This graceful deer acts as a host to the potentially dangerous Blacklegged (Deer) Tick, the carrier of Lyme Disease.

On the Road in New Hampshire

Warning: Ticks can be carriers of Risky Diseases

Finally, it’s that time of year where outside work isn’t driving behind the wheel of a plow truck; the outside work of doing road repair and mowing begins. One benefit of living and working in New Hampshire is we take it for granted that we don’t have deadly reptiles or insects. We should be aware, however, that ticks are a serious danger.

There are two varieties of ticks: hard ticks and soft ticks. Hard ticks are the most important types because they bite people and/or animals and are known to transmit disease. Of the hard ticks, the most common are the American Dog Tick and the Blacklegged Tick (Deer Tick).

The life span of a tick can be relatively short. Some live only 3 months, but others can live up to a couple of years. A female tick lays hundreds of eggs on the ground. The eggs become larvae, living on the ground or in low vegetation until a small mammal walks by. It will attach itself to the mammal and feed for several days. Then, it drops off, molts (into a nymph), and waits for another host. On the new host, it repeats the first cycle of feeding, dropping off, and molting; this time to the adult stage. Adult ticks live in shrubs or tall grass and attach themselves to larger mammals until they are fully engorged. Then, they drop off and reattach themselves to a new host to feed.

The American Dog Tick, Dermacentor variabilis, can transmit Rocky Mountain Spotted Fever, which is rare in New England and more common farther south. Lyme disease has been found in the American Dog Tick but tests show the tick carries the disease but isn’t capable of transmitting it to humans.

The Blacklegged (Deer) Tick is the carrier of Lyme Disease, the most common vector-borne (transmitted by insects or ticks) disease in the United States. The Blacklegged Tick looks similar to other ticks but is smaller and rounded. Adult males are very brown, almost black. Adult females are two-toned dark chestnut brown on their head and orange-red on the rear half of the body. The Blacklegged Tick occurs in all ten counties in NH but is most abundant in the Southeast. Eighty-five percent of the recorded ticks are within 35 miles of the coast. The coastal abundance pattern occurs in many other states, including Maine and Massachusetts. Luckily, the frequency of Lyme disease is low.

continued on page 2

ALSO IN THIS ISSUE

Alton’s Emergency Management Plan.......................... 3
New Event at Mountain of Demonstrations............. 4
New Hampshire Road Scholars.............................. 4
Master Road Scholar, Lee Murray.......................... 5
Buying a Snow Plow........................................... 6
Grant sought for Work Zone Kits............................ 7
Four year index.................................................. 8
Publications...................................................... 9
Videos............................................................ 10
Reader’s Page.................................................... 11
Calendar.......................................................... 12
The Blacklegged Tick starts its life with mice as its host. Then, as it grows, it moves to medium-sized animals and humans as hosts later graduating to larger animals (like deer) in its adult phase. Although the tick has been known to bite people, there must be a large population of deer around for the tick to be plentiful.

Although the incidence of lyme diseases is low; its affects can be very serious. It was first identified near Lyme, Connecticut in the mid 1970's. Symptoms begin with a characteristic red zone around the bite. This usually appears within 20 days of being bitten and slowly expands in size. The redness is often ring-shaped and warm to touch. Fatigue, fever, headaches, stiffness and pain in muscles and joints are common symptoms. Treatment, with antibiotics, is most successful in the early stages. If left untreated, the rash may disappear, but dizziness, irregular heartbeat, arthritis, and nervous system disorders can follow. Swelling and pain in the knees are common symptoms in untreated cases' months or years later.

May through August is the prime period for the American Dog Tick. April through early July and September through mid November are the periods when the blacklegged (deer) ticks are most active, but they have been known to be active year round. If you spend time in tick-infected areas, wear the proper clothing.

Good shoes are necessary (no sandals or bare feet) as are long pants tucked into socks. A long-sleeved shirt with snug collars and cuffs also offer protection. Light colored clothing makes it easy to see ticks and wipe them off. Clothing can be treated with tick repellent for added protection. The most effective repellents contain N-dimethyl-μ-toluamide or “DEET.” Use DEET sparingly and with care; some people are sensitive to it. Take extra care not to get it into eyes or mucous membranes.

Since ticks are usually discovered after they have begun to feed, it is important to remove them carefully to prevent leaving parts embedded under the skin. Removal is fairly easy, tweezers should be used to grasp the tick rather than using bare fingers. It is easier to get a good grip on the head of the tick with tweezers and fingers may be contaminated. Firmly grasp the tick as close to its head as possible, and pull gently using slow, steady pressure. DO NOT YANK or pull it sideways because the head might break off under the skin. It may take a few minutes to remove it. Don’t be fooled by the old wife’s tale of using a lighted match or Vaseline. After the safe removal of the tick, apply antiseptic to the wound.

Be sure to check for ticks every day. Do not neglect to check your head, specially under your hair. If you find a tick that has begun to feed, carefully remove it. If you are concerned it might be a carrier of disease, you can bring it to a Cooperative Extension county office or the State Entomologist for identification. If a rash forms around the area of the tick bite, see your doctor. In some cases, the rash might occur from an allergy. Be prepared to give your doctor details about where and when you were bitten, and any symptoms. If your pet has joint disorders, you should see your veterinarian for advice.
Emergency Management in Action

Alton Puts their Emergency Response Plan to the Test

Part of 140 remains while part became a gully.

On March 13, 1996, the town of Alton learned something most municipalities hope is true but no one wants to learn the “hard way”: their Emergency Management Plan worked. A dam broke in town releasing 92 million gallons of water. The water ran through a residential area and into a marsh, taking with it part of a state road along with two town roads. The water also claimed the life of one woman. Emergency Management plans are really an unknown entity until the time comes when they are tested but there are steps you can take to ensure the plan works well. Alton’s advance planning ensured that their plan worked well and Fire Chief Russell Jones, the town’s Emergency Manager, should be proud the plan worked when called into action.

Gregg Champlin, from the New Hampshire Office of Emergency Management, suggests steps to ensure your plan works well. When writing your plan include everyone who may be called upon: the Fire Chief, Public Works Department, volunteer agencies (like the Red Cross), and school officials. Once the plan is in place, exercise it over and over again. Most of all, keep it simple; don’t let it get too complicated.

Ken Roberts, the Alton Road Agent, said their “emergency management policy was followed to the tee. Everyone was quite professional. A lot of emergency management is common sense.” His advice for other Road Agents is “take a serious look at your emergency plan and make sure you know it as well as the people under you. You may want to have a class on following the plan and the chain of command.”

The first steps in the Alton emergency management plan were to make phone calls to agencies like: FEMA, Pollution Control and Environmental services. Then to access the damages and take measures to alleviate them. The missing person had to be located right away and town water had to be restored.

After the emergency part of the emergency management plan was completed, the body found and the utilities restored, the road crew backed up the state to get Route 140 passable until they could get to their own roads. The state brought in 30 trucks from area units over 2 1/2 days and hauled 5,000 yards of gravel and hauled out 10-15,000 yards of debris. The town hauled in another 1,000 yards of gravel for its roads. Ken said “it was a cooperative effort between the state and the town.” Neighboring towns of Barnstead, Gilford, and Gilmutant offered their assistance and many other towns called with offers of help. As it turned out, the town roads weren’t too badly damaged. Riverside Drive was open the same day as RTE 140 and Eliot Road was opened the following day.
New Hampshire Road Scholars

We are pleased to recognize individuals who, during the Fall of 1995 and Early Spring of 1996, achieved the following levels in the UNH T² Center Road Scholar Program.

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

Master Road Scholar  
Lee Murray  
Affiliation  
New Boston

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

Senior Road Scholar  
E. Douglas Barnard  
I. Anthony Bergeron  
Marty Bilafer  
Kenneth Fletcher  
Arthur LeBlanc  
Thomas Plourde  
Robert Strat  
Affiliation  
Concord  
Sunapee  
Wolfboro  
NHDOT  
Hollis  
Mont Vernon  
North Hampton

Road 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 or safety, and supervision or personal development.

Road Scholar II  
Allan Brown  
James Dicey  
Timothy Fiske  
Richard Gonsalves  
Phillip Howard  
Greg Mack  
Bruce Mayhew  
Dennis McCarthy  
Bruce Tatro  
Affiliation  
Warner  
Troy  
Temple  
Plymouth  
Lempster  
Somersworth  
Hooksett  
Raymond  
Keene

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

Road Scholar I  
Mike Chase  
Richard Clark  
John Collins  
Bud Currier  
Clifton Dauphine  
Kevin Hammond  
David Hunt  
Walter Kiblin  
Pierre Lavoie  
George Mayhew  
Chuck Moore  
Bruce Moreau  
Dave Quint  
Affiliation  
Hanover  
Northfield  
Nashua  
Bow  
Lincoln  
Raymond  
Washington  
Lyndeborough  
Dover  
Kingston  
Bridgewater  
Merrimack  
Dover

The 1995 Directory of Road Scholars is available by calling the UNH T² Center

New Event at the 1996 Mountain of Demonstrations

When people attend the annual Mountains of Demonstrations they probably first think of it as an unique opportunity to see the newest public works technologies. Less well known is the opportunity to see how methods and materials applied at past Demos have performed over time. “Think of it as a live experiment,” say Rich Gonsalves, the Director of Public Works in Plymouth and Vice President of the Road Agents Association. Waterville Estates is an excellent environment to test the previous demos because it has constant traffic in residential neighborhoods. Also, there are adverse weather conditions and steep grades which exist in many New England Municipalities.

This year a tour of past demonstrations will be organized to give public works personnel the opportunity to see how previous applied materials and techniques have stood up in the field. The tour will leave the Community Center at 10:30 at the 9th Annual Mountain of Demos, June 21, 1996. Call the UNHT²Center to preregister.
Master Road Scholar

Lee Murray is the newest Master Road Scholar. Lee is an elected Road Agent in New Boston and the President of the Road Agents Association. Lee has been a member of the Road Agents Association ever since becoming a road agent 8 years ago. He is very proud of the Association and the progress it has made over the past 8 years. Before becoming a Road Agent, Lee worked as a heavy equipment operator, a diesel mechanic and an over the road truck driver (mostly driving this side of the Mississippi).

Lee takes classes to acquire new knowledge. He believes, “If you do not learn everyday you’re wasting your life.” He is a strong advocate of training and has recently convinced two New Boston officials, the town manager and a selectperson, to come to training with him. They asked to be part of the Road Scholar program. Lee says, “I really think at least one selectman should go to one seminar each year.” He suggests they attend Basics of a Good Road and a Snow and Ice Control class. “This way, at the end of three years, one person on the board will have insight into what a Road Agent goes through daily. They will have knowledge of summer and winter operations.” Lee sends his workers to some classes; they all attend Work Zone Safety. He also uses Compact Interactive Disk (CDi) at the shed as a means of training.

So why does Lee attend so many classes? He wanted to go to all the classes and plans to continue going to classes featuring newer technology. It’s evident that his supervisors support his efforts by attending classes themselves. Lee has over-heard them tell a person from New Boston, more than once, that Lee attends many classes.

Lee has been President of the Road Agents Association for two years. His term as President will end shortly after the 1996 Mountain of Demonstrations, but he will continue on the board, in an ex-president capacity, until there is a new ex-president. Of all the accomplishments made by the Association, Lee is most satisfied with the Mountain of Demos. He feels it has come a long way and believes it is of interest to most Road Agents. He wishes, however, that more road agents would take advantage of the opportunity at the Mountain of Demos to view older demos. He believes it is the best place to see how well a demo will stand up in the field without having to use it. He has enjoyed working on the Mountain of Demos and hopes that he has contributed in some way to it. His personal hope for the Association is to someday have its own newsletter. It has recently put together a scholarship committee and Lee hopes the first award will be made in 1998. He also would like the whole membership to meet more often. He envisions big meetings with a speaker.

Lee characterizes himself as a very serious person, who likes to have fun. He has been married to Dianne for 18 years and has two sons. He and Dianne like to ride motorcycles together, Mostly they both ride on Lee’s bike but Dianne is looking to buy a new one for herself. She’s driving a Honda Shadow and Lee says she’s going to “trade up” to a Harley. They belong to the Harley Owners Group (HOG) local chapter at Lake Winnipesaukee which they really enjoy. Lee looks forward to motorcycle weekend in Loudon every year. Lee and Dianne also enjoy camping. When I asked if they camp in a tent, Lee winced and said, “no, I have a 36’ fifth wheel.”

Congratulations Master Road Scholar Murray. It has been a pleasure working with you and the Road Agents Association!

Don’t Miss the 9th Annual Mountain of Demonstrations at Waterville Estates on June 21, 1996
Things to Know Before You Buy a New Plow

by Phil Webster

Truck with snow plow, wing, and sander recently purchased by a New Hampshire municipality

It’s just after town meetings. If you’re lucky, you’ve been approved to buy equipment. There are a couple of things you might want to consider before ordering a truck, snow plow, and related equipment.

A typical New Hampshire municipal snow plow truck has a six-wheel, diesel powered chassis equipped with a central hydraulic system to operate front plow, wing, dump body, and slide in sander. Because the chassis and equipment portions are usually sold by separate firms, it is recommended that municipalities separate the purchases while ensuring compatibility.

Considering the New Hampshire climate, it is important that the chassis portion be properly constructed and set up for snow plowing and sanding operations. The following basic guidelines are recommended when specifying a snow plow chassis:

- **Engine**: Diesel 250 h.p. with adapter for front pump.
- **Frame**: Hi-tensile steel, full depth channel, full length, minimum 110,000 psi yield. Integral frame extension with snow plow operations.
- **Cab**: Upright design with space for all cab controls. Flat wind shields create a glare problem at night. Air ride driver’s seat, heated mirrors, intermittent wipers, and tilt hood.
- **Front Axle**: 14,000 pound's minimum; 16,000 pound recommended.
- **Rear Axle**: 23,000 pounds minimum.
- **Springs**: Sufficient to support above axle ratings with right front overload for wing.
- **Brakes**: Air operated with dryer.
- **Wheelbase**: Length must be coordinated with the equipment dealer as it is determined by length of dump body and wing system.
- **Transmission**: With the multitude of options available, one should ensure that the transmission and rear end gearing align properly with the engine power curve and the municipality’s terrain.
- **Special Requirements**: Snow plow applications require the chassis frame rails from the back of cab rearward be clear of obstructions. This allows for mounting of the snow plow wing unit and dump body. The hood should have access hatches for daily inspection of fluid levels without tilting the hood.

Wing systems exist on over 85% of the snow plow trucks operated by crews in New Hampshire towns and cities. The snow plow, wing, dump body and sander systems are powered by a front mounted, hydraulic gear pump. This pump is driven via a drive shaft from the front crank shaft adapter off the truck engine. The size of the pump and hydraulic package is dictated by the plow system, dump body, and sander.

continued on page 7
While there are many types of wing plow systems, the most common unit used in New Hampshire is the patrol wing. This system consists of a front tilt type plow hitch with structural horizontal supports for the front wing post. The wing post has a slide and hinge for connection to the wing plow. Behind the cab is a support weldment for the standoff arms that connect the rear of wing to the truck frame. Operationally, this type of wing unit will allow an operator to clear an additional five to six feet of road in one pass. Also, it has approximately 24 inches of shelving capability. The typical front plow should be a one-way style snow plow of the correct length to function properly with the wing. The one-way plow is an angled fixed position unit, short at one end and tapering to approximately 55 inches at the discharge end. Designed for rural applications, with the ability to cast snow well, this type plow best fits the conditions faced by New Hampshire road crews.

Dump bodies for Granite State snow plow trucks are usually ten feet in length and constructed of seven to eight gauge steel with structural under structure. The hoist mechanism is commonly a subframe type hoist for stability and smooth operation. The current trend is to build warning light systems into the body for protection from the elements. Because the dump body is used for hauling rock and stone during the rest of the year, it should be of heavy, rugged construction.

Hopper type sanders are the best type for New Hampshire cities and towns. These units are “V” shaped with a conveyor running lengthwise to a rear mounted chute assembly which feeds abrasives to the spinner below. Material is hydraulically conveyed and distributed via the spinner over a width of one to forty feet. This unit is controlled through a cab mounted control that provides individual speed adjustments for the conveyor and spinner. The hopper should be constructed of either mild steel or stainless steel. Sanders are an important weapon in the New Hampshire snow fighter’s arsenal. High quality equipment is essential to ensure that an accurate amount of material is applied to a given road.

In an attempt to describe typical snow plow equipment for New Hampshire municipalities, the suggestions above are often broad in nature. During an actual acquisition process, much more detail should be specified for a suitable final product. The town should consider limiting their purchase to truck and equipment dealers sensitive to the municipal sector. This sensitivity begins with the sales function and extends to service and parts. Requests for bids from many truck dealers and equipment distributors all over New England can result in a large variety of equipment. Purchasers should do their research first, then narrow the list of potential vendors.

A service life of six to eight years can be expected for a suitably equipped unit. Beyond this period, operating costs rise dramatically. Since town governments often require snow plow trucks to remain in service beyond recommended life cycles, it is important during the purchase process to look for known brands of trucks and equipment. Not only will value hold on resale, but long term availability of parts allows units to remain operational.

Beyond the standard NH configuration, many new types of equipment exist for specific application. The best method to inspect these products is to attend the June 21, 1996, NH Road Agent Association’s Mountain of Demonstrations in Waterville Valley Estates. See you there!

1 Phil Webster is a Sales Representative with Howard P. Fairfield, Pembroke, NH.

---

**UNH T² CENTER APPLIES FOR GRANT**

Grant would allow 30 Towns to purchase Work Zone Traffic Control Kits at Discount

The UNH T² Center has applied for a grant from the National Highway Safety Agency that, if received, would allow towns to purchase Work Zone Traffic Control Kits at a large discount. The Center should know, within the month, if the grant has been approved. Towns will receive applications during the month of May. Please watch your mail for these applications and return them as soon as possible. Time will be of the essence. Towns must demonstrate a need for the kits to be eligible to purchase the kits on a cost share basis. When towns are notified of their eligibility, they will also be notified of when and where to pick up their kits.
Road Business Four Year Index

Call UNH T²Center for Copies You Can't Find


PUBLICATIONS
from the
University of New Hampshire Technology Transfer Center

Copies of the following books or pamphlets are available through the UNH T² Center. You can request them by mail or telephone. If by mail, follow the instructions below. To request by telephone, call (603) 862-2826 or, in New Hampshire, (800) 423-0060.


Controlling Nonpoint Source Runoff Pollution from Roads, Highways, and Bridges. Published by the EPA in August 1995. A fact sheet (the first in a series) Produced by the EPA and APWA to improve knowledge about and efforts to control runoff pollution from roadways and construction activities.


"Errata Sheets"--Editorial changes to MUTCD Part VI. Please specify which version.

ATSSA version (5 1/2" x 8 1/2")

FHWA version (8 1/2" x 11")


To Request Material by Mail

Check the items you would like to have. Fill in your name, address, and other information. Cut out this page, fold so the UNH T² Center address is on the outside, staple closed, and mail.

Name

Position

Organization:

Private: Federal:

State: Local:

NH

Town

State: Local:

Academic: Other

Address

Address

Page 9
VIDEOS

from the
University of New Hampshire Technology Transfer Center

The following videos are available from the UNH T^2-Center Video Library. You may take the videos out for a two week period, there is no charge. To request by mail, check the videos you would like to have, fill out the mail request form on page 9, staple closed, and mail. To request by telephone, call (603) 862-2826 or (800)423-0060 (in NH).

- **Catalog. UNH T^2-Center Video Loan Program.**

- **DC-208, Aggregate Blends.** Demonstrates graphical procedure for blending aggregate sources to meet proper specification.

- **DC-211, Stabilization for Low Volume Roads.** Describes adding soil stabilizing agents to low volume roads to increase drainage capabilities, base stabilization and reduce maintenance costs.

- **DC-225, Traffic Barriers.** Explains various types of barriers, their placement and benefits of use.

- **DC-232, Infiltration and Inflow.** Describes areas of water infiltration and inflow, and the funding possibilities for correctional procedures.

- **M-204, Introduction to Bridge Inspection.** Prepared for agencies that are required to inspect bridges in their jurisdiction. Covers federal requirements, condition inspection and rating, structural inventory and safety considerations.

- **M-208, Down Is Up.** Preventive maintenance is stressed to reduce down time on construction sites.

- **M-224, Base and Subbase repair.** Shows good procedures used in repairing base and subbase failures due to excessive moisture. Covers extensive repairs and rebuilding for a long life.

- **M-231, Mechanical Cleaning of Unlined Ditches.** Defines the four principals features of a ditch and their functions. Demonstrates two methods of mechanical cleaning using a motorgrader and a backhoe. Stresses the importance of reestablishing good drainage. Excellent training film for crews.

- **M-235, Re-shaping Earth and Gravel Shoulders.** Shows proper procedures for reshaping earth and gravel shoulders to correct shoulder drop-offs, rutting, build-up of material, and excessive weed control to maintain safe shoulder with proper cross slope. Nine steps are outlined, and tools and equipment are described.

- **M-236, Common Maintenance Problems and Causes.** Broad overview of the causes of problems on the street and roadway system. Discusses source of failures in many products. Also, deals with gravel roads, shoulders, and drainage problems. Good basic training for new maintenance personnel.

- **M-264, Removing Minor Slides.** Presentation of maintenance techniques used to properly clear roadways of debris left by a minor slide.

- **M-266, Maintaining a Safe Roadside.** Presents unsafe road sites in order to underscore the importance of maintaining safe roadsides.

- **M-269, New Life for Old Roads.** Describes the Full Depth Reclamation process, noting precautions to take in order to ensure success.

- **ST-235, Chainsaw Safety.** Demonstrates the do's and don'ts of chainsaw operation.
Scenic Roads, Stonewalls, Tree Removal, and Right of Ways

Lately, we’ve noticed some confusion when workshop participants talk about “scenic roads” and “right of ways” and what each term means. We thought we might make an effort to explain these terms for the Reader’s Page. When thinking about scenic roads and right of ways, one must also consider stone walls and tree removal because they are all related.

A “scenic road” is officially designated as such at a town meeting or by a city council. The classification can be rescinded in the same manner.

The scenic road designation was established when the state worked on town roads. According to Bernie Waugh, New Hampshire Municipal Association Legal Council “scenic roads were adopted because the town wanted to protect itself from the state. Scenic roads gave the town ‘home rule.’” Today, as you know, the state does not work on town roads but the designation still exists.

Scenic roads protect the appearance of the road for the public but “shall not affect the rights of any landowner with respect to work on his own property.” Even a landowner, however, may not remove a stone wall if it serves as a boundary.

Scenic roads restrict the municipalities authority to cut or damage trees which are larger than 15” in circumference at a point four feet above the ground (RSA 472:6). The scenic road designation allows for “any repair, maintenance, reconstruction, or paving work” but doesn’t permit for removal of trees or stone walls without the prior written consent of the planning board, or if there isn’t a planning board, the selectmen (after a public hearing). Prior written consent is also needed to remove trees that are considered a public nuisance or poses an imminent threat to safety or property and by a utility company in order to restore services.

A town may also adopt its own provisions for scenic roads. “These provisions may include, but are not limited to, criteria the planning board must use when deciding whether to grant permission to cut, or protection of trees smaller than the statutory dimension.” The town of Hanover, for example, added a provision that a scenic road must be kept “suitable for travel as required by State Law,” in a manner that “maintain(s) and preserves(s) the esthetic qualities of the scenic roads and unique flora and natural and historical landmarks.” The statement describes maintenance and removal of “brush and tree limbs that impair the sight distance in the traveled way or impair the effectiveness of the ditching process; and the replacement of culverts and removal of dead trees where necessary.”

A right of way is the area which upon the town has the legal right to do maintenance. There is not a legal, across the board, definition of what this measurement is. Generally, people seem to believe a roadway is fifty feet wide (or three rods) but the right of way may also be defined in many ways, such as by the presence of property pins, fences or a stonewall (another reason not to touch those walls). Historically, the court system has relied on stone walls as evidence of right of way. A record of land layout will usually indicate the boundaries of the right of way.

State highways have different rules governing right of ways. When newer highways were built, land was often purchased beyond stone walls. Therefore, on state road, stone walls are not reliable evidence of right of ways.


With special thanks to Bernie Waugh

A typical tree-lined Scenic Road.
Road Business
Technology Transfer Center
University of New Hampshire
33 College Road, Kingsbury Hall
Durham NH 03824-3591
603-862-2826 or 800-423-0060 (NH)
Fax: 603-862-2364
Email: kathy.desroches@unh.edu
Web site: http://pubpages.unh.edu/~kldr/tech.html

UNH T² Center Staff
David H. Fluharty LTAP Director
Charles H. Goodspeed TCRG Director
Kathy DesRoches Administrative Assistant
Shirleen French Editor

Calendar

<table>
<thead>
<tr>
<th>April</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>16</td>
<td>17 Emergency Management, Concord</td>
<td>18</td>
<td>19</td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25 Unpaved Roads, Hillsborough</td>
<td>26</td>
</tr>
<tr>
<td>29</td>
<td>30 Intro to Computers, Dover</td>
<td>1</td>
<td>2 MEMS, Dover</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>May</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9 RSMS, Lebanon; Can You Dig It?, Manchester</td>
<td>10 RSMS, Lebanon</td>
</tr>
<tr>
<td>13 Delegation, Manchester</td>
<td>14 Delegation, Dover</td>
<td>15</td>
<td>16 Can You Dig It?, Campton</td>
<td>17</td>
</tr>
<tr>
<td>20 RSMS, Durham</td>
<td>21 RSMS, Durham</td>
<td>22</td>
<td>23</td>
<td>24</td>
</tr>
</tbody>
</table>

For additional information or registrations, call the UNH T² Center.

Road Business is published quarterly by the Technology Transfer Center at the University of New Hampshire (UNH). The UNH T² Center 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.

Any product mentioned in Road Business is for information only and should not be considered a product endorsement.