Above: At first glance, Stark, New Hampshire looks like a typical small New England town with a historical covered bridge... From left to right are Joe Dennehy, Cindy Boivin, and Bob Fink.

Facts About Controlling Traffic

Some important considerations to make before making changes in signing

There seems to be a misconception among the general public that if there is a situation with which they are not pleased, the solution is a new regulation. This way of thinking even spills over into traffic control. More and more, local traffic authorities and government officials are faced with demands from the public to use signing to solve traffic situations that they perceive as problems. This article is directed to those who may be called upon to address such problems.

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situations.

Listed below are five of the most common requests by the general public as ways to provide traffic control. The following information, compiled by the Traffic Improvement Association of Oakland County, Bloomfield Hills, Mich., should be considered before any changes in signing are implemented.

A signal will cut accidents at our intersection, right?

Traffic signals do not always prevent injuries and can actually increase the number of accidents and severe injuries. When used incorrectly, there is a decrease in right angle collisions but an increase in total accidents, especially rear-end collisions. And with a signal installed, pedestrians may be lulled into a false sense of security.

In deciding whether or not a signal will be an asset or a liability, traffic engineers must consider the following:

1. Does the number of vehicles on intersecting streets create confusion or congestion?

2. Is the traffic on the main street so heavy that drivers on the side street try to cross when it is unsafe?

3. Does the number of pedestrians crossing a busy main street cause confusion, congestion or hazardous conditions?

4. Does the number of school children crossing the street require special controls for their protection? If so, is a traffic signal the best solution?

5. Will the installation of a signal allow for continuous, uniform traffic flow with a minimum number of vehicle stops?

6. Does the intersection's accident history indicate that a signal will reduce the possibility of a collision?

Traffic engineers compare the existing conditions against nationally accepted minimum standards established after many years of studies throughout the country. At intersections where standards have been met, signals generally operate effectively with good compliance. Where not met, compliance is generally reduced resulting in additional hazards.

In a nutshell, a properly placed traffic signal improves the flow and decreases accidents. An unnecessary signal can be a source of danger and annoying to all who use the intersection.

**Maybe a stop sign will slow traffic on our street!**

Stop signs installed in the wrong place for the wrong reason usually create more problems than they solve. One common misuse of stop signs is to arbitrarily interrupt traffic, either by causing it to stop or by causing such an inconvenience that motorists will find an alternate route. Studies show that stop signs installed for use as speed breakers do slow traffic in the immediate vicinity of the stop sign but actually increase speed in the area between the stop signs.

At the right place and under the right conditions, a stop sign tells drivers and pedestrians who has the right of way. Nationally recognized standards have been established to determine when stop signs should be used. These standards take into consideration, among other things, traffic speed and volume, sight distance, and the frequency of traffic "gaps" that allow safe vehicle entry or pedestrian crossing. Most drivers are reasonable and prudent. But, when confronted with unreasonable restrictions, they frequently violate them and develop a general contempt for all traffic controls - often with tragic results.

**Why not lower speed limits to reduce hazards in our area?**

An unrealistically low speed limit can actually lead to accidents. Here's why:

1. Many studies conducted over several decades in the country that a speed is in more by the of the and the pre-

2. Some drivers will obey the lower posted speed while others will feel it is unreasonable and simply ignore it. This disrupts the uniform flow of traffic and increases accident potential between the faster and slower drivers.

3. When traffic is traveling at different speeds, the number of breaks in traffic to permit safe crossing is reduced. Pedestrians also have a greater difficulty in judging the speed of approaching vehicles.

Speed limits should always be based on traffic engineering surveys, which include analysis of roadway conditions, accident records and the prevailing speed of prudent drivers.

**Won't a "Children at Play" sign help protect our kids?**

At first consideration, it might seem that this sign would provide protection for youngsters playing in a neighborhood. It doesn't.

Studies done in cities where such signs were widely posted in residential areas show no evidence of having reduced pedestrian accidents, vehicle speed or legal liability. In fact, many types of signs installed to warn of normal conditions in residential areas failed to achieve the desired safety benefits.

Further, if signs encourage parents with children to believe they have an added degree of protection -- which signs do not and can not provide -- a great disservice results.

Obviously, children should not be encouraged to play in the roadway. The "children at play" sign is a direct and open suggestion that it is acceptable to do so. Federal standards discourage the use of "children at play" signs.

Specific warnings for schools, playgrounds, parks and other recreational facilities are available for use where clearly justified.

continued on p. 4
Timber Guide Rail Crash Test

Timber guide rails await ASSHTO approval

This fall, the long awaited AITC timber guide rail crash test took place at the University of Nebraska. The guide rail system was a composite of glu-laminated and solid sawn wood components and passed with flying colors.

The crash test was a joint effort between the AITC, University of Nebraska and the Forest Products Laboratory in Madison, Wisconsin.

At this time all the data is being compiled to submit to AASHTO for final approvals.


Do as I say not as I do

If this newsletter is no longer supposed to be coming to this address, or the addressee's name has changed please let us know!

There have been a number of changes to our database that unfortunately may have been lost due to an error of not "backing up" the files. Yes, that is correct — we didn't follow our own advise and we got caught. Our computer "glitched" and we hadn't made a copy of our database records for about a month — Ouch! Let our pain be your lesson. If you are working with computers make a copy of your data files. You'll be a lot happier than we are right now.

While we're on the subject of our mailing list, we have been deleting duplicates and correcting other bad addresses. It would be nice in these hard times to reduce the number of newsletters to print and mail, so if you get unnecessary copies, again, let us know. Remember, Reduce, Reuse, Recycle — and don't forget to back up your computer files!

Page 3

Stark..., continued from p. 1

workstation with printer will cost us about $1,500 and we only have to use four soft-ware packages to handle all of our needs," he added.

The first two software packages pur-chased by the town were WordStar (a word processing program) and dBase III+ (a database program). This may sound confusing to a town that knows nothing about computers but it's rather simple. Word processing programs are just a fancy way to do your typing (letters, reports, meeting minutes, etc.) and database programs can best be thought of as electronic filing cabinets (tax records, vital statistics, registrations, roadway condition assessments, etc.). The advantage is speed, flexibility, and instant access to pertinent information.

Upon receiving their new computer and software Stark did two things. First, Cindy Boivin, the secretary and the heart of most town operations, began to teach herself how to work the machinery and software programs. "I didn't even know how to turn the darn thing on," she said, "but after about three weeks of playing around I pretty well mastered the necessities."

The second step for Stark was to get the people in the "trenches" together and discuss their needs. The main players, as you may guess, were Cindy, Bob, and Joe. A tax program was paramount in everybody's mind. They assessed their needs and current operations and then hired a dBase III+ programmer to develop a computer application that would fit the bill. "It cost us $265 for the entire program," explained Joe. "The great thing about owning our own program is that we can modify it ourselves as our needs change and as the laws themselves change," said Bob. "It also saves us a lot of time. What used to take us weeks to do now takes about one-half hour," he added. "We like to run our town like a business," Cindy chimed in. "And having a tax program saved us this year," said Joe, "we would have collected 10% less," "And without the computer," mentioned Cindy, "I'd have never found the mistake."

Stark has a right to be proud of their automation efforts, especially their tax package. They've had excellent comments from the State Department of Revenue and a state auditor has actually recommended the Stark tax program to others. In Fact, Stark has already sold copies of their tax program to other New Hampshire municipalities.

During the entire time I was visiting in Stark I never once heard anyone say that they wanted to go back to the way things were. In fact I heard just the opposite. Everyone was brainstorming about how they could expand their system to do even more. "We'd like to improve beyond what we've ever thought of before," exclaimed Joe. Stark is expanding their computer activities by adopting the Technology Transfer Center's RSMS (Road Surface Management System) to their town's road network.

"When I first heard about RSMS I thought that it was going to be a little awkward and inappropriate for a small town in the North Country. Now that we've seen it, I must say that I think it's going to be ideal for towns like Stark," said Joe. The program will help Stark keep with one of it's 1991 goals: to take "a professional look at the total road situation, including drainage, gravel roads without much gravel, and proper and timely maintenance of existing asphalt."

After talking with Cindy, Bob, and Joe I've learned a few things and I've framed up a few things that I have always suspected:
1) The size of the town has nothing to do with the need for an automated business approach. Every town in New Hampshire could benefit by Stark's experience.
2) There's a great many town activities where a computer can be of assistance... including in the public works department.
3) Automating doesn't have to be painful or cost a lot of money.
4) A computer is a tool that can simplify our work, reduce the drudgery of many mundane tasks, increase the accuracy
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 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 T² 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 Petrosel 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.

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 alligated 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 1998.*
Non-Shrinkable Backfill

Save time and money restoring utility cuts

Street cuts for utility installation or repair are a major problem because utility contractors are not frequently monitored or monitored sufficiently in accordance with good specifications. It is not that locals don't want better quality control, but funding levels frequently dictate the supply of equipment and manpower available, which is less than what is required to provide good quality street cut repairs. As a result, many street cut repairs fail, leaving the public with a rough riding road surface.

Four years ago Fort Collins, Colorado began looking for ways to address the failure of street cut repairs. They found an interesting backfill mix that was being used in Toronto, Canada. Around the same time Prescott, Arizona also began experimenting with the mix. Just recently the Maine Local Roads Center has looked into using this material in New England. So far, everyone has realized positive results.

The objectives behind finding a new backfill material were simple but rigorous. Demands for on-site inspection had to be reduced and the growing number of callbacks to re-repair utility cuts had to be eliminated. The mix to be used was to be made with locally available aggregates. It had to flow nicely, and it needed to be delivered in existing ready-mix trucks. It also had to be reasonably priced and easily removable for additional cuts and patching. Installation would have to be uncomplicated and foolproof. Finally, the surface had to be capable of supporting traffic loads within two or three hours.

Mike Downing of Prescott wrote to T.H. Johnston with the City of Toronto's Roads and Traffic Department to receive more information on the new mix. The first pours were too wet, had too much portland cement, not enough coarse aggregate, and too much sand. When it became necessary to re-trench, excavation was extremely difficult. Over the next few months, with help from other local agencies, concrete suppliers, and consulting engineers, Downing was able to develop a suitable mix design.

For each cubic yard of material mix:

- 94 lbs. (or one sack) of portland cement
- 11 gallons of water

Mike Downing has found that this material is solving his city's backfill problems. However, there are a few occasional difficulties for which Downing offers a few tips:

- On higher-volume collector streets with speeds of 25 to 35 mph, the material will crush and settle if driven on within two hours of installation. Solution: Have an asphalt cold mix on hand and temporarily patch until hot mix is available.
- Water content in the mix is critical. Do not exceed 11 gallons per cubic yard. Make sure drivers do not have excess water in their mixer drum from previous cleanup.
- Our suppliers tell us that spin trucks with longer fins are better for mixing. It is essential that loads be thoroughly mixed at a relatively high rate of speed.
- Don't compact or finish the surface. Just strike off with a square-nose shovel or asphalt rake.
- Educating suppliers and contractors on use of the mix has been a problem. We've had 5 "bad" loads that were the result of either too much water or insufficient mixing. Also, contractors should not compact the material in lifts.

In spite of the few difficulties experienced, both Colorado and Arizona have found that the material's advantages outweigh the few minor problems. Their search for a new backfill material has paid off and they list advantages such as the following:

- Prolonged life of the roadway's traveled surface.
- Roadways reopened in a short time.
- No subgrade failure in patches.
- Significantly reduced on-site inspection time and decreased liability for the City.
- Fewer number of call backs to correct problems.
- No apparent swell/shrink from freeze/thaw or from wet/dry conditions.
- Usable in areas where compaction equipment is difficult to use.
- Does not require geotechnical testing.
- Performs better than granular fills.
- Less time spent on-site, allowing people to be better utilized (backfilling a 12-18 foot utility trench takes about 15 minutes of one person's time.)
- Reduced cost: Colorado did a cost comparison and found that with the conventional method their inspector's time at the job site for monitoring the contractor was doubled or tripled over the time required with the non-shrink material. This time savings alone, not including the mix's long term benefits, showed substantial cost savings

CDL Requirements and Exemptions

Although you may need to get a Commercial Drivers License (CDL), you may be able to enjoy a few exemptions from the Federal Motor Carrier Regulations. It is NOT a requirement to have a D.O.T. physical to obtain a CDL license, however, anyone operating a vehicle over 10,000 lbs. in either INTRA or INTERSTATE commerce must have had a physical and carry the proper D.O.T. certification with them. This would also include anyone carrying ANY placardable amount of hazardous material or any vehicle carrying 16 or more passengers including the driver.

Individuals who are state or municipal employees, however, are exempt from having a physical provided they only use their CDL for work with their state or municipal employer -- but be cautioned, if you are doing any private contracting or if you are "moonlighting" on the side you must have your physical card with you during those times.

Commercial drivers licensees who carry a placardable amount of hazardous material are required to hold the HAZARDOUS MATERIALS ENDORSEMENT on their CDL license. Again, municipal drivers are exempt from this requirement as long as the vehicle they are driving is NOT required to be placarded.

Should you have any questions about the CDL requirements you can get more information by calling the appropriate authority. Make your first call to the Division of Motor Vehicles in Concord: 271-2371. Follow the directions they give you over the phone (some patients may be required). They have a special recording just for CDL applicants that includes answers for most questions that arise. Should you need further assistance your best bet is Winn Hayes, CDL Coordinator: 271-2490. Winn is the best authority in the state on CDL. He is extremely thorough. I found him eager to help with my questions and very prompt. We're lucky to have someone like Winn to help clear up potential CDL confusion.

Chances Are... If You're Not Driving One of These For Your Town You Probably Need A CDL

Those of you who are going to need a physical card can get the appropriate paper from the New Hampshire Motor Carrier Association by calling 224-7337 or by sending $1.00 (one dollar) and a self addressed stamped envelope to: JMJ Transportation Technical Services, Rte 1, Box 339, Franklin, NH 03235. Remember, if you are using your CDL hire, in INTRA or INTERSTATE commerce, you will need your D.O.T. card (unless your business comes under the exemptions of Part 390.3 (3) (f) of the Federal Motor Carrier Safety regulations.

Quick Note: The Technology Transfer Center can provide you with a video tape to help you or your employees pass the CDL test. If you would like a copy of this tape please call our office at 1-800-423-0060 or send in your request using the flyer provided for you in this newsletter. The tape covers the entire CDL manual in detail. The cost for the tape is $16.50. However, if you choose to borrow the tape we will loan it to you for two weeks at no cost. No one has sent the tape back to us in disappointment so we think you'll find it fits the bill.
AASHTO Supports T² Centers

AASHTO Policy Resolution PR-2-91

The American Association of State Highway and Transportation Officials (AASHTO) recently passed a resolution in support of the Federal Highway Administration’s (FHWA) Rural Technical Assistance Program (RTAP). All FHWA Technology Transfer (T²) Centers, including the New Hampshire T² Center, fall within the framework of RTAP.

As passed by the AASHTO Policy Committee on February 8, 1991, Policy Resolution PR-2-91, Technical Assistance Programs, reads as follows:

WHEREAS, the Rural Technical Assistance Program has facilitated access to highway technology for rural road and street departments, enabling town and county governments to do more with limited resources; and

WHEREAS, the benefits are significant, and have generated strong support for the program among local units of government, their associations, and others; and

WHEREAS, the success of the Rural Technical Assistance Program was recognized in the AASHTO Report, Innovation -- A Strategy for Research, Development, and Technology Transfer, and a recommendation was made for federal funding of at least $7,000,000 per year for the period 1992 through 1996; and

WHEREAS, an expansion of the concept, by providing technical assistance to urban communities, would be a useful addition to the highway technology transfer system and in keeping with one of the goals of the National Transportation Policy, to make technical information available to all levels of government; and

WHEREAS, federal funding for the Rural Technical Assistance Program has declined in fiscal years 1989 and 1990 and a further decrease is expected in 1991.

Training And The Law

Lawsuits can result from a lack of training

Many lawsuits are the result of sufficient training, or the absence of training. Knowledge and information are essential commodities for any organization. Keeping everyone abreast of recent problems or developments, either technical or legal issues, is necessary for optimum performance. It can also keep individual workers, supervisors, and city officials out of court.

Like many other policies in government and private business, determining training priorities tends to be “reactionary” in most cases. Responding to problems that have already occurred is natural and expected, but in today’s public works environment, a more “pro-active” approach is needed. The idea is to determine what might happen in your department sometime in the future.

Although funding may be a problem, there is no time like the present to consider departmental needs and start planning for a training budget. An analysis of lawsuits at the beginning may help bolster requests. Public officials, city/town administrators and department staff should review training as an investment that can not only help to avoid monetary losses but provide better service to the community and help build more confidence in the department.

At left is a list of training items to consider:

NOW, THEREFORE, BE IT RESOLVED THAT:

1. AASHTO supports continuation of the Rural Technical Assistance Program at an adequate level of funding.

2. AASHTO encourages the Federal Highway Administration to initiate an urban technical assistance program patterned on the successful Rural Technical Assistance Program.

The above article was constructed using material from a handout prepared by the NHMA Property Liability Insurance Trust, Concord, NH.
Good Sign Symbols Aid Drivers

An experiment: Legibility and Comprehension of Traffic Sign Symbols

Human factors are a major part of highway engineering and should always be taken into consideration -- remember, the idea is to make our roads safe for people.

In recent years, symbols have been used to improve the ability of traffic signs to communicate their messages. Numerous studies have concluded that symbolic signs are superior to alphabetic signs. However, less is known about the magnitude of this superiority in terms of legibility distance of traffic sign symbols.

A laboratory experiment was conducted to collect legibility and comprehension data for 22 symbol warning signs and 8 alphabetic warning signs.

Results: Legibility distance data were collected from 32 subjects ranging in age from 20 to 68 years old. The results showed that the legibility distance of symbols decreases with increasing driver age. Bold symbols of simple design provide the legibility distance for all age groups (see the sign chart on this page).

Symbol Comprehension: The comprehension data was collected for each of the 22 symbols. In general, the data indicated that symbol signs are well understood by the drivers. Overall, 95 percent of the responses were correct or substantially correct.

Several symbols warrant further research: Pavement Ends, Added Lane, Worker, and Hill.

Symbolic versus Alphabet: A comparison of the legibility distance for symbolic and alphabetic sign pairs showed that legibility distances for symbolic signs can be equal to that of alphabetic signs or more than four times greater depending on the message.

This study was performed by Jeffrey F. Paniati, Federal Highway Administration, Traffic Safety Research Division (HSR-30), 6300 Georgetown Pike, McLean, VA 22101.

Pedestrian Crosswalks

A real area for concern

How safe are you in a crosswalk? Marked crosswalks are widely classified as "safety devices" and most jurisdictions give the pedestrian the right-of-way when within them.

Interesting, however, there is strong evidence that these very facts prompt many pedestrians to feel overly secure when using a marked crosswalk - to the degree that they aggressively place themselves in a hazardous position with respect to vehicles in the mistaken belief that the motorists can and will stop in all cases, even when it may be impossible to do so. Also, it is not unusual for this type of aggressive behavior to cause rear-end collisions.

By contrast, a pedestrian using an unmarked crosswalk generally feels less secure, less certain that the motorist will...
R.A.A. Mountain of Demonstrations

June 14, 1991

This year’s show will be held in
Waterville Estates -- Starting at 9:00 A.M.

From Interstate 93 take exit 28 towards Campton on Rt. 49; at the first traffic light take a right on Rt. 175, go over the dam and vere right; take a left on Winterbrook Road into Waterville Estates -- we’ll have plenty of signs out for you to follow

Don’t miss the action!

Live Road Maintenance and Construction Demos; Vendor Displays;
Heavy Equipment; Free Lunch; and Everyone is Welcome!

For more information call 1-800-423-0060 (NH only) or 603-862-4348

Crosswalks...
continued from p. 8

stop - and exercise caution in waiting for safe gaps in traffic before crossing. The end result is fewer accidents at unmarked crosswalks.

One of the commonly accepted functions of the marked crosswalks is that it serves as a warning device to the motorists. Yet studies show that the motorists’ views of a crosswalk are greatly reduced when they are at a safe stopping sight distance - a distance where they should be able to perceive and react to a pedestrian in a crosswalk - due to the effects of foreshortening and distance diminishment. Their view of the crosswalk is further affected by road alignment, irregularities in the pavement, and other variables like weather, dirty windshields, glare and adverse lighting conditions.

Meanwhile, pedestrians’ views of the same crosswalk are quite impressive and they are prone to assume that since they can see the crosswalk so well, certainly motorists can see it just as clearly. This resulting over-confidence is seen as another factor in the disproportionate share of accidents in marked crosswalks.

Does this mean marked crosswalks should not be installed? Not necessarily. The marked crosswalk is a useful device for channeling pedestrians and helping them find their way across complex and confusing intersections. The decision to install or not to install a marked crosswalk should not be taken lightly. Rational warrants for their installation have been adopted by many governmental jurisdictions.

It is important that the general public recognize what marked crosswalks can and cannot do. It is also important that public officials do not install them, unless the anticipated benefits outweigh the risks.

The above portion of this article was excerpted from Public Works, “Traffic Engineering-Myths and Realities” by Benjamin E. Burritt, P.E., January 1990 as reprinted in the KUTC newsletter, Vol. 12, No. 4, University of Kansas.

Another problem which associated with the existence of marked crosswalks is that pedestrians seem to complain to town officials that the traffic just doesn’t yield to pedestrians in the crosswalk. This may or may not be true. However, town officials are often quick to remedy the situation with additional signing. The problem gets further complicated when nonstandard signs are used for this purpose.

Should your town wish to use additional signing to warn drivers of the fact that there is a crosswalk ahead it is recommended that you use the 30" X 30" W11A-2 warning sign shown on page 2C-17 of the MUTCD (Manual on Uniform Traffic Control Devices). In addition to this warning sign you can also erect a “Yield to Pedestrians” regulatory sign at each end of the town’s main thoroughfare.

What we would advise you to AVOID, however, is a nonstandard pedestrian crossing sign. In particular, we would DISCOURAGE you from using any sort of temporary sign placed in the middle of the right-of-way. Bear in mind that anything in the right-of-way is a potential hazard. Also keep in mind that if a sign is warranted it should be there 24 hours per day, 365 days per year. Temporary signs have been known to tip over or even “walk away” on occasion. Should an accident occur and the pedestrian can prove that a sign “should” have been in place, your town will probably be held legally liable and have to pay damages accordingly.

Guiding pedestrians safely across roadways is a difficult task and requires a great deal of thought. Whenever specific signing is being considered town officials must keep in mind that inappropriate signs and markings can develop a false sense of security in the public’s mind. Anytime a false sense of security is established accidents seem to follow.
Solid Waste Safety Seminars

The Compensation Funds of New Hampshire Loss Prevention Department is conducting a series of eight Solid Waste Safety Seminars in April. With the expansion of these types of operations statewide, there has been a resulting increase in the number of employee injuries.

The sessions will be appropriate for employees who handle solid waste, their supervisors, and also town administrators (managers, AAs, and selectmen). Due to the importance of this topic, we encourage you to attend, even if you are not a member of the Workers' Compensation Fund. There will be no charge and no registration is required.

The seminars will involve a presentation, and then a visit to a nearby site where specific exposures can be described and discussed. We plan to address issues such as personal protective equipment, machine guarding, first aid material handling, and other general safety requirements. Questions will be encouraged.

Times and the location of the presentations are as follows. If you have questions, please call the Loss Prevention Department at 1-800-852-3328.

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<tr>
<th>Schedule</th>
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<th>Afternoon (1:00 - 3:30)</th>
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<td>Peterborough Town Hall</td>
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<td>Thur. 4/18/91</td>
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<tr>
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TECHNOLOGY TRANSFER CENTER (T'C)
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4-20083

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