

1200 SIGNING & PAVEMENT MARKINGS

1201 Signing

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HIGHWAY DESIGN	<i>Chapter</i> SIGNING & PAVEMENT MARKINGS
	<i>Subject</i> Signing

HD-1201.1 GENERAL

Plans will be prepared for new sign installations and pavement markings for interstates, parkways, and other high-volume, limited-access roads that include interchanges. When applicable, signing plans will also be included for the portion of all crossroads affected by new construction and/or improvements. Striping plans will be developed for projects that deviate from the exhibits in the *Manual on Uniform Traffic Control Devices (MUTCD)* and the *Traffic Operations Manual*.

Signing plans may also be required on other projects. Central Office Highway Design should be consulted when the project team believes signing plans are needed.

Signing and marking shall be performed in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)* and the *Traffic Operations Manual*.

HD-1201.2 SIGNING PLANS

The project manager should contact the Division of Highway Design to determine whether the signing plans for the project can be prepared by the Division of Highway Design or should be prepared by a consultant and reviewed by the Cabinet. If the signing plans are to be developed by a consultant, a preliminary meeting may be held to determine the necessary signing involved in the project. The decision to utilize a consultant should be made prior to negotiating Phase II design.

Signing plans shall be completed to a conceptual stage and delivered to the project team prior to the joint inspection so that right-of-way and utility needs may be accommodated. All signing plans prepared by consultants will have two reviews—conceptual plans prior to joint inspection and final plans prior to the project letting. The final signing plans shall be submitted with check prints for roadway plan review.

Signing plans should contain the necessary quantities sheets, standard detail sheets, plan sheets, and sign detail sheets, and should be delivered to the project manager. Panel signs shall be numbered P-1 through P-XX, and Sheeting signs shall be numbered S-1 through S-XX (see signing sheet cells in the latest version of the [KYTC CADD Standards](#)).

HD-1201.3 SIGN LOCATION

The locations of signs shall comply with the *Manual on Uniform Traffic Control Devices, Roadside Design Guide*, and the *Traffic Operations Manual*.

HD-1201.4 SIGN SUPPORTS

All sign supports located in the clear zone shall be of “breakaway” design or shall be shielded by crashworthy barriers. When possible, coordinate the placement of signs with the barrier systems already determined to be needed for the project. The design for “breakaway” supports or crashworthy barriers shall comply with AASHTO’s *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals* and the *Roadside Design Guide*. New installations of these “breakaway” design supports shall be omnidirectional breakaway and be based on the current AASHTO wind design load recommendations.

The structural design of sign supports shall be coordinated with the Division of Structural Design.

HD-1201.5 PLANS FOR PAVEMENT MARKINGS

Plans for pavement markings (including striping) shall be developed for purposes of quantities. In instances where markings are considered to be complex, the Division of Traffic Operations will review, assist, or develop plans. It will be the responsibility of the project manager to recommend the appropriate roles of the Division of Highway Design and the consultant, when applicable. Plans shall be delivered prior to the joint inspection to allow for a concurrent review.

HD-1201.6 PAVEMENT MARKERS

Raised pavement markers will typically not be shown on the striping plans but will be designated by note on the plans. However, for projects or portions of projects where the pavement markers’ placement is complex, the Division of Traffic Operations will review, assist, or develop plans. The Type V markers and the use of Type IV-A markers on bridge decks shall be included on projects for roads that

are identified on the Raised Pavement Marker System as defined by the *Traffic Operations Manual*.

For those projects not identified on the Raised Pavement Marker System and where the project team has identified the need for markers, the project manager will request the Division of Traffic Operations to add that section of roadway to the Raised Pavement Marker System. Pavement markers shall also be included on typical sections with flush medians or a continuous left-turn lane/two-way left-turn lane (CLTL/TWLTL). Proper spacing and arrangement shall adhere to the KYTC *Standard Drawings* for permanently installed pavement markers.

