

NEW HAMPSHIRE HISTORIC PROPERTY DOCUMENTATION

STICKNEY AVENUE HIGHWAY GARAGE COMPLEX

NH STATE NO. 729



COMPLETED BY LISA MAUSOLF

FOR NH DEPARTMENT OF TRANSPORTATION

NOVEMBER 2015

UPDATED SEPTEMBER 2020

NEW HAMPSHIRE HISTORIC PROPERTY DOCUMENTATION

STICKNEY AVENUE HIGHWAY GARAGE COMPLEX

NH State No. 729

Location: Stickney Avenue, Concord, Merrimack County,
New Hampshire.

USGS Concord Quadrangle
SP Coordinates X:1,019,466; Y: 258,857

Dates of Construction: 1926, 1948 (main buildings)

Designer: State of New Hampshire Highway Department

Present Owner: State of New Hampshire

Present Use: Storage, Vacant

Significance: The New Hampshire Highway Garage Complex is significant under Criterion A for its associations with the growth and development of the State's Highway Department. The first garage structure was constructed in 1926 and was expanded by a major addition in 1948 with various ancillary structures added to the complex over the years to meet other needs. Taken as a whole, the complex reflects the growing responsibilities of state government to provide services as well as changing technology. While the buildings of the complex are not architecturally striking, they do represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the complex is also eligible under Criterion C for its architecture.

Project Information: The New Hampshire Department of Transportation (NHDOT) is improving the parking capacity at the Concord Transportation Center which will result in the removal of three ancillary structures located at the northern end of the former New Hampshire Highway Garage Complex on Stickney Avenue (DOT project: Concord X-A003(902), 28977). This narrative was written by Historic Preservation Consultant, Lisa Mausolf in July to November 2015 to accompany large format photographs taken by Charley

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 2)

Freiberg. This recordation was undertaken pursuant to a Memorandum of Agreement (MOA) among the NHDOT, Federal Highway Administration, and New Hampshire State Historic Preservation Officer pertaining to the removal of the three structures. It is Phase 1 of the documentation as defined in the MOA, which includes the historic background of the complex, archival photographs of the entire complex, and architectural descriptions of the three buildings to be removed as part of project 28977. Subsequent phases of documentation will be completed if/when the Stickney Avenue Highway Garage Complex is impacted in the future, to include those impacted structures.

Historic Background:

The State Highway Department was established in 1915 during the administration of Governor Rolland H. Spaulding. Previous to this, from 1905 to 1915, the responsibility for New Hampshire state-owned highways and bridges was vested with the State Engineer. In 1913 the State Engineer had three rooms on the third floor of the State House – a superintendent’s office, a drafting room and a small stenographer’s room. In 1915 virtually all of the state’s roads were gravel or water bound macadam.

In 1915 the Division to the Highway Department was established and Governor Spaulding appointed Frederic Elwin Everett (1876-1951) to the new post of New Hampshire Highway Commissioner. F.E. Everett was a 1900 graduate of M.I.T. and had joined the department as an engineer in 1906. Everett went on to serve as New Hampshire Highway Commissioner for thirty-four years (1915-1949).

Upon becoming Commissioner, one of Everett’s first goals was to make the state eligible to receive federal aid for roads. Intended to improve mail delivery to rural towns, the Federal Aid Road Act of 1916 was the first federal highway funding legislation in the United States. In 1916 “desiring to place New Hampshire in the class of scientific road builders”, Everett established a laboratory for the testing of gravel, rock and other materials used in the construction of roads.¹ According to the local newspaper, this was “one of many things Commissioner Everett has done to put this state in a position to accept federal aid for roads”.² Highway Chemist W.F. Purrington, a 1906 graduate of the New Hampshire College of Agriculture and the Mechanic Arts (later the University of New Hampshire) headed the laboratory which was located in the stone building in the rear of the Eagle Garage. Several hundred dollars were spent for machinery to make various tests on materials including cement and road oil. In 1916 the state received its first Federal-Aid apportionment for highways - \$20,997.³

The Highway Garage or Equipment Division of the State Highway Department was organized in July 1919. The original appropriation for the department was \$50,000. The fundamental mission of the division was to purchase, maintain, and operate all road equipment used by the Highway Department in the construction and maintenance of highways. It also was intended to serve any State Department in need of advice or service any equipment used for the State of New Hampshire.⁴ Initially the Highway Garage was located in the old Eagle Hotel Stables, just off Main Street in Concord.⁵

¹ “New Laboratory Fitted Up for the State Highway Department”, *Concord Evening Monitor*, June 28, 1917, p. 7.

² Ibid.

³ *State Office Building – Concord, New Hampshire*.

⁴ State Highway Report, 1941: 18.

⁵ *New Hampshire Highways*, April 1959.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 4)

Land for the State Highway Garage on Stickney Avenue was acquired in 1925 from Carolyn Foster, widow of Joseph Stickney.⁶ Joseph Stickney (1840-1903) was born in Concord and accumulated great wealth as a coal broker in Pennsylvania. He funded and oversaw the construction of the Mount Washington Hotel in Bretton Woods in 1902, shortly before his death.⁷ He was the son of Joseph P. Stickney (1796-1877) who was a farmer and lived on Main Street opposite Centre Street. Joseph P. Stickney was also a local selectman, a director of the Portsmouth and Concord Railroad and erected several business blocks on Main Street: the Stickney North Block at 148-158 North Main; the Stickney Block at 132 ½-146 North Main and a third block on North Main north of Bridge Street that was built on the site of his former house but is no longer extant.⁸ Stickney Avenue was named for him and was laid out in 1895.⁹ The land which the State purchased from Stickney's widow was on the outskirts of the downtown, bordered on the west by the tracks of the Concord & Montreal Railroad. A covered bridge allowed Bridge Street to pass over the tracks. The highway garage would be another in a string of industrial buildings and warehouses which were then located near the train tracks north of the Boston & Maine Railroad yards. At the time it was constructed, the Highway Garage's neighbors included New England Cable Company, Concord, Electric, several coal companies and an ice company.¹⁰

The original State Highway Garage building was constructed in 1926. The modern brick and cement building containing a garage and testing laboratory was erected at a cost of about \$83,000. During construction the State Laboratory worked closely with the contractor to insure that the concrete mixes would be appropriate to the various uses/sections of the building.¹¹ Most of the building had a concrete floor. The structure included a 35' x 50' carpenter shop, touring car storage (90' x 50'), a touring car repair shop (24' x 35'), a truck repair shop (50' x 116), a machine shop (17' x 31'), a stock room (50' x 25'), a blacksmith shop (17' x 16'), a cement laboratory, an oil laboratory and three small offices.¹² The building was initially heated by coal with the boiler room, coal pocket and chimney located along the west wall. In addition to the main garage building, a 60' x 100' steel storage building was erected in the northwest corner of the yard for the larger trucks and snow plows at a cost of \$7,228.¹³ The building was constructed of steel roof trusses, purlins and columns with the roof and walls covered with galvanized corrugated metal. The two gable ends had twelve foot tall sliding doors

⁶ Merrimack County Registry of Deeds, Book 479, Page 315.

⁷ Lisa Mausolf, Mobile walking tour of Mount Washington Hotel, 2012.

⁸ Lisa Mausolf, National Register Nomination for Downtown Concord Historic District, 1999.

⁹ Concord City Report, 1895, p. 237.

¹⁰ Sanborn Insurance map, 1928.

¹¹ *NH Highways*, April 1926.

¹² General Plan for Highway Garage, undated (1926). NH Department of Transportation Traffic Bureau files.

¹³ State Highway Department Annual Report 1926: 6. This building was destroyed by fire in 1978.

flanked by 3 x 2-light fixed metal sash. Five 3 x 2-light sash were located on each side wall.¹⁴

The new highway garage and testing laboratory was dedicated on September 11, 1926 by holding the second annual Highway Department clambake in the new garage building. About 200 employees and guests of the Highway department dined on steamed clams and fresh-boiled lobsters. Governor John Winant spoke and after the dinner there was a ball game between the engineers and the garage men. The new building was described as “the most modern and convenient motor vehicle building in the state”.¹⁵ The New Hampshire Highway Department Laboratory was a leader in the field of soil work being done in connection with highway construction and that laboratory work took place in this complex.¹⁶ The testing laboratory routinely sampled Portland cement, gravel, mixes for concrete pavement, tars and other materials. The lab also tested the compressive strength of cores cut from pavements laid the previous year as well as the chemical analysis of steel and iron. Other equipment in the lab included a drill press to determine the toughness of road building rocks and a viscometer. The Highway Garage also assisted in developing ideas that originated in the field, perfecting the concepts to manufacture machines such as sanders and sand chutes that were subsequently used as standard equipment throughout the state.¹⁷

By the 1930s another building had been added to the complex to house the Sign Department. It was constructed just south of the garage building and appears to be the present Building C. Here all the road signs and special markers needed by the State were manufactured. In 1935 the State acquired an additional piece of land to the south from Ruby Corser.¹⁸ This parcel of land extended the footprint of the complex all the way to Bridge Street. In the early 20th century there was a 1 ½-story two-family residence (then 17 Bridge Street) and large livery barn located on this land.¹⁹ These structures were removed after the State acquired the property.

In 1941 a new warehouse was erected on part of the newly-acquired parcel in order to enable the State to centralize all related supplies and equipment.²⁰ In addition to four large storage areas, the building also incorporated smaller rooms including a fireproof storage vault, paint storage, rat proof seed storage and an office. Originally a freight platform extended from the covered porch at the northwest corner of the building to the railroad tracks to the west. As constructed, the building measured approximately 57' x

¹⁴ Drawing of Proposed Storage Building, State Highway Garage, 2701-D, undated. NH Department of Transportation Traffic Bureau files.

¹⁵ *NH Highways*, October 1926.

¹⁶ *NH Highways*, October 1929.

¹⁷ State Department of Highways Annual Report, 1938.

¹⁸ Merrimack County Registry of Deeds, Book 540, Page 341.

¹⁹ Sanborn Insurance Maps, 1914 and 1923.

²⁰ State Highway Department Annual Report 1942: 15. This is what was later known as Building A.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 6)

192'.²¹ Drawings for the warehouse are signed "H.E.L.". Harold E. Langley (1896-1991) was best known as a respected bridge engineer. He was born in Durham and attended the Massachusetts Institute of Technology. He began working at the New Hampshire Highway Department in 1919 as a resident engineer and was promoted to Designer in 1922. Langley served as the Highway Department's Assistant Bridge Engineer from 1935 to 1941 and was Bridge Engineer from 1942 to 1961.²² Langley was also known to take on "special projects" that came in the office from other departments. These included docks, shore protection, boardwalks, pedestrian tunnels, temporary shoring and falsework.²³

The State Highway Laboratory continued to do important work in a relatively small space for a number of years. In the 1940s the Highway Department's "cold water research" engineer originated a method of spreading chloride without abrasives on cement concrete surfaces to prevent the formation of ice and help keep plowed pavements bare. The Department also developed a method of strengthening the cutting edge of the plow blade by welding to them narrow strips of carbon steel.²⁴ One face of the strip was heat hardened in order to improve wearability and prevent curling of the edges which reduced use and effectiveness. During World War II the Highway Laboratory was used by several defense plants for testing and experimental research. The lab also conducted research for other Federal Government branches including the testing of bituminous materials, aggregate and concrete.²⁵ In 1942 the annual appropriation for the Highway Garage was \$400,000, eight times the original appropriation of \$50,000 in 1919.²⁶ In 1944 the fleet of Highway Department vehicles that required maintenance included fifty trucks, four power shovels, twenty power graders, ten rollers, and 260 snow plows.²⁷

The 1945 Annual Report for the State Department of Highways provides a useful summary of the Highway Department's ever growing responsibilities. The passenger shop serviced a fleet of twenty cars for the Travel Division, many of the fifty State Police cruisers as well as twenty Highway owned light trucks and station wagons. Other State institutions also sent their trucks to the garage for servicing. The truck department was responsible for the care of a fleet of 55 trucks and 22 graders as well as many other pieces of equipment such as rollers, pumps, mixers, trailers and loaders. In some cases mechanics were sent out but in more serious cases, the vehicles were ordered to the

²¹ The easternmost 60 foot portion of the building was separated and moved c.1980 and became Building I.

²² Richard M. Casella, "Harold E. Langley, Bridge Engineer, New Hampshire Highway Department – Annotated Bibliography of Published Works and List of Attributed Bridge Plans". Prepared for the NH Department of Transportation, July 2012, p. 1.

²³ Richard Casella to Jillian Edelmann, NHDOT, July 24, 2015.

²⁴ "Salt-Sand-Plows-Men", in New Hampshire Highway Story: The Early Years. NH Department of Public Works and Highways, 1960, p. 2.

²⁵ State Highway Department Annual Report 1944: 13.

²⁶ State Highway Department Annual Report, 1941: 18.

²⁷ State Highway Department Annual Report, 1944: 14.

garage. Snow plows came to the Garage twice each year, once in October to have snow plows mounted and then again in April for dismounting. The blacksmith shop was in charge of all iron, steel and related work such as welding and installing and servicing snowplows. Many of the parts including cutting edges were built by the Department. Other equipment routinely maintained at the facility included three hundred sanding machines and tow rollers. At the machine shop sanding machines and rotary brooms were manufactured. In addition to manufacturing repair parts, the machine shop also serviced traffic recorders. At the carpenter shop signs were built for the sign department - some 3,000 were built in 1945. The carpenter shop also serviced woodwork and cabs of trucks and did woodwork for other State Departments. Lastly, the onsite warehouse provided a central point for the distribution of many items used to maintain highways and bridges including chlorides, snowplow replacements, tire chains, grates and paint.²⁸ In 1946 the Garage personnel included an Equipment Engineer, nine foremen, four sub-foremen, thirty-one mechanics and twenty-six helpers.²⁹ Due to the limited size of the original highway building much of the repair work had to take place in an outdoor all-season yard.

Clearly the Department had greatly outgrown its original building and in 1947 plans were commenced to remodel the 1926 building and construct a sizable addition. According to plans at the Department of Transportation, the new building was designed by "R.W.P.", whose identity remains unknown.³⁰ The original structure was retrofitted for heavy vehicle repairs, fabrication and welding shops and snow plow repair and mounting. Exterior doorways were enlarged to accommodate modern large equipment and the doors were equipped with power operated mechanisms. Inside, all the interior partitions were removed in the older building allowing for unobstructed floor space, new fluorescent lighting and power services were installed and a new concrete floor was laid with radiant heat. The new building provided double the floor area formerly available for shop space, eliminating the need for outdoor yard repairs.³¹

The new building fronting Stickney Avenue, and to the east of the original building, measured 420' x 60'. The central third of the new building had a second floor occupied by administrative, accounting and clerical employees as well as the Planning Survey unit of the Highway Department which had formerly been housed in the State House Annex. On the first floor were machine shops, carpenter shop, inspection unit, a departmental test laboratory and light vehicle repair and storage facilities. The entire building featured radiant heating, plenty of overhead fluorescent lighting and spacious windows. The

²⁸ State Highway Department Annual Report 1945.

²⁹ State Highway Department Annual Report, 1946.

³⁰ There is no RWP on the list compiled by James Garvin of engineers known to have worked in Bridge Design at the Highway Department from the 1920s to the 1940s. Nor should RWP be confused with Robert J. Prowse (RJP) who worked for the Department as early as 1936 and was named the department's fourth bridge engineer in 1968.

³¹ *New Hampshire Highways*, July 1949.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 8)

connecting wing between the old and new buildings contained a stock room. The new facilities were constructed by the Leon Keyser Company of Manchester. Other firms who participated in the construction were John H. Stevens & Co., Manchester, plumbing and heating; Lyons Iron Works, Manchester, construction steel; John Swenson Granite Company, Concord, granite; M. J. Murphy and Son, Manchester and Dover, roofing; Steel Equipment Corp., Laconia, steel equipment; Pittsburg Plate Glass Co., Manchester, glass; G.N. Bartemus Co., Concord, cement; Lockwood Young Corp., Concord, Redimix Cement and Duracrete Block Co., Manchester, cement blocks.³²

In the late 1940s and early 1950s several additional small buildings were added to the highway garage yard. These included a lumber storage building (Building B) between the warehouse building (Building A) and the metal building (Building C) which had been built as a sign shop but by 1949 was serving as a stock room.³³ East of the Steel Storage Building, a small building used in conjunction with the Sign Department (Building K) was also constructed. Outside the yard, in 1962 a new building was constructed for the Highway Department at Concord Heights (the present 7 Hazen Drive). The new building housed all divisions of the Department except the Materials and Research, Equipment and Traffic Divisions which remained at Stickney Avenue.

When the original Highway Garage was constructed on Stickney Avenue in 1926, it was built in what was then an industrial area east of the downtown business district. By the mid century, a new highway Route 3 (Daniel Webster Highway) had been built east of Main Street and the railroad tracks, transforming transportation in the state and the environs around the highway garage. Just prior to 1950 a traffic circle was built east of the highway garage as part of the new Concord Throughpass Project and marking the end point of the Everett Turnpike. With an inside diameter of 350' it was the biggest rotary that had been built in the state.³⁴ On the east side of the traffic circle, the New Hampshire Highway Hotel was constructed in 1951, a vivid example of the businesses which became established along the primary transportation route to cater to the automobile traveler.³⁵

In the 1960s Rt. 3/Daniel Webster Highway gave way to Interstate Route 93. The traffic circle was eliminated and the 80 foot portion at the east end of the Warehouse building (Building A) at the south end of the Highway Garage Complex was moved to a new location north of the original 1926 garage building (the present Building I).³⁶

³² Ibid.

³³ Sanborn Map, 1949.

³⁴ *Concord Monitor*, April 2, 1948.

³⁵ The New Hampshire Highway Hotel was demolished in 1988.

³⁶ Preliminary Plans Concord I-93-2(56), NHDOT.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 9)

On April 3, 1978 fire destroyed the highway traffic division building at Stickney Avenue, leaving only a concrete pad visible today. The single-story steel building measured 60' x 100' and was located in the northwest corner of the yard, west of Building K. It was built in 1926 along with the original garage building and was initially used as a storage building. At the time of the fire the building was occupied by about twenty people who worked in the building making signs and planning road work. The division was responsible for all small state signs including the placement, repairing, and manufacture of yield, stop, and caution signs and made 17,000 new and replacement signs per year. The division also was in charge of planning road resurfacing and traffic line repainting.³⁷ After the fire the division was temporarily spread out in buildings in six locations throughout Concord. In 1984 a new sign shop was finally completed on NH Rt. 106/Sheep Davis Road. The building incorporated the latest in technology and handwork sign production was replaced to a large degree by signs made with a photo sensitive silk screen process.³⁸

In 2005 the Bureau of Mechanical Services moved from Stickney Avenue to a new 87,000 square foot facility on NH Rt. 106, next to the Traffic Bureau. The new \$10.2 million complex continues to manage the state's fleet of vehicles with passenger car, heavy truck, welding fabrication, carpenter, machine, and body shops. The new facility offers significant improvements over the old complex including nine bays for passenger cars versus two in the old building, overhead cranes in the truck and welding shops, heavy and light vehicle washing bays, a paint booth that cures paint in four hours versus overnight in the old facility, welding exhaust fume extractors rather than a fan, and a bulk oil dispensing system.³⁹

The Materials and Research Laboratory remained at the Highway Garage until 2006 actively testing proper asphalts, paints, and concretes for state and federal projects. An article in 1989 noted that the facility had recently been equipped with a Gas Liquid Chromatograph and Atomic Spectroscopy analyzer. Vincent Michniewich, Supervising Lab Scientist, and Alan Lugg, Laboratory Scientist, were credited with bringing the lab out of the stone ages to state-of-the-art.⁴⁰ A number of alterations were made to the Materials and Research Lab in 1999 to improve air handling, exhaust and dust collection. Despite these improvements, the existing building was not able to accommodate the latest

³⁷ *Concord Monitor*, April 3, 1978, p. 1.

³⁸ New Hampshire Department of Public Works and Highways Annual Report, Fiscal Year 1982, p. 7b.

³⁹ New Hampshire Department of Transportation Annual Report, Fiscal Year 2006, p. 7.

⁴⁰ *Transportation News*, December 1989, p. 6.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 10)

technologies and advancements and a new \$5.8 million Bureau of Materials and Research building was completed at 5 Hazen Drive, next to the NHDOT headquarters, in 2006. The 30,000 square foot, two story building offers twice the space for transportation research compared to the Stickney Avenue facility.⁴¹ Since the departure of these divisions, portions of the old Stickney Avenue facility have been utilized by various state agencies for storage.

⁴¹ New Hampshire Department of Transportation Annual Report, Fiscal Year 2007, p. 7.

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Interviews

Amrol, Jeff. OPS Division, Highways. NH Department of Transportation, July 2015

Durling, Wendell "Bud". Long-time NHDOT employee, now retired, July 2015

Maps

Sanborn Insurance Map, Concord, 1914 (corrected to 1923) [Concord Public Library].

Sanborn Insurance Maps, Concord, 1928, 1949, 1979 [New Hampshire Historical Society].

Aerial Photos

New Hampshire Historical Society.

New Hampshire State Archives. Aerial view of Stickney Ave., Sept. 24, 1953, DQV-9M-14

Plans

The following plans were all found at the NHDOT Traffic Department, Smoky Bear Boulevard in the summer of 2015.

Original State Highway Garage (1926)

State of New Hampshire Highway Department. Plan showing Proposed State Highway Garage and Steel Storage Building, August 10, 1926. Scale: 1" = 40'

State of New Hampshire Highway Department. Plan showing State Highway Garage and Warehouse, General Floor Plan and Details, 2701-D. Scale: 1/8" = 1' (no date – 1926?)

State of New Hampshire Highway Department. Plan showing Proposed Storage Building (60' x 100'), Plan and elevations, 2701-D. (no date – 1926?)

State Highway Warehouse

State Highway Department. Topographical Map of Land at NW Corner Bridge St. – Stickney Ave., October 7, 1935. Scale: 1"=20'. Shows State Highway Garage and Sign Department to south.

State of New Hampshire Highway Department Bridge Division. State Highway Warehouse. Designed by H.E.L. (Harold E. Langley); Traced by W.H.P. (Wendell H. Piper?), no date (1941?).

Sheet 2 of 7. Elevations and General Floor Plan. Scale: 1/8" = 1'

Sheet 3 of 7. Foundation Plan and various details. Scale: 1/8" = 1'

Sheet 4 of 7. First Floor Framing Plan. Scale: 1/8" = 1'

Sheet 5 of 7. Truss Framing Plan.

Sheet 6 of 7. Wall Framing Plan. Scale: 1/8" = 1'

Sheet 7 of 7. Roof Framing Plan and other details. Scale: 1/8" = 1'

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 15)

State Highway Garage Addition (1948)

State of New Hampshire Highway Department Bridge Division. Proposed Highway Garage, File Number 2-14-3-6, various sheets. Designed and drawn by R.W.P. June 1947; Traced by W.H.P. (Wendell H. Piper?), June 1948; Checked by F.C.S. (F.C. Smith?), June 1948.

Sheet 14 of 36. Part of First Floor Plan (south end), including Sand-Soils-Cement Testing, Chemical Lab, Bituminous Lab, Paint Shop, Carpenter Shop. Scale: $\frac{1}{4}'' = 1'$

Sheet 15 of 36. Part of First Floor Plan (south/central), including Carpenter Shop, Machine Shop, Central staircase. Scale $\frac{1}{4}'' = 1'$

Sheet 16 of 36. Part of First Floor Plan (central/north), including Central staircase, Passenger Car Repair, Passenger Car Storage. Scale: $\frac{1}{4}'' = 1'$.

Sheet 17 of 36. Part of First Floor Plan (north end), including Passenger Car Storage. Scale: $\frac{1}{4}'' = 1'$

Sheet 18 of 36. Second Floor Plan, including offices and bathrooms. Scale: $\frac{1}{4}'' = 1'$

Alterations as part of I-93 Construction (1964)

State of New Hampshire Highway Department. Project I93-2(56) 39. Sheet No. 40 of 101, Dated 8-17-64. Plan showing rotary and proposed alterations to roadways as part of Interstate 93 project. Notation indicates 80' at east end of highway department warehouse to be moved.

State of New Hampshire Highway Department. Project I93-2(56)39. Sheet No. 48 of 101, Dated 8-17-64 (north of sheet No. 40). Shows north end of highway garage yard.

Alterations to Materials and Research Laboratory (1999)

Flechchia Engineering for the Bureau of Public Works, Project x2311., 1999. Alterations to Air Handling, Exhaust, Dust in Materials and Research Laboratory, State Highway Garage.

Sheet M-1 (As Built). Alterations, Legends, Schedule and Demolition (Equipment, Ductwork, Piping) Plan.

Sheet M-2 (As Built). Alterations to Make Up Air System.

Sheet M-3 (As Built). Plan of Exhaust and Dust Collection System.

Sheet M-4 (As Built). Alterations, Roof Plan and Details.

Sheet M-5 (As Built). Alterations (Hoods).

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 17)

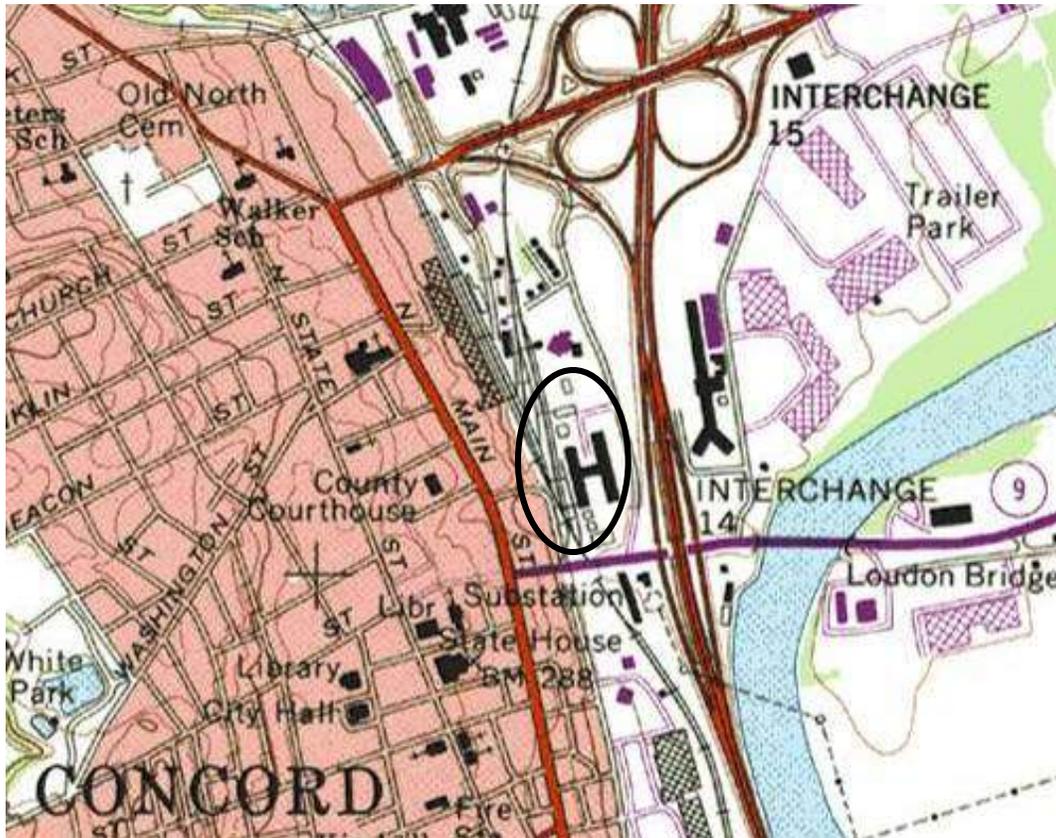


Figure 1

USGS Concord Quad
(NH State Highway Garage Location is circled – north at top)

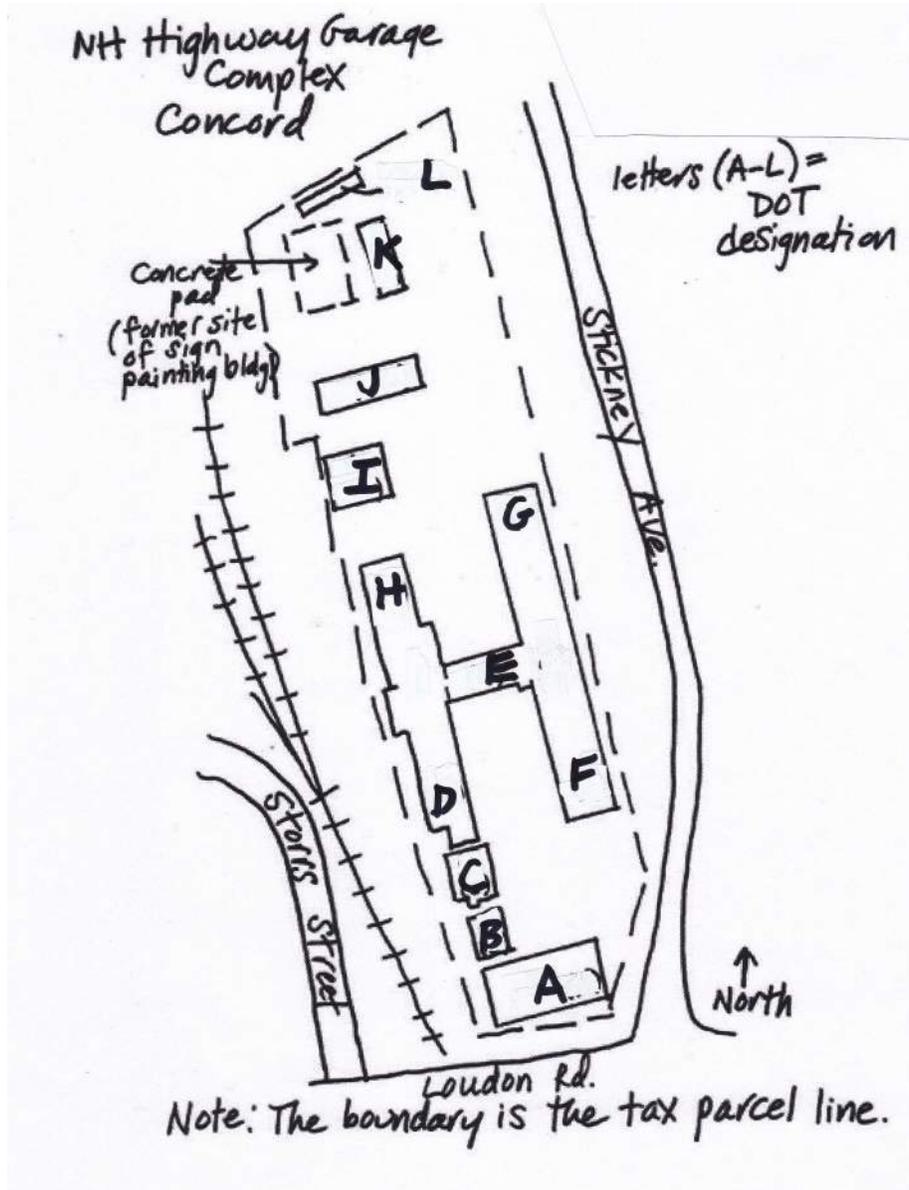


Figure 2

Sketch Map
NH State Highway Garage Complex

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 19)



Figure 3
Aerial Photograph, 2010

Source: NH Department of Transportation

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 20)



Figure 4
Original 1926 Highway Garage

Source: *New Hampshire Highways*, October 1926

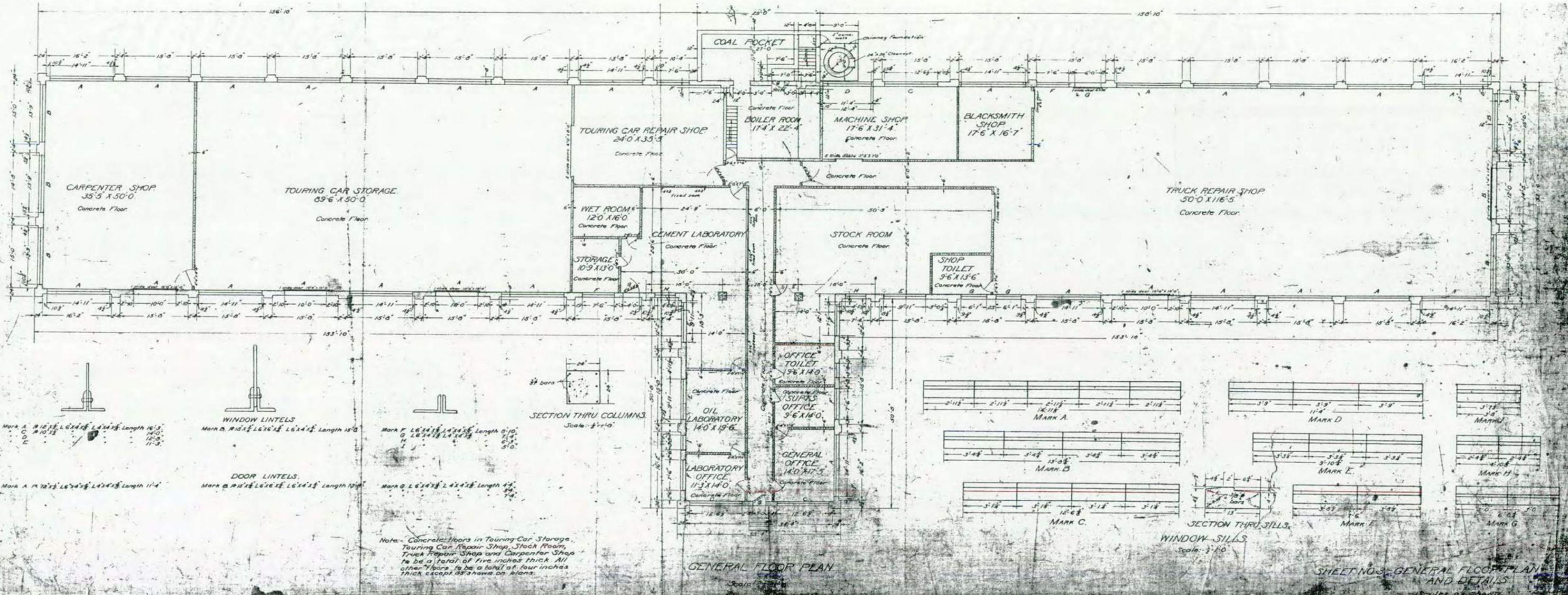


Figure 5
 Plan of Original 1926 Highway Garage

Source: NHDOT

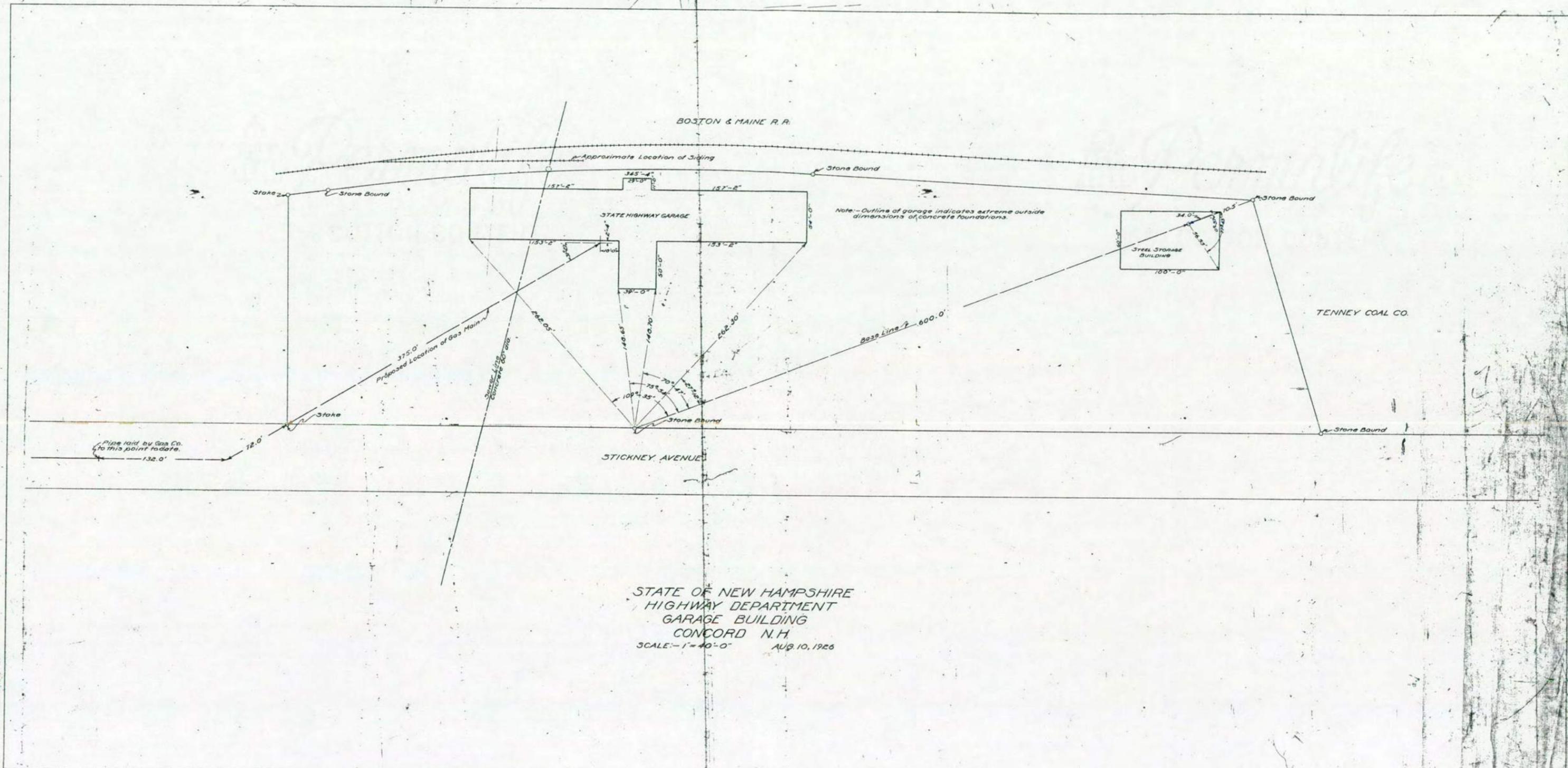


Figure 6
 Plan of Highway Department Yard in 1926

Source: NHDOT

Stickney Avenue Highway Garage Complex
 NH State No. 729 (Page 23)

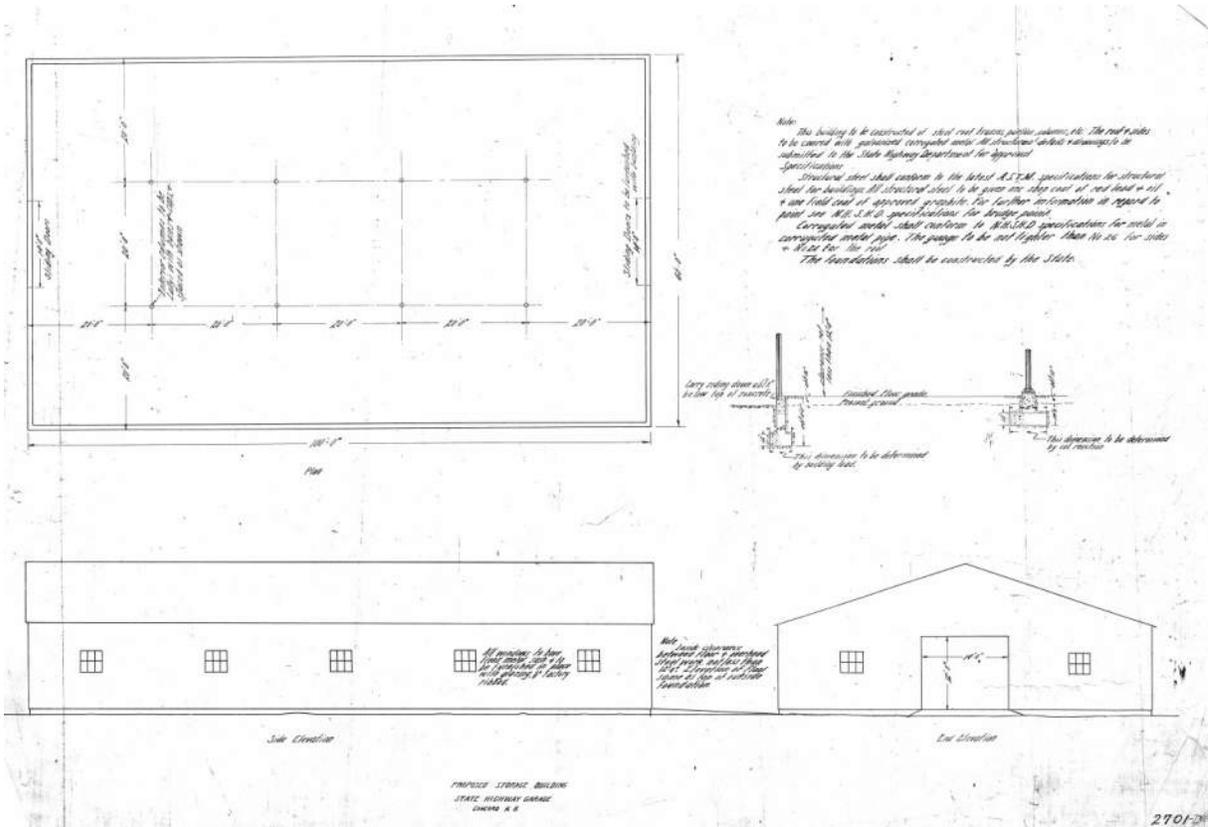


Figure 7
 Plan for Proposed Storage Building, 1926

Source: NHDOT

[Note: This building was built in the northwest corner of the yard but was destroyed by fire in 1978].

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 24)

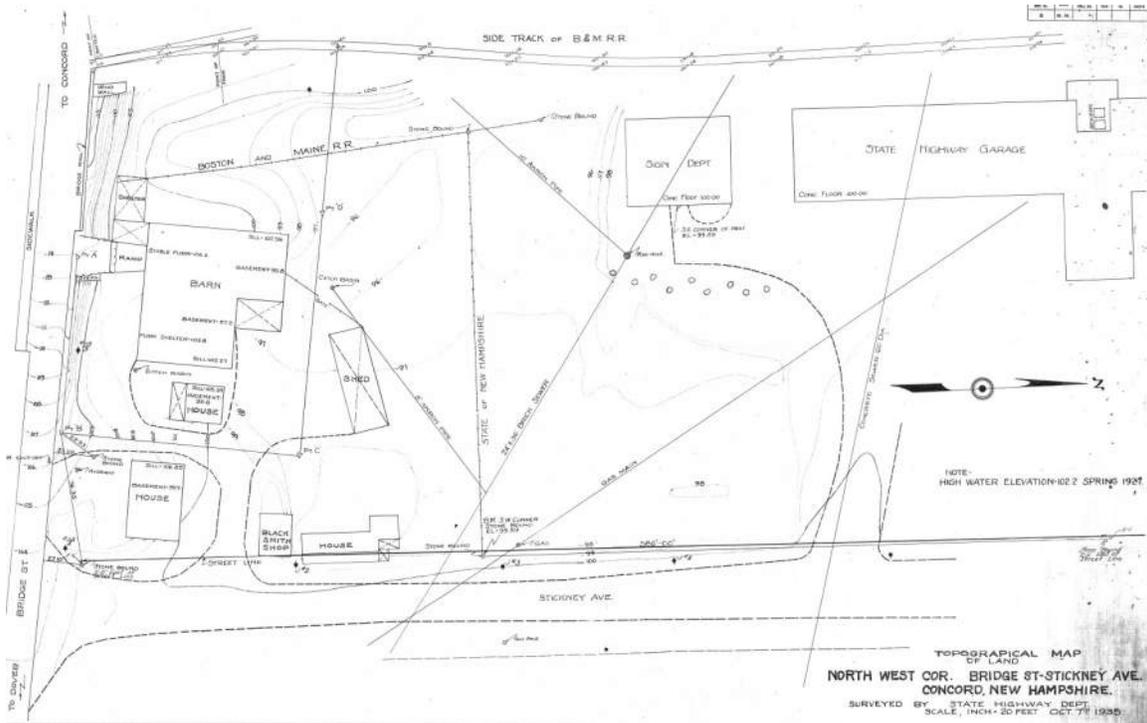


Figure 8

Plan of south portion of Highway Garage yard as of Oct. 1935 prior to State acquisition of land to south. Note Sign Department building (later known as Building C) has been constructed south of Garage.

Source: NHDOT

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 25)



Figure 9
View of original 1926 building during September 1938 hurricane/flood

Source: DOT Mechanical Service



Figure 10
View of rear of original 1926 building (with chimney) during September 1938
hurricane/flood

Source: *Concord Monitor*, May 22, 2006

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 27)

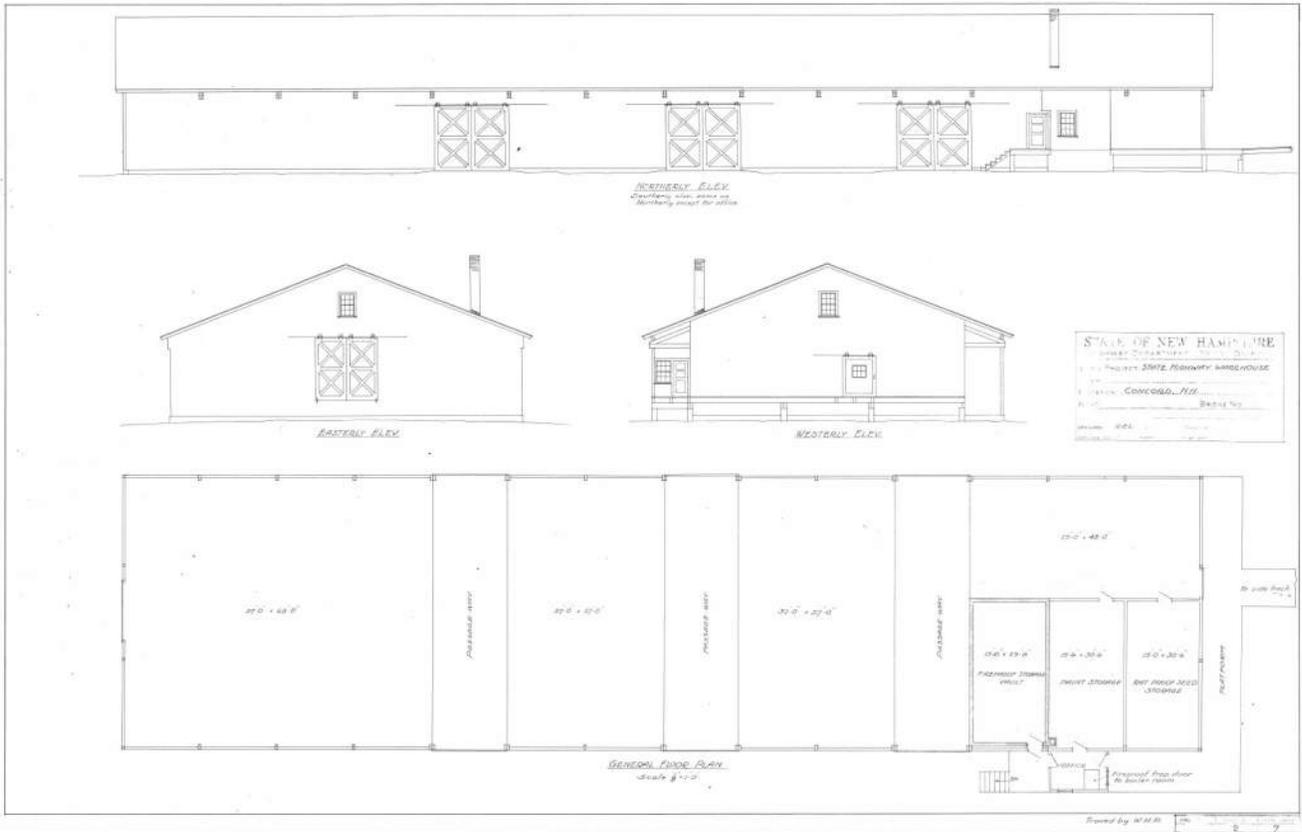


Figure 11
Plan of State Highway Warehouse, no date (1941?)
Designed by H.E. Langley.

Source: NHDOT

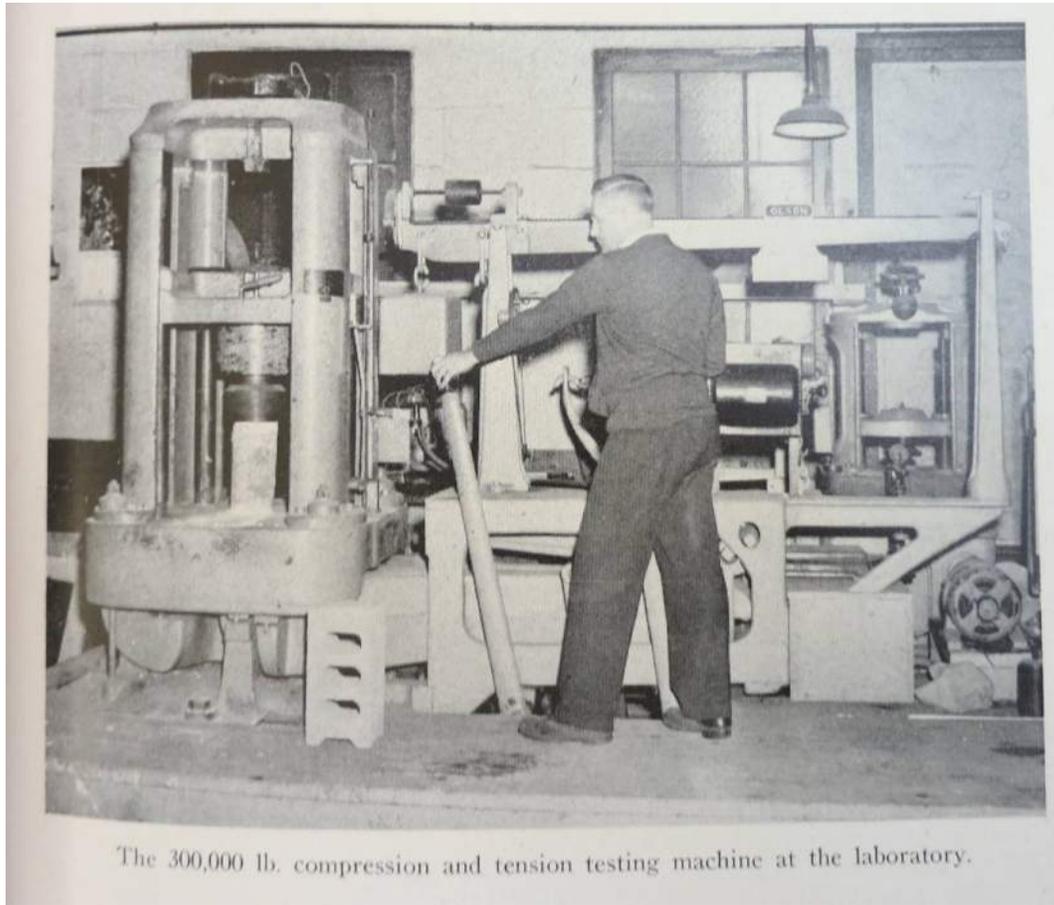


Figure 12
Laboratory in original garage building

Source: State Department of Highways Report, 1946, p. 17

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 29)



Figure 13
Proposed addition at right; Original building at left

Source: New Hampshire Highway Department Report, 1947, p. 24

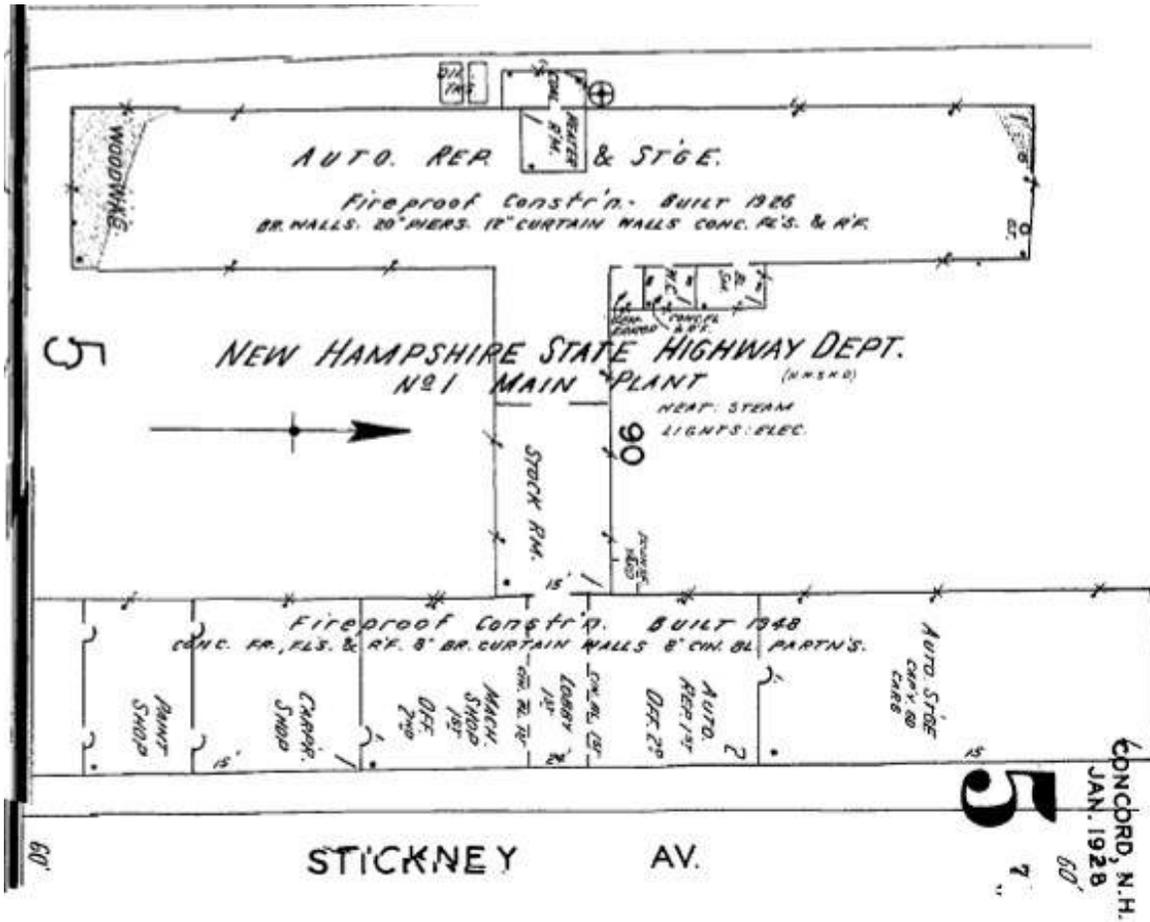


Figure 14
1926 Highway Garage with 1948 addition below

Source: Sanborn Maps, 1948

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 31)



Figure 15
1948 Highway Garage Building under construction, looking NE

Source: *New Hampshire Highways*, Dec. 1948



Figure 16
Detail of radiant heating pipes being installed in floors of new garage

Source: *New Hampshire Highways*, July 1949

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 33)

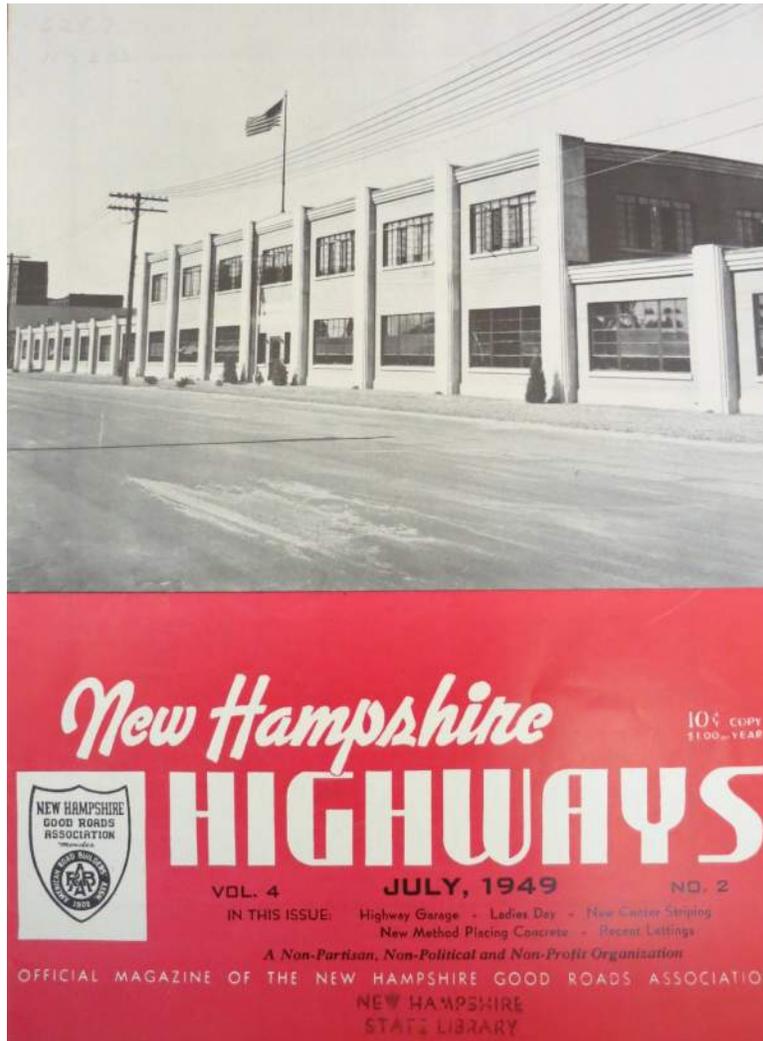


Figure 17
New Highway Garage

Source: *New Hampshire Highways*, July 1949



Figure 18
View of truck repair shop with unobstructed floor space to allow room to maneuver heavy equipment in new garage.

Source: *New Hampshire Highways*, July 1949



Figure 19
Undated photograph of interior of garage
Source: NH Department of Transportation



Figure 20
Aerial View (looking NW) of Highway Department Complex and newly built traffic
circle at intersection of Rts. 3 & 4.

Source: *NH Highways*, January 1950.

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 37)



Figure 21
Aerial Photo, 1953

Source: NH State Archives

Stickney Avenue Highway Garage Complex
NH State No. 729 (Page 38)



Figure 22
c.1958 Aerial View of Highway Garage Complex

Source: New Hampshire Historical Society

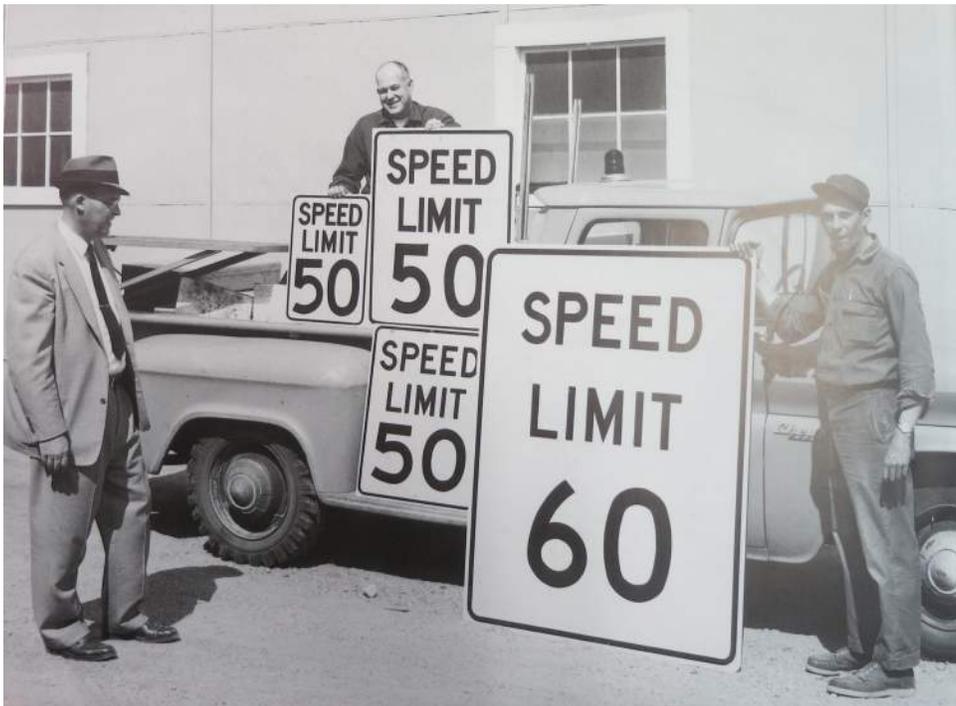


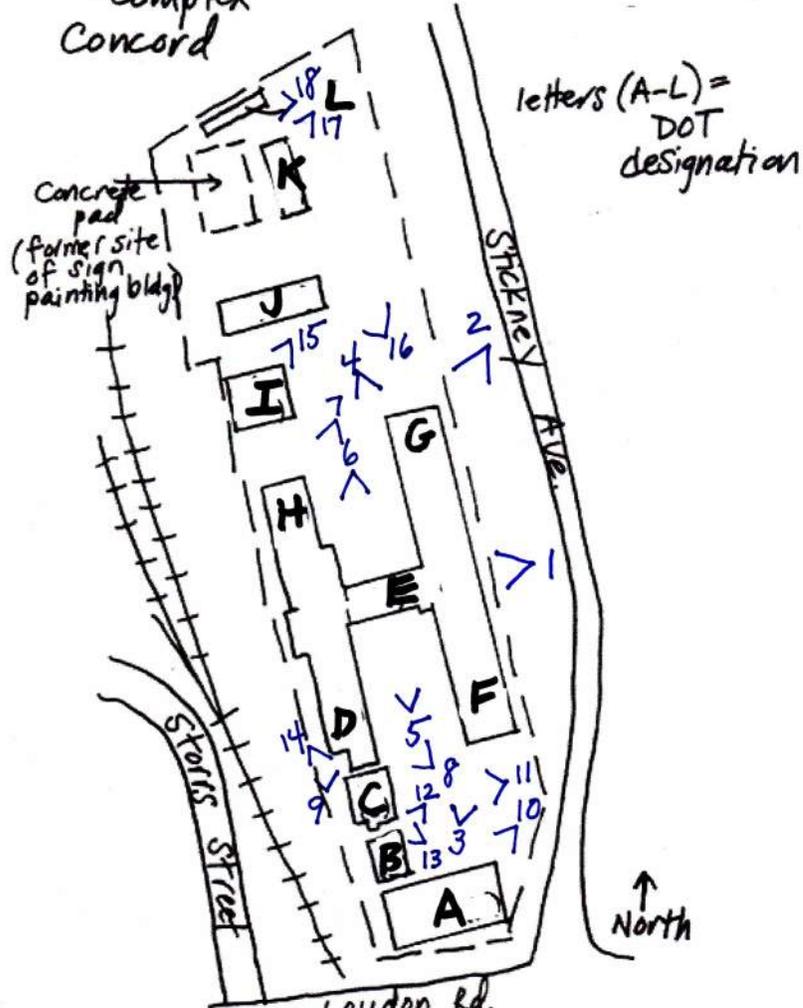
Figure 23
Workers in front of sign shop c.1961

Source: *Concord Memories*, vol. 2: The 40s, 50s and 60s. Concord: Concord Monitor, 2013: 76.

Stickney Avenue Highway Garage
NH State No. 729
Index to Photographs (Page 2)

- NH State No. 729-12 View looking SW at east (façade) and north elevations of Building B.
- NH State No. 729-13 View looking NW at south and east (façade) elevations of Building C.
- NH State No. 729-14 View looking south at north and west (rear) elevations of Building C with rear of Building A visible in distance.
- NH State No. 729-15 View of east and north elevations of Building I.
- NH State No. 729-16 View looking northwest at south (façade) and east elevations of Building J with Building K visible in distance at right.
- NH State No. 729-17 View looking southwest at north and east (façade) elevations of Building K.
- NH State No. 729-18 View looking west at south (façade) and east elevations of Building L.

Photo Key
NH Highway Garage
Complex
Concord



letters (A-L) =
DOT
designation

Note: The boundary is the tax parcel line.

Appendix A

Architectural Descriptions for
Buildings J, K, & L

(Prepared July 2015)

Building J (Storage/Garage Building)

Constructed c.1965, Building J is a single-story storage building which measures approximately 100' x 27'. It is oriented with its longer elevation running in an east-west direction. The south facade is divided into eleven tall bays. The five bays to the east on the south façade are open; the six to the west are enclosed by double doors constructed of vertical boards. The exterior walls on the remaining three elevations are sheathed in vertical boards supplemented by plywood panels at the base on all three sides. The low-pitched gable roof is covered in corrugated sheet metal. The bays are separated by chamfered wooden posts which rest on and are bolted to cylinder-shaped concrete bases. At the top of each post there is a projecting beam (the bottom chord of the roof truss) which is flanked on either side by a smaller wooden member. Below the beam is a metal anchor plate attached by bolts. Two former window openings on the west gable end have been covered with boards; there is no indication of any openings on the east gable end. On the rear elevation there is a single door, in the fifth bay from the west. It originally had upper glass panes over four recessed vertical panels but the glass has been covered with boards.

The interior of the building has a concrete floor. The inside framing consists of simple Howe roof trusses with each truss constructed of two diagonal wooden web members above the bottom chord with three vertical metal rods in tension. Below the truss there are plywood or wire mesh partitions between the bays. Above the purlins, spaced wooden boards underlie the metal roof sheathing. The walls are framed with wood framing members with some diagonal wood bracing inset into the studs. In some of the doored bays, lofts have been added to maximize storage.

The exact date of construction of this building is not known but it is not shown on a plan of Interstate Route 93 dated July 1965.⁴²

⁴² State of New Hampshire Department of Public Works and Highways, Plans of Proposed Federal Aid Project I-93-2 (56) 39, Contract No. 1, Interstate Route 93.

Building K (Sign Shop/Carpenter Shop/Maintenance Garage)

This single-story, wood frame structure measures approximately 100' x 20'. It is set on foundation of concrete blocks and is capped by a gable roof sheathed in asphalt shingles. The eaves are without overhang. The building is outlined by simple cornerboards with a frieze under the boxed cornice. A concrete block chimney rises from the east slope of the roof, near the center ridge. The walls of the building are now sheathed in plywood and masonite panels with vertical furring battens ordering the walls into bays of irregular widths. The current cladding is apparently a post 1980 alteration as the 1979 Sanborn map indicates that the building was then "iron clad". Modern overhead garage doors are centered on the north and south gable ends. Each door is flanked by a pair of 3 x 2-light hopper windows with four additional windows of this configuration on the west wall and three on the east. Some of the windows are fitted with wired glass. Later windows include single 1/1 double-hung units visible on both the east and west walls. On the east elevation there is an original wooden door which has 4 x 2-glass panes over four recessed vertical panels. There are three doors on the west wall. None are original; they include two metal doors and a wood-and-glass door with the glass covered by boards.

The interior plan of the building currently features garage spaces at the north and south ends with an office accessed from the west elevation and a room containing a fuel tank and adjacent office aligned along the central part of the east wall. The north garage has a concrete floor and a drop ceiling with a cut out to accommodate the height of the garage door. The concrete block chimney is on the south wall of the garage and there is a sliding wooden door on the south wall of the garage leading into the adjacent office. The two offices have acoustical tile ceilings which obscure earlier masonite ceilings, wood paneling on most walls and carpet covering the floor. The modern interior doors, including the door leading from the office to the south garage, have simple modern surrounds. The south garage has a concrete floor, masonite paneled ceilings and a toilet in the southeast corner. In addition to modern fluorescent lighting, the garage also retains several more historic light fixtures with round metal shades.

This building is not shown on the 1949 Sanborn map but is visible on a 1953 Aerial photograph.⁴³ The earliest known occupant of the building was the sign shop. At the time of the 1978 fire that destroyed a larger sign shop building which stood to the west, this building was also being used by the sign shop. According to the 1979 Sanborn map it was then being used as a carpenter shop. The building was later used by the yard crew. During this period, the striping trucks were housed in the garage space on the south end of the building. The central portion of the building served as a lunch/break room for the crew.

⁴³ New Hampshire State Archives. Aerial view of Stickney Ave., Sept. 24, 1953, DQV-9M-14

Building L (Storage Building)

This storage building is located along the fence at the north end of the Highway Department property. The single-story structure is capped by an asphalt-shingled shed roof. The exterior is covered in a combination of plywood panels and T1-11 siding although a 1979 Sanborn map indicates that it was then “iron clad”. The western portion of the building is a later addition, constructed c.1980. This section of the building is also capped by a shed roof and is clad in T1-11 siding with a garage door and metal door on the south elevation and no openings on the west end. The original portion of the building has three metal doors on the south façade; the door on the east gable end was added in the 1980s. The two easternmost entrances are shaded by shed canopies set on simple braces. Remaining fenestration consists of four modern double-hung 1/1 windows on the south wall and one on the east. There are no window or door openings on the north wall.

The original building is divided into separate rooms with wooden floors and plywood walls with simple shelving. Fluorescent lighting fixtures hang from the ceiling. At the west end, the later c.1980 garage has a concrete floor and the walls have studs that are 12 inches on center.

The exact date of construction of this building is not known. It is not shown on the 1949 Sanborn map but is shown on the July 1965 as built plan prepared for Interstate Route 93. According to long time employee Bud Durling, the building served as storage for DOT Communications from the 1960s to about 1980 and was laboratory storage after 1980. The east end of the building was partitioned for an office after 1980.

Photo No. 1

NH State No. 729



Photo No. 2

NH State No. 729



Photo No. 3

NH State No. 729



Photo No. 4

NH State No. 729



Photo No. 5

NH State No. 729



Photo No. 6

NIT State No. 729



Photo No. 7

NH State No. 729



Photo No. 8

NH State No. 729



Photo No. 9

NH State No. 729



NH State No. 729
Photo No. 10



NH State No. 729
Photo No. 11



NH State No. 729
Photo No. 12



NH State No. 729
Photo No. 13



NH State No. 729
Photo No. 14



NH State No. 729
Photo No. 15



NH State No. 729
Plus to No. 16



NH State No. 729
Photo No. 17



NH State No. 729
photo No. 18



Architectural Descriptions:

Building A (Supply Storehouse)

Constructed in 1941 at the south end of the highway department yard, the supply storehouse is a single-story, wood-frame building measuring approximately 73' x 152'. The building is currently ten bays wide on its long (north and south) elevations. Originally it was fourteen bays long but the four bays at the east end were moved to the north end of the yard c.1965 and became Building "I".¹ It is set on a high, poured concrete foundation and is clad in vertical boards. The asphalt-shingled gable roof has overhanging eaves that are supported by wooden fink trusses on the north and south walls with exposed beams visible on the east and west gable ends. The truss structure extends beyond the bottom chord to create the roof overhang. A tall brick chimney with metal braces rises from the northwest corner of the building above the small projection that corresponds to the interior office.

Both the long north and south elevations have two regularly-spaced, large sliding doors at loading dock height with each door having an upper and lower applied "X". On each side, the westernmost door has been retrofitted to contain a modern overhead garage door. Light enters the storehouse through small 3 x 2-light fixed windows with arched caps located high on the sixteen foot high walls, placed under the eaves on the long elevations. There are three additional 3 x 2-light windows punctuating the east gable end that have rectangular frames. A modern garage door is centered on the east gable end. The removal of four bays at the eastern end of the building resulted in the reconstruction of the east gable end c.1965 which differs slightly from the west gable end.

On the west end of the building a single 3 x 2-light window with arched top punctuates the gable. Most of the west elevation is fronted by a single-story shed roof supported by simple wood bracing and a metal pole, sheltering a wooden freight platform. Sanborn maps indicate that an additional length of freight platform originally extended in a northwest direction from the northwest corner of the building to the railroad tracks to the west. On the west end, the first floor has a metal door and 3 x 2-light windows and the southern part of the area under the roof has been enclosed. Near the west end of the north wall, the wall projects out to enclose a small office area, accessed by a flight of wooden stairs.

Inside the west portion of the building, there is a small office and three larger rooms. The center of the three rooms is a storage room with wooden bins (labeled as paint storage on original drawings); a sliding door leads into the rest of the first floor. To the east of the center room is a brick storage vault with a concrete ceiling. Lining the walls of the are metal racks that once held filing boxes and records. Wooden stairs lead up to a small second floor storage area located

¹ State of New Hampshire Highway Department. Drawings for State Highway Warehouse, Concord, N.H., no date, drawn by H.E.L. (Harold E. Langley). See also State of New Hampshire Department of Public Works and Highways, Plans of Proposed Federal Aid Project I-93-2(56) 39, Contract No. 1, NH Project No. P-7002-A, Interstate Route 93, 1965.

Building B (Lumber Storage Building)

Located to the north of the supply warehouse, this lumber storage building measuring 61' x 37' was constructed at about the same time (c.1940). The single-story building is divided into five bays facing east. It is capped by a low gable roof that is covered in sheet metal. On the east façade, the north and south bays are enclosed by double doors constructed of vertical boards. The three middle bays are open and are separated by wooden posts that rest on poured concrete pyramidal-shaped bases. The remaining three elevations are clad in vertical boards; plywood was later installed around the base of the building. Along the back wall, the vertical board sheathing is punctuated by hinged shutters that were likely intended to be opened to improve air flow. Inside the building, the gable trusses are exposed.

Building C (Sign Shop/Stock Room/Paint Shop)

Constructed c.1930, this 60' x 49' building has served a number of uses over its lifetime. In the 1930s the building housed the sign department.² Another 1938 plan labels this as the "paint shop".³ By the late 1940s, Sanborn maps label it as a stock room. In later years, it served as a Maintenance Garage and Paint Shop. As seen today, the building consists of three equal-sized sections arranged in a north-south line. The central section is two stories in height and is flanked to the north and south by single-story sections. Above the reinforced concrete floor, the building framing consists of I-beams that are riveted and bolted in place. The exterior is clad in sheet metal siding stamped in a rectangular pattern. The roofline is nearly flat – a very low pitch gable in the center and low shed roof profiles to either side. A large circular exhaust fan with a modern rectangular rooftop unit to the rear rise from the center section and a tall brick chimney rises from the south section. On the east façade, each section has a modern overhead garage door. Above the central garage door there is a fixed 3 x 3-light steel window. Steel double-hung 6/3 windows punctuate the upper north and south walls of the central section above the flanking one-story sections. A canopy fronts the south wall of the building and there is a plywood enclosure containing a storage room at the southwest corner. Also on the south wall are several multi-light steel windows and is a washing/draining area that has a large grate over it. On the back (west) wall five 6/3 windows punctuate the north section. Two other window openings on the back wall of the south section have been retrofitted to contain modern wooden 1/1 double-hung units. The second floor, rear elevation has a fixed 3 x 3-light steel window.

Inside, the central section of the building contains a modern paint booth used for vehicle spray application. The north bay of the building is open with a trap door located at the base of the door on the north wall. The south section of the building is largely open with drywall partitions at the rear separating office and utility space. Fluorescent lighting and gas-fired Modine heating units hang from the ceilings in both the north and south sections.

² State Highway Department, Topographical Map of Land, North West Cor. Bridge St-Stickney Ave., Concord, New Hampshire, October 7th, 1935.

³ State of New Hampshire. Plot Plan – Office and Warehouse Building, July 22, 1938.

Building D & west part of Building E (Original State Highway Department Garage)

Constructed in 1926, the original New Hampshire Highway Department Garage is a single-story building capped by a very low-pitched gable roof. As constructed, it was originally T-shaped in plan. The main portion of the building (Building D) measures 344 feet long (north-south) and is 54 feet wide. The original design also included a section extending at right angles to the east from the middle of the east elevation (Building E). That section originally was approximately fifty feet long and measured forty-feet wide. Later, when the new highway garage building was constructed in 1948, this section was extended further eastward to join the new structure.

The building is of fireproof construction with brick walls and regular bays defined by 20” brick piers. Inside there are poured concrete floors and the building is capped by a concrete roof with a concrete cyma recta cornice wrapping around the building under aluminum flashing. The roof is covered in tar and gravel.

Most of the bays contain large multi-paned (12 x 5) steel windows with a 4 x 2-light pivot sash and concrete sills. The north and south ends of the building are each three bays wide; the south side consists of three windows while the north end has a central overhead garage door flanked by two windows. The east façade has eight bays to the north and south of the central hyphen. The southern portion has three garage doors. The northern section of the east façade is partially fronted by a single-story brick addition that was in place by the time of the 1949 Sanborn map and contained a generator, bathroom and blacksmith shop. At the center of the west (rear elevation), there is a reinforced concrete projection that was originally coal storage/boiler room with a tall radial brick chimney rising to the north. To the south of the coal storage, an asphalt-roofed wooden shed sheltered a large propane tank that is no longer in use. The remainder of the rear elevation is punctuated by a regular rhythm of bays containing steel windows – eight to the north and seven to the south. The western portion of the east-west hyphen corresponding to the 1926 construction also has steel windows but of a smaller configuration that were intended to illuminate offices.

Originally the interior division of the building included garage and storage at the north end and woodworking at the south end with garage space just to the north of that. The central portion of the building was divided into smaller spaces including a laboratory, stock room, auto repair, heater room, machine stop and blacksmith shop as well as several offices.⁴ When the new Highway Garage Building (Building F/G) was constructed in 1948-9, all interior partitions were removed, new lighting and power services and concrete floor were installed and exterior doorways were enlarged to accommodate modern large equipment and fitted with power operated doors.⁵ As seen today, the interior is divided into two large open-space work bays at either end of the building. The interior of the garage has steel supports that have been reinforced with concrete. The steel supports eliminate any interior support posts in order to allow for large

⁴ Sanborn Insurance Map, Concord, NH, January 1928, Plate 5.

⁵ “New State Highway Garage Building”, *New Hampshire Highways*, July 1949, p. 12.

truck movement within the interior. The concrete ceiling is scored. Other important functional features include a floor drain and several window exhaust fans. The north end of the building has three overhead one-ton cranes and three overhead two-ton cranes. The south end of the building has a two-ton overhead crane that traverses the entire length of the space. The entire building has fluorescent lighting and heating is a combination of gas-fired suspended Modine units and radiant tube. The restroom in the addition north of Building E has eight sinks (two sets of four facing each other) set on iron supports as well as wood-enclosed urinal and toilet. The west end of Building E has several small offices and a hallway connecting to the front building (Building F).



Original 1926 Highway Garage

Source: *New Hampshire Highways*, October 1926

Building F & G and east part of Building E (“New” State Highway Department Garage)

A large addition was attached to the east of the original highway department garage in 1948 incorporating the original structure with T-shaped plan into a new H-shaped plan. The newer building has a 420' façade facing Stickney Avenue and measures 60' wide at the north and south ends. It is brick clad with concrete trim and is capped by a flat roof which is bowed slightly. The fluted concrete piers flanking each window bay have a stark quality reflecting the influence of the Art Moderne and Starved Classical modes. A distinctive three-part concrete cornice also spans between each pair of piers with four bands, slightly curved highlighting the section below the central flagpole. The central section of the building is seven bays wide and two stories in height. The flanking sections to the north and south are each a single story in height and have east facades that are seven bays wide. Above the center entrance there are inscribed granite stones reading “New Hampshire Highway Department”. The door below is a modern replacement and is capped by a c.1980 gable hood on simple braces. Originally 7 x 6-light steel windows with casements lit the second floor offices. These openings now contain three c.1970 awnings topped by translucent 4 x 2- pane Kalwall panels. The steel windows on the first floor were 7 x 5-light with three pivot panels. Most of the original steel windows on the first floor of the central and south portions of the building were also replaced c.1970 by awning windows topped by translucent Kalwall panels. The north portion of the building as well as the east part of Building E retains original steel multi-pane (7 x 5-light) windows with pivot sash, soldier brick lintels and concrete sills. On the rear (west) and north elevations there are several overhead garage doors.

The fireproof building has brick curtain walls, concrete ceilings, cinder block partitions and concrete floors with radiant heating. When completed in 1948, the north portion of the building was used for auto storage with a capacity of sixty cars. The south portion of the building contained the carpenter shop, paint shop and laboratory. The machine shop and auto repair shop were located on the first floor of the central section with administrative offices upstairs for accounting and clerical employees and the Planning survey unit of the Highway Department.

Today, the north end of the first floor remains open garage space with low arched steel supports that have been reinforced in concrete. The steel supports eliminate any interior posts, which allows for large truck movement within the interior. There are two overhead automated garage doors within this space. The central portion of the first floor has additional open garage space and a small lobby to the east. The south end of the first floor was renovated in recent years for office space. This area has wall-to-wall carpeting, modern partitions, and dropped ceilings with fluorescent lighting. The area also displays extensive water damage around the windows, exposing brick in multiple areas. At the center of the building there is a steel staircase with square metal newel posts and balusters and a wooden hand rail. The second floor is divided into offices with asbestos linoleum floors, acoustical tile ceilings punctuated by fans and fluorescent

lights and radiators around the perimeter. There are a mix of original steel doors including some with opaque glass. The walls of the central north-south central hallway are punctuated by fixed glass windows including jalousie units in front of the information window. The walls in the second floor offices consist of partitions set into a metal grid. A few of the offices have chalkboards.



New Maintenance Garage

Source: *New Hampshire Highways*, July 1949

Building H (Storage Garage)

Located to the north of the original highway building (D), this storage building is a single-story structure measuring approximately 64' x 73' and displaying the same construction as the larger storage building at the south end of the complex (A). It was originally constructed in 1941 as the easternmost four bays of that building and was moved to its present location c.1965 to make way for I-93.

Set on a poured concrete foundation, Building H is sheathed in vertical wooden boards and capped by an asphalt-shingled roof with overhanging eaves on the east and west sides with exposed beams visible on the north and south gable ends. On the east and west elevations there are two 3 x 2-light windows tucked under the eaves. Both the north and south gable ends have off-center modern overhead garage doors that are 14' wide. The south side has three 3 x 2-light fixed windows with simple rectangular frames above the garage door – one at the top of the gable and two that are lower and near the ends of the gable. Adjacent to the garage door is a modern metal pedestrian door. The east gable end has an off-center paneled garage door and three 3 x 2-light windows set into arched frames. The pedestrian door has been covered with plywood. Inside, the space is unencumbered with vertical board walls, exposed framing and bolted trusses visible.

NEW HAMPSHIRE HISTORIC PROPERTY DOCUMENTATION
INDEX TO PHOTOGRAPHS

Stickney Avenue Highway Garage Complex
Concord
Merrimack County
New Hampshire

NH State No. 729

Photographer:	Charley Freiberg, September 2020
NH State No. 729-19	View looking west inside Building A.
NH State No. 729-20	View looking east inside Building A.
NH State No. 729-21	View looking south inside brick vault within Building A.
NH State No. 729-22	View looking south at storage area within Building A.
NH State No. 729-23	View looking west inside Building C.
NH State No. 729-24	View looking north toward end of Building H.
NH State No. 729-25	View looking southwest inside restrooms in Building D.
NH State No. 729-26	View looking west inside Building E (connector) toward original 1926 garage.
NH State No. 729-27	View looking north at north end of Building G.
NH State No. 729-28	View looking south in Building G.
NH State No. 729-29	View looking west at staircase in Building F/G.
NH State No. 729-30	View looking northwest in office on second floor of Building G.
NH State No. 729-31	View looking north at central corridor on second floor of Building F/G.
NH State No. 729-32	View looking north inside Building H.

NH State No. 729
Photo 19



NH State No. 729
Photo 20



NH State No. 729
Photo 21



NH State No. 729
Photo 22



NH State No. 729
Photo 23



NH State No. 729
Photo No. 24



NH State No. 729
Photo No. 25



NH State No. 729
Photo No. 26



NH State No. 729
Photo No. 27



NH State No. 729
Photo No. 28



NH State No. 729
Photo No. 29



NH State No. 729
Photo No. 30



NH State No. 729
Photo No. 31



NH State No. 729
Photo No. 32

