

Winter 2004-2005

Salt Brine Introduced to NHDOT Winter Maintenance Operations on I-93

Aim is a Cost Effective Anti-Icing Treatment While Reducing Overall Salt Use

In its constant search for effective anti-icing products that can be both environmentally friendly and cost-efficient, the New Hampshire Department of Transportation is turning to an old standby in a different form. Beginning in early 2005, salt brine will be used to pre-treat Interstate 93 from Salem to Manchester and sections of Route 101 around the Manchester area.

Salt brine is a liquid solution of water and approximately 2.5 pounds of dissolved salt per gallon. The resulting mixture is a 23% solution. The brine will be made in a new building at the District 5 patrol shed (#528) in Londonderry, then loaded into truck tanks or trailers equipped with spray nozzles to dispense the brine.

The appeal of using salt brine is that it can be used to pre-treat roads before a storm when it can adhere to the road surface, instead of bouncing off like rock salt, and prevent the kind of slipping and sliding that motorists can face in winter conditions.

"It acts like teflon and keeps snow from sticking to the pavement," says Steve Gray, who has come out of retirement after 34 years with the NHDOT to work on special projects such as this.

"It takes six times as much salt to attack snowpack or ice on the roads from the top down as it does from the bottom up," Gray says. He adds that salt brine has the residual effect of providing ongoing anti-icing effectiveness by staying on the pavement for several days.

NHDOT Operations Director Lyle "Butch" Knowlton says salt brine, combined with better weather information, will potentially improve driver safety because the trucks will be out ahead of the storm instead of waiting for it to arrive. Salt in its granular form must create a brine by absorbing moisture from the snow before it can start to work. When using salt brine, the reaction time is reduced as it's already in liquid form.

Salt brine also cuts down significantly on the amount of salt required to treat a road, an important factor along the I-93 corridor. It's estimated that the 60 gallons of salt brine required per lane mile for treatment would reduce the normal 250 pounds of rock salt required per lane mile by 100 pounds. The estimated cost to produce a gallon of salt brine is just six cents, compared, for example, to approximately 88 cents a gallon for an alternate anti-icing product, calcium chloride.

The effectiveness of salt brine has been proven in other states. In Iowa, snowplow operators have reported quicker melting with the pre-wetting process, which means better service and safer roads for the motorist, with salt savings providing quick returns on the investment.

The \$480,000 salt brine project in New Hampshire includes a new building, pumps and mixing tanks, four plow trucks equipped with three thousand gallon brine tanks and underbody plows, and two trailers which can also be used for dispensing salt brine. Solar salt will be used in making the salt brine, as it has fewer impurities that can clog the brine-making equipment. The equipment used to dispense the brine will be calibrated to ensure that the correct amount of material will be dispersed. The brine can be sprayed at speeds of 35 to 40 miles per hour.



District 5 Patrol Foreman Frank Qualey stands beside two 5,000 gallon mixing tanks that will be used to produce salt brine for anti-icing highway treatments. The tanks are housed in a new building at the Londonderry #528 patrol facility.



**Commissioner's
Corner**

by
Carol A. Murray

**Building a Wider Interstate 93
is Anything But "Simple"**

A recent column, authored by representatives of two environmental organizations, that was published in at least two daily newspapers assailed the New Hampshire Department of Transportation's proposal to widen Interstate 93 between Salem and Manchester as a "simple but shortsighted fix to a complex problem".

The widening of I-93 has been, and continues to be, in part, a lightning rod for galvanizing the discussion of transportation. Given the fundamental ways transportation touches all of our lives every day, I welcome the discussion. Transportation in this day and age is not simple, and it is much too important not to discuss.

The idea of widening this 19-mile stretch of I-93 has been around since the late 1980's. Traffic conditions have since worsened noticeably. The infrastructure is nearly 50 years old and its poor condition is readily apparent. The five interchanges are geometrically deficient by today's standards, surprising the uninitiated motorist with sharp curves, short and conflicting merges, and congested ramps. A four-lane interstate such as the existing I-93 can be expected to carry 60,000 to 70,000 vehicles per day. In Salem, the highway now carries 110,000 vehicles per day. The great volumes of traffic on I-93, in combination with its narrow width, make the highway less forgiving, and thus less safe. Drive the highway any time of day and the need to do something soon is crystal clear.

The solution proposed by the New Hampshire Department of Transportation (NHDOT) is as follows: widen the highway from two lanes in each direction to four lanes; improve the highway shoulders; rebuild and realign the interchanges; preserve sufficient width in the highway median to allow for a possible transit system (rail or rapid bus) in the corridor in the future; construct three new park and ride lots with ready access to the highway and the transit system; improve the Exit 4 park and ride facility; expand bus service between the park and ride lots and points south in Massachusetts; install Intelligent Transportation Systems technology to improve emergency response and the overall operation of the highway; use best management practices and the latest equipment for deicing to assure water quality; invest \$3 million in protecting water resources; build new wetlands and floodplains, and protect natural areas involving over 1,000 acres of land to offset the 75 acres of wetlands impacted by the widening; build over five miles of sound barrier for adjacent neighborhoods; and provide \$3.5 million to communities in the I-93 area for technical assistance to address growth-related challenges.

None of this is "simple, easy and wrong", as the cited guest column suggested. These are, in fact, the right things to do, and the sooner the better.

The assertion that widening the highway "will simply commit New Hampshire to a future of continued highway congestion in this critical travel corridor" is misleading. We expand schools, libraries, hospitals, and numerous other public facilities when needed. We don't wring our hands over the fact that these expansions may not be the last. The NHDOT does foresee that in the future, given the demand within the region that additional mobility options may be needed.

At that time, expanded transit systems, including rail would likely be viable alternatives. Studies have found that passenger rail service as a substitute for widening I-93, would not make a dent in the

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Winter 2004-2005

Governor.....Craig R. Benson
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

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Centerline Rumble Strips Added to 17 Miles of NH Route 16 Between Rochester and Wakefield
Safety Measure Aims to Address Concerns About Crashes on Two-Lane Stretch of Highway

Drivers who veer out of the travel lane on a 17-mile stretch of highway on NH Route 16 can now expect a whole lot of shaking and noise.

Responding to public concerns about safety on what appears to be a safely designed highway, the NHDOT has added centerline rumble strips to NH 16 from Exit 16 in Rochester to NH Route 109 in Wakefield.

Rumble strips are parallel indentations on a paved highway intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. They are primarily used on highway shoulders to try to decrease run-off-the-road crashes.

"We've had some experience with centerline rumble strips on Route 101 in Milford and Route 111 in Hudson, but this is the first time we've utilized double rumble strips on the centerline of a highway in an effort to improve driving safety conditions," says NHDOT Commissioner Carol Murray.

"We've been working with State Police, and local police and fire chiefs to address concerns about this 17-mile stretch of Route 16. This is a pilot test that we will monitor and seek feedback on its effectiveness."

This application of rumble strips involved



Centerline rumble strips were ground out on NH Route 16 during two days in mid-November. New Hampshire and Minnesota are two states where the test has been tried to increase motorist safety.

placing strips 12-inches wide on both sides of the double yellow lines in "no passing zones" and 16-inch wide strips are centered in "passing zones".

Minnesota is apparently the only other state besides New Hampshire to try the centerline rumble strip approach.

Surface Preparations Technologies, Inc. of Mechanicsburg, Pennsylvania was the contractor for the \$25,000 project.

Commissioners Corner (continued)

congestion of the highway, and clearly would not address the deficiencies that diminish the safety of the highway. Instituting rail service would be hugely expensive, and brings with it, its own suburban sprawl.

The claim that widening I-93 "will unleash development pressures" is similarly unsupported. On the seacoast, Interstate 95 has been four lanes in each direction for over 25 years. That highway is neither full nor has the seacoast witnessed the growth that the I-93 region has experienced with only two lanes in each direction.

Growth is occurring, and will continue to occur, whether the highway is widened or not. People come to New Hampshire for reasons like good jobs, nice neighborhoods, schools, low crime, the tax structure, and the beautiful scenery.

The idea that foregoing the widening of I-93 would stave off growth, or that passenger rail service would result in "less sprawling" growth, is both simplistic and wishful thinking.

The NHDOT works for the citizens of New Hampshire and is very much aware of the their concerns and expectations. We have certainly heard from the environmental community, and all our projects, including the I-93 widening, now more than ever, reflect our mission of constructing and maintaining the best possible transportation system in "the most efficient, environmentally sensitive and economical manner".

We believe the I-93 project as now proposed is in the best interest of New Hampshire's near and long-term transportation needs.

NHDOT Training Coordinator Pauses Her Life to Help Hurricane Victims

Editor's note: NHDOT Training Coordinator Jen Mangieri remembers watching news reports of Hurricane Charley ripping through Florida and saying to her husband Tom, "I wish we could do something to help those people". On September 15 she surprised even herself by deciding to join Tom in a 4-6 week commitment to work as a Federal disaster relief worker.

During my drive to work that morning, I contemplated what decision to make. In my entire work life, I had never uprooted myself from my home and work so abruptly. What type of work would be needed? Was it physical labor? Providing water and food as we saw on TV? Was I up to the task of working with people who had just lost everything and were upset? Would I be trained for this? It was a complete unknown.

But in this case, the need was too great and the opportunity was right in front of me. I decided to volunteer. After receiving permission for unpaid leave and being assured that my job would be covered while I was away, I felt confident that everything at work was in good hands. The next day Tom and I received our orders and were assigned to work as Community Relations Specialists. The following day we were flying to Atlanta, Georgia for training - through the tail of Hurricane Ivan. To battle the 25 mph crosswind, the pilot made a "hot landing" where the plane comes in at a higher speed than normal. There were no atheists in that plane.

First we went through a long check-in process, were fingerprinted, and sworn in as Federal employees. We found out that Community Relations Specialists walked through damaged neighborhoods, giving disaster victims general information about FEMA assistance and urging them to call an 800 number. FEMA could then help them out with temporary housing, supplies, and even unemployment benefits if they needed it. We were then trained in Debris Management. FEMA pays cities and towns to clean up debris, but requires that collection and disposal be monitored so that it's done properly.

We later discovered that New Hampshire sent approximately 200 people, comprising approximately 40% of those arriving on September 17-18. The "Atlanta surge" deployment was the largest in FEMA history, with 2,500 people trained in Atlanta in a two-week period. The deployment was wide-ranging, covering not only the southeastern states, but West Virginia, Pennsylvania, Ohio, New York, and New Jersey.

Once assigned, we took a bus to Biloxi, Mississippi and went to work primarily in Baldwin County, Alabama, which had been ravaged by Ivan. As we drove from Atlanta to our destination in Biloxi, we had our first view of hurricane damage. We saw billboards, signs, and unprotected trees of all sizes downed by the winds. Our first assignment was to meet municipal and county officials in Elmore County and discuss options for cleanup of debris. After that, we were assigned to Baldwin County and mostly did roving - driving around the area by car, making observations of debris cleanup and disposal, documenting our route, and making daily reports of our observations.

While in Alabama, we learned about being what's called "FEMA flexible". We learned that frequently we wouldn't be given all the information we needed - that we would have to dig around to get it. For example, we spent a few hours looking for a disposal site that we found out later was nonexistent. We learned that FEMA assignments could be moving targets (they changed all the time) and that we needed to be ready for that. We encountered July heat in October and worked long days and weekends. Because of the heat, we gave out ice water to those who were working outside all day, collecting debris and repairing cables.

But most of all, we met people who were courageous in the face of very difficult conditions - a farmer who lost an entire crop of trees and a barn to Ivan and looking only for a chainsaw; a line of buildings in a condo complex, with identical roof damage, resulting in extensive water damage; people cleaning up endless tree debris in their yards; people without power for 11 days, barbecuing every night. We felt bad about the loss of 300-year-old trees, but were struck by one elderly couple collecting cedar logs in order to make decorative carvings using the distinctive red "heart" of the wood. We didn't see the dramatic damage shown on the TV screen, but we had the rare opportunity of seeing how ordinary people get on with their lives when disaster strikes.

We left Mobile after approximately three weeks. The clean-up effort was progressing quickly and it was time to go home. When we rolled into our driveway, we were delighted to be back to our routine, but were glad to have helped out during one of the worst hurricane seasons in history, with five hurricanes resulting in federal assistance - Charley, Frances, Gaston, Ivan, and Jeanne.



Jen Mangieri (Human Resources) poses beside an ancient tree in Alabama that fell victim to Hurricane Ivan.

Work Begins on State Transportation Business Plan

UNIQUE "CUSTOMER DRIVEN" EFFORT SEEKS VISION FOR NEW HAMPSHIRE



"Transportation is the game board that everything else is played upon."

With that introduction, Department of Transportation (NHDOT) Commissioner Carol Murray has launched an innovative initiative to identify future transportation issues and needs vital to the citizens of New Hampshire, along with determining the strategies and actions necessary to achieve those goals. The Business Plan will serve as a blueprint to assist the NHDOT in transitioning from "project oriented" planning and programming to a customer and performance-based approach.

In partnership with the New Hampshire Charitable Foundation, the NHDOT is seeking to develop a "New Hampshire Transportation Business Plan" with significant input from a 23-member "Community Advisory Committee" (CAC) of key civic, business and government leaders representing a broad spectrum of organizations and interests. Executive Councilor Raymond Burton serves as the CAC's Vice Chair and as a critical link to GACIT, the Governor's Advisory Commission on Intermodal Transportation, which is charged with updating the State's Ten Year Transportation Improvement Plan every two years.

"We've never had an in-depth discussion about what future mobility means for New Hampshire's residents," Commissioner Murray says. "This is an attempt to get more focused in working with cities, towns and citizens to determine our state's long-term transportation needs while preserving our precious environment and recognizing the link between transportation, land use and decision-making."

"We were intrigued by Commissioner Murray's invitation to help the agency convene a Community Advisory Committee that brought together those

engaged in the transportation arena, along with new voices that can help NHDOT plan for a future that serves all of our

state's transportation needs," said Lew Feldstein, president of the New Hampshire Charitable Foundation and Chair of the Community Advisory Committee. "The CAC will help the Department adapt to a changing landscape by creating new approaches to transportation projects that better serve community needs, and make clear the tough choices that we must make in deciding how to spend shrinking resources. We look forward to the challenge."

The independent Community Advisory Committee, which has representation from such groups as the NH Municipal Association, the NH Motor Transport Association, the Society for the Protection of NH Forests, C&J Trailways Bus Company, NH Housing Finance Authority, Easter Seals and the Conservation Law Foundation, will work closely with the state's nine Regional Planning Commissions to gather input from citizens at public sessions held across the state. This "customer-driven" approach is aimed at identifying, understanding and prioritizing customers' needs.

Based upon this public input and analysis, and a review of the state's current 10-year planning process, a final State Transportation Business Plan is expected to be completed by late 2005. The final plan will include recommendations to implement new policies and programs that better serve the state's changing transportation needs.



Several members of the Community Advisory Committee which will be working over the next year on a State Transportation Business Plan. For more information, including the list of committee members, visit the project website at www.nhtranplan.com/index.htm

Tollbooth Crash Survivor Returns to Say Thank You 25 Years Later

"Twenty Five years ago at this spot, a tractor-trailer, traveling at highway speed without any inclination of braking, came barreling down that highway into this tollbooth. My family and I were in this lane, the lane closest to this field. What happened next, few people can imagine and my scars only tell part of the story. Today, I am here to say thank you. Thank you to those individuals that have made a positive impact on my life. I don't know what lies ahead, but I know that it is going to be great. Check back with me in the future; today is just the beginning."

-- Joel Sonnenberg
at the Hampton Tolls
September 14, 2004



Joel Sonnenberg reunites with Andrea Hasty, who treated him while a nurse at the Shriners Hospital in Boston 25 years ago.

On September 14, 2004 Hampton Toll Plaza welcomed a very special visitor. Twenty-five years ago, on September 15, 1979, a horrific accident occurred here. A 22-month old boy was severely burned as the result of a motor vehicle accident. The diagnosis was grim, no one expected him to survive. He did survive, however, and returned here to reunite with some of the people who were here that day and took part in his rescue and long recovery. Among those present for the reunion were his ambulance driver, a toll attendant who was working that day, and several of the nurses who cared for him at the Shriners Hospital in Boston. I can say first hand, it was a very emotional day for a lot of people.

Joel Sonnenberg made an everlasting impression that day. To all who had the great pleasure to meet him, his story, his courage and his smile, are something that we will never, ever forget.

Beth Syvertson
Hampton Toll

After 25 years of staves and more than 40 surgeries, Joel Sonnenberg has every right to be bitter. The amazing thing is that he is not, and that in and of itself serves as an inspiration for others.

"He was charred from the top of his head to his toes," remembers Nancy MacKenzie, who was working as a lab technician at Exeter Hospital. "He was screaming at the top of his lungs. I thought 'Dear God, just take away his pain'".

Against the odds, Joel Sonnenberg survived after he was burned on 85 percent of his body. He grew up without fingers or toes, became an Eagle Scout, played in the school band, went to college and has told his life story in a new book called "Joel".

Joel Sonnenberg returned to the Hampton Tolls during his book tour to reconnect with friends and say 'thank you' to those who helped on the night of the crash and in the many painful weeks that followed.

In his book Sonnenberg writes about how support from parents, teachers and school officials helped him get through school.

"Kids accepted me, knew what happened to me and still liked me anyway," he told *Foster's Daily Democrat*.

The truck driver involved in the crash, fled to avoid prosecution. Eighteen years later he was caught during a weigh station stop. He plead guilty to an assault charge and served two years in jail.

Materials and Research

Conway Bridge is Test Case for Product Promising a Halt To Steel Corrosion

It's a problem that shortens the life of bridges across New Hampshire. Finding a solution is "the Holy Grail of DOTs", according to Denis Boisvert, Assistant Research Engineer at the NHDOT's Bureau of Materials and Research Bureau.

"Corrosion of reinforcing steel is the number one problem in concrete structures," Boisvert says. "Chlorides (salt) and other contaminants penetrate the pores of concrete to reach the reinforcing bars. Corroding steel expands and cracks the concrete, creating a direct path for these contaminants to reach the steel and accelerate the process."

Working with the Bridge Maintenance Bureau, Materials and Research chose the NH Route 16 Bridge over the Saco River in Conway as a test case for a new product that promises to significantly extend the life of a steel reinforced bridge.

The chemical corrosion inhibitor is a liquid product that is applied to existing structures. It aims to halt corrosion by penetrating the concrete and forming a protecting coating around the steel. It's also supposed to react with the concrete to fill the pores and create a less corrosive environment for the steel.

The Route 16 bridge in Conway is a good candidate for the test. It was last rehabilitated in the 1970's and is showing some early signs of corrosion and deterioration.

Also, the asphalt pavement on the bridge deck



A new product billed as a "chemical corrosion inhibitor" is sprayed on the bare concrete surface of the NH Route 16 bridge over the Saco River in Conway on October 29. If the product proves to protect reinforcing steel, it could prove valuable in extending the lives of bridges across the state.

was in bad shape and had to be removed and replaced this past fall. That created the unique opportunity to apply the test product. Preserving and extending the life of this bridge in a heavy traffic location would be a great benefit at relatively low cost.

Bridge Maintenance personnel also sprayed underneath the bridge deck using the bridge inspection "snooper" in order to reach all of the steel. Crews 2 and 10, with superintendents Steve Canton and Ed Bray, teamed up to do the work.

Materials & Reserch Hosts "Peer Exchange" For Research Programs

A focus on sharing best practices and excellence in research, development and technology transfer programs was the basis for the second Research Peer Exchange Program hosted by the NHDOT's Materials and Research Bureau.

This year's peer exchange on October 25-28 looked at three areas: tying the research program to the strategic goals of the NHDOT; marketing research successes and documenting program value; and enhancing program efficiency while balancing competing demands and staff duties. The exchange included a discussion with the Commissioner's staff and a visit to the UNH Recycled Materials Resource Center.

A summary report identified strengths and opportunities, as well as ideas for planned actions.



This year's peer exchange in New Hampshire featured the following participants (L to R) Steve Pepin, Mass. DOT; Tim McDowell, Wyoming DOT; Denis Boisvert, NHDOT; Dale Peabody, Maine DOT; Bill Real, NHDOT, Nick Vitillo, New Jersey DOT; Bill Carr, District of Columbia DOT; Mike Sanders, South Carolina DOT; Glenn Roberts, NHDOT; Dave Hall, FHWA; Richard Wood, Maryland SHA, NHDOT Commissioner Carol Murray; and Alan Rawson, NHDOT.



NEW HIRES

Donald Dubbs, Highway Maintainer 2, District 6
Christopher Jacobson, Highway Maintainer 1, District 6
Joshua Latuch, Highway Maintainer 1, District 5
Anita Gosselin, Toll Attendant 1, Turnpikes
Jeffrey Collins, Highway Maintainer 1, District 1
Michael Caron, Highway Maintainer 1, Turnpikes
Aaron Putnam, Highway Maintainer 2, District 2
Michael Merrill, Highway Maintainer 1, District 6
Robert Bennett, Jr., Highway Maintainer 2, District 5
Bruce Marden, Highway Maintainer 2, District 5
Sarah Barr, Highway Maintainer 2, Turnpikes
Bruce Hicks, Jr., Highway Maintainer 2, District 5
Jeffrey Merchant, Highway Maintainer 2, District 6
Kurt Golbranson, Highway Maintainer 1, District 2
Matthew Whittemore, Highway Maintainer 1, District 4
Kevin Kennedy, Highway Maintainer 2, District 5
Bruce Platts, Right-of-Way Appraiser 2, ROW

Mark Schwarz, Highway Maintainer 1, District 2
Robert Daneau, Highway Maintainer 1, Turnpikes
Richard Pitrone, Highway Maintainer 2, Turnpikes
Michael Terenzi, Highway Maintainer 1, District 5
Ronald Tramonte, Highway Maintainer 2, Turnpikes
Shawn Marchett, Highway Maintainer 1, District 2
Craig Gilcris, Highway Maintainer 2, District 1
William Gray, Highway Maintainer 2, District 2
Matthew Trottier, Highway Maintainer 1, Turnpikes
Richard Bowers, Laborer, Traffic
Scott Walker, Highway Maintainer 2, District 1
Donald Tardiff, Equip. Mechanic Foreman, Mech. Services
Christopher Kavenagh, Highway Maintainer 1, District 4
James Herne, Information Center Attendant 1, Turnpikes
Carl Bostrom, Highway Maintainer 3, Mechanical Services
Michael Hills, Toll Attendant 1, Turnpikes
Gary Patch, Highway Maintainer 2, District 6

PROMOTIONS

Dylan Nunn III, Ass't Highway Patrol Foreman, Dist. 5
Kevin Carley, Ass't Highway Patrol Foreman, Dist. 5
Benjamin Tatro, Highway Maintainer 3, District 5
Terry Cantara, Highway Maintainer 1, District 5
Jake Clarke, Highway Maintainer 1, District 2
Lionel Lanquette, Jr., Ass't Highway Patrol Foreman, Dist. 6
Kenneth Mailhot, Highway Patrol Foreman, District 6
Brian Barney, Highway Patrol Foreman, District 1
Poppy Zlatos, Toll Attendant 1, Turnpikes
Nathan Young, Highway Maintainer 2, District 6
Kevin Francis, Engineering Tech 5, Highway Design
Christopher Carucci, Civil Engineer 4, Highway Design
Ronald Grandmaison, Civil Engineer 4, Highway Design
Charles Desrochers, Civil Engineer 3, Highway Design
Stephen Perry, Highway Maintainer 2, Turnpikes
Douglas DePorter, District Engineer, District 6
Jerry Moore, Engineering Tech 5, Transportation Planning

Shannon Dagesse, Senior Radio Dispatch, District 1
Edward Godfrey, Highway Maintainer 3, Turnpikes
Brian Hoogacker, Highway Maintainer 2, Turnpikes
Richard Cahoon, Jr., Highway Maintainer 3, District 6
Ivan Downs, Highway Maintainer 3, District 1
Michael Rayno, Ass't Highway Patrol Foreman, Dist. 5
John Wagner, Highway Maintainer 2, District 5
Peter Salo, Civil Engineer 5, Highway Design
Gloria Chamberlin, Clerk 4, Highway Design
Lucas Smith, Survey Team Tech 1, Highway Design
Shaun Flynn, Civil Engineer 6, Construction
Richard Sprague, Highway Maintainer 2, District 3
Jonathan Hebert, Civil Engineer 3, Highway Design
Ram Maddali, Project Manager, Municipal Highways
Harold Williams, Jr., Concrete Plant Inspector 2,
Materials and Research

RETIREMENTS (years of service)

William Birks, Construction (13)
Donald Kibbee, Traffic (35)
Charlene Petlick, Turnpikes (13)
Leander Huckins, District 3 (17)



SERVICE AWARDS



January through March 2005

35 YEARS

Charles Corliss, District 5
Robert McNab, Highway Design
Clifford Carter, Highway Design

25 YEARS

Scott Cloutier, Highway Design

20 YEARS

Douglas DePorter, District 6
Harold Harmon, Mechanical Services

15 YEARS

Bradford Allan, District 3
Diane Pinard, Turnpikes

30 YEARS

Sharon Caprarello, Human Resources
Paul Hedstrom, Public Works
Richard Halloran, Transportation Planning
Lionel Levesque, District 5
Gregory Marquis, Construction
John Morse, District 4
Alan Perkins, Materials and Research
Jerry Zoller, Bridge Design

10 YEARS

Gerard Brannan, District 3
Frances Buczynski, Human Resources
Grace Dorval, Turnpikes
Karl Leighton, District 3
Kevin Magoon, District 6
Willis Smart, Turnpikes
Ronald Vachon, District 1

District 4 Employees Receive Service Awards



Four District 4 employees were recently recognized for their service to the State of Hampshire. Pictured above from left to right are: Todd Bellefeuille, a Highway Maintainer 2, (10 years) and Assistant Patrol Foreman Dave Spaulding (25 years), both from the 405 patrol facility in Westmoreland; Steve Dunn (20 years), Patrol Foreman at #415 in Greenville; and Jon Hill (20 years), a Highway Maintainer 2 at the 410 patrol facility in Winchester.

Two District 2 Highway Workers Leap Over Guardrail To Avoid Errant Motorist *Extra Set of Eyes Prevents Serious Injuries - Driver Was Talking on a Cell Phone*

It was a sunny day with hardly a cloud in the sky in early October when Matt Jordan and Shawn Marchetti set out to do some work on Interstate 89 in Lebanon. It was Marchetti's fourth day on the job, a good day to paint stencils on the shoulders that would show where the catch basins are located when the snow plows would start making their rounds in a few weeks.

The District 2 Highway Maintainers out of the #224 shed in Enfield began working along the southbound lanes with Matt doing the painting and Sean keeping an eye on traffic. Their day changed quickly at about 10 o'clock.

"I was bent over painting the arrow and the next thing I know Shawn is saying 'Look Out!'," Matt Jordan recalls.

Sean's warning yell came as he watched a large sport utility vehicle veer off the travel way and head straight toward them. Sensing the urgency, Matt joined Sean in quickly leaping over the nearby guardrail. They looked up just as the Ford Expedition crashed into the left rear side of their NHDOT five-ton plow truck. The impact peeled back the passenger side of the SUV like a tin can and it spun 360 degrees further down the road before coming to a stop. The right front tire of the SUV would show the yellow paint from the stencil that Matt Jordon had just been painting.



There was no sign of braking before this Ford Expedition plowed into the left rear of a six-wheel NHDOT truck. The right front wheel of the SUV, which was sheered off by the collision, had yellow paint on it from the stencil Matt Jordan was painting when the incident occurred.



Skid marks show the path of the SUV after it narrowly missed two District 2 workers and crashed into a NHDOT plow truck, and skidded down the highway.

Jordan and Marchetti rushed to the driver's aid. He was not seriously hurt, but had no idea what had just happened.

"He didn't know what he had hit and was just looking down at his cell phone," Jordan says.

The dumbfounded driver did manage to say he was glad the DOT workers were OK before he was taken from the scene for treatment. He is facing charges related to the incident and his court case is pending.

As for Jordan and Marchetti, they still think about how close they came to being seriously injured or killed.

"We're more conscious about everything we do now," Matt Jordan says. "It's easy to get comfortable when you're working that close to vehicles traveling at high speeds, but it's very important to have somebody you are working with pay full attention to traffic at all times."



Matt Jordan says he and Shawn Marchetti are much more safety conscious since their close call with a distracted motorist.

Getting Out of the Shadow of Shadow Lake: **The Windham-Salem NH Route 111 Bypass**

It's the first major east-west highway in New Hampshire you'll encounter if you're driving north on Interstate 93. NH Route 111 extends 50 miles from Hudson to Kingston, intersecting at Exit 3 of I-93 in Windham.

Travel east of the I-93 interchange on NH 111 and you'll soon discover why they've been talking about the need for a bypass in this area for more than 30 years. Your journey takes you past commercial and residential properties on a winding course through very densely populated neighborhoods not far from the shores of Canobie Lake and Shadow Lake. Along the way are many driveways where traffic is stalled by vehicles turning off and entering the highway, and a challenging five-legged intersection at Route 28.

Planners at the New Hampshire Department of Transportation (NHDOT) have been looking at making improvements to Route 111 at least since Richard Nixon was President. Following the development of an Environmental Impact Statement (EIS) in the 1970's and a public hearing, the decision was made to improve 3.5 miles of Route 111 further to the east. A proposal to construct a bypass around Shadow Lake was dropped due to a lack of public support. That public perception has changed three decades later with further development and traffic counts that have reached 22,000 vehicles a day on sections of Route 111.

"The need for a bypass has always been there," says NHDOT project manager Bill Cass (Highway Design). "But the level of impact of a full limited access bypass and intersection with Route 28 as it was first presented was perceived as too much for the towns."

In the mid-1980's, the NHDOT oversaw engineering studies aimed at identifying potential alternative bypass routes south of the existing Route 111. Concerns about the impact of a bypass on Canobie Lake eventually had planners looking to the north. The Windham-Salem Route 111 Bypass was first listed on the State's 10-Year Transportation Plan in 1988. Two years later work began on a second EIS for the proposed project.

One obstacle to moving ahead with planned improvements on NH 111 was conflicting public concerns about proposed locations and how best to address this section of NH 111. Windham residents were concerned about segregating the community, loss of community character, and the impacts to businesses and the tax base. Plans for work west of I-93 were dropped following the public hearing in 1995 to minimize these impacts.

The final layout for the \$32 million project was approved in the summer of 1996, with the final EIS following two years later. Approximately three-quarters of the 3.25-mile bypass project will be on a new alignment north of the existing Route 111. From Exit 3 to Route 28, the improved highway will be four lanes with a median divider. East of Route 28 motorists will be traveling on the new alignment, a two-lane limited access bypass.

"Part of getting through the process was providing substantial wetland mitigation and land preservation for the project," Bill Cass says. "We met the communities' needs and requirements and were able to work out a



This photo of the Route 111 Bypass shows the recreation trail that will pass under the new highway. Contract Administrator Conrad Skov estimates the project is close to 50% complete.

reasonable solution in terms of design and mitigation."

Bill Cass says his biggest challenge since taking over as project manager three years ago has been to keep the project on schedule, and the numerous right-of-way issues, including the state purchasing 14 residential and six business properties.

The first phase of the Route 111 Bypass began in the spring of 2003 with the construction of a 480-foot bridge over Harris Road and Flat Rock Brook. That was followed by construction of the easterly segment of the bypass on a new alignment from the end of Flatrock Brook east to the existing NH 111. Work will begin in 2005 on the western segment of the bypass, which will include Route 111 from I-93 to just beyond Route 28.

"We will include extensive landscaping within the median and along the four lane segment to soften the impact and improve the roadway's appearance," Cass says.

Among the mitigation efforts for the project's impact of 8.4 acres of wetlands was the purchase of a 46-acre parcel on the western side of Shadow Lake with the intent to protect it from development. The project will also include re-establishing or creating several seasonal wetland sites, constructing a recreational tunnel and a 56-foot long amphibian tunnel under the new roadway, and several bridges spanning sensitive wetlands, especially near Flat Rock Brook.

The project also includes signalized intersections at NH 111A, Roulston Road and NH Route 28. The current schedule is to have traffic flowing smoothly on the new Windham-Salem NH Route 111 Bypass by the end of 2006.

The Flying Yankee Receives International Award For Unique Welding Technology Historic Passenger Train Built in 1935 Helped Change The Manufacturing Industry

Nearly 70 years after it was built, New Hampshire's historic Flying Yankee passenger train has been recognized for its construction techniques with an international award. The Flying Yankee was the 2004 recipient of the American Welding Society's (AWS) prestigious "American Historic Welded Structure Award", the first train to receive the honor.

The award was presented to Commissioner Carol Murray at a ceremony held on October 8 at the Department of Transportation headquarters in Concord.

Built by the E.G. Budd Company in Philadelphia, the Flying Yankee's engineers and builders introduced "shot welding" to the manufacturing industry when they fabricated the stainless steel used in constructing the three-car, diesel-electric passenger train. This unique shot welding technology not only revolutionized the manufacturing industry in 1935, but it's still in use today.

The AWS award honors structures that are at least 35 years old and have had a significant impact on history. Previous winners have included the St. Louis Arch, the Hoover Dam, the USS Intrepid aircraft carrier and the USS Nautilus submarine.

The restoration of the Flying Yankee is a unique partnership between the State of New Hampshire and the Flying Yankee Restoration Group, Inc., a



Commissioner Carol Murray receives the American Historic Welded Structure Award for 2004 from George Howard, treasurer of the Flying Yankee Restoration Group. Also pictured from left to right are: Joseph Tokarski, Vermont/New Hampshire American Welding Society; Lisa Jamen from Governor Benson's Office; and Russ Norris, regional director of the American Welding Society.

non-profit organization. In operation from 1935 to 1957, the Flying Yankee is one of only three articulated three-car passenger trains of its type ever built, and the only one being restored.

For more information on the restoration of the Flying Yankee, visit the Flying Yankee's website at www.flyingyankee.com.



Family members of the late Governor Meldrim Thomson joined Governor Benson in admiring the new sign for the "Governor Meldrim Thomson State Office Complex" in Concord. Thomson helped secure the land on Hazen Drive during the mid-1970's.

Sign Unveiling Marks Naming of the Hazen Drive State Office Complex after Governor Thomson

The strip of land that is home to five State agencies and the State Supreme Court on Hazen Drive now bears the name of the late Governor who encouraged it's development for public use in the mid-1970's.

A sign unveiling ceremony on October 19 recognized the naming of the "Governor Meldrim Thomson State Office Complex" by the legislature.

Many of Governor Thomson's family members, including his wife Gale and his four sons, were on hand to celebrate the occasion. Several former staff members of Governor Thomson also attended the event. Among the Traffic Bureau employees involved in the design, manufacturing and installation of the new signs were: Jeff McGarry, Brian McCrea, Rick Moody, Bill Lambert, Dennis L'Heureux, Bob Hyslop, Joe Giunta, Bob Lang and Kevin O'Connor.

Traffic Cone Placement Procedures Reviewed at NH Speedway Demonstration
Part of Ongoing Review For Possible Improvements to Equipment and Practices

The racing season was over and the action at the New Hampshire International Speedway was on the parking lot access road, not the one-mile oval that attracts 100,000 NASCAR fans twice a year.

The November 30 event was a traffic cone placement demonstration, featuring a variety of equipment and techniques by NHDOT Highway Maintenance Districts and the Turnpikes and Traffic Bureaus. Interested spectators included representatives from the NH Department of Labor, OSHA, Liberty Mutual Insurance, the Federal Highway Administration, and Maine and Vermont transportation agencies.

The cone placing approaches varied, depending upon the needs and equipment of each bureau or district. The Traffic Bureau, for example, places thousands of cones daily in constantly moving work zones for its multiple paint striping operations.

"We are trying to be proactive in determining how we conduct business and how we may be able to improve on what we are doing," said District 2 Highway Maintenance Engineer Alan Hanscom, who helped organize the event.

Hanscom is part of a Unit Sub-Committee on Work Zone/Traffic Cone Safety, along with John Corcoran (Traffic) and Jon Hanson (Turnpikes),



A NHDOT District 2 crew demonstrates its cone placement procedure utilizing a "cone platform" attached to the back of a truck to interested observers from state and federal agencies.

that is reviewing the NHDOT's procedures for placing traffic cones and work signs on highways.

Those observing the demonstrations took photos and asked the participants a number of questions about their cone placement practices.

"So far we've received mostly favorable reviews of what we are doing," Alan Hanscom said later. "The people from Labor and OSHA are encouraged by what we've shown them, and are even using the NHDOT as an example for the private sector."



The Holiday Spirit

When it comes to decorating for the holiday season, it helps to have the right equipment. A team effort by a NHDOT District 2 crew and the Plymouth Fire Department led to the hanging of wreaths on the Smith Millenium Covered Bridge.

In the left photo, Assistant Patrol Foreman Dennis White (in the bucket) works with Plymouth Fire Department Lt. Casino Clogston (on the ladder) to get the job done.



LETTERS

Town of Jackson

August 30, 2004

On behalf of the Town of Jackson, we would like to commend you on the outstanding work that has been committed to the Jackson Covered Bridge.

We have received many positive comments on the beautiful reconstruction. It was our pleasure to deal with you on this project and you did an exceptional job with coordinating the many details.

The job seemed effortless due to your professional and efficient manner. We appreciate your cooperation working with the town's businesses and your consideration to their needs.

Again, on behalf of the town we would like to thank you for a job well done.

Diane McClave, Richard Bennett, Gino Funicella
Town of Jackson Board of Selectmen

The above letter was sent to Construction Bureau contract administrator Kim Erikson. Rehabilitation work on the Honeymoon Covered Bridge was completed in August. Kim has since left state service and returned to California.

October 4, 2004

I have been working with John "Chip" Johnson for well over one year regarding the displacement of my company, which was located at 52 Allard Drive in Manchester. After settling in there for 10 years things were very comfortable, however, as uncertainties multiplied my work force got rattled by all the many loose ends surrounding our situation and drifted away.

Chip and I had some candid discussions about our situation and he always advised me in a prompt, candid, and very helpful way. His past experience was enormously valuable and helped us immensely when we really didn't know how to handle a number of issues.

From my experience with him over a lengthy period of time, I can say first and foremost he is very bright, sincere, prompt, always realistic, and very helpful. He is a remarkable "prize" and the State of New Hampshire should be very, very, very good to him. While I have thanked him repeatedly in person, I am asking you to thank him again for me because it will mean so much more coming from you.

Anthony J. Frederick, Jr.
President, Frederickflow Inc.

The above letter was sent to Right-of-Way Bureau Administrator Bill Janelle. John "Chip" Johnson is a right-of-way agent supervisor who was working with Mr. Frederick and his company as part of the Granite Street project in Manchester.

November 11, 2004

Last Friday evening (11/5/04) our son and his family were victims of a serious rear-end collision as they were southbound approaching the Bedford toll on the F.E. Everett. Because their car could not be driven, they asked me to get them.

On approaching the accident scene, I was helped by both a trooper and a lady from the toll area to park in a safe place and load up my family. During the time that it took to get my grandchildren and their parents into my car, the woman attendant was extremely helpful. She had kept them in a safe, warm place until my arrival and talked to the children to reassure and comfort them.

I don't know whether the toll plaza personnel are trained for such an emergency, but she was very kind, compassionate and efficient. Unfortunately, we didn't ask her name so we wondered if you could be able to offer her a warm heartfelt thank you for being so helpful under the circumstances.

Carol and Bill Harris
Bow, NH

Recycled Plastic Sound Wall Panels Installed for Testing on NH Route 101
Non-Profit New Hampshire Company Producing Planks From Products Destined For Landfills

It may be one of those rare products that offer a "win-win" solution for both solid waste management and sound pollution. It's a sound wall comprised of planks made of 95% recycled plastic, and produced by a non-profit New Hampshire company dedicated to economically sound recycling.

Working with New Frontier Industries Inc. of Milton, New Hampshire and the Department of Resources and Economic Development, the NHDOT is installing several panels of the new plastic soundwall for testing in at least two locations around Manchester.

Charlie Hood, Chief of the Project Development Section in the NHDOT's Environment Bureau, says unlike their wood counterparts, the plastic sound wall panels are easy to install and have no solid waste issues. "The big savings with this product may be in life-cycle costs," Hood says. "There are no disposal costs like there would be for pressure-treated wood. You just recycle the plastic for more products."

Bill Real (Materials & Research) developed the work plan for the federally-funded SPR research project. According to the plan, "the desired characteristics of these (plastic) panels should include adequate noise reduction, long life, low installation and maintenance costs and natural appearance".

The oak-style "EverQuiet" plastic soundwall panels were installed by Bridge Maintenance personnel on December 14 near Route 101's Exit 1 eastbound on-ramp. A future installation will take place at the Granite Street project in Manchester.



Bridge Maintenance personnel install recycled plastic sound wall planks on NH 101 eastbound on December 14 as part of a NHDOT research project to test their effectiveness.

New Frontier Industries Inc. is a manufacturing company dedicated to finding new ways to recycle plastic that otherwise would not be recycled. It was formed as a subsidiary of Northeast Resource Recovery Association, a non-profit cooperative of 250 towns and cities in northern New England that seeks to identify and implement new recycling opportunities.

New Frontier uses state-of-the-art equipment that can manufacture one million feet of sound barrier and two million linear feet of deck each year. According to the company website (www.newfrontiersindustries.com), "our products are attractive, strong, light weight, easy to install and competitively priced."



Hooksett Toll Attendants Recognized by Governor and Executive Council

Thousand of race fans got home a little faster following the July 25th NASCAR race at the New Hampshire International Speedway in Loudon, thanks to the increased efforts of 15 toll attendants at the Hooksett Tolls on I-93.

Recognized for their efforts at the December 15 Governor and Council meeting were: Kathryn Beal, Jared Cloutier, Virginia Carter, Danielle Cloutier, Michael Cordero, Judith Davey, Maureen Landry, Richard Littlefield, JoAnn Mercier, Marley Merry, Charlie Morse, Valerie Jackson, Anthony D'Agostino, Robyn St. Pierre and Roger Kramer.



NHDOT People



The folks from Right-of-Way loosened up a bit with a "funny hat contest" during the noon hour of a warm late fall day. No word on whether any of the headgear is ever worn during visits to property owners.

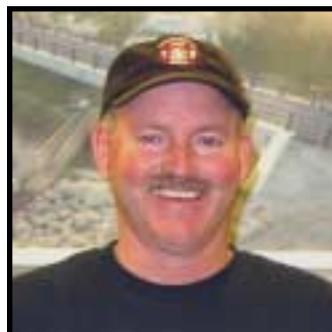


Mike Burlage is the new NHDOT Assistant Director of Operations. Mike has served as District 6 Engineer since 1989. The Dover resident brings 31 years of transportation experience to the front office. He replaces Ken Kyle, who retired last summer.

Highway Design
Service Awards



Two longtime NHDOT employees were recognized with service awards at the November major staff meeting. Bernard Kimmel (left) (Survey Section) received his 25-year award and Bob Davis (Final Design) received his 30-year award. Administrator Craig Green praised both for their commitment to their jobs.



Three veterans of maintaining New Hampshire's highways were recognized at the December major staff meeting by Commissioner Murray, who presented 25-year awards to (left to right) Roger Lamontagne (District 3 Maintenance Supervisor), Brian Charland (District 1 Patrol Foreman at the #125 shed in Franconia Notch), and Jared Rumford (District 6 Patrol Forman - #609 in Newfields). Commissioner Murray thanked all three for their dedicated service.

Human Resources

**Two Employees Receive National Award for Work With Disadvantaged Businesses
*Chandler and Ankenbrock Cited for Establishing "A Model For Others to Follow"***

On the same day that Norman Mineta pledged to strengthen the participation of owners of small minority-owned and women-owned businesses in the transportation industry, the U.S. Secretary of Transportation also recognized two New Hampshire Department of Transportation (NHDOT) employees for their work in this area.

David Chandler, the NHDOT Chief of Labor Compliance, and Jay Ankenbrock, DBE Liaison Officer for the NHDOT, were two of the recipients of the "2004 Disadvantaged Business Enterprise (DBE) Advocate Award". The awards were presented at the conclusion of a day-long national conference in Washington, DC on November 30.

Chandler and Ankenbrock were nominated for the award by the Concord Office of the Federal Highway Administration. The nomination stated in part, "the combined efforts of David Chandler and Jay Ankenbrock have taken a program that barely met minimum requirements, and reshaped it into one that is a model for others to follow. The changes they have implemented have significantly raised the credibility of the NHDOT's DBE program..."



David Chandler and Jay Ankenbrock were the only two state DOT employees to receive the 2004 Disadvantaged Business Enterprise Advocate Award. They were recognized for their efforts in making the NHDOT's program for minority and women-owned businesses "a model for others to follow".

Due to Chandler's and Ankenbrock's efforts, there has been an 38% increase in the number of ready and willing DBE's, with minority or women-owned businesses now submitting almost one-third of all bids for NHDOT projects.

Commissioner's Office



Commissioner Carol Murray and US Senator John Sununu are the 2004 recipients of the "Good Scout Award" presented by the Daniel Webster Council of the Boy Scouts of America for their service to the State of New Hampshire and its young people. Presenting the award to Commissioner Murray was District One Engineer Greg Placy, a co-chair of the event, who has been active in Boys Scouts for many years. The November 18 breakfast in Concord raised more than \$48,000 for Boy Scout activities.



Jeff Brillhart is the new NHDOT Assistant Commissioner. Jeff's nomination to the position was unanimously approved by the Executive Council on December 1. The former Director of the Division of Project Development has worked for the Department since graduating from UNH in 1977. The Assistant Commissioner's job has been vacant since Gil Rogers retired in March 2003.

NHDOT Employees Show Their Generosity During a Season of Giving

Thanksgiving



The Planning Bureau's Jerry Moore, Danielle Woods and Sharon Allaire scramble to fill ten boxes with food for Thanksgiving Dinners on November 22. The project to benefit homeless families through The Friends Program in Concord began just one week earlier and far exceeded the initial goal of three Thanksgiving feasts. The outpouring of food and financial donations was so great that it helped assist The Friends Program to restock its depleted food pantry.

Christmas



NHDOT Operation Santa coordinators Sherry Brooks (left) (Municipal Highways) and Sylvia Smith (Highway Design) gather with the crew from Mechanical Services who helped deliver the many donated presents to a central distribution site in Concord on December 1. A total of 150 disadvantaged kids from across the state benefitted by this year's contributions from NHDOT workers to the annual state employees' campaign. Additional funds to purchase gifts were raised via a bake sale.

An Operation Santa Story from Sherry Brooks

Operation Santa received case sheets from a family of 9 which lives in an economically depressed area of NH. The mother, disabled with injuries to her spine, has been abused by her husband. In fact, her husband is currently serving time in jail for abusing his own daughter.

With 7 children ranging from 11 to 18, Christmas time can be very depressing. An adult sibling still living at home, tries to help out by working full-time while also attending night school! The others try with seasonal part-time jobs which are scarce in their area.

This is where Operation Santa at DOT came in!! Due to the TREMENDOUS response at the Bake Sale and Raffle, as well as very generous individual donations, money was raised to sponsor these kids. The twin boys **wanted** an X-Box video game but also **needed** Men's size 12 boots! Santa's Helpers found a "Buy 1 get 50% off Another" SALE at a shoe store and bought the two pairs. One twin also got his wish for an electric toothbrush and the other twin got the specific video game he requested as a "special gift".

Santa's Helpers felt strongly that the X-Box would not only provide entertainment for everyone, but also keep them "off the streets". Phone calls were made and the scarce item was found and purchased for the family. A sticker was put on the box declaring it a family gift and hoping they would share. But Santa's Helpers couldn't stop there!! This is a big family and only \$75 per child was allotted!!

The majority of gifts were purchased at Wal-Mart (even a prepaid cell phone for one of the teens). However, another boy wanted hockey gear—pricey items which can take a chunk of Santa's money. Santa's Helpers approached the Store Manager of a sporting goods store, who discounted the hockey gear when he heard it was for Operation Santa. What a TERRIFIC, satisfying shopping trip!! And it was all completed in just one morning!! Just like Santa.

On the Road Again - Odes to the Highway

Editor's note: The Federal Highway Administration website (<http://www.fhwa.dot.gov/>) offers a lot of valuable research information on everything from traffic congestion to rumble strips. One unique link off the site chronicles the road as portrayed in American songs. Self-proclaimed musicologist Richard Weingroff started the project on a dare and it continues to grow. His only standards - Songs about musicians being "on the road" don't qualify unless they actually mention roads. Songs about cars, rather than roads, also don't qualify. A song can qualify if it mentions a highway even if the rest of the song is about something else. Some samples are cited below. For the full list, check out <http://www.fhwa.dot.gov/infrastructure/roadsong.htm>

Depeche Mode: "Route 66"

It winds from Chicago to L.A.
More than 2,000 miles all the way.
Get your kicks on Route 66.



The Rolling Stones: "Route 66"

If you ever plan to motor west,
Travel my way, take the highway that's the best.
Get your kicks on Route 66

America: "Ventura Highway"

Ventura highway in the sunshine
Where the days are longer
The nights are stronger than moonshine
You're gonna go I know
'cause the free wind is blowin' through your hair
And the days surround your daylight there.

The Allman Brothers Band: "Ramblin' Man"

Well my father was a gambler down in Georgia,
He wound up on the wrong end of a gun.
And I was born in the back seat of a Greyhound bus
Rollin' down Highway 41.

Beatles: "The Long and Winding Road"

But still they lead me back
To the long winding road.
You left me standing here
A long long time ago.
Don't leave me waiting here
Lead me to your door.

James Taylor: "Sweet Baby James"

Now the first of December was covered with snow
And so was the turnpike from Stockbridge to Boston

Boston: "Long Time"

It's been such a long time
I think I should be goin', yeah
And time doesn't wait for me,
it keeps on rollin'
Sail on, on a distant highway
I've got to keep on chasin' a dream.

Bruce Springsteen: "Pink Cadillac"

I love you for your pink Cadillac
Crushed velvet seats
Riding in the back, oozing down the street
Waving to the girls
Feeling out of sight
Spending all my money on a Saturday night.

Steppenwolf: "Born to be Wild"

Get your motor running
Head out on the highway
Looking for adventure
In whatever comes our way.

The Eagles: "Take It to the Limit"

So put me on a highway
And show me a sign
And take it to the limit one more time

Ricky Skaggs: "Highway 40 Blues"

Shattered dreams, my mind is numb.
Money's gone, stick out my thumb.
My eyes are filled with bitter tears.
Lord, I ain't been home in years.
Got the Highway 40 blues.

Simon and Garfunkel: "America"

I'm empty and aching and I don't know why
Counting the cars on the New Jersey Turnpike
They've all gone to look for America
All gone to look for America
All gone to look for America

Tom Rush: "Wrong End of the Rainbow"

The rainbow life from show to show
The smiling faces come and go
There's years of road and highway signs
And the hours go on for miles and miles

Roads Once Traveled...



As part of his research for a presentation on the history of snow plowing in New Hampshire, former NHDOT Highway Maintenance Engineer Steve Gray has learned about unique state-owned camps in the notches during the early 20th century where Highway Department crews lived rent-free, year-round in order to better maintain the key highway links through New Hampshire's mountains. This photo shows the Lafayette camp in Franconia Notch in 1937. The woman on the front steps was likely the wife of a patrol foreman.

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