On the Road in New Hampshire

*Municipalities Find Ways to Cope With a 100 Year Storm*

In late October, excessive rains caused flooding in most of New Hampshire. The rainfall was classified as the 100 year storm with accumulation of more than twelve inches. Only Cheshire and Sullivan counties did not receive extreme rains. Hillsborough, Rockingham, and Strafford were the hardest hit. According to the Federal Emergency Management Agency (FEMA) a State of emergency was declared on 1630 on Monday, October 21, 1996.

The town of Newmarket received about 14 inches of rain. David Walker, the Public Works Director, reported five partial washouts. Some washouts occurred in areas where there had never been high water before. In other areas, waters were much higher than during spring time conditions. Dave said, it is important to block roads off. When he ran out of signs he continued on page 2

Right: Even though the water is running "slow," it did not keep the road, in Newmarket, from washing out. Here the shoulder was reestablished before laying new pavement.

Below: Even this five foot culvert could not handle all the water. Richard St. Hilaire, the Road Agent from Kingston, took this photo days after the storm. At the apex of the storm, the water ran one foot over the top of the road. Here, Rich intends to replace this culvert with two 3' culverts laid side by side.

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New Hampshire Road Scholars

We are pleased to recognize the individuals who, during the Fall of 1996, have achieved the following levels in the UNH T^2 Center Road Scholar Program.

Master Road Scholar. Participated in UNH T^2 Center training activities which totaled 100 contact hours and covered the range of topics required for Road Scholar II.

Road Scholar              Affiliation
Marty Bilafer              Wolfeboro
Robert Strout              North Hampton

Senior Road Scholar. Participated in UNH T^2 Center training activities which totaled 70 contact hours and covered the range of topics required for Road Scholar II.

Road Scholar              Affiliation
Phillip Howard             Lempster
Bruce Mayhew               Hooksett
Richard St. Hilaire        Kingston
Bruce Tatro                Keene
Joseph Tomoloni            Merrimack
Thomas Woodley             Concord

Road Scholar II. Participated in UNH T^2 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              Affiliation
Brian Beers                Durham
Roland Bergeron            Litchfield
Mike Chase                 Hanover
Douglas Isabelle           Brentwood
Robert Kline               Lebanon
Bruce Moreau               Merrimack
David Quint                Dover
L. Patrick Roberts         Bartlett

Road Scholar I. Participated in UNH T^2 Center training activities which totaled 30 contact hours.

Road Scholar              Affiliation
Ann Bedaw                  Swanzey
Ray Belanger               Whitefield
William Byrne              Keene
David Chase                Conway
Clayton Foote              Francestown
Frank Hoye                 Keene
Tim Jennings               Enfield
Everett Kern               Portsmouth
George Leel                NHDOT
James Linchey              Portsmouth
Sharon Lucey               Dover
John Margeson              Hemiker
Fraser Michaud             Newport
Clark Stoddard              Alton
David Story                Hopkinton
Richard Washburn           Middleton

continued from page 1

had to buy more. The DPW coordinated their efforts with the state highway district, local police officers and DPWs from surrounding towns because “sometimes you can’t get there from here” because of a washout.

Dave managed the towns resources by carrying a town road map and keeping a log of areas with high water to develop a list of problems. This was specially helpful when the FEMA representative arrived. David was able to give the representative a comprehensive list of problems with very short notice. Dave would suggest that others follow this plan.

All in all, it took the Newmarket DPW three weeks to clean up the mess caused by the storm. Dave said they were lucky because they never lost electricity during the storm. He also said it is important to go back and increase the size of any culverts that failed.
Master Road Scholars

Master Road Scholar Ken Roberts

In just a little over two years Ken Roberts has accomplished the status of Master Road Scholar. Ken grew up in Bristol, NH. He was in the Marines for seven and a half years. Where he achieved the status of Staff Sergeant. He has worked a number of different jobs in the past including working fishing boats, driving oil trucks, and running a pile driver at Lake Winnipesaukee. He was in residential construction for three years. His latest venture into construction is designing and building the interiors of department stores and specialty shops. Eight months after he was offered the job as foreman for the Alton Highway Department, he decided to run for Road Agent, and he was elected. More than three years later, he still holds this position. Ken is an active member of the Road Agent’s Association.

Ken has a crew of nine people whom he sends to training. Ken’s supervisors like to brag about the accomplishments of the road scholars. He taught at a UNH T² Center class on Load Limits last spring. He feels that education is the key, and that one “can never learn enough.” He also believes that, “you don’t know it all and you never will know it all.”

Ken has been married to his wife Susan for seventeen years, and together they have two children, ages eleven and thirteen. His hobbies include hunting, he says he loves to hunt and will hunt for anything. Recently he got his first bear, weighing 150 pounds, although he says he will never do it again.

Congratulations to Master Road Scholar Ken Roberts!

Master Road Scholar Robert Strout

Robert Strout would tell you that he has worked in Public Works his whole life. He began as a laborer for the New Hampshire Department of Transportation, and then he worked for the Town of Exeter. In Exeter he “moved up” starting as a laborer and going through various jobs, before he became the Public Works Director. Currently he holds the same job for the Town of North Hampton and where he has been for eleven years. Bob is a past member of the Road Agent’s Association.

Bob says he takes classes because he thinks people “should learn something new everyday” in order to grow in life. He believes classes help him to enhance his knowledge in his field.

Bob and his wife, Barbara, have three children, one boy and two girls. He has six grandchildren and one “on the way.” Bob finds lawn work very relaxing (he has 4 acres of lawn!) and he likes to putter around the house. He also enjoys country and western music, road trips with his wife, and riding his motorcycle.

Congratulations to Master Road Scholar Robert Strout!

UNH T² Center will Repeat the Successful RSMS Surveys by Civil Engineering Students in 1997

Letters were sent to municipal officials this month. If you have any questions about the program or wish to participate, please call the T² Center.
Center and Edge Line Markings Proposal
Could Affect Local Roads

FHWA Requests Comments on Proposed Amendment to MUTCD

A proposed amendment to the Manual for Uniform Traffic Control Devices (MUTCD) might require center and edge line markings on some New Hampshire municipal roads. The Federal Highway Administration (FHWA) has asked for comments on the proposed amendment. The box on this page contains the proposed rules.

Key Terms

The proposed rules contain several sets of terms with particular meanings: shall-should-may, urban-rural, and arterial-connector. The MUTCD distinguishes between “shall,” “should,” and “may” to describe specific conditions for device installations:

1. SHALL -- a mandatory condition. Where the word “shall” is used, it is mandatory that these requirements are met.
2. SHOULD -- an advisory condition. When the word “should” is used, it is considered to be advisable usage, recommended but not mandatory.
3. MAY -- a permissive condition. No requirement for design of application is intended.

The urban-rural and arterial-connector terms are less clear. The MUTCD refers to AASHTO for definitions of the terms. AASHTO defines urban areas as “those places within boundaries set by the responsible State and local officials having a population of 5,000 or more.... Rural areas are those areas outside the boundaries of urban areas.” The arterial and collector classifications differ for urban and rural areas. In essence, arteries carry traffic between municipalities. Collectors carry traffic within each municipality to keep traffic from accumulating on local roads. Regional Planning Commissions can help road managers classify specific roads.

Additional Considerations

Some road managers treat “should” rules as if they were “shall.” This cautious approach is based on

Proposed MUTCD Amendment

Center line markings shall be placed on paved, undivided 2-way streets and highways having the characteristics as follows:
1. Rural arterials and collectors with roadways 18 feet or more in width and an average daily traffic (ADT) of 1000 or more.
2. Urban arterials and collectors with roadways 20 feet or more in width and an ADT of 2000 or more.
3. Roadways with 3 lanes or more

Center line marking should be placed on paved, undivided 2-way streets and highways having the following characteristics:
1. Rural roadways 18 feet or more in width with an ADT of 500 or more.
2. Urban roadways 20 feet or more in width with an ADT of 1000 or more.
3. Roadways where engineering studies indicate a need.

Center line markings may be placed on any undivided 2-way streets and highways.

Edge line markings shall be placed on paved streets and highways of the following types or with the following characteristics, except when roadway edges are defined by curbs and/or by markings for parking spaces:
1. Freeways
2. Expressways, and
3. Rural arterials

Edge markings should be placed on paved streets and highways with the following characteristics, except when roadway edges are defined by curbs and/or by markings for parking spaces:
1. Rural collectors 20 feet or more in width,
2. Paved streets and highways where an engineering study indicates a need.

Edge line markings may be placed on other classes of streets and highways with or without center line markings.

From Federal Register, Vol. 61, No. 150, August 2, 1996, pp. 40484-40487
plaintiffs' attorneys having at times used the "should" rules in tort liability cases. These cautious road managers would broaden the proposed rules to mark lines on more roads than would an agency that strictly interprets the rules.

Once an agency establishes line markings on a roadway, it must maintain them. In addition, the FHWA notice suggests that reviewers of proposed rules consider the following rule in the current MUTCD:

Where center line markings are installed, no-passing zones shall be established at vertical and horizontal curves and elsewhere on two- and three- lane highways where an engineering study indicates passing must be prohibited because of inadequate sight distances or other special conditions.

A no-passing zone shall be marked by either a one direction, no-passing markings or a two direction, no-passing markings.  

Forwaddr Comments

Interested individuals can forward written, signed comments to:

FHWA Docket No. 96-15
FHWA, Room 4232, HCC-10
400 Seventh Street, SW
Washington DC 20590

FHWA must receive comments on or before May 2, 1997. A copy of the FHWA proposal and sections of the MUTCD are available from the UNH T2 Center.

Phone: 603-862-2826; 800-423-0060 (in NH)
Fax: 603-862-2364
Email: lchaffee@christa.unh.edu

DC: AASHTO, Pp. 9-17


Public Law Initiates Several MUTCD Changes

Rules for Retroreflectivity Measures Expected Soon

The above proposed rule was in response to the 1993 Department of Transportation and Related Agencies Appropriations Act. It "requires that the MUTCD include a national standard to define the roads that must have center line or edge line markings or both, provided that in setting such a standard, consideration be given to the functional classification of roads, traffic volumes, and the number and width of lanes."

In addition to center and edge line markings, the 1993 Act requires that the MUTCD include national standards for sign retroreflectivity. FHWA has developed minimum requirements for nighttime highway sign visibility. It then developed values for when state and local jurisdictions must replace a sign's retroreflective sheeting. Reflectivity measurement currently requires an person stopping at each sign, shining a light on it, and recording the value from a hand held device. Mobile instruments are in development to enable measurement while driving past a sign. They are currently extremely expensive, but FHWA officials are attempting to find ways to lower the cost.

FHWA is attempting to determine the impact the rules will have on state and local jurisdictions. "While many state officials worry that minimum retroreflectivity requirements will create liability issues, others say the concern is exaggerated." Agencies have also noted that sign inspection and replacement costs will impact already tight budgets.

FHWA will propose an MUTCD amendment soon. They will present the proposal on January 13, 1997 during the Transportation Research Board meetings. In the next issue of Road Business we will inform readers of the proposed changes. If readers want information before the Spring issue, contact Dave at the UNH T2 Center after January 20.

Phone: 603-862-4348; 800-423-0060 (in NH)
Fax: 603-862-2364
Email: dhf@christa.unh.edu

Endnotes

1 Federal Register, Vol. 61, No. 150, August 2, 1996, p. 40484.
Practical Public Speaking Tips

How to Excel at Public Speaking

Public speaking is something most people dread. Besides imagining people in their underwear, there are measures that you can take that will lessen the terror of standing in front of an audience.

Bud Moynihan, Master Road Scholar and Road Agent from Rye, gives presentations for budgeting purposes. He says it is easiest if you go prepared. He knows his budget better than anyone else and knows he is the best qualified to answer questions about it. About nervousness, Bud says, the “butterflies go away as you start to talk, if you know what you are talking about.” If you do not know the answer to a question, it’s best to be honest and say you don’t know.

Know your material

Prepare thoroughly for your presentation. Keep it simple. Do not confuse the audience with too much material or too many figures. Make certain the relationship between figures and facts is clear. When you use numbers, round them off. Use visual aids (more on that later).

Nervousness is Normal

All speakers are nervous to a certain extent: control nervousness so it is not distracting. The more confident you are the more effective you will appear. Practice enough to become familiar with all aspects of your topic but not so much that you become dull.

Do not become your own worst enemy by expecting perfection—perfect speakers are dull. Audiences want to be informed, persuaded, and entertained (or some combination of the three). Do not create a self-fulfilling prophecy by expecting to do poorly.

Before you give your presentation, warm up by speaking to someone. Do this so your voice will be warm and natural. Also, discreetly move your head, face, and body so your muscles will be relaxed.

Improving Credibility

Audiences accept speakers when they have no doubt the speaker knows more than he or she is saying. Also, when the speaker respects others by responding to questions positively. To increase your credibility: maintain eye contact with the audience, be sincere, mention your expertise, and share commonalities with audience. Ken Roberts, Master Road Scholar and Road Agent from Alton, believes honesty is the best policy. When decisions are called for, he tells the audience the truth about all aspects of the situation and lets them decide what to do.

Analyze the Audience

When preparing for your presentation, think about the possible reaction of your audience. Consider their knowledge of topic, attitude, values and beliefs. Keep in mind their educational levels, occupations, economic value, and age. Maintaining eye contact will help you to analyze audience’s reaction to what you are saying and make adjustments, if necessary.

Organizing the Speech

The purpose of the introduction is to gain the audience’s attention. Keep the introduction short. To get the audience’s attention use mechanisms such as: a quotation, rhetorical question, story, promise of profit or benefit, or startling statements. These tools establish understanding, purpose, and familiarization.

The body of the speech should create a clear picture and develop the main points with smooth transitions between them.

In the conclusion, do not introduce new materials. The purpose of the conclusion is to summarize. Use the same tools here as you would use in the introduction. Keep the summary short and use a memorable line in the closing.
Practical Persuasion

Sometimes it is necessary to give a speech of persuasion. Methods of persuasion are:

- A logical appeal is one that uses supporting evidence and materials;
- An ethical appeal is based on the audience's attitude toward you;
- An emotional appeal is useful to reinforce the logical appeal calling upon human motives

Speakers are more persuasive when the audience: likes, trusts, and has confidence in the speaker, and the speaker shows conviction. Eye contact is important. The speaker should stand close to the audience, and use lively, natural gestures, speak with enthusiasm, avoid nervous self-touching, and make use of facial expressions.

A persuasive speech is organized in the following manner:

1. Get the audience's attention,
2. Convince them of a need,
3. Demonstrate your solution to the problem,
4. Present your proposed plan of action.

Mentioning the pros and cons is beneficial. Describe the problem and then the solution. Present the advantages and disadvantages demonstrating that the advantages are greater than disadvantages.

Improving Your Delivery

To improve your delivery, act natural. Audiences listen more eagerly and react more favorably if they like you. Pay attention to your appearance and avoid distracting mannerism. Use a variety of language in conjunction with simple and appropriate words. Try to avoid technical terminology. During your presentation, pause for: punctuation, effect, emphasis, climax, reflection and conclusion. Repeat points you want people to remember.

Visual Aids

Visual aids help to create impact because they graphically illustrate a point. They assist with the audience's retention because people tend to learn better visually than orally. To be effective, they must be visible, accurate, clear, easy to read, and simple.

Use aids to create an outline by providing an easy method of introducing or summarizing the main points of the speech. Show aids only when talking about them: otherwise they are distracting. Visual aids create a change of pace since they help to break up delivery into effective divisions.

Conclusion

Before you do your next presentation, take some time to think about the purpose of your presentation, this will clarify what you need to say. Keep the speech simple. Consider your audience, practice, decide what how visual aids will help and remain calm. Calmness will help to establish your credibility and make the entire process go a little more smoothly. Good luck!

Source

Karam, Thomas, Ragsdale, James, Can We Talk? University Press of America, Inc., Lanham, Maryland, c. 1994

Visual Aids

Ever wonder where and how to get visual aids?

Most copy centers can help you create overhead transparencies, or you can create your own by buying transparency film at an office supply store. There are different types of film to use with a copy machine or computer printer.

Software packages are available to help put presentations together. Some popular software packages are: Powerpoint, Harvard Graphics, and Persuasion.

If you need slides of applications you can check with the vendor who would provide the product. Most vendors would happily supply slides if it meant a sale for them later.

If you have any other questions, call the UNHT5 Center. Kathy and Dave have access to great looking graphs and other materials. We would be happy to help in anyway we can.
Guidelines for Spring Road Use Restrictions

Workshop Manual Provides Criteria for Posting Roads

Introduction

A major problem for New Hampshire municipalities is pavement damaged during the thawing periods. Damage usually occurs during late winter and early spring. It also occurs during warm weather periods in the mid-winter months. To prevent potholes and cracks from forming, two possibilities exist:

1. Apply truck load restrictions during the thawing (or critical) period; and
2. Change the pavement structure to prevent or reduce damage.

Due to budget constraints, many municipalities have only the first alternative. In response to an RSA that limited municipal use of load restrictions, the UNH T² Center held a set of workshops in February 1996. It published Guidelines for Spring Road Use Restrictions as a handout in the workshops and to distribute through Road Business.

Guidelines for Spring Road Use Restrictions provides an objective, systematic approach to setting load limits. It helps officials determine:

1. Where to apply load restrictions,
2. The amount of the load restrictions to apply, and
3. When to apply and when to remove load restrictions.

Guidelines is available free from the UNH T² Center. The book is summarized below for information and to emphasize that users should collect temperature data throughout the winter.

Where to Apply Load Restrictions

If the surface thickness of a New Hampshire pavement is about two inches or less, road managers should consider load restrictions. Pavements on fine-grained subgrades, such as silts and clays, are candidates for load restrictions. Many older roads have silt or clay subgrades.

Local experience is significant in determining the need for load restrictions. Roads with poor drainage from side ditches, standing ground water, and high winter precipitation will likely need restrictions. Pavement distress, such as fatigue (alligator) cracking and rutting, also indicates the need for load restrictions.

Load Restriction Amount

Researchers have concluded that, if a municipality restricts road loading, it should require a minimum load reduction of 20 percent. Load reductions greater than 60 percent appear to be excessive for paved roads. General national practice for paved roads is to use load reductions ranging from 40 to 50 percent.

Analysts have had insufficient data to draw conclusions about unpaved roads. Because many unpaved roads (especially very old roads) were not designed for modern truck loads, greater reductions than recommended for paved roads might be warranted in some situations. Local experience becomes especially important in the application of the guidelines to unpaved roads.

When to Apply and When to Remove Load Restrictions

The guidelines use high and low daily temperatures to determine when to apply and remove load restrictions. Temperatures are easy to obtain from local weather stations or newspapers. Some businesses, such as fuel oil companies, have site specific high-low recording thermometers. From the high and low temperatures, one determines Freezing Degree Days and Melting Degree Days. Guidelines explains these concepts and provides a worksheet for simple calculation of Degree Days.

To request a copy of Guidelines for Spring Road Use Restrictions, check it on page 9 and mail the form. The page 10 "Videos Available" list includes several related videos. Requests can also be made by phone to 862-2826 or 800-423-0060 (in NH), or by email to lchaffee@christa.unh.edu.
PUBLICATIONS
from the
University of New Hampshire Technology Transfer Center

Copies of the following books or pamphlets are available through the UNH T²Center. 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.


✓ NEW! Participant’s Manual for Preventive Maintenance Treatments Workshop. UNH T² Center. November 1996. Describes the elements of a preventive maintenance program for local roads, the methods and materials for effective preventive maintenance treatments, and the road conditions which should receive them.

✓ NEW! Project Inspector’s Guide. For the Work Zone Supervisor. Displays samples of reflective sheetings and pavement markings for comparison and verification as specified in the Traffic Control Plan (TCP).

✓ NEW! Things to Know Before You Buy a Plow. Reprinted from an earlier issue of Road Business, this article points out recommended specifications for snow plows, considering New Hampshire’s climate.

✓ NEW! Winter Maintenance Snow Removal and Ice Control Policy. Put out by the State of New Hampshire DOT, describes general policies, maintenance techniques, and equipment for snow and ice management.

Guidelines for Spring Road Use Restrictions. Workshop Manual. UNH T² Center. Revised October 1996. Provides an objective and systematic procedure for determining what roads need load restrictions, when to restrict them, and when to remove the restrictions.

National Association of County Engineers Action Guide Vol. 1-8. Public Awareness and Support. Provides program and personal development skills on how to deal with the public, communities, news media, and government at all levels.


The Snowfighter’s Handbook. A practical guide for snow and ice control before, during, and after a storm. Published by the Salt Institute.

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

Address

Address

NH

Town

Zip

Position

Organization:

Private: Federal:

State: Local:

Academic: Other:
VIDEOS

from the
University of New Hampshire Technology Transfer Center

The following videos are available from the UNH T2 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).

NEW! M-273 Frost Action in Soils Describes how frost heaves are formed, the effects they have, and testing of frost action. USA CRREL

NEW! ST-246 Arrow Panels Discusses types of indication lamps and where to put them, dimness of light, and maintenance of arrows, lamps, lenses, and generators.

NEW! ST-247 Installation, Inspection, and Maintenance of Work Site Control Devices Discusses safety and maintenance of work zone devices.

M-201 The Snowfighters Methods, procedures, and equipment for effective and efficient snow removal on streets and highways.

M-231 Mechanical Cleaning of Unlined Ditches Defines the four principal 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 Reshaping 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-265 Salt—The Sensible Deicer Compares why salt is a better deicer than abrasives through cost comparisons and the melting abilities of ice. Discusses other benefits of salt.

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.

M-285 Response to Winter Discusses the levels of service a department of transportation expects to provide.

M-287 Bridge Maintenance for Local Road Crews Demonstrates simple maintenance measures and discusses reasons to perform maintenance.

M-288 Problems with Gravel Roads Discusses problems with gravel roads, blading, compaction.


M-290 Sign Maintenance and Installation From public complaint to installation of signs. Discusses traffic control devices and field operations.
Professionalism 101

By Sheldon Morgan
Public Works Director, Town of Gilford

"I can’t believe it! I was pulling the ditch on Madbury Road. I was backing up for another pass when this lady cut me off," said Tom.

Bob, Tom’s supervisor, had heard this before. With Tom, it was always someone else’s fault. "Did you have your signs out warning her you were in the road?" Bob sighed.

"Well no, I got there late. And anyway, I forgot to bring the signs," Tom replied defensively.

"So, you were working in the road with no warning signs, and because they didn’t know what you were doing, you got mad! Is that it? I don’t suppose you happened to have your warning lights on, Tom?"

"I thought you knew the mechanic hasn’t gotten around to fixing them yet. Besides, why are you picking on me? It was the lady’s fault, not mine. I’m big enough she should have seen me and stopped," he snapped.

"Yeah, guess you’re right Tom. From now on I’ll telephone everyone in town before I send you out on a job and let them know where you’ll be and to use a different road. Then you won’t have to remember to run your lights or put out signs. That’ll solve the problem," Bob responded sarcastically.

Does this sound familiar? We’ve all been guilty at one time or another of not following the rules. Unfortunately, it has led to a general disrespect by the traveling public. By doing this we have unknowingly created an atmosphere of public confusion and indifference. How many times have we left signs up over the weekend or after a job has been completed? How often have we used the wrong signs for the job? How many times have we not used warning lights while working within the limits of the roadway? How many times have we directed traffic from behind a truck, or worse, from the seat of a truck. All the while we are griping about the idiots on the road? You can bet those idiots are calling you an idiot as they are trying to get around you (an unpredictable obstacle in their way).

If we are to improve the public’s perception of us and improve the relationship we have with them, we must first learn and follow some basic rules. While some road managers properly manage the work zones many of us need to rethink how we work with the public. We should all follow the MUTCD for work zone safety and use our safety lights. This way the traveling public will know what to expect of us. We are professionals and we must look and act accordingly. Remember, professionalism is that by which the public judges us against what they expect. We must keep the public informed, and then, only then, will they give us the respect that we expect and deserve.

Editor’s note: For information on how to properly set up a work zone or any other questions, contact the UNH T² Center.

ROADNET

Correction: In the last Road Business, the address to subscribe to ROADNET was incorrectly published. To subscribe to ROADNET send a message to:

request@lists.unh.edu  In the body of message type: add T2.NHROADS Your name. For instance:

add T2.NHROADS John Doe.

Sorry for an inconvenience this may have caused.

Milestones:

Master Road Scholar John Starkey, formerly in Merrimack, is the new the Public Works Director in Amherst

Thomas Woodley has left Plourde Sand & Gravel and is the Highways and Utilities Superintendent in Concord
Road Business
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33 College Road, Kingsbury Hall
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Calendar

| JANUARY |  |
|---|---|---|---|
| 6 | 7 | 8 | 9 RSMS, Durham | 10 RSMS, Durham |
| 13 | 14 Incident Command System, Concord | 15 | 16 | 17 |
| 20 | 22 | 23 | 24 | 25 |
| 27 | 28 | 29 | 30 | 31 |

| FEBRUARY |  |
|---|---|---|---|
| 3 | 4 | 5 | 6 | 7 |
| 17 | 18 | 19 | 20 | 21 |
| 24 | 25 | 26 | 27 | 28 |

Workshops Currently Being Arranged for the Spring 1997

- Basics of a Good Road
- Introduction to Computers
- Sign Inventory Management
  - 2 Locations
  - 2 Locations
  - 3 Locations

- Drainage, Drainage, Drainage
- Municipal Equipment System
- Time Mgmt & Delegation
  - 2 Locations
  - 2 Locations
  - 2 Locations

- Equipment Maintenance
- Road Surface Management
- Work Zone Traffic Control
  - 3 Locations
  - 2 Locations
  - 2 Locations

For additional information or registrations, call the UNH T^2 Center.

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