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It was one devastating hurricane after another that hit Florida, Texas and U.S. Territories in the Caribbean in August and September of 2017. The Federal Emergency Management Agency (FEMA) needed help – lots of help. The call went out to all 50 states for volunteers with much-needed engineering and damage assessment skills. Six employees of the New Hampshire Department of Transportation stepped forward to volunteer and were chosen to spend several weeks in hurricane ravaged Puerto Rico – Matt Labrake (Planning & Community Assistance), Alan Hanscom (District 3), Sam Newsom (Turnpikes), Sebastian Young (AMPs), and Maggie Darcy and Nick King from the Transportation Management Center (TSMO).

"When I saw the request to help out I felt that it was a good opportunity for me to get involved, but more importantly, I felt a sense of obligation to volunteer," said Sebastian Young. "I felt that if I have skills that could be useful to the response effort, it was my duty to offer them."

All of the NHDOT volunteers shared that feeling, but they weren’t sure where they were going when they volunteered. “I thought I was going to Texas to help farmers at first which really interested me,” Matt Labrake said.

FEMA send out the original request after Hurricane Harvey cleared out of Texas. “We were notified on September 29th to report to Anniston, Alabama (for training),” Alan Hansom recalls. "By 8 pm on the following day, Hurricane Irma had struck Florida and Hurricane Maria had struck Puerto Rico and the US Virgin Islands. Nobody came out and told us, but we could see the handwriting that we were likely heading for the Caribbean.”
What they saw when they arrived in Puerto Rico was total devastation.

“We saw trees that had all of their leaves blown off, bark completely removed, and in many cases blown completely over or away,” Sebastian said. “There were several collapsed buildings and severe damage to those still standing. Landslides destroyed many houses, either washing out the support beneath them or piling tons of gravel on top of them, and bridge collapses often closed the only road in or out of many communities.”

“Outside of the major cities, much was destroyed including most of the critical infrastructure (water, sewer, cell towers and power),” Sam Newsom recalls. “It makes it hard to rebuild on an island when things have to be brought in, never mind having little working infrastructure.”

Matt Labrake expected it to be bad, but he did have some disbelief at the extent of the devastation. “Little streams four feet wide had turned into raging rivers wiping out huge swaths 50 feet wide and 25 feet deep.”

The first thing Alan Hanscom saw when he arrived in San Juan “were hundreds of Puerto Rican residents lined up in the heat at the terminal exit doors as hundreds of relief workers arrived to help them out. It was pretty amazing.”

As for the hurricane damage, “Some three dozen bridges were destroyed and several hundred more damaged. Dozens of roads were closed by mudslides, failed culverts, and lots of trees, wires, and poles. Nearly the entire island had no power.”

The NHDOT representatives were assigned to varying roles and tasks. They were on the job 12 hours a day, seven days a week. Alan: “From September 18th to October 30th, I worked 41 of 43 days.”

Alan, Sam, and Matt were on a Road and Bridge Task Force assessing damage, how it affected supply routes, and what it would take to put it back together. Sebastian worked as a GIS Technician, producing a daily map showing the status of roads across Puerto Rico. Nick King acted as the single point of contact for receiving and prioritizing resource requests for the island (items such as water, food, gasoline, tarps, generators…etc.), and coordinated these efforts with the FEMA Operations Sections, State and federal agencies.

Maggie Darcy spent the most time in the field as part of a three person task force assigned to photograph and record inventory on hand at each visited location.

“What actually occurred was something amazingly different,” Maggie says. “We became liaisons. We became instructors. We became disaster relief personnel. Every day was filled with lists of critical items requests, food and water reports, random unexpected meetings with Majors, state officials, military officers, etc. At times, it all seemed surreal. We were one of the few task forces from FEMA that drove the miles, witnessed the truth and became an integral part of the emergency management plan.”

Sam remembers speaking with the longtime Mayor of the town of Barranquitas, who was almost in tears when talking about his people. “He had never seen anything this bad before. They have always been self-sufficient and now he wasn’t sure if they could be. He was beyond grateful that people were there to help him and his people.”

One memorable day for Maggie was a visit with two women in the pouring rain in the town of Ponce where food and drinking water was in short supply. “One woman just started crying as the other began to describe their town and that the children had no food or water. ‘I am a school teacher’ she said in broken English. ‘Our people need your help’. The last thing we wanted to do was to open the back of the van at a wolf fest but we did. Both women now looked at us and began crying. It was our own travel supplies; two cases of...

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Preventing Vehicle Skidding on Temporary Bridges

It can be a problem with temporary bridges. Steel deck panels can become slippery and exposed steel can corrode.

Looking for a solution, a research project is underway in Newfields at the shed shared by Bridge Maintenance and District 6’s #609 Patrol Facility.

Under the watchful eye of Bridge Maintenance engineers Tim Boodey and Andrew Hall and Bridge Maintenance Superintendent Jon Asmund, UNH students are evaluating the experimental anti-skid coating Thermon Safrax TH604 on deck panels installed on a temporary bridge structure. Safrax TH604 is a ceramic composite that purports to provide wear resistance and non-skid properties. Previous testing had been limited to laboratory conditions.

The temporary structure at the Newfields facility offers live loading of vehicle traffic, and the anti-skid surface will be subjected to routine winter plowing operations.

The Environment Bureau continues to draw attention to Best Management Practices associated with stormwater management. Central to the public outreach and education effort is the stormwater display table, with the latest version providing additional features such as a more dramatic elevational change.

The interactive table (kids love it!) provides a valuable tool in educating DOT staff, contractors, and the general public on point and non-point source pollution. The stormwater table incorporates a variety of Department-related activities to increase water quality awareness.

2017 was a busy year. The Stormwater Outreach Team attended close to a dozen events with over 70 individual presentations.

The Bureau of Environment’s Stormwater Outreach Team includes (photo left to right): Sheila Charles; Jillian Edelmann; Mark Hemmerlein; Melilotus Dube; Kerry Ryan; Rebecca Martin; and Gary Springs.
It’s not a job for the meek or the faint of heart. Those plowing state-maintained roads during the winter months have a lot going on and a lot to think about while on the job. There’s the bad weather with often limited visibility, the impatient motorists looking to pass, and the long hours behind the wheel until the storm passes.

Plow drivers have to concentrate on operating a large truck, holding the line while plowing, raising and lowering plows, dispensing salt, all the time avoiding guardrail end units and being aware of bridge joints.

The cabs from which the plow drivers operate look like the cockpit of an airliner with all the levers, buttons, knobs and screens. These are used to control the gear shifts, the front plow, the wing plows, the salt spreader, the drop body, pre-wetting salt, the tailgate, the load cover, and more. Screens display the backup camera and the spreader activity, including the speed of the belt and the spinner.

These photos by District 3 Engineer Alan Hanscom were taken on December 12th during plowing operations on Interstate 93 between Exit 20 in Tilton and Exit 23 in New Hampton. The driver plowing the left lane is Jim Eckert from District 3’s New Hampton Patrol Section (#324).
water and one case of MREs. (We) grabbed the cases and hurriedly ran them to the woman’s car.”

While not complaining, living arrangements for the volunteers ranged from “a cot in a field of hundreds at the (San Juan) Convention Center” to merchant marine training vessels (“you could not roll over without hitting the bunk above you”), to less than ideal hotel rooms (“no electricity or hot water”). Some made out better than others.

“There was plenty of food, but much of it was pretty bland. Matt: “I will probably not be able to eat powdered eggs for a long time, if ever.” Sam: “I skipped many meals for trail mix instead.” Maggie: “Finally I had had enough and ventured to roadside food. Wood fired pork bbq with rice and beans! I never looked back.”

The ultimate journey to Puerto Rico was a choice they made, without hesitation or regret, to put their lives in New Hampshire on hold, and to go to a far off place to help others. For the six NHDOT volunteers, the memories those weeks spent working in the hurricane-ravaged island will stay with them for a long time.

“Driving in the rain on a ridge mountain road with water pouring through a culvert we drove over while water was blasting out down a 500 foot drop.” – “Get the hell off this mountain!” (Matt)

“FEMA still gets a bad rap for under-performing, but we were working within the confines of the law, under rules ideally suited for the mainland, where unlimited resources are only a day or two’s drive away.” (Alan)

“The people of Puerto Rico are very strong willed and resourceful. Even with everything that had happened, most were still pretty upbeat and pleasant, making the best of a bad situation.” (Sam)

“It is the unrelenting strength shown by the people. It will be some time before the “new” Puerto Rico makes its way around the corner.” (Maggie)

NH 11 Culvert Replacement Project in Rochester

t will hardly be noticeable to motorists, but a culvert replacement project on Route 11 in Rochester will be accommodating the movement of wildlife in the area.

The $357,000 project, scheduled to be completed in August 2018, will replace a deteriorating metal arch culvert, which carries an unnamed brook, with a larger polymer coated metal pipe arch approximately 5-feet east of the existing culvert.

In addition, a 36-inch reinforced concrete culvert will be constructed alongside the new culvert that will serve as a wildlife crossing during low flow periods.

The Bureau of Environment coordinated with The Nature Conservancy to monitor the area for wildlife using cameras placed at and around the existing culvert. Among the critters caught on camera in the summer of 2017 were raccoons, muskrats, groundhogs, Virginia Opossum and the Common Mallard.

Photo credits: Peter Steckler – The Nature Conservancy
In 1915 the NH legislature created a Highway Department led by a Commissioner who had an office in the statehouse and who was authorized to employ “expert assistance as was necessary” (subject to approval by governor and council of course).

Back in those days, “expert assistance” meant that New Hampshire’s roads were maintained by individuals who were each assigned a specific area. It was a system of one man per territory and these robust men lived and breathed roads. In the North Country, the men of the early Highway Department and their families actually resided in the state maintenance sheds which were equipped with the amenities of a home.

One such shed was home to Joe Halpin, his wife Phyllis, and their three boys who lived in the North Woodstock Shed in the 40’s. Joe maintained the roads for the whole area and plowed with his state issued snow plow. When he wasn’t working he hunted, hiked, and fished with his boys and taught them good old fashioned New Hampshire know-how. That know-how sometimes turned into mischief as the boys were known, on occasion, to sneak through the woods dressed up as Indians to scare the tourists visiting Lost River!

Inevitably, the boys grew up, went their separate ways and had families of their own. Their children went their separate ways and had families too. All that’s left of the shed that was home to the Halpins is a foundation. Still, the enterprising spirit of the early highway maintainers lives on in Joe’s great grandson Trevor Renaud. Like his great grandfather before him, Trevor is a Highway Maintainer. He says that he’s always liked working with equipment and enjoys being out on the roads plowing. He works in District 5 in the Derry Shed and loves his job.

The modern highway maintainer now works with computerized salt spreaders, massive and tandem snow plows, interstates, rude and impatient drivers, high traffic volume, and a changing climate that produces more extreme weather events. Today’s highway maintenance sheds house vehicles, equipment, and a crew that manages their shed as a workplace. The conditions have changed but the work ethic and desire to deliver a safe and accessible road system endures in Trevor and is shared by all of DOT’s dedicated maintainers. Spanning two centuries of road work, the Highway Maintainer remains the true foundation of NH’s road system.
The statewide forecast for October 29th and 30th was for heavy rain and strong winds. It was all of that and more. Some areas reported 10 inches of rain over a seven day period.

When it was over, Mother Nature’s wrath had caused widespread havoc across New Hampshire. Hundreds of thousands of people were without power, and close to 400 roads were closed, including 102 State roads. Belknap, Carroll, Coos and Grafton counties sustained the greatest storm damage.

“Although the entire state was impacted, the northern half of the state was hit particularly hard by this storm,” Homeland Security and Emergency Management (HSEM) Director Perry Plummer said. “We currently have in excess of $8 million in estimated damages and fully expect to meet the disaster thresholds necessary for the Governor to seek a federal disaster declaration.”
Many of the State and local road closures were due to downed trees and wires. Those roads were reopened as soon as the debris was cleared.

But some highways were also heavily damaged by flash flooding, including some that had been damaged in heavy rains and flooding four months earlier on July 1. Two extensively damaged sections of roads that immediately caused major east-west travel disruptions in the northern part of the State were US Route 302 in Harts Location and US Route 2 in Shelburne.

New Hampshire DOT highway maintenance crews worked long hours, initially closing and posting roads, doing damage assessments, and mobilizing for repair work. Some of the repairs went quickly once water receded. But in addition to shoulder washouts, some locations required much more extensive road rebuilding and drainage work.

It was an all-out effort on both US 2 and US 302. Both highways were fully reopened to traffic within a few days. The most extensive damage was on NH Route 118 in Warren and Dorchester, and once again on NH 25A in Orford. NHDOT crews working through the Veteran’s Day holiday were forced to do double duty, plowing and treating roads during a fall snow event, and then getting back to rebuilding those same roads.

The last remaining closed State roads were reopened on November 15th.

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Students from several New Hampshire High Schools were at it again, using their own weight to break the Popsicle stick bridges they designed and built. The annual competition held at NH Technical Institute in Concord on November 28th is part of the TRAC (Transportation and Civil Engineering) Program that introduces students to the world of transportation and civil engineering. Several NHDOT employees are involved in the program. UNH Professor Ray Cook once again served as moderator and provided technical commentary.

The Bridge Design Bureau was represented by two entries during the NHDOT portion of the bridge model contest. “Both the lenticular truss (pictured) and the basket-handle network arch popsicle stick bridges are modeled after real highway bridges and were loaded to 410 pounds (at the capacity of the scale) without breaking,” said Jerry Zoller, who built the bridges.

This year’s winning team with the strongest bridge was from Concord High School, the first all-female team to take top honors in the event’s ten years.

Neither snow nor rain nor heat nor gloom of night...

It was only featured for about a second, but there was no mistaking the Memorial Bridge in Portsmouth, NH - Kittery, ME, as seen in a new nationwide holiday season commercial from the U.S. Postal Service.

Operation Santa Claus...

They loaded up the trucks on December 5th as part of the annual “Operation Santa Claus” program in which NH State employees help bring holiday cheer to those in need across New Hampshire. NHDOT employees sponsored 125 children this year.
This past summer, the NHDOT welcomed 19 emerging engineers and one high school student into our community. Our summer interns represented the diverse talent that New Hampshire needs.

They came from six states and eight educational institutions, including Arkansas State University, the University of Connecticut, UNH, Merrimack College, the University of Maine, Rutgers University, and one all the way from British Columbia. With an average GPA of 3.2, this group brought their unique perspectives and skill sets to the needs of the DOT.

We are proud of what they accomplished in the 12 weeks they were here, and look forward to possibly seeing them again in the future as full-time NHDOT employees.

Some examples of their work:

- **Highway Design** - Jon took inventory of Type F Guardrail terminals throughout the state and updated the database.

- **Construction** - Tristan observed the inspection of concrete and soil testing and installation of structures such as drainage pipes. He helped with estimate work, GPS plotting in Blue Beam and kept up with record books and quantities.

- **Materials and Research** - Annika performed acceptance testing for paints and emulsions.

- **Construction** - Cameron performed inspection of resurfacing operations. While conducting quantities and yield checking, as well as firsthand experience in customer relations with road abutters.

- **Materials and Research** - Ian calculated cost estimates for paving projects to come in 2018 and 2019 as well as created maps that correlated to the estimates.

Upon completing the internship session, our summer interns will carry forward an important legacy. For the past 20 years, the NHDOT has been instrumental in creating a pipeline of public service employees.

Applications will be accepted until early March for our 2018 summer internships. Applications and information can also be found on the DOT website under internships.
Pierre “Pete” Parenteau (Bridge Design) has reached the 45 year milestone in years of service for the State of New Hampshire. The longest tenured NHDOT employee began working for the Department at the age of 23 in November of 1972. He recalls working one day before getting Veterans Day off! His pay at that time - $19.18 a day. With a degree in history from UNH, Pete spent 12 years in the Survey Section of the Highway Design Bureau before moving to Bridge Design, where he has worked ever since as an engineering technician. He still enjoys drawing up plans, especially for new bridges. One of his favorite bridge projects was the new Ledyard Bridge over the Connecticut River in Hanover. “What I do is rewarding. I enjoy it. It’s good to get it done. I never thought I would be the longest serving DOT employee.”

Katie White (Finance) ran in the New York City Marathon on November 5th, finishing the 26.4 mile course in 4 hours and 49 minutes.

Many faces of the Turnpike Bureau, along with their “ugly Christmas sweaters” that were featured on their annual holiday card.

David Smith was recognized for 25 years of State service at the December major staff meeting. David is the Assistant Administrator of the Turnpikes Bureau.

Chris Cantara (District 2) has marked 25 years of service with the NHDOT. Chris is a Highway Maintainer III in the Bristol (#206) Patrol Section.

Retired District 3 Maintenance Supervisor Sonny Graves has donated an old sign that reads “Road Camp... State Highway Dept”. The sign was posted in Crawford Notch at a Road Camp where highway maintainers once lived in the winter months to keep the notch plowed and open. A little sprucing up and the sign will be prominently displayed at NHDOT headquarters.
Service Awards (1st Quarter)

5 Years:
Joyce A. Lanier - Human Resources
John T. Poisson - Bridge Design
Jennifer E. Anderson - Turnpikes
Troy A. Ranfos - District 6
Steven R. Hallee - Turnpikes
Kenneth G. Savell - Traffic
Benjamin M. Hall - Construction/Engineering Audit
Jennifer E. Anderson - Turnpikes

10 Years:
Aaron L. Smart - Materials & Research
Kathleen Mulcahey-Hampson - Commissioner’s Office
Nicholas B. Goulas Jr - Bridge Design
William P. McDonough - District 2
Raymond R. Burovac - Mechanical Services
Leon R. Forest - District 5
Randolph B. White - Mechanical Services
Andrew J. Hill - District 3
Jillian L. Edelmann - Environment
Colleen M. White - Highway Design

15 Years:
Matthew C. Powers - Highway Design
Ashok H. Kakadia - Construction/Engineering Audit
Brian J. Mayo - District 6
George M. Pearce - Bridge Maintenance
Martin L. Wilson - Mechanical Services
Eric S. Thibodeau - Materials & Research
Gary P. Stevens - Bridge Maintenance
Steven M. Roy - District 4

20 Years:
John F. Barrell - District 2
Philip A. Rogers - Bridge Maintenance
Randy P. Colbath - Mechanical Services
Linda J. Ferguson - Bridge Maintenance
Milton A. Norcross - District 3

25 Years:
William E. Watson Jr - Planning & Community Assist
Thomas D. Clement - Bridge Design
Marc S. Brodeur - District 1

30 Years:
Kevin R. Winn - Construction/Engineering Audit
Craig W. Cleveland - Materials & Research
Phillip J. Miles - Right-Of-Way
Darrell W. Johnson - Mechanical Services

40 Years:
Richard A. Atwood - District 3
Barbara P. Novak - Turnpikes
**Personnel Updates**

**New Hires:**
- Joel D. Smith - District 5, Crew 5
- Laura J. Guimont - Finance And Contracts
- Dean C. Hodgdon - District 1, Crew 3
- Colby R. Tarr - District 3, Crew 24
- Christopher L. Fonda - Right Of Way
- Benjamin R. Gonyer - District 1, Crew 4
- Jeremy S. Davis - Mechanical Div-Concord
- Matthew B. Fisk - District 4, Crew 5
- Jeffrey P. Malone - District 5, Crew 27
- Glenn A. Miller - District 6, Crew 2
- Cody C. Rouille - District 2, Crew 6
- Danny R. Avery - District 3, Crew 25
- Amy E. McPhee - Bridge Maint-Newfields
- Lukas A. Thurston - District 2, Crew 1
- Paul E. Goudreau - District 1, Crew 2
- Stephanie J. Monette - Environment
- Bruce G. Owen - District 1, Crew 2
- Connor J. McCallum - Tpk-Hampton Maintenance
- Rusty S. Gagne - Tpk-Nashua Maintenance
- Adam M. Smith - District 6, Crew 6
- Jonathan J. Pettinato - District 2, Crew 12
- Raymond J. Burnham - District 2, Crew 24
- Ryan K. Worsman - Material & Research
- Michael T. Bennetter - District 5, Crew 15
- Travis L. Guest - Construction
- Jacinto Rodriguez - Mechanical Div-No Hampton
- Sean R. Riley - District 5, Crew 14
- Seth A. Beane - District 1, Crew 16

**Promotions:**
- Tyler Jones - Highway Maintainer III, District 1
- Abigail Franklin - Engineering Technician III, Construction/Engineering Audit
- Michael Sunderlin - Lift Bridge Worker III, Bridge Maint.
- Jeffery Lord - Asst Highway Patrol Foreman, District 5
- Kevin Libby - Highway Maintainer III, Turnpikes
- Linda Bourgoin - Supv Of Turnpike Operations, Turnpikes
- David Ryan - Toll Shift Supervisor, Turnpikes
- Crystal Eastman - Highway Maintainer III, District 2
- Merith Deschene - Program Assistant II, Turnpikes
- Joseph Mckinley - Lift Bridge Worker II, Bridge Maint.
- Stephen Lowe - Eng Tech III, Construction/Eng Audit
- Calvin Linden - Asst Highway Patrol Foreman, District 3
- Jeremy Davis - Hvy Equip Mechanic, Mechanical Services
- Matthew Clark - Asst Highway Patrol Foreman, District 4
- David Rattray - Highway Patrol Foreman, District 4
- Nicholas Sanders - Civil Engineer IV, Traffic
- Eugene Doe - Asst Highway Patrol Foreman, District 3
- Jason Desellier - Highway Patrol Foreman, District 1

**Retirees:**
- Mark Stevens - District 3 (30)
- Carol Macuch - Planning & Community Assistance (27)
- Kevin Frew - Mechanical Services (26)
- William Gagnon - District 1 (26)
- Gordon Nason - District 3 (25)
- Robert Hebert - District 4 (18)
- Richard Smith - District 1 (16)
- Terry Barrows - Turnpikes (15)
- Gary Homer - Construction/Engineering Audit (14)
- David Harju - Bridge Maintenance (12)
- Rockland Jones - District 1 (10)
- Timothy Cone - Traffic (10)
November 3, 2017

Dear Commissioner Sheehan,

I wanted to let you know what a great job your DOT crews have done, and are doing, repairing the recent flood damage and getting the roads and bridges passable. I speak more in detail regarding Ken Crowther and his crew in Glen (#113), as I am more familiar with the goings on in that area. Ken has been very responsive whenever an issue arose, and he would do his best to help, which he was able to do in most cases.

Additionally, the Crawford Notch crew (#112) and Lancaster office have done a great job in stepping up to the plate to get the necessary work done in a very efficient and timely manner. I am, and you should be, justifiably proud of their efforts.

Rep. Gene G. Chandler
Deputy House Speaker

November 13, 2017

Mr. Governor Sununu,

This letter is to acknowledge the effort done by NHDOT, especially the Gorham “Crew”. I live on this East/West byway which connects Maine and Vermont as a major passage. It is busy and without it, Shelburne would have to secede to Maine, because we would be cut off from New Hampshire. The storm in October did exactly that! As devastating as it was and costly, the outcome looked like a five day closure. It did not happen, as this team, and its affiliates opened it back up in a day. Ten days later better than back to normal, they reinforced weaknesses. I can leave my driveway in any weather “blizzards, etc.”. This Road is the best maintained in the entire state as I have traveled. Gratefulness is seldom spoke. I know it is their job…but they answered the call and “GOT IT DONE!” By the way, their laser stealth plowing has never hit my flag adorned mailbox…thanks guys!

David G. Hamel
Shelburne, NH

December 4, 2017

I would like to thank each and every member of the planning and construction team that was involved with the installation of a new drainage pipeline across the property on Wentworth Road. The process of any major excavation that runs directly through a business is challenging and this was no different. The team executed the work in an organized manner that minimized interference with the business activities. They avoided damage to a historical building that was just feet from the excavation. The workmanship throughout the project was excellent and the site was left in better condition than when they had arrived. The entire group was professional and personable. I have nothing but high praise for the entire team, the process and result.

Tom Reis
President, Substructure, Inc.
Portsmouth, NH

Editor’s note: The above letter was sent to the District 6 Highway Maintenance Office.

December 23, 2017

Our family recently moved to Newbury and we live on State Route 103A. I am realizing there are benefits to living on a state road. The plows go by regularly and do their best to keep up with this road. Which is extra appreciated because there are some crazy hills between here, New London and Sunapee that can get very treacherous. I just want to say a big thank you to you and your crews for doing a good job with winter maintenance. It is so critical, and so needed, so we can get to work and be ready to serve our employers and communities. Thank you for all you do to keep up with the challenges.

Nicole Gage
Newbury, NH
It’s been 20 years since an ice storm (January 5-9, 1998) struck a large swath across three Canadian Provinces and much of New Hampshire, Vermont, Maine, and New York, causing massive damage to trees and leading to widespread and long-term power outages. Homeowners in the most severely hit areas spoke of hearing hours of thunderous “rifle shots” as tree limbs broke. An estimated 800,000 acres were damaged in central New Hampshire. One of the hardest hit regions was the New London area.

Cover photo - NHDOT trucks loaded with asphalt line up in late November to assist with paving repaired sections of NH 118 in Warren that had been damaged by the October 30th storm.

Photo by Chris Chilton (Cornish #212 Patrol Section).