

# N7H Public Works Association

## President's Column:

This will be my last president's column. I have enjoyed the past two years as president. Ken Daniels, Public Works Director in Enfield, is the association's next president. When, and if, you see Ken, please offer him congratulations, and more importantly, please offer him assistance.

I want to extend my appreciation to the outgoing Board of Directors. Many of them have been serving in various position for several years. Many activities in the last several years would not have occurred without their help.

The incoming board has a number of new members. I know they will bring excitement and enthusiasm.

I want to encourage the membership to continue involvement in the association and the many other groups that address public works issues. I know it is the people of public works that make things happen.

Upcoming events include, the Ken Ward Memorial Plow Rally on September 27, 2007; LGC Annual Conference on November 8, 2007; and many training courses. If something grabs your interest, please attend, and if possible, volunteer. Get out there and be involved! Have a great, and safe, summer, and if you are in or near Keene please stop by the Public Works Facility. We will give you a tour of Keene's new two-lane roundabout.

*Sincerely,  
Kürt Bloomquist, DPW Director, Keene*

### Outgoing Board Members:

- ▶ James Brown
- ▶ Melodie Esterberg
- ▶ Domenic Ciavarrro
- ▶ Gus Lerandeanu

## What's Wrong with this Photo?



*Section 3A.04 Colors, Standard:*  
When used, white markings for longitudinal lines shall delineate A) The separation of traffic flows in the same direction or B) The right edge of the roadway.  
When used, yellow markings for longitudinal lines shall delineate A) The separation of traffic traveling in opposite directions, B) The left edge of the roadways of divided and one-way highways and ramps, or C) The separation of two-way left turn lanes and reversible lanes from other lanes.  
\*i.e. The pavement marking on the right should be white NOT yellow.

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# Danger: Workzones

The National Highway Traffic Safety Administration reports that more than 1,000 people are killed annually in workzones.

To increase safety:

1. Maintain the posted speed limit. Many states have doubled the fine for speeding in workzones.
2. Concentrate on the road, not on the construction.
3. Do not turn your back on traffic.
4. Maintain three seconds of distance between your vehicle and the one in front of you. Rear-end collisions are the most common type of crash in a workzone.
5. Be patient, calm, and focused.



## How to Carpool Correctly

The safety of everyone, depends on the individuals when there are several people to be picked up for the drive to work. Here are some tips to increase safety:

1. Exchange contact information with each other before the scheduled day in case of illness or emergency.
2. The driver should decide in advance whether smoking, food, or drink will be allowed and inform the passengers.
3. Everyone should be on time. It's frustrating to everyone if someone is late because you will inadvertently affect everyone.
4. Know that there will be no stopping for personal reasons, such as the grocery store or bank.
5. Take a vote on what type of entertainment there will be: music, news, conversation, or nothing.



## Community

### Profile:

#### Salem, NH

Submitted by Kurt Bloomquist, DPW  
Director, Keene



**Welcome to Salem!**  
**The Gateway to  
New Hampshire.**

Salem is a community of 28,000 residents. It is located in Rockingham County in the south east part of the State. Boston, and other southern areas, are easily accessible from Salem, making it attractive for businesses, residents, and commuters. Some call it *the gateway to New Hampshire*.

Salem was first settled in 1652 and incorporated in 1750. Salem is a small New England town with the advantages offered by a city.

Salem is home to the Rockingham Park Race Track, the first horse race track in New England. It is also home to Canobie Lake and the popular Canobie Lake Amusement Park.

Salem has an Engineering Department and 40 person Public Works Department, which manages 210 miles of road, 25 miles of sidewalk, 128 miles of water mains, 60 miles of sewer mains, water production of over 800 million gallons, over 6,000 water/sewer customers and over 12,000 tons of municipal solid waste, over 2,000 tons of recyclables, and over 1,500 tons of construction and demolition debris. Needless to say the departments are quite busy!

# Working with FEMA after an Emergency

Submitted by: *Kürt Bloomquist, DPW Director, Keene*

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Since October 2005 I have learned more than I care to about working with the Federal Emergency Management Agency (FEMA). There is a misconception that after a Federal disaster is declared that requesting federal funds is a simple process. In this article, I will discuss my experiences and lessons learned while working with FEMA.

One of the first things to be expected when working with any federal agency is a lot of paperwork. During a single city disaster we were assigned four different FEMA managers and it took over two years to close out the financial paperwork. So what can we do?

## **1. Financial Tracking**

Meet with the financial people as soon as possible after an emergency. In the heat of an emergency this may not seem important, but it is critical. It will assist to meet federal requirements and save a lot of time.

Establish a system to track workers hours (regular and overtime), physical locations, materials and equipment used, volunteers, contracts, and contractor assistance. We have set-up processes to track information day-to-day.

## **2. Damage Assessment**

After the initial response phase, there is a desire to start “fixing” things. People call elected officials and ask when roads will be opened. Federal agencies require that all damage is documented. You have to prove that it happened. Establish a damage assessment process. The assessment has to be done before beginning any type of repairs. Prior to an emergency, identify how to record the damage, what information will be recorded, and who will do it. This is important because unrecorded information will result in a debate with a FEMA representative about extent of storm damage.

Remember, federal funds are meant to restore an item to pre-emergency condition. In Keene we purchased several digital cameras for documenting conditions. The City Engineer Division along with field divisions is designated to assess and record damage.

Create a damage assessment kit. Develop a form that someone can fill out that describes the length, width, and dept of holes, or how much of a building or structure is damaged, and how much material will be needed to amend the repairs. This information is critical when filing the FEMA project worksheets that typically can occur several days to several weeks after the emergency. Damage assistance is also possible from the Public Works Mutual Aid system.

## **3. Appoint a Primary Contact**

There is a lot of paperwork to track, coordination between groups, and information to gather. Having a single point of contact will make these jobs easier. This person can be on the phone tracking with FEMA or following up on their request as you run the response and recovery efforts.

Incorporating these three items into your emergency response and recovery planning will be worth it. It will save time and aggravation for you and your community.



NHPWA  
c/o LGC  
PO Box 617  
Concord NH 03302

## CALENDAR

- ▶ **Snow Plow Rally: 9/27, 2007**
  - Hopkinton Fair Grounds
- ▶ **Alternative Fuel Phone-In: 10/26, 9AM**
  - Roundtable discussion on alternative fuels. Contact Kathy DesRoches, 603-862-2826, for more information.
- ▶ **LGC Annual Meeting: 11/7-9, 2007**
  - 11/1/07: Ashelot River Project
  - 11/8/07: Municipal Bridges, Stormwater, & NHDOT Municipally Managed Projects

**NH** Public Works  
Association

*This is a quarterly publication. For submissions, contact:*

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## Join NHPWA

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Individual Membership \$25.00  
Group Membership \$100.00  
Membership term expires June 30, 2007.  
Detach and mail this form along with payment to:

**NHPWA**  
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