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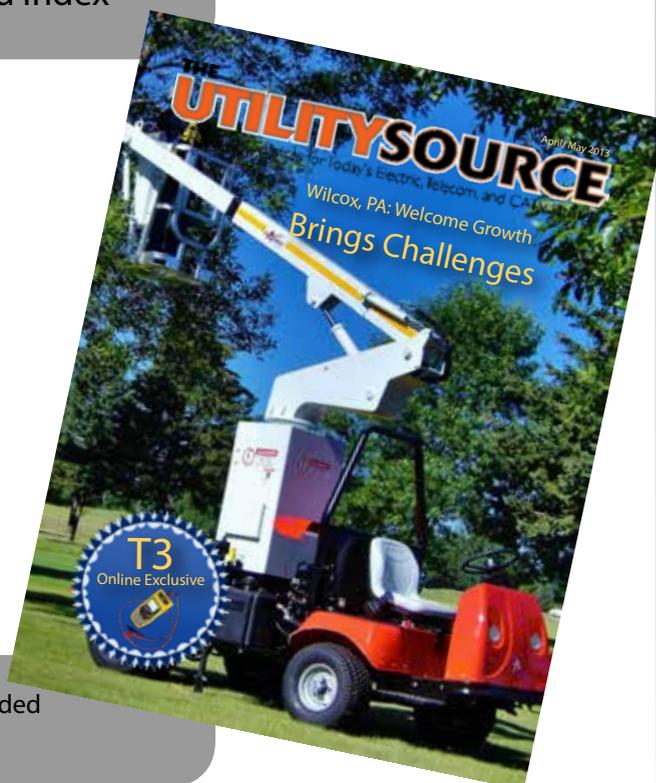
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Products and Services for Today's Electric, Telecom, and CATV Utilities

**GROUP PUBLISHER**

Jim Barnhill  
205-733-1343  
jim@handfmedia.net

**PUBLISHER**

Ed Bauer  
ed@handfmedia.net

**V.P. OF SALES**

Bart Beason  
205-733-1342  
bart@tipsmag.net

**EDITOR**

Brandon Greenhill  
205-733-4343  
brandon@tipsmag.net

**CREATIVE DIRECTOR**

Jacklyn Hobson  
jacklyn@handfmedia.net

**WEB DESIGNER**

Danny Thompson  
danny@handfmedia.net

**FACILITATOR/ HEAD COORDINATOR**

Steven Hobson  
steven@tipsmag.net

**CEO**

Christy Hobson

**PRESIDENT**

Glen Hobson



Executive and Advertising Offices

2070 Valleydale Rd, Suite # 6

Hoover AL 35244

toll free: 866.981.4511

phone: 205-441-5591 fax: 855-662-2172

www.theutilitysource.com • glen@tipsmag.net

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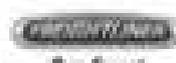
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# Growth is Welcome but Brings Challenges

Jones Twp., Wilcox PA Solves Road Repair Problems with UNIQUE Products & Service from Delullo Stone Co.

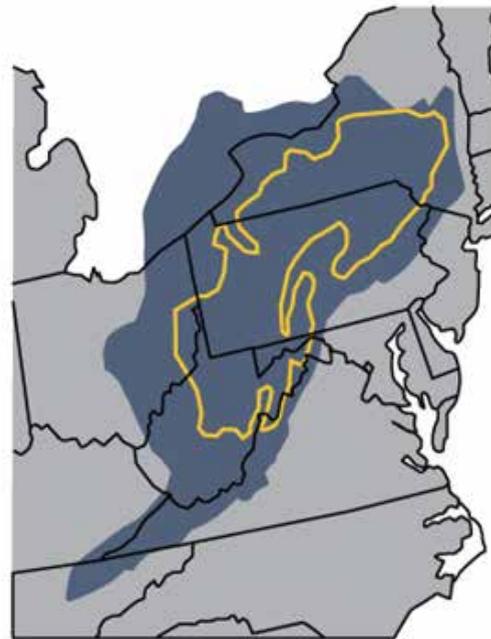
Pennsylvania State Rt. 66 is a 139-mile south-westerly-northeasterly route in northwest PA. The roadway has its western terminus at the Pennsylvania Turnpike near Clarion, PA, and dissects the Allegheny National Forest, ending at US Rt. 6 in McKean County, PA near the NY state border.

This area is in the heart of the Marcellus/Utica shale gas reserves discovery, an extensive area of booming economic development activity covering most of Pennsylvania, eastern Ohio, western New York and West Virginia, (see graphic.)

The massive Marcellus/Utica Shale deposit is creating new opportunities, and some challenges for many rural communities.

The gas/oil exploration, drilling, recovery, processing and transport occurring in these areas are generating a tremendous level of expansion and activity in these regions that has never been seen before. However, this same growth is

## Marcellus/Utica Shale Deposit



■ Utica Source Rock    ■ Marcellus Boundary

Source: Geology.com

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severely burdening the infrastructure in many ways, which was not built for such a magnitude of activities.

The exploration, drilling, processing and transport of these valuable resources require many dozens of heavy tractor-trailer loads for each well location. This heavy vehicular traffic is mission-critical to the recovery efforts, and vehicle loads can weigh upwards of 25 tons, hauling everything from water, concrete, drilling equipment, rigs, chemicals, and waste byproducts to and from the well sites, processors, suppliers, and distributors. In fact, according to the PA Department of Community and Economic Development, each drilling well will require between 3.5-5 million gallons of fresh water per drilling event, as part of the hydraulic fracturing process ("fracking") to release trapped natural gas from these reserves.

All gas development creates traffic in rural areas. The large scale of development planned for

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## FT6380 Clamp-On Ground Tester

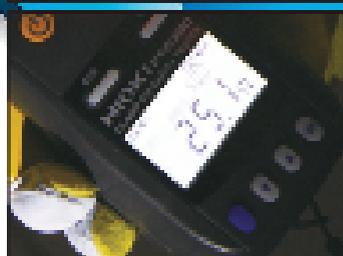
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the Marcellus, and the fact that it must be fracked, translates to dramatic increases in traffic compared to that generated by drilling conventional wells. One well service company, Gas Field Specialists, uses tanker trucks that can carry 5,460 gallons of fluid. If one well requires 2 million gallons of water for one fracking, that's 366 tanker trucks hauling fresh water and 183 tanker trucks hauling waste water, for a total of 549 tanker truck trips per well, per fracking. For the average fracking, which may take 3.5 million gallons, that is 960 tanker truck trips. In Pennsylvania, the Department of Environmental Protection estimates that one horizontal Marcellus well requires 1,000 truck trips during drilling and fracking.

Furthermore, spacing of these wells can be up to 16 wells per square mile. Most rural roads were simply not designed to withstand the massive loads and frequencies of truck traffic these energy recovery projects require. Also, Rt. 66 is frequently shut down in winter for various reasons, including snow removal, accidents, and maintenance in the area, and when this occurs, traffic gets rerouted through Jones Township, Wilcox, PA, about 20 miles south of Bradford, PA for the detour, via Lamont Rd, a two-lane locally-maintained roadway, and part of over 43 miles of roads for which they are responsible for maintenance. According to Mr. Jeff Roberts, the Highway Superintendent for Jones Twp., Wilcox, these detours are typically 4-6 hours in duration, and have happened often within the past year. As a result of this excessive wear-and-tear, Lamont Rd. is deteriorating at a rapid pace, and the picture below illustrates one such example.



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Jeff indicated this road was continually failing and needing to be revisited for habitual repairs, which became a very frustrating and expensive task for Jeff's limited crew and budget. The heavy truck loads, combined with the turning radius of the vehicles, were exerting force on the area which the repair simply could not handle.

Problems like the one shown also siphoned attention and resources from other maintenance and repair needs in town. Jeff Roberts began searching for other solutions to extend the useful life of this important road until its planned re-paving in 2014-15.

In November 2012, Jeff attended a road repair and maintenance seminar hosted by Delullo Stone Co. of nearby Kersey, PA and UNIQUE Paving Materials Corp.® of Cleveland, OH to learn about various products and applications pertaining to his road repair needs.

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After learning about its highly engineered properties and superior performance capabilities, Jeff, consulting with UNIQUE's Account Executive Tony Guizzotti, decided to give UPM a try, with a free ton sample. Jeff was amazed

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at the survivability and performance of UPM in various potholes around the township. He then decided to try UPM for this major problem on Lamont Rd. On April 13, 2013, the city purchased approximately 4 tons of UPM from Delullo Stone Co. to conduct this coordinated repair and demonstration.

The repair highlighted in these photos is Lamont Rd at the corner of Highland Rd. Extensive heavy-load truck traffic has literally crushed and disintegrated previous repairs and the asphalt surface to the point of complete failure.

Prior to installing the UPM the following day, the road surface was prepared by removing as much loose debris and failed cold patch as possible. By creating as solid base as they could, the best potential adhesion could be achieved between the UPM and the remaining roadway base and surface.

The morning of April 4th, the temperature was 35°F when repairs were begun around 9:00 a.m. Other cold patch products are hard-as-rock and completely unusable in such conditions. However, UPM is manufactured specifically in multiple seasonal grades, to ensure the material remains workable and pliable for the road crew personnel installing it. Jeff and crew were pleasantly surprised and commented on the ease and handling of the winter-grade UPM compared to products used previously.



Jeff Roberts removing failed chunks of asphalt from the roadway in preparation for installing UPM.



A single water tanker load can weigh 25 tons, far exceeding the design capacity of this road.



Because UPM is produced in seasonal grades including a winter formulation, road crews can easily work with and install material to make necessary repairs, even in 35-degree weather.

UPM is also manufactured in Spring/Fall and



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After the UPM material was shoveled into the repair area, it was compacted using the city's street roller. Compaction is essential to the effective performance of UPM, by removing excess air voids and maximizing the adhesion, (sticking to the pothole walls, floor, and road surface), and cohesion, (sticking to itself) properties of the UPM chemistry.



Good compaction is essential to properly achieving the bonding and strength of UPM, and using a roller is beneficial but not the only means of compaction.

Although a street roller was used for compaction in this case, it is not the only means of compaction—UPM can be conveniently compacted by using a plate tamper, hand tamper, or by simply rolling the truck tires back and forth over it a few times.

Another popular and effective method of compacting UPM is truck-rolling.

Several weeks after installation, the repaired area is holding firm, with no rutting, shoving, or crumbling of material despite the ongoing traffic loads and inclement weather of early spring. Jeff Roberts reports being thoroughly impressed with the survivability of UPM despite the challenging conditions. "Nothing else has

come close to working there like UPM," he said. Jeff has since purchased an additional 8 tons of UPM to date from Delullo Stone for additional repairs in other areas of the city, and expects to continue using UPM for years to come.

The repair highlighted in this case study will be monitored and updated periodically. To be notified when updates are issued, please send an email with "Wilcox Update" in the subject to [CS@UniquePavingMaterials.com](mailto:CS@UniquePavingMaterials.com).

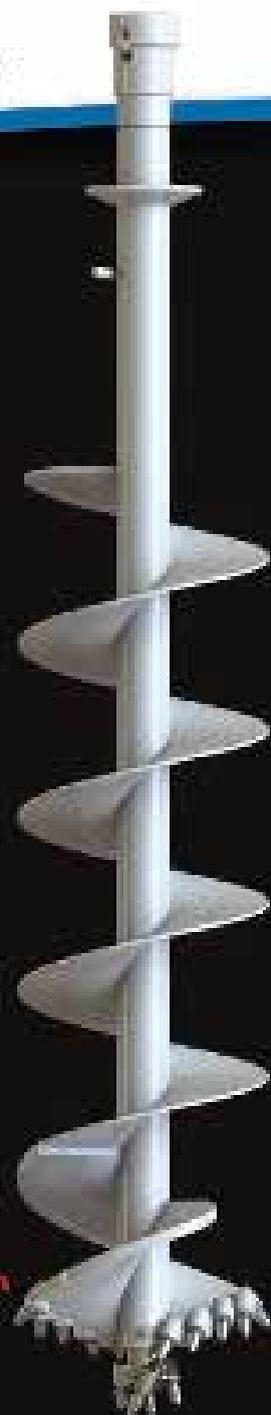
An advertisement for California Turbo, Inc. featuring a collage of industrial fans and blowers. The products are arranged against a background of a power substation. Text labels identify the products: "VAULT BLOWERS and ACCESSORIES" (top left), "TRANSFORMER COOLING FANS and ACCESSORIES" (top right), and "CONFINED SPACE BLOWERS and ACCESSORIES" (bottom left). At the bottom, the company name "California Turbo, Inc." is displayed in red, followed by contact information: (800)448-1448 fax: (909)854-2801, 10721 Business Drive, Fontana, CA 92337, www.californiaturbo.com e-mail: hank@californiaturbo.com.



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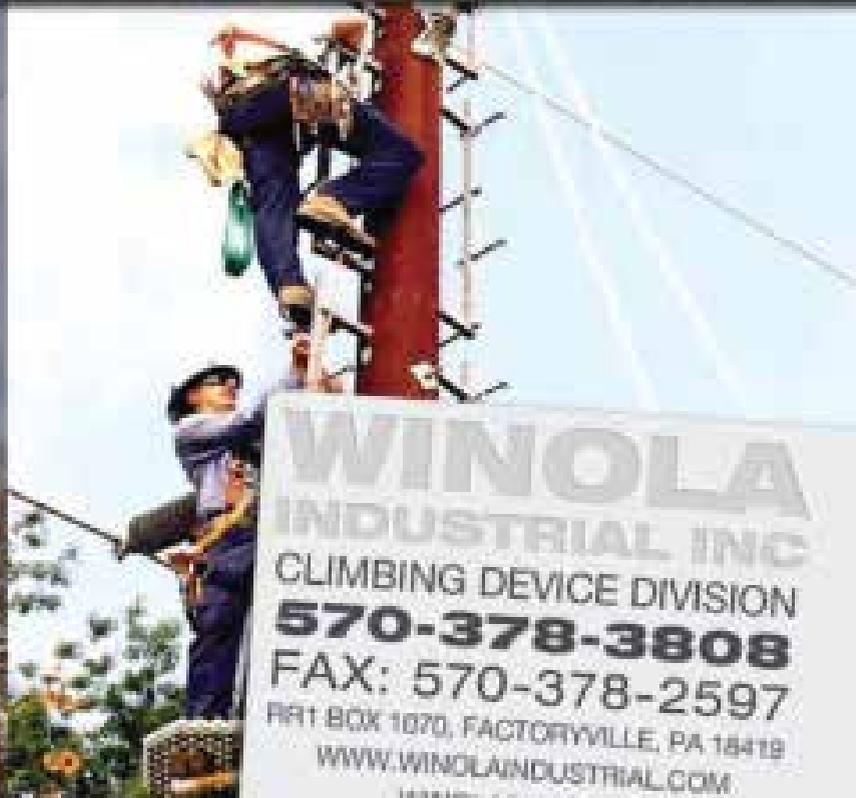
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Postscript, 4/18/2013:

After several weeks of ongoing heavy truck traffic, the subject repair area shows the UPM is still holding solid, with no cracking, breaking, alligating, or other failure, as shown in picture.



The initial repair of UPM continues holding strong, showing no signs of asphalt failure.

The importance of having a solid, stable base for effective repairs is also clearly illustrated in this case, and a weakened, deteriorating, and unstable base is one of the primary causes of roadway failure. If the base is unable to support the loads to which it is subjected, the roadway above the base has a high probability of eventual failure. Fortunately, UPM provides the highest degree of flexibility of any road repair material in overcoming such problems. (See picture below.)



Because of the flexibility of UPM, the repair did not break or crack like other materials, but instead flexed and “rode” the depression caused by the failing road base. Additional UPM will correct this depression back to level of road surface.

At the middle of the repair on the side nearest the berm, it is clearly visible that an area of approximately 3 feet by 3 feet has slightly sunk because of a weakened base. Ideally, prior to the repair using UPM, the affected area should have been dug out to the depth of the road base, and the weakened base material removed and replaced. However, there was simply no time to undertake a full-depth repair in this case. As a result, the traffic has compacted the road surface further down towards the base. At this point, other repair materials would have failed on the surface—the surface compaction would have cracked and broken hot-mix asphalt, as well as conventional cold patches because they lack the flexibility to move and the cohesiveness to bind together. However, because of the flexibility of UPM, it simply “rode” the depression, remaining completely intact, solid, and crack-free. Further, because of its specific design chemistry, UPM has the unique characteristic of bonding to itself. Therefore, to repair this depression, the town need only install additional UPM, which will be documented in further updates to this case study. Stabilizing the failing area stopped further deterioration of the surrounding alligator cracking, which would have eventually broke into the failure zone. This type of road repair creates the opportunity for a future chip and seal or overlay when budgets accommodate.

With great opportunity come challenges to be overcome. Since 1959, UNIQUE Paving Materials Corp. has been helping agencies and municipalities identify, assess, and overcome the many road repair and maintenance challenges they face every day. With a complete line of road and highway repair products, unsurpassed laboratory resources, and 50-plus years of innovation and expertise, UNIQUE is proud to partner with tens of thousands of agencies across the country including Jones Twp., Wilcox, PA.

For additional information, questions, or copies of case studies cited, please contact:

Tony Guizzotti J.M. Delullo Stone Sales Inc.  
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# Terex Introduces New Tru-Level™ Tilting Pedestal System for Aerial Devices

The new Terex® Tru-Level™ Tilting Pedestal System for Terex SC and HRM Series aerial devices allows for operation on slopes up to 20 degrees to accommodate the need for “real world” truck positioning. This new Terex system decreases stress on the rotation gearbox when rotating “up the hill,” decreases set-up time because it eliminates the need to “crib” the outriggers and does not limit boom operation or load charts.

Other benefits of our unique Tru-Level Tilting Pedestal System include that it keeps the work platform level longitudinally, it boasts safety and less fatigue for the operator having to maintain balance, the aerial device is able to operate in its designed configuration and the cylinders are rated to independently support the rated load.

Another aspect of the Terex Tru-Level Tilting Pedestal System is the anticipated increase in service life of the rotation system. When aerial devices operate on a slope, the rotation system often works harder, especially while rotating against the slope, compared to operating on level ground. This Terex system will save both service time and costs thanks to easier access to the collector block and rotation bearing bolts, as well as decreased stress on the rotation gearbox during uphill work.

“The Tru-Level Pedestal System allows operators to save time during the set-up process by being able to situate the truck on terrain that is outside of the recommended degree of slope without having to either ‘dig out’ or ‘build up’ for proper leveling,” says Jon Promersberger, Terex project engineer. “And it’s easy to use — operators simply need to park, set the truck and activate.”

To effectively use an aerial device equipped with

the Terex Tru-Level Pedestal System, operators need to position the front of the truck pointing directly downhill, and then set the parking brake and place wheel chocks on all wheels. Next, operators should release the parking brake to allow the chassis to roll into the wheel chocks and then reset the parking brake and engage the PTO. Note, operators must verify that they are operating on a side slope of five degrees or less. Once the slope is established, use the lower controls to raise the upper boom about two feet, and then tilt the Tru-Level pedestal to level position front to back (longitudinally) using the indicator mounted on the pedestal. Finally, operators will lower the upper boom to the basket rest or set platform for ground access, select the upper controls and then safely enter the basket and secure their safety harness.

The Terex Tru-Level Tilting Pedestal System is engineered with a high-strength steel bearing plate, heavy-duty hinge points, dual tilt cylinders and holding valves on each tilt cylinder for outstanding durability and performance.

To learn more about the Terex Tru-Level Tilting Pedestal system, as well as other Terex Utilities products and services, visit [www.terexutilities.com](http://www.terexutilities.com).

#### About Terex

Terex Corporation is a diversified global manufacturer of a broad range of equipment that is focused on delivering reliable, customer-driven solutions for many applications, including the construction, infrastructure, quarrying, mining, shipping, transportation, refining, energy, utility and manufacturing industries. Terex reports in five business segments: Aerial Work Platforms; Construction; Cranes; Material Handling & Port Solutions; and Materials Processing. Terex offers financial products and services to assist in the acquisition of equipment through Terex Financial Services. More information can be found at [www.terex.com](http://www.terex.com).

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# MALA Easy Locator HDR



MALA's relentless pursuit to provide its customers worldwide with the most advanced ground penetrating radar technology for utility detection yields the Easy Locator HDR\*. HDR means High Dynamic Range, delivering to the user higher resolution and deeper depth penetration than prior GPR technology for utility detection.

A single frequency transducer now performs the work of two—a direct result from MALA's engineering breakthrough HDR concept that allows the detection and imaging of targets from small near surface service connections to deeper larger transmission facilities. With the new zoom function and other upgrades incorporated into HDR monitor the user can zoom in for visualization of small near surface targets or out for maximum range to view the deepest targets. The detection limits span a broader range of various size utility targets particularly non-metallic, non-conductive utilities such as plastic, asphalt composite, concrete or terracotta and more.

Other features include a built-in DGPS receiver and upgradeable GPS Mapper™ software for mapping utilities marked digitally with the HDR monitor. As well the screen capture function upgrade allows the user to create screen shots into a jpeg format to record and archive a locate on the screen. The Rough Terrain Cart (RTC) is available as well as the highly portable foldable version outfitted for urban streetscapes.

In keeping with its tradition of excellence in technology, MALA also strives to maintain value. Our customer base may be pleased to know the cost of the new Easy Locator HDR remains the same as previous models!

For more information about the Easy Locator HDR™ or any other of MALA's global leading GPR technology please contact MALA Geoscience USA, Inc. in Charleston, South Carolina, USA. Phone: 843-852-5021, Fax: 843-284-0684, e-mail: sales.usa@malags.com or visit our website at [www.malags.com](http://www.malags.com)

\*US Patent Pending

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# The California Energy Commission Awards Odyne Systems, LLC Advanced Medium and Heavy Duty Vehicle Technologies Pre-Commercial Demonstrations

Award to Demonstrate and Enhance the Market Viability and Acceptance of Near-Term Commercial Applications of Alternative Technologies and Alternative Fueled Vehicles

The California Energy Commission (CEC) has awarded Odyne Systems, LLC, and CALSTART an award for “Advanced Medium-and Heavy-Duty Vehicle Technologies Pre-Commercial Demonstrations.” Under the award, CALSTART will function as the program manager and Odyne Systems, LLC, will demonstrate the installation of advanced diesel plug-in hybrid electric truck systems within California, and deploy four advanced plug-in hybrid vehicles within California. The California Energy Commission is contributing up to \$462,600 in funds towards the projects. Participants and other partners in the projects will provide additional funds.

Odyne Systems, LLC, a leader in hybrid systems for medium and heavy duty trucks, has developed proprietary and patented hybrid technology combining reliable electric power conversion, power control and energy storage technology. The Odyne hybrid power system interfaces with Allison Transmission’s industry leading fully-automatic transmissions, Remy advanced electric propulsion motors with industry leading power density and efficiency, Johnson Controls lithium-ion battery technology and other robust, automotive quality components. Sold through a worldwide distribution network, the Odyne plug-in hybrid drive system reduces fleet operating and maintenance costs, and depending on duty cycle, enables large trucks to obtain fuel economy improvements of up to 50% compared to traditional diesel or gasoline engines.

"We are excited to be part of the California Energy Commission award. We have a passion for innovation and delivery of reliable, advanced hybrid system solutions, and this award will move us more rapidly toward wide scale use of our newest technology." said Matt Jarmuz, Director of Sales for Odyne Systems.

<p><b>About Odyne Systems, LLC</b>          Odyne is a leader in hybrid drive systems for medium and heavy duty vehicles. Odyne’s advanced plug-in hybrid technology enables trucks over 14,000 pounds to have substantially lower fuel consumption, lower emissions, improved performance, quieter job site operation and reduced operating and maintenance costs. Odyne has fielded more plug-in hybrid trucks to fleets throughout the United States than any other supplier. The company sells its unique modular hybrid system for new and retrofit applications direct to truck manufacturers and through a global distribution and service network. The name Odyne represents the combination of “O” for Optimal and “dyne” for power or force. Odyne’s hybrid system for medium and heavy duty trucks represents the best hybrid power solution for large trucks. For further information, visit us at <a href="http://www.odyne.com">www.odyne.com</a> and follow us on Twitter @Odyne.</p>	<p><b>About Allison Transmission</b>          Allison Transmission is the world’s largest manufacturer of fully-automatic transmissions for medium- and heavy-duty commercial vehicles, medium- and heavy-tactical U.S. military vehicles and hybrid-propulsion systems for transit buses. Allison transmissions are used in a variety of applications including on-highway trucks (distribution, refuse, construction, fire and emergency), buses (primarily school and transit), motor homes, off-highway vehicles and equipment (primarily energy and mining) and defense vehicles (wheeled and tracked). Founded in 1915, the Allison business is headquartered in Indianapolis, Indiana, U.S.A. and employs approximately 2,800 people. Allison has manufacturing facilities and customization centers located in China, The Netherlands, Brazil, India and Hungary, with a global presence, serving customers in North America, Europe, Asia, Australia, South America and Africa. Allison also has more than 1,500 independent distributor and dealer locations worldwide. More information about Allison is available at <a href="http://www.allisontransmission.com">www.allisontransmission.com</a>.</p>	<p><b>About CALSTART</b>          CALSTART is North America’s leading clean transportation technologies and solutions consortium. CALSTART is the only organization working nationally to foster the rapid growth of the entire clean transportation technology industry. CALSTART serves as a catalyst for the comprehensive clean transportation industry as a way to create more jobs, clean the air, make the country more secure, and reduce the threat of global warming. CALSTART manages leading-edge technology programs while providing value-added services to its 150 member companies and consulting clients. For more information visit: <a href="http://www.calstart.org">www.calstart.org</a></p>	<p><b>About the California Energy Commission</b>          The Energy Commission is the state’s primary energy policy and planning agency. Created by the Legislature in 1974 and located in Sacramento, six basic responsibilities guide the Energy Commission as it sets state energy policy: forecasting future energy needs; licensing thermal power plants 50 megawatts or larger; promoting energy efficiency and conservation by setting the state’s appliance and building efficiency standards; supporting public interest energy research that advances energy science and technology through research, development, and demonstration programs; developing renewable energy resources and alternative renewable energy technologies for buildings, industry and transportation; planning for and directing state response to energy emergencies. For more information: <a href="http://www.energy.ca.gov">www.energy.ca.gov</a>.</p>
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