

RESOURCES

Print copies of publications are available free from the TIC while supplies last. Electronic copies may be downloaded from the TIC Web site.

Videos and DVDs are loaned free through county UW-Extension offices.

The Web addresses listed here and elsewhere in this newsletter are live in the electronic version of **Crossroads** on the TIC Web page. Clicking them should take you directly to the indicated page. If you are not able to retrieve a document, contact us and we will get a print version to you.

TIC Web site
<http://tic.engr.wisc.edu/>

Publications

Accessible Sidewalks and Street Crossings An informational guide (FHWA-SA-03-01) discusses accessible design considerations for sidewalks, curb ramps, and pedestrian crossings.

Web sites

Sign retroreflectivity Two documents on the FHWA Web site can be downloaded: the "Reflective Sheeting Guide" and "Maintaining Traffic Sign Retroreflectivity" which covers pending requirements for retroreflectivity and presents sign inspection and management approaches. http://safety.fhwa.dot.gov/roadway_dept/retr/sign/resource_mat.htm

Low volume roads The Minnesota DOT publication "Best Practices for the Design and Construction of Low-Volume Roads" (Mn/DOT 2002-17REV) has been revised. It updates the 2002 low-volume roads manual. Topics in the revision include: methods for traffic estimates, subgrade (embankment) soils and materials including use of geosynthetics and

alternative fill materials such as shredded tires and wood chips, and pavement construction techniques including granular materials and aggregate bases. Available at www.research.dot.state.mn.us/detail.cfm?productID=1932.

Safety training OSHA has free training resources online for forklift operation (powered industrial trucks), respiratory protection, and use of scaffolding. Available at: http://www.osha.gov/dcsp/ote/outreach_materials.html

Videotapes

Bridge Maintenance for Local Road Crews, Vermont Local Roads, VHS, 1994, 14 min. #18524

Reviews maintenance practices for bridges on low volume local roads. Includes discussion of bridges on gravel roads.

Traffic Sign Inspection and Maintenance, International Road Federation (IRF), VHS, 1994, 21 min. #17754

Covers sign inspection and maintenance procedures.

Sign Maintenance and Installation, Federal Highway Administration, 27 min, VHS, #17821

This video presents: Procedures to track and prioritize sign maintenance; Traffic control devices and proper use; Field operation, equipment, tools, and proper placement of signs.

NEW Road Risk (DVD), Federal Highway Administration/The Weather Channel, 2004, 22 min. #18747 This DVD reviews use of Intelligent Transportation Systems (ITS) to communicate road weather conditions with segments on fog, snow and ice, and rain. The snow and ice section discusses Road Weather Information Systems (RWIS) and Maintenance Decision Support Systems (MDSS) to manage snow and ice operations more effectively, communicate road conditions to drivers, and improve safety. A general introduction to ITS and RWIS for non-technical audiences.

Weeds and culverts timeline

Mid March to mid May

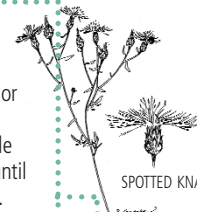
Inspect larger culverts due to be replaced. Look for signs of bird nesting. Replace culvert or cover end with net.



WILD PARSNIP

Second week of May through mid June

Spray for Wild Parsnip (2-4D or Escort™). Spray for Spotted Knapweed and Canada Thistle when plants are 6-10" tall until flower appears (TransLine™).



SPOTTED KNAPWEED



CANADA THISTLE

Invasive Species Month in Wisconsin

MARCH



APRIL

MAY



LEAFY SPURGE

May and June

Make map of Leafy Spurge. Mow before seed set to cut seed production by 80%.

JUNE

Mid June to mid July

Mow for Wild Parsnip



WILD PARSNIP

JULY

Highway Watch® seeks observers

HIGHWAY WATCH® is a nationwide safety and security program for the highway sector. It uses the skills, experiences and “road smarts” of transportation workers to watch for threats to critical infrastructure. All kinds of people who are out on the road regularly are already involved in Highway Watch® including over the road truck drivers, utility workers, and district sales representatives.

The program is recruiting Wisconsin’s highway and street maintenance workers, public works staff members, and public safety officials to join in. Being experts in their service areas, these workers are likely to notice immediately that something is out of the norm. The program provides training on what to look for and how to share what you have seen with the proper authorities.

“Highway Watch® works much like the storm spotter network,” says Bob Young. “We train interested people who then keep a vigilant eye for suspicious activity. The more people watching the better. Homeland security is everyone’s responsibility.” Young works on Highway Watch® for the Wisconsin Motor Carriers Association (WMCA) in Wisconsin.

Invitations and training announcements are being distributed through city, village, county and town associations. Highway Watch® is offering train the trainer classes so a municipal representative can go back and train local workers when it best fits into their schedules.

Highway Watch® training normally takes about two hours. Train the trainer class take three to four hours and are offered at no cost. If you don’t want your own trainer, you can ask for a class from the WMCA, also at no cost.

Instructors cover safety topics and traffic issues like disabled vehicles, major debris on the roadway, reckless driving, road rage, erratic driving, and especially crashes. Potential terrorist targets, like bridges, tunnels, and hazardous materials locations are also covered, along with awareness of potential threats to local facilities.

It’s also important to include local law enforcement in the training so they know how to respond if a Highway Watch® call comes in, Young says.

“In a recent situation, people reported that someone was taking pictures of an anhydrous ammonia tank,” Young says. “Local law enforcement wasn’t concerned, but when the same person called the FBI, they were very concerned.” A truck bomb made with fertilizer was the vehicle that destroyed the Federal building in Oklahoma City.

Highway Watch® works much like the storm spotter network. It uses the skills, experiences and “road smarts” of transportation workers to watch for threats to critical infrastructure.

If you are interested the Highway Watch® training or in additional information call Bob Young or Sue Webb at the WMCA: 608-833-8200, ext. 18. Also, check with the Wisconsin Towns Association, Wisconsin League of Municipalities, or Wisconsin Counties Association who have received letters and brochures. Go to www.highwaywatch.com for general information.

