The Bristol Bridge on RT 102 has a deck and girders made of High Performance Concrete (HPC)

On the Road in New Hampshire

High Performance Concrete In New Hampshire

For the past two years the New Hampshire Department of Transportation (NHDOT), the Federal Highway Administration (FHWA), and the University of New Hampshire (UNH) have been involved in research of High Performance Concrete (HPC). The research has consisted of building a bridge along route 102 in Bristol, NH utilizing HPC in the construction. Since then, the bridge has been monitored to see how well it stood up to New Hampshire conditions such as: freeze/thaw cycles and the blades of the plow trucks.

The effectiveness of HPC is measured because it enables bridge engineers to design more cost-effective bridges that will sustain a longer service life. HPC is defined as higher-durability and/or higher-strength concrete. “Durability” in this case includes four long-term performance characteristics: scaling, abrasion, freeze/thaw, and permeability resistance. Strength includes overall strength, modulus of elasticity, creep, and shrinkage. HPC is intended to lower initial cost and extend service life. The use of higher-strength concrete enables bridge designers to build longer bridges, eliminating piers; and build bridges with wider girder spacing, potentially eliminating girder lines.

Last month, over two hundred people attended the High Performance Concrete Bridge Showcase in Waterville Valley. The Showcase was held in cooperation with the NHDOT, FHWA, and UNH. The event brought in people from the federal, state, local, academic, and private sectors.

The two-day showcase featured over twenty speakers from various states’ DOT’s, universities, engineering firms, private industry, and FHWA. There were workshops on Mix Proportioning/Materials Testing and Structural Design and Fabrication/Construction. Vendors displayed their newest technologies and provided informative materials. The FHWA displayed the biggest attraction of the outdoor exhibits, their Concrete Testing Trailer. The trailer contained many interesting pieces of testing equipment. The devices performed compression tests, rapid chloride tests, freeze/thaw durability tests, alkali-silica reactivity tests, and non-destructive tests. Also, on display were a maturity meter, which measures concrete strength and maturity in the field; and a microscope that measures air entrainment.

The showcase concluded with a trip to Bristol to visit the NH Route 104 Bridge.

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Creating Strong Relationships

A New Approach to working in Right of ways

Before, steep shoulders kept the snow on the road and the trees blocked the sun.

One of best selling author’s Stephen Covey’s Seven Habits of Highly Effective People is to achieve win/win situations. Covey’s concept is this: in negotiation, each party should get what they want or there is no deal.

Bruce MacBrien, a Highway Patrol Foreman in District Three at the New Hampshire Department of Transportation (NHDOT), has worked to create an atmosphere where the citizens and he are each “winning.” In fact, citizens are coming to him and requesting his crew to work in their right of way.

In the NHDOT, each patrol shed is run independently. Each shed has its own budget and is responsible for planning their own work, similar to a municipality. It could be said that the NHDOT has a different level control over the work done in one of their sheds than that of a town. This is not important. What is most important is the relationship that the foreman in District 3 has built with the people who live along the roads in his jurisdiction. Bruce negotiates to achieve win/win situations. This is something all road managers can do.

Creating strong relationships does not happen over night. Bruce has been fostering his relationships with people who live on “his” roads over the past 3 years. It has been time well spent. The first project Bruce and his crew completed, 3 years ago, was along RT 153. Bruce’s crew removed trees while enhancing the beauty of the landscape. People saw the results and liked them.

After the first project, the crew approached landowners in town to ask permission to work their land. They agreed.

The next project entailed cutting down a steep slope, removing a couple of trees and reseeding using a Slope 44 Mix (a mixture of red fescue, red top, and clover). According to Bruce, “we removed over 2000 yards of material at a blind intersection. We also removed over 50 oak trees which shaded the road.” The townspeople “couldn’t believe what was done and thought it was wonderful.” The crew made the intersection safer as a result of the work completed.

Recently Bruce’s crew completed a project along RT 109. To convince the owner that the work would be done to her satisfaction, Bruce was able to point to other projects he had completed. By doing this, he demonstrated the quality of the work done by his crew. Bruce met with the owner

Continued on Page 8

After: All goals were achieved, the roadway is safer and the landscaping is beautiful.
Public Relations

The saying, "Information is Power" is often true. When people say this they normally are referring to keeping information but sharing information can be more powerful than hoarding it. The sharing of information creates goodwill and educates the public.

Ken Roberts is a Master Road Scholar and the Highway Agent in Alton. Ken’s vehicle for sharing information is through his column in the monthly town paper, Main Street.

The column, Highway Happenings, contains the basic information a road manager would want people to know. A summary of what has been done. A note of what to expect in the future, a reminder of the number of miles the highway crew maintains, a suggestion to drive safely and a request for cooperation.

The public's response has positive. Ken says, "they like seeing the report." Like most road managers, he also submits a letter for the town's annual report but the monthly column is a valuable part of his public relations.

Even if your municipality doesn't have a local paper, below are two other examples of approaches road managers have taken to improve their public relations.

Before starting work on a project, Master Road Scholar Chum Cleverly, the Public Works Director in Bow, writes a letter to the people who live in the affected neighborhood. The letter is then hand-delivered by a crew member who places it in doorways. The letter explains the project, its purpose, and the desired result. After the project is completed, the employee hits the streets again. This time delivering an evaluation form. Chum has had positive results from this approach.

Master Road Scholar Sheldon Morgan, the Public Works Director in Gilford, maintains a good relationship with a local reporter. The reporter’s paper publishes a list of projects that are underway which informs people in town of what to expect.

Although you may not be up to the task of writing a column, you can see there are ways to improve your public relations. Often the public is uninformed of your departmental duties and why you do certain jobs. Tell them and they might surprise you but acting more cooperatively, what do you have to lose?

Highway Happenings
By Ken Roberts, Highway Agent

A Look Back and A Look Ahead

Winter is here again and as a new year begins, it's time for me to take a look back at what's been accomplished and then look ahead to goals and objectives.

During 1996, significant improvements were made to (list of road names). The town roads are in better shape than ever thanks to the residents who support our efforts. Although each construction project undoubtedly cause many inconveniences, I appreciate the patience and cooperation of all.

The past year also saw the Highway Department deal with more snowstorms than ever before in the past hundred years, many extensive rainfalls which set also records and the dam breach tragedy. These events kept us busy for many long hours. We have stretched our manpower and equipment resources to the limit, but the mission continues on a daily basis.

Please remember though, your traveling safety depends on our safe operations. Never tailgate a plow truck and always yield when plows go by. People who blindly pass plow trucks because they are in a hurry are a danger to themselves, the truck driver and the public. Vehicles parked along roadsides at night in violation of the winter parking ban are at risk for damages and obstruct snow removal operations. Also, please understand we are currently training three new drivers and some things may not be done the same way as past years. If you have a problem with a plow, give me a call. We are here to help.

The Town of Alton has 80+ miles of road. There are many more reconstruction projects ahead will include ditch line maintenance, roadside brush cutting, pavement shimming and keeping pace with street sign disappearances. We certainly welcome citizen participation, whether it's a phone call or someone shoveling a culvert before the road washes away, we are all in this together.

Although the key to a good road is drainage, drainage, drainage, our success depends on the resources we have available. Your Highway Department is ready 24 hours a day.

Reprinted from Main Street, Alton Bay, NH
Snow Equipment Preventative Maintenance

Every September, Property-Liability Trust holds its Plow Rally and Field Training Event. This year Dana Wright from Howard Fairfield, Inc. conducted a session about preventative maintenance for winter maintenance equipment. The purpose was to make participants generally aware of common repairs Fairfield sees (or parts they sell) related to winter maintenance, and to help them avoid these breakdowns. Dana provided this information as guidelines and suggests you check the information provided from the manufacturer.

**Sand Spreader**

- Change the oil in the gearboxes at least once a year. Use SAE 90 gear oil and ensure the vent is clear of debris (gearboxes are expensive to replace).
- Grease points: front and rear shaft bearings, spinner shaft bearings, and feed gate jack where it first touches the bottom of the spreader.
- Inspect conveyor and spinner motors for leaks—check for worn shafts
- Check conveyor chain take-up. Most manufactures recommend 30-36” from the rear shaft to where it first touches the bottom of the spreader.
- Check the sander dump body hold-downs for tightness before each use.
- Check top screens for damage from the loader pushing down.
- In the summer, run the unit 2-3 times and re-lubricate the conveyer chain.
- Wash spreaders after every storm.
- Repaint the steel units as necessary and keep stainless steel units clean and maintained. On steel units only the hopper and spinner chute are stainless and still must be cleaned after every use. The balance of the spreader requires cleaning and painting.
- Check pintle chain links—make certain they are not worn out.

**Plow Equipment**

- Frequently, inspect all nuts and bolts on the front plow hitch, the side-plates of the truck frame, the front wing post, the rear wing post, and the rear wing frame mounting assembly.
- Check for cracks in welds and damaged parts.
- Check for worn pins on the plow, wing and wing arms.
- Check valve bank assembly for leaks
- Check throw on the valve spool.
- Check cab control cables for wear and proper adjustment.
- Check wing cables for frays—take off covers on rear wing cabinets and check inside (cable, pulleys, and sheaves).
- Check trip block springs for damage and proper tension.
- Check trip springs on reversible plows.
- Check for tightness of front pump driveshaft and u-joints. A broken driveshaft will ruin a radiator. Keep u-joints greased if equipped with grease fittings.
- Check all cutting edge bolts and nuts of plow and wing.
- Use facing blades on carbide blades.
- Clean and repaint during summer storage.
- Check the chains on the plow lift & wing.
Dump Bodies

- Inspect rear hinge pins for wear—keep well greased.
- Check threads on manual or air tailgate linkage, adjust and keep well lubricated.
- Keep tarp in good shape; check the linkage & chains.
- Inspect all body lights for proper operation.
- Check for proper operation of backup alarm.
- Check for proper operation of body safety prop. You should wedge a 6x6 under the elevated dump body when working on it. Don’t rely on the prop.
- Maintain and repaint as necessary.

Hydraulics

- Change the filters after the first 100 hours of use and then every 500-1000 hours.
- Pressure test the hydraulic system—most systems require a operating pressure of the gear type pump of 1800-2000 psi.
- Check cylinders for leaks and repair, if necessary.
- Inspect cylinder basket pins for wear—keep well greased.
- Check all hoses for chaffing—hose hangers may have broken which allow hoses to rub.
- Ensure the hydraulic fittings are tight—make repairs while the system is OFF.
- Inspect quick disconnects and hoses—make repairs while the system is OFF.
- Keep quick disconnect caps on when not in use (to keep it clean).
- Always wear safety glasses when making any repairs because the hydraulics are under pressure.

TRADE SHOW TO HIGHLIGHT INNOVATIVE STORMWATER TREATMENT TECHNOLOGIES

A trade show featuring new and innovative technologies for treating stormwater runoff will be held at Portland’s Marriott Hotel at Sable Oaks on Wednesday, November 19, 1997. It will include a mix of presentations and product displays by manufacturer’s representatives, allowing the audience a chance to view new systems, talk with vendors, and obtain information on product cost and performance. Show sponsors include the US Environmental Protection Agency, USDA Natural Resources Conservation Service, Maine Department of Environmental Protection, Cumberland County Soil & Water Conservation District, and the Casco Bay Estuary Project. The show is from 8:00 a.m. to 4:00 p.m. The registration fee of $30.00 includes a continental breakfast and lunch. For further information and registration materials, call Bill LaFlamme (207-287-2111) or Marianne Hubert (207-287-4140) at the Maine Department of Environmental Protection.
New Process Provides An Alternative for Enhancing Street Surfaces

By Lauren Chaffee

There has been a debate between the merchants and municipalities in New Hampshire over the appearance of the sidewalks. Merchants like the area in front of their stores laid with brick or cobblestone, but municipalities prefer to cut back on injuries and maintenance by keeping the surface flat. Now, with a new process, there is a versatile and affordable compromise that is sure to please everyone. This new process involves imprinting and coating freshly laid asphalt to produce the look and feel of hand-laid brick. Once the imprint is made, the asphalt is then coated with a colored cement modified acrylic latex and sealer that is estimated to last two to three years. The merchants are pleased with the look of their sidewalks, and the municipalities are content with a joint-free surface that reduces trip hazard, and does frost heave or weeds to grow through.

Not only does this new street texturing process look nice and cut back on maintenance, it is more cost-effective; a street or sidewalk can get the look of brick for a fraction of the cost of brick. It can also be installed up to ten times faster than brick-laying, which means less traffic disruption. Another advantage is that it is less susceptible to cracking than brick is, which is especially important in the extreme hot and cold climate of the northeast. The uses are not limited to streets and sidewalks, however. Bike paths, crosswalks, driveways, and parking lots are also included in its many uses, among others.

The town of Durham has already caught on to this innovation, and has begun to use it on Main Street. So far, the merchants in the area, the town officials, and the maintenance personnel seem happy with the results. To learn more about this process contact the UNH T² Center.

Above: The steel grid is imprinted into the newly laid asphalt and then stamped into the pavement using a compactor.

Below: This application works well for the sidewalk.
Hiring New Personnel

Tips for Hiring Good People

There is something the saying that it’s hard to find good help. But rest assured, following systematic steps when hiring, will increase your chances of finding good people.

Before you begin

Finding good help starts with deciding what skills are important. Before you request applications, determine the basic duties and determine what is reasonable to expect. Look at the job description, you may need to modify it or write a new one. Include knowledge and skills you want the new employee to have. Consider the skills of the person who just vacated the position, which skills were successful and which ones were not? Be specific. Identify skills that can be taught on the job and consider the work environment.

After the job applications are in, scan through them. Sort applications into piles:
1. well qualified,
2. qualified, and
3. unqualified.
Screen the first two piles for interview questions. Review the work history of each applicant for education, training, and any other relevant information. Prepare a structured interview plan with general and specific questions. Formulate specific questions for each application remembering that you will have general questions to ask of all applicants as well.

Interviewing

Open the interview by greeting the applicant and explain the interview process. Describe the job and the organization, including goals of the department, training, upward mobility, personnel policies, salary information and benefits. Ask open-ended questions (see next paragraph), allow the applicant to ask questions. At the conclusion of the interview, thank the applicant and inform him/her what will happen next. Immediately after the interview, write notes—before you forget. Check references, if you consider the individual a serious candidate.

Open-ended questions are why questions rather than when or did questions. You may ask the applicant to tell you about him or herself. Sample questions include:
• What is the biggest problem you have faced on the job?
• How did you resolve it?
• What interests you most about this job?
• Tell me about your last job.
• What did you like most?
• Least?
• What were your major areas of responsibility?
• What are some of your more important accomplishments from your present or last position?

All questions must relate to the applicant’s ability to perform a job and must be asked of all applicants. (i.e. ask all applicants if they can lift 50 lbs. and not just someone who looks as if they can not). Treat each applicant consistently. Ask only job-related questions and stick to key requirements. Do not patronize or discourage a candidate from a job. You can easily meet these requirements if you follow a structured interview plan.

Selection

Selections must be based on qualifications and in accordance with legal requirements. Record steps taken in the hiring process and carry out your municipality’s affirmative action program. Be aware of laws that govern the interview process. It is illegal to discriminate based on race, religion, sex, nation of origin, age, handicap, or pregnancy. Laws are intended to ensure that employer use a criterion related to a person’s ability to perform a job and rather than personal bias or prejudice.

Recent litigation has kept many employers from providing references. Some will only verify: titles, dates of employment and areas of responsibility. If you are able to ask questions, stick to specific job related questions and documented facts.

Continued on page 8
Continued from page 7

References should relate to the applicant's performance, avoid asking judgment statements (i.e., appearance, personality and personal traits), unless they can be directly tied to the job requirements.

Hiring can be made conditional upon meeting certain requirements like physical examinations or drug testing. You can withdraw a tentative offer only if the decision is based upon the following reasons: valid medical evidence that the employee cannot perform the essential functions (even after reasonable accommodations are provided), or the person will pose a "direct threat" to the health and safety of others and/or themselves.

Physical examinations or other health-related data can be requested only after making a tentative job offer. Inform the applicant in advance that the job offer is tentative and will be withdrawn if the exam indicates the applicant is not qualified (for example, CDL drug testing).

Requested information must be the same for all applicants. It must be collected and maintained in confidential files, separate from personnel files. Information can be disclosed only to managers and supervisors who need to know.

Note: To obtain more information about hiring procedures, contact Kathy at the UNH T2 Center. For sample of job descriptions, contact Compensation Funds of New Hampshire 800-696-2364.

Continued from Page 2

to determine what she wanted and created a contract outlining the work, which they both signed.

First Bruce identified what he wanted, a safe road for winter maintenance. He felt he could accomplish this by:

• moving the stone walls back 15 feet,
• removing the trees, and
• reseeding.

Safer roads would be achieved by gaining shoulder space and allowing the sunshine to hit the road. Therefore, the crew would use less salt.

He determined that the homeowner wanted attractive landscaping.

He included her desires and his in the contract:

• cutting brush, trees, and stump removal,
• move and rebuild a stone wall,
• place loam, seed, and hay the excavated area,
• transplant lilac bushes (a minor thing that meant a lot to the landowner).

Over a period of 4 weeks, he and his crew of 5 (Kevin Brothers, Douglas Joy, Todd Nason, Norman LaVertue, Mark Stevens, and Ken Wilson) did the work. Since completion, Bruce has identified his next project, and another homeowner has asked him to work on his land.

Even if you hesitate undertake a project of the size and scope of the one Bruce’s crew completed you can use Bruce’s public relationships tactic in your own community. Find out what motivates the people in your community who allow dangerous trees to stand on their property. Offer a positive approach to make the area safer. Discuss the relocation of mailboxes that can’t be plowed around. Perhaps the homeowner doesn’t know a problem exists. What other areas of concern do you have? Finding mutually beneficial, constructive alternatives can solve many problems. It is possible that everyone can win.

Milestones:

Steve Carley is the new Highway Administrator in Newbury.

Glenn Dodds is the new Road Agent in Epping.

Greg Hatfield is now Road Agent in Whitefield

Paul Parker is the new Road Agent in Sutton

Randall Smith is the new Road Agent in Sullivan

ROADNET

Subscribe to Roadnet! Send an email message to: kathy.desroches@unh.edu

In the body of the message type:
Add T2.NHROADS your name
For instance
Add T2.NHROADS John Doe
PUBLICATIONS
from the
University of New Hampshire Technology Transfer Center

Copies of the following books and pamphlets and our complete list of publications are available through the UNH T² Center. Some of our publications are for a two-week loan only, and others have an additional cost, as indicated below. If you are 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. Fax us at 603-862-2364, and you can e-mail at lchaffee@christa.unh.edu.

The following materials are available free of charge.

___ Manual of Practice for an Effective Anti-Icing Program. A guide for highway winter maintenance personnel. Introduces an preventive program to keep snow and ice from bonding to pavement.

___ A Series of Quick Guides for New Hampshire Towns. Includes pamphlets for quick reference in ten different topics such as snow and ice control, erosion, and brush control.

___ Timber Retaining Wall Initiative. Tells the advantages of using timber for retaining walls and shows diagrams of typical walls. Includes a decision tree to help you decide if this design is right for you, and has a list of numbers to call for workshop schedules.

___ Noise Wall Materials Comparison Matrix—Updated. Reprinted from the May/June 1996 issue of The Wall Journal, this comprehensive chart gives information from types of walls and kinds of materials to prices of noise walls for comparisons to others.

___ NACE Guide: Rural Transportation Planning. All aspects of transportation planning are covered, including community, data collection, future plans, and selecting and implementing the plans.

The following materials involve an extra cost. Please send a check with the form if requesting one of these materials.

___ Drainage, Drainage, Drainage. A manual featuring various concepts of drainage. Problems with drainage and proper maintenance to ensure good drainage are also discussed. $15

___ Part IV of the Manual on Uniform Traffic Control Devices (MUTCD). Published by ATSSA, this book provides information on standards for uniform work zone traffic control. $12

The following materials are available for a two-week loan.

___ Design and Control of Concrete Mixtures. Different types of concrete and different ways to use them are explained in this manual. Also discussed: chemicals, aggregates, quality tests, and more.

___ NACE Action Guide: Public Awareness and Support. Provides a program and personal development skills on how to deal with the public, communities, media, and government.

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: ____________

Check is enclosed $12 ______ $15 ______

Volume 12, No. 3 Fall 1997
VIDEOS
from the
University of New Hampshire Technology Transfer Center
Volume 12, No. 3 Fall 1997

The following videos are available from the UNH T2-Center Video Library. You may take the videos out for a two week period with 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) 862-2820 or (800)423-0660 (in NH). Visit our complete publication and video catalog on our website at http://pubpages.unh.edu/~kidr/tech.html.

____ M-291 Asphalt Paving Inspection 60 min. In three parts, covers preliminary responsibilities, mix delivery, placement, compaction, and problems of paving.

____ M-293 Utility Cuts in Paved Roads 41 min. Describes all steps for making and closing utility cuts in paved roads: utility coordination and control, locating existing utilities, traffic control, pavement cutting, excavation, backfilling, surface restoration, and site cleanup.

____ M-294 Motorgrader Preventive Maintenance 12 min. Daily maintenance to reduce downtime and extend motorgrader service life. Describes and illustrates maintenance at prestart, during warm-up and operation, and after shutdown.

____ M-288 Problems With Gravel Roads 55 min. Discusses problems with gravel roads such as potholes, etc. Also discusses blading and compacting.

____ M-292 Anti-Icing for Maintenance Personnel 13 min. Summarizes the materials, equipment, personnel, and strategies to prevent or reduce snow and ice from bonding to pavement. Should be viewed with Manual of Practice for an Effective Anti-Icing Program.

____ M-235 Reshaping Earth and Gravel Shoulders 15 min. 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-250 Implementing a Maintenance Management Program 35 min. Defines maintenance management system, provides instruction on using an MMS, and points out the objectives of an MMS.

____ M-269 New Life for Old Roads 7 min. Describes the Full Depth Reclamation process, noting precautions to take in order to ensure success.

____ ST-245 Motor Grader Operations 72 min. This video discusses the motor grader in terms of basic information, blade position, maneuvering, and operating techniques.

____ ST-250 Traffic Control: What Works? 14 min. Developing rational, researched-based traffic control strategies to respond to and avoid future tragedies from traffic accidents.

____ PA-229 A Mountain in the City 53 min. The state of the US in reference to our garbage problem. The video discusses landfills and what may happen in the future.

____ PA-230 Utility Cut Repair: Doing it Right 11 min. Intends to increase the quality of workmanship associated with making and repairing utility cuts. Shows the benefits of doing things right, and the disadvantages of doing things the wrong way.
A Safety Feature for Snow Plows

The Town of Bow Tests Safety Cameras

Last winter, Chum Cleverly, the Public Works Director in Bow, tested a new safety feature on a town’s plow truck. The device is a camera and monitor that enables the driver to see the blind spot of the truck. The camera attaches under the spreader, on the back of the truck, and the monitor is placed inside the cab. The equipment was lent to the town by the manufacturer and installed in the truck that Marcellino (Marc) Acebron drives. At first, Marc found the system a little distracting but quickly warmed up to it. Marc said, “it is a great thing. Specially when you’re backing out of a side street onto a main street or working in a bad intersection.”

The system has many features, it turns on automatically when the truck is put into reverse. The brightness of the monitor can be adjusted for day or nighttime driving and the lens can be ordered with a protective shield (or shutter) to keep it from being damaged. Chum suggests the unit “with the shutter so that snow and dust can’t pack inside and injure the camera.”

Chum’s crew liked the unit so much that they purchased two this year to install in their new trucks. They have plans to purchase more units next year. Chum says, currently the units are $800-1,200 each but prices are going down. For more information, contact the UNH T² Center.

Editor’s note: Property Liability Trust purchased a unit for use at the Plow Rallies, like Marc, some people found the camera a bit distracting. But given Marc’s experience, they shouldn’t be discouraged.

Left: The camera installs easily under the spreader.

Right: The monitor is installed inside the truck.
Calendar

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

Utility Cut Permits, Fees, and Dig Safe will be held in cooperation with the NH Public Works and Municipal Engineers Association at the Municipal Association’s Annual Convention. To register for the convention, contact NHMA.