified in asphalt binder testing and then performing the required testing over this past summer," Bureau Administrator Alan Rawson said. "I am very appreciative of what he did for the Department." Rick works as an Engineering Technician III, materials tester in the Soils and Aggregate Laboratory at Materials & Research.



James Knowlton (Traffic Bureau) completed a two-week training session in October at the "Operations Academy" hosted by the University of Maryland just outside of Baltimore. The competitive program, which

is funded by the I-95 Corridor Coalition and requires a nomination by a transportation agency, involves total immersion in the subject of transportation management and operations, using a mix of classroom instruction, workshops, and analysis of existing systems. James is a Program Specialist 4 at the Traffic Transportation Management Center.



Joan Young, an account technician in the Bureau of Finance and Contracts, has retired after 36 years of State service. The Salisbury, New Hampshire resident spent her

entire career in the Finance Bureau. Her co-workers had a reception to wish her well on December 21.

# ON THE MOVE

## Personnel Updates

### New Hires:

**Patrick Mckenna** - Director of Finance - Commissioners Office  
**Zachary Barton** - Highway Maintainer I, District 2, Crew 10  
**Kyle Bryant** - Highway Maintainer II, District 1, Crew 16  
**Kevin Butterworth** - Highway Maintainer II, District 5, Crew 14  
**Frederick Hippler** - Highway Maintainer II, District 5, Crew 26  
**Aaron Joos** - Civil Engineer IV, District 1, Crew 22  
**Mitchell Kendrick** - Highway Maintainer II, District 4, Crew 8  
**Calvin Linden** - Highway Maintainer I, District 3, Crew 9  
**William Nast** - Highway Maintainer II, District 1, Crew 25  
**Samuel Potter** - Highway Maintainer II, District 2, Crew 1  
**Michael Roberts** - Highway Maintainer I, District 3, Crew 11  
**Kerry Ryan** - Laboratory Scientist II, Material & Research  
**Wayne Sears** - Highway Maintainer II, District 2, Crew 24  
**Jason Shatney** - Tran Mgmt Comm Spec I, Traffic TMC

### Promotions:

**Russell Bell** - Dist. Supv Highway Signing, Traffic Dist Sign Crews  
**Benjamin Blanchette** - Pave Mark Foreman I, Traffic Pave Mark  
**Steven Blanchette** - Supv Of Repro Equipment Opr II, Fin/Conts  
**Frances Buczynski** - Dir Of Policy & Admin, Commissioners Office  
**Bryanne Campbell** - Civil Engineer II, Highway Design  
**Michael Clement** - Bridge Maintainer II, Bridge Maint-Bedford  
**Dennis Croteau** - Engineering Technician IV, District 1, Crew 22  
**Samantha Fifield** - Civil Engineer IV, Highway Design  
**Bradley Gauthier** - Highway Maintainer III, District 5, Crew 27  
**Ronald Grandmaison** - Civil Engineer VI, Highway Design  
**Benjamin Hall** - Asst Highway Patrol Foreman, District 5, Crew 4  
**Michael Heath** - Highway Maintainer III, District 3, Crew 4  
**Walter Hichens** - Lift Bridge Worker II, Bridge Maint-Mem Bridge  
**Christopher Howe** - Highway Maintainer III, District 2, Crew 13  
**Vincent Hurd** - Highway Maintainer III, District 5, Crew 27  
**Aaron Janssen** - Civil Engineer IV, Bridge Design  
**Karen Jennison** - Grants Program Coordinator, Rail and Transit

**Jason Kelley** - Highway Maintainer III, District 1, Crew 24  
**Kevin King** - Maintenance Supervisor, District 5, Crew 32  
**Peter Lapierre** - Carriage Operator, Traffic  
**Keith Lapointe** - Highway Maintainer III, District 5, Crew 11  
**Jeffrey Lorden** - Chief Bridge Inspector, Bridge Design  
**Jeffrey Loring** - Civil Engineer I, Construction  
**Mark Merrill** - Highway Maintainer III, District 2, Crew 24  
**John Neylon** - Mail Clerk II, Finance And Contracts  
**Michael Perkins** - Highway Maintainer III, Tpk-Hooksett Maintenance  
**Carl Petersen** - Carriage Operator - Traffic  
**Eric Sargent** - Supervisor IV, Right Of Way  
**Camden White** - Traffic Signal Technician II, Traffic Signal Crews  
**Charles Willeke** - Civil Engineer VI - Planning & Community Assist.  
**Peter York** - Highway Patrol Foreman, District 3, Crew 11

### Retires:

**Lucille Brunelle** - Internal Auditor I, Turnpikes-Hooksett (10)  
**Lorraine Felladore** - Human Resources Tech, Human Resources (17)  
**Douglas Gagnon** - Highway Maintainer II, District 5, Crew 13 (11)  
**Jeffrey McGarry** - Sign Shop Manager, Traffic Sign Shop (21)  
**Erwin Smith** - Highway Maintainer II, District 5, Crew 26 (10)  
**Mary Tirrell** - Clerk IV, Highway Maintenance (24)  
**Michael Mooney** - Highway Maintainer II, District 4, Crew 7 (19)

## Letters



*Editor's note: The work cited in the below letter was performed by the Traffic Bureau's District 4 sign crew of Mike Carey and Mark Vaillancourt.*

Washington Police Department  
November 23, 2010

Please allow me a few minutes to thank you for a quick response to a sign change request I submitted.

A couple of weeks ago I sent a message to District 4 Engineer Doug Graham about getting a speed limit sign on Route 31 in Washington relocated. The sign was in a location where it got lost in the clutter of advertising of the General Store and was not clearly visible to motorists. Within a few minutes I got an e-mail back from Doug saying he would pass it along to the Sign Division (Traffic Bureau) and someone would be in contact with me.

I was quite surprised when I got a personal visit at the end of that same week from a crew that had been sent to attend to my request. They stopped here at the office, clarified what sign I was talking about, and sought my input on where I would like the sign relocated.

The speed limit sign was quickly relocated to the very spot I was suggesting and visible to motorists. The proprietor of the store was very happy with the response from the Police Department and the NHDOT. I want to commend the rapid and professional service of the Sign Division and crew that was sent out. The attention we got was exactly what our citizens expect and deserve from their State and local agencies.

Steven I. Marshall  
Chief of Police  
Washington, NH

December 28, 2010

Subject: thank you for clear roads today

Dear Commissioner Campbell,

I live in Londonderry, and today we traveled home from Stowe, VT, after visiting family for Christmas. We traveled down Route 89 in VT & NH & then 93 to Londonderry. 89 in VT wasn't great - snow-covered. We saw one accident and one car off the road. It was stressful driving and you had to really pay attention.

The minute we crossed into NH, what a difference!! The roads were clear and mostly dry in a lot of places. The second half of our trip was great.

I know your guys work hard (and long hours) when there's a storm to keep the roads clear, & you must mostly hear complaining, so I wanted to thank you for making the NH part of our travel fine today.

Sincerely,  
Elisabeth Cross

*Editor's note: The following e-mail was sent to the Governor's Office.*

Having had to recently travel to New Jersey and back, I have a suggestion for helping the state's budget problems. Contract out our DOT people to train their counterparts in New York and New Jersey on how to handle snow, right now I think they would pay anything you asked. Our people deserve congratulations on their good work!

Susanne Whitbeck  
Pembroke, NH

Committed to  
Excellence, Safety,  
Innovation, and  
the Future...

## ON THE MOVE

# Addressing the Safety Threat of Bridge Scour

The effect of rapidly moving water displacing rocks and sand from around bridge abutments and piers, known as “bridge scour”, is the most common cause of bridge failure in the United States. Over the past year, the NHDOT’s Bridge Design Bureau completed evaluations for nearly 170 State and municipal bridges in New Hampshire that were either scour critical, had unknown foundations, had not previously been evaluated, or were tidal bridges. Specific Plans of Action (POAs) were developed for



62 state bridges and 43 municipal bridges (105 total) that are considered scour critical. These POAs describe the actions to be taken during a flood event regarding bridge inspection, possible closure, and re-opening to ensure the public and emergency response vehicles are not traveling on bridges that could potentially fail due to scour action of flood waters. As a result of this overall scour evaluation, several bridge projects are being initiated to install scour protection countermeasures at specific scour critical bridges, including several on the Interstate system.

## Your Health - Did You Know?

The Community Health Education Reimbursement Program (CHERP) is available to State employees in either the HMO or POS Health Plans.

Employees who participate in an Anthem approved CHERP class are eligible for reimbursement up to \$150, per family per calendar year. Approved CHERP classes are found statewide and cover a wide range of topics including nutrition counseling, stress management, tobacco cessation, parenting, CPR/First Aid certification, Weigh Watchers, yoga, childbirth education and many more. For a complete list of the latest Anthem approved CHERP providers and facilities, visit <http://admin.state.nh.us/hr/formsH&D.html> and select the “Anthem Contracted Community Health Education Providers”. You can also download and print the “Anthem Health Education Reimbursement Form”, which includes submission instructions. If you have questions or would like more information, call the NH DOT’s Wellness Coordinator Colette Farland Vogt at 271-0559 or Anthem’s State of NH dedicated line at 800-933-8415.



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*John H. Lynch*

**Commissioner :**

*George N. Campbell*

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Front Cover Photo: Stone Arch Bridge, Hillsborough. Photo courtesy of Bill Caswell, Highway Design (CAD/D)