

MEMORANDUM

State of Alaska

Department of Transportation and Public Facilities
Statewide Design and Engineering Services Division

TO: DISTRIBUTION

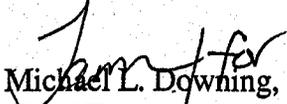
DATE: April 12, 2001

FILE NO:

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FROM: 
Michael L. Downing, P.E.
Chief Engineer

SUBJECT: Correction of Non-crashworthy
Sign Supports

As you know, some of the sign installations along our highways are not crashworthy. Although there are a variety of non-crashworthy configurations, the most common are signs supported by two or more 2½ inch perforated steel tubes (P.S.T.s) located within 7 feet of each other. See the following page for a list of acceptable and unacceptable sign supports.

In an attempt to determine how many non-crashworthy sign supports we have, I asked the regions to do inventories. Northern Region completed their inventory last year and estimated it would cost around \$3 million to correct the problem. Extrapolating that to the entire state, we likely would need to spend between \$5 and \$10 million to complete the corrective work.

Instead of doing large-scale corrective projects, please correct non-crashworthy sign supports on a project-by-project basis. That is, replace all non-crashworthy supports within the limits of all construction projects (4R, 3R, gravel to pavement, etc.).

Obviously, it's also very important that all new sign installations are crashworthy. Please ensure that your designers as well as all other agencies that install signs on your highways are aware of crashworthiness requirements.

These considerations do not apply to supports that are behind guardrail or are otherwise inaccessible from the road. It is desirable, although not mandatory, that supports accessible from the road and outside of the clear zone be made crashworthy also.

These requirements will be included in the Preconstruction Manual when the pertinent chapter is next revised.

Additional information is provided in my 2/5/98 memo (attached). Regional Traffic personnel can provide guidance on how to correct non-crashworthy supports.

This directive becomes effective May 15, 2001. Please ensure that all projects advertised after that date are in compliance.

Thank you.

Attachments

DISTRIBUTION:

Steven Horn, P.E., Preconstruction Engineer, Central Region D&ES
Pat Kemp, P.E., Preconstruction Engineer, Southeast Region D&ES
David McCaleb, P.E., Preconstruction Engineer, Northern Region D&ES

cc: Duane Doerflinger, P.E., Preconstruction Standards Engineer, D&C Standards, HQ D&ES
Captain Robert Doll, P.E., Regional Director, Southeast Region
David Eberle, P.E., Regional Director, Central Region
Gary Eddy, P.E., Construction Standards Engineer, D&C Standards, HQ D&ES
Gail Gardner, P.E., Traffic & Safety Engineer, Northern Region D&ES
Gary Hayden, P.E., Director, Construction, Maintenance & Operations, Southeast Region
Gary Hogins, P.E., Chief, Design & Construction Standards, HQ D&ES
Gordon Keith, P.E., Construction Chief, Central Region
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Mike Tooley, P.E., Highway Construction Chief, Central Region
Jim Weed, P.E., Construction Chief, Northern Region
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