

# NH Public Works Association

## COMMUNITY PROFILE:

Conway, NH

Submitted by Peter Capano, Chief Inspector, Manchester Highway Department



Working in the north country is not the “laid-back” operation one might expect. Paul DegliAngeli has been the Director of Public Works/Town Engineer for Conway since 1992. He oversees many public works responsibilities, including the maintenance of 100 miles of

roadway. Just like other towns, Paul has to adjust operations every summer due to increased population. This complicates logistics during prime construction season.

The town of Conway includes North Conway and the villages of East Conway and South Conway. Winter population is 9,000 and increases to 14,000 in the summer. Hotels accommodate another 24,000 on any given summer evening.

NH Route 16 and US Route 302 bring many tourists to the town. They are two of the most traveled highways in NH. The summer traffic congestion in Conway has been the top public works challenge for decades. The idea of constructing a bypass road to alleviate this issue was first suggested in the 1970’s. Paul and his crew are up for the challenge. Construction is now underway on a nine-phase project that will result in a bypass road to the east of town. Initial phases focus on improvements to the existing infrastructure. They are scheduled for completion this fall. Next year bids for the first portion of the bypass will be solicited. Total bypass cost is estimated at \$50 million. Such a high cost for a road reconstruction project is more common in Nashua or Manchester.

In addition to the summer-time attraction, Conway is also a shopping mecca, even more so than some southern cities. Recent additions include a Home Depot and Lowes. Together these stores invested over \$2 million to town infrastructure.

## WHAT’S WRONG WITH THIS PHOTO?



Section 2A.16 of the MUTCD states that “Signs should be individually installed on separate posts or mountings except where (a) one sign supplements another, (b) route or directional signs are grouped to clarify information to motorists, or (c) regulatory signs that do not conflict with each other are grouped, such as turn prohibition signs posted with one-way signs, street name signs posted with a stop or yield sign, or a parking regulation sign posted with a speed limit sign.”

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# ROAD RECONSTRUCTION PROJECT: MANCHESTER NH

*Submitted by Peter Capano, Chief Inspector, Manchester Highway Department*



Manchester is notorious for large disruptive construction projects like stadium and arena work, intersection improvements, and utility upgrades. However, the double-barreled

jobs currently on Granite Street are taxing the creativity of project managers and the public's patience.

Simultaneously, NHDOT is replacing the Everett Turnpike bridges over Granite Street and adding a southbound off-ramp and a northbound on-ramp. Meanwhile, the City is adding three lanes to the Granite Street Bridge over the Merrimack River. This confluence of work includes utility relocations, temporary signal installations, structural steel erection, and large concrete pours. All of these require traffic to maneuver through the area or be re-routed. Add a matinee baseball game with 5,000 fans or a Verizon Wireless Arena event with up to 10,000 attendees, and the traffic brain-teaser becomes much more difficult.

The everett turnpike job is the largest contract the state has entered at \$28 million. It will result in a single point intersection, like the one in Concord between I-93 and Manchester Street. The toughest task will be constructing the northbound on-ramp which will be anchored into the riverbank. Middlesex is the contractor, and work is expected to be complete in late 2008.

The city bridge job, overseen by CLD Engineers, will include architectural touches in the lighting and iron railings. ED Swett is the contractor at \$11.8 million.

The jobs must be done concurrently because neither can be used until the other is complete. They were advertised as one project in 2004, but there were no bidders. Contractors were reluctant to take on both a large bridge project and one with substantial earthwork. Therefore, the job was split and bids were received in 2005. Another contract to reconstruct Granite Street between Commercial and Elm streets, is expected to be bid next spring.

Luckily, both commuters and locals know that accommodations will be made for them as they pass through the projects. Much help will be offered from local and State Police. Everyone will get to their destinations safely, even if not always on time.

For more information: <http://ci.manchester.nh.us>



## FALL TECHNICAL SESSION

**Location:** Turnkey Facility,  
Rochester

**Contact:** Dave Lent,  
603-424-5137

Dave is organizing a tour of the Turnkey Facility. He requests help with topic suggestions related to solid waste disposal or recycling and possible speakers for these topics.

Please email Dave:  
[merhwy@ci.merrimack.nh.us](mailto:merhwy@ci.merrimack.nh.us)

**NH** Public Works  
Association

## MEMBER PROFILE

*Dave Lent, Deputy Public Works Director, Merrimack  
Submitted by Catherine Schoenenberger, Stay Safe Traffic Products*

Dave Lent has been the deputy director of Public Works in Merrimack for the last nine years. He is currently serving his first term on the NHPWA Board of Directors as Secretary/Treasurer. He serves on the sub-committee for the *Ken Ward Snow Plow Rally*. He is President of the Bedford Lion's Club. In addition, Dave instructs "Culvert Installation and Maintenance" for the UNH T<sup>2</sup> Center.



Dave worked as an inspector for the New York Department of Transportation one summer during college. After receiving his Bachelor of Science in Civil and Environmental Engineering from Clarkson College, Dave spent ten years working for the Construction Division of the New Hampshire Department of Transportation.

For the next fifteen years, Dave worked in the private sector as a consultant primarily for municipalities. Dave's expertise has made an impact on NH roads and infrastructure. For example, he served as Chief Resident Engineer for the Granite Street Interchange I-293, Exit 5 and for the West Side Sewer Interceptors in Manchester.

He has also had first-hand working knowledge of the City of Boston when he provided inspection services with the help of 15 inspectors and resident engineers.

Dave will serve on the APWA's Inspector Certification Committee at their technical session in Kansas City in June.

Dave has been married for 35 years to Flo, they reside in Bedford. They have two adult children, Nicole and Brian.

## MUDDY ROADS!

*Submitted by Michael Faller, Director, Meredith Public Works*



Many highway departments are challenged by muddy roads in spring. "Mud Season" generates many phone calls from residents concerned with the muddy conditions.

Posting "limited load" signs is a

common spring-time practice to save the road infrastructure. Some road users may be inexperienced with muddy roads. Certain vehicles can not drive through the mud without getting stuck or hitting heavy ruts.

Mud season increases the workload on the highway crews. Highway departments juggle keeping both the public and governing bodies satisfied. Residents demand increased road maintenance while governing bodies place budgetary constraints.

There is increased equipment maintenance also as plow trucks must be outfitted and ready with sanders and plows during the winter season. However, each morning the plows and sanders must be removed to haul gravel to muddy, soft roads to ensure that they are passable. The sanders and plows must be reinstalled every night in preparation of a storm. If a storm occurs, the roads are plowed and the gravel that was deposited on the muddy roads during the day, is pushed into the ditch! It is a vicious cycle.

Every municipal highway department is unique. There are specific tasks for each department to accomplish to ensure the safety of their roads. However, common problems such as muddy roads affect everyone. We strive to do the best possible to overcome these obstacles!

NHPWA  
c/o LGC  
PO Box 617  
Concord NH 03302

## CALENDAR

- **Good Roads Association Show:** July 28, 2006
- Equipment Show: 9AM-5PM, Loudon Speedway
- Golf Tournament: 7:30AM, Pheasant Ridge, Gilford
- 59th Annual Clambake: 3-5PM, Loudon Speedway

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This is a quarterly publication. For submissions,  
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## JOIN NHPWA

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Employer: \_\_\_\_\_  
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Individual Membership \$25.00  
Group Membership \$100.00  
Membership term expires June 30, 2007.  
Detach and mail this form along with payment to:

**NHPWA**  
c/o LGC  
PO Box 617  
Concord, NH 03302-0617