


TO:	ENGINEERING INSTRUCTION		
	NEW YORK STATE DEPARTMENT OF TRANSPORTATION		
SUBJECT: GUIDELINES FOR THE REMOVAL OF OBJECTS WITHIN THE GUIDE RAIL DEFLECTION AREA			
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 <u>R. E. Kelly, Assistant Deputy Chief Engineer, Construction</u>			Date: <u>10/22/76</u>
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The Design Manual sets forth under Chapter 10 - Section 10, the clear distance that is required behind various types of guiderail. Table 10-4 Guide Rail Types Based on Deflection Distance - gives the clear distance required from the face of the railing for various types of railing and post spacing. Any obstruction that prevents guide railing from deflecting the stipulated amount presents a very serious safety hazard. In order to eliminate the obstruction or to change the amount of deflection, each engineer-in-charge is to review the guiderail requirements at a very early stage of construction. Each point of conflict is to be reviewed with the Regional Construction Engineer.

Appropriate corrective action is to be initiated at this time. One type of obstruction that has been prevalent is the utility pole that is located within the deflection distance. Should this condition be encountered, the first option should be to have the pole relocated outside the deflection zone. The Utility Company is to be given written notice of the condition and directed to relocate the pole prior to the time the new railing is installed. When the plans indicate no change in guide railing and there are existing conflicts with obstructions (utility poles), the Engineer is to seek a solution to the problem. Should there be circumstances that prevent the pole relocation, other types of guide railing or post spacing should be considered.

Only early notification to the Utility Company and continued follow-up action by the Region will insure that this condition is eliminated. Should the Regional efforts fail to get results, the details surrounding the matter are to be referred promptly to the Construction Subdivision for legal assistance.

Presently the Engineering Research and Development Bureau is to provide more detailed information on guide rail deflections for various conditions and vehicle speeds. When this information becomes available, you are to use it when implementing these guidelines.