

MEMORANDUM

TO: All Delaware 2000 Traffic Control Manual Holders

FROM: Donald D. Weber, P.E., Assistant Director, Traffic

DATE: October 7, 2003

SUBJECT: Use of Skid Mounted and Collapsible Sign Supports

The following change is effective immediately and supersedes the Delaware 2000 Traffic Controls for Streets and Highway Construction, Maintenance, Utility and Emergency Operations (Traffic Control Manual) and the subsequent July 23, 2001 revision.

The Traffic Control Manual page 11, Section B-3 provides the following guidance:

B-3 Erection of Signs - Signs on fixed supports are usually mounted on a single post, although those wider than thirty-six (36) inches or larger than ten (10) square feet shall be mounted on two (2) posts. The post(s) used must meet Federal breakaway standards unless located behind barrier or guardrail. Signs mounted on portable supports are suitable for temporary conditions as approved by the Chief Traffic Engineer or his authorized representative. Skids and collapsible metal sign supports are typical portable supports. These portable supports will need to comply with the new FHWA NCHRP-350 standards once adopted. All such installations shall be so constructed to yield upon impact to minimize hazard to motorist. Weights used to stabilize the supports shall be placed less than twelve (12) inches above the surface. For maximum mobility on certain types of maintenance operation, a larger sign may be effectively mounted on a vehicle stationed in advance of the work or moving along with it. This may be the working vehicle itself, as in the case of pavement marking equipment, or a vehicle provided expressly for this purpose. Guide signs, although ordinarily erected on separate posts, may also be mounted on or above barricades, but shall not be permitted to interfere with the effectiveness of necessary regulatory and warning signs.

Replace this paragraph with the following:

B-3 Erection of Signs - Signs on fixed supports are usually mounted on a single post, although those wider than thirty-six (36) inches or larger than ten (10) square feet shall be mounted on two (2) posts. The post(s) used must meet Federal breakaway standards unless located behind barrier or guardrail. Signs mounted on portable supports are suitable for temporary conditions as approved by the Assistant Director of Traffic or his authorized representative. Skids and collapsible metal sign supports are typical portable supports. These portable supports must comply with the FHWA NCHRP Report-350 standards. All such installations shall be constructed so as to yield upon impact to minimize hazard to motorist. In addition the following criteria applies:

1. Use NCHRP Report-350 compliant skids and collapsible metal sign supports only for temporary signs unless otherwise approved by the Engineer.
2. Use NCHRP Report-350 compliant skids and collapsible metal sign supports only in the crash tested and NCHRP Report-350 approved positions.
3. Immediately remove the skids and collapsible metal sign supports from the project site under the following circumstances:

- a. After the completion of each operation or:
- b. At the end of each daily work period or;
- c. Anytime when the contractor will leave the site or;
- d. As directed by the Engineer.

Weights used to stabilize the supports shall be placed less than twelve (12) inches above the surface. For maximum mobility on certain types of maintenance operation, a larger sign may be effectively mounted on a vehicle stationed in advance of the work or moving along with it. This may be the working vehicle itself, as in the case of pavement marking equipment, or a vehicle provided expressly for this purpose. Guide signs, although ordinarily erected on separate posts, may also be mounted on or above barricades, but shall not be permitted to interfere with the effectiveness of necessary regulatory and warning signs.

Should you have any questions concerning this matter please contact Mike Hitchens (302) 326-4494.

cc: Carolann Wicks, Director, Transportation Solutions
Patrick Kennedy, Federal Highway Administration
Michael Hitchens, Chief Safety Officer
Richard Austin, Safety Officer
Andrew Miller, Safety Officer
Richard Toulson, Safety Officer