

## Did You Know?

### Training is a MUTCD standard

Everyone should be familiar with the Manual on Uniform Traffic Control Devices (MUTCD) -- if by chance you're not familiar with this publication give us a call and we'll assist you in getting a copy. As you know, the MUTCD has been adopted by the state of New Hampshire -- please note that the state has printed an addendum to the MUTCD which supersedes specific standards (i.e. the size of a stop sign)... we can help you get a copy of this book also.



Complying with MUTCD standards is your best defense in a liability case. Likewise, non-compliance just about assures that you will experience an unfavorable verdict. When reading your manual keep in mind the words SHALL, SHOULD, and MAY.

- **SHALL** -- indicates a *mandatory condition*. Where certain requirements in the design or application of the device are described with a "shall" stipulation, it is mandatory when an installation is made that these requirements be met.
- **SHOULD** -- indicates an *advisory condition*. Where the word "Should" is used, it is considered to be advisable usage, recommended but not mandatory (i.e. you better have a pretty good reason for not doing it).
- **MAY** -- indicates a *permissive condition*. No requirement for design or application is intended.

In Part VI, Construction and Maintenance, under 6A-6 Training, the MUTCD states the following:

Each person whose actions affect maintenance, construction, utility, and incident management zone safety -- from the upper-level management personnel

*Controlling Traffic...  
continued from p. 2*

### Some Communities use speed bumps, why can't we?

The speed bump is an increased hazard to the unwary, a challenge to the dare devil, a disruption of the movement of emergency vehicles, the cause of an undesirable increase in noise, and a real problem to snow removal.

In Michigan, courts have held public agencies liable for personal injuries resulting from faulty design. Because of this, speed bumps have been rejected as a standard traffic control device on public streets in Michigan.

Also, testing of various designs have demonstrated the physical inability of a speed bump to control all types of light-weight and heavy-weight vehicles. The driver of a softsprung sedan is actually encouraged to increase speed over a bump that may cause other motorists to lose control.

The control of speeding in residential neighborhoods is a widespread concern that requires persistent law enforcement efforts, not speed bumps.

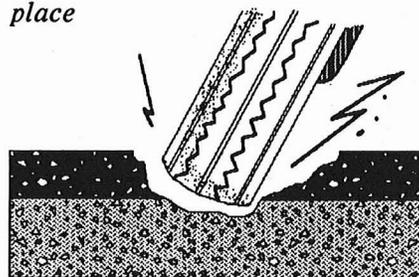
**The above article came from the KS T<sup>2</sup> Center's, KUTC Newsletter, Vol.12, No.4, 11/90. For more information on signing and standards in New Hampshire consult your MUTCD or call the New Hampshire Technology Transfer Center at 1-800-423-0060. ●**

through field personnel -- **SHOULD** receive training appropriate to the job decisions each individual is required to make. Only those individuals who are qualified by means of adequate training in state traffic control practices and have a basic understanding of the principles established by applicable standards and regulations, including those of the MUTCD, should supervise the selection, placement, and maintenance of traffic control devices in work and incident management areas.

**Keep your eyes open for T<sup>2</sup> training on work zone safety. We are developing a course in cooperation with NHMA-PLIT. The course will expose you not only to the different traffic control devices required in a work zone but to the everyday management and on-the-job decisions you may have to face. Even if you attended our last work zone seminar/workshop this one will be worth your while. ●**

## Quick and Easy Pothole Repair

*Using fabric to keep a patch in place*



Jerry Erickson of Oregon Highway's Region 2 District 3 (Newberg) has been using special types of fabrics such as Petrotac and Polyguard in temporary patching of potholes. To Jerry, a temporary patch is anything lasting up to two years.

He has had excellent results with this simple four-step procedure:

- (1) Fill the pothole as completely as possible with standard premix.
- (2) Wheel roll the premix to compact.
- (3) Cover the premix filled area with a layer of fabric extending about 3" beyond the edges of the patched area.
- (4) Wheel roll fabric.

A 2-1/2" deep pothole repaired this way eight months ago in an area of high traffic volume (30,000 ADT) has not required attention. Jerry is enjoying similar success at a dozen other locations and is looking at other uses for the fabrics.

Sometimes Jerry gets a chance to go back and make a more permanent patch. All he has to do is pave right over the temporary patch made with the fabric. The real advantage of using these types of fabric when patching is that they help to keep the patch material in the hole and prevent moisture from entering.

Jerry is now looking at other uses for these fabrics. Six months ago, he placed fabric over a badly alligatored area. The Fabric-covered area held together while adjacent areas continued to deteriorate.

**The above article was edited from, Oregon Roads, Oregon Technology Transfer Center Newsletter, Winter 1988. ●**