

Idea Exchange

Step up to sign challenge; win \$100



Don't forget to include your name, address, and phone number.

Out in Nebraska, they've come up with this nifty sign step. It quickly hooks into steel channel posts to let workers do minor sign repairs without lugging along a ladder. When *Crossroads* called Nebraska, we discovered they don't have anything comparable to use with wood 4x4 or round steel posts.

What about you? Can you come up with a simple step design for wood or round posts? If you do, and it works, you could win \$100 from the T.I.C. We'll also report on the winners in the spring newsletter. Contest deadline is November 15, 1999.

Send photos and specs to Don Walker at T.I.C., 725 Extension Bldg., 432 N. Lake St., Madison, WI 53706. If you would like specs for the Nebraska step, use the form on page 7.

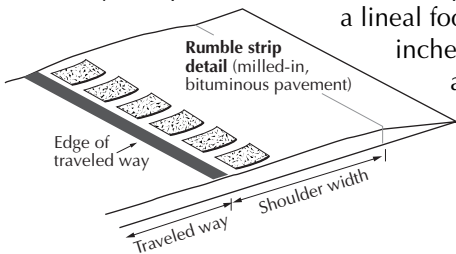
Rumble strips make roads safer

Studies show that shoulder rumble strips can significantly reduce crashes on rural highways – by up to 70% on long monotonous stretches. The noise and vibrations wake inattentive drivers who are drifting off the road. Rumbles along the centerline also increase safety where there is a history of head-on crashes on a double yellow. Another use is inside sharp turns where cars tend to run on the shoulder. This may also help reduce shoulder maintenance costs.

Now, rumble strips can be added any time in the life of the road. Following new specs developed by WisDOT, contractors are grinding in the strips. Formerly strips were rolled into fresh hot asphalt. However, some shoulders were breaking up prematurely because the rolling process reduced compaction. Also, later installation means that drivers diverted onto the shoulder during construction do not have to ride the rumbles

The new process has a reasonable price tag. "The cost has come down tremendously in the last four or five years," says Pat Fleming, a WisDOT engineer. "Right now they are very competitive with rolled-in strips at about 12-18 cents

a lineal foot." The grooves are 16 inches wide, 1/2 inch deep, and 12 inches apart from center to center. They are cut one at a time as the grinding machine



moves down the paved shoulder at approximately 3 mph. In Wisconsin, the rumble strips are located on the outside and median shoulders of expressways and freeways.

For rumble strips across a travel lane, such as those approaching a four way stop controlled intersection, be sure to consider the needs of bicyclists and do not install rumble strips on the outside one foot of the traveled lane or on the shoulder, Fleming notes. The bicyclist may lose control of the bike and crash. Also, areas with Amish populations should consider the consequences for horses and buggies.

For copies of state rumble strip specs contact Pat Fleming at 608/266-8486 or patrick.fleming@dot.state.wi.us. Crash reduction data from the Fall 1998 issue of the *Wyoming T2* newsletter.

T.I.C. Advisory Committee changes

The T.I.C. welcomes three new members and thanks three outgoing members of our Advisory Committee. Members provide advice on Center services like the video lending library and technical assistance and recommend topics for training and publications. The committee also is a sounding board for T.I.C. staff and helps in coordinating with other state associations.

Joining the committee in 1999 are: John Edlebeck, Director of Public Works, City of Waupaca; Gary Kennedy, Highway Commissioner, Manitowoc County; and Christine Walsh, Operations Director, City of Beloit.

Departing are: Roger Kolb, Highway Commissioner, Brown County Highway Department; William Bittner, Director of Public Works, City of Eau Claire; and John VanAlstine, Director of Public Works, City of Stevens Point.

Also thanks to continuing members: James Blazek, City Engineer, City of Racine; Daniel Fedderly, Highway Commissioner, Saint Croix County; Nate Klassy, Director of Public Works, City of Monroe; George Koval, Town Chairman, Keystone; Al Sattler, Town Chairman, Calumet; and Emmer Shields, Highway Commissioner, Ashland County.

Crossroads

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Wisconsin Transportation Information Center, UW-Madison Department of Engineering Professional Development, 432 N. Lake St., Madison, WI 53706
Phone: 800/442-4615 Fax: 608/263-3160, or e-mail to individuals below.

Don Walker, *director*
Steve Pudloski, *staff*
Mercy Ranum, *program assistant*
Lynn Entine, *writer and editor*
Susan Kummer, *graphic artist*

donald@engr.wisc.edu
pudloski@engr.wisc.edu
ranum@engr.wisc.edu
Lynn Entine Writing & Editing
Artifax