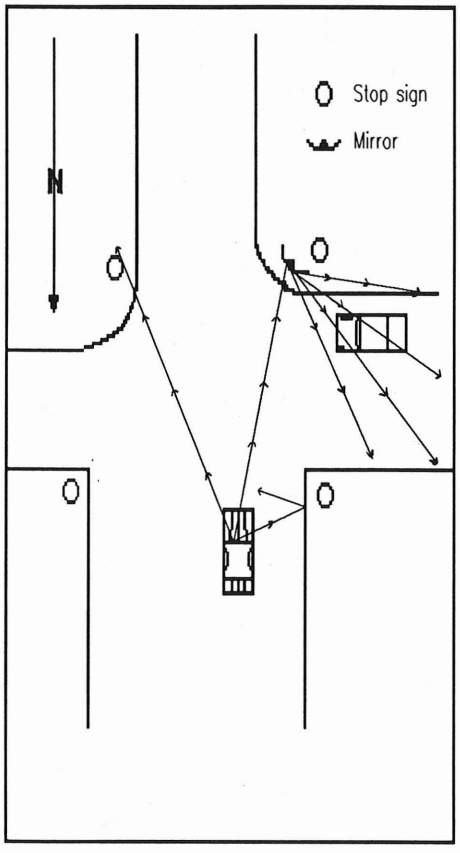
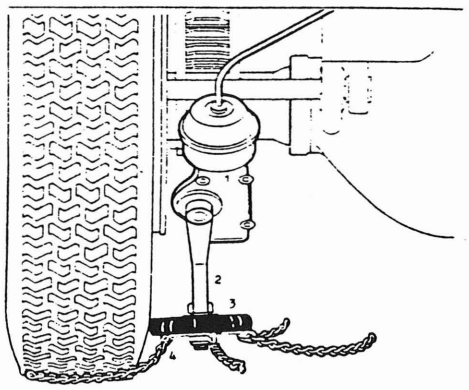
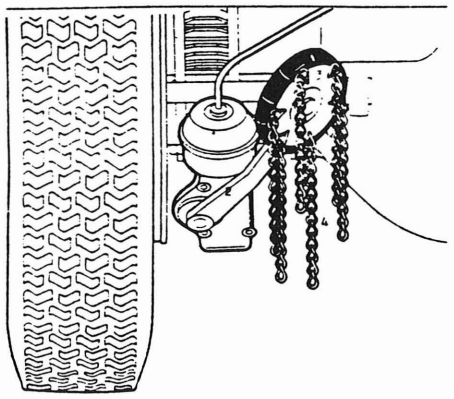
"To See or Not to See" Should Not Be the Question

There are situations where sight distances from one street to an intersecting street are poor because the street is depressed and the adjacent corner has retaining walls, buildings close to the property line, or heavy vegetation and such obstructions are either impossible or very costly to remove. A solution to this condition by using mirrors has been tested at two intersections in Commerce City, Colorado. One of these is shown in the sketch. The location is a residential area. The intersection is a four-way stop, but south-bound traffic (upward on the sketch) had poor visibility to traffic coming from the right on 61st Avenue because of a raised front yard and a 4-foot retaining wall. The remedy was placing a convex mirror on the far right corner which gives a more complete view of 61st Avenue to the right and thus permits a more cautious entry into the intersection. The metal mirrors cost only about $150. The mirrors have been in place at two intersections for 15 months and no accidents have occurred during that period.





Winter truck system in operation.



Winter truck system disengaged.

Taking the Mess Out of Snow Chains

An ingenious, compressed-air system for tire chains is now used in West Germany. The system consists of a cylinder attached to a movable arm that throws six rubber-coated chain lengths under truck tires on snowy or slushy roads. Originally invented in Sweden, the device is triggered from the driver's cab by activating a dashboard lever or button. It avoids the troublesome, time-consuming and sometimes dangerous practice of mounting and removing snow chains manually.

When the new system is activated, two lengths of chain are thrown under each tire at a uniform speed, depending on the movement of the tire. The system optimizes vehicle performance under the most trying of driving conditions. The principle advantage of the "winter truck system," which dispenses with snow chains altogether, is that it can be engaged and disengaged from the driver's cab, as needed, by the touch of a button. The drawing shows how the system operates.

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Roadside Safety
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date of the accident. It is also recommended a pin map is kept showing accident locations. Notes and diagrams can even be kept on the map with the pins. When accidents begin occur at the same location the map lets you know something is wrong.

Local officials should review the accident pin map as they are planning budgets. The map will suggest locations which need to be evaluated for possible safety improvements.

In general local officials should review the safety of their roadways by checking for the following:

- **Roadside obstacles** Are mailboxes and sign supports on breakaway posts? Are box culverts, bridge abutments, utility poles and other hazards properly protected by guardrail?
- **Right of way clear zones** Can obstacles like trees, equipment, driveway decorations and other items be removed from the right of way?
- **Vision corners** Can the driver approaching an intersection see far enough in all directions?
- **Foliage** Are stop signs, advance warning signs and other signs obscured by tree branches, shrubs or grasses?
- **Proper signs** Are traffic control, advisory and advance warning signs properly placed, visible, and reflective at night?

For more information on local highway safety programs the following books are available:

- **Local Highway Safety Improvement Program**
- **Local Highway Safety Studies**

To place your order, please send in the mailer attached to this newsletter or call 1-800-423-0060. ■