



# RoadQuake™

## FIELD TEST REPORT

Plastic Safety Systems, Inc.  
RoadQuake Field Test Report: Fifth in a Series

07/30/10

### Demo Quick Facts

**Date:** June 2010

**Location:** Indianapolis, IN

**Roadway:** I-74 & I-465

**Array Pattern:** 2 sets in left lane on a curve entering I-465

**Duration:** I-74 & I-465

**Road Surface:** Dry

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Get more information on RoadQuake...

For an ISPE or Demo  
Contact Tim Cox  
at  
216.244.3207

## Indiana DOT Tests RoadQuake

### Temporary, Portable Rumble Strips protect Guardrail Crews

June 2010

#### Introduction:

In early June, Indiana DOT conducted an In-Service Product Evaluation (ISPE) of our RoadQuake Temporary Portable Rumble Strip, during their installation of a replacement guardrail end-treatment.

Two engineers from the local DOT district attended; a DOT district crew and a crew from our local distributor installed the end-treatment.

To us, it was the ideal application, as we recommend RoadQuake for use in work zones of 8 hours or less, or where daily installation and removal is required.



#### Installation:

Under the direction of Kenny Kolberg, PSS Sales Manager, the crew installed 2



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arrays of RoadQuake rumble strips at I-74 & I-465, on the southwest side of Indianapolis. The posted speed limit there is 70 mph.

To install the end-treatment, Indiana DOT closed the right lane. They installed the 2 arrays in the left lane, 1,000 feet and 500 feet from the workers. Each array contained 3 rumble strips, spaced 3 feet apart.

As the picture above indicates, this location is a tight curve that drivers negotiate as they exit to I-465. Drivers sometimes exceed the posted speed limit for this curve, as evidenced by their hitting and destroying this section of guardrail 4 times in the past year.

A crew member told Kenny about the last installation at this site, in October, 2009. Indiana DOT tapered the right lane with cones, and further protected the workers with 2 TMAs. Traffic still roared by at 70 MPH. The crew member was very concerned about being hit.

We installed the RoadQuake arrays around 9 AM, and removed them at 2 PM; they were in traffic during the entire installation.



### Observations:

Everyone who witnessed the test agreed that the RoadQuake arrays alerted drivers to changing road conditions. Further, they noticed that drivers slowed down to a steady 35 - 40 MPH during the test hours.

No one heard any squealing of brakes as drivers approached the arrays; no one saw any drivers swerve to avoid the arrays.

The road conditions were dry, but there was loose gravel on the road surface. Some strips moved slightly during the 5 hours because of the gravel, but one DOT engineer commented that, even at a slight angle, the rumble strips performed well.



At one point, an Indiana State Trooper drove into the zone, stopped behind a DOT truck, and watched the traffic drive over the arrays. The trooper stayed about 20 minutes to observe drivers' reactions, and then left, giving everyone the "Thumbs Up" sign.

The DOT engineers, who took pictures and video of the RoadQuake installation, appeared extremely pleased with RoadQuake's overall performance, and specifically, with reduction in speed.

The engineers commented that RoadQuake performed beyond their expectations. They have since reported as much to their colleagues in Central Office, and have recommended RoadQuake's approval for use on Indiana roads.

## Conclusion:

RoadQuake is an effective traffic safety countermeasure that will alert drivers to changing road conditions, which in turn may reduce crashes, and save lives.

We urge every city, county and state agency to contact us for a parking lot demonstration or an In-Service Product Evaluation. After witnessing an ISPE, we are confident you will add RoadQuake to your specifications and MOT drawings.

**Contact Tim Cox for an ISPE**  
216-244-3207 [timcox@comcast.net](mailto:timcox@comcast.net)

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