

Road Business

A quarterly newsletter from New Hampshire's Local Technical Assistance Program
Summer 2023 - Volume 38, Number 6

SUMMER SCHOOL IN SESSION: PUBLIC WORKS AS A COMMUNITY EDUCATOR

BY MARILEE ENUS

DIRECTOR, UNH TECHNOLOGY TRANSFER CENTER AND NH LTAP

As our Local Technical Assistance Program workshop season (t2.unh.edu) is underway at the University of New Hampshire Technology Transfer Center (UNH T2), one message I've heard several times at our Gravel Roads Maintenance workshop, or our Pavement Maintenance 101 workshop or others is: "This would be great, but my BUDGET."



Often, you, the expert, already know that to maintain gravel roads more effectively, you need a higher quality aggregate; or to address a drainage concern, you may need to install a geotextile; or to preserve the life of your pavement, you need to budget for a chipseal, but you just don't have the budget for these items or for additional expenses or innovations and technologies (improvements!) to make your work more effective.

In most of our workshops at UNH T2, we talk about advocacy and awareness, being a champion for public works so you and your team can do your best job for your community. Very few of your community members are experts in roadway design and maintenance, water systems, or public infrastructure. So, how can you develop your influence and role as a community educator?

Educate yourself and seek to educate others

I'm amazed at the amount of information, resources, and technical guidance out there, perhaps even sometimes overwhelmed by it all! How does a road agent or water superintendent in a small town put their fingers on the right study and the right technical documentation when you need it? How do you find the time to research and find high-quality resources? I'll let you in on a secret: much of that work has been done for you. There are many organizations and partners you can look to for valuable resources, technical briefs, and other information. Here are just a few I lean into:



University of
New Hampshire



U.S. Department of Transportation
Federal Highway
Administration



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About UNH T2 and NHLTAP

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.

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THE SUN AFTER THE RAIN IS MUCH MORE BEAUTIFUL THAN THE SUN BEFORE THE RAIN.

-Bill Watterson

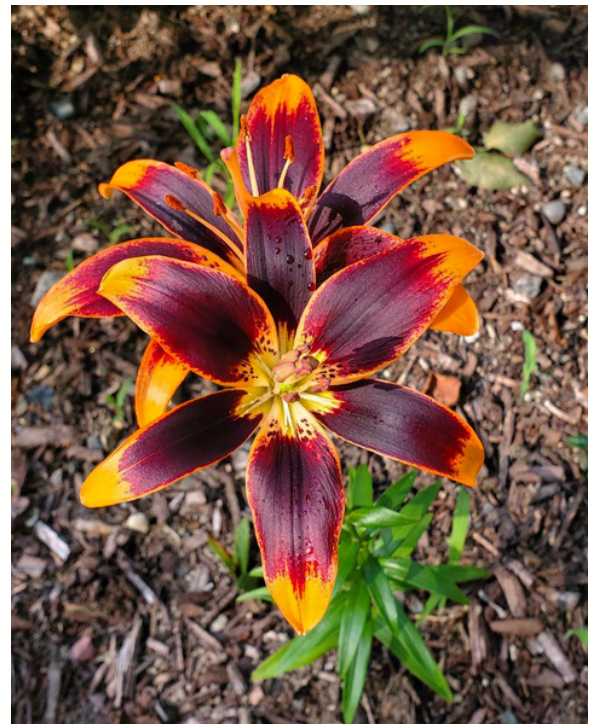
Creedence Clearwater Revival asked "Who'll stop the rain?" and I think a lot of us have been wondering the same. For our public works partners, this rain has made it difficult to complete maintenance tasks and other projects. For others, cleaning up from major storm damage has been the top priority. Because of the unprecedented rain this season, New Hampshire Public Works Mutual Aid (NHPWMA) has had a busy season too!

The Mutual Aid Program for Public Works is the first statewide program in the U.S. specifically for Mutual Aid among Public Works Departments. The concept for the program was developed by Chum Cleverly, Public Works Director in Bow, NH. This summer, multiple municipalities reached out for Mutual Aid assistance. A number of communities jumped into action to assist their neighbors. Whether it was dump trucks, sandbags, or other needed items, these municipalities extended a helping hand. To me, this signifies one of the aspects that makes me love New Hampshire; neighbors helping neighbors. Kudos to the municipalities that assisted, thank you for stepping up to help!

If your municipality is not yet a member of NHPWMA or if you have questions about joining, please visit the [NHPWMA website](#) or contact me at lee.cooper@unh.edu for more information.

We do hope that you will be able to take a moment to look over our training calendar. We have a wide variety of workshops this year with a little something for everyone. Winter will be here before we know it and we have some great winter operations workshops planned. Our popular Snowfighters Seminar, Salt Spreader Calibration Lunch and Learn, and Snow Plowing 101 are all planned for this fall. We hope to see you and your team. Let's hope the tail end of the summer is a little bit drier and sunnier!

Please reach out to us to let us know how we can help support your team, whether it is training, information, or resources, we want to help your public works team thrive!



*Thank you for all you do!
Lee Cooper*

Educate yourself and seek to educate others

- APWA Resource Library: If you're not already using the APWA Resource Library on the APWA website, you're missing out on a robust collection of education sessions, webinars, toolboxes, and videos. It's a one-stop-shop for educational materials across subject, topic, or media-type.
- Look for opportunities to host community events at your facility.
- FHWA Resource and Safety Centers: From their Local Road Safety Plan (LRSP) DIY (highways.dot.gov) site to guidance on pavement, safety countermeasures, and much more, FHWA continually expands its content to support highway practitioners and the general public.

Not sure where to start? See below to connect with your state's LTAP center, which can help you navigate and find the technical guidance you seek.

- Your state's Local Technical Assistance Program (nltapa.org): LTAP centers in each state host various workshops and provide resources and technical assistance on many roadway design, construction, and maintenance topics. While much of the training may be geared at the highway team directly, many provide training suitable for—or geared towards—elected officials and town administrators. For instance, at UNH T2 we host pavement maintenance workshops specifically for administrators and elected officials and are rolling out new winter operations modules for conservation commission members. Ask your state's LTAP center which courses may be beneficial for your public officials!
- YouTube: There are some fabulous videos from state DOTs, FHWA, LTAPs, and other partners— from short videos reviewing a new technology or research or how-to videos such as this one from FHWA (youtu.be/LeI9_rffS34) to plan proper chevron placing for curve signing, to full playlists promoting training, such as Iowa DOT's winter operations (bit.ly/46lJ0La) series.
- LTAP Resource Libraries: Many LTAP centers maintain robust online resource libraries, such as our own UNH T2 Resource collection (t2.unh.edu/resources/all). These libraries offer in-house and partner/agency research, technical guidance, articles, and other helpful materials.
- Social media: In addition to APWA and regional chapters, many state DOTs, municipalities, and LTAPs have social media pages, including on Facebook, LinkedIn, Instagram, and more, that you can follow for shareable content.
- RoadResource.org: An excellent collection of tools and resources for considering pavement condition and treatments, as well as public communication templates.
- Community bulletins, flyers, and FAQs: Bike/pedestrian agencies, AAA, AARP, and many others put out flyers, brochures, and materials aimed at driver safety that can be posted at public facilities or shared at community events.



Open your house

Look for opportunities to host community events at your facility. Whether it's a water science fair at your water treatment plant, touch-a-truck night for the local scouts, trunk or treat, or an open house for the whole community, build a strong connection between residents and the public works team. Let them "see under the hood." Show off and show appreciation for your new equipment—and the aging equipment—and discuss what they're seeing (what happens when Old Red, the 1998 plow truck, dies on the side of the road in an all-night snowstorm ... again?).

If you've ever lived or worked in a community building, a new fire station or school, you know how many public input sessions and meetings happened to help raise awareness and inform citizens to bring them into the project. Even if you are not planning a significant project, start building that sort of public engagement now so that you have a platform to work from when the time comes.

There is no OFF season

Use every opportunity to talk about your work; never stop sharing. I know, I know, you didn't take this job to be a salesman, but the work you do to communicate and inform every day pays dividends during budget season or when you stand in front of your community to put forth your plan for a pavement bond. Use every available chance to talk about what you and your team are doing, the challenges you're facing, and your successes.

Community newsletters, media engagements, select board meetings, conservation commission meetings, the coffee shop, Little League games, school open houses, you get the idea. Engage, engage, engage! Build rapport. When your citizens step to the ballot, you want them to know their public works team, know the work you're accomplishing for them, know the people behind that work, and feel knowledgeable in what they're being asked to vote on.

Don't (self) blame the bearer

Are changing environmental regulations resulting in new tasks, requirements, or expenses for your team, such as effectively controlling fugitive dust and addressing air quality? Has environmental code changed how you complete your work and potentially resulted in additional costs or time for typical projects? Are safety standards not being met for the necessary protection of your staff, such as in old, unusable ladders or air quality in your garage?

Tell your citizens if OSHA, EPA, DOT, FMCSA, or your state department of transportation or environmental services have extended new regulations that impact your team or community. They rely upon you to manage their public infrastructure with attention to codes, to keep their community "in the clear," and to be abreast of industry happenings that might impact how your team does its work.

Is the decision to pull funds from another area of your budget to address this new area of need? Then read on...

Be a realist—and bring others into making informed choices.

Have you ever watched a puppy grow? When you first bring him home, he is so tiny. And over the course of a month, you might marvel at how he's growing. But it is usually the outsider—your neighbor, friend, sister—who hasn't seen the puppy in days who exclaims how BIG he's gotten since they saw him last week. You're living with incremental, slow growth day by day, so it's easier to miss the big changes happening to your pet. The same applies to many public works tasks. Take away the funding, the headcount, and the resource today, and although your citizens may not see significant changes (negative impact) over the next weeks or months, the change in service level and resource is impacting their community infrastructure, sometimes in big ways that are only more visible in the years to come.

Make a focused effort to consider the long-term impacts of all options, to put the data behind each scenario, and then TELL your community what each scenario will look like in the immediate and long term. Help them to make informed decisions.

Pavement cracks or potholes will not typically exponentially multiply overnight. Weeds are unlikely to swallow a community trail in one summer. And water pipes may not degrade to the point of failure in one year. But they are certainly going to become more difficult, time-consuming, and costly to address after a few years of inattention. Talk about that. Position it as

a decision, a matter of priorities. We can do "A," and this will be the outcome, or we can do "B" and this will be the outcome.



Since you are the professional chosen to guide your community in these areas, you must also play the role of educator and share information (instruct and teach!) to help them become informed consumers and knowledgeable decisionmakers. Since these decisions impact your budget and how you perform your work (and ultimately your success in maintaining a strong community infrastructure), everybody wins when citizens are well-informed.

***This article was reprinted from the APWA Reporter -
August 2023 Issue***

<https://www.apwa.org/news-media/reporter-magazine/>



Safety Benefits:

Lighting can reduce crashes up to:

42%

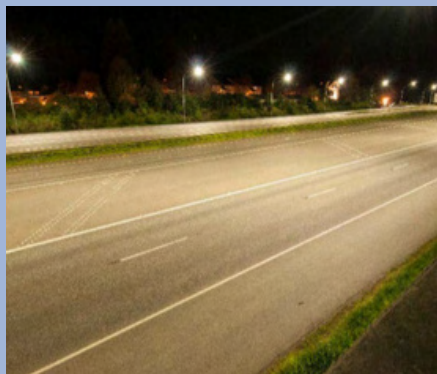
for nighttime injury pedestrian crashes at intersections.

33-38%

for nighttime crashes at rural and urban intersections.^{2,1}

28%

for nighttime injury crashes on rural and urban highways.



Source: WSDOT

For more information on this and other FHWA Proven Safety Countermeasures, please visit

<https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/visibility/roadway-lighting-resources>.

Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash. Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

Applications

Roadway Segments

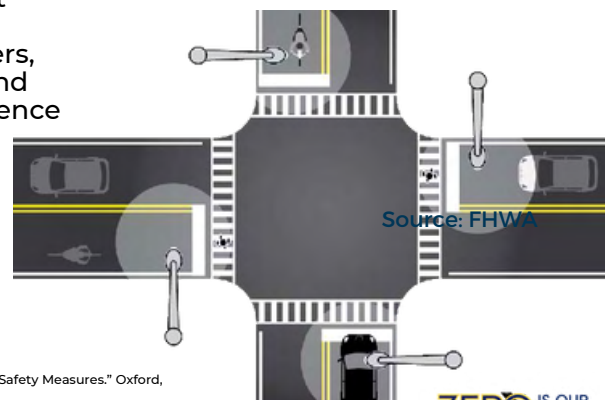
Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles. Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

Intersections and Pedestrian Crossings

Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

Considerations

Most new lighting installations are made with breakaway features, shielded, or placed far enough from the roadway to reduce the probability and/or severity of fixed-object crashes. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties. Agencies can equitably engage with underserved communities to determine where and how new and improved lighting can most benefit the community by considering their priorities, including eliminating crash disparities, connecting to essential neighborhood services, improving active transportation routes, and promoting personal safety.



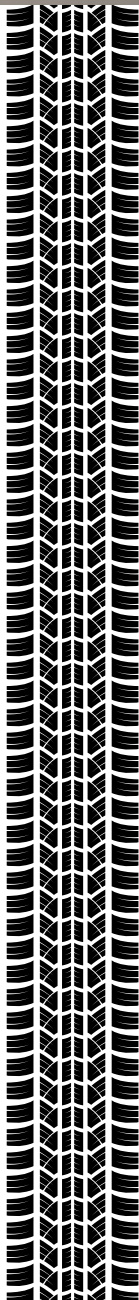
1 (CMF ID: 436,433,192) Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004).

2 (CMF ID: 2376) Ye et al. A Simultaneous Equations Model of Crash Frequency By Collision Type for Rural Intersections, 87th Annual Meeting of the Transportation Research Board, (2008).



Motorcycle Safety Awareness

WRITTEN BY
TYLER TOMMILA
UNH T2 TECHNICAL SPECIALIST



As late summer settles in, local and state agencies are working on construction and maintenance operations. Warm weather also means motorcycle's will be traveling on our roads in New Hampshire. We at UNH T2 want to forward some tips on keeping motorcyclists safe in our work zones.

The first thing that comes to my mind is spring cleanup, let's sweep up all loose sand and debris from the roads. Sand and loose gravel on the pavement can be especially dangerous because it can cause you to lose control. Be mindful of low shoulders and depleted gravel, let's get those graders out and reclaim shoulders, and compact them the best you can.

Check and monitor the pavement surface as well, degradations in surface quality examples are longitudinal grooves from pavement milling, rumble strips, gravel roads and sections of rough or broken pavement. Motorcycles are lighter and only have two wheels in contact with the road, so these surface conditions have a greater effect on them. Also be mindful of pavement friction properties. Paint markings, glass beads after pavement markings, steel plates, again loose gravel, sand, loam etc. Put thought into liquids on the pavement surface as well; oil and other products can cause many issues for motorcyclists.

During construction and maintenance activities, be mindful of abrupt elevation changes, like uneven pavement lanes during paving. Use care when replacing underground utilities when it comes to trenches. Trenches should be paved as soon as possible; a temporary patch is much safer than a gravel patch. Gravel patches will need to be maintained more frequently costing you time and materials.

The above mentioned are issues that cannot be avoided but we as DPW employees can help in resolving them by being proactive.

LUNCH2GO WORKSHOPS

Free for local agencies! 30 minutes in the classroom followed by 90 minutes in the field. Bring your own lunch!



**SEPTEMBER 20 -
LOCAL AGENCY BRIDGE
PRESERVATION**

**SEPTEMBER 28 -
ADA & PEDESTRIAN
INFRASTRUCTURE**

**OCTOBER 3 & 5 -
SALT SPREADER
CALIBRATION**

**OCTOBER 12 -
SIGN RETROREFLECTIVITY**

**OCTOBER 26 -
LOCAL ROAD SAFETY
PLANS**

LEARN MORE



WWW.BIT.LY/T2LUNCH2GO

Best Management Practices for Knotweed

From the NHDOT
Invasive Plant Fact Sheet #2
Best Management Practices for KNOTWEED

This fact sheet describes Best Management Practices (BMPs) that can prevent the spread of knotweed. Please note that these BMPs alone will not result in the eradication of this plant. The Department's Best Management Practices for Roadside Invasive Plants contains additional information on knotweed and other invasive plants. Please contact the NHDOT Bureau of Environment for more information.

EXCAVATION

- When excavating in areas containing knotweed, be aware that knotweed rhizomes (underground stems) may extend 30 feet beyond visible stems and roots can reach depths of 10 feet.
- Material excavated from sites containing knotweed must be disposed of appropriately (see below). Transported material must be covered.



MOWING

- Avoid mowing knotweed if it is not causing safety concerns. If knotweed must be cut, use of hand tools is preferred over mowing.
- See Invasive Plant Fact Sheet #1: Best Management Practices for MOWING



Did you know?
Knotweed can
sprout from
fragments of stem
and root as small as
½" in length.

EQUIPMENT

- Do not locate staging areas or material stockpiles in areas containing knotweed.
- When working in areas containing knotweed, equipment must be cleaned prior to moving to non-infested sites. This can be done with a brush or broom at the site of infestation. Water should not be used unless a portable wash station is utilized.
- If equipment will be used in areas containing knotweed but excavation will not occur, plants must be cut at the soil surface with hand tools and disposed of appropriately (see below). Transported plant material must be covered



DISPOSAL

- Excavated material that contains knotweed can be disposed of as follows:
 - Reuse material at the site of infestation;
 - Bury material at least 5 feet below grade;
 - Stockpile material on an impervious surface (plastic or pavement) until plant material is non-viable. For fastest results, material should be spread in a thin layer and root material should be broken into smaller pieces. Root material is non-viable when pieces are dried or rotted all the way through.
- Cut stems can be disposed of as follows:
 - Leave intact stems at the site of infestation if there is no running water nearby;
 - Bag stems in heavy-duty trash bags and allow to rot or dry in the bags prior to disposal;
 - Burn stems off-site;
 - Bury stems at least 5 feet below grade;
 - Stockpile stems off-site on an impervious surface until stems are non-viable. Stems are non-viable when dry and brittle or partially decomposed and slimy



U.S. DEPARTMENT OF TRANSPORTATION

ROUTES Initiative

RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS



WHAT IS ROUTES?

The ROUTES Initiative seeks to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating USDOT resources, and providing technical assistance to rural and Tribal stakeholders. The ROUTES Initiative aims to ensure rural transportation infrastructure's unique challenges are considered in order to meet priority transportation goals of safety, mobility, and economic competitiveness.

WHY IS ROUTES NEEDED?

Rural transportation networks are critically important for domestic uses and export of agriculture, mining, and energy commodities, as well as the quality of life for all Americans. Yet rural networks face unique challenges in safety, infrastructure condition, and usage:

- While only 19% of the nation's population lives in rural areas, 45% of the nation's highway fatalities occur on rural roads
- 34% of all highway-rail crossing fatalities occur in rural areas, and the rural highway fatality rate is more than twice that in urban areas
- Nearly half of all truck vehicle-miles-traveled (VMT) occur on rural roads and two-thirds of rail freight originates in rural areas
- 90% of posted (limited weight) bridges are in rural area

WHAT IS ROUTES DOING?

ROUTES accomplishes its goals through three areas of activity:

- **Engage Rural Communities** through a series of events to better understand the needs and priorities of rural communities and collect essential data from stakeholders representing different communities, groups, workers, and industries to identify solutions.
- **Harmonize USDOT Programs** to implement rural policy by establishing the ROUTES Council to lead and coordinate Departmental activities to implement the Bipartisan Infrastructure Law and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.
- **Utilize a Whole-of-Government Approach** by partnering with other rural-focused Federal agencies to expand USDOT's presence in rural America, better promote Departmental resources, and capitalize on synergies between Federal funding programs.



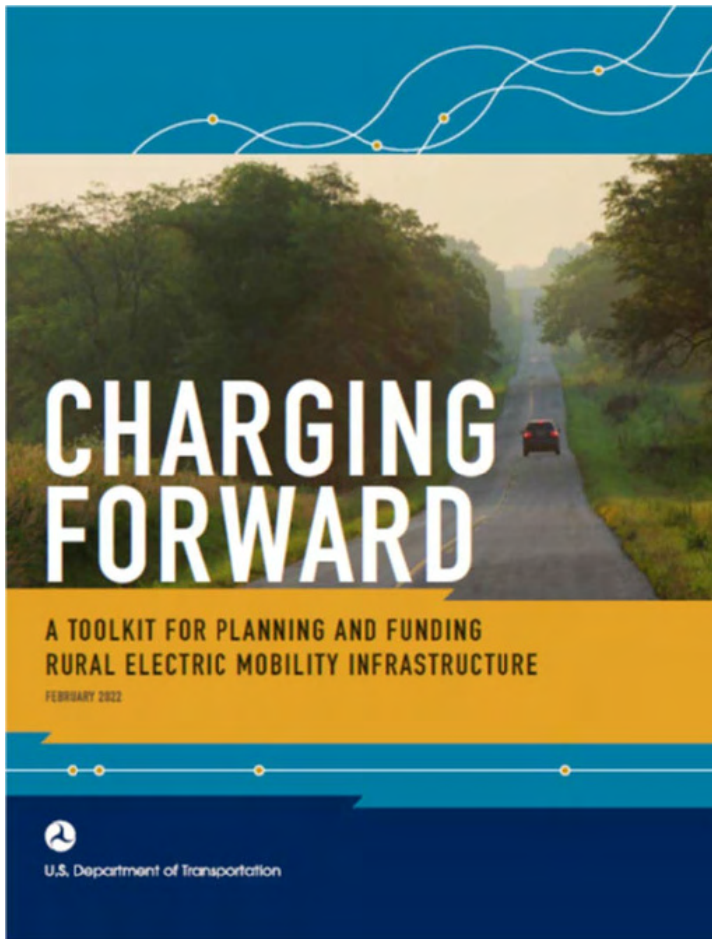
Contact Us

For more information, please visit
www.transportation.gov/rural

or send us an email at
rural@dot.gov

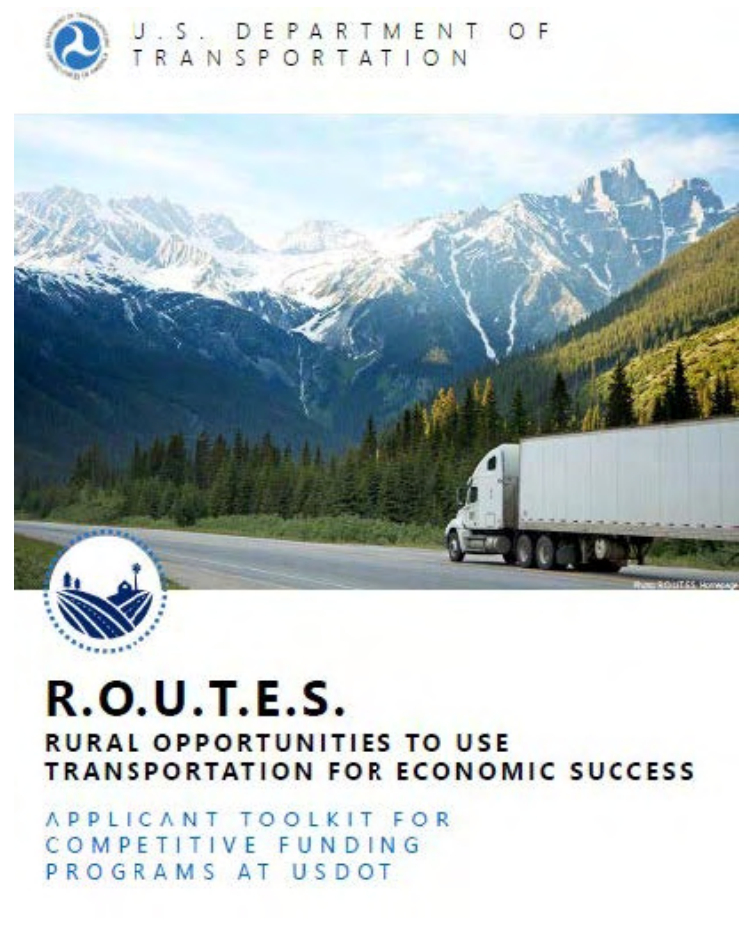


Check out these resources and more at:
www.transportation.gov/rural



INTERESTED IN EV INFRASTRUCTURE?

This toolkit helps rural stakeholders scope, plan, and fund electric vehicle charging infrastructure. Rural entities can use the toolkit to identify key project partners and available funding or financing to help make their project a reality.



APPLYING FOR A GRANT FROM USDOT?

This toolkit provides user-friendly information and resources to support rural applicants' understanding of USDOT discretionary grant programs and the funding process.



Congratulations

TO THE UNH T2 NH BUILD A BETTER MOUSETRAP 2023 WINNERS!

2023 NH WINNER

Vehicle Work Order System

Using cutting edge technology (ChatGPT - free account), The Bedford DPW team developed a vehicle work order system at no cost using Google Sheets. Using the data being collected they can improve budgeting, justify more help for the mechanics and better monitor the health of their vehicles and equipment.

TOWN OF BEDFORD

BRANDON BOISVERT
MATT AYERS

JESS READE
DENISE NOBERT

Vehicle work order form

Vehicle work order form email



Congratulations

TO THE UNH T2
NH BUILD A BETTER MOUSETRAP
2023 WINNERS!

PROJECT INNOVATION

Bike Sharrow Installation Tool



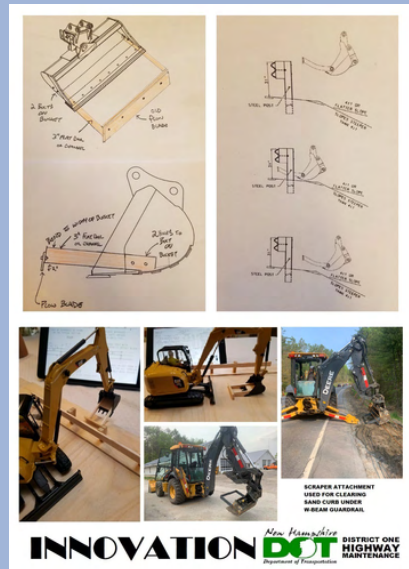
The bike sharrow installation template allows the one team member to align the pre-formed thermoplastic bike sharrow symbols on the printout while another crewmember preps the pavement, and then slides it right into place. The new process requires very minor adjustments and takes about half the time of traditional placement.

CITY OF PORTSMOUTH

JEFF BOUCHER AND GLENN KELLEHER

SMART TRANSFORMATION

Guardrail Sand Curb Scraper



James McMahon III from NHDOT District One Highway Maintenance created a scraper attachment used for cleaning sand curbs under W-Beam guardrails. Sand curbs under guardrails are hard to reach with conventional maintenance equipment.

NHDOT DISTRICT 1

JAMES MCMAHON III



Congratulations

TO THE UNH T2
NH BUILD A BETTER MOUSETRAP
2023 WINNERS!

PIONEER

Plow Head Frame Stand



The Plow Head Frame Stand allows one to remove and install the head frame to a plow truck using a loader or backhoe/skidsteer forks. The Plow Head Frame Stand saved the team from having to be under a loader bucket to hook chains to remove the headgear. This saves time removing and installing headgear & makes it easier to move the headgear to the shop for maintenance.

NHDOT
ERIC BELLEMORE

BOLD STEPS

Tape Machine Roller



During Bike Week in Laconia, the Public Works team lays down traffic tape on Lakeside Avenue, to make parking in the middle of the road for motorcycles and changing the traffic pattern for motorcycle's only. Previously they laid down the tape by hand. Using their innovation, a job that previously took four hours now takes one hour.

CITY OF LACONIA
PUBLIC WORKS TEAM, MECHANICS, & LINE
STRIPING TEAM

Road Business

Word Search

R	S	A	U	S	G	G	A	R	S	E	S
O	L	G	R	A	V	E	L	E	T	R	H
A	P	I	Q	D	B	C	O	T	O	G	A
D	A	S	I	E	S	U	S	H	R	F	L
S	C	N	R	S	H	L	M	G	M	L	E
S	A	H	E	S	E	V	A	I	W	A	G
C	R	I	A	N	I	E	L	F	A	G	A
H	H	I	R	I	L	R	S	W	T	G	N
O	B	E	U	V	N	T	E	O	E	E	I
L	A	T	I	S	A	S	O	N	R	R	A
A	D	N	M	T	G	L	A	S	O	T	R
R	K	T	E	B	Y	A	F	W	F	R	D

SADES

STORMWATER

SNOWFIGHTER

CULVERT

DRAINAGE

CHAINSAW

ROADS SCHOLAR

GRAVEL

FLAGGER

SUBMIT YOUR COMPLETED ENTRY TO T2.CENTER@UNH.EDU BY 9/22/2023 FOR A CHANCE TO WIN A FREE WORKSHOP SEAT!

DOT Discretionary Grants Dashboard



U.S. Department of Transportation



The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. An updated Rural Grant Applicant Toolkit will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

Keywords

Eligible Activities

- Any -

Eligible Applicants

- Any -

Agency/Office

- Any -

Transportation Type

- Any -

Match Waiver

- Any -

Rural Set-Aside

- Any -

Tribal Set-Aside

- Any -

Status

- Any -

Apply

Use the search tool on the DOT Discretionary Grants Dashboard to find grants for your community!



TAILGATE TALK

WORKING IN THE HEAT

TAILGATE TALK LINK • [HTTPS://NLTAPA.ORG/WP-CONTENT/UPLOADS/2020/08/FIRSTAIDHEAT.PDF](https://nltapa.org/wp-content/uploads/2020/08/firstaidheat.pdf)

When its time for spring and summer work, it's also is a good time to discuss heat stress with your crews. Any operation involving high air temperatures, high humidity, or strenuous physical work has a high potential for causing heat stress.

Heat stroke is always life-threatening. Heat exhaustion is a milder condition but both can happen on hot days during heavy work. Anyone can have either condition so you need to know what to do about it. Know the symptoms. Certain people may be more prone to heat disorders if they have been drinking, have high blood pressure, or are not used to hard work in the heat. In the case of heat stroke, the person's body temperature controls stop working. The body temperature rises so high that brain damage and death will result if the person isn't cooled down right away.

You will notice red or flushed skin that is hot and dry. The person may be dizzy, vomit, have a headache, rapid pulse, and lapse into unconsciousness. Cool the victim quickly. Use cool but not ice cold water. Get medical help right away

Heat exhaustion is much less dangerous. The major signs are pale, clammy skin with heavy sweating and extreme weakness. The body temperature may be near normal and the person may have a headache and may vomit. For mild heat exhaustion, take a break, loosen clothing, and slowly drink water to cool down. You can take steps to prevent heat disorders by drinking plenty of water throughout the day. Don't take salt tablets because they actually cause additional dehydration and can cause blood pressure to elevate

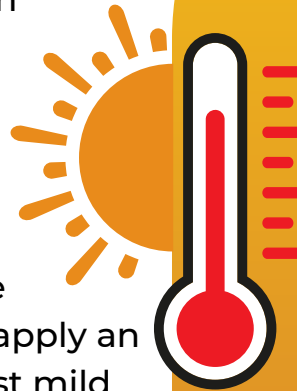


DID YOU KNOW? Heat stroke is a life-threatening condition.

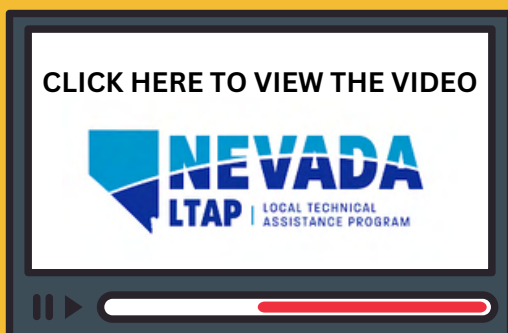
Sunburns can be as simple as turning slightly red or enough to cause blistering, fever, nausea, and permanent scarring. Almost everyone has suffered through one sunburn sometime during their lifetime. A sunburn is a skin reaction to light rays, not heat rays. That's why it is possible for someone to get burned on a cold, sunny day. There are many common misconceptions about when people will and will not get a sunburn. Some people think they will not burn on hazy, overcast days. Actually these conditions can enhance the effect of the sun on the skin.

By contrast, the dirt particles and smoke that contaminate the air in the city may provide considerable protection against sunburn by absorbing the sun's rays. Another misconception is that portions of the body covered by water can't burn. Experiments have shown that the burning rays of the sun are capable of penetrating water and reaching your skin. Sunburns can be avoided by practicing common sense in exposing yourself to sunlight. Redness doesn't appear at once, but several hours after exposure. If you stay in the sun until your skin turns red, you're in for a really good burn. Unfortunately, there is no specific treatment for sunburn. The best way to provide relief from the discomfort without doing further damage is to apply an ointment, wet compress, or soothing lotion. Most mild sunburns will heal without treatment if left alone. If the pain is excessive or if the skin shows extreme blistering, see your doctor. Prevent a bad sunburn by using a lotion that has a chemical sunscreen or block and spread it on freely.

ENVIRONMENTAL FACTORS THAT IMPACT HOW YOUR BODY RESPONDS TO HEAT



- Temperature
- Humidity
- Heat Index
- Sun exposure
- Air movement



CHECK IT OUT!

The Nevada LTAP created a 5 minute video "Beat the Heat" about safety while working in hot conditions.

WINTER IS COMING...

JOIN UNH T2 FOR OUR MUNICIPAL
WINTER OPERATIONS WORKSHOPS!



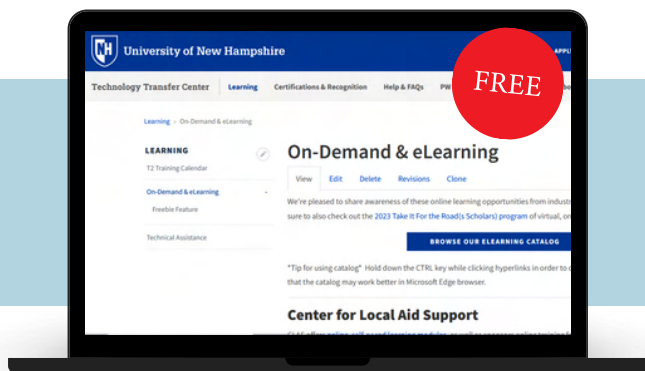
- SNOWFIGHTERS' SEMINAR
- SPREADER CALIBRATION LUNCH AND LEARN
- SNOW PLOWING 101
- WINTER OPS STRATEGY FOR SUPERVISORS & DIRECTORS

Registration details at t2.unh.edu



FREEBIE FEATURE

Are you employed by a local road agency and would like to attend high-quality training and receive NH Roads Scholar hours, virtually at your own pace on your own time, FREE?



LEARN MORE



TECHNOLOGY TIP

Replying to a distribution list message such as pw.net? In most cases, it's appropriate to reply only to the original sender, and not the full distribution list. Always consider whether to Reply All or Reply directly to the sender.

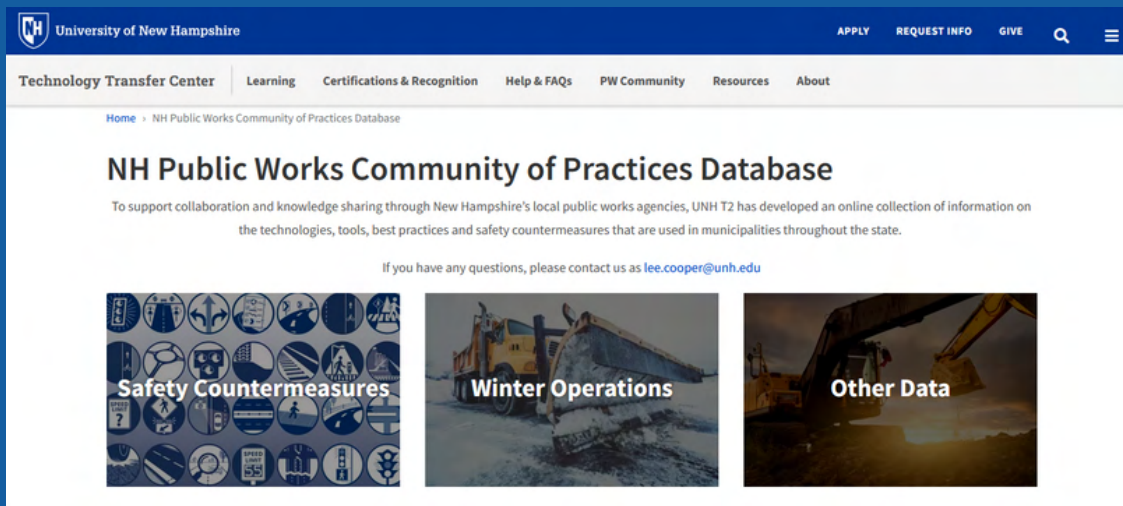


Check out our
EMAIL ETIQUETTE
— TIP SHEET —

NH PUBLIC WORKS COMMUNITY OF PRACTICES DATABASE



To support collaboration and knowledge sharing through New Hampshire's local public works agencies, UNH T2 has developed an online collection of information on the technologies, tools, best practices and safety countermeasures that are used in municipalities throughout the state.



THANK YOU
to the
communities
that
participated!



VIEW THE DATABASE AT bit.ly/t2pwdatabase or scan the QR code

This online collection of information is for public works agencies considering a new technology or roadway project.

Categories include safety countermeasures, winter operations, and more!

IS YOUR MUNICIPALITY INTERESTED IN CONTRIBUTING TO OUR DATABASE?
Please email lee.cooper@unh.edu for more information.

**REGISTER
TODAY!**

2023 ANNUAL SALT SYMPOSIUM

**The 2023 Annual Salt Symposium
is just around the corner!**

Please consider joining the New Hampshire Department of Environmental Services and SIMA on September 13, 2023, from 8:30-2:00 at the New Hampshire Motor Speedway in Loudon, New Hampshire. This year municipal tracks will be offered. The details are still being finalized, but topics will include climate change, record keeping, calibration, overview of the Municipal Green SnowPro rules and regulations, vendors, and more! Please note that the municipal tracks will begin at 8:30 am.



NEW HAMPSHIRE MOTOR SPEEDWAY
LOUDON, NEW HAMPSHIRE



SEPTEMBER 13
8:30AM-2PM



8:30AM –
2:00PM



LEARN MORE
SIMA.ORG

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT
AUBREY VOELKER AT
AUBREY.R.VOELKER@DES.NH.GOV



**2023 SALT
SYMPOSIUM TICKETS
ON EVENTBRITE**