

# ON THE MOVE

New Hampshire Department of Transportation Newsletter



New Hampshire  
**DOT**  
Department of Transportation

Winter 2016



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## Winter Maintenance – It's All About Safety

The recent blizzard ("Jonas") that struck the east coast of the United States was a dramatic example of the impact that a winter storm can have on everyday life.

While New Hampshire was spared, some 85 million people felt the brunt of a storm that dumped more than two feet of snow in some areas. Ground and air transportation shut down, roads, schools, and businesses closed, and whole neighborhoods were marooned for days as they waited for snow plows to arrive.

At least 48 people died in the storm, a quarter of a million customers lost power, and hundreds of motor vehicle crashes were reported. There were stories of motorists stuck for more than 20 hours on the Pennsylvania Turnpike and I-75 in Kentucky. Early estimates predict the economic impact of "Jonas" at \$850 million in damages.

New Hampshire residents who never saw a flake of that storm may have been struck by the crippling effect that it had in other states. We live with major snow storms and dozens of weather events almost every year. With rare exceptions, Granite Staters are seldom inconvenienced for very long. That is due in large part to the many dedicated state and local snowplow drivers, who work tirelessly around the clock during snowstorms to clear and treat the roads and make them safe.

The NHDOT plows and clears approximately 4 billion cubic feet of snow off of New Hampshire state roadways during an average winter. That's enough snow to circle the earth 30 times. Our 700+ fleet of snowplows, more than half of which are private contractors, are responsible for maintaining almost 9,000 lane miles of state highways. They get the job done with their knowledge, experience, equipment, anti-icing materials, and the latest technologies.

In New Hampshire, our demonstrated ability to clear the roads of snow has only increased motorists' expectations in recent years. There's a feeling by some that all pavement should be bare at all times, and that roads should never be slippery. That is simply not realistic.

This is from the NHDOT's Winter Snow Removal and Ice Control Policy – "The New Hampshire Department of Transportation's policy has been based for many years on the goal of obtaining bare and dry pavements at the earliest practical time following cessation of a storm. It is virtually impossible to provide bare pavement during a winter storm and the NHDOT does not attempt to do so."

That being said, our snowplow crews will be out there in the worst of weather, as they are every winter, for as long as it takes to make the roads safe for drivers. They take their work very seriously, and the more time and space plow drivers are given, the better they can do their jobs.

While often encouraged to stay home, motorists who do choose to venture out in snow and ice events have a responsibility to drive according to the conditions.

We all know that winter weather in New Hampshire is difficult to predict. But using good judgment, leaving yourself plenty of time, and slowing down are all reminders of what all of us need to constantly practice to reach our destinations safely.



## Rebuilding I-93 Project Milestones and Construction Work Continue

*Demolition of the old I-93 bridge over NH Route 111 in Windham*



*I-93 project milestones in 2015 included the opening of a third lane northbound extending past Exit 3 in Windham.*

**A** decade of construction work rebuilding and widening 19 miles of Interstate 93 between Salem and Manchester continues to show results.

Milestones reached in 2015 included:

- Opening of 4 miles of a third northbound lane through the Exit 2 area (Exit 1 to Exit 3)
- Widening of I-93 northbound north of Exit 3 (by the weigh station)
- Construction of a new section of NH Route 111 in Windham (opened in August)
- Construction of a new northbound on-ramp at Exit 3 in Windham (opened in August)
- Opening of new Exit 2 southbound ramps that improved interchange capacity
- Opening of the new northbound bridge over Pelham Road in Salem
- Reconstruction of Pelham Road in the Exit 2 area, improving traffic flow
- Installation of sound walls at various locations from Exit 2 to Exit 3

Major work scheduled to get underway in 2016 includes the widening of I-93 northbound and southbound between Exits 3 and 4 (\$49.4 Million) and the widening between Exit 5 in Londonderry and the I-293 split in Manchester (est. \$47.6 Million). The \$800 Million project (\$520 Million construction) is scheduled to be completed in 2020.

## Turnpikes Safety Patrol Logs Over 2,500 Stops

The NHDOT's Turnpike Incident Management Safety Patrol, sponsored by State Farm, logged over 2,500 stops to assist motorists in the first nine months of 2015. By the numbers -

- 2,532 logged stops – average of 281 stops per month.
- Over these 234 days of patrols (total 4,607.25 hours), covering more than 179,707 miles, averaging 768 miles of coverage per day.
- Provided Traffic Control Assistance on 221 occasions, 76 occasions were due to an accident.
- Cleaned up debris and road kill 1,039 times including items such as tire pieces, bedding, metal, wood and other hazards on the roadway.
- Provided motorist indirect assistance 916 times by calling for tow services and/or waiting for other aid to arrive while providing traffic control with arrow board and/or flashing lights.
- Provided direct vehicle assistance on 820 occasions:
  - 443 changing of flat tires;
  - 41 jump starts;
  - 65 adding water/coolant;
  - 52 phone;
  - 40 directions; and
  - 179 providing fuel.

## Urging Driver Readiness for a Late Arriving Winter

Concerned that mild weather had lulled motorists, the New Hampshire Department of Transportation and New Hampshire State Police urged drivers in mid-December to prepare for winter driving conditions across the state.



*DOT employees who assisted with the winter readiness news event included: (left to right) Peter Miller (Turnpikes); Joe McGuire (Turnpikes); Dave Rodrigue, Assistant Director of Operations; Caleb Dobbins, State Highway Engineer; Dix Bailey, and Lee Forrester (Turnpikes).*

Joined by AAA of Northern New England and the NH Towing Association, NHDOT and State Police said that winter weather had arrived in parts of New Hampshire and snow and ice conditions demand a significant change in driving practices.

"The Department of Transportation is ready for winter to arrive," said NHDOT Assistant Director of Operations David Rodrigue. "Our snow fighters are prepared, salt and sand sheds are full, and our state roads will be maintained by over 700 state and private plow trucks this winter. Don't crowd the plow and remember the road surface is better where treated behind that plow. Four wheel drive does not mean four wheel stop, and avoid using cruise control in winter weather conditions."

Last winter 28 NHDOT plow trucks and 21 State Police cruisers were struck by motorists while working to keep the highways safe. According to AAA of Northern New England, AAA assisted over 175,000 members during the winter months last year, and in most cases the situation could have been avoided if motorists were better prepared for the conditions and adjusted their driving.

# Working on the Railroad – All the Live-Long Day

*Editor's Note: The NHDOT has six railroad operators under agreement to operate state-owned railroad lines – four freight operators and two tourist operators. Employees in the Bureau of Rail and Transit are responsible for managing, inspecting rail and bridges, and use agreements for over 500 miles of state-owned rail lines. These three employees could easily fit in a booth at a local restaurant, with a seat or two to spare.*

## Railroad Operations Engineer (Brian Lombard)

Performs rail infrastructure inspections including culverts, embankments, ties, rail, road crossings; Responsible for 159 annual bridge inspections; Determines required repairs and improvements to the rail infrastructure, including after major storm events; Reviews and evaluates project designs, prepares project specifications and performs construction inspections of all work impacting the rail corridors, including road crossings, utility crossings, rail-trails, etc.

**Work experience** - Eight years with Construction Bureau as project engineer. Private sector engineering work for many years. With the Rail Bureau since 2001.

**What part of the job do you enjoy the most?** "I really love being in the field and being involved in getting things built. I enjoy inspecting and analyzing problems and finding creative and cost effective solutions. I love that there is always more work ahead of me and that every day is different."

**Most memorable day on the job?** "The day we poured the concrete seal around the Sawyer River Bridge abutment in Harts Location two weeks after Hurricane Sandy. The river had washed out the upstream Route 302 road bridge and had undermined the east abutment of the bridge. It was good to get all of the work done, but the best day was when we knew we had saved the 110-year old bridge."

## Rail Inspector/Investigator (John Robinson)

Responsible for inspection of railroad track, bridges, equipment, and other rail related structures - 445 miles of active railroad lines in NH (203 miles state-owned & 242 miles privately-owned); Incident & Accident Investigations; Inspections of railroad/highway grade crossing for proper visibilities, road condition, protective and warning devices, railroad related signals and equipment.

**Work experience** – Third generation railroader who worked for 23 years in track and structures construction for a New York commuter rail system. Joined the NHDOT in Turnpikes before becoming Rail Inspector in 2000.

**What part of the job do you enjoy the most?** "Being "on the job" in some of the most scenic areas of the state. I find rewarding my influence on the safety culture of the railroad industry."

**Most memorable day on the job?** "December 11, 2013 when Governor Hassan convened a meeting in the state to discuss the catastrophic Lac-Magantic (Quebec) rail incident and the potential for a similar event here. I felt a great pride reassuring the Governor that it was my job to prevent such events."

## Railroad Property Management (Lou Barker)

Manages state-owned railroad properties, including crossing agreements, leases, and other transactions involving railroad property. Responsible for 542 miles of state-owned active, inactive, and abandoned rail lines, including: Crossings (currently 665 agreements): Temporary Use Agreements (55); Leases & dock leases (87); Rail-Trail Agreements (12); Sales; Encroachments; and Easements.

**Work experience** - Private sector work with engineering firm included designing the railroad components for a solid waste transfer station, and preparing a construction management proposal for a metropolitan commuter rail station improvement project.

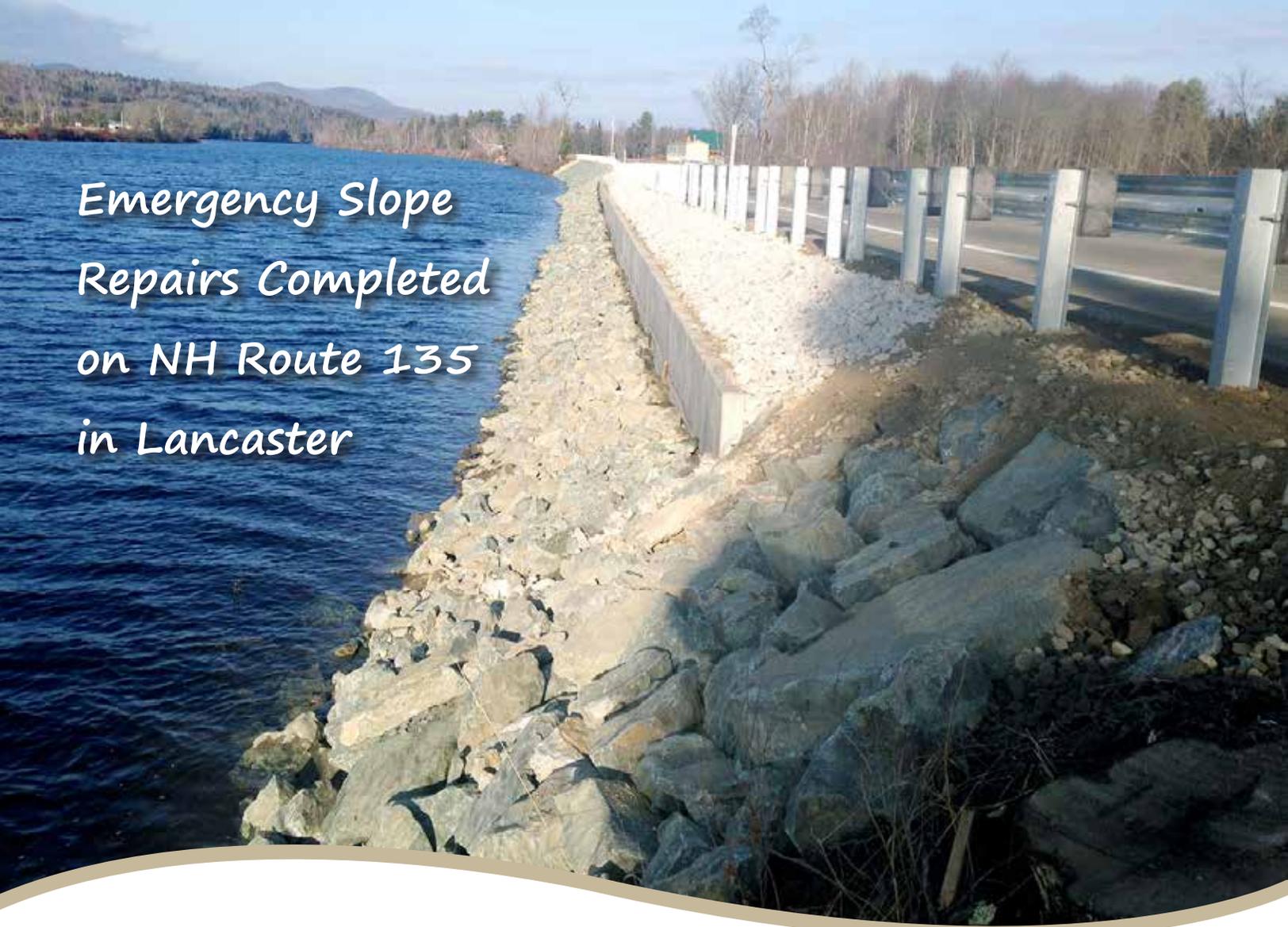
**What part of the job do you enjoy the most?** "Being out on the active railroad properties. I have a lifelong interest in railroads."

**Most memorable day on the job?** "Observing a railroad track contractor installing new continuous welded rail on a Federal Grant I was administering."



*John Robinson (Rail Inspector/Investigator), Lou Barker (Railroad Property Management), and Brian Lombard (Railroad Operations Engineer) are responsible for hundreds of miles of state-owned railroad and rail corridors in New Hampshire.*

# Emergency Slope Repairs Completed on NH Route 135 in Lancaster



It was a challenging fix of a failing slope right next to the Connecticut River on NH Route 135 in Lancaster. No less than five NHDOT Bureaus were involved in the expedited planning for emergency repairs to a section of NH 135 in Lancaster that had been damaged by flooding in June 2015. District One forces worked to keep the road open until emergency repairs could begin.

The road was closed to traffic in mid-September as work accelerated on road reconstruction, installing a retaining wall along the Connecticut River, replacing twin drainage pipes with a concrete box culvert, and placing stone along both sides of the road.

With the repairs complete, Route 135 was reopened to traffic on December 8th.

Duane Call was the Construction Bureau's on-site contract administrator overseeing the work on the \$845,000 project by contractor A.J. Coleman & Son, Inc. of Conway, New Hampshire.

Other NHDOT employees recognized at a major staff meeting for their contributions to this

emergency repair project were: Wendy Johnson, Lucas Silk, Colby Powelson and Jon Hebert (Highway Design); Noah Chinburg and Tom Cleary (Materials & Research); Matt Urban (Environment); Phil Brogan (Bridge Design); and Nancy Spaulding, Trish Morrison, and Donald LaBelle (Right-of-Way).





*Splicing and setting a steel rebar cage for a drilled shaft that will be part of the foundation of the Kittery Tower pier.*

## History

Built in 1940, the Sarah Mildred Long Bridge provides a regional link between Maine and New Hampshire and is the critical back-up route in case of disruption on the Interstate 95 Bridge. The Long Bridge carries crucial commercial traffic along the US Route 1 Bypass. It is one of two lift bridges on the Piscataqua River.

- Drilled shaft installation continues on both sides of the Piscataqua River.
- The existing bridge is scheduled to be closed from November 1st, 2016 to September 1st, 2017.
- The new bridge scheduled to open in September 2017.

## Replacement Project:

- Joint venture between the Maine and New Hampshire Departments of Transportation, with MaineDOT serving as the lead.
- Part of a “Three Bridge Agreement” between Maine and New Hampshire to address their jointly owned bridges spanning the Piscataqua River.
- Project is expected to cost approximately \$170 million, with Maine and New Hampshire equally sharing costs.
- Design began in 2013 with an innovative procurement process (CM/GC); Construction started in January 2015.
- The construction firm Cianbro is continuing to cast tower segments at the Port of Portsmouth.

## Key Bridge Attributes

- New bridge alignment improves marine navigation by straightening and widening the navigational channel, allowing larger ships to access the port and shipyard.
- With a larger 56-foot vertical clearance in its “resting” position, there will be 68% fewer bridge openings. In the normal operating “resting” position, the bridge’s lift span is at its middle level, allowing motor vehicles to cross the river. The new bridge’s movable “hybrid” span lifts up to allow passage of tall vessels and lowers to railroad track level for trains to cross.
- 200-foot tall precast concrete towers will support the 300-foot long streamlined structural steel box girder lift span.

# NHDOT's 93 Fuel Sites Successfully Upgraded

## Ahead of the End of 2015 Deadline

*"Outstanding" is how Assistant Commissioner Bill Cass described the daunting tank upgrade effort. "It was frustrating over the years to not get the financial assistance we needed in the budget. But those working on this project still found a way to get it done."*

A lot of state agencies, cities and towns depend on the NHDOT's fuel sites across New Hampshire to run their vehicles. In Fiscal Year 2015, those 93 sites distributed more than five million gallons of unleaded gasoline and diesel fuel for everything from snow plows to school buses.

The storage capacity of these 93 fuel sites, 300,000 gallons of unleaded gas and 440,000 of diesel, also serve as the strategic fuel reserve for the State of New Hampshire.

It was almost two decades ago, in 1998, that the New Hampshire Department of Environmental Services issued the mandate that by December 22, 2015 all fuel sites in the Granite State would be required to have double-walled tanks, piping and sumps.

The NH Department of Transportation plugged away at this effort but progress was slowed by costs and budgetary restrictions. The cost to completely replace single-walled tanks at a combined gas and diesel site is \$550,000, or \$300,000 at a diesel only fuel site.

With one year to go before the NHDES 12/22/15 deadline, the NHDOT still had 37 fuel sites that were non-compliant. Of those 37 sites, seven were discontinued, one was set to be replaced, and 29 were slated for tank top upgrades, which involved secondary containment for all fuel distribution components.

A tank top upgrade was much more financially doable at about \$35,000 each.

It took an all-out effort from the Fuel Distribution Section with major contributions from the Bridge Maintenance, Highway Maintenance, Environment, Construction, Highway Design, and Turnpikes Bureaus to successfully meet the challenge weeks ahead of the deadline.

"We were proactive," said NHDOT State Highway Engineer Caleb Dobbins. "We utilized all that we had to become compliant and meet the deadline. Those involved worked constantly over the past 12 months to make sure all the sites were upgraded."

"Outstanding" is how Assistant Commissioner Bill Cass described the daunting tank upgrade effort. "It was frustrating over the years to not get the financial assistance we needed in the budget. But those working on this project still found a way to get it done."



# Two New Long-Anticipated Local Roads Open in Nashua and Londonderry



## Communities Welcome Broad Street Parkway and Pettengill Road

They were decades in the making and opened two days

apart in December 2015. The Broad Street Parkway in Nashua and Pettengill Road in Londonderry bring with them the promise of better traffic flow and improved economic development in both communities.

The 1.8 mile, two-lane Broad Street Parkway is designed to improve access between the F.E. Everett Turnpike and the west edge of Nashua's downtown area. The idea of a road connecting Broad Street with West Hollis Street and providing another crossing of the Nashua River dates back to the 1960's. It creates new opportunities for economic development and revitalization in the center of Nashua, while relieving congestion by offering an alternative connector in and out of the city's center.

Prior to becoming the largest municipally-managed project in New Hampshire history, the Broad Street Parkway project was managed by the NH Department of Transportation. The NHDOT maintained active involvement; property acquisitions for the \$80 million project were handled by the Right-of-Way Bureau; project managers Alex Vogt and Pete Stamnas helped shepherd it through and the Construction Bureau provided advisory assistance.

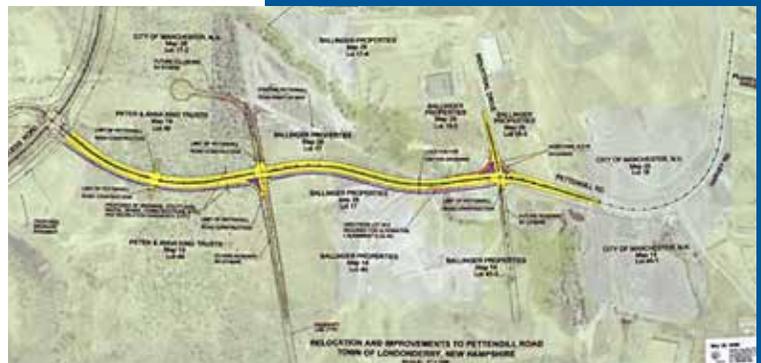
The Broad Street Parkway is expected to carry 20,000 vehicles daily.

In Londonderry, the relocated and extended Pettengill Road connects Industrial Drive with Raymond Wieczorek Drive (aka Manchester Airport Access Road), near Manchester-Boston Regional Airport and the F.E Everett Turnpike.

According to the Union Leader, "Town leaders said Pettengill Road exemplified a strong public-private partnership, with funding, planning or other support from the state Department of Transportation, local government bodies, the airport and landowners."

What began as a \$12 million estimate to complete Pettengill Road ended up costing the Town of Londonderry only \$250,000. Much of the project cost was paid for by landowners and building developers.

The new road provides access to about 1,000 acres of developable land. Three major companies have already located there and planners have estimated that development in the area could bring 5,000 to 15,000 jobs and \$200 million to \$300 million of new assessed property value.



# Right-of-Way Bureau's Work on the Broad Street Parkway

The NHDOT 's Right-of-Way Bureau did a lot of work over a number of years that made the construction of the Broad Street Parkway possible. The property acquisition process began in 1998 and ended in 2015, with a seven year gap (2003-2010) along the way.

- Total number of properties acquired - 55
- Total number of residential relocations - 35 (14 owners & 21 tenants)
- Total number of businesses relocated - 19
- 65% of the residential relocations remained in Nashua
- 42% of the relocated businesses remained in Nashua

# Going to Bat for the Northern Long Eared Bat

## NHDOT Works to Protect Endangered Species

By Rebecca Martin, Bureau of Environment

The U.S. Fish & Wildlife Service (USFWS) estimates that nationwide bats eat tons of insects nightly during the active season and provide at least a 3 million dollar annual economic value in pest control. When you consider that bats are essential to the economy and New Hampshire ecosystems, everyone has reason to be interested in bat conservation.

Effective May 4, 2015, the Northern Long-Eared Bat (NLEB) (*Myotis septentrionalis*) has been listed under the Endangered Species Act (ESA) of 1973 as a "Threatened" species. A threatened species is a species that is likely to be at the brink of extinction in the near future. The goal of the ESA is to recover and conserve species that are in danger until the species has recovered and no longer requires protection under the ESA.



The NLEB is a medium-sized brown bat that hibernates during the winter and forages and roosts in upland forest habitat during the summer. The NLEB has longer ears than the other bats in the *Myotis* genus and eats insects like moths, flies, beetles, and caddisflies. The NLEB forage primarily through the understory of forested areas and catch insects, both while in flight using echolocation and by gleaning motionless insects from vegetation.

NLEB, as well as many other hibernating bat species, have experienced recent rapid population declines. The bats are dying because of a disease called White-nose Syndrome. NLEB hibernate during the winter months in small groups in caves and mines with constant temperatures, high humidity, and no air currents. White-nose Syndrome infects bats during hibernation and is caused by a fungus. Bats with White-nose Syndrome use up energy stores essential for surviving the winter, which results in strange behavior. In some cases bats have been observed to leave their hibernacula too early and perish. Scientists have found 90 to 100 percent declines in bat populations at some hibernacula in the northeast during winter surveys.

*"The most common conservation measure employed is to restrict tree clearing to winter, when NLEB are hibernating. Another conservation measure is to inspect bridges prior to maintenance activities to ensure there is no evidence that bats are utilizing the bridges for roosting."*

In some areas many bats can be observed flying during the summer season, even after the onset of White-nose Syndrome, leading people to wonder if there is actual reason for concern regarding bat populations. It is true that some species of bats have survived the arrival of White-nose Syndrome with far fewer population impacts than NLEB. There are many unanswered questions about White-nose Syndrome and scientists are conducting research now to develop a better understanding of the disease and bats' immune response to the fungus. We do know that NLEB was once one of the most common bat species in New England and the decline in NLEB populations in NH have been estimated at 90% or greater since the onset of White-nose Syndrome.

Along with the listing of the Northern Long Eared Bat, the USFWS has included an interim 4(d) rule. The 4(d) rule applies to actions without federal funding or permitting and allows certain activities that may result in incidental take (unintentional and unpredicted harm) of NLEB, which would otherwise be prohibited by the listing of the NLEB. The 4(d) rule allows transportation right-of-way maintenance and expansion by up to 100 feet, and/or limited tree removal projects (1 acre or less) as long as no known maternity roost trees are impacted, known hibernacula are protected, and certain conservation measures are followed. Some NHDOT maintenance projects are covered by this 4(d) rule and are able to be initiated without delays for USFWS consultation.

Though the cause of the decline in NLEB population is attributed to White-nose Syndrome, the listing of the NLEB as a threatened species requires that NHDOT actions are considered for potential to impact NLEB and NLEB habitat. The extreme

population decline of NLEB in the past few years means that the remaining population is less robust and more easily impacted by actions that would not have affected a healthy population. Therefore, actions that might directly harm NLEB or that could negatively impact NLEB habitat may not be permissible without implementation of conservation measures to avoid or mitigate the impacts of the actions.

Section 7 of the ESA requires consultation with USFWS for projects with federal funding and for projects that require federal permitting. In addition, Section 7 requires that for these projects NHDOT, acting on behalf of FHWA, must ensure that project actions are not likely to jeopardize the continued existence of listed species.

FHWA, Federal Railroad Administration (FRA), and USFWS have agreed on procedures for a list of actions that will have “No Effect” on NLEB and for actions that are considered to be “Not Likely to Adversely Affect” NLEB with conservation measures. This Programmatic Consultation includes many types of NHDOT projects, and with the implementation of conservation measures and submission of a standard project submittal form to USFWS, the covered projects proceed with assumed concurrence after a 14-day waiting period. The most common conservation measure employed is to restrict tree clearing to winter, when NLEB are hibernating and are not utilizing summer habitat. Another typical conservation measure is to inspect bridges prior to maintenance activities to ensure there is no evidence that bats are utilizing the bridges for roosting.

For projects that are outside the scope of the Programmatic Consultation, NHDOT has been designated as a non-Federal representative of the FHWA and can deal directly with USFWS on behalf of FHWA for Informal Consultations. These projects may require habitat assessments and/or presence/absence surveys to ascertain if potential NLEB habitat is present and if NLEB are utilizing the habitat that will be impacted by the project.

In the 2015 summer survey season NHDOT tasked two consultants to conduct acoustic presence/absence surveys for projects outside of the scope of the Programmatic

Consultation. In an acoustic survey a microphone and specialized recorder are placed in a habitat where bats may be living. From dusk to dawn high frequency sounds, including bat calls, are recorded. Software is then used to analyze the sounds recorded to determine if bats were



recorded. If the call files are of good quality, the type of bat recorded may also be identifiable. This allows NHDOT to determine if NLEB are likely to be present in a project area. If the survey indicates NLEB presence, NHDOT and USFWS collaborate to select conservation measures to ensure that a project is “Not Likely to Adversely Affect” NLEB.

Through collaboration with the USFWS, NHDOT has been able to adopt many conservation measures and adapt construction schedules to ensure that our projects move forward with protections provided for the NLEB.

The USFWS recommends that we all help the NLEB by leaving dead and dying trees standing and installing bat boxes. These trees and boxes serve as roosts for NLEB during the summer. Also, people should not enter any caves or mines that have been closed and should not disturb hibernating bats. Researchers are seeking methods to combat White-nose Syndrome to assist with recovery of the NLEB. In the meantime, we all must consider how our actions might impact this species at risk.

*Editor's Note: The USFWS recently published the final 4(d) rule, which goes into effect on February 16th. The final 4(d) rule is more streamlined and replaces the interim rule. NH DOT will work with FHWA to determine how the final 4(d) rule will change our approach to project review and protections for the NLEB.*



# NHDOT People



**Ron Crickard** (Environment Bureau) was recognized for 30 years of State service at the January major staff meeting. Ron began his DOT career in the Construction Bureau, and now serves as the

Chief of the Project Development Section in the Environment Bureau.



Former Deputy Commissioner **Patrick McKenna** is the new Director of the Missouri Department of Transportation. In a message to NHDOT employees, Patrick said, "I

have deeply appreciated your friendship, have great respect for your abilities, your work ethic and your passion for service to others."



**Paul (PJ) Huckins** retired February 1st after more than 35 years of service as a Geological Exploration Technician in the Materials & Research Bureau. With fellow staff (L to R): Craig Cleveland, John Woodward, Jim Huckins, PJ Huckins, Jim Pierce, and Don Emerson.



Assistant Patrol Foreman **Dennis White** retired after 30 years of continuous service at the Rumney Patrol Shed (#203) in District 2. From left to right: Doug King (current District Engineer), Tony Albert (retired Rumney Patrol Foreman), Dennis Ford (Maintenance Supervisor), Dennis White, Brian Sousa (current Rumney Patrol Foreman), and Alan Hanscom (previous District Engineer).



Several NHDOT employees from a number of Bureaus were recognized at the December major staff meeting for their involvement in the development of Standard Operating Procedures for managing FHWA projects. The year-long project has resulted in, according to Assistant Commissioner Bill Cass, "fundamental and significant changes and will be a huge resource for us going forward." Bill said the result has "wide-ranging policy applications that get to the heart of everything we do in managing the federal program."

# Service Awards (1st Quarter)

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## 5 Years:

**Brad Van Zandt** - Construction  
**Edward Messer** - Mechanical Div-Concord  
**Fred Trafton** - Bridge Maint-Antrim  
**Jeremy Decker** - District 3, Crew 15  
**Kevin Huckins** - Bridge Maint-N Hampton  
**Michael Pinard** - Mechanical Div-Concord  
**Nathan Harrison** - Mechanical Div-Concord  
**Randy Rugar** - District 2, Crew 2  
**Sam Newsom** - Turnpikes-Hooksett  
**Shari King** - Traffic Outdoor Adv  
**Timothy Dunn** - Material & Research  
**Tom Oxford II** - Tpk-Hampton Maintenance  
**Trisha Morrison** - Right Of Way  
**Willard Fullerton II** - Bridge Maint-N Hampton

## 10 Years:

**Barry Arseneau** - Material & Research  
**Bruce Vanlandingham** - Mechanical Div-Concord  
**Frank Desjardins** - Mechanical Div-Concord  
**Glenda Theos** - District 3  
**Jason Bard** - District 4, Crew 1  
**Jeffrey Abbe** - Construction  
**Lee Emery** - Bridge Maint  
**Linda Bourgoin** - Tpk-Merrimack/Exet 11 Toll  
**Marie Garvey** - Tpk-Hampton Main Toll  
**Michelle Fransen-Conroy** - Finance & Contracts  
**Poppy Zlatos** - Tpk-Merrimack Indust Toll  
**Scott Mills** - Construction  
**Susan Dearborn** - Material & Research  
**Susan Hicks** - Tpk-Merrimack Indust Toll  
**Thomas Iverson III** - Tpk-Hooksett Main Toll  
**Zigmund Plifka** - District 5, Crew 10

## 15 Years:

**Daphne Manifold** - Human Resources  
**David Michaud** - Tpk-Dover Maintenance  
**Debra Albertelli** - District 6, Do 20  
**Donald Emerson** - Material & Research  
**Jason Aldrich** - District 1, Crew 7  
**Scott Mudgett** - District 3, Crew 2  
**Scott Wilkins** - District 3, Crew 25  
**Travis Wright** - Mechanical Div-Enfield

## 20 Years:

**Brian Cole** - District 4, Crew 9  
**Elizabeth Richardson** - Highway Design  
**Mark Lavoie** - District 1, Crew 24  
**Michael Tuttle** - Highway Design  
**Paul Arguin** - District 1, Crew 5  
**Trent Zanes** - Highway Design

## 25 Years:

**Alicia Davis** - Tpk-Hooksett Main Toll  
**David Rodrigue** - Commissioners Office

## 30 Years:

**Christopher Hope** - District 4, Crew 10  
**Daniel Fogg** - District 1, Crew 22  
**Jesse Wheeler Jr** - District 4, Crew 3  
**Michael Courser** - Bridge Design  
**Paul Yeaton** - Planning & System Dev  
**Richard Merrill** - Tpk-Rochester-Maintenance  
**Ronald Crickard** - Environment  
**William Cass** - Commissioners Office



Assistant Commissioner **Bill Cass** has marked three decades of service with the NHDOT. After many years in the Project Development Division, Bill has spent the last decade in the Commissioner's Office. Commissioner Victoria Sheehan presented Bill with his 30-year award, thanking him for his dedication and leadership while serving as acting Commissioner for several months.

# Personnel Updates

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## New Hires:

**Alicia V. Jipson** - Maintenance  
**Bradley A. Bailey** - District 5, Crew 14  
**Brian M. Matson** - District 1, Crew 7  
**Donald P. Baumgardner** - District 1, Crew 15  
**Paul J. O'Connor** - District 5, Crew 16  
**Karen E. Doble** - Tpk-Hampton Main Toll  
**Neil J. Hamel** - District 5, Crew 14  
**Timothy P. McLaughlin** - Tpk-Hooksett Maintenance  
**Susan E. Riley** - Tpk-Bedford Main Toll  
**Jessica L. D'Entremont** - Highway Design  
**Draven A. Abbott** - District 5, Crew 5  
**Robert A. Piche** - Tpk-Hampton Maintenance  
**Andrew W. Judd** - Highway Design  
**Michael C. Domingue** - Bridge Maint-Allenstown  
**Ryan G. Trofatter** - Tpk-Hampton Ramp Toll  
**James E. Craver** - Commissioners Office  
**Wende R. Giorgi** - Commissioners Office  
**Douglas R. Fellows** - Bridge Maint-Sunapee  
**Sheila M. O'Connell** - Tpk-Dover Toll  
**Jeremy J. Guyette** - District 4, Crew 11  
**Herve J. Levasseur II** - District 4, Crew 5  
**Benjamin J. Toomey** - District 2, Crew 2  
**James L. Hopkins** - District 5, Crew 14  
**Matthew R. Rockwell** - District 5, Crew 28  
**Lee J. Baronas** - Traffic Admin  
**Jonathan D. Findon-Henry** - Highway Design  
**Victoria F. Sheehan** - Commissioners Office  
**Michael R. Berry** - Mechanical Div-Concord  
**Matt T. Theriault** - District 1, Crew 3  
**Chase A. Clifford** - District 2, Crew 5  
**Brent R. Lincoln** - District 6, Crew 3  
**Peter J. George Jr** - District 6, Crew 9  
**Mark E. Merrill** - Mechanical Div-Enfield  
**Ethan B. Mathieu** - District 5, Crew 13  
**Philip Deon** - Bridge Maint-Newfields  
**Christopher T. Davis** - District 3, Crew 13  
**Eric A. Casey** - Highway Design  
**Matthew T. Healey** - Highway Design  
**Michael S. Hlushuk** - Highway Design  
**David T. Gamache** - District 2, Crew 14  
**Ronald S. Blasdell** - Bridge Maint-Portsmouth

**Daniel T. King II** - District 6, Crew 11  
**Jonathan P. Pratt** - District 4, Crew 11  
**Sherman R. Coderre** - District 1, Crew 3  
**Crystal L. Eastman** - District 2, Crew 24

## Retirees:

**Ellen B. Charron** - Finance & Contracts  
**Joseph MacDonald** - District 3, Crew 12  
**Craig F. Cormier** - Highway Design  
**Neal R. Heon** - Turnpikes  
**Donald D. Hubbard** - District 1, Crew 14  
**Arthur D. Lapointe** - District 5, Crew 17  
**Tara L. Taylor** - Construction  
**Dennis E. White Sr** - District 2, Crew 3  
**Janis M. Boulanger** - Turnpikes  
**David H. Brown** - District 2, Crew 15  
**Jere J. Heath** - Highway Design  
**David E. Mansur** - District 5, Crew 28  
**Mary Ann Wells** - Traffic  
**James L. Hersey** - Construction  
**Wayne B. Roswell** - Highway Design  
**Verna M. White** - District 1  
**Patricia A. Bokousky** - Turnpikes  
**Leon J. Fannion Jr** - Materials & Research  
**William E. Wasuta** - District 1, Crew 8  
**George N. Harmansky** - District 6, Crew 9  
**Michael A. Lane** - District 3, Crew 33  
**Alan W. Little** - District 1, Crew 2  
**Richard L. Roy** - Mechanical Services  
**Wayne A. Williams** - Turnpikes  
**Linda I. Cate** - Turnpikes  
**Peggyann C. Goldacker** - Turnpikes  
**Steven P. Plourde** - Mechanical Services  
**Richard J. Thoroughgood** - Bridge Maintenance

# Letters



December 11, 2015

The town of Northwood would like to take a second to thank you for addressing the concern it had about the timing of the traffic light at the intersection of route 4 and route 43. We understand the DOT is a busy department and has a lot to deal with on a daily basis so we just want to say thanks and we appreciate the time you spent on this small project. If there is ever anything the Town can do for DOT, please don't hesitate to ask.

Joe Gunter  
Town administrator and the Northwood Board of Selectmen

November 30, 2015

This may be an unusual letter, but I truly want to thank and congratulate those involved in the reconstruction of the Spaulding Turnpike in the area of the General Sullivan Bridge and area. I have been commuting on this route for over 9 months and I was really concerned on how the construction would affect the commute. It has not affected the commute at all. I have been so very impressed how efficient the work is being done and how it has not really had any impact on the commute! The only thing that does impact the commute are the drivers who do not like to share the road (but that is everywhere). The coordination has been amazing and it's like the work is done while everyone is at work, and when the day is done, there are improvements! Please be sure to pass this along to all who have a hand in this ongoing project and give my thanks to a job that has really made the ride so much easier every day!!

Thank you all so very much!  
Judi Nicastro

November 6, 2015

The new roundabout that recently opened up on Rte 12 is fantastic. I've only been through a half-dozen times since it fully opened, but what used to be a very troublesome intersection for those approaching from the side roads now seems to be a breeze. I applaud your decision to put a roundabout in this spot. Also, the intersection looks very nice. Hopefully the center islands include some sort of stormwater infiltration measures. Thank you!

Eric Swope  
Harrisville, NH

September 10, 2015

Dear Assistant Commissioner Cass,  
Thank you to the Department of Transportation staff who assisted on the scene of the circus tent collapse in Lancaster, NH that claimed the lives of two individuals and injured many. I commend your staff on the professional and courteous conduct, as well as being attentive to the details needed during this unfortunate event. We greatly appreciate your assistance and support with highway management, as well as providing structural engineers that examined the tent structure. Their on-scene analysis of the erection of the tent and collection of their data has proved to be beneficial in looking at the totality of the circumstances.

J. William Degnan  
Director/State Fire Marshall

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

## *Goffstown Rail Trail Completed*



The completed portion of the Goffstown Rail Trail section near Henry Bridge Road in Goffstown connects missing sections of the trail at two locations totaling about 3,310 feet. The Town of Goffstown applied for Federal Transportation Enhancement Funds to complete these two segments of the 5.5 mile

Goffstown Rail Trail. This project included two segments that needed significant work at a cost of \$778,000. Upon completion in the spring, these two segments will link several pieces of the trail, from the Hillsborough County Farm in the east to beyond the ball fields in the west.

## *Four Teams, Four Top Finishers in Popsicle Stick Bridge Competition*



It was a clean sweep for the four High School teams mentored by Bill Saffian (Bridge Design) in the annual Popsicle Stick Bridge Competition hosted by the NHDOT.

Two teams from Milford High School and two teams from Bishop Brady High coached by Saffian took the top four spots in this year's bridge model competition on December 3rd. Bill (pictured at right) travels to the schools and gives instruction on bridge engineering principles. Apparently the students were listening!

The TRAC (Transportation and Civil Engineering) Program teaches secondary students how to apply a variety of math and science concepts to common engineering problems occurring in transportation systems. During the competition, in which the bridges are ultimately broken by the team's weight, Popsicle stick bridges are weighed and strength tested to calculate strength-to-weight ratio.

**Governor:**  
*Margaret Wood Hassan*

**Commissioner :**  
*Victoria Sheehan*

**On the Move Editor:**  
*Bill Boynton*

**Layout and Design:**  
*L.J. Place*



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*Cover photo -*

*An emergency slope repair project on NH Route 135 in Lancaster next to the Connecticut River.*