The Highway Facility in Troy

On the Road in New Hampshire

New Highway Facilities in New Hampshire

At least three new highway facilities were recently built in New Hampshire. This article will highlight the buildings in Durham, Troy, and Warner.

Durham had the grand opening in September for its new highway facility. The facility has two buildings; one houses the administrative office and the garage; the other is a pole barn.

The administrative portion of Public Works includes the highway department, buildings and grounds, and water facility. Public Works management felt it was vital to consolidate their operations.

The garage employs drive through capability, and is large enough to get their 5 biggest pieces of equipment to fit inside.

The mechanics have an office to do their paper and computer work. It is located next to the parts storage room, which the mechanics designed.

A multi-purpose room serves as an ideal site to hold training, have meetings, and open bids. Another room, reserved for the crew, is used for morning meetings and houses a full kitchen with tables. There are men’s and women’s locker and rest rooms.

The highway facility in Troy was built in part with volunteer help and materials donated by businesses for $49,000. To thank volunteers for the work, Jim Dicey, Troy Road Agent, had a plaque made and presented it to the public at a town meeting. The plaque has a picture of the highway facility engraved it onto a brass background, and nameplates placed on the background naming all of the people who donated time, supplies and services. Jim believes the gesture was appreciated.

Like Durham, the Troy building also has drive through capability. The building is large enough to accommodate all of their equipment: 2 full-size dump trucks with sanders, a one ton truck, a loader, a tractor and sidewalk tractor and any other projects that are under construction.

The highway department in Warner had the open house for their new facility in February. The facility took just 5 months to build after many years of planning. Recently, the town approved a

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<tr>
<td><strong>Size</strong></td>
<td>13,300 square feet (including pole barn)</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>26</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td>Steel</td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>$437,000</td>
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<tr>
<td><strong>Doors</strong></td>
<td>2-16 ft, 4-14 ft, 2-26 ft</td>
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<td>8 ft (4ft below ground and 4ft above)</td>
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<td>Central Drain w/ 2,500 gallon oil grit and</td>
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The proposal to insulate the outside of the walls with 2" of foam insulation to increase the R value by 12.

Before the flooring was poured, electrical lines and plumbing were laid beneath it. This made the installation of the utilities cheaper and safer.

A multi-purpose room serves as a break room, conference room, and training area. It also serves as an emergency management center. An electric generator provides emergency power to the multi-purpose room, the office, locker room, restroom, and a portion of the highway garage.

The garage is large enough to hold the entire fleet in Warner: five Mack trucks, a grader, a front-end loader, an excavator, and two one-ton pick up trucks.

When building a new garage, it’s helpful to visit other garages. Mike Lynch served as the clerk of the works in Durham. Mike says, “the first part of the process is a field visit of 2-3 facilities to get working ideas. You want to know what works and what does not.” It’s also important to involve as many people as you can.” Some of the best ideas come from the bottom up rather than the top down. In Durham, the drawing for the proposed facility was posted and the crew was asked to make comments. Some good ideas were implemented.

Also, it’s important to note that the highway department benefiting from the new facility will probably spend a fair amount of their own labor building the facility. This means less time to work on the roads. Municipalities should include this effect when planning a new facility.

For more information contact Mike Lynch in Durham at 868-5578, Jim Dicey in Troy at 242-3360, and Allan Brown in Warner at 456-3366.
Computers in Public Works

Computers are a valuable tool. In many instances public works departments could benefit from using computers to save time and keep accurate records. This article gives the reader suggestions for how managers can expand their computer usage.

The UNH T² Center recently used the electronic mailing list T2.NHROADS to ask public works departments how they use computers. An electronic mailing list is a computer program that automatically sends a computer message to all members of the list.

Public works officials use computers for a variety of tasks. They are using specialized programs, such as Road Surface Management System (RSMS), Municipal Equipment Management System (MEMS), and Sign Inventory Management System (SIMS). They are creating spreadsheets to fit their needs. There is a growing use of email, Geographic Information System (GIS), and word processing.

John Severance, Whitefield Public Works Coordinator, uses computers for a variety of operations. He uses spreadsheets to track work efforts, such as time spent on various tasks and labor, salt, and gravel usage. With the water department, he knows, by using spreadsheets, the monthly and annual water usage for each of the town's four wells. Spreadsheets also provide hydrant, culvert, and sewer manhole flushing routes and maintenance records.

John uses Internet and email services as reference tools and for correspondence. This doesn't tie him down to normal work hours; he can conduct research and answer his correspondence any time.

John uses AutoCAD for sewer, road, and water projects. If the town warrant article is passed, he intends to implement GIS this spring.

Word-processing enables John to create attractive grant proposals and letters. He also writes a public works newsletter using a word-processing program, and uses the same word-processing program to do his billing.

Lee Murray, the Road Agent in New Boston and President of the New Hampshire Road Agent's Association finds many uses for spreadsheets. Lee uses spreadsheets to keep track of his personnel records. According to Lee, the people in the "town office love it, and wish all the other departments would use spreadsheets too." Lee sends a weekly package to the town office that contains of a payroll sheet, a budget form, equipment, and accounts payable.

Lee uses the spreadsheet to determine the weekly payroll. He has a variety of formulas programmed into the spreadsheet, which compute hours, wages, and overtime pay. He has a form he calls the Budget Form that tells the people in the town office which budget to apply expenses to. His equipment worksheet is for hired-out equipment; it tracks the equipment, the rates of hire, and the hours work. Lastly, Lee has created an accounts payable sheet, which indicates what suppliers to pay and reiterates the information from the equipment worksheet. The bundle of worksheets creates a system of checks and balances which enable Lee to know where he is in his budget year at all times. Lee also uses spreadsheets to keep track of employees sick and vacation time.

Lee has an old laptop computer for "on the road" RSMS surveys. He uses the laptop with a distance-measuring instrument, which works off the odometer, to get accurate road lengths.

Ed Mattson, the Fitzwilliam Road Agent, also uses spreadsheets to document time and overtime. He says that he can adapt almost any need to a spreadsheet. He uses spreadsheets in conjunction with his RSMS data, which he exports into a spreadsheet. He does this to incorporate his culverts and drainage and brush cutting into his 10-year plan.

Ed uses word processing programs to create letters, memos and reports. He says, "a nice computer and printer will make you look more professional in your job."

For more information on computers in public works, contact the UNH T² Center. To join the mailing list, see page 11 of this newsletter.
Mailbox Miscellaneous

It’s inevitable. Every now and then a plow truck will destroy a mailbox. Accidents with mailboxes are an area of potential friction between residents and highway department.

This article attempts to lessen the friction. There is advice from Bernie Waugh, NHMA Legal Counsel, the postal service’s suggestions for mailbox placement, a sample of local public works officials methods to cope with destroyed mailboxes, and suggestions for creating ordinances to deal with issues of liability.

Bernie Waugh on Mailboxes

Bernie Waugh addresses mailboxes in A Hard Road to Travel.

The U.S. Congress, acting under the “post road” class of the U.S. Constitution (Article I, § 8, Clause 7) has declared all highways maintained by a state and its political subdivisions as post roads. Placement of mailboxes within the right-of-way is thus legitimate “viatic use” of the highway, and snow plow damage to a properly placed mailbox should be viewed no differently than damage to any other abutter property—if the mailbox is damaged by town negligence, the town will likely be liable.

(Viatic use means, any use reasonably incidental to the purpose of traveling. It has been held to include the moving of buildings from one site to another; people gathering to watch a parade; children at play rolling hoops; hoses pumping gas to cars parked in the street; and roadside parking.)

But the question is: what is “properly placed?” Can towns regulate mailboxes? Well, yes and no. The U.S. Postal Service has not limited the extent to which towns can regulate their own highways. If fact postal customers are explicitly required to obey any local regulations when erecting mailboxes (39 CFR, Sec. 111.2(a); Domestic Mail Manual, Sec. DO41.2.7). On the other hand, the Postal Service does regulate how a mailbox must be placed by the owner in order to have mail delivered to it. So think of the town and the post office as two independent overlapping regulatory authorities. Hopefully the two sets of regulations will contain some points of intersection and consistency. If town regulations are so strict as to leave the citizens no options which also comply with postal service regulations, then folks just won’t get their mail. This may not be a legal problem, but it sure-as-hell could be a political problem! If you want to regulate mailbox placement, check with your postmaster to make sure the owners are left with delivery options.

United States Postal Service on Mailboxes

The United States Postal Service website states that: mailboxes must be placed at a vertical height of 3.5 feet and 4 feet from the road surface.

The Postal Service doesn’t say anything about what type of posts or supports the customer should use. Nor do they say if it is the post that should be placed 4 feet from the road surface, or just the box.

Public Works Officials on Mailboxes

How do highway departments cope with being one of the (as Bernie puts it), “two independent overlapping regulatory authorities?”

Recently, the UNH T² Center surveyed a number of towns and found that municipalities try to make a broken mailbox right. Of the towns surveyed, none have a mailbox policy or ordinance. Jack Petkus, of Nashua, says “we try to replace each mailbox that we knock down with a standard
one but when we get resistance we replace 'in kind.' After a knockdown, we try to make an immediate temporary fix so the resident can get mail and then do a permanent replacement in the spring. If we get one that was improperly positioned, we usually replace those but we strive to put it back right.” He adds, “I shudder to think what we are going to do as granite mailbox posts and handmade unique (and expensive) boxes become more prevalent. We’ll cross that bridge when we come to it.”

Nashua does what most towns do: replace the broken mailbox with a standard mailbox and perform the labor themselves. In Bedford, they don’t replace mailboxes at their cost if the post is old, or made of untreated lumber. If the post and box are placed in the proper location, then they will replace the mailbox. If, the mailbox appears to have been “faulty,” then the mailbox is not replaced. This is done on a case by case situation.

Most towns use a standard mailbox, but what if an expensive mailbox is broken? Municipalities should create an ordinance before these questions come up is the best way to deal with this.

Suggestions

When mailboxes are hit, there are three major questions:
1. Who is at fault?
2. What type of mailbox to use in replacement?
3. And, liability.

To address these issues selectmen should create a mailbox ordinance. RSA 41:11 allows for a mailbox ordinance.

The ordinance should specify placement of the mailbox, the distance from the road surface and reference to the postal services specification for height. The municipal ordinance should not conflict with the postal services.

For people who want “fancy” mailboxes, but to keep the town from having to replace them, the ordinance might say: “All mailboxes shall conform to the following specifications (then describe the mailbox you wish to use). A mailbox may deviate from this specification, but if it is damaged by the town, residents replace it.”

Local ordinances should also address potentially dangerous posts. For instance, a granite post might be considered more dangerous than a lumber post. The ordinance might say the post can be made of (specifying) materials and not of (specify materials).

The ordinance should say, “mailboxes will be replaced by the town, when the mailbox was hit by a plow, and as long as the mailbox was properly placed in accordance with the mailbox ordinance.”

Conclusion

These methods should decrease the friction between residents and its highway department. Also, they might save the municipality from having to replace an expensive mailbox that was incorrectly placed.

Sources:
Excerpt from: A Hard Road To Travel, Bernie Waugh, Jr., New Hampshire Municipal Association, 1997, Pgs. 6, 19-20
A Guide for Erecting Mailboxes on Highways, AASHTO. May 1984
http://www.usps.gov/feedback/faq-ccm.htm#mail, January 30, 1998

Revision of the Manual on Uniform Traffic Control Devices; Final Rule

Effective January 9, 1997. Section 2D-39 of the MUTCD is modified to increase the recommended letter sizes for street name signs to a minimum of 6 inch uppercase letters, 1 ½ inch lower case letters, and 3 inch letters for street abbreviations. However, for local roads with speed limits 25 mph or less, the existing MUTCD language is modified to provide an option for continued use of minimum 4 inch uppercase letter size with 2 inch lowercase letters for street abbreviations. All street name signs are required to be retroreflective.

Since the recommended change from 4 to 6 inch letter size may impose some additional costs on State and local jurisdictions, the FHWA is establishing a compliance date for the installation of street name signs. The compliance date is 15 years after the issue date of this final rule (January 9, 1997) or as signs are replaced within the 15 year period. This will allow for replacement after a normal service life of the signs.

Source: Federal Register Online via GPO Access
Professional Engineers
Renewal Criteria
UNH T² Workshops Fulfil Requirements

Professional engineers in New Hampshire must begin to accumulate professional development hours during the license renewal period beginning after June 30, 1997. They must report 30 Professional Development Hours (PDH’s) for the biennium.

Professional engineers can acquire PDH’s by attending UNH T² Center Workshops relevant to the practice of engineering. The Board of Licensure relies on the licensee’s judgement to choose relevant courses. A PDH is equivalent to one contact hour. Most UNH T2 workshops are eligible for 5 PHD’s.

When teaching or instructing qualified courses or seminars (such as UNH T² workshops) the instructor is eligible to earn twice as many PDH’s as the participants. Call the UNH T² Center if you’re interested in teaching a workshop.

Record keeping

The licensee must keep their own records of PHD’s for licensing requirements. Records must be maintained for three years and may be requested by the licensing board for random audits. Failure to provide documentation upon request can result in disciplinary action. Records shall contain at least the following documentation.

1. A log showing the type of activity claimed, sponsoring organization, location, instructor’s or speakers name, and PDH’s and
2. Verification of attendance.

UNH T2 Center flyers, workshop agendas and attendance certificates contain all the necessary information. Other types of documentation can qualify. For a complete listing of documentation, and exemptions, see their website.

Renewal requirements for non-residents and reinstatement of licensing, along with other rules are available to the website.

http://www.state.nh.us/jtboard/home.htm

Underground Damage
Prevention Laws Revised
Commonly referred to as DigSafe

On January 1, 1998, revisions to the Underground Utility Damage Prevention Laws took effect. In addition to certain editorial changes, the revisions clarify the definitions of “excavate,” “excavator,” and “underground facility.” New provisions include increased penalties for repeat offenders, and voluntary pre-marking.

The revised definition of “excavator” states:

“excavate, excavating, or excavation means any operation conducted in a public way, right-of-way, easement, public street, or other public place, in which the earth, rock, or other material in the ground is moved, removed, or otherwise displaced by means of any tools, equipment, or explosive, and includes but is not limited to drilling, grading, boring, milling, trenching, tunneling, scraping, tree and root removal, cable or pipe plowing, fence or sign post installation, pile driving, wrecking, razing, rending or moving any structure or mass material...”

The purpose of the law is to protect excavators, the general public, and utilities from damage that occurs during excavation. The types of activities noted in the definition have created damage and injury.

“Emergency Situations” are conditions for whom strict adherence to the notification procedures might impair public safety, or compromise the adequacy of public service. In such situations, the excavator must contact DigSafe “as soon as practicable during the emergency situation.”

There was a considerable disagreement over how long a Dig-Safe number was valid. The revised law clearly states: “The excavator’s notification shall be valid for 30 calendar days from the date and time of confirmation of notification by the underground utility damage prevention system.” A specified time period ensure that the excavation will occur before the markings have had a chance to erode.

The new voluntary pre-marking provisions were added to assist in communicating where an actual excavation is to occur. Methods include

continued on page 11
Chain Saw Safety

Working safely with a chain saw begins with training. Both the employer and the worker are responsible for ensuring safety. Safe measures include proper training, good body mechanics and felling technique, well-maintained equipment, and protective clothing.

Proper Maintenance

Proper chain saw maintenance is vital to safety. Using manufacturer’s specifications, operators should know how to sharpen cutters. Refer to your chain saw manual for the correct filing technique. A sharp chainsaw is safer than a dull one.

Keep the saw clean, lubricated, and adjusted. Before starting work inspect and test the chain brake, chain catch, throttle lock, handles and guards, all nuts and bolts, spark arrester, and muffler and air filter. The chain tension should be properly adjusted and the carburetor tuned.

Preventing accidents

Accident prevention is the most important task. A chainsaw is not only dangerous to the operator but to those around him. Each year thousands of people are injured by chainsaws.

Learn good cutting technique and proper saw operation from the start. Keep the saw close to the body. Bend from the knees, not the waist. Improper lifting techniques and poor posture contribute to accidents. Use good body mechanics to lessen fatigue and keep you more alert throughout the day.

Kickback occurs when the chain coming around the tip of the saw bar meets a solid object, such as a rock, another log, or the ground. Keep the saw bar tip clear of other objects, and avoid dangerous and awkward positions when cutting.

Do not wear bagging clothing because they might get caught in the saw. Wear heavy work pants without cuffs. Safety equipment should be inspected yearly. Proper equipment includes checking the expiration on hardhats. Personal protective equipment is vital and must include:

- Safety helmets. Helmets that are made out of safety plastic, heat, cold and UV rays can break them down and make them brittle. It is recommended that hardhats be replaced every two years.
- Eye or face protection.
- Gloves.
- Steel toe boots.
- First aid kits at work site and in crew vehicles.
- First aid and CPR training is essential for all supervisors and employees. The most important skills would be treating traumatic cuts and transporting victims.

Have a Plan

Having a branch or tree felling plan, and following it, are essential for everybody’s safety. Know how to get the branch or tree to the ground before making any cuts. When two or more people are working together, all others must work at least two tree lengths from the person cutting the tree.

Each tree is different, so deal with each tree individually. Look for potential hazards on the ground and overhead. Keep people and animals free of the work area. Do not cut on windy days because the wind may change the direction in which the tree may fall. Remove brush and any other obstacles that are around the work area. Don’t work alone in an isolated area. Plan an escape route when cutting down trees. The escape area should extend to the rear of the expected felling line.

Most importantly, do not use the chainsaw when fatigued or ill, or when the operator’s reactions are slow. This includes when taking medications or after drinking alcoholic beverages. The chainsaw operator must be alert and cautious. Respect the chainsaw, but don’t be afraid of it. If the operator is not comfortable handling the saw on any given day, have him turn it off and walk away.

Sources
Hamilton, George, Respect the Awesome Power of the Chainsaw, UNH Cooperative Extension
Operator’s safety manual. Husqvarna,

Road Business, Spring 1998, Vol. 13, No. 1
Road Business Four Year Index

Call UNH T² Center for Copies You Can’t Find


Road Business, Spring 1998, Vol. 13, No. 4
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 T^2 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. You can also request by fax us at 603-862-2364, and you can e-mail to kldr@christa.unh.edu.

The following materials are available free of charge.


___ 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.

___ 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.

___ Guidelines for Spring Road Use Restrictions. A system that must be started in the fall for setting load limits in the spring.

___ Updated Video Catalog. Revised in March, 1998, this is the complete list of our videos available for a two-week loan.

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 T^2 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

___ Drainage, Drainage, Drainage. A manual featuring various drainage concepts and features. Problems with drainage and proper maintenance to ensure good drainage are also discussed. A UNH T^2 Center Workshop notebook. $15

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

___ Timber Bridges. This oversized manual discusses the design, construction, inspection, and maintenance of timber bridges. It has many pictures of bridges across the country and diagrams to help learn how to build the best timber bridge.

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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 T^2 Center.

Name: ____________________________________________
Position: _________________________________________
Organization: _____________________________________
Address: __________________________________________
Town: _______________ State: ________ Zip: __________

Check is enclosed
$15______ $30______

Road Business, Spring 1998, Vol. 13, No. 1
Videos
from the
University of New Hampshire Technology Transfer Center
Road Business, Spring 1998, Vol. 13, No. 1

The following videos are available from the UNH T² Center Video Library. You can have five videos out for a two-week period with no charge. To request by mail, check the videos you would like to have (up to 5 at a time), fill out the mail request form, 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://www.t2.unh.edu.

__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-261 Unsurfaced Road Inspection 8 min. Describes and demonstrates common problems occurring on unsurfaced roads.

__NEW! ST-251 Call Before You Dig 10 min. Stress the importance of calling to check the status of a location before digging and possibly affecting many other people and businesses. Shows personal stories to describe the effects of wire-cutting, and sends the message to call Dig Safe first.

__NEW! ST-252 Evaluation of Reflective Sign Material 16 min. Covers factors influencing sign reflective materials for sign effectiveness. Provides information to select the best materials for specific conditions.

__NEW! ST-253 T² Legal Basics 2 hrs. A videotape of the T² class on Legal Basics with Bernie Waugh, legal council for the NHMA.

__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.

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

Place Stamp Here

Technology Transfer Center
33 College Road
231 Kingsbury Hall
University of New Hampshire
Durham, NH 03824-3591

page 10
**Milestones:**

*Steve Bancroft* is the new Road Agent in Warren.

*Kurt Grasset* is now the Road Agent in Hancock.

*Dennis Patnoe* is the new Public Works Director in Lancaster.

*Hank Query* the former Road Agent in Hancock, retired in January.

*Dale Sprague* is the new Public Works Director in Farmington.

*Llyod Stevens*, retired Road Agent in Lee, passed away in February.

**Websites:**

There are many helpful websites for Public Works employees. Here are just a few. If you have others that your colleagues could benefit from, send the urls to kathy.desroches@unh.edu. We’ll publish the site and your name in Road Business (no commercial sites please).

UNH T² Center: http://www.t2.unh.edu

American Public Works Association: http://www.pubworks.org/

DigSafe: http://www.digsafe.com
Dig permits can be requested on line, but they take an extra day to process.

MUTCD: http://members.aol.com/rcmoeur/signman.html
A handy site for accessing signage information.

Natural Resources Conservation Service: http://nhst02.nh.nrcs.usda.gov/

New Hampshire Department of Environmental Services: http://webster.state.nh.us/des/discover.htm

New Hampshire Municipal Association: http://www.nhmunicipal.org/

New Hampshire Office of Emergency Management: http://www.nhoem.state.nh.us/

MSNBC weather service: http://www.intellicast.com/
Site information provided by Kurt Grasset, in Hancock. Use this site to plan your winter and summer maintenance. __continued from page 6__

pre-marking the proposed excavation in white, on-site pre-construction meetings, or issuing of plans prior to notifying Dig-Safe. Using pre-marking can decrease callbacks to the excavator, and allows for the placement of paint and flags only where necessary.

Very few changes have been made to the law itself. Most of the wording changes clarify the original intent of the law. The New Hampshire Public Utilities Commission enforces the law, and can be reached at 271-6022 for specific questions related to the law or enforcement procedures.

**NHROADS**

Want to know what is happening in other towns? Need a place to ask questions of other Public Works Officials? Then, subscribe to NHROADS! It’s free. Send an email message to kathy.desroches@unh.edu

In the body of the message type: Add T2.NHROADS your name
For instance:

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<td>15—RMS98 NEW USERS—LEBANON</td>
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<td>21—SIMS98—DOVER</td>
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<td>29—MEMS98 NEW USERS—LEBANON **CHAINSAW BASICS</td>
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<td>18 WORKZONE TRAFFIC CONTROL—HILLSBOROUGH</td>
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