

Training programs and demos

HIGH FRICTION SURFACE TREATMENTS (HFST) are the subject of a distance delivered presentation and live local discussion on June 26 co-sponsored by the Wisconsin Transportation Information Center (TIC), the Wisconsin Department of Transportation and the Federal Highway Administration under the FHWA EDC Exchange initiative.

Inspect for retroreflectivity

PUBLIC AGENCIES responsible for maintaining traffic signs at minimum retroreflectivity levels should have a sign management or assessment method actively in place as of June 14 that complies with federal standards outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD). The standard requires agencies to monitor and maintain the condition of regulatory and warning signs. Guide signs also must meet minimum standards but there is no specific compliance date. Agencies should add them as resources allow.

"Quite a few local governments in Wisconsin are following the standard for inspecting and maintaining the visibility of safety-critical signs," says Wisconsin Transportation Information Center Director Steve Pudloski. "For others, the MUTCD requirement is an important reminder of the part visible signs play in keeping our roadways safe after dark."

Meeting Minimum Sign Retroreflectivity Standards, a current TIC fact sheet on the topic, is a useful resource for local governments as they incorporate their selected monitoring tool into sign operations. The publication compares various management and assessment methods and discusses how each one works as a stand-alone or in combination. There is information on sheeting materials and developing a sign inventory. ■



Resource

<http://tic.egr.wisc.edu/Publications.lasso>
Download or order *Meeting Minimum Sign Retroreflectivity Standards*, TIC Bulletin #23, from TIC online resource library for detailed review of how to meet federal standards for regulatory and warning signs.

Register to attend in Madison or Chippewa Falls. Participants from across the state can join the discussion live from 1 to 3 pm.

Presenters will describe how application of high-quality aggregates using a polymer binder restores pavement friction and improves safety on curves, intersections, ramps and bridges.

A TIC /Every Day Counts **Safety Edge Demonstration Day** on July 29 in Johnson Creek. The program includes a field demonstration of asphalt paving that incorporates Safety Edge technology. The Jefferson County Highway Department will host and do the installation of Safety Edge on a two-lane asphalt road project.

The edge treatment eliminates pavement edge drop-off that can cause and magnify the severity of run-off-the-road crashes. Safety



Edge also improves safe travel on local rural roads significantly when combined with other low-cost safety improvements. The technique is easy to implement in asphalt paving and asphalt overlay projects using a specially designed shoe attached to the paver.

Go to <http://tic.egr.wisc.edu> or call TIC at 800-442-4615 to register for both the *High Friction Surface Treatment* session and *Safety Edge Demonstration Day*. ■

Host a calibration demo in October

Wisconsin Transportation Information Center is looking for local public road agencies willing to host its *Winter Road Maintenance Spreader Calibration Hands-On Demonstration* workshops in October. Hosts provide a site with a training room that can accommodate 35 people or more, and a maintenance yard, truck, loader, salt and equipment operators for demonstrating calibration procedures. TIC will organize and conduct the event, and recruit instructors to demonstrate the calibration techniques. TIC also promotes the event and makes all the arrangements for a catered lunch. Agencies that host the demonstration event get the benefit of skilled calibration training for their operators and the opportunity to help other local public agencies improve their spreader calibration process.



To learn more or volunteer —

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