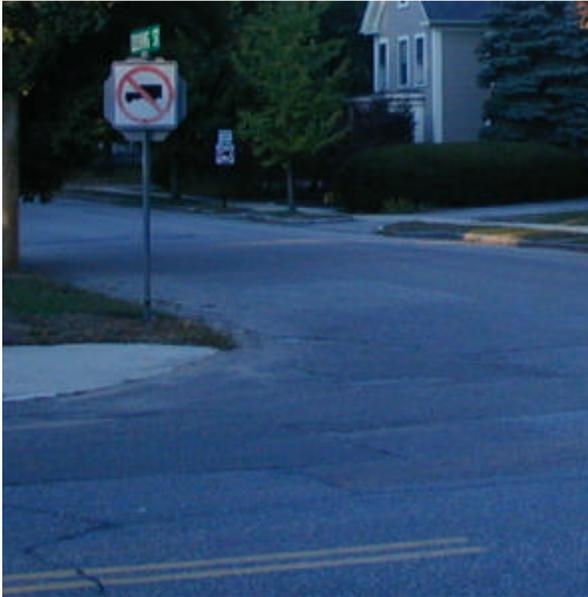




ROAD BUSINESS



Picture 1.

On the Road in New Hampshire

Installing the Correct Traffic Sign

Road managers must often install traffic signs to satisfy residents' requests. Whether to slow or restrict traffic on certain streets. The sign must be the correct type and correctly placed. Picture 1 is an example of well intended traffic signs that probably satisfy residents, but mislead drivers.

As described on pages 6 and 7, the No Trucks sign notifies drivers that local laws "exclude designated vehicles" from using the road. Does the city mean to prohibit all trucks? The highway department probably should install a No Through Truck message sign instead. Residents expect delivery of mail, fuel, furniture, or appliances. The affect of the pictured sign is that truck drivers must break the law to deliver necessary goods or services.

The *Manual on Uniform Traffic Control Devices* states that signs should meet five basic requirements to be effective:

- A. Fulfill a need;
- B. Command attention;
- C. Convey a clear, simple meaning;
- D. Command respect from road users; and
- E. Give adequate time for proper response.

The Institute of Traffic Engineers addresses correct sign selection in its *Traffic Signing Handbook*. It states, "A sign has little value if it not effective." It quotes the MUTCD requirements as criteria for a sign to be effective."

Obviously, signs with incorrect or inconsistent messages do not meet these requirements. Correct sign placement is also necessary. The sign in the Picture 1 background is also a No Trucks sign. It is visible to truck drivers turning right only after they than entered the street. What are they to do? Turn around in a resident's driveway? Continue through the street, thereby breaking the implied law?

Truck sign types and their placement are described in the "Traffic Signs to Restrict Trucks" article. It is the second in a series of *Road Business* articles intended to clarify sign selection and installation. If you have examples or questions about particular signs or situations, please contact the UNH T² Center. The staff will clarify proper usage and placement in future articles.

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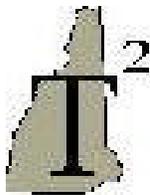
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UNH T² Center 2002-2003 Training Plan

Needs Assessment Respondents Help Establish Priorities

Many thanks to the 83 people who returned the needs survey in December 2001. They indicated their preferences for 35 workshop topics on a 1 to 7 scale. The results have helped us establish priorities for workshop topics for 2002-2003.

The two-year training plan, with numbers of sessions for each training season, is shown below. The topics are listed in the order of the needs survey results.

UNH T ² Center Training Plan, 2002-2003				
Workshop Topic	2002		2003	
	Spring	Fall	Spring	Fall
Leadership Lessons	2			
Drainage, Drainage, Drainage	2		2	
Basics of a Good Road	1	1	1	1
Reconstruction Project Planning	1	1	1	1
Winter Operations		3		3
Work Zone Traffic Control	2		2	
Project Management	2		2	
Advanced RSMS	1		1	
Storm Management; Hazardous Materials		2		2
NPDES, Employee Training			2	2
Regulations for Municipal Garages		3	1	
Road Surface Management System		1		1
Specs, Bids, and Contracts		2		2
Gravel Road Maintenance		2		2
Cost Estimates and Budget Prep.		2		2
Trenching, Electricity, and Other Safety	2			
Utility Cuts and Culvert Replace				2
Erosion Control/Sediment BMP		2		2
Marketing PW Depts and Projects		2	2	
Tort Liability/Risk Management	1		1	
Delegation and Time Management				2
NPDES Regulations and Permits	2			
Drainage Management System	1	1	1	1
MUTCD and NH Traffic Sign Rules	2		2	
Bridge Repair Projects			2	
Sign Inventory Management System	1		1	

New Hampshire Road Scholars

We are pleased to recognize individuals who, during the Fall of 2001, 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.

<u>Road Scholar</u>	<u>Affiliation</u>
Lee Dunham	Swanzy
Greg Hatfield	Whitefield

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.

<u>Road Scholar</u>	<u>Affiliation</u>
Michael Bernard	Hooksett
Gregory Bowen	Loudon
John Cote	Dorchester
Paul Parker	Sutton

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.

<u>Road Scholar</u>	<u>Affiliation</u>
Michael Bernard	Hooksett
Carl Currier	Hooksett
Wayne Elliott	Gilford
Everette Kern	Portsmouth
David Lent	Merrimack
Dan Phillips	Rochester
Scott Pike	Rochester
Larry Young	Hooksett

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

<u>Road Scholar</u>	<u>Affiliation</u>
Robert Bain	Plymouth
Robert Bureau	Goffstown
Clark Craig	Hancock
Carl Currier	Hooksett
Greg Eastman	New Ipswich
Kenneth Fanjoy	Portsmouth
Dennis	Bedford
Corey Hall	Whitefield
John Lahaye	Hanover
Ken Louzier	NHDOT
Randy MacDonald	Hanover
David Morrison	Mason
Clarence Nason	Milton
Mike Reifke	NHDOT
Robert Ripley	Portsmouth
Ralph Sanders	NHDOT
Doug Sargent	Ossipee
Allan Swiandas	Bedford
Wayne Thomas	Walpole
Don Vachon	New Durham

Third Annual NH Underground Damage Prevention Seminar

February 21, 2002 Center of NH, Manchester
February 26, 2002 Sovereign Hotel, Keene

Representatives from NHPUC, DigSafe, On Target, NHMA, NHDOT, Cable Television and the Utilities are on the agenda to speak.

Contact Lisa Faso, Public Relations
Representative, DigSafe Center
781-721-1191 or 1800-DIGSAFE
email lfaso@digsafe.com

Stress in Today's Workplace

M

Many people in many areas of life experience stress. In the workplace, it is a costly problem. Problems at work produce more health complaints than other life stresses including financial or family problems. Studies of employees report that:

- One-fourth believes that work is the most stressful part of their life.
- Three-fourths say they have more on-the-job stress than a generation ago.

Even with increased research, confusion persists about the causes, effects, and prevention of job stress. This article summarizes current knowledge about work-related stress and steps to reduce it.

What is Job Stress?

Job stress is any harmful physical or emotional response that occurs when job requirements do not match workers abilities, resources, or needs.

Job stress and job challenge are not the same thing. Challenge is important for healthy and productive work. It energizes and motivates people to learn and master new skills.

Workers who cannot meet demands become exhausted and stressed resulting in illness, injury, and job failure.

What are the Causes of Job Stress?

What is stressful for one person may not be for another. Causes of job related stresses are individual coping styles, and working conditions, or a combination of both.

Stress prevention tactics emphasize the individual and ways to help them cope. A relaxation technique is an example. Outside factors also influence the individual's ability to cope. Examples include:

- Balance between work and family and personal life.
- A support network of friends and coworkers.
- A relaxed and positive outlook.

Although management has little control over outside factors, it can control working conditions.

Managers can create conditions that reduce stress in many ways:

Design of Tasks. Avoid assigning heavy workload and hectic and routine tasks that have little meaning or do not take advantage of worker's skills. Share control of the work environment by allowing rest breaks when needed rather than at assigned times. Avoid long work hours and shift work when possible.

Management Style. Allow participation in decision-making. Create good communication in the organization establish family-friendly policies.

Interpersonal Relationships. Create a positive social environment and create a supportive environment for coworkers and supervisors.

Work Roles. Create job descriptions with clear expectations. Do not allow employees more responsibility than is reasonable.

Career Concerns. Create job security and provide promotion and advancement opportunities.

Environmental Conditions. Create a safe work environment. Eliminate unpleasant or dangerous physical conditions such as noise and air pollution, or ergonomic problems.

Job Stress and Health

Stress increases the rate of wear and tear to the body, increasing the risk of injury or disease. When stressed, the body's ability to repair and defend itself becomes seriously compromised.

Early signs of job stress include

- Mood and sleep disturbances;
- Upset stomach and headache;
- Troubled relationships with family and friends.

Long term effects of stress are more difficult to identify because they develop slowly. Evidence suggests that stress influences several chronic health problems, such as cardiovascular disease, muscular and joint disorders, and psychological problems.

Stress, Health, and Productivity

Researchers question the belief that stress is necessary for productivity. In fact, studies show that a healthy, stress free environment is better for

productivity. Stressful conditions result in increased absenteeism, tardiness, and workers quitting their jobs. Organizations with low rates of illness, injury, and disability and are competitive in the marketplace. Characteristics of healthy environments include:

- Employee recognition for good performance,
- Opportunities for career development,
- A culture that values the worker,
- Management actions consistent with organization values

Organizational Change

Organizational change is the best approach to job stress. Consultants can recommend ways to improve working conditions. They can identify stressful aspects of work (e.g., excessive workload, conflicting expectations) and design strategies to reduce or eliminate stresses. This deals directly with the root causes of stress. This approach usually involves change in work routines or production schedules, or changes in the organizational structure.

Organizational changes that will prevent job stress should:

- Ensure that the workload is in line with workers' capabilities and resources.
- Design jobs to provide meaning, stimulation, and opportunities for workers to use their skills.
- Clearly define workers' roles and responsibilities.
- Give workers opportunities to participate in decisions and actions affecting their jobs.
- Improve communications to reduce uncertainty about career development and future employment prospects.
- Provide opportunities for social interaction among workers.
- Establish schedules that are compatible with demands and responsibilities outside the job.

Efforts to improve working conditions will eliminate stress for most workers. Some will need a combination of organizational change and stress management training to prevent stress at work. One might contact their Employee Assistance Program (EAP) to see what help is available to them.

Road Business, Winter 2001, Vol. 16, No. 4

Studies show that when workers are stress-free and happy, worker productivity increases. Creating such an atmosphere will increase employee retention, decrease absenteeism and bolster worker's attitudes.

Source

<http://www.cdc.gov/niosh/stresswk.html>, January 18, 2001

Recruiting Summer and Full Time Engineering Students

The UNH College of Engineering and Physical Science will hold its 2nd annual Engineering Job Fair on February 18. It will draw civil and environmental engineering students interested in summer and full-time positions.

The UNH T² Center will have a booth at the Job Fair to assist municipalities with recruitment of engineering students. Interested municipalities should, by February 8, 2002, provide the Center with a description of their summer or full time positions and the name of a contact. UNH T² Center staff will provide the information to students, and furnish resumes of interested students to the designated contact.

A complete description of the position will improve the chances of attracting students. Call Dave or Kathy if you have any questions.

Traffic Signs to Restrict Trucks

Clear Communications Essential for Traffic and Structure Safety

Municipalities must often restrict truck weights over weak roads or bridge structures. They must also warn truck drivers of low height underpasses. Exceeding either weight or height limitations can harm vehicles and drivers as well as roads and bridges. Truck drivers need clear information, especially those unfamiliar with local roads and their potential dangers. In addition to proper sign selection, agencies must place traffic signs so drivers can avoid a hazard.

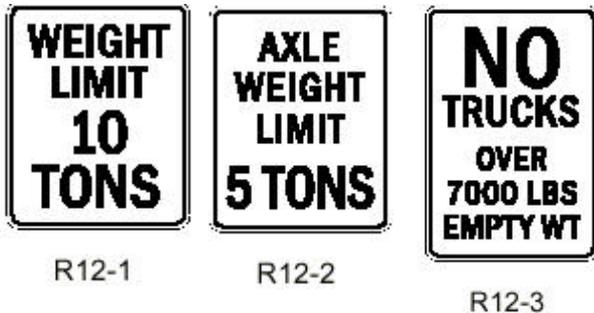


Picture 1

In addition, city and town governments often restrict trucks to satisfy citizens on certain roads. Traffic sign messages must be clear to enable enforcement. Sign combinations, such as those in Picture 1, are confusing. The top sign prohibits all trucks. The sign below it restricts only those traveling through the designated street.

This article will describe the *Manual of Uniform Traffic Control Devices* (MUTCD) traffic signs for restricting trucks, and their proper locations. The verbs "shall," "should," and "may" indicate respectively the mandatory, recommended, and optional rules.

Weight Restrictions

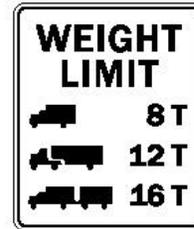


The MUTCD provides many options to inform drivers of weight restrictions. These signs are intended to restrict all vehicles that exceed the specified weight.

The Weight Limit R12-1 sign indicates total vehicle weight restrictions. Where the restriction applies to axle weight, agencies may install the R12-2. The R12-3 sign restricts trucks by reference to empty weight in residential districts.



R12-4



R12-5

The R12-4 sign describes multiple regulations of the type described above. Agencies can post multiple load limits with

the R12-5 Weight Limit symbol sign. They can specify weights for any of the Weight Limit signs.

The MUTCD standard or mandatory rule for location is in advance of the applicable section of highway or of a structure. It recommends that the Weight Limit sign with an advisory distance ahead legend be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

Clearance Restrictions



The MUTCD requires the Low Clearance warn road users of clearances. cities and towns should install signs to warn of obstructions less than 7 feet above the road surface. The sign shown should be 3 inches less clearance.

Municipalities should install a W12-2 sign at the nearest intersecting road or wide point in the road at which a vehicle can detour or turn around. For an arch or other structure under which the clearance varies greatly, two or more signs should be used on the structure itself to give clearance information across the entire roadway.

Clearances should be evaluated periodically, particularly when resurfacing operations have occurred.



W12-2P

The Low Clearance sign may be installed on or in advance of the structure. If

placed on the structure, it may be a rectangular shape (W12-2P) with the appropriate legend.

Selective Exclusion Signs

The signs above restrict all vehicles of a given height or weight. The Selective Exclusion Signs described below also restrict all vehicles of the specified type.



R5-2

Selective Exclusion signs notify road users that state or local laws exclude designated vehicles or pedestrians from particular roadways or facilities. Typical exclusion messages include:

- No Trucks (R5-2);
- NO MOTOR VEHICLES (R5-3);
- COMMERCIAL VEHICLES EXCLUDED (R5-4);
- TRUCKS (VEHICLES) WITH LUGS PROHIBITED (R5-5);
- No Bicycles (R5-6);
- NON-MOTORIZED TRAFFIC PROHIBITED (R5-7);
- MOTOR-DRIVEN CYCLES PROHIBITED (R5-8), and
- Hazardous Cargo Prohibited (R14-3).

The word message NO TRUCKS may be used as an alternate to the No Trucks (R5-2) symbol sign. Other Selective Exclusion signs are illustrated on page 2B-32 of the MUTCD. Selective Exclusion signs shall clearly indicate the type of traffic that is excluded. If an exclusion is governed by vehicle weight, agencies should install a Weight Limit Sign described above instead of a Selective Exclusion Sign.

Selective Exclusion signs should be placed on the right side of the roadway at an appropriate distance from the intersection so as to be clearly visible to all road users turning into the roadway that has the exclusion. The PEDESTRIANS

PROHIBITED (R5-10c or R9-3a) sign should be installed so as to be clearly visible to pedestrians at a location where an alternative route is available.

Residential Street Restrictions

Some municipalities restrict trucks to satisfy residents on certain streets. The signs described above prohibit all trucks with specified characteristics. Even the R12-3 sign, which the MUTCD states may be used in residential areas, restricts all vehicles above a specific empty weight.

In many instances, however, residents' desires are ambiguous. For example, residents want trucks to provide needed services, but they don't want to see the same truck types passing through their neighborhood.

Certain word message signs can restrict trucks from residential streets except those that provide necessary services. MUTCD Section 1A.03 provides the following option: "Highway agencies may develop word message signs to notify road users of a situation that may not be readily apparent."

The bottom sign in Picture 1 is an appropriate word message sign. Placed with the R5-2 No Trucks sign, however, drivers receive two messages: (1) no trucks permitted or (2) only trucks with business on the designated street are permitted. Sign managers should install only the sign that clearly describes which trucks the city or town intends to restrict.

Word message sign locations should be the same as for other truck restriction signs. Weight Restriction Sign location shall be in advance of the applicable section of highway or structure. It recommends that the sign with an advisory distance ahead legend be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

Sources

- MUTCD Millennium Edition*
- Clearance Signs, Section*
- Selective Exclusion Signs, Section 2B.21*
- Weight Limit Signs, Section 2B.43*

MUTUAL AID

A Key to Emergency Management

Three important elements when planning for an emergency are:

1. Identify hazards that may impact a municipality,
2. Identify risks from these hazards,
3. Identify resources available to respond to the hazards.

Planning may show that a municipality has insufficient resources for an effective response. Therefore mutual aid can be an invaluable part of the emergency response plan

Fire and police professionals have used mutual aid for decades in their response to emergencies. Public Works can benefit as well.

The NH Mutual Aid for Public Works Program can assist municipalities when responding to many situations. They can utilize Mutual Aid in any emergency situation where their own personnel cannot handle the event. This includes natural and man-made emergencies. The program enables municipalities to borrow equipment and personnel to guarantee a more effective response.

The New Hampshire program for Public Works Mutual Aid is the only statewide program in the country. Currently 27% of NH municipalities are taking advantage of this program. Each has made it a meaningful part of their community emergency management plan.

Created in 1998, the governing board includes representatives of the Governor's Office of Emergency Management, Road Agents Association, NH Public Works Municipal Engineers, Fire Chiefs Association, Police Chiefs Association, New Hampshire Municipal Association, Municipal Managers Association, and the UNH T² Center.

Since the program's inception, many others have taken notice. Notably the Governor has included it in her recent report on *Assessment of New Hampshire's Preparedness and Security*. The New Hampshire Office of Emergency Management has awarded a grant to the program.

Emergency Management officials throughout the country have asked the UNH T² Center for

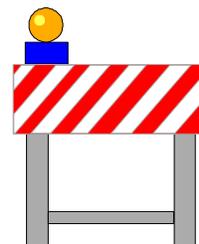
information. There has been increased national interest in this program since the events of September 11, 2001.

Road managers might be reluctant to bring the adoption of mutual aid to the Selectmen or City Council. Recently it came to the attention of the UNH T² Center that selectmen in one town had been waiting for their Road Agent to bring the adoption of this program forward. The new Road Agent was pleased to see the enthusiasm of the selectmen for the program.

Municipalities liking more information may contact Kathy at the UNH T² Center. She will send an informational package and can arrange an informational session on request.

Towns currently enrolled in the New Hampshire Public Works for Mutual Aid Program:

Alexandria	Gorham	New Ipswich
Allenstown	Grantham	New London
Alton	Greenville	Newbury
Andover	Groton	Newmarket
Bartlett	Hancock	Newport
Bow	Henniker	North Hampton
Bridgewater	Hinsdale	Northfield
Charlestown	Hooksett	Ossipee
Chesterfield	Hudson	Pembroke
Danbury	Lancaster	Pittsfield
Deerfield	Lempster	Rye
Derry	Litchfield	Seabrook
Dorchester	Loudon	Sharon
Dover	Lyme	Springfield
Dublin	Mason	Sutton
Enfield	Merrimack	Swanzey
Exeter	Middleton	Temple
Farmington	Milford	Walpole
Franklin	New Boston	Warner
Gilford	New Castle	Washington
Goffstown	New Durham	Woodstock



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.*

___ *Calcium Chloride Package.* A package of articles and pamphlets explaining the benefits of deicing with calcium chloride.

___ *Deicing, Anti-icing, and Chemical Alternatives.* Informative sheet discusses the benefits of anti-icing, deicing, prewetting, and liquid chemical alternatives.

___ *Non-Point Source Pollution.* Revised from the May 1994 edition, this guide describes the causes of non-point source pollution, and suggests ways that NPS pollution can be prevented.

___ *Problems Associated With Gravel Roads.* This handbook looks at the overall environment of gravel roads and the materials that are used to surface them. It also discusses common defects in the surface of these roads, their causes, prevention and correction.

___ *Road Salt and Water Quality.* Environmental Fact Sheet discusses road salt management, alternatives to road salt and the DOT Reduced Salt Pilot Program.

___ *The Salt Storage Handbook.* A practical guide for handling deicing salt by the Salt Institute.

___ *Mutual Aid Packet.* Includes information about Mutual Aid, frequently asked questions, and a Mutual Aid and Assistance Agreement.

___ *Snow Equipment Preventative Maintenance.* Flyer discusses general repairs and maintenance for sand spreaders, plow equipment, dump bodies and hydraulics.

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

___ *Statewide Travel Forecasting.* This FHWA book describes methods and techniques of statewide travel forecasting.

___ *Things to Know Before You Buy a New Plow.* Reprinted from a previous edition of Road Business, this article points out recommended specifications for snow plows, considering New Hampshire's climate.

___ *Standard Operating Procedures for Snow Removal and Ice Control.* Informative sample policy published by the New Hampshire Public Works Best Practices Committee.

___ *Winter Operations Snow Removal and Ice Control Policy.* Published by the State of New Hampshire DOT, it describes general policies, maintenance techniques, and equipment for snow and ice management.

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: _____

Videos

*University of New Hampshire Technology Transfer Center
Road Business, Winter 2001, Vol. 16, No.4*

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), 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

___ **DC-212, Effective Snow Fences**, 20 min
Demonstrates the benefits of snow fences.

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

___ **DC-251, The Importance of Road Drainage**, 19 min. The basis for this film is that if you do not plan the drainage of water the way you want then nature will drain it for you. Describes surface and subsurface drainage, drainage systems, and procedures for their inspection and repair.

___ **DC-252, Roadway Design: Balancing Safety, Environment, and Cost**, 13 min. This video emphasizes the importance of considering safety, environment

___ **M-201, The Snowfighters** 24 min. Methods, procedures, and equipment for effective and efficient snow removal on streets and highways.

___ **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.

___ **M-232 Pothole Repair in Asphalt Concrete Pavement**, 13 min. This tape outlines a step-by-step method for repairing potholes in a surface treatment (seal coat only) pavement. It shows the proper placing of traffic control devices, marking damaged areas, cutting out and removing damaged material, filling holes with granular material, compacting fill material, sealing surfaces with liquid asphalt and cover aggregate, cleaning the worksite, and removing traffic control devices.

___ **M-237, Pothole Repair in Surface Treatment Pavement** 13 min Demonstrates the correct procedures for repairing potholes in asphalt concrete pavement using granular material in eight steps.

___ **M-297, Using Snow Plows on Motorgraders**, 16 min Describes the types of plows and conditions for their use, how to connect each type, and how to plow using the proper plow type.

___ Video Catalog.

Place Stamp Here

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

Milestones:

Michael Bernard of Hooksett has been promoted to Foreman.

Craig Chabot is the acting Road Agent in Rollisford.

Mark Chase is the new Road Agent in Lyndeborough.

Peter Goewey is the new Director of Public Works in Rindge.

Peter Newton has replaced David Leone as the Road Agent in Groton.

Websites:

There are many helpful websites for public works employees. If you have others that your colleagues could benefit from, send the urls to t2.center@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 Emergency Management Newsletter
http://www.apwa.net/Documents/About/PET/Emergency/Minutes/01_Fall EMC_News.pdf

Assessment of New Hampshire's Preparedness and Security.
<http://webster.state.nh.us/governor/preparedness.pdf>

City Officials Directory
<http://webster.state.nh.us/dot/business.htm>

EPA Public Works Assistance Program
<http://www.epa.gov/region01/steward/necat/muni/index.html>

New England Institute of Transportation Engineers
<http://www.neite.org/>

National Work Zone Memorial

Thousands of people have died in work zones. The American Traffic Safety Services Association (ATSSA) will introduce a new traveling exhibition in April, 2002, tentatively titled, "Respect and Remembrance: Reflections of Life on the Road," to honor men, women, and children who have died in work zones. The exhibition's centerpiece will be a memorial wall inscribed with the names of those killed in work zones across the country.

The exhibition will also include an educational kiosk that will tell the story of America's roadway workers it will have memorabilia and photographs contributed by employers and family members of those named on the wall. After the exhibition is unveiled in Washington, D.C., it will be made available to communities nationwide to reflect working conditions on the road.

For more information, contact James Baron at 540.368.1701 or email at JimB@atssa.com.

Source:
Washington State Department of Transportation, Issue 71, Summer 2001, p. 14.

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 the 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

Road Business

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Calendar

*Planned UNH T2 Center workshops
Spring of 2002*

*For additional information or registrations,
call the UNH T2 Center or check the web-site.*

Basics of a Good Road

2 Locations

Drainage, Drainage, Drainage

2 Locations

DrainMS

1 Location

Leadership Lessons

2 Locations

MUTCD

2 Locations

Project Management

1 Location

Rehabilitation Project Planning

2 Locations

RSMS

1 Location

RSMS Analysis and Planning

1 Location

SIMS

1 Location

T2 Challenge

Mountain of Demos, May 30, 2002

Workzone Traffic Control

2 Locations

