

COUNTY OF	ITEM NO.	SHEET NO.
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SIGNING SPECIFICATION NOTES

MILEPOST MARKERS

MILEPOST MARKERS SHALL CONFORM TO THE GENERAL REQUIREMENTS SET FORTH IN SECTION 2D-45 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ADDITIONAL REQUIREMENTS ARE GIVEN ON THE SIGNING POSITIONING DETAIL SHEET.

SIGN PANELS ARE TO BE FABRICATED FROM 0.080 GAUGE ALUMINUM ALLOY 5052-H38 SHEET IN ACCORDANCE WITH ASTM B209, AND SECTION 833 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE SIGN PANELS SHALL BE PROPERLY PREPARED TO RECEIVE THE RETROREFLECTIVE BACKGROUND MATERIAL ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. DIMENSIONS FOR ONE, TWO, AND THREE DIGIT SIGNS ARE SHOWN ON THE SIGNING POSITIONING DETAIL SHEET.

BACKGROUND MATERIAL SHALL BE STANDARD INTERSTATE GREEN IN COLOR AND SHALL BE RETROREFLECTORIZED. COPY IS TO BE SILVER/WHITE RETROREFLECTIZED, TEN INCH (10") SERIES "C" NUMERALS OF THE CUT-OUT, NONREMOVABLE TYPE. BOTH BACKGROUND AND COPY MATERIAL MUST MEET TYPE III, CLASS "I" REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

MINIMUM LENGTHS OF POST SHALL BE TEN FEET (10') WHEN USED WITH ONE DIGIT MARKER, ELEVEN FEET (11') WITH TWO DIGIT MARKER, AND TWELVE FEET (12') WITH THREE DIGIT MARKER. POSTS SHALL BE DRIVEN AND SIGN PANELS MOUNTED TO MAINTAIN FOUR FEET (4') VERTICAL CLEARANCE FROM THE ELEVATION OF THE NEAREST EDGE OF ROADWAY PAVEMENT TO THE BOTTOM OF THE SIGN FACE.

FINAL LOCATION OF MILEPOST MARKERS SHALL BE VERIFIED BY TRIMARC. NOTIFY THE FOLLOWING REPRESENTATIVE OF TRIMARC, AT LEAST TWO WEEKS IN ADVANCE OF BEGINNING WORK ON THIS ITEM:

TODD HOOD
901 WEST MAIN STREET
LOUISVILLE, KY 40202
502-587-6624
270-307-7456

FLEXIBLE DELINEATORS

THE FLEXIBLE DELINEATOR POST SHALL BE AS DESCRIBED IN SECTION 838 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND INSTALLED AS DIRECTED BY THE MANUFACTURER'S RECOMMENDATIONS. THE RETROREFLECTIVE MATERIAL SHALL MEET THE REQUIREMENTS OF TYPE C, CLASS "I" AS DESCRIBED IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THEY SHALL BE ERECTED IN SUCH A MANNER THAT THE TOP OF THE REFLECTIVE UNIT SHALL BE FOUR FEET (4') ABOVE THE GRADE OF THE PAVEMENT EDGE. THE COLOR OF THE DELINEATORS SHALL IN ALL CASES CONFORM TO THE COLOR OF EDGLINES STIPULATED. DELINEATORS SHALL ONLY BE ERECTED ON THE HORIZONTAL CURVES ON THE RIGHT SIDE OF THE MAINLINE OF EXPRESSWAY AND FREEWAY ROADWAYS AND ON AT LEAST ONE SIDE OF INTERCHANGE RAMP WHETHER OR NOT A FIXED SOURCE LIGHTING IS INSTALLED. NO DELINEATORS SHALL BE ERECTED ON MAINLINE TANGENT SECTIONS OF EXPRESSWAYS AND FREEWAYS. DELINEATORS SHOULD BE ERECTED AT 100 FOOT (100') INTERVALS ALONG ACCELERATION AND DECELERATION LANES. THE SPACING OF THE DELINEATORS ON HORIZONTAL CURVES SHALL BE BASED ON THE TABLE AND FORMULA SHOWN ON THE POSITIONING DETAIL SHEET. DELINEATORS AT INTERCHANGE RAMP SHALL BE SPACED AT A MAXIMUM OF 100 FEET (100')

INTERCHANGE RAMP DESIGN IS SUFFICIENTLY VARIED THAT NO SINGLE DELINEATOR SPACING CAN FIT EVERY SITUATION; THEREFORE, THE TYPICAL DELINEATION AND SPACING VALUE TABLE SHOWN ON THE POSITIONING DETAIL SHEET AND SECTION 3D-04 OF THE 2003 MUTCD SHOULD BE EMPLOYED AS A GUIDE TO DELINEATOR PLACEMENT ON INTERCHANGE RAMP.

LATERAL AND VERTICAL CLEARANCES ARE SHOWN ON THE POSITIONING DETAIL SHEET. INSTALLATION OF DELINEATORS ON CROSSROADS SHALL BE LIMITED TO DECELERATION AND ACCELERATION LANES SERVING MAIN LINE RAMP.

MEDIAN CROSSOVER SIGN

THE CONTRACTOR SHALL INSTALL 48" X 48", "NO U TURN" SIGNS (R3-4) AT EACH MEDIAN CROSSOVER. THIS IS TO BE DONE WHETHER ALL NEEDED INSTALLATIONS ARE MENTIONED IN THE FOLLOWING SHEETS OR NOT. AT CROSSOVERS ON MEDIANS SIXTY FEET (60') WIDE AND UNDER, THE SIGNS SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY ON THE SAME POSTS IN THE CENTER OF THE MEDIAN, ONE FACING TRAFFIC IN EACH DIRECTION. AT CROSSOVERS ON MEDIANS OVER SIXTY FEET (60') WIDE, THE SIGNS SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY ON SEPARATE POSTS AT THE MEDIAN SHOULDER ON THE FAR SIDE OF THE CROSSOVER, ONE FACING TRAFFIC IN EACH DIRECTION.

CONCRETE BASES

ALL CONCRETE BASES SHALL BE OF CLASS "A" CONCRETE FOR SIGNS AND SHALL BE AS SHOWN ELSEWHERE IN THESE PLANS.

EXCAVATION NECESSARY TO CONSTRUCT BASES AND FOOTINGS IS INCIDENTAL TO THE COST OF CLASS "A" CONCRETE FOR SIGNS.

SAMPLES, TESTING, ETC.

BEFORE BEGINNING INSTALLATION, THE CONTRACTOR SHALL FURNISH TO THE RESIDENT OR PROJECT ENGINEER FOR WRITTEN APPROVAL DRAWINGS, DESCRIPTIONS, MANUFACTURER'S CUTS ETC. COVERING ALL MATERIALS TO BE USED. MILL TEST REPORTS FOR BEAMS, STEEL PANELS, AND EACH DIFFERENT GAUGE OF ALUMINUM OR STEEL SHEETING USED MUST BE SUBMITTED TO THE DIVISION OF CONSTRUCTION AND APPROVED PRIOR TO ERECTION.

MISCELLANOUS

RIGHT IS RESERVED TO INSPECT FABRICATION AND ERECTION WORK, AN INSPECTION (DAY AND NIGHT) WILL BE MADE AFTER COMPLETION OF INSTALLATION TO DETERMINE IF THE INTENT OF THE SPECIFICATIONS IS SATISFIED.

NEW CONCRETE BASES, SUPPORT BEAMS, ETC. ARE TO BE INSTALLED PRIOR TO DISMANTLING ANY EXISTING SIGN. IF ANY EXISTING SIGNS ARE TO BE OUT OF SERVICE FOR MORE THAN ONE WORK SHIFT, TEMPORARY SIGNING OF THE PROPER SHAPE, AND WITH COPY OF SIMILAR CONFIGURATION TO THE EXISTING SIGNING SHALL BE INSTALLED AT THE SAME APPROXIMATE STATION AS THE OUT-OF-SERVICE SIGN. THE COST OF ANY TEMPORARY SIGNING SO USED SHALL BE INCIDENTAL TO THE COST OF REMOVAL OF EXISTING SIGN SUPPORT BEAMS.

THE REMOVAL OF BEAM SIGN SUPPORTS IS TO BE DONE CONCURRENTLY WITH THE RELOCATION OF AFFECTED SIGNS TO NEW SUPPORTS.

IF A MANUFACTURER'S WARRANTY IS FURNISHED TO THE CONTRACTOR ON ANY MATERIALS COVERED UNDER THESE SPECIFICATIONS, THE SAME WARRANTY SHALL BE FURNISHED TO THE STATE BY THE CONTRACTOR.

ALL SIGNS ARE TO BE LOCATED AT THE APPROXIMATE STATIONS LISTED AND THE EXACT LOCATION FOR EACH SIGN SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER; HOWEVER, IF A SIGN IS RELOCATED MORE THAN TWENTY-FIVE FEET (25') FROM THE STATION LISTED, THE NEW LOCATION MUST BE APPROVED BY THE DIVISION OF HIGHWAY DESIGN AT (502) 564-3280.

ON SHEETING SIGNS WHERE THERE ARE MORE THAN ONE SIGN ASSEMBLY MOUNTED BEDSIDE EACH OTHER, THE POST SHALL BE SPACED TO PROVIDE APPROXIMATELY SIX INCHES (6") OF SPACING BETWEEN SIGNS.

CLEARING AND GRUBBING, AND TREE TRIMMING, WHEN REQUIRED FOR CONSTRUCTION OF THE SIGN PANELS, WILL BE INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE ALLOWED.

SIGN COVERING IS NOT RECOMMENDED. HOWEVER, IF IT IS ABSOLUTELY NECESSARY TO COVER THE SIGN FACE TEMPORARILY FOLLOWING ERECTION, USE CAUTION SINCE SOME COVERINGS MAY CAUSE PERMANENT DAMAGE TO THE SIGN FACE FOLLOWING EXPOSURE TO MOISTURE, SUNLIGHT, ETC. POROUS CLOTH OR GEOTEXTILE FABRIC COVERS WHICH ARE FOLDED OVER THE SIGN EDGES AND SECURED AT THE BACK OF THE SIGN HAVE BEEN USED SUCCESSFULLY FOR LIMITED PERIODS. DO NOT USE TAPE, PAPER, PLASTIC, OR SHEET METAL COVERS. ANY SIGNS THAT ARE DAMAGED AS A RESULT OF COVERING SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT.

TYPE I AND II STEEL POST IN SOIL SHALL BE DRIVEN FOUR FEET (4') BELOW THE GROUND LINE AS SHOWN. HOWEVER, IF SOILD ROCK IS ENCOUNTERED THE CONTRACTOR SHALL DRILL HOLES OF THE REQUIRED DEPTH INTO THE ROCK, AND BACKFILL WITH CONCRETE. THE COST SHALL BE INCIDENTAL TO STEEL POST, AND SOIL STABILIZERS WILL NOT BE REQUIRED.

ANY AREA DISTURBED SHALL BE SIDE GRADED TO THE EXISTING SLOPES AND RESEEDED AS DIRECTED BY THE ENGINEER, AND AT NO ADDITIONAL COST TO THE DEPARTMENT.