

*("Weare" continued from p. 1)*

As part of this project, a low-level water control structure was installed to keep the upper wetlands full during the annual drawdown of the lake.

Other than high water, the entire project went very well. It was completed primarily by town forces and at a much lower cost than bid price, including manpower, equipment and fuel.

The total cost of this project was approximately \$508 thousand, and Weare expects an 80% reimbursement from the State. Approximately \$200

thousand tax-payer's dollars were saved!

Weare DPW worked very closely with the following groups: Piscataqua Water Association, NH Department of Environmental Services, NH Fish and Game, Ducks Unlimited, NH Bureau of Dams, and the local conservation commission.

*Thanks to the following: SEA Consultants, permitting, design and engineering; Boisvert Brothers Tree Service, tree removal; Bayview Construction, concrete work; Harry Weatherbee, SWPP plan and testing; Pike Industries, paving; CWS Guardrail. Also a huge thank you to the Weare Public Works Department crew for a very large undertaking!*

## NHDOT Recommends JOMA 6000 Plow Blade

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During the winter of 2008-2009, New Hampshire Department of Transportation (NHDOT) conducted a test of the JOMA 6000 Plow Edge, manufactured by Black Cat Blades.

The JOMA 6000 differs from standard carbide plow edges because it is a composite type blade, using sections of rubber and steel. The sections in the JOMA blade pivot, allowing them to shape to the roadway being plowed.

The test was a comparison between the JOMA 6000 blades and the current NHDOT standard carbide blades, to determine which blade cleaned the roadway of snow more effectively and to determine the amount of wear on the blade edge. Both the standard carbides and the JOMA blades were each tested on two sections of roadway that represent the best and worst road conditions on NH state roads.

NHDOT reports that the JOMA 6000 performed very well on both roadway sections. The JOMA blades removed more of the snow and slush layer that is often left behind by the standard carbides in use by the NHDOT. In addition, NHDOT reports that the JOMA blades have a much longer life expectancy than the standard carbide blades.

Specifically, the JOMAs outlasted the carbides in life expectancy by two and three times more, depending on the road conditions.

The flexible design of the JOMA 6000 plow edge also allowed NHDOT to use the same snow plow on roadways with varying conditions. Results from the test do indicate that the JOMA 6000 plow edge does allow for excessive blow-over, due to the angle at which the edge is connected to the snow plow. While this was reduced during the trial by adjusting the angle, and eliminated by the addition of a steel flap, the standard carbide blades do not have this issue.

Financially, the reports of the NHDOT trial indicate that JOMA 6000 blades are more cost-effective than the standard carbide blades. Although the initial cost is higher, replacement costs are significantly lower due to the longer life expectancy. NHDOT reports that in terms of finances and performance, 8 sets of the standard NHDOT carbide blades are required to match one set of the JOMA blades. **Due to the successes in the trial comparing JOMA 6000 blades and carbide blades, NHDOT recommends their use statewide for this coming winter season.**