Erosion from snow melt runoff has occurred often in Center Harbor

On the Road in New Hampshire

Assistance is Available for Erosion Control.

Road managers are aware that they can prevent erosion by stabilizing disturbed areas, creating vegetative buffers, and installing culverts but do not always know how to undertake an erosion control project. There are resources available for assistance to control runoff and erosion. Municipalities with a year round population of less than 10,000 can receive free engineering help. Larger communities can receive help for but must reimburse for some expenses.

County Conservation Districts and Natural Resource Conservation Service (NRCS) offer practical ideas for controlling runoff. When a municipality has identified a problem, it should contact the Conservation District who will do a site visit and field survey. After completing the survey, they crunch numbers and develop two or three alternatives. They prefer to create alternatives that have the least impact on the environment. The frequently recommended alternatives are to: increase culvert size, increase ditch size, line ditches, and/or plant vegetation.

County Engineers are also available to help with smaller projects such as sizing a culvert. Another source for technical assistance is the Lake Winnebago Watershed Project (LWPP). The primary goal of the watershed projects are to control non-point source pollution, which results from water runoff that washes over land. Snow melt and storm water runoff can cause sediment and contaminants to enter lakes, rivers, and streams.

One example of a municipality who received technical assistance was the Town of Center Harbor. Each spring the beach would erode and sink holes would develop due to groundwater and storm water flows. The LWPP was the liaison between Center Harbor and the conservationists from NRCS to provide Center Harbor with a complete set of plans to resolve the erosion problem.

The plan included underdrains, a closed drainage system, a diversion swale, and a level spreader outlet. According to Jeff Haines, the Center Harbor Road Agent, they “haven’t put the drainage system into the ground yet because the use of the property might change in the next 2 years. There are sections of the system might be phased in this year.” When Center Harbor crews begin work, the LWPP staff will come back to help lay out the system.

For more information on NRCS, visit their web site at: http://nhst02.nh.nrcs.usda.gov/

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Master Road Scholars

Paul Belanger is a native of the town of Bedford, where he works as the Superintendent of Public Works. Paul has worked in Bedford Public Works since high school as a laborer, a truck driver, and then a foreman. He has been the Superintendent of Public Works since 1987.

Ed Kelley, Paul’s supervisor, is a “big pusher for education.” He thinks it is wonderful that Paul has been taking so many classes to better his knowledge in the field. The town manager, Artherline Roberson, and the members of the town council also strongly support Paul’s ambition and his achieving Master Road Scholar. Paul’s positive experiences in the UNH T² Center classes have caused him to send some of his own employees to training because he finds the classes and what he learns valuable.

When asked why he attends so many classes, Paul said he likes to “stay current with technology” because everything changes so fast. He also likes listening to other people at the classes to find out how they deal with problems and to share information.

Paul has never been married, and he has no children. His hobbies include fishing, downhill skiing, and snowmobiling.

Congratulations to New Hampshire’s youngest Master Road Scholar, Paul Belanger!

Arthur LeBlanc is the Director of Public Works in the Town of Hollis. He is involved in many other committees in his community. His job entails many aspects, and in addition, he is currently a member of the building review committee, the Souhegan Regional Landfill District, and the Transportation Committee. He attends cemetery meetings and is involved with projects dealing with the elementary school in Hollis. In the past Arthur has been a Road Agent and an Assistant Public Works Director in other towns. He has been a construction foreman and owned his own construction company.

A recent article in the Hollis Times said that “LeBlanc likes to stay on the cutting edge of his profession.” Arthur feels that education is very important and believes that his employees’ education adds to the program he runs. He sends his employees to classes on a regular basis. Jeffrey Babel has been working with Arthur for twelve years, and he serves as the Assistant Public Works Director in Hollis. Jeff was one of UNH T² Center’s first Master Road Scholars.

In his spare time, Arthur likes to watch his life partner, Linda, compete in horse shows. He also likes car racing and has his own 1962 T-Bird which he likes to drive on nice days. He buys and sells other stock cars and devotes much of his time to fixing things around his old farm house.

Congratulations to Master Road Scholar Arthur LeBlanc!
Master Road Scholars continued...

Master Road Scholar Richard St. Hilaire

Richard St. Hilaire has been the Road Agent in the town of Kingston for the last ten years. He used to be the foreman for Kellogg Manufacturing Plant making air compressors, as well as run an recreational vehicle service center in Kingston.

Rich currently has four employees and likes to send to training to improve their program. He attends classes himself because he likes “to stay current on new technology and ideas,” and he also benefits from hearing the problems and solutions of other municipal employees. He says he is comforted finding out he is not the only one with those problems. He says the “unsung heroes” are the families of the workers because of the long and late hours road crews spend plowing roads, leaving their families alone at home.

Kingston has been Rich’s home town all his life. He currently lives with his wife of thirteen years, Vivian, and his eleven-year-old daughter, Kristin. He lives in a house next door to the one in which he grew up, and where his parents still live.

Rich serves as the captain of the local fire department. He has volunteered at the fire department for twenty years. He enjoys tapping his fourteen maple trees to get fresh maple sugar for his family. He also likes to go skiing, ice fishing, and snowshoeing. Another of Rich’s leisure activities is camping.

Congratulations to Master Road Scholar Richard St. Hilaire!

The Technology Transfer Center Welcomes Patricia Hammar to Our Staff

The Technology Transfer Center is pleased to welcome Patricia (Patty) Hammar to our staff. Patty joined the staff as a consultant at the beginning of this year. She recently moved to New Hampshire from California’s Silicon Valley. Patty stated teaching computer classes in 1989, specializing in MS-DOS and Introduction to Computer courses. She then branched out into a variety of computer subjects including Macintosh, Windows, and Microsoft Office applications. As a consultant, Patty has created custom databases and spreadsheets for clients ranging from a book publishing company to a museum to a private airline.

With the new versions of RSMS, SIMS, and MEMS coming out, Patty expects to put her analytical and troubleshooting skills to work to provide friendly training and support for the UNH T² Center software products. In addition to training workshops she will conduct “user group” forums to explore advanced features and issues not addressed in the basic workshops. Patty tends to jump in with both feet and there have been unconfirmed sightings of her patrolling the roads looking for rutting and alligator cracking after her first RSMS class. Look for her in the future RSMS, SIMS, MEMS, and Introduction to Computers classes, and possibly on the roads as well!
The UNH Technology Transfer Center

Who We Are, What We Do, and How To Request Our Services

More and more people attend our workshops, rent our videos, and request our publications. Yet, many Road Business readers have not taken advantage of these and other technology transfer services. We hope this article will encourage more people to use our services. Before describing what we do and how to request our services, we should clarify who we are.

Who We Are

Our formal name is the University of New Hampshire Technology Transfer Center. We often shorten it to the “UNH T^2 Center” or simply “T^2” (pronounced “T-squared”).

As individuals we’re Charlie, Dave, and Kathy. Charlie Goodspeed, an Associate Professor, has been the Faculty Liaison since the UNH T^2 Center was established in 1986. Dave Fluharty has been the Director since 1993 after careers in public works and education. Kathy DesRoches joined the staff in 1994 as Administrative Assistant and was promoted in 1996 to Program Assistant.

We rely heavily on students as Project Assistants. Lauren Chaffee and Ashley Pierson work part time during the school year and full time during the summer. We also rely on private and governmental employees for developing and teaching workshops. They have specialized knowledge about road maintenance and repair, and have developed and taught many high quality workshops.

At the federal level, we’re one of 59 LTAP Centers. Congress established the Local Technical Assistance Program in 1982, and the UNH T^2 Center was established in 1986. The Intermodal Surface Transportation Act (ISTEA) of 1991 expanded the service coverage to include urban as well as rural areas. ISTEA also enabled us to develop management systems for local use. (see PWMS below).

Our operational funds come from the LTAP through the Federal Highway Administration. The New Hampshire Department of Transportation provides matching funds and we receive administrative support from the University of New Hampshire. Our funding levels for 1998, and beyond, will depend on ISTEA reauthorization currently being debated in Congress and the Administration.

What We Do

Our Mission Statement is the best summary of what we do.

To foster safe, efficient, environmentally sound local roads in New Hampshire by improving road managers’ and crews’ knowledge of technology and management through education and training, a quarterly newsletter, technical assistance, and other means of technology transfer.

We contribute to improved municipal roads and bridges by increasing the knowledge of people responsible for their maintenance and repair. We have five ways of transferring technical and management information:

- Publish a quarterly newsletter.
- Develop and conduct training activities
- Provide information services
- Develop and support public works management systems
- Develop and Execute Special Projects

Newsletter. Every issue of Road Business has at least three articles on technical or managerial subjects. Each issue contains separate pages for available publications and videos, and a calendar of upcoming workshops and events.

Training Activities. The focus of our training is on workshops that meet the Road Scholar Program criteria for topics and quality. As shown in the box on the next page, workshops and participation in them have increased considerably over the past three years. We attribute these increases to greater local awareness of the need for training and to our conducting workshops throughout the state.

The increased workshop participation is also due to the widening acceptance of Road Scholar status as a credential of competency. Municipal officials have increasingly supported advancement in the Program by their road managers and crews. Town Administrators and Selectmen participate in formal presentations of the Master Road Scholar award.
### Road Scholar Program Workshops

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**Information Services** includes videotape and compact disk interactive (CDi) loans, publication and software distribution, and technical support. We have videotapes and publications for a broad range of subjects. Videos for specific topics can be easily found in our recently reorganized catalog, and are available for FREE two week loan. We receive publications from governmental agencies, professional associations, and private companies, and distribute available copies, also at no cost. We continue to add new offerings and advertise them in the “Videos Available” and “Publications Available” pages of Road Business.

**CDi** is a new means of training in which trainees interact with graphics and questions on a TV screen. Using a hand-held “joystick,” they use their own judgment, think about problems, make decisions, and receive immediate feedback. We loan – FREE – the CDi player as well as the CD.

Technical support is usually in response to a phone call about a specific road maintenance problem. These requests cover a broad range of topics. If we don’t have a solution in our library, we look in the UNH Engineering Library down the hall from our office. In addition to replies by letter or telephone, we frequently provide videos and/or publications.

**Public Works Management Software.** PWMS is a set of systems developed through the UNH T² Center. We provide training and support for each system.

The Road Surface Management System (RSMS) enables road managers and other officials to better manage their roads. Users of this management system inventory their roads, determine road conditions, select repairs, and calculate the costs to bring roads to excellent condition. New Hampshire municipalities have successfully used RSMS since 1989.

The Municipal Equipment Management System (MEMS) enables managers and mechanics to better maintain their equipment. Users prepare an equipment inventory, schedule maintenance, inventory and purchasing parts, and collect and analyze costs. It has been used in New Hampshire since 1991.

The Sign Inventory Management System (SIMS), currently in development, will enable managers to better manage traffic signs. Users inventory all signs, determine their condition and necessary repairs, maintain a parts inventory, and purchase parts. We expect SIMS to be available by early summer.

**Special Projects.** Two special projects are particularly noteworthy: RSMS surveys of municipal roads by students and Work Zone Traffic Control (WZTC) Kits. Over the past three summers, students have surveyed nearly 2000 miles of roads for 43 municipalities, and 14 municipalities have requested RSMS surveys for 1997. Municipalities reimburse the center for labor and mileage, and receive a complete report of the survey, their repair choices, and budget information.

We administer a program funded by the NH Highway Safety Agency to provide selected municipalities with the materials needed to set up a work zone on their roads. In 1996, 35 New Hampshire municipalities received kits, and it is expected that another 23 will benefit from this service this spring.

### How To Request Our Services

Newsletters and informational services are free. We have a nominal fee for workshops, usually $25. Public Works Management Systems are distributed through workshops for a low fee.

How can you take advantage of these valuable but minimal cost services? For the publications and videos listed on pages 10 and 11, fill out the form and fax or mail it. For workshops, fill out the registration form on our flyers, and mail it. If you want to receive flyers or any of the services noted above, or just have questions, contact us by phone, fax, email, or mail.

- **Phone:** 862-2826 or 800-423-0060
- **Fax:** 862-2364
- **Email:** kldr@christa.unh.edu
- **Mail:** University of New Hampshire Technology Transfer Center 33 College Road, Kingsbury Hall Durham NH 03824-3591
Road Striping Paint Regulation Changes

Special Equipment Needed for Soon-To-Be Required Waterborne Paints

New Rules Coming Soon

For over five years, various federal regulations have been proposed which would virtually eliminate striping US roads with traditional traffic marking paints. The current proposed effective date is January 1, 1998. The pending rule limits the volatile organic compound (VOC) content of a broad range of coatings. Traditional traffic paints use solvents to keep binder and pigments in suspension. The common solvent-borne paints will violate the new rules. Waterborne paints will meet them, but the equipment used to apply solvent-borne paints is unsuitable for waterborne paints.

To help New Hampshire municipalities with old traffic striping equipment prepare for the new regulation, this article describes retrofit versus new purchase considerations. (If the rules become effective on January 1, 1998, articles in the Spring 1998 issue will deal with the different types of paints and their applications.)

Advantages of Waterborne Paints

Many states and large cities have already converted to waterborne paints. Their experience has shown that 100% acrylic waterborne paints, commonly called latex paints, have some advantages over traditional solvent-borne paints.

- Performance. Waterborne paints are more durable than the traditional solvent-borne, up to twice as long in some studies.
- Easier cleanup. Solvent-borne paints require strong chemicals for cleaning. Waterborne paint spills and equipment can be cleaned with water.
- Worker safety. Solvent-borne paints are toxic and can injure unprotected skin. Chemicals required to clean solvent-borne paints are particularly dangerous.
- Disposal. Solvent-borne paints, and their residues from cleanup, are hazardous materials. Dry waterborne paints are not hazardous materials. Their cleanup residues often are not but should be tested.

Temperature and humidity impacts on waterborne paint application. Highway agencies have overcome limitations by careful scheduling of painting activities.

Equipment Modification versus New

For road managers with equipment manufactured to apply solvent-borne paints, there are several retrofit versus new purchase considerations.

There are several basic rules for handling waterborne systems.

- All metal surfaces that come into contact with 100% acrylic waterborne paints should be grade 304 or higher stainless steel. Galvanized, mild steel, brass, copper, or aluminum metals should not be used. Their reaction with acrylic paints can cause gelation which coats heat exchangers and reservoirs as well as clog filters, lines, and guns.
- Flexible hoses should be similarly non-reactive. Teflon or nylon lines are resistant to heat and alkalis. Most hose suppliers offer a kit to check to metals in existing hoses.
- Diaphragm pumps work best. They must be constructed of stainless steel with teflon inner lining. Gear pumps are not suitable for waterborne paints.
- Because waterborne paints are heavier than solvent-borne, slightly higher reservoir and atomization pressures are needed. Best results with airless equipment occur with lower pump pressures and smaller nozzle sizes than for solvent paints.

If the existing machine has sprayed solvent-borne paint satisfactorily at less than the maximum pump pressure, pump capacity and piping sizes are probably adequate. If the machine has operated near its limit, a larger pump and/or piping will be needed.

Guns must be stainless steel for waterborne paints, and cost about $500. New non-truck mounted equipment will cost from $3600 to $5400. The higher costs are for airless equipment; which spray the paint more efficiently than air pressure sprayers and enable better operational control.

Sources
1. George Brophy, Sales Manager, Franklin Paint, Franklin MA
Metric Conversion Having Little Local Impact

NH Department of Transportation Converting to Metric Measurements; Vendors Prepared to Provide Goods and Services in Metric and American Standard Units

September 30, 1996 was the date Congress set in 1991 for federally funded projects, including highway projects, to be in metric units. Many officials thought that conversion from English units at the federal level would result in conversion at the state and then the local levels. Metrification has occurred at the New Hampshire Department of Transportation (NHDOT), but not at the local level.

Will local conversion be necessary? If so, to what extent? To answer these questions, one needs to understand the current state of conversion by the NHDOT and by private contractors and material suppliers.

The Current Situation

Last fall Congress extended the metrification completion date until September 31, 2000. However, the NHDOT and over 40 other state highway agencies are proceeding. The NHDOT has for some time conducted surveys for highway projects in metric units. Its designers prepare plans and specifications for many projects in metric units. Its *Standard Specifications for Road and Bridge Construction* in dual units is being prepared for printing and will be in use by May 1, 1997.

The highway industry prepared for the 1996 deadline by redesigning construction equipment and modifying manufacturing specifications. The new equipment and specifications enable private contractors and suppliers to do business in either metric or English units. The following list illustrates industry adjustments for services and materials most frequently needed by local road departments.

- Modern asphalt and concrete batch plants can provide materials for metric or English units mix designs. (Non-modernized plants provide mixes in English units only.)
- Modern paving machines can lay asphalt in either inches or millimeters.
- Sand and gravel companies’ sorting screens have been in both units for many years. With computerized equipment, suppliers can provide graded mixes for a metric or an English units mix design.
- Culvert manufacturers increased their manufacturing tolerances to accommodate both units. For example, suppliers can sell a 12 inch culvert as a 300 mm culvert.
- Guardrails will remain in the current English unit dimensions. Metric purchases and installations will be in equivalent dimensions.

The Future

Local highway industry sales personnel, engineers, and crews have traditionally used English units. Contractors and suppliers who have municipalities and the private sector as major customers will likely continue to operate in English units.

Consulting engineers were educated in English units. Firms that concentrate on state and federal work might develop more expertise in metric, and thereby provide less service to municipalities. This is likely to occur with only a few engineering firms.

Manufacturers of sign hardware – faces, blanks, posts, bolts, etc. -- will produce separate materials for metric and English dimensions. Although sign messages will be in English measures, the NHDOT and other state agencies will specify metric sign hardware for federally funded projects. For signs used infrequently by municipalities but often by the NHDOT, local road departments might have to special order sign hardware. Distributors will stock English unit signs hardware for frequently purchased items.

The NHDOT conversion to metric will affect some municipal engineers and planners. Although right of way plans will be in dual units, engineers and staff who review NHDOT construction plans will increasingly find drawings and specifications in metric units. Also, as-built drawings for metric unit projects will also be in metric.

Impacts will increase only if the political and economic situation changes significantly. These situations appear more likely to remain as they are than to shift toward metric units. The highway industry’s recently revised specifications, which accommodate both metric and English units, should remain in force for some time. Local contractors, suppliers, and engineers are likely to see municipal and private customers as a desirable market, and continue to serve them in English units.
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 T^3 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.

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**Best Management Practices for Erosion.** Published by the FHWA. Provides guidance in preventing erosion and controlling sediment of highway construction projects.

**NEW! National Association of County Engineers Action Guide Vol. III-7. Subsurface Soil Exploration.** Discusses the effects of subsurface soils on all types of structures. Includes soil properties and advice on what to do with the results of soil analysis.

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

**The Salt Storage Handbook.** A practical Guide for storing and handling deicing salt. Published by the Salt Institute.

**NEW! National Association of County Engineers Action Guide Vol. I-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.

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**NEW! National Association of County Engineers Action Guide Vol. III-5. Drainage** Includes methods and laws about drainage. Gives ideas on drainage structures and management, and provides information on the environmental criteria and economic aspect of drainage.

**CDL Information Sheets.** Describes basic drug testing procedures, provides information about setting policies for a drug testing program before positive results occur, and lists providers of CDL testing.

**NHDOT Classification of Highways.** A synopsis of Highway Aid available to Municipalities.

**NEW! National Association of County Engineers Action Guide Vol. II-3. Impact of Land Development on County and Local Transportation System Planning.** Shows differences between the regulations of federal, state, and local governments with regard to planning. Many aspects are covered including pedestrians, drainage, parking, and more.

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To Request Material by Mail

Check the items you would like to have. Fill in your name, address, and other information. Cut out or copy pages 9 and ten, fold so the UNH T^3 Center address is on the outside, staple closed, and mail.

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Name

Address

Address

Town

NH

Zip

Position

Organization:

Private: Federal:

State: Local:

Academic: Other:

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VIDEOS

from the
University of New Hampshire Technology Transfer Center

The following videos are available from the UNH T^2Center 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).

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

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-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 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-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.

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.

TECHNOLOGY TRANSFER CENTER
CIVIL ENGINEERING
UNIVERSITY OF NEW HAMPSHIRE
DURHAM NH 03824-3591

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A Plan to Create A Mutual Aid Program

Comments Solicited

Chum Cleverly, the Public Works Director in Bow and a Master Road Scholar, has a new twist on an old idea. He has seen mutual aid work for the fire departments and wondered why public works could not do the same thing. Municipalities have disasters, that are beyond its public works resources to deal with. Another town could help if there were a formal system in place for requesting help. Chum has developed a Mutual Aid Program that would enable towns to help one another during times of crisis.

The Mutual Aid Program is authorized under existing legislation: RSA53-A. The proposed program calls for towns to sign an agreement to participate. There will be a small administrative fee to participate, less than $25 a year. The agreement is straightforward and less than a page long. It covers: who pays for what, what arrangements must be made, what constitutes an emergency, and what binds a town to respond. Municipality employees would not be asked to travel over 75 miles to assist other communities.

The program requires that each participating municipality, furnish a list of equipment and personnel available for assistance. Equipment must be safe (OSHA approved) and traffic control devices must meet MUTCD standards.

The NHDOT will act as a dispatcher for the program. If an emergency occurs, the municipality would call the NHDOT who would notify the organizing board of the program. The board will consist of three members: one from DOT district 1, another from district 2 or 3, and a third from districts 4, 5 or 6. The board members will be elected by the municipalities participating in the program. They will be available at all times to respond to a potential emergency. If one member is not able to respond then an alternate from the Road Agent’s Association will be appointed.

A disaster is described, in the program draft, as an event causing “loss of life or great loss or damage to municipal property, such as flood, hurricane, tornado, dam break, or other naturally occurring catastrophe. Snow or ice storms would not normally fall into this category, but may under extreme conditions.” Also, town resources are considered. If a town can repair the damage with their own resources in a 24 hour continuous period, then the event would probably not be considered a disaster.

The Mutual Aid Program concept has been supported by the New Hampshire Municipal Association, the Road Agents Association, the New Hampshire Public Works and Municipal Engineers Association, and at a recent meeting UNH T² Center Master Road Scholars.

Chum would like the opinions of other road agents, public works directors, and other town officials. If you have any comments, concerns or questions, contact Chum Cleverly at the Bow Department of Public Works, (603) 228-1201.

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ROADNET

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

In the body of message type:
add T2.NHROADS Your name.
For instance:
add T2.NHROADS John Doe.

Milestones:

David Ford, formerly in Wolfeboro, is the new Public Works Director in Rochester.

Rich Gonsalves, the Director of Public Works, in Plymouth has been re-appointed to second two-year term on the UNH T² Center Advisory board.

David Hunt, formerly the Road Agent in Washington, is now the Highway Administrator in Newbury.

John Severance is in the newly created position of Public Works Coordinator and Water Superintendent in Whitefield.

Edward Thayer has been promoted to Road Agent in Washington.
## Road Business
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Fax: 603-862-2364
kathy.desroches@unh.edu
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- Charles H. Goodspeed: TCRG Director
- Kathy DesRoches: Program Assistant
- Road Business Editor
- Lauren Chaffee: Project Assistant
- Ashley Pierson: Project Assistant

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## Calendar

**APRIL**

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**JUNE**

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<td>20 T2 CHALLENGE MOUNTAIN OF DEMOS</td>
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For additional information or registrations, call the UNH T² Center.

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