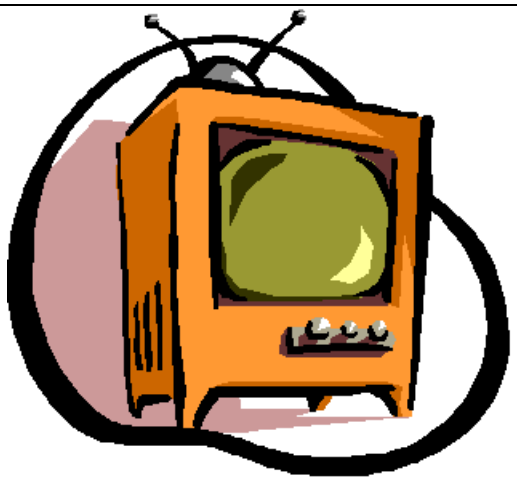
Road Business

A University of New Hampshire Technology Transfer Center publication

Vol. 19 No. 2 Summer 2004



Public Access Television

Most towns use public access to broadcast public meetings, hours of ads, and announcements. Larry Jackson, Public Works Director, uses public access television to his advantage. He believes that it is a "great educational tool" and a valuable public relations tool.

Every spring Larry does a "Road Review." He has the streets slated for improvement filmed, and filmed again in the fall after improvements are completed. Night sweeping was filmed and a catch basin replacement, first starting with the traffic control. Someone from the public access station rode with a large and small plow so that people can see what it's like "out there."

Larry has had the film crew show the public works facility, highlighting equipment. Larry is always amazed at the number of people who stop him and say that they didn't know something he featured.

The Littleton access station runs a bulletin board. Larry advertises street closures, tips for driving around plow trucks, and often emphasizes the importance of slowing down around workzones. He says, "people just don't slow down."

Bob O'Connor, the Station Manager, says the most popular show broadcast was on plowing operations. After this show was broadcast the highway department's phone complaints about plowing operation was cut in half.

Last year, the station sent a crew to the Mountain of Demos where the Littleton High School students demonstrated their sidewalk project. Larry described the day's activities for the camera crew.

In Littleton, the station is Governmental Education meaning the town pays the school to run the access station. All shows are broadcast at least three times. The station covers anything the town believes to be of interest. Recently, they've aired a program about what happens after midnight. They ride with police and visit hospitals and convenience stores. The station broadcasts to northern Grafton County and reaches 12,000 people in 45 towns.

Other towns are taking advantage of their public access stations. During emergencies, the town of Derry advertises road closures and emergency services.

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ALSO IN THIS ISSUE

Road Business is a quarterly publication of the

Technology Transfer Center
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The Technology Transfer Center at the University of New Hampshire (UNH) is supported by the Federal Highway Administration (FHWA), the New Hampshire Department of Transportation (NHDOT), and UNH. Any opinions, findings, conclusions, or recommendations presented in this newsletter are those of the authors and do not necessarily reflect the views of the FHWA, NHDOT, or UNH.

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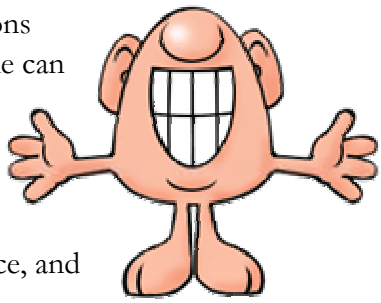
Take the Fear Out of Giving Presentations



When surveyed, people fear giving presentations more than death. Speaking before a room of people can be intimidating. Then again, this fear pales to other disasters (such as death).

Speakers can ask themselves, "What's the worse that can happen?" Presenters envision projection failure, laptop seizures, a crabby audience, and other embarrassing situations.

However, these seldom come true. To control fears, whether real or imagined, take stock and confront them head-on. Accept that there is no such thing as a perfect presentation.

Prepare by practicing and promising oneself to talk well. To begin, think about what the audience needs to understand.

What If's

To tackle the "what if's," imagine the greatest fear. For instance: the projector fails, the room is too hot or too cold, no one comes, speakers have too much or too little materials, or the audience decides they are boring.

While picturing these scenarios, consider how to handle each situation. List alternatives dealing with each situation to provide oneself peace of mind.

Questions and Confidence

Do not fear the audience; plan to listen as well as talk. It is best when the speaker involves the audience from the start. Get them involved—they'll enjoy the talk more. Find out what they know and don't know. Learn why they are there. Discover their interests.

The way that presenters deal with questions indicates their confidence level. If the speaker begins by saying, "I'll take questions at the end," odds are that the presenter is scared and has no idea of what they are talking about. Or, have hours of material and they'll never reach the end. Instead, begin by asking questions of the audience.

Finally, remember it's nice when speakers project their voice to the back of the room, has exciting slides, and manages eye contact with the audience. After a few minutes, the audience takes this for granted and the message becomes important. Therefore, speakers must concentrate on their message, no matter what. Take a deep breathe and go for it. The audience will enjoy it more and so will you.

Source:
Presentations Feburary 2004, page 58

New Hampshire Roads Scholars

We are pleased to recognize individuals who, during the Spring of 2004, have achieved the following levels in the UNH T² Center Roads Scholar Program.

Master Roads Scholar. Participated in UNH T² Center training activities which totaled 100 contact hours and covering the range of topics required for Roads Scholar II.

Name	Affiliation
Ken Daniels	Enfield
Ronald Dubois	Peterborough
John Margeson	Henniker
Gary Paige	Francestown

Senior Roads Scholar. Participated in UNH T² Center training activities which totaled 70 contact hours and covering the range of topics required for Roads Scholar II.

Name	Affiliation
Roger Deboisbriand	Nashua
Jean Marie Kennamer	Derry
James Terrell	Walpole
William Willey	Lincoln

Roads Scholar II. Participated in UNH T² Center training activities which totaled 50 contact hours and covered a set of minimum subject areas including road design and construction basics, other technical, tort liability and safety, and supervision or personal development.

Name	Affiliation
Dan Bissonnette	Whitefield
Alex Cote	Deerfield
David Leel	New Ipswich

Roads Scholar I. Participated in UNH T2 Center training activities which totaled 30 contact hours.

Name	Affiliation
Charles Bailey	Bow
Reagan Clarke	NHDOT
Gordon Ellis	Epsom
Chuck Grassie	Stratham
Wayne Hewes	Waterville Valley
Roger Landry	Brentwood
Tracy Nash	Walpole
Stanley Sawyer	Walpole
Douglas Starr	Jaffrey
Ken Stocker	Plainfield
Gerard Turco	NHDOT
Bart Wappes	Whitefield

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During Public Works Week, Laconia ran a series of informational segments on their public access station. Doug Sargent, Public Works Director, presented the facilities, and discussed issues such as building bridges, rough roads vs. smooth roads, and the proposed scenic road near the Weirs. In Rochester, the public works department regularly runs the stormwater video, "*There is No Away*" to fulfill the NPDES II requirement to do public education.

The UNH T² Center has a library of videos. Many are not copywrited, and could be shown on public access television. Contact the center to borrow a video.

Master Roads Scholars

Master Roads Scholar Ken Daniels

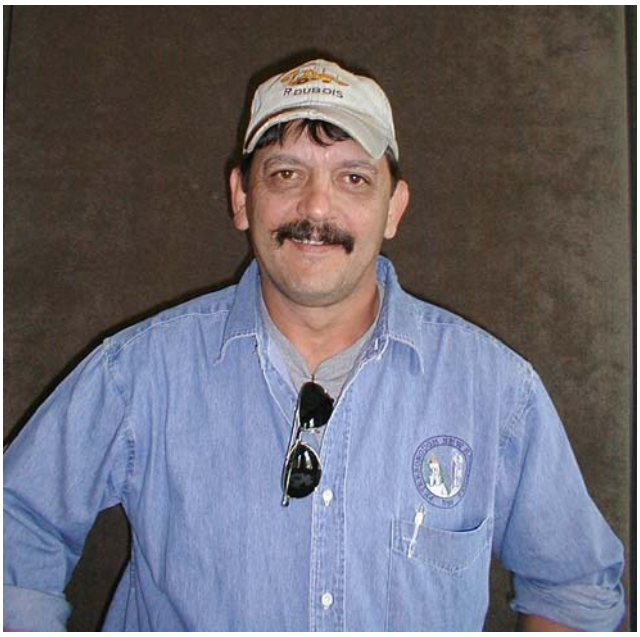
Ken Daniels has been the Town of Enfield Public Works Director for five years. Ken previously worked as a project engineer, surveyor, and construction inspector at CLD Consulting Engineers.

Ken is also an instructor for the UNH T^2 Center. He has helped to revise and teach the Drainage, Drainage, Drainage workshop.

Becoming a Master Roads Scholar has allowed him to maintain and expand a network of colleagues, who are dealing with the same issues. He believes that the opportunity to exchange ideas has proven to be very beneficial for everyone attending training.

Ken has a 4-year-old daughter, Sierra. When he is not working, he enjoys spending time with his daughter and riding his motorcycle.

Congratulations to Master Roads Scholar Ken Daniels.



Master Roads Scholar Ronald Dubois

Ronald Dubois is the Superintendent of Highways in the Town of Peterborough. He has been with the town for 15 years. Before becoming Superintendent, he worked as an equipment operator.

Prior to working for Peterborough, Ron was a sergeant in the Marines, and worked for Curran & Son construction.

He has found training important to keep up with the latest information about workzones, safety, and changes in regulations. It also provides him with new ideas for his day-to-day work. Becoming a Master Roads Scholar, shows his commitment to his profession.

His supervisors have been very supportive and have encouraged him to attend training.

Ron has been married to Brenda for 21 years. When he is not working for the town, he is usually working in his construction company. In addition, he enjoys landscaping his yard and building model railroads.

Congratulations to Master Roads Scholar Ronald Dubois.

Master Roads Scholar Gary Paige

Gary Paige is a grader operator in the Town of Francestown. He has been with the town for 18 years.

Gary is happy to have reached the level of Master Roads Scholar. Even though he has reached this level, he does not plan to stop attending training. Gary thinks it is useful to continue to learn about the latest techniques and technologies. For him, one of the most important aspects of the training is exchanging ideas with colleagues from other municipalities.

Gary's supervisors have been very supportive of him attending training. In fact, both his supervisors are Master Roads Scholars.

He and his wife, Chloe, have three daughters: Katie, 19, Laura, 17, and Kimberly, 13. When he is not spending time with his family, he enjoys riding his motorcycle.

Congratulations to Master Roads Scholar Gary Paige.

Farewell, Daryle

Daryle Lamoureux has been Program Assistant at the UNH T^2 Center since May 27, 2003. He has left the UNH Technology Transfer Center on June 18 to become the Language Bank Coordinator with Lutheran Social Services (LSS) of Northern New England.

In his new position, he will manage LSS's interpretation and translations services throughout New Hampshire. This will provide him the opportunity to work using his love for foreign languages. Daryle has a BA in Russian from the University of New Hampshire. He also speaks French and some Greek and Spanish.

Prior to joining the UNH T^2 Center, Daryle worked in marketing and communications for Gambit Communications in Nashua and Hasbro Interactive in Beverly, Massachusetts.

This year Daryle will celebrate his tenth wedding anniversary with his wife Caroline. They have two daughters Sasha, 3, and Zoë, 1. In addition to spending time with his family, he started a book publishing company this year producing books about the Orthodox Church. It has already published five books and sold over 1,000 copies.

Thank you, Daryle, for your efficient, and always cheerful assistance. Very best wishes for great success and happiness.

Dave and Kathy

Accessible Sidewalks and Curb Ramps

Recent Rules Clarify Standards and Guidelines

In the past, engineers designed sidewalks for an agile adult with good vision, hearing, and mobility. Sidewalks for this "standard pedestrian" often limit the movement of disabled and elderly people. Now society recognizes that everyone has the right to use sidewalks. The 1990 American with Disabilities Act (ADA) supports these rights. Cities and towns must now provide accessible sidewalks for all pedestrians. Recent rules and guidelines have clarified the technical requirements for sidewalks.

The rules in the *ADA Accessibility Guidelines* (ADAAG) are enforceable by law. This article describes key rules applicable to sidewalks. Sidewalk designers should still consult ADAAG and other sources. (See "References" at the end of this article.)

Throughout the article, the verb "shall" indicates a mandatory rule. "Should" indicates a recommendation, usually from FHWA or an ADA committee.

The Rules

By ADAAG definition, exterior accessible routes (ARs) are continuous, unobstructed paths that connect buildings or facilities. They include parking access aisles, curb ramps, crosswalks, sidewalks, and ramps.

ADAAG applies to new construction and alterations. Alterations include roadway or sidewalk rehabilitation, reconstruction, and resurfacing beyond normal maintenance. ADAAG considers repainting markings, patching potholes, and similar spot repairs to be normal maintenance.

ADAAG also applies to ARs that serve many temporary facilities. This includes highway work zones. (See the MUTCD.)

For new or altered buildings, the owner shall provide at least one AR between it and other accessible buildings and facilities. One or more AR shall also connect it to public transportation stops, parking spaces, passenger loading zones, and public streets and sidewalks.

The box contains mandatory rules for all ARs. They therefore apply to sidewalks and curb ramps.

ADAAG Rules for Accessible Routes

Width. The minimum clear width shall be 36 inches (except at doors). If a person in a wheelchair must make a turn around an obstruction, the minimum clear width shall be as shown in ADAAG Figures 7(a) and 7(b).

Passing Space. If an AR has less than 60-inch clear width, passing spaces at least 60 by 60 inches shall be located at intervals not to exceed 200 feet. A T-intersection of two sidewalks is an acceptable passing place.

Head Room. ARs shall have 80-inch minimum clear headroom. (The MUTCD requires that, where pedestrian movement occurs, the bottom of a traffic sign shall be at least 7 feet.)

Surface Textures. AR surfaces shall be stable, firm, and slip-resistant.

Slope. Nowhere shall the cross slope exceed 1:50. ARs with running slopes greater than 1:20 are ramps. The least possible slope shall be used for any ramp:

- In new construction, the maximum slope shall be 1:12. The maximum rise for any run shall be 30 inches.
- On existing sites, if space limitations prohibit using a 1:12 slope or less, a slope between 1:10 and 1:12 is allowed for a maximum rise of 6 inches. A slope between 1:8 and 1:10 is allowed for a maximum rise of 3 inches. A slope steeper than 1:8 is not allowed.

Changes in Level. Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes between 1/4 and 1/2 inch shall be beveled with a slope no greater than 1:2. Changes in level greater than 1/2 inch shall be accomplished by means of a ramp. (See "Slope" above and "Curb Ramps" below.)

Sidewalks

Public sidewalks are accessible routes as ADAAG defines ARs. The rules above, therefore, apply to sidewalks.

The ADAAG rules are minimums. For example, they require a 36-inch sidewalk width and a periodic 60-inch passing width. FHWA recommends a 60-inch clear travel zone, with additional width for store frontage, plantings, furniture, and parking meters. (See "FHWA" in "References.)

The ADAAG rules above apply to driveway crossings. Designers should provide level areas across driveways that meet the rules for ARs.

Curb Ramps

Municipalities shall provide curb ramps wherever sidewalks cross curbs. Their slopes shall be as described above, measured as shown in ADAAG Figure 11. Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjacent surfaces shall not exceed 1:20.

The minimum width of a curb ramp shall be 36 inches, exclusive of flared sides. FHWA and AASHTO recommend a 48-inch minimum width. Ramp sides shall be flared where pedestrians must cross it. The maximum slope of the flare shall be 1:10. Curb ramps with returned curbs may be used where pedestrians would not normally cross the ramp.

Ramp alignment should be perpendicular to the curb. Level landings at the ramp top and bottom should be at least 48 inches square and sloped more than 1:50 in all directions. Curb ramps shall be located or protected to prevent their obstruction by parked vehicles. ADAAG has specific rules for marked crossings and built-up and corner ramps in its paragraphs 4.7.6, 4.7.9, and 4.7.10.

Detectable Warnings

ADAAG does not allow grooves as a detectable warning. Municipalities shall provide a 24-inch wide strip of raised truncated domes at the bottom of all curb ramps. They should install 24-inch detectable warning strips

- At the edge of depressed corners;
- At the border of raised crosswalks and raised intersections;
- At the border of medians and islands; and
- At the edge of transit platforms and where railroad tracks cross the sidewalk.

Figures 1 and 2 show the dimensions, spacing, and alignment of truncated domes. Domes shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light.

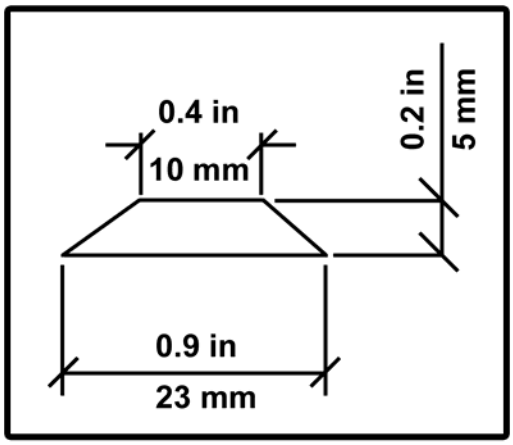


Figure 1. Truncated Dome Dimensions

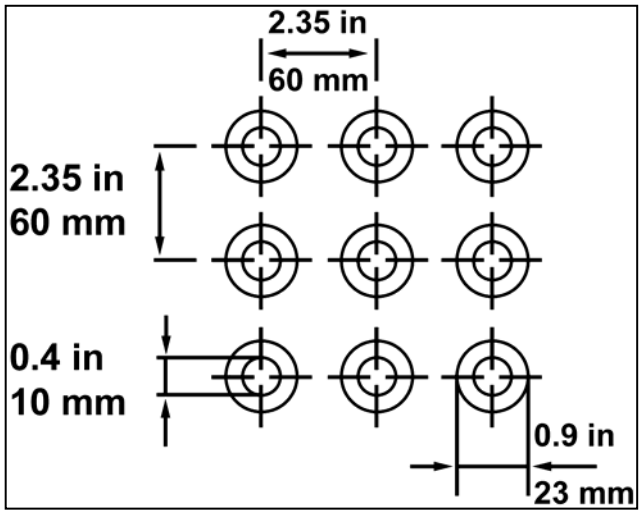


Figure 2. Truncated Dome Spacing

References:

ADAAG. *ADA Accessibility Guidelines for Buildings and Facilities*. 2002. http://www.access-board.gov/adaag/html/adaag.htm#purpose

ADAAG Requirements for Detectable Warnings, March 2003. http://www.access-board.gov/adaag/dws/update.htm

FHWA. *Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide.* http://www.fhwa.dot.gov/environment/sidewalk2/

Tips for Public Works Facilities

It is cheaper and easier to prevent pollution, than to clean it up. The EPA's New England Environmental Assistance Team has suggestions to prevent pollution.

Materials Storage & Management

Purchasing

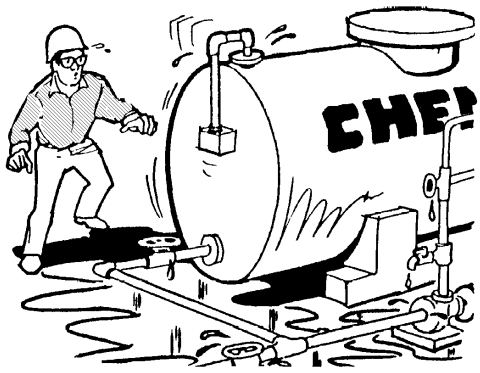
- Order products in amounts you will soon use. Don't keep a large inventory; expired products are costly to dispose of and may pose a hazard.
- Inspect products and materials for leaks or damage.
- Purchase multi-purpose products to reduce the number of hazardous chemicals in the facility.
- Ask suppliers for the least hazardous products suitable for the job. Review each Material Safety Data Sheet (MSDS) prior to purchase.

Storage

- Organize and label oils, products, and hazardous materials, store similar items together.
- Create an inventory system for oils, products, and hazardous materials. Rotate the inventory.
- Keep unused products in their original containers.
- Inspect storage areas to identify places where spilled products may enter the environment, such as floor drains, doorways, loading docks, catch basins, dirt, or cracked floors. Avoid storing, dispensing or mixing products in these areas.

Usage

- Use self-closing spigots and nozzles for dispensing fluids from bulk containers.
- Ask employees to return empty containers, such as spray cans, before using new supplies.
- Pour and mix products in a well-ventilated area, over a spill pallet.
- Use as few spray cans at a time of brake or carburetor cleaners, lubricants, etc., as feasible.



- Avoid collecting multiple, partly-used cans in various work areas.

General Facility Conditions

Yard

- Ensure that catch basins have oil/grit separators and holding tanks.
- Keep catch basin sumps empty and clean. Inspect every spring and after heavy rains.

Building

- Contract with a fire extinguisher company to test and fill extinguishers once a year.
- Secure overhead items that could fall and cause injuries.
- Keep floors as dry and clean as possible to prevent falls, electrical hazards, and contamination.
- Use non-hazardous cleaning materials.
- Use magnetic covers or berms to insure that spills cannot go into floor drains.

Sources:
Links and Nodes, Rhode Island Technology Transfer Center, Summer 2002, p. *4*
http://www.epa.gov/region01/steward/neeat/muni/index.html

Publications

University of New Hampshire Technology Transfer Center

Copies of the following books and pamphlets, and our complete list of publications, are available from the UNH T² Center. The website has the most up-to-date list of publications. When requesting an item with a charge, please include the check with your form. If ordering by mail, follow the instructions below. To request by telephone, call 603-862-2826, or in NH, 800-423-0060. You can also request by fax to 603-862-2364, online at www.t2.unh.edu, or by e-mail to t2.center@unh.edu

The following materials are available free of charge.

____*Accessible Sidewalks and Street Crossings.* The FHWA guide focuses on emerging accessibility issues and the design parameters that affect sidewalk and street crossing design and operation.

____*Best Management Practices to Control Nonpoint Source Pollution*. Published by the NHDES in January, 2004. This guide describes the causes of NPS pollution and suggests ways to prevent or reduce it.

____*Concrete in Practice Fact Sheets*. This pack includes 29 fact sheets covering various practices.

____*Contractor Beware: Your Real-Life Guide to Power Line Safety.* A Public Service of NH guide to working safely around power lines and electricity.

____*Improving Highway Safety At Bridges On Local Roads and Streets*. This guide discusses effective low cost methods of improving and enhancing bridge and bridge approach safety.

____*Local Low Volume Roads and Streets*. Basic information for town officials, crew managers, and road managers on rural streets and other less-traveled roads.

____*Measuring and Calculating Slopes.* Information on how to measure a roadway slope. Recommended guidelines for roadway slopes are also included.

____*Series of Quick Guides for New Hampshire Towns.* A set of pamphlets dealing with the topics below. Developed by the UNH T² Center. And distributed as a set. 1) Culvert Installation and Maintenance, 2) Ditch/Channel Construction and Maintenance, 3) Vegetative Erosion & Sediment Control, 4) Non-Vegetative Erosion & Sediment Control, 5) Cut and Fill Slopes, 6) Beaver Pipe: Construction and Maintenance, 7) Stormwater Inlets and Catch Basins, 8) Mowing and Brush Control, 9) Snow and Ice Control, and 10) Obtaining Permits.

____*Statewide Travel Forecasting*. This FHWA book describes methods and techniques of statewide travel forecasting.

____*Traffic Control Handbook for Mobile Operations at Night*. This FHWA book provides guidance for mobile highway work operations scheduled to take place at night.

____*Utility Cuts In Paved Roads*. This guide focuses on making and restoring utility cuts in a timely and safe manner, with as little disruption of traffic and commerce as possible, and without leaving behind a defective pavement.

To Request Material by Mail

Check the items you would like to receive. Fill out this form and include a check in the envelope, if necessary. Cut out this page and mail to the UNH T2 Center.

Name: _____

Position: _____

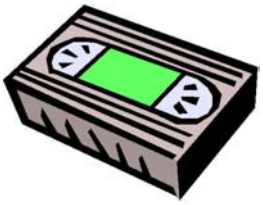
Organization: _____

Address: _____

Town: _____ State: _____ Zip: _____

Videos

University of New Hampshire Technology Transfer Center
Road Business, Summer 2004, Vol. 19, No. 2



The following videos are available from the UNH T² Center Video Library. You can have five videos for a two-week period with no charge. To request by mail, check the videos you would like to borrow (up to 5), fill out the mail request form, staple closed, affix stamp, and mail. To request by telephone, call (603) 862-2826 or in NH, (800) 423-0060. Visit our complete publication and video catalog on our website at http://www.t2.unh.edu or email us at t2.center@unh.edu

____*DC-216, Dust Control and Stabilization with Calcium Chloride*, 18 min. Explains road structure and base stabilization procedure and how $CaCl_2$ works as a stabilizer.

____*DC-245,* 2 parts, *Arrow Panels,* 25 min. Advanced warning arrow panels to warn the driver of construction. Includes the definition and explanation of arrow panels. *Barrier Delineation in Work Zones: The Well-Defined Path,* 25 min. Barrier delineation in work zones.

____*DC-251, The Importance of Road Drainage,* 19 min. Describes surface and subsurface drainage, drainage systems, and procedures for their inspection and repair.

____*DC-259, Ready Mixed Flowable Fill,* 5 min. Examines the applications and benefits of flowable fill.

____*DC-261, Accessible Sidewalks: Design Issues for Pedestrians with Disabilities,* 4 parts, 40 min. Illustrates the hazards and barriers faced by pedestrians with disabilities and recommends engineering and maintenance solutions to eliminate them.

____*M-223, Cleaning and Clearing of Bridges,* 13 min. Discusses the 8 easy steps to cleaning and clearing bridges. Tells what tools are involved in the cleaning and clearing of bridges, and what types of things to look for, as far as repairs, that may be needed for the future.

____*M-226, Cleaning of Lined Ditches, Culverts, and Catch Basins,* 16 min. Demonstrates good practices for maintaining lined ditches, culverts, and catch basins. Shows before and after conditions and points out the benefits of a properly maintained drainage system.

____*M-232, Pothole Repair in Asphalt Concrete Pavement,* 13 min. Outlines a step-by-step method for repairing potholes in a surface treatment (seal coat only) pavement. Shows the proper placing of traffic control devices, marking damaged areas, cutting out and removing damaged material, filling holes with granular material, compacting fill material, sealing surfaces with liquid asphalt and cover aggregate, cleaning the worksite, and removing traffic control devices.

____*Video Catalog.*

Place Stamp Here

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Durham, NH 03824-3591

Milestones:

Barry Cotton passed away.
Wayne Hewes has left Franconia for Waterville Valley.
Meghan *Murphy* has joined Goffstown as the Town Engineer.
Keith Weed has left the town of Claremont and is the new Road Agent in Charlestown.

Websites:

UNH T2 Center: http://www.t2.unh.edu

Kercher Enginering, a former LTAP Colleague in Delaware, features articles about PWD
http://www.kercherei.com/pw_institute/institute.html

Grant Writing 101

Grants can become a steady source of funding for municipalities as many local governments suffer from budgetary woes and grants are an attractive option. To improve the chance to receive funds, follow these tips:

- Hire a consultant to analyze business process as grant reviewers can quickly spot ill-conceived projects.
- Ensure the proposal meets the eligibility guidelines.
- Read the application carefully. Often applicants are rejected because the form is completed incorrectly.
- Most grants include a checklist. Read it carefully. If there isn't a checklist, create one.
- Watch for unannounced changes in grant eligibility guidelines. Even a minor change could have major consequences.
- Visit the grant's website to obtain grant information.
- Talk to sponsors and representatives, especially if the application has been turned down. They can help with future submissions.
- Attend grant workshops for valuable "how to" information and the chance to talk with grant program decision-makers.

Source:
American City and County, Vol. 118, No. 10, page 22

PW.NET

Want to know what is happening in other towns? Learn the very latest in regulations? Need a place to ask questions of other public works officials? Want to be the first to receive notifications of UNH T2 Center workshops? Then, subscribe to PW.NET. It's free. Send an email message to: kathy.desroches@unh.edu

In the body of the message type:

Add pw.net your name

For instance: Add pw.net John Doe

Traffic Safety Showcase
Funds Available for Travel

In the 1990s the Mendocino County Engineer addressed a high accident rate on his hilly, coastal California roads. He and several staff members surveyed the signs and pavement markings of the heaviest traveled roads. They then installed many new signs and pavement markings.

Several years later, they found that crashes on those roads decreased by 42%. On the rest of the network, accidents had increased 26%. They expanded the surveys to the remaining two-thirds of Mendocino County's roads. Again, accident rates decreased.

Mendocino County will share program details in a Traffic Safety Review (TSR) Showcase in Ukiah CA on September 28-29, 2004. It will include visits to field sites of improved roads. Staff will mark original conditions to show reasons for corrective measures. Participants will develop skills to conduct TSRs. In groups they will conduct reviews and recommend corrections, and share conclusions with all participants. They will also receive post-showcase support.

Through FHWA, the UNH T² Center has arranged for reimbursement of the registration fee and all travel costs for two people from NH municipalities. The travel expenses include airfare, ground transportation in NH and in CA, hotel, meals, and federally allowed incidentals. If interested, please contact Kathy at the Center.

Road Business

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http://www.t2.unh.edu

Calendar

Planned UNH T² Center workshops
Fall of 2004
For additional information or registrations,
call the UNH T² Center or check the website

Anti-icing Applications
September 29, 2004—Manchester
September 30, 2004—Lincoln
October 1, 2004—New London

Basics of a Good Road
2 Sessions

Culvert Installation and Maintenance
2 Sessions

DrainMS
1 Session

Gravel Road Maintenance
September 23, 2004—to be announced
September 24, 2004—Lincoln

Incident Command System for Public Works (ICS)
1 Session

Lines, Levels, & Slopes
2 Sessions

Project Planning
1 Session—Littleton

PR for PWDS
2 Sessions

Public Speaking
2 Sessions

Repair Treatments: Rehabilitation
3 Sessions

Roadside Design and Maintenance
1 Session

Road Standards
1 Session

Tort Liability
1 Session