

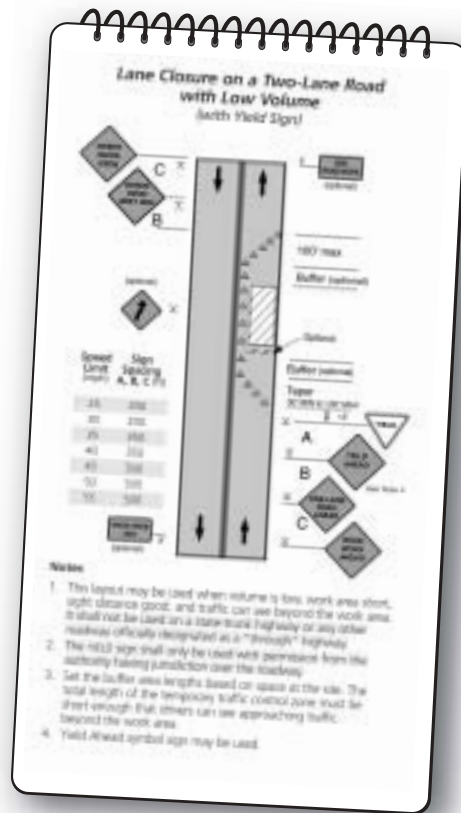
Work zone signing

Setting up work zones is a special challenge. The signs, arrow panels, drums, and other traffic control devices you put out should be designed to protect workers by safely guiding drivers through an unfamiliar roadway situation.

The T.I.C. has revised and expanded the **Work Zone Safety** flip book to include new guidance from the 2000 **MUTCD**, and the **Wisconsin Supplement**. Specific standards from the Manual are highlighted in yellow in the text so users can see clearly what is required. Also, there is new information on reducing speeds in work zone areas.

Several typical diagrams have been modified to reflect **MUTCD** changes and others have been added to show more situations including:

- Closing one lane of a 2-lane road, a common situation when paving or patching roads in rural areas.
- Working near railroad/highway grade crossings.
- Surveyors working in the roadway.



Copies of the book will be distributed in the T.I.C.'s January Work Zone Safety workshops (see Calendar on page 3 for details).

Idea Exchange

Phone system speeds snow removal

An automated telephone system helped get cars off the streets during snow emergencies in the City of Beloit, according to Chris Walsh, Director of Operations and Transit. The software runs on a PC and delivers an automated message via telephone to residents in a designated area.

"It's slick," she says. "We targeted three areas in the city where we have a lot of cars parking. The system started making calls in the morning and by the time we called a snow emergency at 6:00 p.m. most of the cars were off the street." It cut out most of the extra time and manpower needed to ticket and tow parked vehicles and plow again.

Beloit bought the commercial system about three years ago with grant money and has used it about 100 times since

then. It can be used for a variety of municipal communication needs from meeting announcements for street reconstruction to hazardous material spill evacuations, says Captain Bill Tyler of the Beloit Police Department. It cost about \$25,000 to buy and set up the system and the city pays for each local call. They can make about 500 calls an hour with it. Bigger systems could make more.

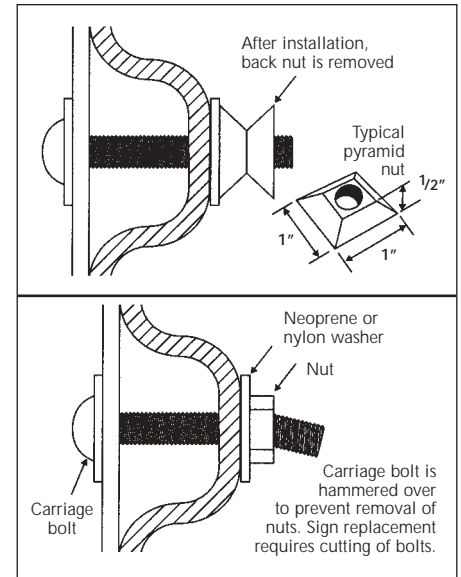
"The accuracy rate for telephone numbers is about 75%–80%," says Tyler. The Department uses a variety of sources to build up the database, including tax role information and purchased number lists. The 911 database would be more accurate but is not available to them, he says.

For more information contact Chris Walsh at 608/364-2929, walschc@ci.beloit.wi.us or Capt. Tyler at: tylerw@ci.beloit.wi.us

Sign vandalism

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A different street name might help, but meanwhile the city uses vandal resistant hardware such as breakaway nuts, expanding aluminum rivets, and double pyramid nuts. Even hammering over the end of a carriage bolt can prevent removal of the nut.



Madison also uses a square channel post inserted in the round post along with double street name plates that are wrapped around the channel post, riveted together, welded, and bolted with extra hardware down through the round post. They also weld the bottom of the steel post to the steel insert in the concrete base.

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Crossroads

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