

SIGN RETROREFLECTIVITY GUIDELINES

VISUAL NIGHTTIME INSPECTION

Requires a trained sign inspector over 60 years of age driving an SUV or truck.



There are five options in implementing an assessment or management method for your signs per the Manual on Uniform Traffic Control Devices (MUTCD). You can use one or a combination of the following options.

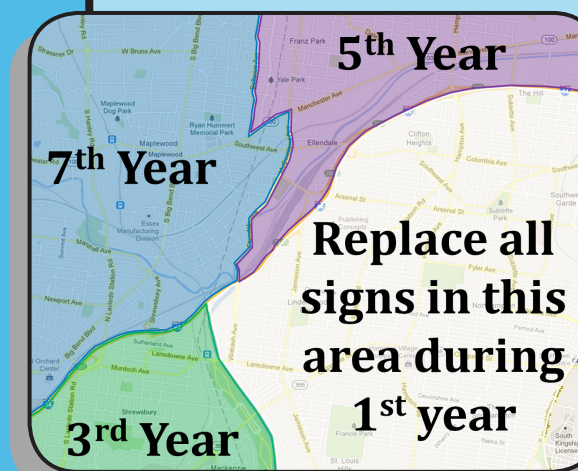
MEASURED RETROREFLECTIVITY



A retroreflectometer is placed against each sign to measure sign retroreflectivity. Signs with below minimum levels should be replaced.

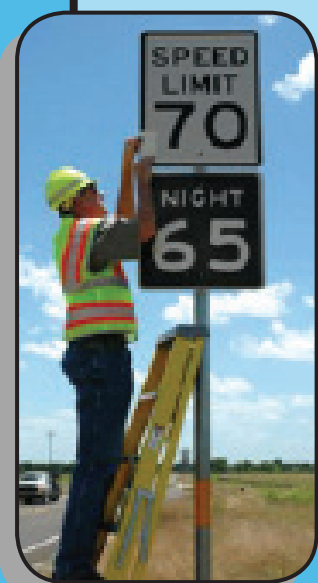
BLANKET REPLACEMENT

All signs in a given area or of a given type are replaced at specific intervals. The replacement interval is based on expected sign life, compared to the minimum levels, for the shortest-life material used on the



affected signs. This eliminates the need to assess retroreflectivity or track the life of an individual sign.

EXPECTED SIGN LIFE



When signs are installed, the installation date is labeled or recorded. The age of the sign is compared to the expected sign life. Signs older than the expected life should be replaced.

CONTROL SIGNS

Replacement of sign in the field is based on the performance of a sample of control signs in the maintenance yard or in the field. All signs should be replaced before the retroreflectivity levels of the control sample reach minimum levels.



For more information on the new *Sign Retroreflectivity Guidelines Overview and Inspector Workshop* or other MO-LTAP courses, please contact:



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A free copy of FHWA's Sign Retroreflectivity Guidebook is available by contacting the MO-LTAP office. The guide is specifically designed for small agencies.