On the Road in New Hampshire

Dover’s Snow Removal Ride-Along Program

The Community Services Department in Dover has taken an innovative approach to their public relations program. They have developed a Ride-Along program, which allows residents to ride with public works operators during snow removal.

Dover began the Ride-Along program two years ago. According to Michael Bobinsky, Community Services Director, in Dover, “the program offers citizens an opportunity to get up close and personal to the city’s snow removal plan. The idea is to better educate the public, allowing them to have a better appreciation of public works.”

The resident’s image of public works is then based on knowledge and not on assumptions. One downtown merchant rode along two years ago and still tells his customers of his positive experience.

As Bobinsky says, The program provides the public with an opportunity to see how snow ‘goes away’ and the importance of parking bans on snow removal.” They also get to see how pedestrians and mailboxes interfere with snow removal.

The Community Services Department considered what they want the public to understand about snow removal, and developed a plan to educate them. For liability reasons, the resident signs a general waiver before riding in the truck.

After residents return from plowing, they have the opportunity to discuss what they saw. A supervisor explains the City’s snow removal plan, emphasizing salt and sand routes and the sidewalk and street plowing routes. Safety precautions used in the snow removal process are explained. The briefing includes information about the use of chemicals in anti/de-icing, and the weather forecasting system is discussed.

Local newspapers have published information about the program each year. Residents are urged to contact the city to participate.

For more information about this program, contact the UNH T² Center.

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Measuring and Calculating Slopes

Roadway Slopes

Roadway grade and travel way, shoulder, and ditch line slopes affect the removal of a road’s greatest enemy: WATER. Some slope enables water to flow away from the roadway, but too much creates erosion.

Table 1 contains the recommended slopes for roads cross section, shoulders, and ditches for paved and unpaved roads. Slopes are described by the vertical rise or fall per unit of horizontal distance. For example, the recommended slope for a paved road cross section is a ¼ inch rise from shoulder to crown for each foot of horizontal road width. This is expressed as “¼ inch to 1” or “2 percent.” Steeper slopes are usually expressed as a proportion. For example, a 1:4 slope, pronounced “1 to 4,” has a 1 foot rise (or fall) for every 4 feet of horizontal distance.

The Pop-level

The most accurate instruments for measuring slope are theodolites and transits. A “pop” or hand level is accurate enough for most maintenance work. Figure 1 shows the elements of a typical eye level. The operator holds the instrument in his/her hand, and steadies it against a temporary, non-bending pole. Another person is needed to help measure vertical and horizontal distance. A leveling rod works well for vertical distance.

![Figure 1](image)

Determining the Slope

The slope is the incline or decline between two points. It is the usual practice to call these points “A” and “B.” The procedure begins with positioning the eye level (or theodolite or transit) where the operator can read the level rod at each of the two points. The operator then reads the elevation of each point on the

Road Business, Winter 1997, Vol. 12, No. 4
level rod, and subtracts the values. This is the difference in elevation between points “A” and “B.” The crew then measures the horizontal distance between the two points.

It is sometimes convenient to position the instrument at one of the points. In Figure 2, the instrument is placed over Point A. One measures the height of the transit or eye level as the elevation of Point A.

The slope is calculated by the dividing the elevation difference by the horizontal distance. The following examples illustrate slope calculation. Note the need to carefully consider the units of measure.

### Cross Section Slope
- Elevation of Shoulder: 4 feet-11 inches
- Elevation of Crown: 4 feet-8 inches
- Difference in Elevation: 0 feet-3 inches
- Horizontal Distance: 12 feet

Slope expressed as inches per foot:
\[ \text{Slope} = \frac{3 \text{ inches}}{12 \text{ feet}} = \frac{1}{4}" \text{ per foot} \]

Slope expressed as a percent:
\[ \text{Slope} = \left[ \frac{3 \text{ inches}}{(12 \text{ feet} \times 12 \text{ inches/foot})} \right] \times 100\% = \frac{3 \text{ inches}}{144 \text{ inches}} \times 100\% = 2\% \]

### Ditch Front Slope
- Elevation of Slope Top: 4 feet-11 inches
- Elevation of Ditch Bottom: 5 feet-5 inches
- Difference in Elevation: 1 foot-6 inches
- Horizontal Distance: 6 feet

To express as a proportion, both measure must be the same units.
\[ 1 \text{ foot-6 inches} = 1.5 \text{ feet or 18 inches} \]
\[ 6 \text{ feet} = 72 \text{ inches} \]

1.5 feet:6 feet = 1:4 or 18 inches:72 inches = 1:4

Comparing these results to Table 1 shows that the cross section would be adequate if the road was paved, but too low for a gravel road. The 1:4 ditch slope is a minimum slope for either type road. Knowing how to calculate roadway slopes helps municipal road crews effectively remove water without incurring erosion from water run-off. Whether using a transit or pop level, crews can determine if slopes are sufficient to carry water away from the road but not so great that water will erode road surfaces and road sides.
Tires

Maintaining a Healthy Tire Inventory

Vehicle tires are very costly. For most fleets only labor and fuel are larger expenses in the operations budget.

Two ways to keep these costs down are to increase the life of tires and to decrease the price of replacing tires.

To increase tire life, proper tire inflation and tire mating are extremely important. Municipalities can decrease the cost of tires, while maintaining quality, through the use of retreads. Retread tire technology has changed significantly over the years making their use a viable alternative to purchasing new tires.

Getting the Most Out of Tires

To get the most out of tires, highway departments must ensure that tires wear evenly. Maintaining the proper air pressure in tires is a primary method to guarantee that tires wear evenly. Improperly inflated tires can reduce the life span of tires by up to 50%. Improperly inflation is also the biggest reason for enroute failures and most of the scrap rubber on the roads.

Proper mating means that the same size tires are run in tandem. Just because two tires are labeled the same does not ensure that they are indeed the same size. Operators can check the size of tires by mounting them on a rim and using a T-square to measure them. Hint: both tires must touch the T-square in the same place on both sides. Properly mated tires touch the pavement evenly so that one tire is not doing all of the work while the other does not touch the pavement.

Retreads

In the past, retreads have been blamed for the scrap rubber on the roads. If one takes a close look at the scrap, he or she will almost always see wire embedded in the rubber. Retreaders don’t put wire in the rubber when they put on a tire casing. What has failed is the entire belt. Tire scrap indicates that the tires were under inflated and the tire got so hot that it blew.

People often site safety and reliability as reasons for not using retreads. As for safety, federal law allows the use of retreads on all vehicles except the steer axles of passenger vehicles (such as school buses). Many delivery companies consider retreads reliable.

Retread tires can save highway departments 30-50% of what new tires cost. To get the most “bang for your buck” recycle old casings. The value of a casing is $75-100. Virgin casings demand the highest prices. If municipalities use old casings they know what type of wear and care the casings have received. Otherwise, a purchaser might get a casing prone to failure.

If municipalities retread their own casings, they should use casings that have been properly inflated throughout the tire’s life. Also, leave 4/32 of tread remaining. Ninety percent of all problems with tires occur within the last 4/32 of tread, this leaves more surface for retreading.

The quality of retreads has increased greatly. Ten to fifteen years ago, there were close to 10,000 retread shops, today there are around 1,350. The huge decrease can be attributed to the fact that many were not doing a good job.

Commercial shops can retread almost any tire. Even though it isn’t economical to use retreads on an automobile, the use of retreads on trucks and heavy equipment can amount to huge savings for municipal departments.

Sources:
http://www.goodyear.com/nat/safety/q1-inflation.html
Thanks to Bill Baird of Bandag Tires.
New Hampshire Road Scholars

We are pleased to recognize the individuals who, during the Fall of 1997, have achieved the following levels in the UNH T² Center Road Scholar Program.

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

<table>
<thead>
<tr>
<th>Master Road Scholar</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allan Brown</td>
<td>Warner</td>
</tr>
<tr>
<td>Charles Buttrick</td>
<td>Greenville</td>
</tr>
<tr>
<td>Robert Kline</td>
<td>Lebanon</td>
</tr>
<tr>
<td>Michael Smith</td>
<td>Milton</td>
</tr>
<tr>
<td>Bruce Tatro</td>
<td>Keene</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Senior Road Scholar</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carter Ames</td>
<td>Somersworth</td>
</tr>
<tr>
<td>Donald Atwood</td>
<td>Bridgewater</td>
</tr>
<tr>
<td>Roland Bergeron</td>
<td>Litchfield</td>
</tr>
<tr>
<td>Steve Gagnon</td>
<td>Concord</td>
</tr>
<tr>
<td>Richard Gonsalves</td>
<td>Plymouth</td>
</tr>
<tr>
<td>Douglas Isabelle</td>
<td>Brentwood</td>
</tr>
<tr>
<td>Walter Kiblin</td>
<td>Lyndeborough</td>
</tr>
<tr>
<td>Bruce MacBrien</td>
<td>NHDOT</td>
</tr>
<tr>
<td>Greg Mack</td>
<td>Somersworth</td>
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<tr>
<td>Dennis McCarthy</td>
<td>Raymond</td>
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<tr>
<td>Lawrence Merrifield</td>
<td>Peterborough</td>
</tr>
<tr>
<td>Richard Petell</td>
<td>Gilford</td>
</tr>
<tr>
<td>Wesley Staples</td>
<td>Westmoreland</td>
</tr>
<tr>
<td>Gary Webster</td>
<td>Hudson</td>
</tr>
</tbody>
</table>

**Road Scholar II.** Participated in UNH T² Center training activities which totaled 50 contact hours and covered a set of minimum subject areas including road design and construction basics, other technical, tort liability or safety, and supervision or personal development.

<table>
<thead>
<tr>
<th>Road Scholar II</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Davis</td>
<td>Wakefield</td>
</tr>
<tr>
<td>Rick Forcier</td>
<td>Jaffrey</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Road Scholar I</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Berry</td>
<td>Rindge</td>
</tr>
<tr>
<td>David Blanchard</td>
<td>Derry</td>
</tr>
<tr>
<td>Mike Bobinsky</td>
<td>Dover</td>
</tr>
<tr>
<td>Lenny Bolduc</td>
<td>Hanover</td>
</tr>
<tr>
<td>Almus Chancey</td>
<td>Bedford</td>
</tr>
<tr>
<td>Curtis Dunn</td>
<td>Mason</td>
</tr>
<tr>
<td>Roger Godwin</td>
<td>Andover</td>
</tr>
<tr>
<td>Earl Lebonte</td>
<td>Lebanon</td>
</tr>
<tr>
<td>Theresa McGinnis</td>
<td>Hampton</td>
</tr>
<tr>
<td>Ricky Moran</td>
<td>Danbury</td>
</tr>
<tr>
<td>Gary Paige</td>
<td>Francetown</td>
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<td>Carl Quiram</td>
<td>Goffstown</td>
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<td>Mary Shaw</td>
<td>Somersworth</td>
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<td>Patrick Smith</td>
<td>Milton</td>
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<td>Charles Staples</td>
<td>Westmoreland</td>
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<td>Frank Swift</td>
<td>Hampton</td>
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<tr>
<td>Ed Trask</td>
<td>Merrimack</td>
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<tr>
<td>George Turcotte</td>
<td>Franklin</td>
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**Workzone Traffic Control Kits**

The UNH T² Center secured funding this year for the workzone traffic control kits. As in previous years, the kits will be purchased by the T² Center and sold to municipalities at 25% of total cost. The New Hampshire Highway Safety Agency provides the funding for this program.

The program is "need based" and applicants must have taken a T² Center workzone workshop or an ATSSA workshop in 1996 or 1997. The T² Center will offer a qualifying workshop in May. Applications will be sent out in late February and are due April 10, 1998.
Master Road Scholars

Master Road Scholar Allan Brown

Allan Brown has been the Road Agent in the town of Warner for twenty years. Previously he worked as a mechanic and a fleet mechanic for in private industry.

Allan takes many classes because he believes he becomes more valuable with knowledge. He likes to keep up with new information. He always learns something with each class he attends. His supervisors are very supportive of his continuing education. Currently, he is involved with a project to build a revolutionary highway shed that looks toward the future with many components that reflect new technologies.

He and his wife, Betty, have been married for twenty years. He is appreciative of the amount of support from Betty, and he believes that “wives are the backbone of the entire operation.” He also has two teenagers, Nathan, 17, and Emily, 15.

Allan enjoys outdoor hobbies. He trout fishes, and has a farm with a cow, a horse, eight sheep, turkeys, and hens. He also grows potatoes, vegetables, Christmas trees, apples, and pears. He likes to travel with his family in his old motorhome. He has been all over the country; they go away as often as possible.

Congratulations to Master Road Scholar Allan Brown!

Master Road Scholar Bob Kline

Robert Kline is a registered civil engineer in the State of California and in New Hampshire. He has been the City Engineer in the City of Lebanon since 1988. In the past he has been a self-employed consulting civil engineer, and he has worked for many engineering firms as a project engineer.

Bob is a member of the American Public Works Association and the American Society for Civil Engineers. He graduated from the University of Wisconsin as a civil engineer, and he has been continuing his education ever since in various areas.

He says he takes many UNH T² Center classes because he likes to keep up with the latest and best ideas and information for his line of work. His supervisors are “all for it” and support his attending workshops.

Bob lives in Warren with his wife Judi, and between them they have seven children and fourteen grandchildren. Judi raises and breeds cocker spaniels, so they have 25 dogs. He enjoys trout fishing, and staying home while his wife goes to dog shows.

Congratulations to Master Road Scholar Bob Kline!
More Master Road Scholars...

Master Road Scholar Bruce Tatro

Bruce Tatro is the Highway Superintendent in Keene, a position to which he was appointed nine years ago. He graduated from Keene State College with an Associate's Degree in Industrial Technology. After he graduated, he worked for three years as a machine designer. But he "could not sit behind a desk any longer." He began working for the water department in Keene, and then a year later he worked for Fleet Services for eleven years before becoming the Highway Superintendent.

When asked why he attends so many T² Center classes, Bruce said he likes to keep up with current developments in his line of work. He likes to share ideas and learn what the UNH T² Center is doing. He thinks of the Road Scholar Program as an incentive to learn more, and he sends his own employees to training. Bruce's supervisors do not yet know that he has become a Master Road Scholar, but they will be very happy and proud to hear it.

Bruce has a wife and two sons. His wife Elizabeth is the assistant principal at the Mt. Caesar School in Swanzey, and his sons, Adam and Ben, are 15 and 17. He is also the Captain of the East Company, a call fire department. He also enjoys watching his kids play sports like baseball, football, and hockey.

Congratulations to Master Road Scholar Bruce Tatro!

1998 Pavement Maintenance Exposition

On March 25, 1998 the second annual Pavement Maintenance Expo will be held at Yokens Restaurant in Portsmouth NH. The 1997 Expo, in Foxboro MA, was a huge success with over 500 people attending. A similar turn out is expected this year.

The expo is co-sponsored by ARTCO Equipment Sales, Inc. and Franklin Paint. The UNH Technology Transfer (T²) Center is coordinating workshops. The exposition is open to everyone with thirty vendors expected. The UNH T² Center will award Road Scholar credit (3 hours) for people who attend 2 of the 6 workshops scheduled. Workshop topics include: culvert installation, bonding & liability insurance, crack sealing, hazardous maintenance materials disposal, and a pavement marking round table.

Registration for the event is just $25 and includes lunch. There is an additional five dollar fee for each workshop. For more information, contact ARTCO (800-231-2305), FRANKLIN PAINT (800-486-0304), or the UNH T² Center (603-862-2826). To register call ARTCO Equipment Sales at 800-231-2305. The registration deadline is March 18, 1997.
Why Your Municipality Should Join Dig Safe

By Ken Ward, NHMA-PLT

Municipalities are required to call Dig Safe before digging anywhere in the State of New Hampshire. There is also a benefit to joining Dig Safe.

Liabilities

Calling Dig Safe before excavating is state law. The law makes the excavator liable for any damage it causes to underground utilities, unless it has obtained a Dig Safe permit for the excavating. Liability for damaging or breaking a utility line can result in a $500 fine and costs of losses experienced by those receiving the benefits of the utility. For example, a company might have to lay off personnel due to a broken communications or electrical line. Such an outage could be catastrophic to those affected, and those responsible for causing the damage.

Benefits

Recently, I spoke with Mr. Robert Finelle, Executive Director of Dig Safe System, Inc. (A not for profit organization serving NH, MA, ME, VT and RI.) I learned that Dig Safe would like municipalities to join as members. The principal benefit is notification when someone applies for a Dig Safe Permit in the member municipality. Notification would enable municipalities:
1. To protect their water and lines and citizens,
   and
2. To enforce utility cut permits

Joining Dig Safe

Belonging to the Dig Safe system is probably not as expensive as officials believe. According to Finelle, there are two classifications of membership.

a) General Members are public or municipal utilities and private water companies specified by the NH Public Utilities Commission. They must have less than 50 miles of trench line and average less than 50 calls per month, per year. The charge for General Membership is $2.00 per notification from Dig Safe.

b) Principal Members are those that have greater than 50 trench miles of gas lines, electricity, cable television, telephone and other types of underground plant. Such members share costs for the Dig Safe services and receive notices electronically. Membership costs are determined by a formula.

I urge municipalities to determine the number of miles of underground services their municipality maintains. Then call Finelle at Dig Safe (781-721-1191 or 888-344-7233) to determine the cost to become a member.

One Member’s Perspective

The Village District of Eastman has been a member of Dig Safe for a year. They have found membership beneficial. The Village District maintains 43 miles of water mains.

“Membership saves the community money,” says Business Manager Virgina Buckley. Dig Safe alerts members before contractors will dig and gives the municipality the opportunity to go out and check the job site. This protects the underground utilities and insures that citizens get “uninterrupted service.”

When a contractor applies for a permit, Dig Safe calls the Village District. The call identifies the contractor, the date and time of the dig, and the nature of the work being done.

Dig Safe is a preventative measure. “It could cost hundreds of dollars to repair a broken water main and the return on the investment is immediate,” says Virgina.
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 a 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.

___NEW! Information on Asphalt Texturing. This small packet provides information on a new process that gives the look and feel of brick or stone to a surface, but is more cost-effective and has many more advantages.

___The Salt Storage Handbook. Published by the Salt Institute, this guide gives practical advice on how to store deicing salt.

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

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

___Road Surface management System (RSMS). The RSMS package is a UNH T² Center publication that is passed out at the RSMS classes. It includes an explanation of the program and a manual on how to use the computer program. $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.

___The Seven Habits of Highly Effective People. A #1 national bestseller by Stephen R. Covey about solving personal and professional problems in the most practical way. Provides insightful advice and can help the reader develop the power and ability to begin living with honesty, integrity, and dignity.

___Traffic Control Systems Handbooks. Surveys the many types of available traffic control systems for urban, suburban, and highway streets.

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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

Road Business, Winter 1997, Vol. 12, No. 4
VIDEOS

from the

University of New Hampshire Technology Transfer Center

Volume 12, No. 4 Winter 1997

The following videos are available from the UNH T²Center 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) 862-2826 or (800)423-0060 (in NH). Visit our complete publication and video catalog on our website at http://pubpages.unh.edu/~kldr/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-243 White Gold** 15 min. Emphasizes the proper selection and operation of snow equipment. Discusses the advantages and limitations of various types of equipment, plows, and blades.

**M-272 Snowfighting From A to Z** 3 parts, 73 min. Part 1: Snowfighters—discusses preparation for snow removal, preventive maintenance, and snow removal routes. Focus is on Salt. Part 2: The Sensible Deicer—compares abrasives to salt, proving salt to be more cost-effective and cleaner. Part 3: The Essence of Life—Award-winning film on the history of salt.

**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-243 Plow Power** 15 min. Modern techniques for efficient and effective plowing, focusing on plowing in towns and cities. Techniques include main streets, intersections, one-way streets, and cul de sacs, with wing blade, tandem blade, and reversible blade usage.

**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.

**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.

**DC-243 Plows of the Future**. 8 min. Improvement of snow plows, and how SHRP is researching them. Snow Scoop is featured.
Milestones:

Nabil Atya is the new Road Agent in Charlestown.

Robert Bennett has left Plainfield and is now working in the City of Concord.

Michael Faller is the new Public Works Director in Meredith.

Warren Hatch has joined the Highway Department in Lee.

Peter Kulbacki is the new Public Works Director in Hanover.

Robert Pantel is now the Highway Manager in Hooksett.

Calvin Prussman is the new Highway Administrator in Newbury.

*Editor’s note: This item was incorrectly published in the last issue of the Road Business*

Ken Stocker is the new Road Agent in Plainfield.

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**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

---

**THE END OF AN ERA IS UPON US.**

Starting January 1, 1998
You will no longer be able to use the 800 number to reach Dig Safe.
Instead, call 1-888-DIG-SAFE to get in touch.

3 4 4 - 7 2 3 3

Remember, call before you dig.
It’s the law!

1-888-DIG-SAFE

3 4 4 - 7 2 3 3
Road Business
Technology Transfer Center
University of New Hampshire
33 College Road, Kingsbury Hall
Durham NH 03824-3591
603-862-2826 or 800-423-0060 (NH)
Fax: 603-862-2364
kathy.desroches@unh.edu
http://pubpages.unh.edu/~kldr/tech.html

UNH T² Center Staff
David H. Fluharty  LTAP Director
Charles H. Goodspeed  TCRG Director
Kathy DesRoches  Program Assistant
Lauren Chaffee  Road Business Editor
Ashley Pierson  Project Assistant

Calendar

UNH T² Center Workshops
Spring 1998
For additional information or registrations, call the UNH T² Center
Or check the web-site

Dates and Locations Arranged

Pavement Management Expo
March 25, 1998, Portsmouth

Dates and Locations being Arranged

Geotextiles
2 Locations

MEMS97 for Experienced Users
2 Locations

MEMS97 for New Users
2 Locations

Practical Drainage
2 Locations

RSMS97 for Experienced USERS
2 Locations

RSMS97 for New Users
3 Locations

SIMS
2 Locations

Workzone Traffic Control
3 Locations

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