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.
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.

<table>
<thead>
<tr>
<th>UNH T² Center Training Plan, 2002-2003</th>
<th>2002</th>
<th>2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop Topic</td>
<td>Spring</td>
<td>Fall</td>
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<tr>
<td>Leadership Lessons</td>
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<tr>
<td>Drainage, Drainage, Drainage</td>
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<td>2</td>
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<tr>
<td>Basics of a Good Road</td>
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<td>1</td>
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<tr>
<td>Reconstruction Project Planning</td>
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<tr>
<td>Winter Operations</td>
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<td>Work Zone Traffic Control</td>
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<tr>
<td>Project Management</td>
<td>2</td>
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<tr>
<td>Advanced RSMS</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Storm Management; Hazardous Materials</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>NPDES, Employee Training</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Regulations for Municipal Garages</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Road Surface Management System</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Specs, Bids, and Contracts</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Gravel Road Maintenance</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Cost Estimates and Budget Prep.</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Trenching, Electricity, and Other Safety</td>
<td>2</td>
<td></td>
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<tr>
<td>Utility Cuts and Culvert Replace</td>
<td>2</td>
<td></td>
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<tr>
<td>Erosion Control/Sediment BMP</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Marketing PW Depts and Projects</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Tort Liability/Risk Management</td>
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<td>1</td>
</tr>
<tr>
<td>Delegation and Time Management</td>
<td></td>
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<tr>
<td>NPDES Regulations and Permits</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Drainage Management System</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>MUTCD and NH Traffic Sign Rules</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Bridge Repair Projects</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Sign Inventory Management System</td>
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</table>
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.

<table>
<thead>
<tr>
<th>Road Scholar</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lee Dunham</td>
<td>Swanzey</td>
</tr>
<tr>
<td>Greg Hatfield</td>
<td>Whitefield</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</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Bernard</td>
<td>Hooksett</td>
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<tr>
<td>Carl Currier</td>
<td>Hooksett</td>
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<tr>
<td>Wayne Elliott</td>
<td>Gilford</td>
</tr>
<tr>
<td>Everette Kern</td>
<td>Portsmouth</td>
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<tr>
<td>David Lent</td>
<td>Merrimack</td>
</tr>
<tr>
<td>Dan Phillips</td>
<td>Rochester</td>
</tr>
<tr>
<td>Scott Pike</td>
<td>Rochester</td>
</tr>
<tr>
<td>Larry Young</td>
<td>Hooksett</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>Road Scholar</th>
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<tbody>
<tr>
<td>Lee Dunham</td>
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<td>Greg Hatfield</td>
<td>Whitefield</td>
</tr>
<tr>
<td>Michael Bernard</td>
<td>Hooksett</td>
</tr>
<tr>
<td>Gregory Bowen</td>
<td>Loudon</td>
</tr>
<tr>
<td>John Cote</td>
<td>Dorchester</td>
</tr>
<tr>
<td>Paul Parker</td>
<td>Sutton</td>
</tr>
<tr>
<td>John Lahaye</td>
<td>New Ipswich</td>
</tr>
<tr>
<td>Ken Louzier</td>
<td>Portsmouth</td>
</tr>
<tr>
<td>Randy MacDonald</td>
<td>Bedford</td>
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<tr>
<td>David Morrison</td>
<td>Whitefield</td>
</tr>
<tr>
<td>Clarence Nason</td>
<td>Hanover</td>
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<tr>
<td>Mike Reifke</td>
<td>NHDOT</td>
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<tr>
<td>Robert Ripley</td>
<td>Hanover</td>
</tr>
<tr>
<td>Ralph Sanders</td>
<td>Mason</td>
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<tr>
<td>Doug Sargent</td>
<td>Milton</td>
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<tr>
<td>Allan Swiandas</td>
<td>NHDOT</td>
</tr>
<tr>
<td>Wayne Thomas</td>
<td>Portsmouth</td>
</tr>
<tr>
<td>Don Vachon</td>
<td>NHDOT</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>Road Scholar</th>
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<tbody>
<tr>
<td>Robert Bain</td>
<td>Plymouth</td>
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<tr>
<td>Robert Bureau</td>
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<tr>
<td>Clark Craig</td>
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<td>Carl Currier</td>
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<td>Greg Eastman</td>
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<tr>
<td>Kenneth Fanjoy</td>
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<tr>
<td>Dennis</td>
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<tr>
<td>Corey Hall</td>
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<tr>
<td>John Lahaye</td>
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<tr>
<td>Ken Louzier</td>
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<td>Randy MacDonald</td>
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<td>David Morrison</td>
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<td>Allan Swiandas</td>
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<td>Wayne Thomas</td>
<td>Walpole</td>
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<tr>
<td>Don Vachon</td>
<td>New Durham</td>
</tr>
</tbody>
</table>

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**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

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

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*

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**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.

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 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.

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. Municipalities should install signs to warn of obstructions less than 13 feet, 6 inches above the road surface. The clearance height shown should be 3 inches less than the actual 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.
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.

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 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.


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 T^2 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 T^2 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 T^2 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
- Allenstown
- Alton
- Andover
- Bartlett
- Bow
- Bridgewater
- Charlestown
- Chesterfield
- Danbury
- Deerfield
- Derry
- Dorchester
- Dover
- Dublin
- Enfield
- Exeter
- Farmington
- Franklin
- Gilford
- Goffstown
- Gorham
- Grantham
- Greenville
- Groton
- Hancock
- Henniker
- Hinsdale
- Hooksett
- Hudson
- Lancaster
- Lempster
- Litchfield
- Loudon
- Lyme
- Mason
- Merrimack
- Middleton
- Milford
- New Boston
- New Castle
- New Durham
- New Ipswich
- New London
- Newbury
- Newmarket
- Newport
- North Hampton
- Northfield
- Ossipee
- Pembroke
- Pittsfield
- Rye
- Seabrook
- Sharon
- Springfield
- Sutton
- Swanzey
- Temple
- Walpole
- Warner
- Washington
- 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.
____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.
____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: ___________
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

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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
cement 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.

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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_EMN_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/neeat/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:

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
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