

Your Sign Management Program:

**DON'T WASTE
TIME AND MONEY
WITH UNNECESSARY
SIGN REPLACEMENTS**

Before you commit to a method of sign management, consider the *REAL* costs.





According to the MUTCD, all agencies are required to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity. Before you commit to your method of assessment, consider the overall costs, strengths and weakness of each. You might be surprised which makes the most sense for you:

1 NIGHTTIME VISUAL INSPECTION

The retroreflectivity of an existing sign is assessed by a trained sign inspector conducting a visual inspection from a moving vehicle during nighttime conditions.

- **Opinion-based readings are not 100% reliable, resulting in unnecessary replacements.**
- **Training of inspectors is required.**
- **Requires nighttime viewing and daytime replacement of signs.**

2 EXPECTED SIGN LIFE

When signs are installed, the installation date is labeled or recorded so that the age of a sign can be compared to the expected sign life, based on the experience of retroreflectivity degradation in a geographic area.

- **Can result in unnecessary replacement of signs with passing retroreflectivity levels.**
- **Can miss replacements that need to be made, opening the door to liabilities.**
- **Does not consider factors other than sign life.**

3 BLANKET REPLACEMENT

All signs in an area or of a given type should be replaced at specified intervals. This eliminates the need to assess retroreflectivity or track the life of individual signs.

- **By not measuring the retroreflectivity levels of a group of signs, it is likely that a sizeable percentage will maintain passing levels and would be replaced unnecessarily.**
- **Excludes signs that need to be replaced before their scheduled date.**

4 CONTROL SIGNS

Replacement of signs in the field is based on the performance of a sample of control signs, either in a maintenance yard or in the field.

- **Conditions are not necessarily equivalent to those for every sign in the field.**
- **Can result in unnecessary replacements.**
- **Can result in replacements that are needed, not being made.**
- **This method still requires a tool for measuring the retroreflectivity of control signs.**

5 MEASURED SIGN RETROREFLECTIVITY

Retroreflectivity is measured using a retroreflectometer. Signs with retroreflectivity below the required minimum levels are replaced.

- **Provides a definitive pass or fail rating for each sign, indentifying those that have failing retroreflectivity levels and eliminating unnecessary replacements.**
- **Allows workers to take measurements during the day, eliminating the need for dangerous nighttime viewing.**
- **Eliminates human error from visual inspections, inaccurate sign life estimates and the need for control signs.**
- **Can be performed by any worker with minimal training.**

WHAT YOU ARE REALLY PAYING WITH EXPECTED SIGN LIFE ...

For example, Topeka, Kansas maintains over **50,000 street and traffic signs**.

The average sign lasts **10 years**.

At this rate, Topeka would be replacing around **5,000 signs** each year.

Let's say that it costs an average of **\$40** to replace a sign (materials, labor, etc.)

That would equal **\$200,000** each year in sign replacements.

If they could identify **10%** of those signs that do not need to be replaced yet, Topeka could **save \$20,000 a year!**

Road Vista's 922 Handheld Retroreflectometer

The 922 truly is the best solution for meeting the new MUTCD regulations. This lightweight and durable device provides the most user-friendly features, such as a backlit LCD touchscreen, internal GPS and barcode reader, and data logging software. It also comes with a support team of knowledgeable professionals here in the U.S. as well as the security of an easy and reliable sign management program.

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