


Memorandum

*Serious drought.
Help Save Water!*

To: DEPUTY DISTRICT DIRECTORS FOR TRAFFIC OPERATIONS
DEPUTY DISTRICT DIRECTORS FOR MAINTENANCE

Date: August 12, 2015

File: Division of Traffic
Operations


From: THOMAS P. HALLENBECK
Chief
Division of Traffic Operations

Subject: **EXIT GORE SIGNAGE**

The *California Manual on Uniform Traffic Control Devices* (CA MUTCD) allows for different placements of exit gore signage. This memorandum provides guidance regarding the placement and/or location of proper exit gore signs while reducing crew exposure to live traffic.

Background

Exit gore signs are frequently struck by errant vehicles. Installing or repairing exit gore signs are high-risk activities for maintenance personnel requiring work on foot, with limited protection and in close proximity to live traffic. The narrow work zone makes it difficult to use barriers or shadow vehicles. Some Caltrans Districts have been using CA MUTCD-compliant alternatives for relocating exit gore signs or using different kinds of “quick change” post designs when repairing existing, or installing new exit gore signs in construction projects. A District 6 Safety Task Force group studied the issue and published a report titled, “G84 (CA)-Series Exit Signs” (dated September 29, 2008). More recently, the Division of Research, Innovation and System Information sponsored a Preliminary Investigation (PI) and published a report titled, “Freeway Exit Gore Signage” (dated December 12, 2013). These reports examined different exit gore signage alternatives provided in the CA MUTCD and used in other states.

Alternatives

The following list of exit gore signage alternatives should be considered when repairing existing, or installing new exit gore signs:

1. Replace the G84-2(CA) or G84-3(CA) signs with larger E5-1a signs and move the signs downstream 150 to 200 feet. The larger signs should be mounted on two wooden posts or two steel posts with approved slip bases (such as the Redi-Torque Model 280 or others) as preferred alternatives.
2. Replace wooden G84-2(CA) or G84-3(CA) posts with steel posts with quick change base mounts.
3. Replace standard wooden post installations with wooden posts with wedge type quick change post mounts.
4. Improve the conspicuity of the gore area with object markers, delineation and/or striping.

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It may not be necessary to relocate all of the existing exit gore signs, however, locations where signs are frequently struck should be addressed promptly.

Districts have reported that single post G84-2(CA) or G84-3(CA) signs that were replaced with a larger E5-1a sign and moved downstream were not struck as frequently, and some not at all.

Districts using the quick change post design reported that repair time was drastically reduced, thus decreasing Maintenance personnel exposure to live traffic.

Due to the diversity of Caltrans off-ramp types throughout the state, each off-ramp will need to be evaluated on a case-by-case basis. District Traffic Operations, Maintenance, Construction and/or Design staff should collectively select the best alternative for a specific off-ramp. Once an alternative is selected, then concurrence from the District Sign Coordinator and/or District Traffic Engineer shall be obtained and detailed in the sign installation order.

Construction details for the different exit gore sign post alternatives are posted on the Traffic Operations Web site at <http://www.dot.ca.gov/hq/traffops/engineering/control-devices/exit-gore-signage.htm>. If you have any questions regarding this memo, please contact Duper Tong, Chief, Office of Traffic Engineering, at (916) 654-5176, or by e-mail at <duper.tong@dot.ca.gov>.

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