

Road Business

A semi-annual newsletter from New Hampshire's Local Technical Assistance Program



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People, The Engine of Public Works

How well is your workplace engine running?

By: Laura Kroeger, P.E., Manager – Stream Services,
Mile High Flood District, Denver, Colorado; Chair,
APWA Leadership and Management Committee

When I was about 13 years old, my mother blew out the engine to our car because she did not replace the oil. My father had passed away the year before and was the one who took care of maintaining the family's vehicles. Routine oil changes were not on my mother's radar, and to her credit, she was more focused on the visible issue at hand, raising three teenagers and managing a career on her own. However, the importance of paying attention to your engine to keep your car running smoothly and not leave you stranded was a lesson she learned well and passed along to us.

This story reminded me of how often we get busy with everyday life, and that sometimes we do not remember or even know how to pay attention to our engines in the workplace, our people. The public works industry is about People Serving People. Before we can effectively serve our communities, we must first focus on the people in our organizations.

So, how well is your workplace engine running? Do you need new parts? How and where do you find new parts? How do you keep old parts tuned?

The Leadership and Management Committee and the Knowledge Team will devote the 2020 articles series to "People, the Engine of Public Works." While at PWX in Seattle, many conversations revolved around the challenges that agencies are having with hiring, onboarding, and retaining engaged people. The Rocky Mountain Public Works Institute even asked for this topic to be specifically addressed in the last session this fall. There is good reason to prioritize this topic. Engaged employees outperform disengaged employees on average by almost 28%, according to a 2006 study. Additionally, a trickle-down effect results from energized employees who go beyond just meeting expectations of their job to giving their best and supporting a culture of serving the public. The challenge we are experiencing is two-fold. The first is attracting talent to our agencies, and the second part is to then create a positive and supportive work environment. We are such a diverse association; there is not a single solution that meets everyone's needs related to attracting and retaining talent. For example, public works departments in resort areas do not have as much of a problem with hiring good people as retaining them due to the high cost of living. On the other hand, in less populated areas finding qualified people is a difficult task. The series of articles will provide insights from several different perspectives to help inspire innovative approaches.

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About UNH T2 and NHTAP

The UNH Technology Transfer Center fosters a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.


As the site of the state's Local Technical Assistance Program, it works to enable local counties, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance, training videos and materials, and newsletters.

LTAP Centers nationally are able to provide local road departments with workforce development services; resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues.


UNH T2 in conjunction with NLTAPA partners
presents

PAVEMENT MANAGEMENT


"The Spring Playlist"




Pothole Patching - Cornell Local Roads
<https://www.youtube.com/watch?v=g7nLrdMQSDw>




Pothole Patching - TC3
<https://youtu.be/f1cogK8pMW8>




Pothole Patching - Baystate Roads
<https://vimeo.com/389566952>




Pothole Patching Job Aid - Baystate Roads
<https://www.umasstransportationcenter.org/Document.asp?DocID=780>




Pothole Patching Job Aid - Baystate Roads
<https://www.umasstransportationcenter.org/Document.asp?DocID=780>



Crack Seal Best Practices - NDLTAP
https://www.ndltap.org/resources/r3/downloads/2018-01_R3No1.pdf




Crackfilling/sealing - Ohio DOT
<https://www.youtube.com/watch?v=Nfp1sOsGxj0>



Pavement Preservation Terminology - NDLTAP
https://www.ndltap.org/resources/r3/downloads/2018-03_R3No2.pdf

And lots more in our eLearning Catalog!

Don't forget to visit our eLearning Catalog for on-demand webinars and training opportunities for Pavement Management! <https://t2.unh.edu/Online-Training>



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Regarding the second part of the equation, creating a positive and supportive work environment, factors like the size and location of an agency do not make a significant difference in leadership and management techniques. As managers and supervisors, there are common things we should all do to keep our engines running smoothly. Even further, there are not any new revelations or theories on how best to engage employees; mostly it comes down to putting what we know into actions. Below is a list of how to engage employees from the article "How to Engage Employees – a Complete Guide for Managers" by nut cache.



Get to know your people
Provide people with the tools for success
Let people know how your agencies are doing
Allow your people to lead
Support your people and the authority you have granted
Recognize your team and their hard work
Encourage teamwork among your people
Find people that care about the public
Listen to and act on feedback
Create a workplace environment free of fear
Motivate, inspire and coach your people
Let people show you how well they can lead
Encourage personal development

The second part of the 2020 series will focus on the actions we can take to better engage our people. One common factor that engaged employees' reference as an essential element to satisfaction is involvement in meaningful work. As public works agencies, we have a leg up on other organizations because we inherently provide work that directly affects the quality of life in our community. It is up to us to help our people see and feel that connection to public service.

For me personally, I can often find other things I would rather be doing than taking my car in for an oil change, but I know that it is important for the health and longevity of my engine, so I make the time for it. Our people, as the engines of our organization, also need that same commitment and routine attention. It starts by devoting time to hiring the right people, then helping employees find their place in the overall mission and vision, and finally investing in the time and support to perform regular check-ups. When our actions demonstrate we value our people, it results in people giving their best in return, which benefits our communities and the vision to advance the quality of life for all.

To put it simply, People Serving People starts with keeping our engines tuned.

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NEED COVID-19 RESOURCES?

As New Hampshire's re-opening gets closer, more guidance for everyday business and interactions is needed.

We compiled a list of useful resources on our website to help you navigate the challenges of working together as a team while staying safe.



Hello From T2!

By: Bettina Sietz, UNH T2

2020 is well on its way, and what a year it has been so far! 2020 brought a great deal of anxiety, social distancing and challenges with the COVID-19 health crisis. If and when we will be able to go 'back to normal', nobody knows.

What can be said with certainty is that we are coming out of this with a great deal of resilience and ingenuity: I am looking in awe at all the essential frontline workers like you out there, people in Public Works, delivery people, truck drivers, health care professionals, store employees and so many more.

You are out there, every day, doing your job and duty in the face of a global pandemic. You are finding ways to stay healthy: With masks that may be uncomfortable all day long, changed ways of how you do business (split shifts, staggered lunch breaks, plexiglas screens and a limited number of people per vehicle or lunch room), and searching out best practices of how to do your job while respect social distance.

On top of this you have been so enthusiastic in trying out and participating in our virtual e-learning offerings: From participating in pre-recorded webinars to answering the tough questions in "Butch Says" live Zoom events or browsing our e-learning catalog to advance your Road Scholar Status.

You shared on "Chit-Chat and Chew with T2" about your challenges and great ideas of how to cope with this new situation.

We connected with some of you whose faces were new to us, and we got to 'see' old friends in the midst of a socially distanced world. For all your enthusiasm, participation, connection, thrive to learn and also for your forgiveness with some technical difficulties - THANK YOU!!!



Picture: Gerd Altman from Pixabay

As for us, our office doors may remain closed for a bit longer, we are working from our homes for you, but we are just a phone call or an email away.

We had to cancel numerous, highly anticipated workshops, un-enroll you from our classes and process refunds. We miss seeing you in person, and came up with different avenues to provide technical training and support that might fit you and your schedule in this time of change.

If you have a moment, let us know how we are doing, and what topics you like to explore virtually until we can meet again at a workshop location near you.

For all of us, in the midst of this, it's pretty safe to say: "You learn something new, every day."

“

Resilience is accepting your new reality, even if it's less good than the one you had before. You can fight it, you can do nothing but scream about what you have lost, or you can accept that and try to put something together that's good.

Elizabeth Edwards

Potholes are NOT Inevitable

By: Cynthia Schaedig, Baystate Roads/UMTC

Potholes are not inevitable. This sentence flies in the face of many people's assumptions. "Of course they are," many will say. But I beg to differ. Traditional two-inch mill and pave was completed on the entire road in 2004. Crack seal and micro surfacing maintenance was done on the right lane in 2010. (photo by Art Baker of *indus* taken in 2018)

Using a common saying, "A picture is worth 1,000 words," I make my case. Half of the road is clearly distressed, while the other half, having received a preventative maintenance measure, is in pretty good condition.

So how did this happen?

Half the road is in one town, the other half in another. In 2010, the two towns had very different approaches to managing road networks. Over the course of 14 years, the road surface on the left began deteriorating and continued to do so. The road on the right shows little deterioration due to having received preventative maintenance, and the parts that do are directly related to the deterioration on the left half.

So, potholes aren't inevitable. If the road has a good base to begin with, potholes can be prevented with proper maintenance.

And what does a good maintenance program look like?

Baystate Roads will be offering "Pavement Preservation-Right Road, Right Treatment, Right Time" and "Pavement Management Bootcamp" classes, that cover the details of what a good pavement preservation maintenance plan could look like for your city or town.

The purpose of pavement management and pavement preservation is to develop a plan to improve the overall condition of your roads a little each year. Putting all of your resources into only fixing the roads in worst condition, results in the overall condition of your network becoming a bit worse each year.



Photo credit: Art Baker of *indus*

A preservation approach involves investing in the maintenance of your good roads. The approach can require a public education effort, to help the public understand why you are maintaining roads that still look good.

There are many maintenance options ranging from Crack-sealing, Fog Sealing, Conventional Chip Seals, Asphalt Rubber SAMs & SAMIs, Micro-surfacing, Cape Seals, Bonded Wearing Course, Hot In-Place Recycling, Cold In-Place Recycling, hot mix asphalt overlays, and mill and fills. Register for future classes and find out what works best for your city or town.

Thank you to Cynthia Schaedig from Baystate Roads/UMTC for sharing this article with us.

For more resources, check out the Pavement Management Playlist on p. 2 & visit T2's recommended Training Module on p.13.

NHDOT Finds That Safety at Midblock Pedestrian Crossings can be Improved with Additional Lighting

By: Michael O'Donnell, NHDOT

As daylight increases, NHDOT is busy preparing for the start of the upcoming paving season. This effort includes sending information to the municipalities where paving projects will occur about their maintenance responsibilities for midblock crosswalks and other uncontrolled pedestrian crossings, which are those not subject to stop, yield, or signalized control. This follows an exhaustive review of all segments slated for paving to assure that these types of crossings are appropriately located, and meet minimum safety criteria. The municipalities are asked to reaffirm their willingness to accept the maintenance responsibilities, and specify whether they prefer to have NHDOT install the initial crosswalk markings or perform this work with their own forces. It is noted that all maintenance and restriping beyond the initial marking is the responsibility of the municipality.

Additional Lighting Recommended

The single-sheet agreements that municipalities are asked to sign and return by May 1, 2020 include information about a specific crossing location, and may also note that "Additional Lighting is Recommended". NHDOT estimates that 90% of uncontrolled pedestrian crossings on the State-maintained road network fall well short of Federal guidelines[1] for street lighting at existing uncontrolled crosswalks. If this note is included in the correspondence, then these guidelines are not met at the specific location described.

Does Lighting Matter?

Based on 2018 data compiled by the National Highway Traffic Safety Administration[2] (NHTSA), pedestrian fatalities have been on the rise for the past 10 years, bucking the 40-year downward trend of overall traffic fatalities. From 2017 to 2018 alone, pedestrian fatalities increased by 3.4% to a 28-year high of 6,482 pedestrian fatalities nationally. Of these, about three-quarters occurred during the nighttime in dark lighting conditions. Street lighting that meets the Federal criteria enhances the visibility of a pedestrian as seen by an approaching motorist.



[1] Gibbons, Ronald B, Chris Edwards, Brian Williams, & Carl K Andersen. "Informational Report on Lighting Design for Midblock Crosswalks." Virginia Tech Transportation Institute. FHWA-HRT-08-05, 1-32, Office of Safety Research and Development, Federal Highway Administration, McLean, VA: 2008.

[2] National Center for Statistics and Analysis. (2019, October). 2018 fatal motor vehicle crashes: Overview. (Traffic Safety Facts Research Note. Report No. DOT HS 812 826). Washington, DC: National Highway Traffic Safety Administration.

What Exactly Are Municipalities Being Asked to Consider?

At the core of the recommendation is the placement of streetlights: for a typical two-lane road, provide one street light positioned at least 10 feet in advance the crossing location for each direction of vehicular traffic for a total of two streetlights per crossing in most situations. This configuration casts light on the side of the pedestrian in view of the approaching motorists. It can alert motorists to the presence of a pedestrian sooner, before the pedestrian comes into the field of their headlights.



Vertical illuminance is another important consideration. Achieving a minimum level of 20 lx in the crosswalk, measured 5 feet from the road surface can provide better contrast for visibility of pedestrians against brightly lit backgrounds. It can also help improve pedestrian detection by motorists experiencing glare from the headlights of oncoming vehicles. Most utility-grade streetlights achieve these criteria.

Next Steps

Municipalities wishing to improve pedestrian safety through street lighting at uncontrolled crossing locations should reach out to Mike O'Donnell at the NHDOT Bureau of Traffic (michael.o'donnell@dot.nh.gov).

Each location where lighting is proposed will be reviewed to assure that it otherwise meets the Department's safety criteria for uncontrolled pedestrian crossings, or if an alternate location should be considered. Once the crossing location is confirmed, the municipality should contact their NHDOT Maintenance District Office to apply for any necessary permits based on the work proposed. The pole licensing procedure outlined in the NHDOT's Utility Accommodation Manual will also apply.[3] Decorative street lights are becoming increasingly popular in many municipalities – note that additional review may be required where these are proposed.

[3]Bureau of Highway Design, Design Services. (2010, February). Utility Accommodation Manual. Concord, NH. New Hampshire Department of Transportation.

Read more on pedestrian safety countermeasures in the inserted STEP (Safe Transportation for Every Pedestrian) fact sheet



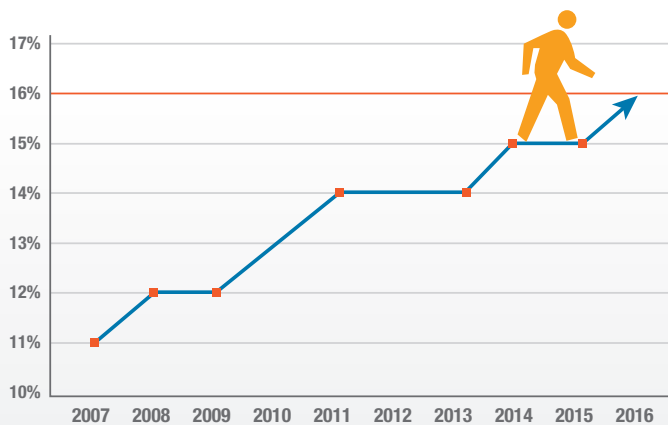
Systemic application of cost-effective countermeasures with known safety benefits can help reduce pedestrian fatalities at both uncontrolled and signalized crossing locations.

According to the National Highway Traffic Safety Administration (NHTSA), 2016 witnessed the most pedestrian fatalities since 1990, accounting for approximately 16 percent of all roadway fatalities (5,987). In 2016, 72% of pedestrian fatalities occurred away from intersections (e.g., mid-block locations) and approximately 26% occurred at intersections. Cost-effective countermeasures can be systemically applied to reduce these crashes and save lives.

PEDESTRIAN SAFETY COUNTERMEASURES

Uncontrolled crossing locations and signalized intersections often give priority to vehicles and may hinder the safety of pedestrians. At signalized intersections equipped with pedestrian signals, conflicts with turning vehicles may occur when pedestrians see a walk signal and vehicles see a left turn signal. By focusing on all pedestrian crossing locations, urban and rural, and taking a systemic approach, agencies can comprehensively address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities.

2016 witnessed the most pedestrian fatalities since 1990.



NHTSA data from 2007-2016 shows an increase in pedestrian deaths as a percent of total motor vehicle deaths. Source: NHTSA



Mid-block pedestrian crossing location with Rectangular Rapid-Flashing Beacons (RRFB).

Photo courtesy VHB

The following countermeasures promoted by STEP can improve pedestrian safety when used in the appropriate roadway context:

Rectangular rapid-flashing beacons (RRFB) are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver yielding behavior.

Leading pedestrian intervals (LPI) at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding.

Crosswalk visibility enhancements, such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians—particularly at night.

Raised crosswalks can serve as a traffic calming measure and reduce vehicle speeds.

Pedestrian crossing/refuge islands allow pedestrians a safer place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for pedestrians with limited mobility.



Crosswalk visibility enhancements such as high-visibility markings and in-street signs help make crosswalks and pedestrians more visible.

Pedestrian hybrid beacons (PHBs) provide positive stop control for higher-speed, multilane roadways with high vehicular volumes. The PHB is an intermediate option between a flashing beacon and a full pedestrian signal.

Road Diets can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.

BENEFITS

- ▶ **Improved Safety.** Countermeasures are available that offer proven solutions for reducing pedestrian fatalities at uncontrolled and signalized crossing locations.
- ▶ **Targeted Investment.** By focusing on pedestrian crossing locations, agencies can address a significant national safety problem.
- ▶ **Enhanced Quality of Life.** Improving crossing opportunities boosts quality of life for pedestrians of all ages and abilities.

Building on the 4 'E' approach (engineering, enforcement, education, and emergency medical services) within each State, communities can deploy proven, cost-effective countermeasures to improve pedestrian safety.

STATE OF THE PRACTICE

Communities across the Nation are benefiting from using these countermeasures. In New York City, the effects of this treatment were dramatic. Where LPIs were installed, the overall number of pedestrians and bicyclists killed or severely injured dropped 37 percent. LPI use in Florida also yielded positive results, including reducing the percentage of vehicle-pedestrian conflicts between 25 and 100 percent at different intersections. The RRFB has greatly increased driver yielding rates in several communities, and a recent study demonstrated that it can reduce pedestrian crashes.

RESOURCES

FHWA EDC-5 Safe Transportation for Every Pedestrian (STEP) https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

FHWA STEP Program
https://safety.fhwa.dot.gov/ped_bike/step

FHWA Proven Safety Countermeasures
<https://safety.fhwa.dot.gov/provencountermeasures>

Pedestrian and Bicycle Information Center
<http://www.pedbikeinfo.org>



U.S. Department of Transportation
Federal Highway Administration

For additional
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please contact:

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(804) 775-3381
Rebecca.Crowe@dot.gov

Peter Eun
FHWA Resource Center
(360) 753-9551
Peter.Eun@dot.gov



The dog days of summer will be here soon. With days well in the upper 80ies and lower 90ies, paired with high humidity you will see more reports on heat stress related episodes.

Most of these incidents can be avoided by understanding these hazards that go along with working in hot environments.

If you understand what causes your body to overheat, and if you take some simple precautions, you can avoid this type of hazard for yourself and help your co-workers if their body starts to overheat in more effective ways.

What is heat stress?

Heat stress occurs when your body's ability of controlling its internal temperature starts to fail.

Factors that cause heat stress are:

- Air temperature
- Humidity, (together these two elements are called the heat index.)
- Radiant heat (hot asphalt, machinery, heat reflecting from road or roof surfaces)
- Air velocity
- Work rate
- Work clothing
- Individual factors

What happens to your body when it goes into heat stress mode?

Your body tries to maintain a constant internal temperature of 98.6F.

When the internal body temperature goes up, your body will try to get rid of the excess heat by increasing blood flow to the surface and releasing sweat onto the skin surface.

As a result of this, less blood is being transported to your brain, and your alertness and judgement can be impaired. Also, less blood is being moved to the active muscles which can lead to fatigue, loss of strength and muscle cramping.

Example for a heat stress situation:

Someone who is wearing protective clothing and is doing hard work in hot and humid conditions is in danger of developing heat stress symptoms. So, basically that can be anyone of you.

What are heat related illnesses and how can we identify them?

The two most important heat stress conditions are:

- **Heat Exhaustion** and
- **Heat Stroke**, with heat stroke being the most severe condition that requires immediate medical attention. ***If you suspect someone is experiencing heat stroke, you should call 911 immediately!***

Other heat related illnesses are:

- Sunburn
- Heat Rash



But we would like to focus on the Heat Exhaustion and Heat Stroke to help you identify the symptoms of these two dangerous conditions.

Heat Exhaustion

3 factors are playing together in this:

- Exhaustion
- Heat
- Dehydration

Signs and Symptoms:

- Headache
- Heavy sweating, skin is clammy and cool
- Panting, heavy breathing
- Weak, fast pulse (120-200)
- Nausea
- Dizziness
- Weakness
- Thirst
- Giddiness
- Fainting, collapsing

What can you do?

- Remove worker from the sun, bring into shaded or cooler indoor area.
- Inform your supervisor or get medical attention.
- Loosen and remove outer layer of clothing
- Let person rest and rehydrate, if conscious
- Stay with the person. There's a risk that heat exhaustion progresses into heat stroke.
- Apply ice packs to neck area or wet fabric on neck, wrists and legs.

Heat Stroke

Heat Stroke is a medical emergency that has a high death rate. You must call 911 immediately if you suspect heat stroke!

Heat stroke happens when the body's temperature regulation fails due to severe dehydration and the body temperature rises to extremely dangerous levels. Your body basically cooks on the inside.

Signs and Symptoms:

- Body temperature > 105 up to 110 F
- Sweating most likely will have stopped at this point, skin is hot to the touch, can be dry
- Confusion, delirium and irrational behavior
- Convulsions
- Rapid pulse
- Constricted pupils

What can you do?

- *Again, this is a medical emergency. You must call 911.*
- Until professional help arrives, move the victim into a cooler space and remove the outer clothing and stay with the person.
- Douse worker with cool water and circulate the air around him/her to improve evaporation and cooling.
- If worker is conscious, rehydrate with fluids.

Although this sounds dramatic, you can avoid the most severe heat related illnesses by planning ahead.

On a personal level:

- Know your medical history: If you have suffered from heat exhaustion or heat stroke in the past, you are more likely to develop these symptoms again!



Factors that make you more prone to suffering from heat related illnesses:

- Lack of acclimatization, meaning you are just not used to working hard in hot environments (e.g.: Someone who had a desk job in an air conditioned facility), and you will need time to get used to the environmental circumstances, which can take up to 2 weeks
- Types and amount of clothing/ PPE
- Poor physical condition
- Lack of sleep
- Alcohol and drug consumption within 24 hours (alcohol is a diuretic, it will dehydrate your body)
- Taking medications that will stop your body from sweating (OTC cold medicine, antihistamines and diuretics)
- Recent blood donations
- Consumption of dehydrating beverages like coffee and caffeinated soda (sugar is a diuretic, and so is caffeine)
- On hot days, plan on alternating water and sport beverages to maintain your electrolytes.
- Wear lightweight, light-colored and loose-fitting clothing when possible
- Protect yourself with a hat that covers your neck, apply and re-apply sunscreen and wear UV-absorbent sunglasses.
- Bring water-cooled garments: A simple bandana that you re-wet on a regular basis can be a great tool.
- Know your work conditions and what you are up against: Download OSHA's and NIOSH's free Heat Safety Tool for your phone: The App allows workers and supervisors to calculate the heat index for their worksite, and will display a risk level.

Job specific control measures:

- If possible, postpone strenuous work to the cooler time of the day, e.g. start early in the morning and end the day early
- Postpone routine maintenance and repair work in hot areas to the cooler seasons.
- Make sure shaded rest or cool-off areas are available to workers.
- Encourage more frequent breaks.
- Supply plenty of water, a good rule of thumb is 1 cup every 15 minutes.
- Rotate workers in and out of hot areas if possible
- Create a buddy system, watch out for each other
- Monitor your workers closely, keep physical conditions in mind when assigning jobs
- Hold a training on heat related illnesses to create awareness.

Compiled by: Bettina Sietz

Sources:

<https://www.osha.gov/SLTC/heatstress/>

<https://www.cdc.gov/niosh/topics/heatstress/heatrelillness.html>

[NIOSH Heat Stress Podcast](#)

[OSHA-NIOSH Infosheet](#)

**Butch says:
"Safety first,
Safety last,
Safety - always!"**

For a full list of Safety related Tailgate talks, please check out the [Tailgate Talk Library](#).

Trees & Invasive Species

by: Natch Greyes, Municipal Services Counsel, NHMA

The warm weather has returned and so has the seasonal plague of insects. Although the biting and stinging ones get most of our attention, it's important to remember that they don't just bug us. Many also attack the tall trees that overhang our roadways, eventually causing those trees to crash down upon the unsuspecting public.

Much of the focus of legal thought has been on the relationship between utilities and municipalities. Why shouldn't it be? The Concord Monitor estimated some four-years ago that there were over a half-a-million utility poles in our state. They're some of the most visible utility infrastructure, and the most frequent cause for headache among public works departments. Even though public works departments are authorized to remove poles after 10 days written notice pursuant to RSA 231:177, and they may do so at the expense of the owner according to RSA 231:181, that rarely happens. There aren't many municipalities who have the equipment and staff to move utility lines. More often than not, municipalities must rely on the utilities to comply with the notice given for temporary removal pursuant to RSA 231:182 (or even permanent removal) and wait for the utility to schedule the removal before the municipal project can continue.

Even when there isn't a municipal project underway, many landowners are familiar with the concept of RSA 231:172, even if they are not familiar with the statute specifically. RSA 231:172 is the statute which enables utilities, like municipalities, to remove, cut, and prune trees in the public right-of-way or which may fall onto the public right-of-way. The existence of that statute has required some communication between municipalities and utilities, although, at times, that communication may feel a little one-sided.

Yet, some focus should be placed on invasive species, such as the Emerald Ash Borer (EAB), when it comes to trees. RSA chapter 430 pertains to the suppression of insects and plant diseases. Importantly, RSA 430:2 says that the Commissioner of Agriculture and State Entomologist "may undertake the suppression or control of any insect pest or plant disease which, in their judgment, seriously threatens the state or any part thereof[, may adopt rules], and may employ such measures as, in their judgment, may be reasonable and proper." In other words, the Commissioner and State Entomologist have great power to determine that an invasive insect, such as EAB, qualifies and can take reasonable measures, such as removing ash trees, which would suppress the pest.

Importantly, the Commissioner and State Entomologist also have the power to order towns to take suppression measures under RSA 430:4 (and property owners under RSA 430:6). Towns may be ordered to take such measures as are reasonable and proper [according to the Commissioner/Entomologist] up to a cost not exceeding, in any one year, 1/10th of 1% of the tax valuation of the town in the preceding year. RSA 430:4. Presumably, that may include instructions to remove trees, including trees under the threat of the pest near the rights-of-way of the town.

Trees & Invasive Species - continued from page 11

Of course, I'd always encourage road agents to consider the "nuisance tree" procedure under RSA 231:145 for removal of the trees near the right-of way that are infested. Under RSA 231:145, any tree within the right of way may be declared a public nuisance by the governing body by reason of danger to the traveling public, spread of tree disease, or the reliability of equipment installed at or upon utility facilities.

Notice must be provided to the landowner, an opportunity for a hearing in front of the board provided, and the landowner is provided a further right to appeal the issue to the Superior Court within 30 days of the board's decision declaring the tree a public nuisance. Going through this procedure, however, may stem off an infestation – or, at least, make the cost manageable – and can position a municipality well in relation to any state-mandated suppression measures as current and emerging insect pests threaten our forests and the scenic byways that go through them.

Thank you to Natch Greyes for continuous support of our newsletter.



Image by ArtTower from Pixabay

More information and updates on the Emerald Ash Borer in New Hampshire can be found here:

[UNH Cooperative Extension](#)

[NH Department of Agriculture, Markets & Food](#)



Please share this effort with your town's or department's social media expert. Thank you!



Our Public Works Employees are on call 24 hours a day, 7 days a week, for 365 days a year. They work quietly and tirelessly whenever they are needed. Their work is dangerous and their service often goes unrecognized. This memorial is dedicated to the Public Works employees who have died while performing public duties for the people of New Hampshire.

From the NHDOT Memorial web presence

WE WILL ALWAYS REMEMBER OUR PW FRIENDS WHO ARE NO LONGER WITH US

#NHPWREMEMBERS #NHPWMEMORIAL

June 5th 2019- June 5th 2020

As we are approaching the first year mark (Friday, June 5th) of the unveiling and dedication of the Public Works Memorial to those fellow Public Works friends who are no longer with us, let us show our ongoing love and support for them:

We are wondering if you would be willing to gather your Public Works Crew for a socially distanced picture in front of your truck in proper PPE, and share your picture on social media (Facebook, Twitter, Instagram) and even your website with the hashtags:

#NHPWRemembers #NHPWMemorial

The idea is to form a 'virtual remembrance caravan' on Friday June, 5th and to connect us as Public Works Community across New Hampshire, honoring those who didn't get to go home at the end of the day.

Will you be there?

Spring Riddle



You can find all answers to the questions by reading the articles in this spring edition.

Fill the gaps with the missing words, then find them in the word search - There are 13 words hiding.

Please take a picture of your solved word scramble and email it to us at t2.center@unh.edu. You can win one (1) free workshop seat (value up to \$100) if your entry gets selected from the pool of correct submissions.

Road Business Spring 2020

What powers the PW engine? _____
(1 word)

A medical emergency when working in hot & humid weather _____ (1 word, [technically 2])

Where can you find 350+ on-demand training resources? _____ (2 words)

What improves the safety at midway pedestrian crossings? _____ (2 words)

What can prevent potholes? _____ (2 words)

Name what causes the 2020 pandemic? _____ (1 word)

Who is the NHLTAP Senior Training Instructor? _____ (1 word)

Invasive Species harmful to NH trees? _____
(3 words)



Upcoming (Virtual) Events

6/9 @11 AM: Butch Says

6/10 @ 11 AM: Public Works and Social Media

6/11 @ 9 AM: Chit-Chat and Chew with T2


6/17 @ 9:30 AM: Win-It-Wednesday-Summer Safety

*To see the complete list of training of training opportunities,
please visit our [training calendar](#).*

T2's recommended Training Module of the Month:

**Visit PPRA's Treatment Resource Center for
progressive pavement management disciplines.**





**CAN'T STOP LEARNING
WON'T STOP...**

THE UNH T2 TRAINING CALENDAR
IS BURSTING AT ITS (VIRTUAL) SEAMS!
BE SURE TO CHECK IT OUT!
<https://t2.unh.edu/>



Our special 2020 User Survey will launch next week. Please watch for info on PW.net, and take 5-10 minutes to complete the survey to help us in future communication and engagement programming.



JOIN UNH T2 @UNHT2CENTERLTAP

f LIVE GoLive!

First Monday of Every Month

Check out our resources page
<https://t2.unh.edu/tailgate-talks>
to look through our library of topics

**EXTENDED! EARN ROAD
SCHOLAR HOURS FOR VIRTUAL
EVENTS AND E-LEARNING
THROUGH 6/30!**



BUILD A BETTER MOUSETRAP
2020 *Power of the Everyday Innovation*

Win 5 free T2 workshop seats
for your winning submission!
(a total value of up to \$500)

Complete our Online Submission Form by
June 10, 2020



EXTENDED DEADLINE UNTIL 6/10!



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