

From: [Heidtke, Andrew - DOT](#)
To: [Emerson, Erik - DOT](#)
Cc: [Amakobe Atepe, Peter - DOT](#); [Taylor, Rodney - DOT](#)
Subject: RE: Temporary Sign Support
Date: Thursday, December 17, 2015 3:34:33 PM
Attachments: [stdh24.pdf](#)

Please do, as our current practice has been to slap the exit signs on type III barricades, and they are difficult to see behind drums. It would be nice to get this figured out.

Here is the original drawing from Texas.

Thank you for your help,

Andy

From: Emerson, Erik - DOT
Sent: Thursday, December 17, 2015 3:26 PM
To: Heidtke, Andrew - DOT <Andrew.Heidtke@dot.wi.gov>
Cc: Amakobe Atepe, Peter - DOT <Peter.AmakobeAtepe@dot.wi.gov>; Taylor, Rodney - DOT <Rodney.Taylor@dot.wi.gov>
Subject: FW: Temporary Sign Support

Andrew,

My first impressions are:

Sand bags could be an issue with small cars (they only ran a truck test).

What standard are you wishing to achieve (NCHRP 350 or MASH)? It is likely that in the near future you will need MASH

Do you have the actual crash report from TTI?

It is always better to get the whole crash test report. With recent history, I would not consider a product without the crash test videos. But given the age of the report, I don't believe that you will be able to get the videos.

Although it may seem pedantic, your sign orientation is different. I'm not sure if that would

cause a big issue.

You have drill holes in the posts the crash tested detail did not. This is likely O.K. But, I don't know for sure.

These are just my 1st impression of what you sent me.

I would need to send this out for review by experts in the field of crash testing, before I would say it is O.K. to use. Do you wish for me to do this?

Erik

From: Heidtke, Andrew - DOT
Sent: Thursday, December 17, 2015 1:44 PM
To: Emerson, Erik - DOT <Erik.Emerson@dot.wi.gov>
Cc: Amakobe Atepe, Peter - DOT <Peter.AmakobeAtepe@dot.wi.gov>
Subject: Temporary Sign Support

Hi Erik,

For the past few years we have been struggling with what to do for the temporary Exit signs that are in the gore. The problem is the gore is created by drums and we do not want to drill a couple of posts through pavement since the sign is rather large and it is supposed to be mounted 7 ft. above the pavement.

The situation can be seen in SDD [15d15](#).

We had a SDD ready to go but there was concern about its crashworthiness. I found what appears to be nearly the exact same design on the federal approval website. Texas DOT are the ones that originally developed this.

<< File: S15D15-2b.pdf >> << File: wz-3 Exit sign.pdf >>

Are there any concerns you would have with this design?

Thank you,

Andy Heidtke, EIT

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