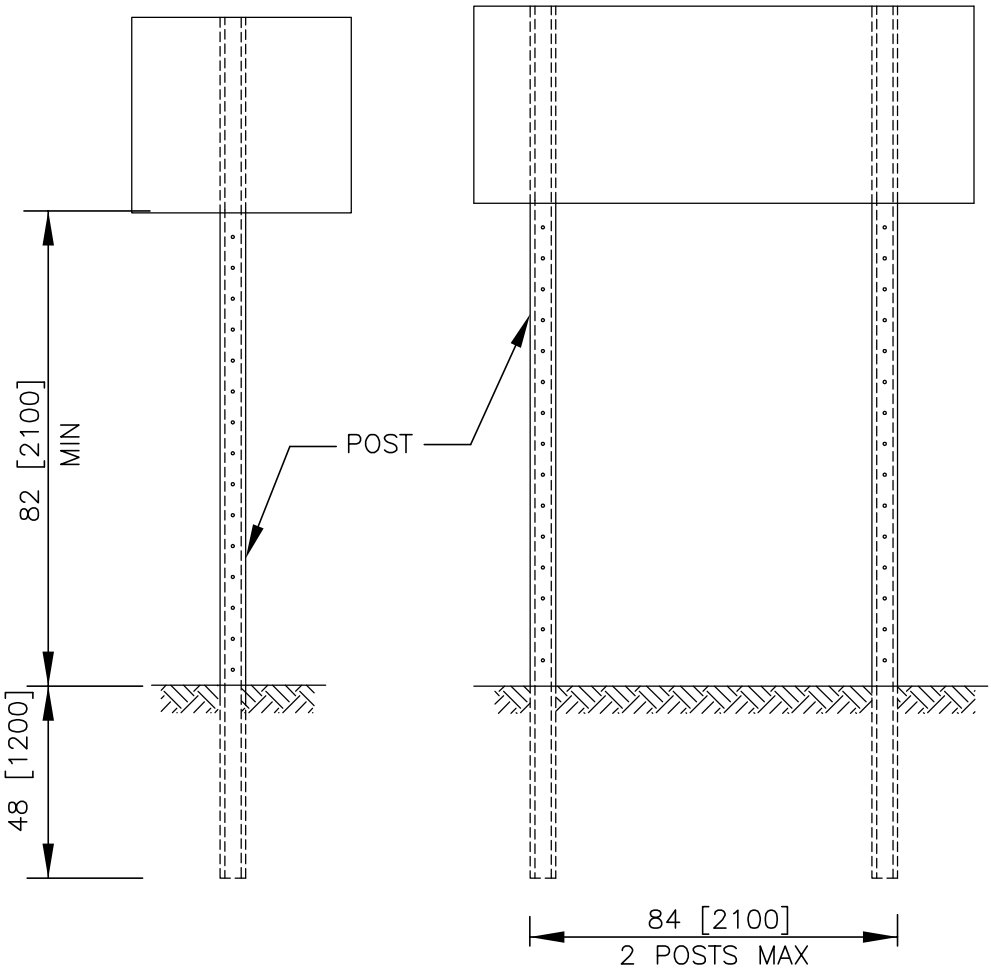
NOTE: THE FOLLOWING POSTS ARE ACCEPTABLE FOR USE IN EITHER THE SINGLE (SSF40a) OR DUAL–POST(SSF40b) SYSTEMS: PFP02–05, PFP12–15, PFP21–25 OR PFP32–35



DIRECT BURIAL U–CHANNEL POST

SSF40a–b	
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INTENDED USE

The direct U-channel sign support system can be used as a one-post (SSF40a) or two-post (SSF40b) sign support system where both posts are within 2100 mm of each other. The system has been successfully crash tested with the sign post driven directly into a strong soil. The system, when driven into strong soil, is considered to meet the requirements of the 1985 AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals.* The performance of this system in weak-soil full-scale crash tests was not satisfactory since the post did not fracture as intended. Some agencies use this system with a structural splice (e.g., a splice that is meant to rigidly connect two posts) at a height above the bumper (610 mm). Structural splices should have at least four bolts equally spaced along an overlap of 610 mm. A system with a structural splice has been successfully crash tested in strong soil.

COMPONENTS

The direct burial U-channel post small sign support system consists of PFP02-05, PFP12-15, PFP22-25, or PFP32-35 posts driven at least 1200 mm into a strong soil.

REFERENCES

H. E. Ross, Jr. and K. C. Walker, "Crash Tests of Single Post Sign Installations Using Subcompact Automobiles," Federal Highway Administration, Report No. FHWA-RD-80-503, Washington, D.C., May 1980.

L. A. Staron, "Breakaway Sign Supports," Geometric and Roadside Design Acceptance Letter SS-05, Federal Highway Administration, June 15, 1987.

L. A. Staron, "Breakaway Sign Supports," Geometric and Roadside Design Acceptance Letter SS-36 Federal Highway Admiitration, September 3, 1993.

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