

can improve budget planning and appropriate resource allocation. Phillips and Herman both see accurate pavement condition information strengthening their arguments locally for adequate funds to manage and maintain town roads and city streets.

As tight budgets become the new normal for local governments across the state, so does the requirement for good data to back up decisions about how to deploy limited resources. Accurate pavement ratings are part of that. They provide local road officials with an unambiguous representation of the roads they manage that supports realistic long-range maintenance and reconstruction plans. ■

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## Resources

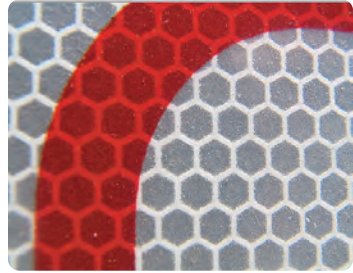
<http://www.dot.wisconsin.gov/localgov/wislr/index.htm>

Link to WisDOT information about WISLR, the Wisconsin Information System for Local Roads, including how to start using it.

<http://ttic.engr.wisc.edu/Workshops/index.lasso>

Workshop listings on the TIC website include PASER/WISLR webinars in July and August.

# Keep sign retroreflectivity in view



## SIGNS THAT ARE CLEARLY VISIBLE

both day and night help make roadways safe for all users. Public road agencies responsible for maintaining traffic signs at minimum retroreflectivity levels have a compliance deadline coming up that is part of ensuring safety-critical signs meet federal standards. By June 13, 2014, street and highway departments in Wisconsin and nationwide must establish and implement a management or assessment method to monitor and maintain the condition of regulatory and warning signs.

The rule is outlined in the latest Manual on Uniform Traffic Control Devices (MUTCD), which also notes that while the standard does not require road agencies to include **all** traffic signs in the methods they implement, those signs still must meet minimum retroreflectivity levels.

## Helpful fact sheet

Local governments across the state can turn for guidance to a fact sheet published by the Wisconsin Transportation Information Center (TIC) in conjunction with the Wisconsin Department of Transportation. An updated version of *Meeting Minimum Sign Retroreflectivity Standards* features a comprehensive comparison of three

management methods and two assessment methods, and discusses how to work effectively with a combination of methods. There is information on the evolution in sheeting materials and recommendations for a sign inventory to augment any chosen method.

"TIC has always stressed the importance of inspecting and maintaining signs to assure visibility day and night," says TIC Staff Engineer Director Ben Jordan. "The new retroreflectivity standards provide more certainty about minimum retroreflectivity levels and what constitutes an acceptable sign maintenance, assessment and management program."

For agencies that already have programs in place, he notes, adjustments will be minor. Agencies starting a new program will need to budget for sign replacement as they begin implementing the management or assessment methods.

See the links under Resources to order or download the TIC fact sheet and learn more about the MUTCD at the Federal Highway Administration website. ■



## Resources

[http://lepdfiles.engr.wisc.edu/pdf\\_web\\_files/tic/bulletins/B1tn\\_023\\_Retroreflectivity.pdf](http://lepdfiles.engr.wisc.edu/pdf_web_files/tic/bulletins/B1tn_023_Retroreflectivity.pdf)

Digital copy of TIC Bulletin 23 in the Publication section of the TIC website.

<http://mutcd.fhwa.dot.gov>

FHWA site with links to details and downloads of the Manual on Uniform Traffic Control Devices.

