Volume 3 Issue 2

March 2009

STRUCTURAL ENGINEERS OF NEW HAMPSHIRE

Granite Columns

President's Letter

Greetings. This letter comes to you with the hope that work has picked up and that your offices are busy. In January, Tony Coviello was chosen as New Hampshire's Young Engineer of the Year. SENH is proud to have its nomination chosen for this award and is proud of Tony. If you have not yet said congratulations to Tony Coviello, it is not too late- Congratulations Tony and may you grow to become the Engineer of the Year!

Last month, I attended the 2009 NCSEA winter institute in Miami, FL. The theme for this year was wind engineering. Various aspects of the provisions for current and new wind design were discussed. This event also included a tour of a wind tunnel laboratory and test simulation for structural wind load measurements. Wind tunnel procedure will have its own chapter in the upcoming ASCE7-10. In fact, many significant changes are proposed for the wind provision section in ASCE7-10. Currently, there is only one chapter for the wind provisions. The new code will have the provisions divided into six chapters to clarify and simplify references to the code. New wind speed maps are proposed in order to establish consistent values for the tables across the country and to clarify the LRFD and ASD use of the provisions. The wind importance factor may be eliminated and replaced with several maps. Stay tuned.

The nomination committee and the board of directors have been hard at work to find and select individuals for the upcoming vacant board positions. Excellent and capable individuals have stepped forward and the board has nominated three of them. Read the section about the board nominations in this issue for details.

The Professional Development Committee (PDC) committee is trying a few new things. In March, we will have our membership meeting at UNH in collaboration with the engineering department. This will make it possible to lower the attendance fee substantially and hopefully more of our members will attend. Additionally, we hope that this will attract more of the students (future engineers) to socialize and mingle with us (today's engineers). If this works out, we hope to make this an annual tradition. In May, the PDC will try to have the SENH membership meeting partially sponsored. We are looking forward to a mutually beneficial arrangement. In both of these cases, it is important that you express your comments and suggestions regarding these new efforts to the PDC in order to help them set the direction for the future.

NCSEA CAC (code advisory committee) will be meeting in March in Atlanta to discuss the proposed code changes for the next cycle. I will be attending this meeting as a member of this committee. Please read the section about NCSEA CAC in this issue for more details and let me know if you have any input.

Thanks to Bob Durfee, the initial discussions between the New England area Structural Engineers has continued and formal formation of this group is well on its way. In the last board meeting, the board of directors decided to assign to the VP of SENH the duty of being the delegate to this group. There is an update on the activities of this group in this newsletter.

As you can see we have a lot going on, many thanks to all of you and especially to those who have taken the time to stay involved- Alex

Inside this issue:

President's Letter	1
UNH News	5
March Meeting Announcement	6
January Meeting Minutes & Attendance List	7-10
Additional Meetings and Conferences	11

Special Points of Interest/ Reminders:

- *The next SENH Meeting is March 24, 2009 . See inside for details.*
- *Tony Coviello is the 2009 NH Young Engineer of the Year! See page 2 for more information.*

Anthony "Tony" Coviello Named 2009 NH Young Engineer of the Year

New Hampshire's Young Engineer of the Year
Anthony D. Coviello, P.E.

Anthony "Tony" Coviello, P.E., was honored as the 2009 NH Young Engineer of the Year by the NH Joint Engineering Societies at the Engineers Week Banquet on February 19. The Board of Directors of the Structural Engineers of New Hampshire (SENH) was pleased to nominate him for this award. Tony has been an active member of SENH since 2000, serving on the Professional Development Committee as a member and Chairman. He currently holds the position of Vice President of SENH and contributes regularly to the newsletter.

He holds a B.S. and an M.S. in Civil Engineering from the University of New Hampshire. Tony provides structural designs and analyses for a variety of institutional, commercial, industrial and residential projects. Tony has specialized expertise in the design of coastal structures and building envelopes. He's currently working on the renovation of the New Hampshire Bank Building in Market Square, Portsmouth, NH.

It was his outstanding service to the community and professional outreach that singled Tony out for this award. He is currently a member of the Portsmouth Planning Board and an exam development committee member with the National Council of Examiners for Engineering and Surveying of Clemson, SC. In the past he has served on several Capital Improvement Plan sub-committees for the City of Portsmouth, the Joint School Advisory Committee, and the city's Building Code Board of Appeals. In 2008 he graduated from the Leadership Seacoast program of New Hampshire.

Tony currently resides in Portsmouth with his wife and two children. He is the co-owner of Summit Engineering, PLLC, a full-service consulting structural engineering firm based in Portsmouth, NH.

Pictured from left to right: Matthew J. Low, P.E., NHSPE President, Brian Vincent, P.E., ASCE President, George Fredette, 2009 Engineer of the Year, Governor John Lynch, Tony Coviello, 2009 Young Engineer of the Year, Jim Anderson, P.E., IEEE, NH Section Chair, Alex Azodi, P.E., SENH President, Roch Larochelle, P.E., Joint Committee of New Hampshire Engineering Societies, Chair

New Members, Associate Members & Student Members

SENH is proud to welcome the following new Members, Associate Members & Student Members:

Members:

- John Read, P.E., TranSystems Corporation

Associate Members:

- Gordon Edington, Vanasse Hangen Brustlin, Inc.
- Tabitha Shore, Rist-Frost-Shumway Engineering

Student Members:

- James Woidt, University of New Hampshire
- Patrick Moon, University of New Hampshire

Nominations for SENH Board of Directors

In accordance with the bylaws, the current SENH Board of Directors has reviewed and approved the following nominations for the three positions opening on the board:

1. Ed Bergeron
2. Norm Cote
3. Sean James

Steve Johnson, Robert Busby, and Alex Azodi are leaving the board. According to the bylaws, additional nominations may be submitted by any SENH members in good standing. These submissions must be in writing, have the supporting signatures of at least three SENH members, and be submitted to the board by March 31. All nominations will be presented to the members by April 15 and voted on by the members at the May membership meeting. Please be sure to attend the May meeting and vote.

SENH March Meeting

The March SENH meeting is being held at Kingsbury Hall on the campus of the University of New Hampshire. This is our first meeting at UNH and is a continuation of efforts by SENH to enhance ties with the University. The meeting will differ in several ways from our typical meeting that we wish to bring to your attention. Parking on campus is at a premium and UNH is diligent with ticketing illegally parked cars. Parking after 6 PM in designated lots is allowed and we are therefore changing the start time of the meeting to save members a $8 parking fee. See the link below for more information on parking on campus as well as maps of campus and Kingsbury Hall included in this newsletter.

The meeting will include a tour of Kingsbury Hall followed by dinner and social time. Please meet outside room S145 where we will have registration and then start the tour. Due to the later start than normal, the dinner and social hour will be combined. Also, please be aware that we will limit registration to the first 65 people due the presentation room capacity.

http://www.unh.edu/transportation/parking/

Department of Safety - Manufactured Housing Installation Standards Board *Submitted By Fred Emanuel, P.E.*

Fred Emanuel – SENH member continues to serve on the NH Manufactured Housing Installations Standards Board.

The 12 member board continues with providing input to developing requirements and operations for the Installation Standards Board. As of November 2008, there were 112 licensed installers registered with the board. All must be bonded. A continuing education program has been set up to train and educate the installers. Mr. Glen Perlow, Esquire, from the Attorney General's office, councils the board on legal matters. Both public and non-public sessions have convened over the past year discussing bonding requirements of the installers and consumer complaints. Meetings are held in the Department of Safety offices in Concord.

The installation standards apply to all new and relocated manufactured housing that is used as a residential dwelling. Adoption of the organization rules of The Manufactured Housing Installation Standards Board Inst 100 became effective on December 24, 2005.

Inspections are performed by the local enforcement agency or if there is no local enforcement agency, the State Fire Marshall's designee shall conduct appropriate inspections. Once the installation is approved, the authority will issue a certificate of compliance prior to occupancy.

A consumer, park owner, manufacturer, retailer, or installer of a manufactured home that is aggrieved or having a dispute regarding the installation of a manufactured house may file a complaint with the Board at the Department of Safety.

NCSEA Code Advisory Committee (CAC) *Submitted By Alex Azodi, P.E.*

As some of you already know, I am now a member of the NCSEA Code Advisory Committee, General Requirements Subcommittee. I will be representing the North East. The next meeting is in Atlanta on March 13, 2009. The charge for this committee is to review or write Code Change Proposals (CCP).

If a CCP is submitted to NCSEA CAC General Requirerments Subcommittee, the subcommittee will take one of four actions.

1. Will agree that the CCP improves or clarifies the code and offer to put it forward as an NCSEA CCP. The chance of passage is greatly enhanced if it goes forward under the NCSEA Banner.
2. Will decide that the CCP has some merit, but choose to not put it forward as an NCSEA proposal. This might be done for a variety of reasons. The subcommittee will so inform the submitting party. If the submitting party wishes to proceed, they may submit the CCP under the banner of their Member Organization (MO). In this case the CAC subcommittee will most likely neither support nor oppose the CCP at the ICC hearings.
3. Will respectively disagree with the merit of the CCP and let the submitting party know why. If the submitting party wishes to proceed, they may submit the CCP under the banner of their MO. In this case the subcommittee will most likely oppose the CCP at the ICC hearings. In our mind, this is the worst outcome, because we will be arguing with fellow structural engineers at the microphones in front of the Building Officials. This will most likely mean that the CCP will not be approved.
4. Will take no action but return the CCP to the submitting party with comments and suggest that additional work is needed.

I will keep you updated on the progress of our subcommittee in the near future. Please feel free to contact me to discuss any code change related issues that you may have.

NCSEA - New England Coalition of Structural Engineers Associations

Submitted By Robert Durfee, P.E. & Tony Coviello, P.E.

The delegates from the six New England Member Organizations have been meeting and have formed the **New England Coalition of Structural Engineers Associations.** The Member Organizations include: SEAM, SENH, SEAVT, SEAMass, SEARI and SEC-ACEC/CT.

The Association will improve communications between the Organizations, share information and data relevant to Structural Engineering in New England, and arrange for joint meetings with adjoining states and originations, and share in bringing national speakers to our meetings and seminars.

Association teleconference meeting were held on December 9, 2008, and January 13th and February 24th, 2009.

A permanent representative from each Member Organization has been appointed to attend Association meetings. The SENH member to this organization will be our Vice President (Tony Coviello).

The Association has appointed leadership positions. Craig Barnes from SEAMass is the Chairman, Tony Coviello of SENH is the Vice Chairman, and Linda Graham of SEAMass is the Recording Secretary.

The Association is currently working on bringing a Cold Formed Steel Design Seminar to New England.

UNH News

UNIVERSITY of NEW HAMPSHIRE

SENH ANNOUNCES UNH SCHOLARSHIP WINNERS

From left to right; Patrick Moon, Scholarship recipient, Matthew Low, P.E., SECB, SENH Public Relations Committee Chair, and Kayla Hampe, scholarship recipient.

Structural Engineers of New Hampshire (SENH) is very pleased to announce that two University of New Hampshire (UNH) Civil Engineering students have been selected for the 2009 Structural Engineering Scholarships. Scholarships of $500.00 each are provided to two UNH students each year. Students who are eligible are those that are entering their senior year of studies with a focus on structural engineering. This year, Ms. Kayla Hampe of Newmarket and Mr. Patrick Moon of Newington are the winners.

SENH is proud to support these students as they pursue their undergraduate degrees, the first step in becoming tomorrow's engineers and problem solvers.

NEW HAMPSHIRE™

SENH MARCH MEETING ANNOUNCEMENT

NEXT MEETING: March 24, 2009

PRESENTATION: Paul Fisk, President NDT Corporation will discuss nondestructive sonic/ultrasonic and radar measurements and the use of these methods to determine the reinforcing characteristics, condition and integrity of building columns and slabs, bridge decks, abutments, piers, pipelines, piles, tunnel liners and to locate voids in post tensioning ducts. For the evaluation of soil and bedrock, geophysical seismic refraction, cross hole and vertical seismic profiling (VSP) methods will be discussed. Case discussions will be presented for each method.

PLACE: **University of New Hampshire**
Kingsbury Hall, Durham, NH
www.ceps.unh.edu/kingsbury/index.html

DIRECTIONS: NH Route 4 or 125 to the Lee Traffic Circle, continue on NH Route 4 east to Route 155A (Main Street). Take College Road to Lot B (near McConnell Hall). See SENH website for campus and Kingsbury Hall maps.

AGENDA: 6:15 pm-6:30 pm Registration (Room S145)
6:30 pm-7:00 pm Kingsbury Hall Tour
7:00 pm-7:30 pm Social Hour and Dinner (Room S145)
7:30 pm-7:50 pm Business Meeting Room (S145)
7:50 pm-8:45 pm Presentation (Room S145)

DINNER: Pizza

COST: Member: $15.00 Non-Member: $20.00 Full Time Student: $5.00 (current SENH Student Member FREE)

RSVP: by Friday, March 20, 2009. There will be a $5.00 late fee for anyone wishing to RSVP past the March 20th date.

Please send check payable to "Structural Engineers of New Hampshire" with list of attendees to:

SENH
P.O. Box 226
Manchester, NH 03105-0226
Contact: Deb Coon, Administrative Assistant
dcoon@hoyletanner.com

NOTE: Registration is on a first come first serve basis and is limited to a total of 65 people due to space constraints.

2.0 PDHs have been assigned for attendance to this program. Attendees are responsible for ensuring their check-in on the attendance list upon arrival at the meeting.

SENH January 20, 2009 Meeting Minutes

Business Portion of the Meeting

The meeting was called to order by Alex Azodi, P.E., President, of SENH at 7:15 pm.

1. Treasurers Report: Kyle Roy reported again the financial position of the organization continued to be strong. The ending bank balance is $18,831.08.
2. New Member: John Read joined our organization this month was introduced. Two students, Heather Jones and Kayla Hampe, who joined the organization a couple of months ago, were welcomed also.
3. Young Engineer of the Year: Two members of our organization were close candidates. Tony Coviello was selected as Young Engineer of the Year thanks to the effort of Linda McNair Perry and Bob Durfee.
4. PDC: Sean James, Chair of the Professional Development Committee is trying to establish a joint seminar with SEAVT. The next business meeting will be formatted differently. It will be held at UNH Kingsbury Hall in Durham. There will be a tour and the meal will be a pizza and soda.
5. NE Coalition of Structural Engineers: Bob Durfee has started a New England Structural Engineer coalition. He initiated the program with a few telephone calls and hopes to be able to share resources between several New England States. The coalition consists of NH, MA, VT, RI, ME and CT. Already a steel program is being considered with Vermont.
6. NCSEA: Bob Durfee reminded the members about the NCSEA Annual Winter Conference being held in Miami. NCSEA has started its annual poster program too. The goal is to promote structural engineering by placing as many NCSEA promotional posters in public schools as possible. Bob Durfee requests that those members who have place posters in public schools, to please email him letting him know where they have been placed. NCSEA will gladly provide a presentation to any school that contacts them because of the posters.
7. Nominating Committee: This committee composed of Alex Azodi, and Linda McNair Perry and Bob Durfee is seeking future board members. Any member wishing to serve on the board is asked to contact one the committee members.
8. UNH Liaison: The students have to the end of the month to complete their SENH scholarship application. Steve Halloran is helping the students with the steel bridge contest. The program is a huge help to student because it gives them a real perspective on a structural engineering career.
9. Meeting Sponsorship: SENH is considering having a sponsor for the May meeting. If any member has any perspective views on improving the program please present them to Sean. The goal of this program is to reduce cost of the dinners or other programs, and to provide an opportunity to evaluate products that may be useful to your work.
10. The AISC is holding its annual steel conference in Phoenix this year. Here is a chance to get a year's worth of PDH. AISC has provided SENH some free complementary certificates of admission. Let Alex know if you are serious in going and would like one.
11. Other Business: SENH is planning to email material explaining the content of House Bill 197 to the membership. The SENH board opposes the bill. The bill pressures defendants in a civil suit to settle. Those members who decide to go to trial risk the chance of incurring penalties greater than their original liability. If you concur with SENH view, you are encouraged to contact your local representative about your opposition to this bill.

Overview of NHDOT Bridge Projects, by Mark Richardson, PE, Administrator, NHDOT Bureau of Bridge Design

The presentation addressed the status of NH bridges and related issues.

Memorial Bridge Project – Unexpected Events:

The vertical lift was built in 1922. Over the years, insufficient maintenance placed the bridge on the red list. The estimated condition of the bridge using a rating of 1 to 100 is about a six. Early in 2008, NHDOT Bridge Maintenance had to make unexpected emergency repairs to the structure. The rehabilitation project was expected to be $44 million when advertised for bid July 29th. The two bids received on October 9th were $59.5 million and $70.7 million. Therefore, a more global approach is being implemented. Maine DOT has initiated a "Transportation Need Study". Sara Long, the other lift bridge, is also in need of full rehabilitation at an estimated cost of $40 million. Fortunately, the I95 route removed most of the traffic from the Sara Long Bridge. An in depth inspection of both the Memorial Bridge and Sarah Long Bridges are being initiated by NHDOT in support of ME Transportation Need Study. The inspections are expected to be completed by December 2009 and the "Transportation Need Study" by June 2010.

Continued from Page 7

I-93 Widening:

While working through the CLF lawsuit issues, eight projects have been advertised since July 2005 totaling more than $97 million.

If funds become available, Exit 3 NB mainline, Brookdale Road Bridge replacement, Exit 5 interchange, and the NB & SB mainline between exits 1 & 2 are scheduled to be advertised within the next year. The I-93 widening project design is 65% complete. The total construction cost is estimated to be $612 million.

Manchester Airport Access Road:

Three projects have been advertised to date totaling nearly $68 million. The projects are the River Bridge, FEET Bridge and the roadwork. The River Bridge is about 1200 feet long. Five contracts remain to be advertised totaling over $56 million. The projects should be advertised February 2009 through November 2012. The total project cost is estimated at $124 million.

Spaulding turnpike Expansion:

The total construction cost for the projects is estimated at $143 million.

Newington-Dover/Little Bay Bridges:

The consultant has been given notice to proceed with the design. The scope consists of 3.5 miles of roadway including work on 6 bridges. It is interesting to note that the traffic has increased from 30,000 vehicles per day in 1980 to 70,650 in 2003. The traffic is projected to be 94,400 vehicles per day by 2025. The Little Bay Bridge is being widened and rehabilitated. It is a 1,589 long 9 span bridge. The width will change from 65 ft to 151 ft. The total estimated cost of this project is $210 million.

Federal Economic Stimulus / Rescue Package:

NH is estimated to receive about $100 million from the Federal Economic Stimulus/Rescue Package for "Shovel-Ready" projects. It is expected that half of the money is to be in contract within 120 days. The remainder is to be under contract in 18 months. Unused funds in each portion may be redistributed. NH has $184.5 million worth of projects currently "on the shelf" including 14 Highway, Bridge and Intelligent Transportation System (ITS). It has 14 Resurfacing Pavement Reconstruction Projects totaling $60.2 million. There are 3 rail projects totaling $300 million.

NHDOT Bridge Program:

Regular efforts continue to obtain FHWA Bridge Funds. All bridge funds need to be authorized to eliminate any chance of a lapse. About $20 million from the Memorial Bridge project need to be reauthorized to other projects to prevent losing the money. While this program is proceeding, NH must make sure all the Stimulus funds are utilized too. Each year about $8 million of Federal Bridge fund is allocated to the state bridge rehabilitation, painting, and improvement program (BRPPI). Partial depth deck repair, membrane, pavement, expansion joints and painting are all coordinated. An additional $3 million is being allocated to the Bridge Maintenance Bureau. This is the first time that NH has used Federal Bridge Funds to supplement the efforts of the Bridge Maintenance Department. The details of the FHWA are still being worked out to ensure proper use of bridge funds. The new Bridge Design Manual is continually being revised and updated as fast as possible. All new bridge designs are to be performed according to the AASHTO LRFD Specifications.

During the question and answer period it was noted that General Sullivan Bridge is in bad condition and is not carrying highway traffic. Rehabilitating the structure will cost $25 to $30 million. The northerly abutment will be modified and a pedestrian walkway will be constructed. To remove the structure in lieu of renovating it would cost $10 to $15 million.

Evaluation & Rehabilitation of the Deer Isle Suspension Bridge, by Evan C. Lowell, P.E., TranSystems | Lichenstien

The suspension bridge which is located over Eggemoggin Reach, south of Bar Harbor, Maine, provides the only vehicular access to Deer Isle. It was constructed in 1939 and has a main span of 1,080 feet. The total length is about 2,500 feet. The two main 7½" diameter cables which support the deck of the bridge consist of 19 parallel wire strands. Each Roebling wire strand measured 1½" in diameter. The bridge is very flexible and the designers has stretched "envelope". The maximum depth to span ratio for the period was 150:1. Deer Isle bridge achieved 166:1. Like the Tacoma Narrows Bridge and Whitestone Bridge, it encountered wind problems of oscillation and sway. To stiffen the bridge, cable struts, transverse stays, diagonal stays, wire ties and wind fairings were added. Wind fairings made the bridge more aerodynamical stable.

In 2003 a program to evaluate the condition of the bridge was initiated. The program consists of In-Depth Inspection, Material Testing, Load Testing and Load Rating. The in-depth inspection included the deck, superstructure, substructure, and exterior and interior inspection of the cables. The findings concluded the deck was in poor condition. The wearing surface was delaminated, cracks occurred at joints between panels and the concrete was spalling underneath. The haunches on the approach span floor beams had failed. The floor system was found to be in fair condition. There were some areas of minor deterioration with section loss. Some isolated members have stress or fatigue cracks. When inspecting cables four levels of corrosions are used for the evaluation. Stage 1 corrosion is where wire surfaces have a shiny metallic surface with random signs of white zinc corrosion. Wire surfaces appear dull as zinc coating corrode in Stage 2. Wires are covered with white powder (corrosion product of zinc), but there is no ferrous corrosion of wires. In Stage 3 corrosion, the galvanized zinc coating is completely depleted. Signs of ferrous rust are visible. The amount of ferrous corrosion varies along the wires. Random wire cracking occurs in this stage. In Stage 4 corrosion, ferrous rust staining is prevalent along the wire surfaces and wire surfaces appear to be pitted. Wire cracking and breakage can be anticipated in this stage. Regarding the Deer Isle Bridge cables, they were found to be in good condition. Exterior inspection found only two locations with damaged wires. Stage 3 and 4 corrosion was found on the east cable at both Splay castings. To make the interior inspection of the cables, the cables were wedged apart at 14 locations between panel points. For both cables, the cable band was removed at 3 locations and wedged apart. For both cables, the cable ties were also removed at 3 locations and the cable wedged apart. Bronze being softer than steel were used for the wedges. Typically, the interior strands displayed isolated Stage 1 corrosion. Two locations exhibited Stage 3 corrosion on individual wires. Where the cable Bands were removed, Stage 4 corrosion having up to 1/8" deep section loss was found. One broken wire was also discovered. Where the cable ties were removed, Stage 1 – 3 corrosion was typical. One isolated case of Stage 4 corrosion was found. There was also an isolated flattening of the wires. The cables typically rose or moved upon release. The substructure was found to be in fair condition. There was some spalling on the south abutment and on pier 6. There were some areas of delamination and leaching too. The steel material testing consisted of UT testing of Rocker Arm Pins, steel coupon testing and cable wire tensile testing. The UT test indicated no internal flaws or defects. The coupon testing exhibited properties consistent with ASTM A-36. The average tensile wire strength was 230 ksi. The concrete material testing consisted of testing 12 samples in compression. The average compress strength was 6,012 psi. Chloride Ion concentrations were measured at 10 locations at a depth from 1 to 3 inches. All results were below 2 lbs/yd^3. A Petro graphic Analysis of the cement indicated the concrete very durable but riddled with Alkali due to aggregate from ME. The design load rating of the bridge was assumed to be H-15. A load rating analysis of the deck and floor system resulted in H-20 rating except for one component. Load rating analysis of the main cable indicated an average factor of safety of 3.2 (H-20 rating). Generally cable ratings range between 2.5 to a high of 4. The conclusions of the evaluations found the cables in good condition. The Floor beams (below statutory rating capacity) and substructure were in fair condition. The main deck was in poor condition and below the statutory rating capacity. The deck had to be replaced with a composite material to keep the weight and height similar to the existing deck. An extensive wind analysis was performed previously on the original bridge. To prevent the need of another analysis the 68 PSF existing deck weight had to be maintained. The floor beams were to be replaced too. Structural steel repairs, concrete repair and traffic safety improvements made. The repairs required the 20' wide roadway to be narrowed to a single 9' wide traffic lane while the new deck was laid. The 15 month project was completed in July of 2008 at a cost of $7 million.

2.0 PDHs for the technical presentation was earned by attendees.

Respectfully submitted by Robert S. Busby, P.E., Secretary, SENH

Attendance List

Evaluation & Rehabilitation of the Deer Isle Suspension Bridge

The Grappone Conference Center

(2.0 PDHs)

January 20, 2009

Name	Organization	Name	Organization
Dana Michael Adams, P.E.	Opechee Construction Corp.	Sean James, P.E., SECB	Hoyle, Tanner & Assoc., Inc.
Joe Allwarden, P.E.	Maguire Group, Inc.	Steve W. Johnson, P.E.	NHDOT
Alex Azodi, P.E., SECB	Omega Structural Engineers	Heather Jones	University of New Hampshire
Shannon Beaumont	CLD Consulting Engineers, Inc.	Roger Keilig, P.E.	HTE Northeast, Inc.
Josif Bicja, E.I.T.	Hoyle, Tanner & Assoc., Inc.	Thomas T. Kendrick, P.E.	McFarland-Johnson, Inc.
Jay H. Brown, P.E.	Structural Systems, Inc.	Abi Khatiwada	
Robert S. Busby, P.E.	Kalwall Corporation	Aaron M. LaChance	Stantec Consulting
John Byatt, P.E.	CLD Consulting Engineers, Inc.	Thomas E. Lamb	TFMoran, Inc.
Normand G. Cote, P.E., SECB	NGC Structural, LLC	Stephen R. Langevin, P.E.	Maguire Group, Inc.
Tony Coviello, P.E.	Summit Engineering, PLLC	Johnathan Longchamp, P.E.	Daigle Engineers, Inc.
Chris Cucco	Maguire Group, Inc.	Matthew J. Low, P.E., SECB	Hoyle, Tanner & Assoc., Inc.
Edward F. Decelle	Structural Systems, Inc.	Evan C. Lowell, P.E.	TranSystems | Lichenstien
G. Keith Donington, P.E.	Parsons , Brinckerhoff, Quade & Douglas, Inc.	Josh Lund, P.E.	Stantec
Walter, L. Durack	McFarland-Johnson, Inc.	Gerald Maher	
Robert H. Durfee, P.E., SECB	Dubois & King, Inc.	Donald F. Mayo, P.E.	Donald F. Mayo, P.E.
Fred Emanuel, P.E.	Emanuel Engineering, Inc.	Kenneth Milender, P.E.	Miller Engineering & Testing, Inc.
Thomas A. French, P.E.	Michie Corporation	Linda McNair-Perry, P.E.	SFC Engineering Partnership, Inc.
JoAnn Fryer, P.E.	CLD Consulting Engineers, Inc.	John H. Read, P.E.	TranSystems Corporation
Christopher P. Gamache, P.E.	TranSystems Corporation	Mark Richardson, P.E.	NHDOT
Roger W. Gayer, P.E,	Structures Unlimited, Inc.	Arthur W. Rose, P.E.	Arthur W. Rose, P.E., PLLC
Derek J. Gilbert, P.E.	Microdesk	Kyle Roy, P.E.	TFMoran, Inc.
Carl L. Goldknopf, P.E.	GV Engineering, LLC	Peter Steffensen, P.E., SECB	Steffensen Engineering Assoc., Inc.
Timothy L. Grant, P.E.		Miles P. Stetson, E.I.T.	The H. L. Turner Group, Inc.
Kayla Hampe	University of New Hampshire	Roger M. Thibodeau, P.E., SECB	Twin State Engineering
Jaime Harned, P.E.	CLD Consulting Engineers, Inc.	Edward Weingartner, P.E.	Hoyle, Tanner & Assoc., Inc.
Robert S. Hartford, P.E.	Kalwall Corporation	John J. Wilson, P.E.	Jacobs Engineering Group

Additional Meetings & Conferences

January—June 2009 UNH Engineering Management Workshops for more information and a list of workshop topics please visit http://www.learn.unh.edu/pcw/pd/sched.php?id=95

March 13, 2009, ASCE Structural Engineering Institute: Underpinning and Strengthening of Foundations Webinar. Cost: NHDOT Employees, Municipal Employees and Students Free! $10 ASCE members $20 Non-Members Contact Jason Ayotte at jayotte@vhb.com for more details and registration.

April 1-4, 2009, NASCC 2009 National Steel Conference in Phoenix. Please visit www.aisc.org for more info. A limited number of complimentary registrations are available from AISC. Please contact Alex Azodi if interested.

Working with the Joint Engineering Societies Committee, NHSPE has developed a "NH Engineering Calendar" (www.nhecal.org) where all societies can post events. The intent is to have a single site where upcoming events for all societies are listed. If you would like to post an event, please email the details to info@nhspe.org.

P.O. BOX 226
MANCHESTER, NH 03105-0226

WWW.SENH.ORG

Member of

Board of Directors

President	Alex Azodi, P.E., SECB
Vice President	Tony Coviello, P.E.
Secretary	Robert S. Busby, P.E.
Treasurer	Kyle Roy, P.E.
Director at Large	Steve W. Johnson, P.E.