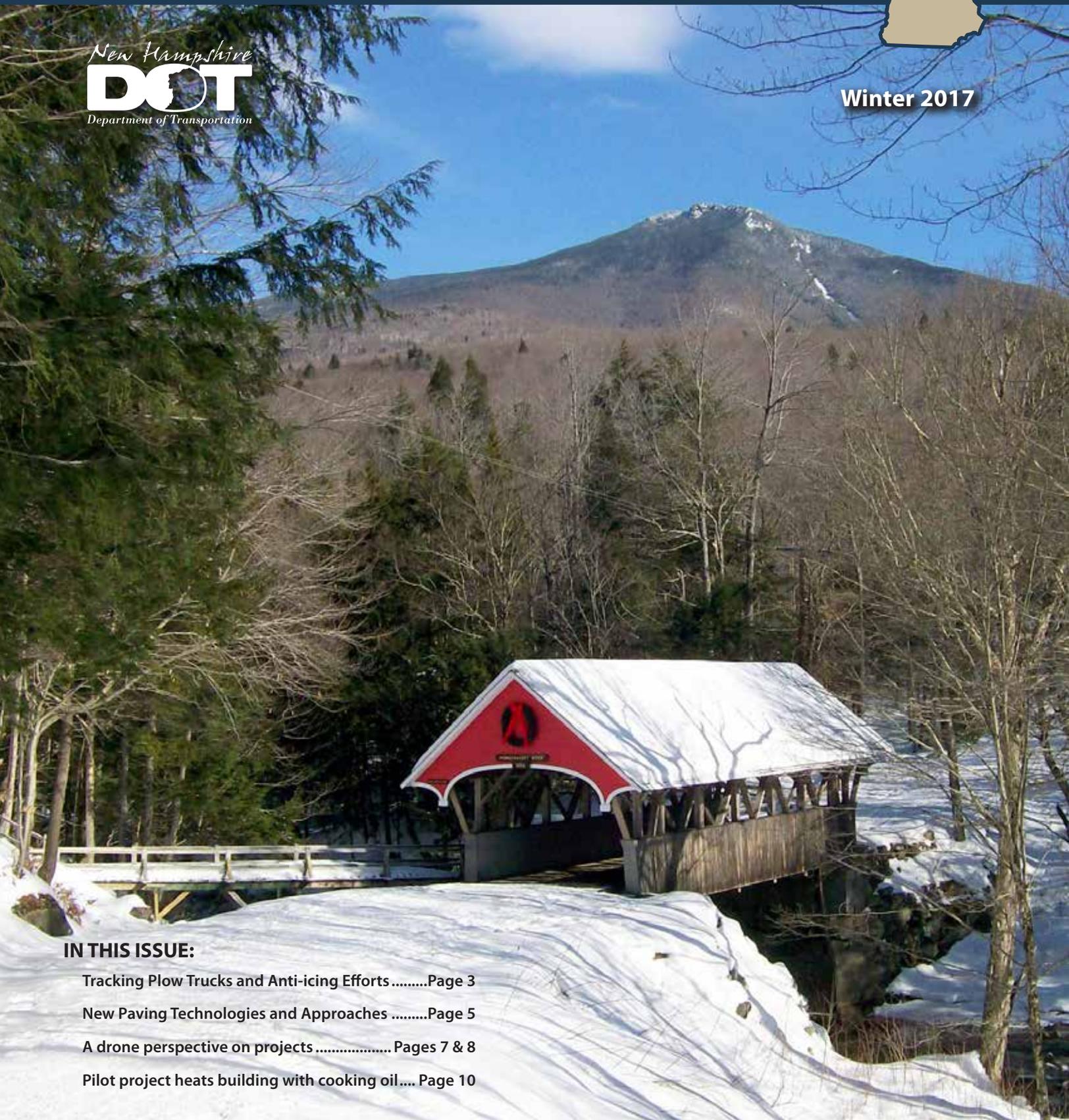


# ON THE MOVE

New Hampshire Department of Transportation Newsletter



Winter 2017



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## *An Annual Report to the Citizens of New Hampshire*

What comes to mind when you hear the words “annual report”? I personally love to review data, to look at trends, to understand what’s improving, and what needs attention, especially when the subject is transportation. I do appreciate however that not everyone feels that way.

It’s true that annual reports do not compete with New York Times best sellers for attention. They are not supposed to win Pulitzer prizes for literature, but for both businesses and government, annual reports are an important opportunity to document each organization’s activities, successes, and financial performance. They are a snapshot of a 12 month period and a historical record of what took place over 365 days. They reflect the structure, mission, and goals of the organization, and can be an indicator of either its progress or slippage in meeting its goals.

Generally, annual reports document successes. That’s what shareholders and taxpayers want to see. Annual reports also provide the numbers behind the activities, which can be very revealing.

The New Hampshire Department of Transportation’s annual report has been published in a variety of formats over the years. They have gone from just words and numbers, to financial statements, with some narrative and a few black and white pictures. Today’s format is a full color publication with charts, graphs, extensive financial reporting, and yes, photographs of completed projects.

The challenge in developing the NHDOT’s annual report is to document the wide range of responsibilities and activities the Department is involved in, while putting into perspective the level of performance given the level of staffing and the resources provided. Most challenging of all is to present the information in a way that is understandable to all readers.

For the past three years, the NHDOT’s annual report has been divided into two distinct sections: (1) Operations and (2) Construction and Municipal Aid.

The Operations section details the costs of running the agency, such as winter and highway maintenance, bridge maintenance, and fleet management as well as administrative costs.

The Construction and Municipal Aid section reflects the expenditures of essentially 60 cents of every dollar in the NHDOT budget to either the private sector for transportation improvements, or aid to New Hampshire cities and towns.

And, then there are the many accomplishments of the past year, including:

- Securing a \$200 million low-interest Federal TIFIA loan that will complete the I-93 Salem to Manchester improvements while allowing for 1,100 miles of paving and 23 Red List bridges to be addressed over the next nine years;
- Completion of Spaulding Turnpike improvements in Newington;
- Paving over 550 miles of state highways;
- Replacing US Route 4 bridges over the Connecticut and Mascoma Rivers in Lebanon; and
- Securing FAA funding for improvements to the Aircraft Rescue Fire Fighting Training Facility.

The annual report reflects the NHDOT’s commitment to transparency and accountability. In addition to successes, it also identifies areas of needed investment in New Hampshire’s transportation system. Ultimately it’s about customer service, about determining the appropriate investment for that service, and the effective execution of that investment.

See for yourself how we are doing. The just released NHDOT Annual Report for State Fiscal Year 2016 can be found on the NHDOT website at: [www.nh.gov/dot/media/documents/2016-annual-report.pdf](http://www.nh.gov/dot/media/documents/2016-annual-report.pdf)

# A New Merrimack River Crossing *Opens in Concord*



## *Sewalls Falls Bridge Replacement Project*

**W**hen the idea of a new Sewalls Falls Bridge began a couple of decades ago, U.S. Senator Jeanne Shaheen was a State Senator, and Concord Mayor Jim Bouley “had hair” (his words).

*The idea finally became reality in November 2016 with the opening of a modern, new \$10.7 million structure over the Merrimack River in East Concord.*

The project began in the late 1990’s and was shepherded to completion by two NHDOT project managers – Don Lyford (Highway Design) and Tom Jameson (Planning and Community Assistance). There were many challenges along the way, including environmental, funding, and historical consideration of the old bridge that was built in 1915.

“This has been my largest LPA project to date,” said Tom Jameson, who became project manager in 2011 when the City of Concord took

over the management of the Local Public Agency project and it was transferred to the Community Assistance Section.

One interesting feature of the new bridge is that the old southern abutment was retained as part of the new retaining wall for the pedestrian trail that will go under the bridge. There are also “bump outs” on the sidewalk that give pedestrians a place to stop and look up and down the river.



# Automatic Vehicle Location Installations to Assist Winter Maintenance Operations

## 89 NHDOT Trucks Outfitted for Tracking Plowing and Anti-Icing Efforts

Another tool for increasing efficiency in winter maintenance operations has been added to all Turnpike plow trucks, several District plow trucks, DOT night patrol pickups, and safety patrol vehicles.

Automatic Vehicle Location (AVL) systems have been installed on a total of 89 trucks.

The purpose of the \$270,000 project (\$125,000 design/installation/testing - \$145,000 for 4 year maintenance and operation) is to track specific vehicle locations for the NHDOT's Transportation Management Center, and the type of operations, including plowing and the spreading of material or liquids, along with the rate and type of material. The contractor for the project is Skyhawk Telematics.

*The goal of the project "is effective use of driver time, operational efficiency, and overall productivity."*

Computer modems in the cabs of the trucks are connected to salt spreaders. According to AVL Project Manager David Gray (Turnpikes), "Signals sent out like a cellphone signal will allow dispatchers and Operations Division personnel to track via a website vehicle locations, whether plows are up or down, and when, where and how much salt or sand is being spread."

The goal of the project "is effective use of driver time, operational efficiency, and overall productivity."

"This system will tell us in real time where we are and what we are doing," says NHDOT Director of Operations



David Rodrigue. "The reporting feature of this system will tell us where we were, what we did, and allow us to aggregate information such as how much salt we have placed in a specific area. This information is important to meet our environmental commitments."





## *In Support of Non-Motorized Transportation*

### *NHDOT Bicycle and Pedestrian Advisory Committee*

*A review of bicycle and pedestrian infrastructure on the seacoast.*

The NH Department of Transportation has a long history of working with a bicycle and pedestrian advisory committee to obtain stakeholder feedback.

The NHDOT Bicycle and Pedestrian Transportation Advisory Committee (BPTAC) was reestablished in 2012 to advise the Commissioner on policies, programs and recommendations to support bicycling and walking as safe, convenient, and economically and environmentally beneficial forms of active transportation. The Committee is comprised of 14 members, who include state agency and volunteer representation from public, private and nonprofit organizations with missions relating to bicycling and walking.

In its advisory role, BPTAC works on matters pertaining to bicycle and pedestrian infrastructure and its planning, design, accessibility, use and investment. This includes the engineering, construction, operation and maintenance of transportation facilities, as well as recommendations concerning aspects of “Complete Streets,” the NHDOT Rumble Strip Policy, a statewide Bicycle and Pedestrian Plan update, maintenance of MUTCD signing, and lane markings, the adoption of a pedestrian and bicycle counting plan, and motorized use on Transportation Enhancement-funded rail trails.

The Committee also recognizes that walking and bicycling can enhance New Hampshire’s livability, increase economic activity, and improve public and environmental health. BPTAC has sought to improve the State through education, public outreach, collaboration, policy, and construction. This effort has included:

- Assisting in the development of the popular 2016 guidance document: “Your Guide to Promoting Walking

and Bicycling Accommodations in NH”;

- Developing education initiatives focused on pedestrian and bicycle safety, including the safe sharing of highways by all road users;
- Planning and delivering a statewide bicycle and pedestrian conference in September 2015; and
- Working with Plymouth State University on a project funded through the NHDOT SPR2 research program to investigate GIS data related to bicycling and walking, and to develop ways the data could be used by the NHDOT when evaluating future transportation projects.

*BPTAC has an important charge from the NHDOT Commissioner. Under the leadership of Chair Felice Janelle of the NH Department of Environmental Services and through the facilitation of Erik Paddleford of the Bureau of Rail & Transit, the Committee continues to be both a valuable partner and resource for the Department.*

For more information about BPTAC, go to: [www.nh.gov/dot/programs/bikeped/advisory-committee/index.htm](http://www.nh.gov/dot/programs/bikeped/advisory-committee/index.htm)

# PAVING NEW HAMPSHIRE ROADWAYS

## Not What It Used To Be

Until 30 years ago, Hot Mix Asphalt (HMA) used for resurfacing New Hampshire roads consisted of sand, stone, and glue. The NHDOT now has a wide range of asphalt technologies and approaches at its disposal. In 2016, over 94% of the total tonnage of asphalt used on state highways contained recycled asphalt. More than half (54%) of the total tonnage utilized Warm Mix Asphalt technology. Denis Boisvert, Chief of Materials Technology in the Materials and Research Bureau, summarizes what's being used.

### Recycled Asphalt Pavement (RAP)

- NH started adding it to hot mix in the late 1980's instead of disposing it in landfills.
- 100% of asphalt pavement is recyclable – the most recycled material in the world.
- 94.4% of the 2016 tonnage included RAP; average mix contains 22% RAP

### Warm Mix Asphalt (WMA) – One of the Coolest Ideas in Paving

- Adopted by NH in 2011, allows compaction to be achieved at 15-50° F cooler than HMA.
- Fuel savings at the plant and longer haul distances – can ship as low as 280° F in summer.
- At the end of the paving season, allows more time for compaction without damaging the binder from over-heating. Used on December 8, 2016 on I-93 in Windham at 35° F with normal results.

### Asphalt Rubber Gap Graded Mix (ARGG)

- A blend of liquid asphalt and crumb rubber from recycled tires mixed with aggregate.

*Engineering Technician Dicky Fry (Materials & Research) demonstrates that a highway is not a big black stripe painted on the ground.*



- Benefit of AARG: Increased resistance to cracking, rutting, and shoving. Longer service life.
- 2011 trial of newer formulation on Route 138 in Pelham was very successful; no cracking as of 2016.
- ARGG mix includes 18% crumb rubber - A used tire yields about 10 lbs of recycled rubber.
- A 1.5" overlay of ARGG mix uses 26 tons of crumb rubber per mile; equivalent to 5,200 recycled tires.
- Since 2011, ARGG paving projects have consumed about 1.4 Million recycled tires (1 tire per NH resident).

### Cold Mix Asphalt

- Asphalt pavement millings are processed for size, mixed with asphalt emulsion and placed cold.
- A virtually 100% recycled product
- A cost effective rehabilitation treatment for low traffic roads, Primary benefits: cost, tolerates movement.
- Used as a crack absorbing core layer on two Interstate project in 2015: I-93 (Littleton) & I-93 (Lincoln).

*Continued on page 10*



## Sarah Long Bridge Project

### New Lift Towers Rise, as the Old Ones Fall

It was a sharp contrast during a bridge replacement project. As the white concrete lift towers of the new Sarah Long Bridge began reaching skyward, the nearby rusting steel lift towers of a bridge that stood for 75 years were coming down.

When complete, the new Long Bridge lift towers will each have 21 pre-cast segments plus the pier tower caps. The towers will be used to lower the road and rail bed for the occasional train that needs to go to and from the Portsmouth Naval Shipyard. Between the towers will be a wider and better aligned navigational channel.

The old steel towers did their job for eight decades, lifting the road and rail lift spans thousands of times for big tankers and small sailboats to pass through on their trips up and down the Piscataqua River between Portsmouth and Kittery.

The new \$158.5 million bridge is a joint project of the States of New Hampshire and Maine. It is scheduled to open to traffic in September 2017.

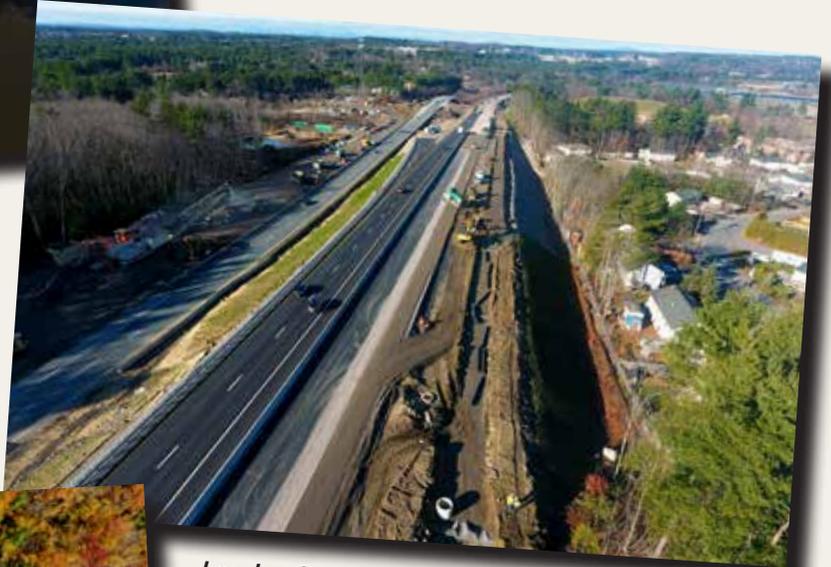


# Transportation Improvement Projects From the Eye of a Drone

Unmanned Aerial Vehicles (UAV's), better known as drones, are increasingly being used by transportation agencies in a variety of valuable ways, for everything from bridge inspections to assisting with damage assessments for emergency repairs following natural disasters. The NHDOT's Construction Bureau recently contracted for some UAV imagery that gives amazing perspective on projects mostly seen at ground level.



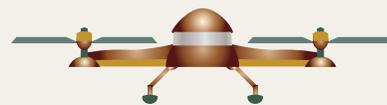
**Manchester** – I-293 at Exit 4 widening and replacement of Red List bridges - \$26.2 million

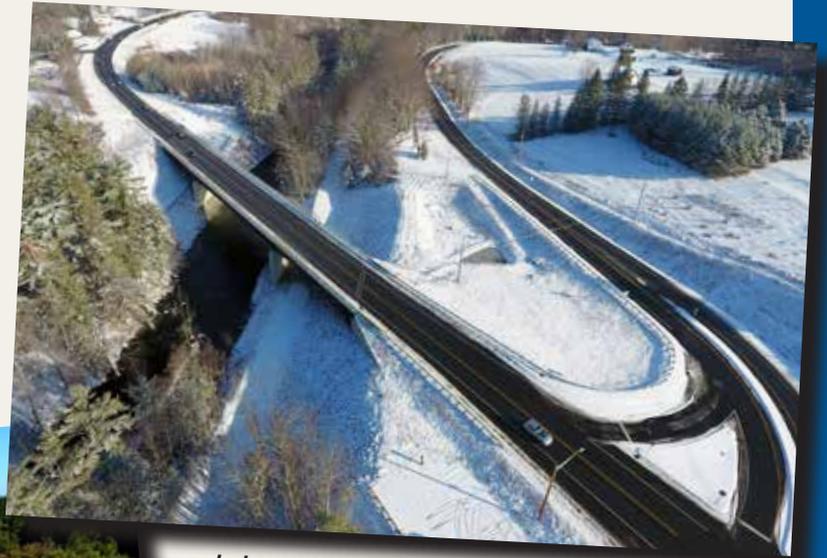
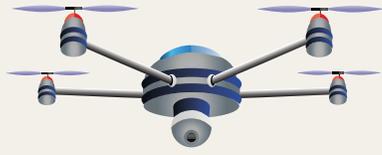


**Londonderry** – I-93 widening between Exit 4 and Exit 5 \$62 million



**Lee** – multi-lane roundabout at US Route 4 and NH Route 125 \$2.79 million





**Lebanon** – new bridge on US Route 4 over Mascoma River - \$8.94 million



**Plaistow** – Reconstruction/widening of 1 mile of NH Route 125 - \$6.9 million



**Newington-Dover** – Spaulding Turnpike widening and new Exit 3 bridge - \$43 million



**Lebanon, NH-Hartford, VT** – new bridge on US Route 4 over Connecticut River - \$10.7 million

# Franconia Patrol Shed Heating Building with Oil that Cooked French Fries

*Pilot Project Testing Biodiesel Fuel Refined from Waste Cooking Oil*

*The District One #116 Patrol Shed in Franconia where biodiesel fuel is being burned for heat this winter.*

*A North Country company is producing biodiesel fuel from waste vegetable oil.*



It may soon be comforting to know that large order of French fries you are eating is your way of contributing to a growing trend in a cleaner burning heating fuel for New Hampshire that is renewable and domestically produced, and emits much less greenhouse gases.

Working with the Governor's Office of Energy and Planning, the NHDOT is participating in a pilot project that is testing biodiesel fuel derived from waste vegetable oil as a viable option for heating facilities.

*"We are trying to see how it works in a real life situation in a boiler, and whether it is feasible for the State of New Hampshire to offer out," says Arlene Allen, the NHDOT's Energy Coordinator out of the Office of Stewardship and Compliance. "It's good to have alternatives, and it burns cleaner than fossil fuels with fewer harmful emissions. Initial research looks promising."*

The guinea pig for the pilot project is District One's #116 Patrol Facility in Franconia, which was chosen because it had more than one furnace and storage tank for the patrol shed, and because of its proximity to the company that refines the product, White Mountain Biodiesel in North Haverhill. The company is offering the biodiesel fuel and its services at no cost for this winter as part of project.

"If we can go towards this with less reliance on conventional heating oil, then this is a fantastic way to do it," says State Highway Maintenance Engineer Caleb Dobbins.

"We are pretty excited about it," says Deandra Perruccio, an energy analyst with the Office of Energy and Planning. Perruccio says wholesale prices for the biodiesel fuel are running 20 to 50 cents a gallon below the Number 2 heating oil price.

"I do think there is potential for savings. The only additional costs involved are \$100 for an in-line heater for the biodiesel. If biodiesel were to become less competitive, you can switch back to traditional fuel. You don't have to invest in a new heating system."

Several weeks into the winter heating season, the word from the Franconia #116 shed is "so far, so good with no problems." That's according to Patrol Foreman Jon Bushway. "It's been good and we think it burns hotter than regular fuel oil."

# Awards



A Public Service Announcement (PSA) featuring two NHDOT employees that highlighted New Hampshire’s “Move Over” law won a First Place Award in the 2016 “Granite Mikes” competition sponsored by the NH Association of Broadcasters. The PSA “Slow Down, Move Over” was produced by AAA of Northern New England and NH1. Among those celebrating the recognition were District 2’s Matt Jordan and Kevin Carley (3rd and 4th from the left). The 30-second video stresses the importance of drivers moving over a lane or slowing down to give highway workers and others who work on the roads the room they need to do their jobs.

*Paving New Hampshire Roadways (continued from page 5)*

## **Binder (liquid asphalt)**

- The NHDOT is experimenting with the use of polymers and high quality softening agents to improve performance and extend the service life for high volume roadways.

## **Recycled Asphalt Shingles (RAS)**

- Processed to remove nails, wood and other demolition debris before grinding for size to be used in HMA. Shingles are examined and are separated for disposal if they contain asbestos.
- RAS was allowed in 2009, requiring extensive testing to control its use.
- One research project was performed, placing RAS mix on a NH highway in 2013.

## **Pavement Preservation**

- Entirely new strategy for maintaining roadways introduced to the NHDOT toolbox in 2004.
- An array of thin, non-structural methods is being used to protect and delay the aging process of existing pavements surfaces. They are less expensive than conventional pavements and extend pavement life by retarding aging and filling cracks.

- Technologies used in and applied to New Hampshire roads while still in good condition include:
  - Crack sealing
  - Chip Seal – a single aggregate layer pressed into a thick spray-applied asphalt emulsion.
  - Rubber Chip Seal – same as above using aggregate pre-coated with asphalt and pressed into a very thick spray applied over crumb rubber modified asphalt.
  - Bonded Wearing Course – thin layer of HMA applied over a heavy polymer modified tack coat.
  - Thin lift HMA overlays ranging between ½” and ¾” in thickness.
- The results prevent more costly rehabilitation projects and are raising the level of the roadway network by keeping roads in good condition.

## **2016 Paving Season**

Total tonnage of pavement work ..... 768,546 tons  
Percent of total tonnage using Warm Mix..... 54%  
Percent of total tonnage using RAP ..... 94.37%  
Average Percent of RAP in asphalt mix ..... 22%  
Estimated amount of RAP in total tonnage .... 159,559 tons

# NHDOT People



**John Ross, Jr.**, warehouse supervisor in District 1, retired on November 30 with 30 years of dedicated service to the Department. John Ross has a long history of public service,

and will continue to serve as a part time fire chief in Whitefield and assist with training at the NH Fire Academy.



**Bob Libby** (right), Superintendent of the Bridge Maintenance Crew in Ossipee, retired

on October 28 after 30 years of service with the NHDOT. He is pictured with the former Ossipee and New Hampton Superintendent Dick Green.



Co-workers at District 3's New Hampton #324 patrol facility wished **Dale Huckins** well in retirement on November 23. Dale spent 30+ years at the

#324 shed and was the loader operator for the last 17 years.



**Dawn Pulica**

(Planning & Community Assistance) celebrated 20 years of service at the NHDOT on November 8.

Co-workers presented Dawn with a "Proud to be NHDOT" cake. She submitted the winning entry a few years ago in a Department slogan contest.



**Lynne Perron**, secretary in the Construction Bureau, retired on December 5 after 10+ years of State service.



District 2 Patrol Foreman **Cary Wetherbee** retired 30 years to the day from when he began with the NHDOT as a Laborer/ Truck Driver on December 26, 1986. Cary spent his entire career at the Wentworth 202 shed and became the face of the DOT in the towns of Wentworth, Warren, Piermont, and Benton. Pictured left to right from the 202 Patrol Facility are Alan Thoroughgood, Andy Hanley, Ben Toomey, Cary Wetherbee, Mark Green, Justin Smith, and Randy Ruger.



**Scott Burns**, Highway Maintainer II in Patrol Section 401 - Charlestown retired November 30th, just 18 days short of 38 years of service. Scott's entire career was with the 401 Patrol Section. Scott is pictured with other fellow District 4 retirees and the current District 4 senior employee. From left to right, Robby Vorce, Chris Flagg, Jimmy Ray, Doug Graham, Terry Hall, current senior District 4 employee Tom Ballou (PS 403 Marlow), Scott Burns, Montgomery "Smurf" Davis, and Gary Kenyon.

# Service Awards (4th Quarter)

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## 5 Years:

**Arthur A. Desrosiers III** - District 3  
**Julie Kroupa** - District 4  
**Christopher A. Valliere** - District 1  
**Kayla M. Audit** - District 1  
**Levi D. Byers** - Construction  
**Mason R. Chepulis** - Construction  
**Barbara A. Hinerth** - Right-Of-Way  
**Anthony J. Labounty** - Mechanical Services  
**Gary A. Sullivan** - District 5  
**Lee M. Cheney** - District 5  
**Timothy D. Chickering** - District 4  
**Sally M. Gunn** - Highway Design  
**Danielle A. Hotz** - Right-Of-Way  
**James F. McMahon III** - District 1  
**Mark A. Mooshian** - District 5  
**Matthew S. Plantier** - TSMO  
**Colby E. Powelson** - Highway Design

## 10 Years:

**Glenn J. Kirby** - District 4  
**Carol A. Pittman** - Right-Of-Way  
**Mary M. Rieger** - Turnpikes  
**Kent M. Rinfret** - District 6  
**Brian T. Bruck** - Bridge Design  
**Joan E. Castellano** - Finance  
**Jennifer L. Jack** - Right-Of-Way  
**Steve W. Johnson** - Bridge Maintenance  
**Charles J. Picardi** - Turnpikes  
**Robert M. Clark** - Bridge Maintenance  
**Christopher G. Hall** - District 4  
**David A. Malloy** - Traffic  
**Edward G. Sperry** - Construction

## 15 Years:

**Deborah A. Watts** - Turnpikes  
**David S. Chase** - TSMO

**John F. Clark** - District 6  
**Richard M. Corliss** - District 1  
**Joseph H. Cotton III** - Mechanical Services  
**Linda B. Dusenberry** - Planning & Comm. Assistance  
**James K. Flanders** - District 1  
**Cheryl A. McMahon** - Turnpikes  
**Paul J. Poulton** - District 1  
**Steven J. Albrecht** - District 2  
**John J. Faulkner** - District 5  
**Paul J. Hodgman** - District 4  
**Barbara L. Rollins** - Highway Design  
**David N. Succi** - District 6  
**Michael A. Sunderlin** - Bridge Maintenance  
**Kenneth J. Thoroughgood** - Bridge Design

## 20 Years:

**Michael K. Rogers** - District 6  
**Amy W. Rook** - Environment  
**Paul A. Schoffield** - Traffic

## 25 Years:

**Paul J. Souza** - District 2  
**Julie L. Mathews** - Traffic  
**Dallas M. Patten** - Highway Design

## 30 Years:

**James D. Edmunds** - Traffic  
**Christopher M. Hobbs** - District 2  
**Richard A. Patten Jr** - District 4  
**Joseph C. Adams Jr** - Bridge Design  
**Fred A. Drew** - District 3  
**Jeffrey B. Lewis** - Turnpikes

## 35 Years:

**Dennis C. Ford** - District 2

# Personnel Updates

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## New Hires:

**Dennis N. Hicks Jr** - District 2, Crew 24  
**Todd J. Tetley** - Material & Research  
**Douglas R. Smith** - District 5, Crew 10  
**Daniel S. Ketchie** - Tpk-Merrimack Matinenance  
**Raymond L. Hamel Jr** - Mechanical Div-Concord  
**Joshua A. Flagg** - District 1, Crew 2  
**David W. Ruppel** - District 1, Crew 13  
**James C. Caldwell** - Mechanical Div-Concord  
**Jonathan M. Vincent** - District 5, Crew 10  
**Trevor R. Field** - District 2, Crew 7  
**Evan C. Ballas** - District 4, Crew 11  
**Randy J. Avery** - District 2, Crew 14  
**Joseph P. Debassio** - District 2, Crew 6  
**Scott M. Depalma** - Tpk-Dover Maintenance  
**Cory J. Grogan** - Tpk-Dover Maintenance  
**Steven J. Kiley** - District 1, Crew 1  
**Matthew S. Mullen** - District 3, Crew 1  
**William J. Chick** - District 3, Crew 1  
**Robert D. Rollins** - District 5, Crew 4  
**Timothy J. Jessome** - District 3, Crew 25  
**Richard R. Lacroix** - District 4, Crew 15

## Promotions:

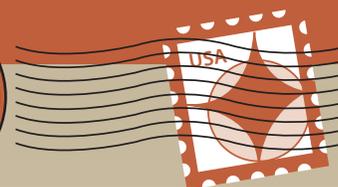
**Anthony Weatherbee** - Civil Engineer IV, Bridge Design  
**Steven Huckins** - Asst Highway Patrol Foreman, District 3  
**Stephen Lowe** - Survey Team Technician III, Hwy Design  
**Mark Wagner** - Engineering Technician V, Bridge Design  
**Startreese Snow** - Supervisor VI, Finance  
**Charles Blackman** - Administrator III, TSMO  
**Abigail Franklin** - Survey Team Technician III, Hwy Design  
**William Irvine** - Bridge Const. Supt, Bridge Maintenance  
**Kurt Melendy** - Survey Team Technician III, Hwy Design  
**Eric Tower** - Highway Maintainer III, District 4  
**Brian Bruck** - Bridge Inspector, Bridge Design  
**Lee Emery** - Bridge Maintainer III, Bridge Maintenance  
**Trevor Renaud** - Highway Maintainer III, District 5  
**Roger Dion** - Maintenance Mechanic Foreman, Turnpikes  
**Marshall Bennett** - Asst Hwy Patrol Foreman, District 5  
**Corey Corliss** - Welder Mechanic I, District 2

**Lee Cheney** - Asst Highway Patrol Foreman, District 5  
**Terrence Monaghan** - Highway Patrol Foreman, District 5  
**Eric Ward** - Asst Highway Patrol Foreman, District 1  
**Ivan Downs** - Highway Patrol Foreman, District 1  
**Susan Klasen** - Administrator IV, TSMO

## Retirees:

**Brian Guyotte** - District 3 (42)  
**Robert Burns** - District 4 (37)  
**John Ross** - District 1 (32)  
**Robert Libby** - Bridge Maintenance (30)  
**Dale Huckins** - District 3 (30)  
**David Frost** - District 5 (30)  
**Kenneth Dufour** - District 1 (30)  
**Cary Wetherbee** - District 2 (30)  
**Subramanian Sharma** - Traffic (29)  
**Paul Gelinis** - Highway Design (27)  
**Denise Markow** - TSMO (22)  
**Jean Psyhos** - Turnpikes (21)  
**Edward Heath** - Turnpikes (20)  
**Francis Silva** - Bridge Maintenance (14)  
**William Smith** - Bridge Maintenance (11)  
**Glenda Theos** - District 3 (10)  
**Lynne Perron** - Construction (10)

# Letters



November 16, 2016

On behalf of the Town of Candia and its Board of Selectmen, I wish to offer our appreciation for the assistance recently provided the town by your traffic engineer, Mr. William Lambert.

In response to a citizen inquiry regarding the adequacy of the speed limit on NH Rte 27, our chief of police contacted your department for assistance. Mr. Lambert conducted a comprehensive study of the traffic and speed patterns on that road and presented the results of his study and his recommendations on to our board on Monday evening. The presentation was thorough, informative, and interesting. He represents your department capably and credibly. With no hesitation or reservation, our board endorsed his recommendation to increase the speed limit. Please extend to Mr. Lambert our appreciation for his efforts and admiration for his professional talent.

Boyd Chivers  
Chairman, Candia Board of Selectmen

October 20, 2016

As an abutting landowner I have had a front row seat the past few months for a DOT project in Keene. The project was constructing a roundabout at the intersection of NH Rte 9 and Base Hill Road. I looked forward to a much safer intersection and it certainly is now that the roundabout is operational.

What was truly impressive was the lack of disruption to traffic flow in a very busy intersection as Chuck Cannon, his crew from Weaver Brothers, and DOT engineer Zach Paight, methodically proceeded to get the work done but keep traffic moving. Their staging area and construction trailer was adjacent to the road into my property and I couldn't have had a better neighbor.

As citizens and taxpayers, we are well served by projects such as this, contractors like Weaver Brothers and DOT employees like Zach Paight, Steve Caradini (and his fellow surveyors), all very pleasant people to deal with.

Walter Lacey  
Keene, NH

*Editor's Note: The following note was sent to District One Engineer Phil Beaulieu.*

September 26, 2016

The Town of Lyman would like to express its appreciation for the much-needed paving of the Lisbon-Lyman Loop. Driving on it has been a pleasure and we no longer have concerns about emergency vehicles being delayed while responding to calls. Thank you for all your hard work and efforts regarding this project.

Lyman Board of Selectmen

December 15, 2016

I am writing to give my heartfelt thanks to the unheralded road crew members who maintain a portion of NH Route 112 between my house in downtown Woodsville and my job in Lincoln. When I accepted my job in Lincoln, everyone I spoke to said, "Why would you take a job when you have to drive through that treacherous Kinsman's Notch by Lost River and Beaver Pond during the winter?" So, it was with great trepidation that I started my daily commute to Lincoln in January of 2013. I want to tell you, that although the people who plow the roads from my house to the Easton town line do a good job, the people who maintain the portion of Route 112 from the Easton town line to Lincoln do an incredible job! I do not mean to suggest that the other crews do a bad job, they do not. I just mean to say that particular road crew handles the complications in a stellar fashion. I am so lucky that they are such dedicated and polite and caring people.

Carole Bont  
Woodsville, NH

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



[www.nh.gov/dot](http://www.nh.gov/dot)

## The Return of the Popsicle Stick Bridges

The TRAC Program's annual Popsicle stick bridge building competition took place November 29th at New Hampshire Technical Institute in Concord. Several NHDOT employees are involved in the Transportation and Civil Engineering (TRAC) Program, which teaches secondary students how to apply a variety of math and science concepts to common engineering problems in transportation. Bridges in the Popsicle Bridge contest are judged on both strength and appearance. Among this year's competitors was Angela Hubbard's (Bridge Design) daughter Meghan, who is a student at Pembroke Academy. Teams from Concord High School took first and second place in the competition.



## Reaching Out to Those Less Fortunate Across New Hampshire

They collected warm clothing in the Turnpikes Bureau. Planning and Community Assistance gathered food and clothing on and around a "Holiday Tree for the Homeless." And, as part of the annual participation in "Operation Santa Claus," NHDOT employees sponsored a total of 140 children across New Hampshire, making sure they had something special under the Christmas tree.



Two truckloads of winter clothing were delivered to 'Families in Transition' in Manchester. According to Nashua Patrol Foreman Jim MacNichol, 'We also took some coats, blankets and hats to the Nashua soup kitchen and they will pass them out to those who need it.'

Items donated by employees to the Holiday Tree for the Homeless were delivered to various homeless shelters and resource centers in the Concord area.

"We are overwhelmed with the response we have received for this effort," said Sharon Allaire (Planning).

The State Employees Association's "Operation Santa Claus" has been providing New Hampshire youths with gifts during the holidays for more than 50 years. Jon Hebert (Highway Design) was this year's NHDOT coordinator.



Cover photo - The Flume Covered Bridge over the Pemigewasset River in Franconia Notch State Park.  
Photo by Jerry Zoller.