

ON THE MOVE

New Hampshire Department of Transportation Newsletter



Winter 2024



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Our Resilient Workforce

It has been an interesting winter season so far.

A rainstorm on the snow-covered, frozen White Mountains in December and a nor'easter with a storm surge coupled with astronomical high tides in January damaged roads, bridges, seaside revetments, homes, and businesses across the north country and sections of NH's coastal roads.

Thankfully our dedicated, resilient professionals worked prior to, during, and after the destructive events to keep themselves and motorists safe, to minimize the damage to our assets, and to quickly and efficiently restore connections for emergency responders. Then they worked to repair and fully reopen roadways for our citizens and visitors.

In December, heavy rains and snow melt ravaged the north country. Flash flooding undermined the abutments of the Bemis Brook bridge in Hart's Location - fully closing a section of US Route 302. The detour was 49 miles long and the road provides a critical connection through Crawford Notch. District and Bridge Maintenance crews, assisted by others across the Department including bridge inspectors, environmental operations managers, UAS pilots, Traffic, TSMO and others were able to quickly plan and construct the detour as well as repairs allowing the road to open to one lane in just three days! The work required some innovative engineering to repair the abutments and the use of over two thousand sandbags to control the water still running under the bridge. Special thanks to all who helped to get the work done!

There were many other areas damaged by this storm including in Jackson and Gorham where a water truck got stuck under a DOT bridge! The Bureau of Construction mobilized to assist the District in documenting the damage around the

district for future reimbursement. The Mountain Division and Concord-Lincoln Rail Lines were significantly damaged as well.

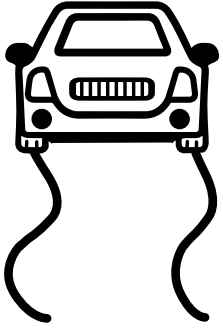
In January, back-to-back Nor'easter rain events combined with astronomical high tides to flood the coastline from Massachusetts to Maine. In New Hampshire, Route 1A in Hampton Beach, North Hampton, and Rye were all hit hard. Days before the storm District crews were shoring up the remains of a late 1970's stone revetment to protect the coast. The storms battered the revetments, seawalls, and sidewalks, scoured away drainage pipes, and destroyed several sections of roads forcing DOT to close several sections of Route 1A. During the storm a District loader operator assisted the Rye Fire Department through the high water to gain access to an electrical fire saving a home. Thankfully all were safe. After the storm the DOT team continued to work quickly to make the needed repairs, all while plowing and treating as necessary.

NHDOT demonstrates resilience every day as we work together across Divisions and Bureaus to be proactive through preparation to minimize and prevent damage, to respond to whatever is thrown at us, to manage events safely to protect life and property as well as to recover from the damage caused by extreme events. This is work none of us can do alone, but working together we can do anything, and we accomplish amazing results! As always, Proud to be DOT!

Please slow down and drive carefully.

Dave Rodrigue
Assistant NHDOT Commissioner

Safety Corner



Drive Carefully

It's mid-February and many of us are already looking ahead to the spring. That's the time when we typically see more people out walking and riding bikes and enjoying the longer days and warmer weather. But even though it's cold, there are still many people out walking and jogging and riding for exercise and to commute to and from work.

An increasing number of people are walking or biking simply because they do not have access to, or cannot afford, a car or to use transit. This means all of us who drive cars need to slow down, provide space, and STOP for pedestrians! Every year too many people are hit by cars.

In 2023, there were 15 pedestrians killed in New Hampshire alone, along with one bicyclist, compared to 17 and 3 in 2022.

And it's not just about fatal crashes. High speeds make it uncomfortable for pedestrians and bicyclists, often to the point of discouraging those modes altogether.

For most of us it's been a long time since we took driver's education – Here are a few key reminders:

- The driver of a vehicle must yield to pedestrians in a crosswalk, whether the crosswalk is marked or not. (See RSA 259:17 for the definition of a crosswalk.)
- Every driver of a vehicle must use due care around pedestrians or any person propelling a human-powered vehicle at all times (RSA 265:37).
- Bicyclists have the same rights and responsibilities as motorists (RSA 265:143).
- Every driver of a vehicle, when approaching a bicyclist, shall exercise due care by leaving a reasonable and prudent distance between the vehicle and the bicycle. Reasonable and prudent is **at least 3 feet** when the vehicle is traveling at 30 miles per hour or less, with one additional foot of clearance required for every 10 miles per hour above 30 miles per hour (RSA 265:143-a).
- When there is not enough space for a reasonable and prudent distance between the motor vehicle and a bicycle, or a bicyclist needs to change lanes, it often becomes necessary for a bicyclist to "claim the lane." Motor vehicle drivers should be mindful of this, and bicyclists should do so in a clear but respectful manner.

The NHDOT supports all modes of transportation, and our roads are designed to be shared. Be Careful, Courteous, Slow Down, and focus every day on every street.



Defensive driving is smart driving.

Fixing Roads ...

December and January brought several rainstorms which flooded many roads temporarily and damaged a few that required days of repair work.

Heavy rain swelled the Bemis Brook on Route 302 in Hart's Location and scoured away tons of material and some of the road (see cover). Over two thousand sandbags were filled by crews to temporarily control the normal flow of the brook so that crews could make repairs.

The approaches to the Rye Harbor bridge were damaged after rain and a high tide flooded the scenic Route 1A in North Hampton and Rye. NHDOT District 6 crews cleaned and repaired two sections in less than two weeks.

Special thanks to our UAS team for all of the fantastic aerial images.



District and Bridge Maintenance crews, assisted by others across the Department including bridge inspectors, environmental operations managers, UAS pilots, Traffic, TSMO and others were able to quickly plan and construct the detour as well as repairs allowing the road to open to one lane in just three days!



And Rail Roads ...



Luckily the NHDOT, in partnership with our tenant railroads, has a great team in the Bureau of Rail & Transit's Rail Section that immediately connected with all tenant railroads and made assessment and inspection plans to all impacted areas.

While most people know that the December 2023 rainstorm flooded many New Hampshire roads and created several road closures, it also caused extensive damage to two state-owned railroad corridors used by tenant railroads for tourist excursion railroad services. The total damage to these railroad corridors is estimated to be \$1.2 million, and some damaged areas needed to be repaired for the upcoming holiday weekend train service.

Luckily the NHDOT, in partnership with our tenant railroads, has a great team in the Bureau of Rail & Transit's Rail Section that immediately connected with all tenant railroads and made assessment and inspection plans to all impacted areas.

The Rail Section, along with our tenant railroad staff, mobilized railroad resources, and contractor resources. Steve Piper, Rail & Transit's winter construction assignee and an invaluable personnel resource, started the arduous task of assessments, photo documentation, quantity calculations, cost estimates, and repairs.

The Rail Section and our tenant railroads were under the gun to restore several important railroad operations that were planned, and tourist trains (Santa/Holiday trains). The Rail Section also needed to inspect all of the area railroad bridge piers prior to use, as several sustained some damage from the scour of rushing water, trees, and other debris. The work was quickly accomplished by all involved to allow planned near-term railroad operations, and then the task of developing longer-term repairs started. The hardest hit state-owned railroad lines were on the Conway Scenic Railroads section from Bartlett to Carroll and Patriot Rail's section from Plymouth to Lincoln.

Personnel Updates

New Hires:

Brandon M. Mound - District 2, Crew 7
Spencer K. Galloway - District 5, Crew 27
Christopher W. Kounelas - Construction
Thomas A. Talamini - District 3, Crew 9
Ean G. Steady - Bridge Maint-Lancaster
Robert M. Woods II - District 5, Crew 25
Phillip F. Pedone - District 5, Crew 9
Harvey A. Gordon III - District 3, Crew 15
Alexander W. Covatis - Mechanical Svcs-Concord
Benjamin T. Lapointe - Materials & Research
Thomas W. Mercer - District 2, Crew 15
Matthew A. Russell - District 4, Crew 11
Kirk L. Stenersen - District 4, Crew 21
Clayton E. Vanalstyne - District 1, Crew 25
Timothy R. Sawyer - Mechanical Svcs-Concord
Tobyn J. Von Kahle - District 2, Crew 12
Zachary H. White - District 1, Crew 8
Fred J. Wells - District 3, Crew 16
Lewis O. Hicks - District 4, Crew 12
Salem K. Quinn - Planning & System Dev
Jason S. Baugh - District 2, Crew 11
Gregory J. Durkee - District 2, Crew 15
Ryan L. Gilliland - District 2, Crew 24
Benjamin R. Marston - District 6, Crew 4
Rodney S. Anderson - Tpk-Hampton Maintenance
Matthew R. Croteau - District 4, Crew 10
Connor G. Vaccarello - Bridge Maint-Newfields
Christopher C. Holmquist - District 1, Crew 13
Jason M. Hammond - Tpk-Dover Maintenance
James H. Lavrentios - Bridge Maint-Mem Bridge
Nikki L. Young - Mechanical Svcs-Concord
Stephen J. Scott - Tpk-Dover Maintenance
Jeremiah A. Collins - District 1, Crew 2
Mark D. Schiavello - District 6, Crew 6
Aiden P. Heller - Bridge Maint-N Hampton
Emily E. Allen - Right-Of-Way
Johannes D. Muller - District 2, Crew 20

Christopher S. Perry - TSMO Dispatch Operations
David A. Burrows - District 3, Crew 25
Jay B. Marshall - Turnpikes-Hooksett
Kristin J. Dineen - Turnpikes-Hooksett
Justin D. Dubravsky - District 6, Crew 6
Nathan Lepage - Tpk-Hooksett Main Toll
Christopher E. Morin - Tpk-Bedford Main Toll
Fred A. Greenwood - District 2, Crew 13
Tyler T. Juranty - Environment
Scott M. Magoon Sr - District 5, Crew 25
Luke D. Marsters - Tpk-Dover Maintenance
Anthony J. Orr - District 2, Crew 13
Jordan J. Parent - Materials & Research
Adam A. Plumb - District 2, Crew 15
Hunter A. Ranfos - District 6, Crew 4
Amy K. Reardon - Planning & System Dev
Kimberly F. Warren - Human Resources

Retirees:

Mitchell Plante - Right-Of-Way (38)
Robert Richards - District 5 (38)
Reed Deinhardt - Bridge Maintenance (37)
Peter George - District 6 (36)
Jamie Gooden - District 1 (35)
Geoffrey Peirce - District 5 (35)
Richard Gagnon - Mechanical Services (30)
Richard French - Turnpikes (29)
Steven Buchanan - Traffic (27)
Dana Gravel - Right-Of-Way (27)
Phyllis Haley - Turnpikes (20)

Promotions:

Carl Ruel - District 1
Ross Wood - District 2
Denise Sherburne - Planning & Community Assistance
Desiree Carron - Traffic
Joseph Barlow - District 6
Jeffrey Skiff - District 5

Glen Levesque - District 5
Gerald Gagnon - Mechanical Services
Joseph Dussault - Turnpikes
Curtis Miner - District 6
Carter Bennett - Construction/Eng Audit
Michael Kavanaugh - Mechanical Services
Andrew Craig - Bridge Maintenance
Mitchell Ashby - Bridge Maintenance
Judith Arnold - Turnpikes
Brian Steen - District 2
Brian Easler - Aeronautics
James Riley - Bridge Maintenance
James McClearn - TSMO
Dennis Harriman - District 5
Jeffery Lord - District 5
Thomas Dupere - District 6
Laura Guimont - Finance
Roger Demers - District 5
Benjamin Mailhot - District 6
Grant Haley - District 6
Thomas Rines - Bridge Design
Cole Williams - Bridge Maintenance
Richard Smith - District 4
Kevin Raymond - District 6
Donald Baumgardner - District 1
Edward Christinat - District 1
Joshua Roy - District 1
Dillon Lowe - Mechanical Services
Mark Harrington - Construction/Engineering Audit
Stacey Dearborn - Highway Maintenance
Dennis Hinton - District 6
Amy Mansfield - District 5
Bradley Roberts - Mechanical Services
Jesse Santeufemio - Turnpikes
David Hurwitz - Turnpikes
Emily Paul - Traffic
Emma Bell - Highway Design
Michael Brochu - Bridge Maintenance

Personnel Updates

Services Awards:

5 Years:

Steven W. Parsley - Turnpikes
James F. Cummings - Turnpikes
Robert V. Sopol - Turnpikes
Tony M. Hudon - Traffic
Thomas C. Souther III - Turnpikes
Nathanael A. Mark - District 4
Cabot F. Ronish - District 1
Michael J. Mozer - Highway Design
Cody D. Drew - District 3
Gary A. Morrison - District 6
Kevin P. Dunleavy - Right-Of-Way
Steven S. Leary - Traffic
Nicholas R. Desroche - District 3
Joshua M. Roy - District 1
Raymond E. Dailey - Bridge Maintenance
Matthew H. Heath - District 3
Derek W. Roy - Traffic
Dustin M. Sewall - Commissioner's Office

10 Years:

Steven J. Lewis - District 3
Ryan J. Girardin - Traffic
Jeffrey C. Miller - Human Resources
Susan B. Steenson - Finance
Jeffrey A. Connor - Mechanical Services
William M. Irvine - Bridge Maintenance
Zachary A. Stetson - District 4
Michelle R. Grandmaison - Finance
Marnie R. Cinquantini - Mechanical Services
Sharon M. Simpson - Human Resources
Brian N. Scribner - District 1

15 Years:

Raymond A. Cornish - District 2
Deirdre T. Nash - Materials & Research
Daniel A. Hotaling - Mechanical Services
Richard D. Faul Jr - Highway Design
Joshua D. Lafond - Commissioner's Office
Bernard A. Kenney - Mechanical Services
Justin A. Smith - District 2

20 Years:

David J. Proulx - Turnpikes
Victoria A. Meyer - Highway Design
David A. Gray Jr - Turnpikes
Jason L. Marro - District 1

25 Years:

Daniel T. Cloutier - District 4
Ann M. Izzi - Turnpikes
Christopher W. Brown - District 1
David D. Almon - District 6
Raymond J. Wilder III - District 2
Craig A. Levesque - District 1
Kevin T. Nyhan - Environment
Diane M. Weaver - Turnpikes
Donald G. White - District 3
Charles E. Lowe Jr - Mechanical Services

30 Years:

Kenneth R. Mailhot - District 6
Richard C. Radwanski - District 5
Dwayne A. Searles - District 4
Carl R. Ouellette - Bridge Maintenance

35 Years:

Michelle A. Drouin - Finance
Craig A. Drouin - Highway Design
Eric G. Sargent - Right-Of-Way

40 Years:

Dix E. Bailey - Turnpikes

NHDOT People



Reed Deinhardt's 37-year career with NHDOT was more than a job – it was a passionate journey marked by dedication to the work and his coworkers. Reed started as a Highway Maintainer in 1986 and was promoted to Bridgeman III in the Bureau of Bridge Maintenance in 1991. Several years later he became a Bridge Construction Superintendent, overseeing crucial projects and ensuring the highest standards of safety and efficiency. His coworkers stated that Reed “bleeds orange” symbolizing his deep devotion to the department and his commitment to working safely.

Deinhardt's legacy lies not just in the bridges he helped construct but in the collaborative culture he built within his team. His infectious enthusiasm and commitment to excellence inspired colleagues and left an indelible mark on the department.

In 2023, after 37 years of service, Reed Deinhardt retired, leaving behind a legacy of dedication and knowledge that continues to shape the work of his successors. His journey from a Highway Maintainer to a Bridge Construction Superintendent serves as an inspiring example of what can be achieved with passion and commitment in the DOT workforce.

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

NHDOT

CDL Training

NHDOT's Jeff Miller knows how to train truck drivers. He worked for the NH Department of Safety for over 8 years training and certifying the examiners at the NH Division of Motor Vehicles. He's also worked closely with the Federal Motor Carrier Safety Administration (FMCSA), and The American Association of Motor Vehicle Administrators (AAMVA), to fine-tune the Federal CDL Training programs and testing model.

Lucky for us, he's running our Commercial Driver License (CDL) Program and guiding dozens of new Bridge and Highway Maintainers in the classroom and in the field. In 2023, fifty-five trainees completed all the Entry Level Driver Training (ELDT) here at the NHDOT and received their Commercial License (Class-B and Class-A).



Jeff said he stresses safety and that this training will “get them to proficient – becoming a professional takes time in the real world.”

Governor:
Chris Sununu

Commissioner:
Bill Cass

On the Move Editor:
Richard Arcand

Layout and Design:
L.J. Place

New Hampshire
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Department of Transportation

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This is On-The-Job paid training and a requirement to work as a Highway Maintainer. It's a win-win: the NHDOT needs employees with CDLs to maintain the roads, and the employees learn a valuable skill. Jeff stated that “private training is available elsewhere for roughly \$9K - \$12K, but why not learn to drive (no charge) and get paid for working?” Jeff added that most everyone moves through the training pretty smoothly, even those that are new to driving! He explained that he trained a student who passed the exam to drive a car “just a few months before he started working for the NHDOT. He was nervous but he adjusted quickly and is doing well.”

The employees start by taking the knowledge tests to earn a Learner's permit. They spend approximately 40 hours in the classroom. Once the classroom portion is completed, they move into driving the trucks at one of the eight NHDOT satellite training locations around the state. Students learn to use their mirrors, remember the angles and other keys, and then they practice moving a truck and trailer - forward and then backward into an adjacent lane (offset maneuver), and backing up turn where they “arc” the truck and trailer into a tight lane or garage space. Ean Steady (pictured with Jeff) did well in his practice sessions. Once students master several skills and eight maneuvers, they start road training in their District with a certified CDL driver trainer (who are also certified by Jeff).

Jeff said he stresses safety and that this training will “get them to proficient – becoming a professional takes time in the real world” — something he knows pretty well. In addition to years of training others, he also works weekends driving a tanker truck for the Dairy Farmer of America, hauling milk from New Hampshire and Vermont farms to the Hood Plant in Concord. He loves what he's doing – sharing what he knows about the industry and helping others. Thanks Jeff!

Cover Photo: Bemis Brook Bridge Repairs