On the Road in New Hampshire

The Whitefield Highway Department’s finds a New Way to Market Themselves

When it came time to vote on the town warrants this year in Whitefield, the highway department got everything they asked for. This article will explain how they marketed themselves.

Gregg Hatfield, the Whitefield Road Agent thought that people would vote for his projects, if “they could see what we do.” So he enlisted the help of his crew and they set about to educate the townspeople.

On a freshly painted 4 x 8 sheet of plywood, he and his crew painted mountains and 4 pieces of equipment. Gregg describes one of his crewmembers as an “artist,” who painted a grader, backhoe, F550 and a 6 wheeler on the plywood. With the painting as a backdrop, Gregg added before, during, and after photos of six recent construction jobs to the newly made display. This gave the public an opportunity to “see where their money is going.”

The display was placed at the polls so the voters had the chance to look at the board before voting. Gregg placed a copy of the town report underneath the display and supplied information about the Winter Plow Policy and Ride-A-Long program. The ride-a-long program enables citizens to ride with a plow driver after they’ve signed a waiver. (Gregg says he hasn’t had “any takers after he informs citizens that they need to meet him at the garage at 4 am!) Since the election the display has been moved to the Town Hall.

On the warrant there was a new backhoe and a new F550. Gregg said the warrant passed “without a question.” Congratulations to Gregg and his crew for coming up with an innovative way to educate the public in Whitefield about his department and the importance of the services they provide.

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Protecting Against Bloodborne Pathogens
By Marisa DiBioso, Project Assistant

A bloodborne pathogen is a virus that can be transmitted by contact with bodily fluids. A puncture from a nail or a cut from the sharp blade of a plow can put workers at risk of contracting a bloodborne pathogen. Viruses can live on objects putting workers at risk. Understanding safety precautions and knowing what to do can reduce the risk of workers becoming infected with a bloodborne pathogen.

Types of Bloodborne Pathogens

There are many types of bloodborne pathogens. The most dangerous are Human Immunodeficiency Virus (HIV), Hepatitis B Virus (HBV), and Hepatitis C Virus (HCV). HIV is generally spread through sexual contact, but it can also be contracted through blood and other bodily fluids. In accidents, contact with blood could result in transmission of viruses. Blood can carry a virus that could cause infection through an open cut or inflamed skin. Often the person infected doesn't know they are infected, since it can be years before they become symptomatic. Eventually HIV may lead to Acquired Immune Deficiency Syndrome (AIDS) which attacks the immune system and makes it difficult for the body to fight diseases. There is no known cure or vaccine for HIV.

HBV and HCV are spread through contact of infected bodily fluids. Like HIV, people can carry HBV and HCV passing it to others, without becoming symptomatic or only mildly sick. However, some infected with HBV and HCV develop severe complications, including cancer and liver problems. These viruses spread 100 times easier than HIV, and can live in dried blood for up to 45 days. This means that if an infected person cut him/herself on an infected saw blade, a co-worker could become infected over a month later. There is no cure for HBV but there is a vaccine and may be covered by health insurance. There is no vaccine for HCV.

Precautions

When dealing with potentially infected areas, take these precautions:

- Immediately wash with soap and water any body part that is believed to have come in contact with a contaminated.
- Don’t pick up glass with bare hands.

continued on page 11
Master Road Scholars

Master Road Scholar Tom Saari

Tom Saari is the Road Agent in New Ipswich. Before becoming Road Agent ten years ago, he supervised the construction of many major buildings in the New England area. He also was self-employed with his brother, Walter, in an excavating business; they sold the business in the late eighties. He now owns a new excavation business, Saari Excavation.

Taking classes keeps Tom abreast of new methods. He likes hearing different points of view about what is going on in the world. He says, “The best part of my job is the satisfaction in improving the road network.” He finds it “useful to learn about improving methods and equipment to get the job done.”

Tom thanks the Selectmen for sending him and other men to classes. He’s found that the classes guide them in the right direction to complete the work as safely and as efficiently as possible.

Tom and Corrine have been married for 30 years and have five children and two grandchildren. He likes working with his son at Saari Excavation. He also plays “old-timers” hockey, enjoys traveling, and has been known to take kids to auto races in the New England area.

Congratulations to Master Road Scholar Tom Saari!

Master Road Scholar John Sowerby

John Sowerby recently retired from the Town of Exeter after working 13 years as an engineering technician. He graduated from UNH with a BA in forestry and wildlife management. He worked in intelligence and construction. Before taking this position in Exeter, John worked in Dover for 6 years. He retired from the Air Force after 34 years.

John finds that taking classes is very helpful. He finds it is productive to learn new things, from the classes and put them into effect, like pavement management. He also enjoys the opportunity to learn from others.

The Selectmen in Exeter and John’s supervisor have congratulated him for becoming a Master Road Scholar. John says, “they thought it was great.”

John is a widower and has two daughters and two grandchildren. He often drives to Texas and Alabama to see them. Now that he is retired, he plans to spend time hunting, fishing, and puttering. He enjoys building model sailboats from scratch and rewinding fly rods. He also likes assembling gun kits and woodworking.

Congratulations to Master Road Scholar John Sowerby!
Fill. . .Easier, Faster, and Economical
by Stefanie R. Fishman, Project Assistant

Controlled low-strength material (CLSM), commonly called “flowable fill,” has many uses: to backfill utility, sewer, or conduit trenches; fill building excavations; repair behind bridge abutments; create sub-bases for foundations; and fill underground voids. Flowable fill is often the easiest, fastest, and most economical way to accomplish these activities.

Flowable Fill Properties

CLSM is a mixture of sand, cement, and water. Fly ash is sometimes included to increase its ability to flow. CLSM is designed to have the strength of a strong compacted soil. When placed against a permeable soil, the water drains quickly from flowable fill. After placement, it will settle slightly, about 1/8 inch per foot of depth. The top several inches are often like loose sand and cement. After the water drains out, the remaining end product is like a firmly compacted soil. It will not settle after it hardens.

When delivered, flowable fill has the consistency of pancake batter. This self-flowing property leads to its many advantages.

Advantages and Disadvantages

CLSM’s fluid-like property allows it to be placed without compaction. Although it costs about as much as concrete, it can be more economical than conventional excavation and void filling operations. It fills a cavity as it is poured, requiring a minimum of labor. Therefore it saves the labor and equipment expense of compaction as fewer people are required to place the material than in traditional backfill methods.

Worker safety is also an advantage. Workers need not work in trenches compacting soil, with vibratory equipment. They spend less time in work zones with vehicles driving by the site.

The use of CLSM reduces the time a trench or excavation is open. Once placed, traffic can resume after a steel plate or soil has been placed over it. Prior to paving or other surface treatment, crews can remove the soil-like CLSM to finish grade.

Flowable fill is designed to be excavated so it may be easily removed if necessary. It acts like compacted sand and can be excavated with equipment or hand tools.

Other advantages are all weather construction and efficient use of materials. Road crews can place flowable fill in rain, snow, or freezing weather. Ready-mix trucks deliver the exact amount of material needed for the job. On site material storage, and hauling away excess soil, is not necessary.

CLSM should be used in situations appropriate for compacted sand. That is, flowable fill applications should be underground, and in confined areas. Large pours require a longer time for CLSM to reach an effective strength. It resists freezing and thawing providing it is not directly exposed to surface freezing conditions, abrasive erosion action, or aggressive chemicals. It should not be used as a substitute for concrete.

Placing Flowable Fill

When applied in roads, the CLSM finish grade should be at or lower than the bottom of the road base. Note the level at which crews are placing the flowable fill in the picture on the next page.

CLSM is inadequate for road base or other high strength use. It behaves like compacted sand and is unsuitable for road base or other high strength uses. Until crews have experience with flowable fill, they should place it several inches above the finish grade, and scrape off the top material before placing the base course.

Crews should use caution when placing flowable fill around or under tanks, pipes, or large containers. It is a fluid, and may cause objects to float or shift. When containers are abandoned, use CLSM to fill them.
Success Stories

The city of Concord first tested flowable fill around storm culverts. Concord has been pleased with its performance and is now considering using it to hold curb stones in place.

In Goffstown, the department has used flowable fill to backfill abandoned pipes. They have found it to be convenient since it does not require the department to excavate the road. The department is proposing to use flowable fill to backfill a vault near a bridge abutment. In cases like these flowable fill becomes very advantageous since digging around the vault area would disturb the bridge leaving the town with an extremely costly repair.

Getting More Information

Highway Departments can purchase flowable fill from many New Hampshire Ready Mix Plants. The March 5, 1999 NHDOT regulations for flowable fill can be found in the state “Supplemental Specifications” Amendments for sections 203, 209, 508, and 603. Contact Northern New England Concrete Promotion Association for more information on flowable fill and locations in the New Hampshire area, 1-888-875-3232.

Sources

“Controlled Low Strength Materials”, American Concrete Institute Committee 229, 1994.

Special Thanks

Douglas Bernard, City Engineer, Concord, NH
Peter Hodgen, City Concrete, Portsmouth, NH
Robert Myers, Executive Director Northern New England Concrete Promotion Association
Carl L. Quiram, PE, Director of Public Works, Goffstown, NH

T² Challenge

Come to Mountain of Demos and take the T² Challenge. Earn Road Scholar credit while at the Road Agents Association Show. This is the second T² Challenge to be held at the Mountain. The challenge was held in 1997 at Waterville Estates. It was such a success that the UNH T² Center has decided to have it again this year in Gilford at the Gunstock Ski Area. So, mark your calendars for the Mountain of Demos on May 25th and stop by the T² Challenge booth, beside the registration table. Dave, Kathy or Marisa will be happy to sign you up so you can earn Road Scholar hours!

PW.NET

Want to know what is happening in other towns? Need a place to ask questions of other Public Works Officials? Want to be first to receive notifications of UNH T² Center workshops? Then, subscribe to PW.NET! It’s free. Send an email message to: kathy.desroches@unh.edu

In the body of the message type:
Add PW.NET your name

For Instance:

Add PW.NET John Doe
Revised Center and Edge Line Marking Rules

Immediate Compliance in Restriping Programs and on Resurfaced Roads

On January 3, 2000, FHWA published the final rule revising the MUTCD regulations for center and edge line marking. The compliance date is the earliest of the following:
1. January 3, 2003, or
2. When pavement lane markings are replaced within an established pavement marking program, or
3. When the highway is resurfaced or reconstructed.

The New Rules

Key terms used in the new rules are defined in the box on the next page.

The following are the new “shall” rules. It is mandatory that agencies meet these requirements.

1. Centerline markings shall be placed on paved, 2-way traveled ways on streets and highways having either of the following characteristics:
   a. Urban and rural arterials and collectors with traveled ways 20 feet or more in width with an ADT of 6000 or greater.
   b. Urban and rural traveled ways with 3 lanes or greater.
2. Edge line markings shall be placed for paved traveled ways on rural arterial streets and highways with traveled ways 20 feet or more in width with an ADT of 6000 or greater. (Also on all freeways and expressways.)

The new “should” rules are recommendations rather than mandatory requirements.

1. Center line markings should be placed on paved, 2-way traveled ways on streets and highways having the following characteristics:
   a. Urban arterials and collectors with traveled ways 20 feet or more in width with an ADT of 4000 or greater.
   b. Rural arterials and collectors with traveled ways 18 feet or more in width with an ADT of 3000 or greater.
2. Edge line markings should be placed on paved travel ways for streets and highways with the following characteristics:
   a. Rural collectors with traveled ways 20 feet (6 meters) or more in width.
   b. Other paved streets and highways where an engineering study indicates a need.

The MUTCD now recommends that an engineering study be used on traveled ways less than 16 feet wide to determine whether to place center line markings on traveled ways. The engineers should consider whether traffic encroaches on the pavement edges, parked vehicles affect traffic, and traffic encroaches into the lane of opposing traffic where edge line markings are used.

The following are the new “may” rules, which are permissive.

1. Centerline markings may be placed on other 2-way traveled ways on any street and highway.
2. Edge line markings may be placed on the traveled way on any other street or highway with or without centerline markings.
3. Edge line markings may be excluded based on engineering judgment where curbs or other markings delineate the travel way edges.

Shall and Should

Some road managers treat “should” rules as if they were “shall.” They base this approach on plaintiffs’ attorneys having at times used the "should" rules in tort liability cases. These cautious road managers would broaden the proposed rules to mark lines on more roads than would a manager who strictly interprets the rules. Some would argue that they are also providing safer roads.

Current Rules Still in Force

The revised rules apply to current regulations described below. These descriptions of markings are summaries MUTCD Sections 3B-1 and 3B-6.

**Center Line Markings.** A centerline separates traffic traveling in opposite directions. It need not be at the geometric center of the pavement. Centerlines provide important guidance to
motorists. The center line markings on two-lane, two-way highways shall be either:

1. A normal, broken yellow line where passing is permitted.
2. A double line consisting of a normal broken yellow line and a normal, solid yellow line where passing is permitted in one direction.
3. A double line consisting of two normal solid yellow lines where passing is prohibited in both directions.

**Edge Line Markings.** Pavement edge line markings provide an edge of pavement guide for drivers. They have a unique value as a visual reference for the guidance of drivers during adverse weather and visibility conditions. They also may be used where edge delineation is desirable to reduce driving on paved shoulders or refuge areas of lesser structural strength than adjacent pavement. Edge lines should be continued through intersections and should not be broken for driveways.

Edge line markings shall be white, except they shall be yellow for the left edge in the direction of travel of the traveled ways of a divided or one way street or highway.

**The Formal Regulations**

The new rules differ from the proposed rules described in *Road Business* three years ago (Winter 1996, p. 4). The ADT thresholds are much higher than originally proposed. For a copy of the Federal Register pages formally describing the new rules, contact the UNH T² Center.

**Definitions of Key Terms**

**Traveled way.** That portion of a highway ordinarily used for vehicular travel, exclusive of parking lanes, sidewalks, berms, or shoulders. In the event a highway includes two or more separate traveled ways, the term "traveled way" refers to each one separately, but not collectively.

**Collector highway.** A general term denoting a highway that in rural areas connects small towns and local highways to arterial highways, and in urban areas provides land access and traffic circulation within residential, commercial and business areas and connects local highways to the arterial highways.

**Arterial highway.** A general term denoting a highway primarily used by through traffic, usually on a continuous route or a highway designated as part of an arterial highway system.

The MUTCD uses AASHTO definitions for "urban" and "rural," which refers to them as "urban areas" and "rural areas."

**Urban areas** are those places within boundaries set by the responsible State and local officials having a population of 5,000 or more.

**Rural areas** are "those areas outside the boundaries of urban areas."

City and regional planners frequently use these definitions. They can help road managers classify specific roads.

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**UNH T² Center Staff Professional Development**

The staff members with the UNH T² Center not only teach training and professional development but live it. The activities of Dave Fluharty and Kathy DesRoches illustrate their commitment to increasing the knowledge and skills of municipal road managers and their crews.

Within their UNH T² Center roles, Dave and Kathy learn about a variety of topics, whether teaching in workshops or helping instructors prepare to teach. They regularly attend regional and nationwide meetings of Local Technical Assistance Program (LTAP) Centers. They often give presentations and serve on panels.

Dave takes classes at UNH to use and create databases in Microsoft Access. He has prepared a talk he’ll present at the National Association of County Engineers Convention in April. He has attended the past six annual meetings of the Transportation Research Board (TRB) in Washington DC and he is a member or associate member of six TRB committees. He has written research proposals, reviewed papers, and continued on page 11
Road Business Four Year Index

Call the UNH T²Center for Articles You Can't Find


Gravel Roads. Ripples in the Road, 1999, #1.


Publications
University of New Hampshire Technology Transfer Center

Copies of the following books and pamphlets, and our complete list of publications, are available through the UNH T² Center. When 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 to 603-862-2364, or by e-mail to t2.center@unh.edu

The following materials are available free of charge.

___ UnH T² Center Publications and Video Catalog.

___ Asphalt Texturing Information Package. A grouping of information on a process that textures asphalt to give it the look of brick or stone. The package includes who has done it, what it looks like, and whom to call.


___ Vegetation Control for Safety. A guide for street and highway maintenance personnel. Discusses site clearance and safety operations for vegetation control.

___ Controlling Nonpoint Source Runoff Pollution from Roads, Highways, and Bridges. Discusses the contaminants in runoff pollution, and also how to prevent and control it.

___ Flexibility in Highway Design. A guide written for highway engineers and project managers who want to learn more about the flexibility available to them when designing roads. It illustrates successful approaches used in other highway projects.

___ Guidelines for Spring Road Use Restrictions. A systematic approach for setting load limits in the spring and determining their duration.

___ Improving Highway Safety at Bridges on Local Roads and Streets. This guide discusses effective, low cost methods of improving and enhancing bridge and bridge approach safety.

___ Maintenance of Small Traffic Signs. A guide for maintaining small traffic signs. It is geared toward maintenance personnel.

___ Nonpoint Source Pollution. This guide describes the causes of nonpoint source pollution and suggestions for prevention.

___ Series of Quick Guides for New Hampshire Towns. A set of pamphlets dealing with the topics below. Developed by the UNH T² Center and distributed as a set. 1) Culvert Installation and Maintenance, 2) Ditch/Channel Construction and Maintenance, 3) Vegetative Erosion & Sediment Control, 4) Non-vegetative Erosion & Sediment Control, 5) Cut and Fill Slopes, 6) Beaver Pipe: Construction and Maintenance, 7) Stormwater Inlets and Catch Basins, 8) Mowing and Brush Control, 9) Snow and Ice Control, and 10) Obtaining Permits.

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: __________

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

-M-228, Repair of Depressions, Rutting, and Corrugations, 14 min. Presents basic method for repairing rutted, corrugated and depressed road surfaces. Covered are steps to fill in low areas with asphalt concrete, and to overlay with a wearing course. Program describes how to use this method with a motor grader in eight work steps. International Road Federation

-M-205, Potholes: Causes, Cures, and Prevention, 11 min. Discusses how potholes develop, how they should be properly repaired, and how to develop a pothole repair program along with some preventive techniques.

-PA-232, Inspecting Unsurfaced Roads, 8 min. This video describes one of the first steps in the Unsurfaced Road Management System—Inspection. It briefly explains what defects to look for in an unsurfaced road and also how to measure them. USA CRREL

-DC-230, Timber Bridges, 20 min. Discusses poor quality of our rural bridges and the benefits of replacing them with timber bridges.

-ST-255, Contractor Beware, 16 min Safety precautions and procedures for working near power lines are explained in this video. Workers share their tragic experiences of injury and death caused by electrical shock.

-M-215, Guidelines for Spring Highway Use Restrictions, 26 min. Shows where, how and when to post limits on roads in the spring. Discusses criteria for placing and removing restrictions, where to apply them, how much to restrict loads, and when to apply and remove restrictions. Washington DOT

-ST-249, Work Zone Safety for Rural Local Agencies Parts 1-7, 1 hr.,42 min. Touching on traffic control devices, zones, applications, and flagging techniques. Information also discussed about legal liability. UNC ITRE/FHWA

-M-288, Problems with Gravel Roads, 55 min. Divided into three parts: The first part discusses the proper handling and selection of materials for gravel roads. The second part describes various problems associated with gravel roads, what causes them, and how they can be prevented. The third part discusses different maintenance techniques and equipment.
Milestones:

Ed Betz is the new Director of Public Works in Peterborough.

Cathy Conway is the Director of Public Works in Littleton.

Ken Daniels is the new Road Agent in Enfield.

Bud Jordan is the new Director of Public Works in Rye.

Pete Lavoie, of Dover, has been promoted to Director of Community Services.

Wayne Levitt is the new Road Agent in Lyndeborough.

Bruce MacBrien, Sr., of Wolfeboro passed away.

Buddy Piper Foreman in Wolfeboro has passed away.

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and spoken at summer meetings. Outside his Center role, Dave recently completed a two-year research project for the TRB that will be published in June as a TRB Synthesis.

Kathy DesRoches is a Master’s Degree Candidate in Liberal Studies at UNH. She takes short courses in Web Design whenever UNH offers a new one. She attends training conferences for Administrative Professionals. She chairs the LTAP Clearinghouse Advisory Committee and sits on the Board of the Rural Technical Assistance Program. Kathy is active with the Mutual Aid Program for Public Works and the New Hampshire Public Works Municipal Engineers Association.

continued from page 2

- Wearing gloves does not guarantee protection. Infection can spread if the glove touches the mouth, eyes, nose, inflamed skin or open wound.

- Keep food and drinks away from areas that could be infectious.

- Tell a supervisor when someone is cut or an object is suspected of contamination.

- Dispose of contaminated objects by putting them in a special biohazard-labeled receptacle, or

- Disinfect surfaces, wearing latex gloves, with a disinfectant such as bleach.

- Create an “Exposure Control Plan” to inform workers of the risks of bloodborne pathogens.

The Exposure Control Plan should

- Include a list of duties that could lead to a higher risk of infection

- Explain the procedures to follow if someone has been exposed to a contaminated object

- Identify locations where workers can wash their faces or hands in case of an emergency

- Remind workers to use safety equipment when appropriate, which may include gloves, safety glasses and masks

- Identify where receptacles are for contaminated objects

- Give instructions on how to dispose of contaminated objects properly

Carelessness can lead to transmission of a dangerous virus. Report incidents of exposure to supervisors. Reports should include when and where the incident occurred, whose bodily fluids the worker came in contact with, and information if consent was given to be tested for HIV. Report all accidents, no matter how small the possibility of infection seems.

Following simple precautions can reduce the risk of contracting a bloodborne pathogen. Treat all bodily fluids and potentially infected objects as contaminated. Know the risks of infection and safety equipment available. Learn what actions you to take in case of exposure. Not being informed about these precautions and procedures can have dangerous effects.

Sources

Bloodborne Pathogens, OSHA Bloodborne Pathogens Standards.

Viral Hepatitis C Prevention, Centers for Disease Control and Prevention, March 15, 2000.

http://www.cdc.gov/nccdod/diseases/hepatitis/c/hepcprve.htm
## Calendar

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