

Forest Products Road Manual:

A Handbook for Municipal Officials and The Forest Products Industry



ACKNOWLEDGMENTS

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UNIVERSITY of NEW HAMPSHIRE
COOPERATIVE EXTENSION

We wish to thank the following individuals, organizations and companies for their participation and review of this publication:

Jeff Eames, Fort Mountain Land & Timber Susan Slack, New Hampshire Local Government Center Dave Fluharty, UNH Technology Transfer Center Ken Kyle, NH Department of Transportation Barbara Lucas, Town of New Hampton Dan Keniston, Keniston Trucking & Logging John Caveney, Cersosimo Lumber Co., Inc. Mary T. Berry-Spartos, The Dunlap Corporation Terri Rubeor, The Hanover Insurance Company

Printing was provided by: University of New Hampshire Cooperative Extension with support from:

NH Sustainable Forestry Initiative
USDA, U.S. Forest Service, Economic Action Program

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Revised March 2007

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Introduction

Commissioner Carol A. Murray, NH Department of Transportation

New Hampshire's first European colonists arrived almost 400 years ago. In search of a new way of life, these new settlers cleared the forest, tilled the land and established communities which grew to become our present-day cities and towns.

Transportation in those early days was difficult and slow. Goods were moved by water or by horse-drawn (or oxen) wagons on dirt tracks cut through the thick forest. Today, with New Hampshire's population at 1.3 million people and growing, the network of public roadways is critical to the movement of people, the delivery of goods, and for access by emergency services. Each public agency—town, state or federal—has its own specifications for construction, use and maintenance of roads all with the goal of protecting the public's rights-of-way.

The forest products industry is a vital component of the New Hampshire economy. Forest-based manufacturing is the third largest manufacturing industry in the state. The contribution of the forest industry and forest-related tourism to the New Hampshire economy is more than \$2 billion each year. Direct payment of the timber tax to municipalities averages \$4 million each year. In addition, the registration of logging trucks, trailers and other equipment contributes hundreds of thousands of dollars each year to the State of New Hampshire and its municipalities.

This manual is a guide for both municipal officials and the forest products industry to improve understanding of the laws which govern public roadways.



Communication

As with any business transaction communicating intent and clarifying expectations is important to a successful outcome. For a timber harvest the communication process begins when a landowner, forester, logger or trucker files a NH Department of Revenue Administration (DRA) Intent to Cut form at the town office. The town acknowledges the intent by signing it within thirty days if the following criteria have been met:

1. All owners of record have signed the Intent to Cut form
2. The land is not under the Current Use, “unproductive category”
3. The Intent to Cut form is complete and accurate
4. Any required timber tax bond has been received

Many New Hampshire municipalities have further requirements that impact logging operations unrelated to the DRA Intent to Cut. For example, a road bond may be required. The DRA Intent to Cut cannot be held up by town officials for more than thirty days for a road bond if the four criteria, mentioned above have been satisfied.

It is important to contact the town office in which the timber harvest is planned to find out what permits and restrictions may apply. A directory of municipal offices is located in Appendix I of this manual.

Successful timber harvests require frequent communication between landowner, forester, logger, trucker and sawmill. Communication with town officials, particularly road agents, is also critical to ensure safe and efficient transportation. Road agents have intimate knowledge of local road conditions, traffic patterns and hazards which could be of concern to those trucking wood products. It may be important for the road agent to know the intended hours of operation and/or trucking on a logging operation to coordinate with other town activity. For example, the town may be planning to mow or pave along a roadway which will be used during a timber harvest. The activity may be delayed or rescheduled. In any event, communication between the timber harvester and the municipality could prevent misunderstanding and inconvenience.

For a complete description of New Hampshire timber harvesting laws, contact UNH Cooperative Extension, Forestry Information Center (800)444-8978 or the NH Timberland Owners Association (603)224-9699 for a copy of “Guide to New Hampshire Timber Harvesting Laws.” This document can also be downloaded from the UNH Cooperative Extension, Forestry and Wildlife website at:
<http://www.ceinfo.unh.edu/Pubs/ForPubs/gtnhthl.pdf>.

Road Access

The NH Highway Classification System

The New Hampshire public highway classification system is outlined in RSA 229:5. The following is a summary of each level of classification. Each classification description outlines what authority (federal, state, local, or private) is responsible for construction, reconstruction, and maintenance of the road. It is important for the reader to understand the differences among the road designations and to identify where there may be confusion and where a quick phone call to the town office or the state district engineer could avoid a misunderstanding. For more information on the state highway system copy of "A Hard Road to Travel", can be obtained from the New Hampshire Local Government Center at (603) 224-7447.

Class I - Primary State System

Class I roads include existing or proposed highways of the primary state highway system except those portions inside New Hampshire Department of Transportation (NH DOT) designated urban compact sections of cities and towns, as listed in RSA 229:5, V. However, within the urban compact areas, turnpikes and interstate highways are Class I highways. The State has full control of these Class I highways and pays the costs of construction, reconstruction and maintenance, including bridges.

Class II - Secondary State System

Class II roads are the secondary state highways except for those portions located inside designated urban compact sections of cities and towns (RSA 229:5, II). The State assumes the costs of reconstruction and maintenance of all Class II highways that have been improved to the satisfaction of the New Hampshire Department of Transportation. Other Class II highways, those not improved to the NH DOT standards, are maintained by the city or town in which they are located. Towns and cities are eligible to use state aid funds, when available, to improve Class II roads.

Class III - State Recreational Roads

Roads leading to and roads within state-owned reservations (such as campgrounds and parks) are designated by the legislature as Class III State Recreational Roads (RSA 229: III). The NH DOT is responsible for reconstructing and maintaining these roads once they are designated by the Commissioners of the NH Department of Resources and Economic Development as well as the NH DOT (RSA 233:8.) In addition, when authorized by the legislature and approved by governor and council, the Commissioner of Transportation may lay out and construct a public road to a private recreational area. Any class III public road that leads primarily to a private recreational area is maintained by the owner or operator unless other arrangements are made. Class III highways can be regulated by the Commissioner of the Department of Resources and Economic Development.

Class IV - Urban Compact Section Highways

Class IV roads are all highways within the urban compact section of the cities and towns listed in the statute as designated by the NH DOT. The compact section is described as the area of the city or town where the frontage on any highway is primarily occupied by dwellings or buildings in which people live or business is conducted, throughout the year. Occasionally, these boundaries are marked with “Urban Compact” signs along the highway.

Class V - Town or City Roads and Streets

Class V roads consist of all traveled highways other than Class IV that the town or city has a duty to maintain regularly. If a town or city spends money on a highway, it generally is a Class V highway. The only exception is an emergency lane. A Class V highway can be anything from a one-lane dirt track to a 6-lane boulevard. Occasionally the term “Class V road standards” is used. A town or city may create road standards for Class V roads. There is no set statewide standard for Class V roads.

Class VI

Class VI roads are defined as all other existing public ways which are either discontinued subject to gates and bars or are roads not maintained by the town in suitable condition for travel for a period of at least five successive years. Class VI highways are full public highways in every sense except maintenance. Towns have no duty to maintain Class VI roads. (RSA 229:5, VI.) In fact, RSA 231:59 limits town highway expenditures to Class IV and V roads with an exception for an emergency lane (RSA 231:59-a). Even though they may be “subject to gates and bars,” Class VI roads remain a public way and any gates or bars installed may not interfere with public travel.

There are two ways for a Class V road to become a Class VI road:

1. The road is discontinued subject to gates and bars (RSA 231:45 & 229:5, VII):
 - Requires a vote by the legislative body (town meeting or city council)
 - The warrant article should describe location and that road will be “subject to gates and bars”.
2. Not maintained for a period of at least five successive years (RSA 229:5 & 231:45-a):
 - Most Class VI roads are a result of this provision.
 - Roads that were discontinued due to this provision can revert to Class V roads if they are maintained for at least 5 consecutive years (RSA 229:5, VI).

Can a private party maintain or repair a Class VI road?

Yes, with permission of the municipality (RSA 236:9). This provision prohibits excavating or disturbing ditches, embankments or the traveled surface without prior written permission of the municipality’s governing body or the road agent. The municipality may also regulate the work and require a bond assuring the road is returned to a condition acceptable to the local authority (RSA 236:10 & RSA 236:11).

It is important to be aware of all New Hampshire timber harvesting laws that apply to roadside zones. For a copy of "NH Timber Harvesting Laws" contact NH Timberland Owners Association (603)224-9699 or UNH Cooperative Extension Forestry Information Center (800) 444-8978. The document may also be viewed on-line at <http://ceinfo.unh.edu/Pubs/ForPubs/gtnhthl.pdf>

Discontinued Roads

A Class VI road which is discontinued subject to gates and bars is not the same as a road completely discontinued. A completely discontinued road results in the dissolution of the public right of way. The land is then returned to the control of the abutting land owners. Private easements, such as utility lines, that follow a public way remain intact.

The complete discontinuance of a local highway (Class IV, V or VI) requires a vote of the legislative body (RSA 231:43).

There are two important points to remember concerning discontinued roads:

- 1) Public highways cannot be lost by adverse possession unlike an owner of private property, who can lose ownership after 20 years of adverse possession by others (sometimes called "squatters' rights"). This provision does not apply to public property, including highways. So if a house is 100 years old and sits where a highway once ran, and that highway was never discontinued, the road cannot be barricaded. It is still a legal public highway.
- 2) Non-use of a road does not necessarily mean discontinuance and even though a highway has been physically abandoned it may continue to be a public right of way. The complete discontinuance of a local highway takes a vote of the legislative body (RSA 231:43). Action by the selectmen is not enough. The best evidence of a past discontinuance is a vote recorded by the clerk in the town report.

Scenic Roads

New Hampshire's RSA 231:157 and 158 allow the establishment of scenic roads by a municipality. Scenic roads are local, town designations and are not specifically part of the statewide system. Class I or II roads cannot be designated scenic roads.

The statute states that any road in a town, other than a class I or class II highway, may be designated as a scenic road upon petition of 10 persons who are either voters of the town or who own land that abuts a road mentioned in the petition. All abutters of the road must be notified within 10 days of the filing of a scenic road petition. The voters of the town may designate the road as a scenic road at any annual or special town meeting. Similarly, scenic road designation may also be rescinded at any annual or special town meeting.

The Scenic road designation means that town repair, maintenance, and reconstruction of the road and utility company maintenance of equipment in the right of way may not

involve cutting or removal of trees (defined as 15 inches in circumference or more measured at 4 ½ feet above the ground) or destruction of stone walls without a prior public hearing and written consent of the planning board or board responsible for the local scenic roads program. There are exemptions for the prompt restoration of utility service and for trees that pose an “imminent threat” to the traveling public. Scenic road designation does not affect the rights of any abutting landowners to cut trees or remove stone walls on their own property. Scenic road designation does not affect the eligibility of the town to receive construction, maintenance or reconstruction aid.

Municipal Trails

Class A and Class B Trails (RSA 231-A:1)

A Class A Trail is a public right-of-way subject to public trail use restrictions. The Class A Trail is not a publicly approved street and cannot not be used for vehicular access to any new building or structure or for increased use of any existing building or structure. Class A Trails may be used by abutters for non-development uses such as forestry, agriculture or to access an existing structure. These owners are not subject to the public trail use restrictions except for time limits or seasonal restrictions imposed by the local governing body. The municipality has no responsibility to maintain a Class A trail for use by abutters. The abutting owners must obtain permission from the municipality prior to excavation, construction or disturbance to a Class A Trail.

A Class B Trail is more restrictive than a Class A Trail. A Class B trail cannot be used for vehicular access to any new or existing building or structure. In addition, a Class B Trail cannot be used by the owners of land served by or abutting the trail in any manner inconsistent with the public trail use restrictions.

Municipalities have the authority under RSA Chapter 231-A to reclassify local highways as Class A or Class B municipal trails. Once reclassified these trails retain public rights of way subject to trail use restrictions. A town meeting vote is required to reclassify Class V and Class VI roads as municipal trails. However, a road that is the sole access to a property cannot be reclassified as a Class B trail without written consent of the landowner.

Trail use restrictions can be imposed by a landowner as a condition of granting a trail easement to the municipality, or can be imposed by the municipality either by a vote of town meeting or adoption by the board of selectmen. Trail use restrictions can include a prohibition of motor vehicles

Temporary Driveway Permits

State Highways

(Office of the Commissioner, Declaratory Ruling No. 2000-01)

All access from a State highway for timber harvesting requires a temporary driveway permit and a bond unless access is granted through an existing permitted driveway that can safely handle the trucking. Bonding may be waived if the applicant has consistently conformed to previous permitting requirements. The Temporary Driveway Permit must also stipulate a time limit therefore a previously used entrance is not valid unless a new permit has been obtained from the NH DOT district engineer. Permission for a temporary driveway permit will not be granted on limited or controlled access highways unless under unusual circumstance or hardship.

A sign 36" by 36" with black letters on an orange background warning "Trucks Entering" must be placed if the drive sight distance is less than 500 feet or under special circumstances like a sharp curve. Specifications for signs are provided with the driveway application.

A Temporary Driveway Permit is required from the State of New Hampshire to assure:

- Sight distance (for safety)
- Drainage both along the edge of the highway and from the access,
- Protection of the edge of pavement – both for potential breakup of the pavement and tracking of mud and snow or other debris onto the pavement surface.
- Restoration of the ditch line, pavement, and drainage from the site at the end of timber cutting.

When planning a timber harvest it is important to remember that:

- The entire logging operation must be conducted outside of the highway right-of-way.
- The log landing and all loading or chipping operations must not occur on the pavement or shoulder of the highway, or adjacent to the pavement within the right-of-way.
- The minimum requirement for an all-season sight distance is 400'. Or, if 400' is not possible, the location that provides the best sight distance.
- The best driveway location for safe sight distances may not be the easiest or most economical location to construct an entrance.
- The NH DOT, district engineer can provide assist with the permitting process as well as make suggestions about the most appropriate access location and construction techniques to use.

Application forms may be obtained by visiting or calling the NH Department of Transportation, Highway District Office. A listing of the district offices is located in Appendix II.

Town Temporary Driveway Permits

Most municipalities require driveway permits to access public highways from private property. The purpose, similar to the state's, is to prevent erosion, preserve highway drainage and to ensure adequate lines of sight. Some towns may require a temporary driveway permit to access timberlands for a logging operation. The process and standards vary depending on the municipality. Therefore, when preparing a timber sale, forestry professionals should call the town office to determine if a temporary driveway permit is needed (see town listing in Appendix I).

Even if a temporary driveway permit is not needed, forestry professionals should:

- Make sure there is adequate sight distance for oncoming traffic and trucks to safely see the approach.
- Place "Trucks Entering" signs that are easily seen from each side of the approach, if needed.
- Place an apron of crushed stone or wood chips to protect the pavement or road surface of the town highway.
- Install culverts where needed. Remember that these need to be included on a wetlands application if jurisdictional wetlands are being crossed, and that permission is required from the town before culverts are placed in the town right of way or road surface.
- When the timber operation is complete, pull culverts (if not permanent), clean out ditch lines, seed and return the access to its original condition.

Road Bonds

Municipalities spend a hefty portion of the town's budget on road construction and maintenance. Therefore, it is in the town's best interest to protect roads from unnecessary wear and tear. Careless hauling with heavy trucks, particularly during certain times of year, can cause significant damage. As a result, towns may require that a bond be posted before logging can begin. These bonds are authorized under RSA 236:9 - 236:12 when permission is sought to disturb the ditches, shoulders, embankments or improved surface of a town road and under RSA 236:190 and 236:191 when permission is requested to exceed weight limits placed on the road.

A bond is a form of insurance that protects the town from unnecessary damage which may occur to the public highway. While the law authorizes the town official to require road bonds, these statutes do not include criteria or standards for determining reasonable bond amounts. This may create inconsistency from town to town regarding both the bond amount and how the bond is applied, however bond amounts depend largely upon the particular circumstances of each road. One size does not fit all. The UNH Technology Transfer Center is available to assist municipalities with road maintenance and repair. The center can be reached at 1-800-423-0060 or by email t2.center@unh.edu. You can also visit their web site at <http://www.t2.unh.edu>.

New Hampshire House Bill 1536, effective July 24, 2006 clarified two provisions of RSA 236:10 and RSA 236:11.

RSA 236:10 now reads, "The person or entity providing the bond shall determine the type of bond furnished and it may be in the form of cash, letter of credit from a bank or lending institution licensed in New Hampshire and acceptable to the person giving written permission, or a bond furnished by an insurance company. The person or entity granting permission shall not arbitrarily withhold funds from any cash bond or letter of credit, but shall first make a good faith effort to resolve any differences with the contractor doing the excavation or restoration."

In addition, RSA 236:11 requires that the road (shoulders, ditches, embankments, or surface) be restored to a condition at least equal to the condition that was present before the excavation or disturbance occurred.

Municipal officials should establish clear conditions under which the town will hold and release a road bond. For example, the road bond might be held in escrow and an inspection of the road condition required before the bond is released. Photographs, videotape or other documentation of road conditions before and after a logging operation may be helpful. This will also sort out damage caused by other vehicles.

Weight Limits

Mud season is familiar to any trucker in the northeast. From the middle of March until the end of April, while the frost moves out of the ground, trucking is curtailed to protect road surfaces. An unreasonable barrier to commerce may occur if road bans are posted on a set schedule regardless of actual road conditions.

During a road ban heavy trucks cannot travel on roads within the town unless the driver receives permission from the selectmen or road agent to exceed the posted weight limit (RSA 231:190 and 231:191). Towns may establish maximum weight limits, seasonal or otherwise, that are more restrictive than the weight limits established in RSA 226:17-26. The state statute requires that weight limit posting must be done “in accordance with currently acceptable practices and technology.” Signs must be posted at all entrances to the restricted road.

It is against the law for any person to drive a vehicle in violation of maximum weight limits without permission from the board of selectmen or the road agent. Reasonable accommodation may be reached for those seeking permission to exceed the maximum weight limit. Municipal officials may establish “reasonable regulations for bonding and restoring the highway.” The bonding requirement guarantees that damage done to the road will be repaired. A municipality has authority to require restoration of the road if town officials believe the damage or disturbance is attributable to vehicles or activities under such person’s control or responsibility. Upon request, the municipality must provide the reasons, including any inspection reports.

No vehicle or business is exempt from the maximum weight limits simply because of prior use of the road. However, property owners or commercial enterprises who can demonstrate that the weight limits would entail practical difficulty or unnecessary hardship, and who comply with all conditions and regulations concerning bonding and restoration, can be granted an exemption unless the exemption would be detrimental to public safety. Unnecessary hardship includes weight limits that significantly interfere with a commercial enterprise or land use which existed prior to the weight limit posting. A business impacted by road weight restrictions may request a public hearing.

Often municipal road bonding decisions are made in consultation with the road agent. The road agent’s experience and knowledge is important in determining when roads are in need of posting to prevent unreasonable damage or extraordinary expense. The road agent may recommend that trucks haul until mid-morning during the coldest part of the day (until the sun warms the pavement) and then wait until early the next day. This accommodation allows commerce to continue while protecting the local road from damage.

The University of New Hampshire, Technology Transfer Center developed a scientific method for assessing road conditions. To summarize, municipalities should consider the following factors when considering road restrictions:

- Surface thickness, if pavement is thinner than 2”
- Type of subgrade – fine-grained substrates (like silt and clay found in New Hampshire) are candidates for load restrictions.
- Local experience – site drainage, road behavior, age, location are all factors which local road agents have observed over many years.
- Surface deflections – if surface of road section deflects more than 40% from summer conditions.

To obtain a copy of “Guidelines for Spring Road Use Restrictions” contact the University of New Hampshire, Technology Transfer Center at (603)862-2826 or on line at www.t2unh.edu.

Conclusion

New Hampshire’s road system is critical to the viability of the state’s forest products industry. Logs, pulpwood, lumber, chips and bark mulch travel the network of roads from the woods to manufacturing facilities and ultimately, to customers. Safe and efficient highways are in the best interest of all users. Therefore, the laws, restrictions and permitting procedures summarized in this document are important to understand in order to protect and extend the life of our roads. Communication between all parties is important to a successful logging operation that contributes to the local and state economy.

For municipal officials

1. Use care and reason when assessing road impacts from forestry operations.
2. Consult the road agent or a professional engineer about potential road impacts.
3. Consider all road impact equitably.

For landowners, foresters, loggers and truckers

1. Call the town offices and set up a meeting with the road agent if possible.
2. Find out the road classification.
3. Find out what other permits may be required before beginning your timber harvest.
4. Continue communications with the road agent as your operation takes place.
5. Document before and after road conditions.
6. Complete your operation by leaving the access and road conditions in the original condition or better if possible.

The forest products industry is important to the state’s economy. We hope the information and suggestions provided in this publication are useful for both truckers and municipal officials. Our goal is to improve the communication between both groups and to assure the investment in and safety of New Hampshire’s roadways.

Appendix I

New Hampshire Town Offices

All numbers are area code 603

Acworth	835-6879	Cornish	675-5207
Albany	447-2877	Croydon	863-7830
Alexandria	744-3288	Dalton	837-2092
Allenstown	485-4276	Danbury	768-5448
Alstead	835-2242	Danville	382-8253
Alton	875-2101	Deerfield	463-8811
Amherst	673-0474	Deering	464-3224
Andover	735-5332	Derry	432-6105
Antrim	588-6785	Dixville Notch	255-3791
Ashland	968-4432	Dorchester	786-9476
Atkinson	362-4920	Dover	786-9431
Auburn	483-2281	Dublin	563-8859
Barnstead	269-4631	Dummer	449-3048
Barrington	664-5476	Dunbarton	774-3547
Bartlett	356-2300	Durham	868-5577
Bath	747-2454	East Kingston	642-8794
Bedford	472-3550	Easton	823-8017
Belmont	267-8302	Eaton	447-2840
Bennington	588-2189	Effingham	539-7551
Benton	787-6541	Ellsworth	726-3551
Berlin	752-2340	Enfield	632-5001
Bethlehem	869-2293	Epping	679-8288
Boscawen	753-9288	Epsom	736-4825
Bow	225-2683	Errol	482-3351
Bradford	938-2288	Exeter	778-0591
Brentwood	642-6400	Farmington	755-3657
Bridgewater	968-7911	Fitzwilliam	585-7791
Bristol	744-8478	Francetown	547-6251
Brookfield	522-3688	Franconia	823-5237
Brookline	673-8855	Franklin	934-3109
Campton	726-3223	Freedom	539-8269
Canaan	523-7106	Fremont	895-8693
Candia	483-5573	Gilford	527-4713
Canterbury	783-0153	Gilmanton	267-6726
Carroll	846-5494	Gilsum	357-0320
Center Harbor	253-4561	Goffstown	497-8990
Charlestown	826-5821	Gorham	466-2744
Chatham	694-2043	Goshen	863-5655
Chester	887-3636	Grafton	523-7270
Chesterfield	363-8071	Grantham	863-5608
Chichester	798-5808	Greenfield	547-2782
Claremont	542-7003	Greenland	431-7111
Clarksville	246-7751	Greenville	878-4155
Colebrook	237-5200	Groton	744-8849
Columbia	237-5255	Hamstead	329-4100
Concord	225-8500	Hampton	926-0406
Conway	447-3822	Hampton Falls	926-4618
		Hancock	525-4441
		Hanover	643-0701

Harrisville	827-5546	Nelson	847-9043
Harts Location	374-2436	New Boston	487-5571
No. Haverhill	787-6200	New Castle	431-6710
Hebron	744-7999	New Durham	859-0205
Henniker	428-3240	New Hampton	744-8454
Hill	934-3951	New Ipswich	878-3567
Hillsborough	464-5571	New London	526-4821
Hinsdale	336-5719	Newbury	763-5326
Holderness	968-7536	Newfields	772-5070
Hollis	465-2064	Newington	436-7640
Hooksett	485-9534	Newmarket	659-3073
Hopkinton	746-3180	Newport	863-2224
Hudson	886-6003	Newton	382-4096
Jackson	383-6248	North Hampton	964-6029
Jaffrey	532-7861	Northfield	286-4482
Jefferson	586-4553	Northumberland	636-1450
Keene	352-0133	Northwood	942-5586
Kensington	772-5423	Nottingham	679-9598
Kingston	642-3112	Orange	523-7054
Laconia	527-1265	Orford	353-4404
Lancaster	788-2306	Ossipee	539-2008
Landaff	838-6220	Pelham	635-2040
Langdon	835-2389	Pembroke	485-4747
Lebanon	448-3054	Peterborough	924-8000
Lee	659-2964	Piermont	272-4840
Lempster	863-3213	Pittsburg	538-6699
Lincoln	745-8971	Pittsfield	435-6773
Lisbon	838-2862	Meriden	469-3201
Litchfield	424-4045	Plaistow	382-8129
Littleton	444-3995	Plymouth	536-1732
Londonderry	432-1100	Portsmouth	431-2000
Loudon	798-4542	Randolph	466-5771
Lyman	838-6113	Raymond	895-4735
Lyme	795-2535	Richmond	239-6202
Lyndeborough	654-9653	Rindge	899-5181
Madbury	742-5131	Rochester	332-7509
Madison	367-9931	Rollinsford	742-2510
Manchester	624-6455	Roxbury	352-4903
Marlborough	876-4529	Rumney	786-2237
Marlow	446-2245	Rye	964-8562
Mason	878-2070	Salem	890-2116
Meredith	279-4538	Salisbury	648-2473
Merrimack	424-3651	Sanbornton	286-4034
Middleton	473-2134	Sandown	887-4870
Milan	449-3461	Sandwich	284-7113
Milford	673-3403	Seabrook	474-3152
Millsfield	482-7777	Sharon	924-9250
Milton	652-9414	Shelburne	466-3831
Monroe	638-2644	Somersworth	692-9511
Mont Vernon	673-9126	South Hampton	394-7696
Moultonborough	476-2347	Springfield	763-4805
Nashua	589-3010	Stark	636-2118

Stewartstown	246-3329	Walpole	756-3514
Stoddard	446-2203	Warner	456-2298
Strafford	664-2192	Warren	764-5780
Stratford	922-5598	Washington	495-3667
Stratham	772-4741	Waterville Valley	236-4730
Sugar Hill	823-8516	Weare	529-7575
Sullivan	352-1495	Webster	648-2538
Sunapee	763-2449	Wentworth	764-5244
Surry	352-3075	Westmorland	399-7211
Sutton	927-4575	Whitefield	837-9871
Swanzey	352-7411	Wilmot	526-9639
Tamworth	323-7971	Wilton	654-9451
Temple	878-3873	Winchester	239-6233
Thornton	726-4232	Windham	434-5075
Tilton	286-4425	Windsor	478-3292
Troy	242-3845	Wolfboro	569-5328
Tuftonboro	569-4539	Woodstock	745-8752
Unity	542-9665		
Wakefield	522-6205		

Appendix II

NH HIGHWAY DISTRICTS

District 1:

District Engineer
641 Main Street
Lancaster, NH 03584
Tel: (603) 788-4641
Loc: Rte 3, Lancaster, NH

District 2:

District Engineer
P.O. Box 232
Lebanon, NH 03766
Tel: (603) 448-2654
Loc: I-89, Exit 16, Enfield, NH

District 3:

District Engineer
2 Sawmill Road
Gilford, NH 03246
Tel: (603) 524-6667
Loc: 2 Sawmill Rd., Gilford, NH

District 4:

District Engineer
19 Base Hill Rd.
Swanzey, NH 03446-9998
Tel: (603) 352-2302
Loc: 19 Base Hill Rd. Swanzey, NH

District 5:

District Engineer.
PO. Box 16476
Hooksett, NH 03106-6476
Tel: (603) 485-9526
Loc: I-93, Exit 11, Hooksett, NH

District 6:

District Engineer
P.O. Box 740
Durham, NH 03824
Tel: (603) 868-1133
Loc: 271 Main Street, Durham, NH

Turnpikes:

Turnpike Administrator
P.O. Box 16418
Hooksett, NH 03016-6418
Tel: (603) 485-3806
Loc: I-93, Exit 11, Hooksett, NH

