

CITY OF DANVILLE, KENTUCKY COMMUNITY WAYFINDING IMPROVEMENTS



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PLANS AND SPECIFICATIONS PREPARED BY:
DECEMBER 2022

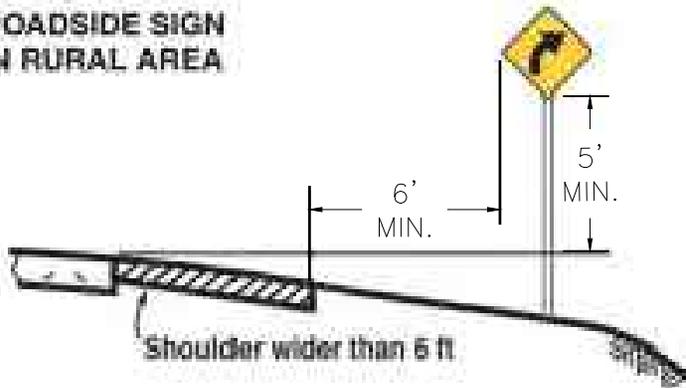


GENERAL NOTES AND DETAILS

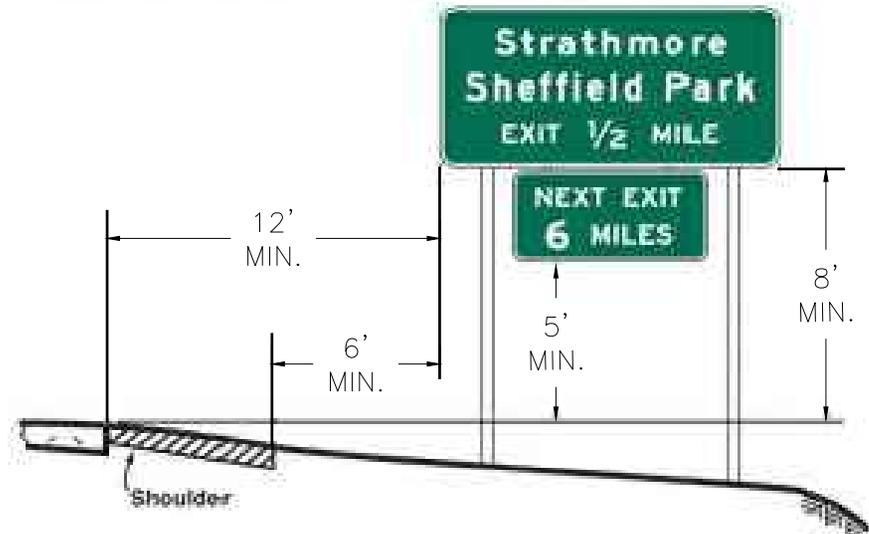
1. The Contractor shall consider all conditions contained in the KYTC Encroachment Permit when bidding the project and with the installation requirements. The Encroachment Permit shall become a part of bidding and contract documents.
2. The Contractor shall be aware of and take into account all requirements of the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 2D. Guide Signs – Conventional Roads, including Section 2D.50 Community Wayfinding Signs, although all other sections are not precluded in Contractor's requirements. These requirements pertain to lettering sizes, styles, sign backgrounds, reflectivity standards, etc. The Contractor shall also comply with all signage material specifications as required and specified in the latest edition of the Kentucky Standard Specifications for Road and Bridge Construction.
3. Designated sign posts that are to be breakaway signs shall comply with KYTC Standards as indicated on details in the contract and permitting documents. The Contractor shall submit shop drawings for the indicated breakaway signs.
4. The "Destinations" indicated on the plans may be revised by the City of Danville prior to installation. The City of Danville will make a final determination at the time that shop drawings are submitted for review and approval by the City of Danville.
5. Contractor shall stake all locations of signs prior to installation and these locations shall be approved by the City and/or KYTC prior to installation

FHA TYPICAL DETAILS

**B - ROADSIDE SIGN
IN RURAL AREA**



G - FREEWAY OR EXPRESSWAY SIGN WITH SECONDARY SIGN



COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C1.0	GENERAL NOTES AND DETAILS	

Destination Points and Determination Process

One of the most challenging things about developing a city wayfinding system is determining what destinations and kinds of destinations will be included in the system. Of course, everyone wants to be included and every destination has a reason why it should be. Restricting this critical.

There are three basic ways to approach determining destinations.

- 1) All publicly owned and operated destinations.
- 2) Publicly owned and operated destinations, "not for profit" destinations over a certain size, and educational destinations over a certain size. This approach includes places like churches and educational institutions. Size can be stipulated based on annual finances, annual counts of visitors, congregation members, or enrollment. These numbers must be formally established.
- 3) Publicly owned and operated destinations, "not for profit" destinations, and privately owned and operated destinations of a certain size. Size can be stipulated based on annual finances or annual counts of visitors. These numbers must be formally established.

For the proposed Wayfinding Plan, the third approach has been used. This is in part due to many privately owned destinations already having a presence among existing wayfinding signage that was difficult and expensive to create. Removing this signage without a replacement would be inappropriate.

Our first step in compiling a list of destinations was to survey community members at the first Community Forum that was held on June 27, 2018. The participants were asked to write down the top ten destinations that they thought were worthy of appearing on new wayfinding signage. This information was compiled and translated into a list of averages to determine the most voted on destinations.

The following list represents the percentage of people in attendance that voted for each destination. Individuals could vote for up to ten destinations and the following represents the top ten most frequently chosen destinations. With 25 people participating it is felt that a decent representation of the community assets were drawn from this exercise.

- Dollhouse Museum: 76%
- Community Arts Center: 72%
- Pioneer Playhouse: 68%
- Norton Center for the Arts: 60%
- Centre College: 56%
- Constitution Square: 52%
- "Downtown Shops + Restaurants": 48%
- Ephraim McDowell House: 44%
- Millennium Park: 44%
- Boyle Co. Library: 44%

These results were then located on a map of the city and referenced against traffic volumes gathered from Kentucky Transportation open source data. This provided an understanding of which areas of the city received the highest level of traffic and how that related to the destinations most commonly chosen among community members. Knowing how destinations and traffic volumes related to one another helped determine which intersections in Danville acted as decision points. Decision points are locations where a traveler must decide on a directional adjustment. Finding these locations is key in developing a functional wayfinding network.

Sector 1 and 2

Upon synthesizing the results of the destination exercise and referencing it with traffic data and research online, it was clear that explaining this process to the public would be more intuitive if the results were separated into two sectors. The first sector would be anything that is not in the downtown area, which would mostly consist of the bypass road system and the primary roads leading towards downtown. The second sector would be anything that was within an estimate of what Downtown Danville was. This allowed for a clearer presentation and therefore garnered more rewarding feedback.

Decision Process reflects Masterplan created in April 2018 and subsequent pages pertaining to signage locations may have required adjustments due to site and input changes

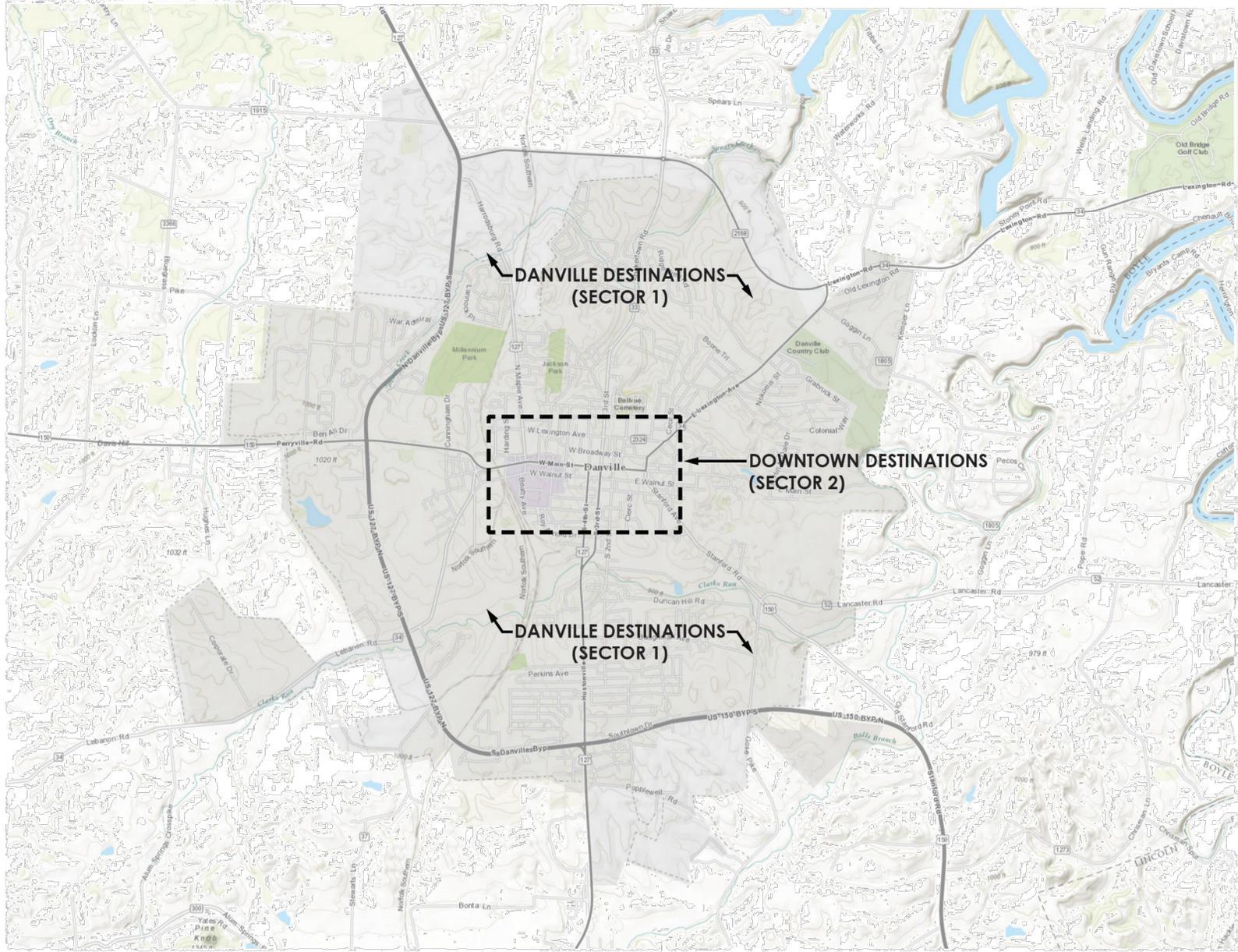
COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	 <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C1.1	DECISION PROCESS	

Qualifying Criteria - TO - 404 - 33

Wayfinding Signage Destination	Routine, Reasonable and Regular Operating Hours	Adequate Parking	Public Bathroom Facilities	< 10 miles	> 10 miles, < 25 miles Regional Attraction	Previous Brown Sign	No Illegal Signage	Local, State, Federal Code Compliance
McDowell House	x	x	x	x		x	x	x
Centre College	x	x	x	x		x	x	x
Constitution Square	x	x	x	x		x	x	x
Downtown Danville	x	x	x	x			x	x
Pioneer Playhouse	x	x	x	x		x	x	x
RV Camping	x	x	x	x		x	x	x
Wilderness Trail Distillery	x	x	x	x		x	x	x
Perryville Battlefield	x	x	x		x	x	x	x
Millenium Park	x	x	x	x			x	x
Industrial Park	x	x	x	x			x	x
Boyle County High School	x	x	x	x			x	x
Kentucky School for the Deaf	x	x	x	x			x	x
Isaac Shelby Cemetery	x	x			x	x	x	x

Decision Process reflects Masterplan created in April 2018 and subsequent pages pertaining to signage locations may have required adjustments due to site and input changes

COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	 CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C1.2	DECISION PROCESS	



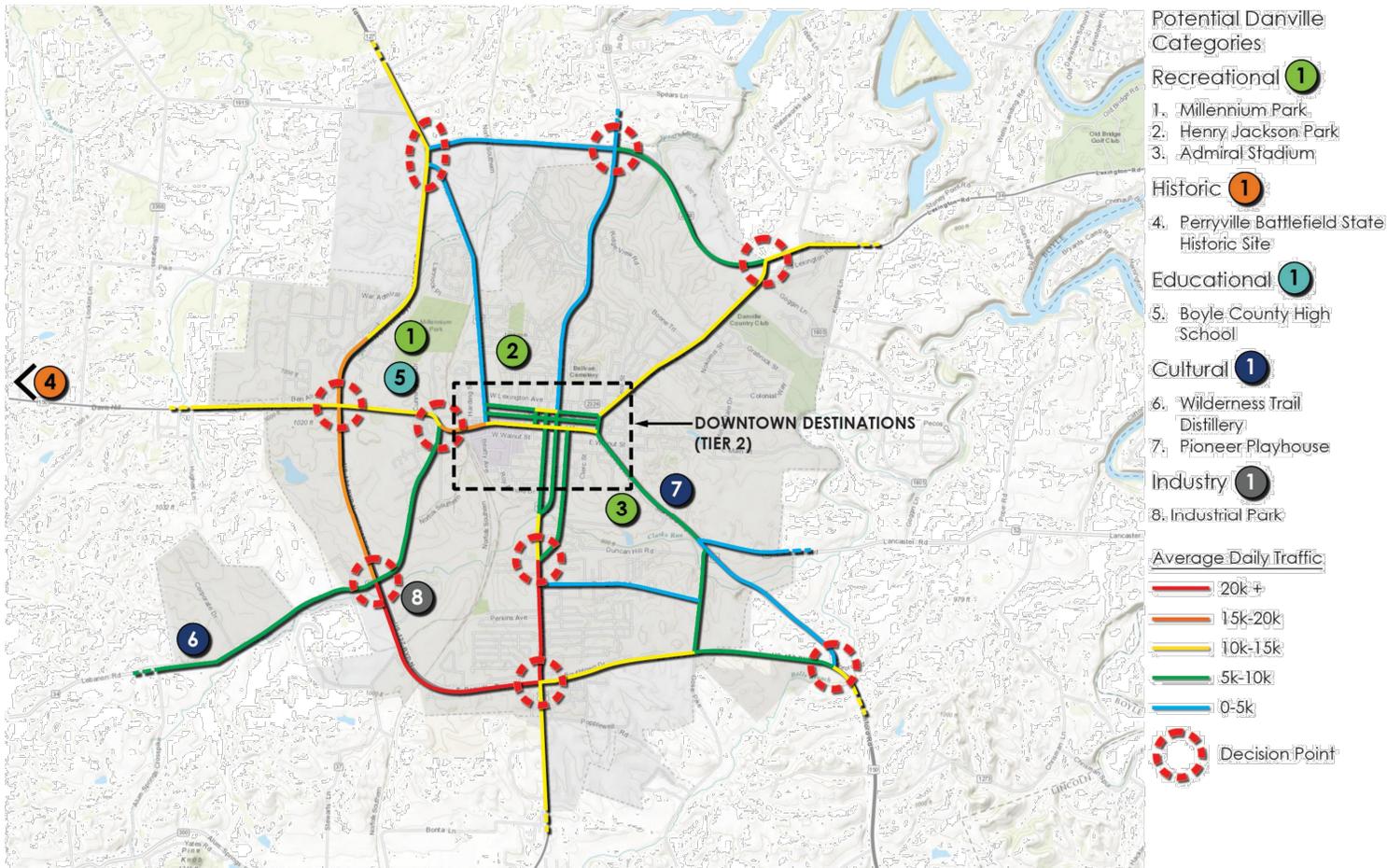
Two Sectors were used to better explain the process to the public

COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	
C1.3	DECISION PROCESS	
		CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING

Map of Initial Destinations - Sector One

This graphic shows sector one's initial destinations proposed during the second community forum conducted in Danville on September 19th, 2017. These destinations were chosen based off of synthesizing the results and feedback from the first community forum. Some of the destinations shown were not highly voted, but were shown to gauge interest and feedback from the community.

The graphic also shows traffic volume data as a means of explaining the process for proposing the destinations. The traffic data is useful for understanding patterns in movement around the city and aided in determining decision points at crucial intersections. During this early phase of the project, the different destinations were color-coded based on what type of destination it was. This provided clarity in presenting the destinations by highlighting different use patterns.



COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

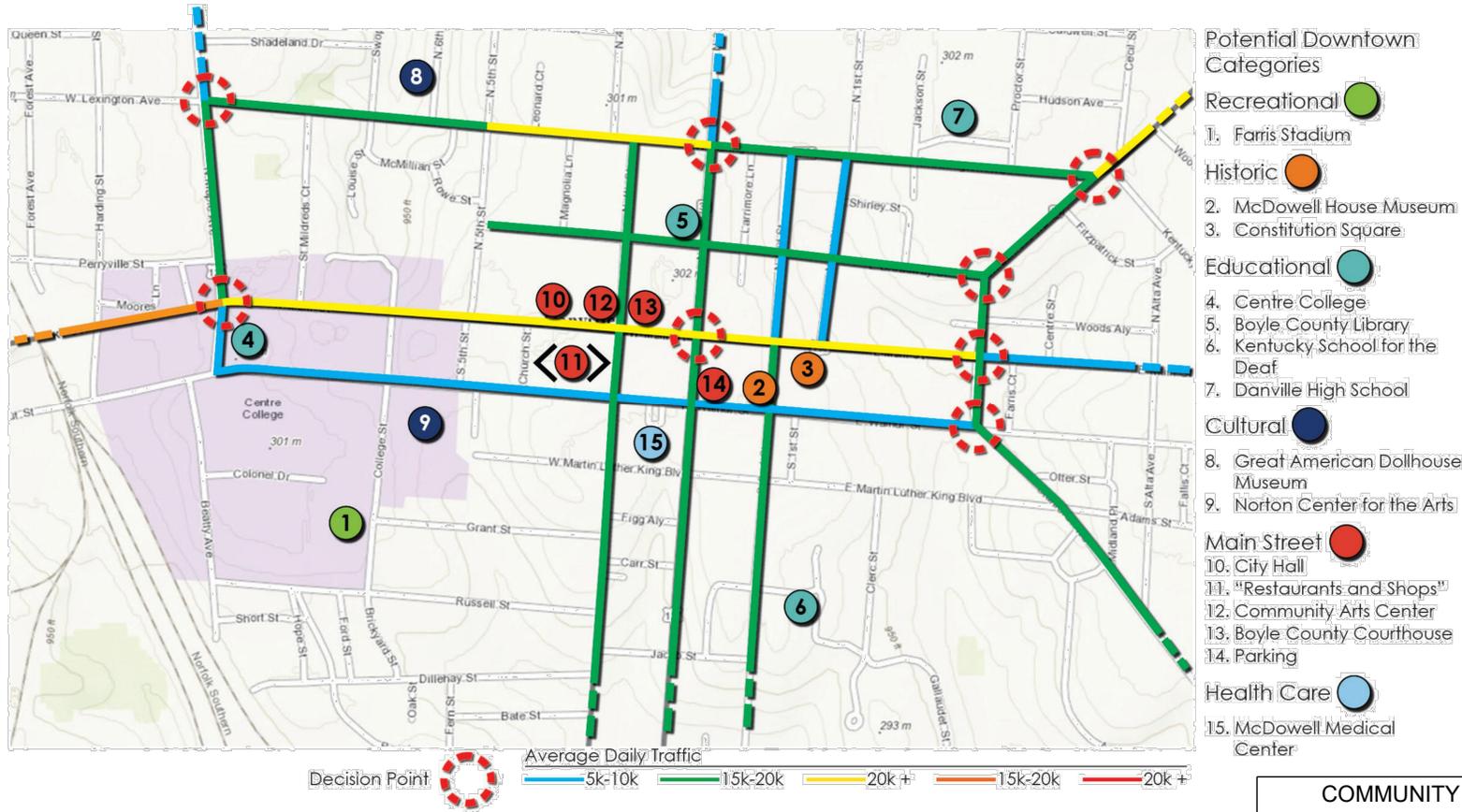
SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C1.4	DECISION PROCESS	

Map of Initial Destinations - Sector Two

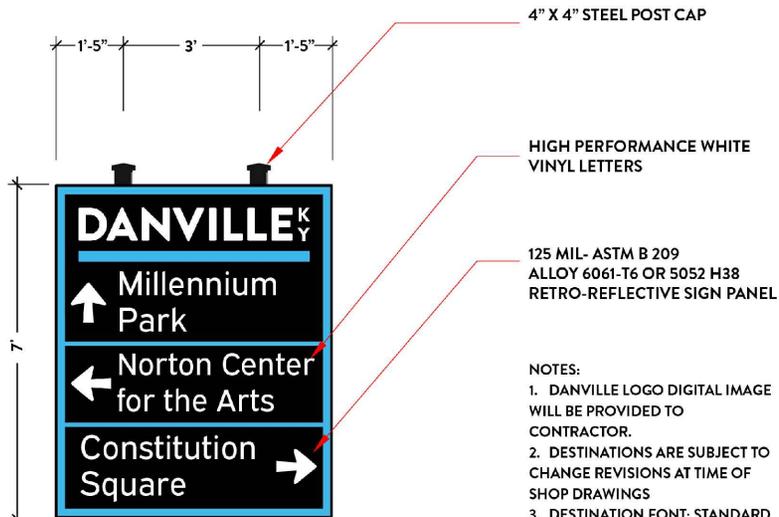
This graphic shows sector two's initial destinations proposed in during the second community forum conducted in Danville on September 19th, 2017. These destinations were chosen based off of synthesizing the results and feedback from the first community forum. Some of the destinations shown were not highly voted, but were shown to gauge interest and feedback from the community.

The graphic also shows traffic volume data as a means of explaining the process for proposing the destinations. The traffic data is useful for understanding patterns in movement around the city and aided in determining decision points at crucial intersections. During this early phase of the project, the different destinations were color-coded based on what type of destination it was. This provided clarity in presenting the destinations by highlighting different use patterns.

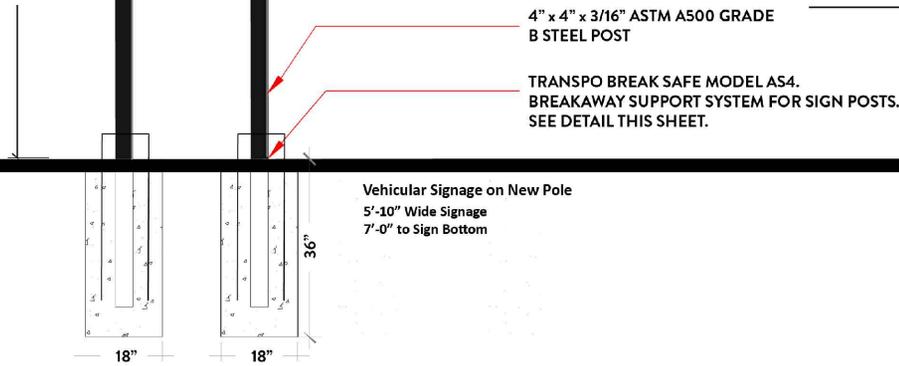
Following the presentation of the process for determining initial destinations for wayfinding signage, the community was shown preliminary locations for signage. These were based on the process presented with a focus on traffic volumes and decision points. These initial graphics are not shown in this document as they were revised and no longer serve a valuable purpose.



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C1.5	DECISION PROCESS	



- 4" X 4" STEEL POST CAP**
- HIGH PERFORMANCE WHITE VINYL LETTERS**
- 125 MIL- ASTM B 209 ALLOY 6061-T6 OR 5052 H38 RETRO-REFLECTIVE SIGN PANEL**
- NOTES:**
1. DANVILLE LOGO DIGITAL IMAGE WILL BE PROVIDED TO CONTRACTOR.
 2. DESTINATIONS ARE SUBJECT TO CHANGE REVISIONS AT TIME OF SHOP DRAWINGS
 3. DESTINATION FONT: STANDARD HIGHWAY GOTHIC
 4. SIGNAGE PANEL IMAGE SHALL COMPLY WITH KYTC STANDARDS.
 5. SEE SHEET C2.1 FOR SIGN LAYOUT AND COPY/TEXT DETAILS.



- 4" x 4" x 3/16" ASTM A500 GRADE B STEEL POST**
- TRANSPO BREAK SAFE MODEL AS4. BREAKAWAY SUPPORT SYSTEM FOR SIGN POSTS. SEE DETAIL THIS SHEET.**

Vehicular Signage on New Pole
 5'-10" Wide Signage
 7'-0" to Sign Bottom

ITEM	DESCRIPTION	SIZE/SPECIFICATIONS	QTY/ POST	PART NUMBER
1	Bracket, Type AS4	6061-T6 Aluminum	2	SBNASA*
2	Bracket Hardware Assembly, Type AS4, Includes:		1	
2a	Bolt	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, ASTM A325, Galv. ASTM A153	4	
2b	Lock Washer	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, ASTM A153	4	
2c	Nut	1/2" x 3" - 18NCD (Hex) Hex Nut, ASTM A563 Gr. D1, Galv. ASTM A153	4	
3	Coupling & Special Bolt Assembly, Type A, Includes:		1	SB-CALP
3a	Special Bolt	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, ASTM A325, Galv. ASTM A153/MS18	4	
3b	Coupling	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, ASTM A325, Galv. ASTM A153, Polyester Coat	4	
3c	Shim	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, 14 Gauge, Galv. Steel Sheet	2	
3d	Shim	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, 18 Gauge, Galv. Steel Sheet	2	
4	Anchor Assembly, Type A, Includes:		1	SBAAPK
4a	Anchor	1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, A307, 1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, A307, 1/2" x 3" - 18NCD (Hex) - 1/2" Hex Head, A307	4	

*Complete assembly includes line items 1-3

GENERAL NOTES:

1. Break-Safe meets all requirements of "ASHITO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals."
2. Break-Safe Model AS4 is designed to fit 89 mm (3-1/2") and 102 mm (4") steel or aluminum square tube signposts.
3. All hardware items are American Standard sizes, guaranteed in accordance with ASTM A153 (hot dipped) or ASTM B960 (mechanically applied).
4. Fasteners, except for special bolt and couplings, are installed with lockwashers, and do not have specific torque requirements. Fasteners should be secured as tight as possible with conventional wrenches, unless noted otherwise.
5. Square-up and level individual components, particularly Anchors to minimize the need for shimming between the Couplings and Anchors.
6. No more than two shims shall be placed under any one coupling. No more than three shims underneath any post of couplings.
7. Refer to other side of page for complete installation instructions.

TRANSPO 20 Jones Street
 New Rochelle, NY 10801
 914-636-1000
 www.transpo.com

Break-Safe Model AS4
 Breakaway Support System for Sign Posts

Scale: Not To Scale Date: March 2013
 Patent Nos. 4,528,766 and 5,594,843 Drawing No. BS-AS4-1 Sheet: 1 of 2

INSTALLATION INSTRUCTIONS

ANCHOR ASSEMBLY:

Note: Precise positioning of the anchors is critical to proper assembly of the system. It is recommended that actual posts be used to locate the correct position of the anchors.

1. Fabricate a flat, rigid template with four (4) 18mm (5/8") diameter holes located to match the specified anchor pattern of the Break-Safe brackets attached to the signpost. See diagram below.
2. Attach four (4) Transpo Type A Female Anchors to the template using four (4) 18mm (5/8") diameter bolts. Ensure that each Anchor Washer is snug against the bottom of the template.
3. Lower Anchor assembly into fresh concrete foundation, and vibrate into position such that the tops of the Anchor Washers are flush with the finished top surface of the foundation. Support the template such that all Anchors are level and in their proper locations.
4. Allow concrete to cure, and then remove the bolts and template from the top of the foundation.

BRACKET ASSEMBLY:

1. Drill eight (8) 14.3mm (9/16") diameter holes in the bottom end of the post section as shown.
2. Place Brackets squarely on outer surface of the post, and secure with bolts, lock washers, and nuts. Then, tighten all 1/2 turn beyond snug.

COUPLING ASSEMBLY:

1. Thread four (4) Break-Safe Couplings into Anchors. Do not tighten.
2. Suspend post assembly over foundation, insert Special Bolts through holes in the Brackets, and thread them snug into the Couplings.
3. If post is not plumb, insert Shims (1/4" and/or 1/8") between the Couplings and Anchors, where needed.
4. Use lower wrench (right to left) Couplings into Anchors as tight as possible using a conventional wrench. Do not use a pipe wrench. Couplings must be seated squarely.
5. Tighten Special Bolts while holding Couplings by the upper wrench flats with an additional wrench to prevent an induced torque stress across the necked portion of the Couplings. All Special Bolts shall also be tightened as tight as possible using conventional wrenches.

SIGN PANEL ASSEMBLY:

1. After all supports are secured in place, attach sign panel assembly to plate in accordance with the sign manufacturer's recommendations.

TRANSPO 20 Jones Street
 New Rochelle, NY 10801
 914-636-1000
 www.transpo.com

Break-Safe Model AS4
 Breakaway Support System for Sign Posts

Scale: Not To Scale Date: March 2013
 Patent Nos. 4,528,766 and 5,594,843 Drawing No. BS-AS4-2 Sheet: 2 of 2

DANVILLE WAYFINDING SIGNAGE DIMENSIONS

SCALE: 1/4" = 1'-0"

COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY	
SHEET	SHEET TITLE
C2.0	TYPICAL SIGN DETAIL

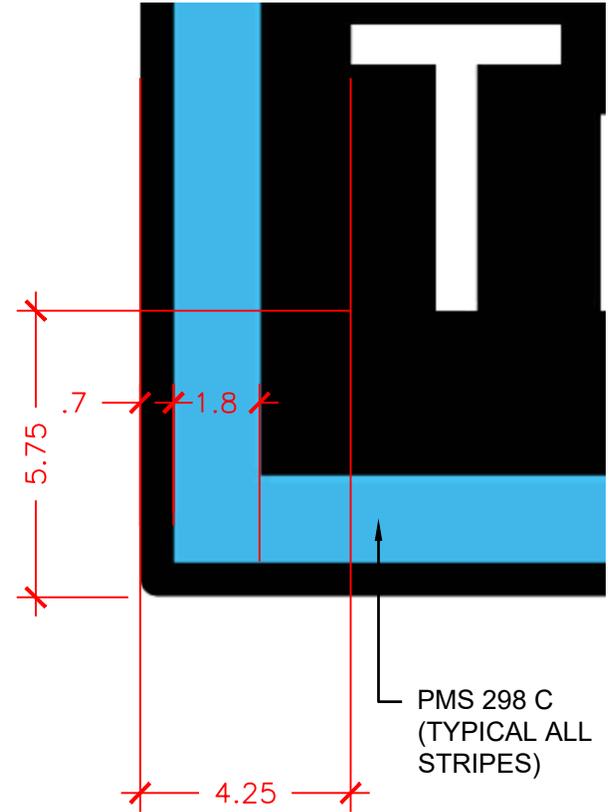
CARMAN
 LANDSCAPE ARCHITECTURE
 URBAN PLANNING
 CIVIL ENGINEERING



DANVILLE WAYFINDING SIGNAGE DIMENSIONS

SCALE: 3/4" = 1'-0"

TYPICAL
DANVILLE
IMAGE



CORNER DIMENSIONS

SCALE: 3" = 1'-0"

NOTE:

- FONT - HIGHWAY GOTHIC
- ARROW - STANDARD TYPE B
- UPPERCASE 6"
- LOWERCASE 4.5"

NOTE:

SHOP DRAWING TO INCLUDE MANUFACTURER SHEETING TYPE. BACKGROUNDS, BORDERS AND TEXT SHALL BE TYPE XI RETROFLECTIVE SHEETING

COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C2.1	TYPICAL SIGN DETAIL LARGE	

SIGNING SPECIFICATION NOTES

THE FOLLOWING PUBLICATIONS ARE APPLICABLE TO THE WORK DESCRIBED HEREIN:

KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION)
STANDARD HIGHWAY SIGNS AND MARKINGS (CURRENT EDITION) -- FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION) -- FEDERAL HIGHWAY ADMINISTRATION

SCOPE OF WORK

TO FURNISH, FABRICATE AND ERECT IN PLACE ALL MATERIALS NECESSARY TO FORM COMPLETED SIGNS AS INDICATED AT LOCATIONS DESCRIBED ELSEWHERE IN THESE PLANS. NEW SIGNS ARE TO BE INSTALLED AT EXISTING LOCATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

SIGN SUBSTRATES

SIGN SUBSTRATES SHALL CONFORM TO THE SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION) AND THESE PLANS. PANEL SIGNS SHALL BE LABELED AS P-*, SHEETING SIGNS SHALL BE LABELED AS S-*,
CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND RE-INSTALLING SIGNS INDICATED TO BE "RELOCATED" (UNLESS OTHERWISE INDICATED) PER KYTC STANDARDS.

SIGN MATERIALS

SIGN SHEETING:

SIGN SHEETING SHALL CONFORM TO SECTION 830 OF KENTUCKY'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION) AND THESE PLANS. ONLY SHEETING ON THE DEPARTMENT'S LIST OF APPROVED MATERIALS SHALL BE USED.

ALL RETROREFLECTIVE MATERIALS SHALL BE FABRICATED AND ASSEMBLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND/OR RECOMMENDATIONS.

PERMANENT SIGNS AND SIGN COMPONENTS SHALL BE FABRICATED USING TYPE XI SHEETING:

- THE FOLLOWING SIGNS SHALL BE FABRICATED USING TYPE XI FLUORESCENT YELLOW SHEETING:
- HORIZONTAL ALIGNMENT SIGNS AND PLAQUES
 - ALL ADVISORY SPEED PLAQUES
 - WARNING MESSAGES ON PANEL SIGNS

THE FOLLOWING SIGNS SHALL BE FABRICATED USING TYPE XI FLUORESCENT YELLOW-GREEN SHEETING:

- ALL SCHOOL AND SCHOOL BUS WARNING SIGNS.
- BICYCLE WARNING SIGNS AND "SHARE THE ROAD" PLAQUES OR DIAGONAL DOWNWARD POINTING ARROW PLAQUES THAT SUPPLEMENT BICYCLE WARNING SIGNS.
- PEDESTRIAN WARNING SIGNS AND DIAGONAL DOWNWARD POINTING ARROW PLAQUES THAT SUPPLEMENT PEDESTRIAN WARNING SIGNS
- IN-STREET PEDESTRIAN CROSSING (RI-6) SIGNS AND OVERHEAD PEDESTRIAN CROSSING (RI-9) SIGNS
- SUPPLEMENTAL PLAQUES TO ANY OF THE PREVIOUSLY LISTED FLUORESCENT YELLOW-GREEN SIGNS LISTED ABOVE

ALL OTHER PERMANENT SIGNS (INCLUDING THE BACKGROUNDS OF PANEL SIGNS) SHALL BE FABRICATED USING TYPE XI SHEETING.

LETTERS, SYMBOLS, AND BORDERS:

PANEL OVERLAY SECTIONS SHALL BE AFFIXED WITH A "POP" RIVET WITH A MINIMUM DIAMETER OF 3/16 INCH, AND THE LENGTH SHALL BE AS NECESSARY TO PROPERLY APPLY COPY IN A WORKMANLIKE MANNER.

HARDWARE:

ALL HARDWARE FOR THE ASSEMBLY OF PANEL SIGNS AND THE ATTACHMENT OF THESE SIGNS TO THEIR SUPPORTS SHALL BE AS RECOMMENDED BY THE PANEL MANUFACTURER. PLACEMENT OF POST CLIP SHALL BE AS SHOWN ON THE SIGNING MISCELLANEOUS DETAIL SHEET.

ALL HARDWARE FOR THE ERECTION OF SHEETING SIGNS SHALL BE CADMIUM PLATED STEEL IN ACCORDANCE WITH ASTM B-776 AND ASTM A-307.

FONTS:

STANDARD ALPHABETS SHALL BE USED FOR ALL LEGENDS ON PANEL GUIDE SIGNS.

GROUND-MOUNTED SIGN SUPPORTS

GENERAL:

ALL SIGNS SHALL BE POSITIONED AS SHOWN ON THE POSITIONING DETAIL SHEET. ALL BEAMS AND POSTS SHALL BE OF SUFFICIENT LENGTHS TO EXTEND FROM THE TOP OF THE SIGN TO THE REQUIRED BASE EMBEDMENT. EXISTING I-BEAMS ON WHICH SHEETING SIGNS ARE ATTACHED SHALL BE REMOVED AND REPLACED WITH TYPE I OR TYPE II POSTS, UNLESS THEY ARE LOCATED BEHIND GUARDRAIL.

BEAMS:

ALL BEAMS SHALL BE EITHER TYPE "A" (STANDARD BEAM INSTALLATION) OR TYPE "C" (BREAKAWAY SIGN POST SUPPORT SYSTEM INSTALLATION). TYPE "A" BEAMS ARE SHOWN ON THE PANEL SIGN DETAIL SHEET, AND THE TYPE "C" BEAMS ARE SHOWN ON THE BREAKAWAY SIGN SUPPORT SYSTEM FOR "C" BEAM SHEET. ONLY BREAKAWAY (TYPE "C") BEAM SUPPORT SYSTEMS ON THE DEPARTMENT'S LIST OF APPROVED MATERIALS SHALL BE USED. THE TYPE AND SIZE OF BEAM TO BE USED SHALL BE INDICATED FOR EACH PANEL SIGN ON THE SIGN DETAIL SHEETS. BEAM LENGTHS INCLUDED IN THESE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AT EACH SIGN LOCATION AND CROSS SECTIONS SHALL BE DEVELOPED TO VERIFY BEAM LENGTHS, WITH ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.

STEEL POSTS:

TYPE I STEEL POSTS SHALL BE EITHER STANDARD INSTALLATION IN SOIL, WITH SOIL STABILIZER, OR TYPE "D" (BREAKAWAY SIGN POST SUPPORT SYSTEM INSTALLATION). ONLY BREAKAWAY TYPE "D" POST SYSTEMS ON THE DEPARTMENT'S LIST OF APPROVED MATERIALS SHALL BE USED. BRACING, IF REQUIRED, SHALL BE INCIDENTAL TO TYPE I POST.

TYPE II POST SHALL BE STANDARD INSTALLATION IN SOIL WITH A SOIL STABILIZER. INSTALLATION PROCEDURES AND BRACING REQUIREMENTS ARE DETAILED ON THE SHEETING SIGN DETAIL SHEET.

ALL STEEL POSTS SHALL MEET THE REQUIREMENTS OF SECTION 832 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

MILEPOST MARKERS AND ENHANCED REFERENCE MARKERS

MILEPOST MARKERS AND ENHANCED REFERENCE LOCATION SIGNS SHALL CONFORM TO THE GENERAL REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). ADDITIONAL REQUIREMENTS ARE GIVEN ON THE SIGNING POSITIONING DETAIL SHEET AND ENHANCED REFERENCE LOCATION SIGNS DETAIL SHEET.

FOR THE LOUISVILLE AREA, FINAL LOCATION OF ENHANCED REFERENCE LOCATION SIGNS SHALL BE VERIFIED BY TRIMARC. NOTIFY A REPRESENTATIVE OF TRIMARC AT LEAST TWO WEEKS IN ADVANCE OF BEGINNING WORK ON THIS ITEM:

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

MEDIAN CROSSOVER SIGNS

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 OR LESS, 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. FOR ADDITIONAL GUIDANCE, SEE SEPIA DRAWING FOR FLEXIBLE DELINEATOR POST ARRANGEMENT FOR INTERCHANGE RAMP AND CROSSOVERS.

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.

CONCRETE BASES (CONTINUED)

WHERE THE REMOVAL OF OVERHEAD STRUCTURE CONCRETE BASE IS CALLED FOR, THE BASE IS TO BE REMOVED TO A MINIMUM OF ONE FOOT (1') BELOW THE GROUND LINE, BACKFILLED TO EXISTING GROUND LINE, AND THE DISTURBED AREAS RESEDED.

WHERE THE REMOVAL OF BEAM SIGN SUPPORTS IS CALLED FOR, THE BEAM AND ANY CONCRETE PROJECTING ABOVE THE GROUND LINE ARE TO BE CUT OFF A MINIMUM OF ONE FOOT (1') BELOW EXISTING GROUND LINE OR THE ENTIRE BEAM AND CONCRETE BASE ARE TO BE REMOVED COMPLETELY AND BACKFILLED TO EXISTING GROUND LINE.

SAMPLES, TESTING, ETC.

BEFORE BEGINNING INSTALLATION, THE CONTRACTOR SHALL FURNISH TO THE PROJECT ENGINEER DRAWINGS, DESCRIPTIONS, MANUFACTURER'S CUTS ETC. FOR WRITTEN APPROVAL OF 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.

MISCELLANEOUS

THE COST FOR REMOVING EXISTING PANEL SIGNS SHALL BE INCIDENTAL TO THE COST OF THE PROJECT.

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

CLEARING AND GRUBBING, AND TREE TRIMMING, WHEN REQUIRED FOR CONSTRUCTION OR VISIBILITY OF SIGNS, SHALL BE INCIDENTAL TO THE CONTRACT.

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 POSTS IN SOIL SHALL BE DRIVEN 32" TO 34" BELOW THE GROUND LINE AS SHOWN. HOWEVER, IF SOLID 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 RESEDED AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE DEPARTMENT.

REMOVE AND DO NOT REPLACE THE WHITE OR BLUE GENERAL SERVICES SIGNS AT THE EXIT RAMP TERMINALS, "EMERGENCY STOPPING ONLY" SIGNS, AND THE ROUTE MARKER THAT IS LOCATED INSIDE THE INTERCHANGE PAST THE EXIT GORE AREA.

INSTALLATION OF ADVISORY EXIT AND RAMP SPEED SIGNS (W13-2 AND W13-3) SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

ALL EXISTING SHEETING SIGNS WITHIN THE LIMITS OF THIS PROJECT ARE TO BE REMOVED AND REPLACED WITH NEW SIGNS AND POSTS. SIGNS AND POSTS SHALL CONFORM TO CURRENT STANDARDS/SPECIFICATIONS. THE COST FOR REMOVING EXISTING SHEETING SIGNS AND POSTS, RELOCATING EXISTING SIGNS AND POSTS TO CONFORM TO THE SIGNING PLANS AND SPECIFICATIONS, AND ALL HARDWARE REQUIRED, SHALL BE INCIDENTAL TO THE PROJECT. IN ADDITION TO REPLACING ALL EXISTING SIGNS, ALL SIGNS SHOWN ON THE SIGNING PLANS MUST BE INSTALLED. FOR SIGN SIZES AND SPECIFICATIONS, SEE THE CURRENT PROJECT SIGNING PLAN DETAIL SHEETS.

THE COST FOR SIGN BRACKETS AND ANY OTHER HARDWARE REQUIRED TO ATTACH NEW SIGNS ON EXISTING TRUSSES AND CANTILEVERS SHALL BE INCLUDED IN THE UNIT PRICE OF SIGN BASE MATERIAL FOR PANEL SIGNS.

DUPLICATE SIGNS SHALL NOT BE DISPLAYED DURING THE CONSTRUCTION OF THIS PROJECT. SHEETING SIGNS (D1-1, D1-2, D1-3) EQUAL TO OR LESS THAN 72" X 42" REQUIRE TWO TYPE I OR TYPE II POSTS.

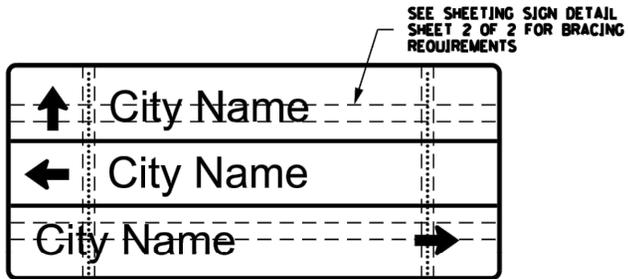
THE HORIZONTAL CLEARANCE "X" ON ALL THE SHEETING SIGNS SHOULD BE A MINIMUM OF 6' FROM THE EDGE OF THE SHOULDER TO THE EDGE OF THE SIGN OR A MINIMUM OF 12' FROM THE EDGE OF THE SIGN TO THE EDGE OF THE TRAVELLED WAY AS SHOWN IN THE SIGNING POSITIONING DETAIL SHEET.

IF ANY SIGN IS LOCATED NEAR A LUMINAIRE OR ANOTHER POLE, IT SHALL BE INSTALLED IN ADVANCE OF THE POLE SO THAT THE MOTORISTS VIEW OF THE SIGN WILL NOT BE OBSTRUCTED.

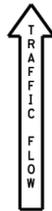
SIGNS THAT DO NOT COMPLY WITH THE MUTCD SHALL BE REMOVED BY THE CONTRACTOR AS APPROVED AND DIRECTED BY THE ENGINEER.

COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY

SHEET	SHEET TITLE	
C2.2	KYTC SIGN DETAIL SPECS	



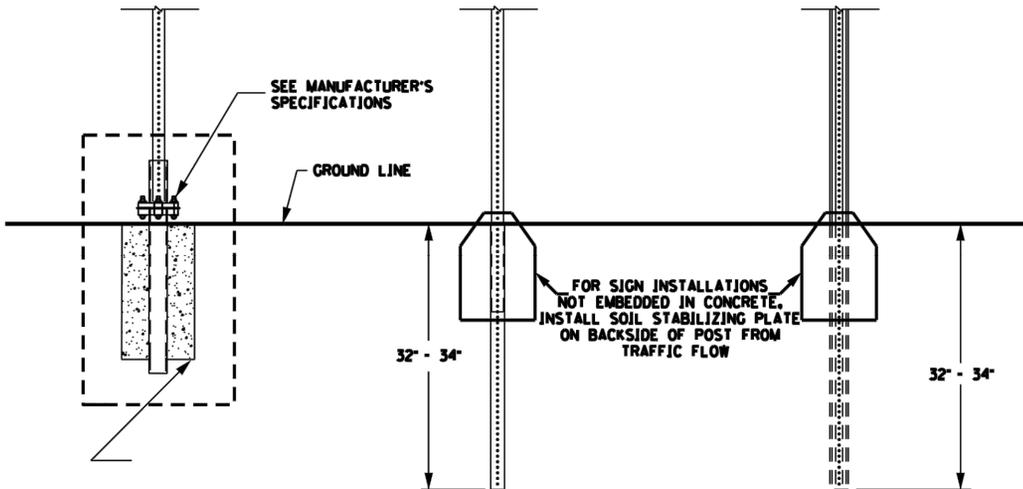
NOTE: SEE SIGN DETAIL SHEETS FOR QUANTITY, LENGTH, SIZE AND GAUGE OF TYPE I POSTS



PLAN VIEW
NOT TO SCALE

PLAN VIEW
NOT TO SCALE

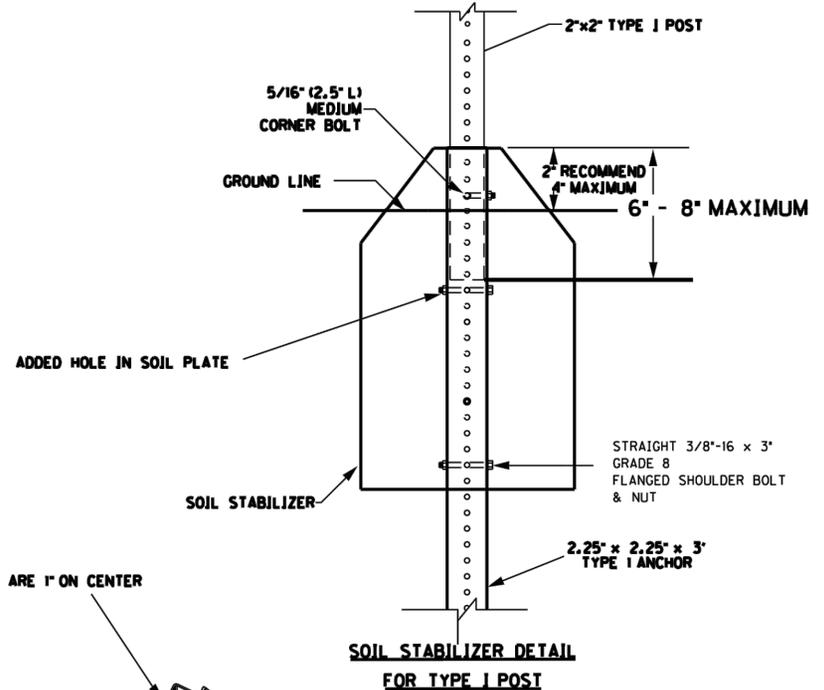
PLAN VIEW
NOT TO SCALE



TYPE I
SQUARE TUBING POST
WITH TYPE "D" SUPPORT

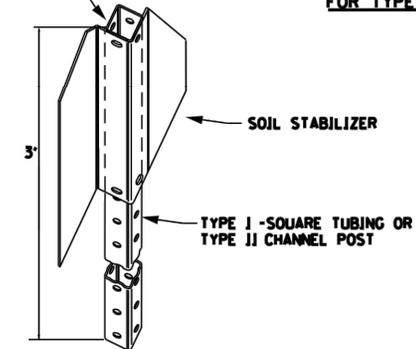
TYPE I
SQUARE TUBING POST
WITH SOIL STABILIZER

TYPE II
CHANNEL POST
WITH SOIL STABILIZER

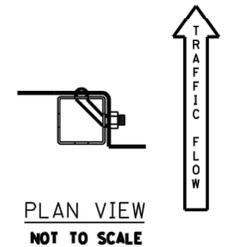


SOIL STABILIZER DETAIL
FOR TYPE I POST

HOLES ARE 1\"/>



SOIL STABILIZER DETAIL



PLAN VIEW
NOT TO SCALE

NOTE: DETAILS APPLICABLE FOR RELOCATED SIGNS

COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE
C2.3	KYTC SIGN DETAILS





SCOPE OF WORK NOTES

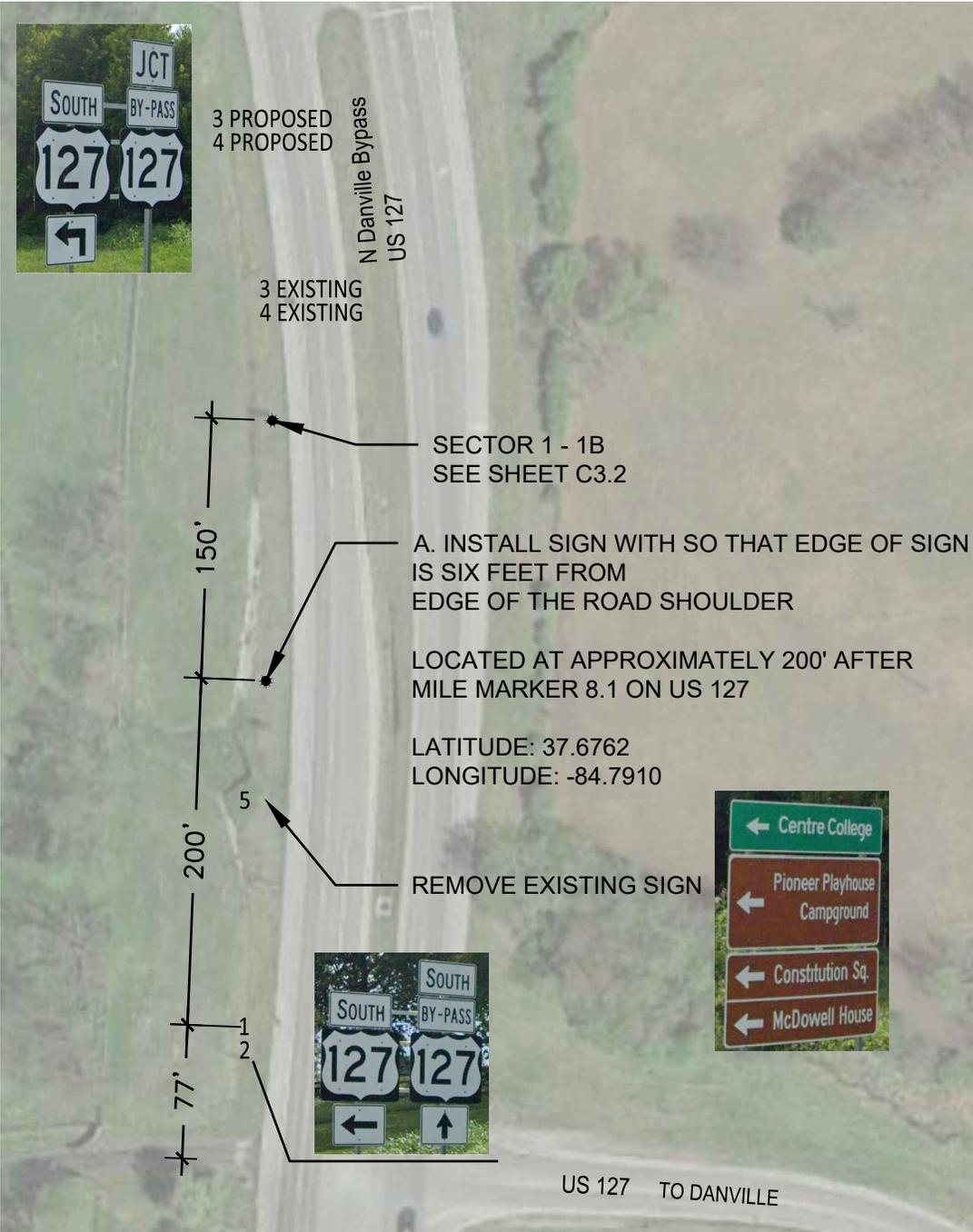
1. TOTAL OF 19 INDIVIDUAL SIGNS
2. TOTAL OF 9 ROADWAY LOCATIONS/INTERSECTIONS
3. SEE SHEET C1.0 FOR GENERAL FABRICATION AND INSTALLATION NOTES.
4. SEE SHEET C1.1 FOR TYPICAL SIGNAGE DETAIL

PHASE 1 - DANVILLE WAYFINDING SIGN LOCATIONS

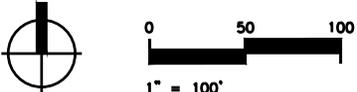


COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C3.0	OVERALL SIGN LOCATIONS	

NORTH DANVILLE BYPASS US 127 AND US 127

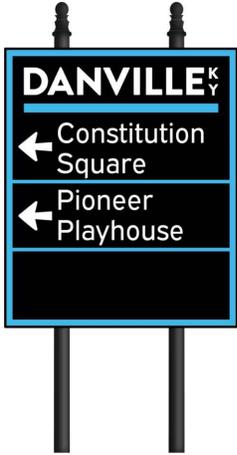


SECTOR 1 - 1 A



SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 127 SOUTH (77')
2. US 127 SOUTH BYPASS (77')
3. US 127 SOUTH (500') RELOCATED TO 577' FROM CENTER OF INTERSECTION
4. US 127 SOUTH BYPASS (500') RELOCATED TO 577' FROM CENTER OF INTERSECTION
5. CENTRE COLLEGE, PIONEER PLAYHOUSE, CAMPGROUND, CONSTITUTION SQUARE, MCDOWELL HOUSE SIGN TO BE REMOVED

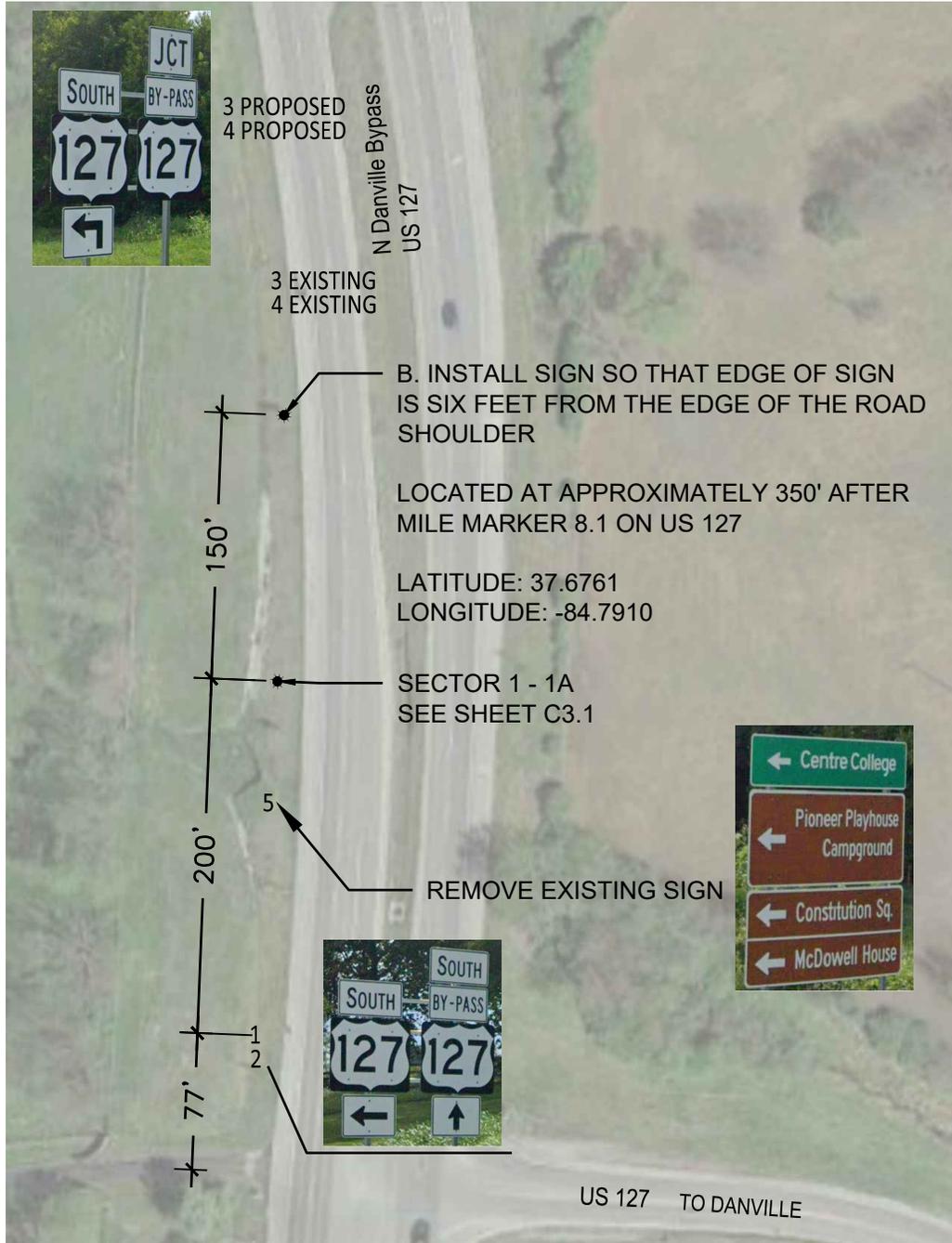


Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C3.1	SECTOR 1 - 1A	

N DANVILLE BYPASS US 127 AND US 127



SECTOR 1 - 1 B

SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 127 SOUTH (77')
2. US 127 SOUTH BYPASS (77')
3. US 127 SOUTH (500') RELOCATED TO 577' FROM CENTER OF INTERSECTION
4. US 127 SOUTH BYPASS (500') RELOCATED TO 577' FROM CENTER OF INTERSECTION
5. CENTRE COLLEGE, PIONEER PLAYHOUSE, CAMPGROUND, CONSTITUTION SQUARE, MCDOWELL HOUSE
SIGN TO BE REMOVED



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

APPROXIMATE LOCATION AND SIZE



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY	
SHEET	SHEET TITLE
C3.2	SECTOR 1 - 1B

N DANVILLE BYPASS US 127 AND STATE HIGHWAY 2168



SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. KY 2168 (0')
2. WILDERNESS TRAIL DISTILLERY (338')
TO BE REMOVED
3. DIRECTIONAL SIGN: 2168 EAST (LEFT) (584')
4. TRAFFIC SIGNAL (820')
5. JUNCTION 2168 (1050')



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

C. INSTALL SIGN AT EXISTING WILDERNESS TRAIL DISTILLERY SIGN, SO THAT EDGE OF SIGN IS 6' FROM EDGE OF ROAD SHOULDER

LOCATED AT APPROXIMATELY MILE MARKER 8.3 ON US 127

LATITUDE: 37.6784
LONGITUDE: -84.7917

APPROXIMATE LOCATION AND SIZE



SECTOR 1 1C

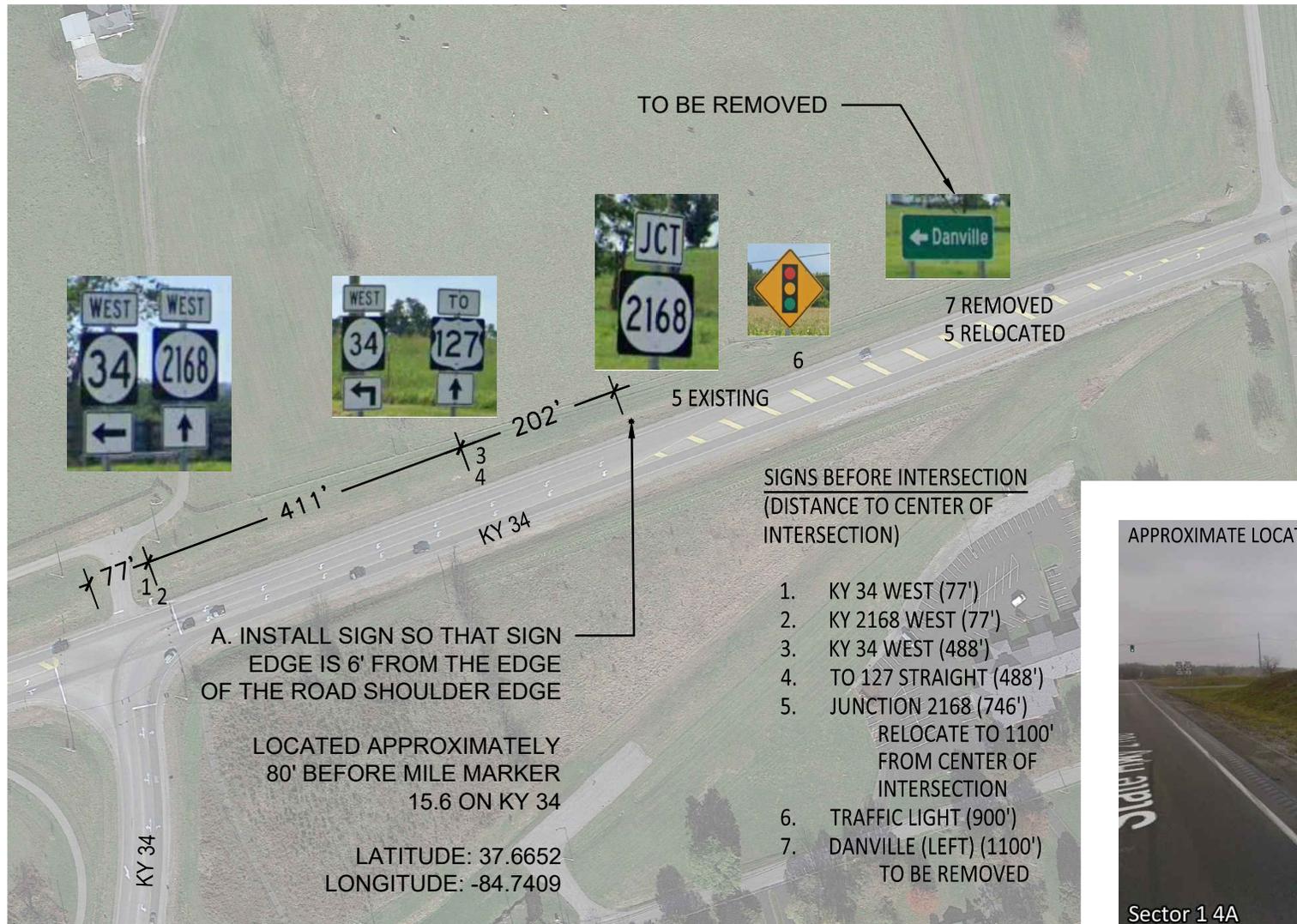
SECTOR 1 - 1 C



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY

SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C3.3	SECTOR 1 - 1C	

KY 34 AND KY 34



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



SECTOR 1 - 4 A



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	 LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.4	SECTOR 1 - 4A	

SIGNS BEFORE INTERSECTION
(DISTANCE TO CENTER OF INTERSECTION)

1. CITY DIRECTIONAL SIGN (312'-6")
HARRODSBURG, LEXINGTON,
STANFORD
2. US 127 NORTH BYPASS (131')
3. US 127 SOUTH BYPASS (131')
4. US 150 EAST BYPASS (131')
5. US 150 EAST (131')

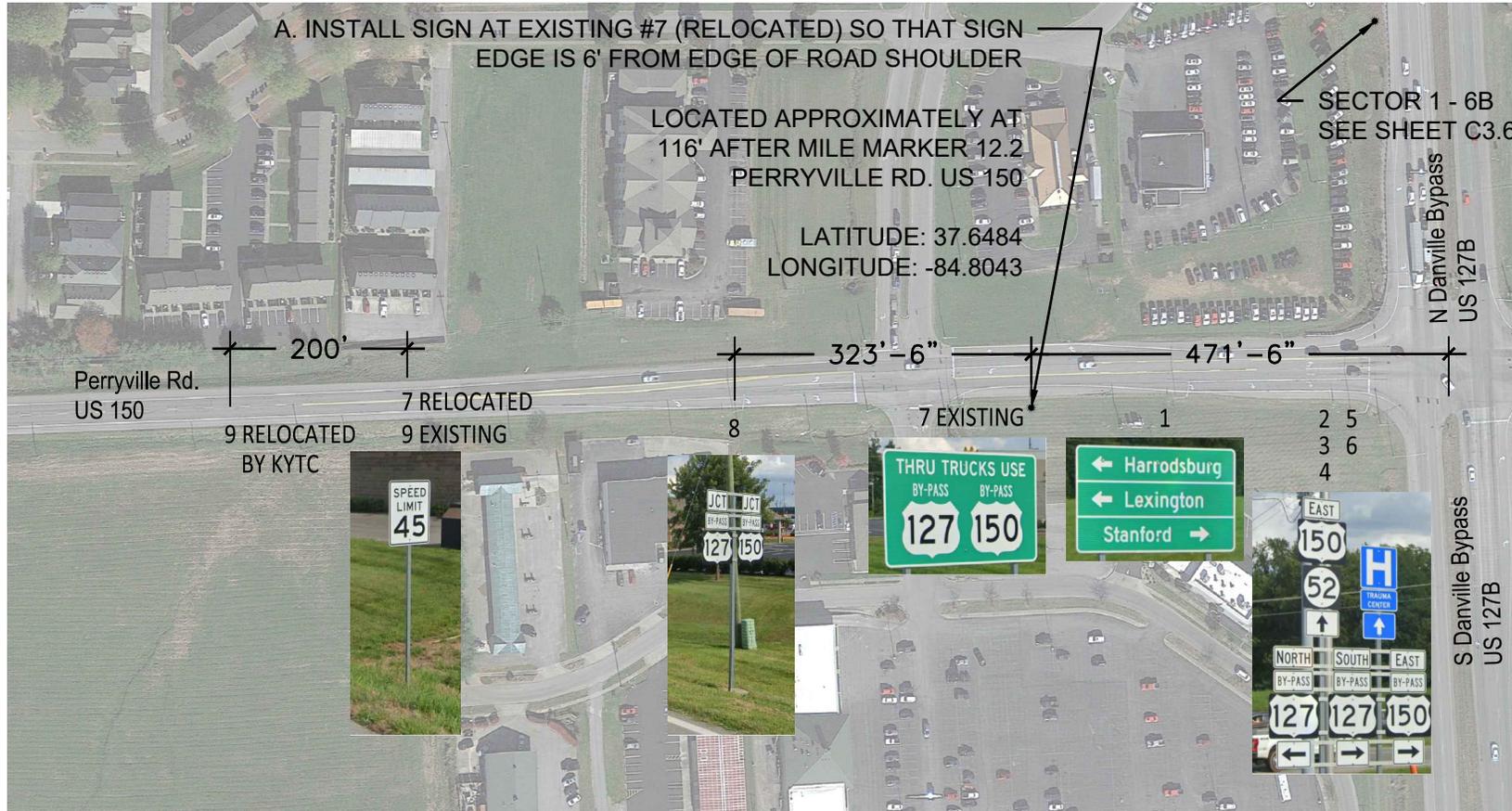
6. HOSPITAL (131')
7. "THRU TRUCKS USE", BYPASS
127/BYPASS 150 (471.5')
RELOCATE TO 1180' FROM CENTER
OF INTERSECTION
8. US 127/150 JUNCTION (795')
9. SPEED LIMIT 45 MPH SIGN (1180')
RELOCATE TO 1380' FROM
CENTER OF INTERSECTION



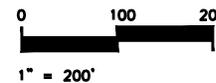
US 150 AND US 127B



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



SECTOR 1 - 6 A



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.5	SECTOR 1 - 6A	

US 127B AND US 150



SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 150 EAST (75')
2. US 150 WEST (75')
3. KY 52 EAST (75')
4. KY 52 WEST (75')
5. US 150 BYPASS (220')
6. US 150 EAST (610')
7. US 150 WEST (610')
8. KY 52 EAST (610')
9. KY 52 WEST (610')
10. TRAFFIC SIGNAL (890')
11. JUNCTION: US 150, KY 52
US 150 BYPASS (1100')



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

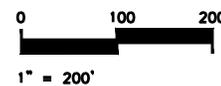


B. INSTALL SIGN SO THAT SIGN EDGE IS 5' BEHIND GUARDRAIL IN LOCATION OF 'PERRYVILLE BATTLEFIELD STATE HISTORIC SITE' SIGN

LOCATED AT APPROXIMATELY 390' BEFORE MILE MARKER 3.2 ON N DANVILLE BYPASS US 127B

LATITUDE: 37.64965
LONGITUDE: -84.80338

SECTOR 1 - 6 B



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY	
SHEET	SHEET TITLE
C3.6	SECTOR 1 - 6B



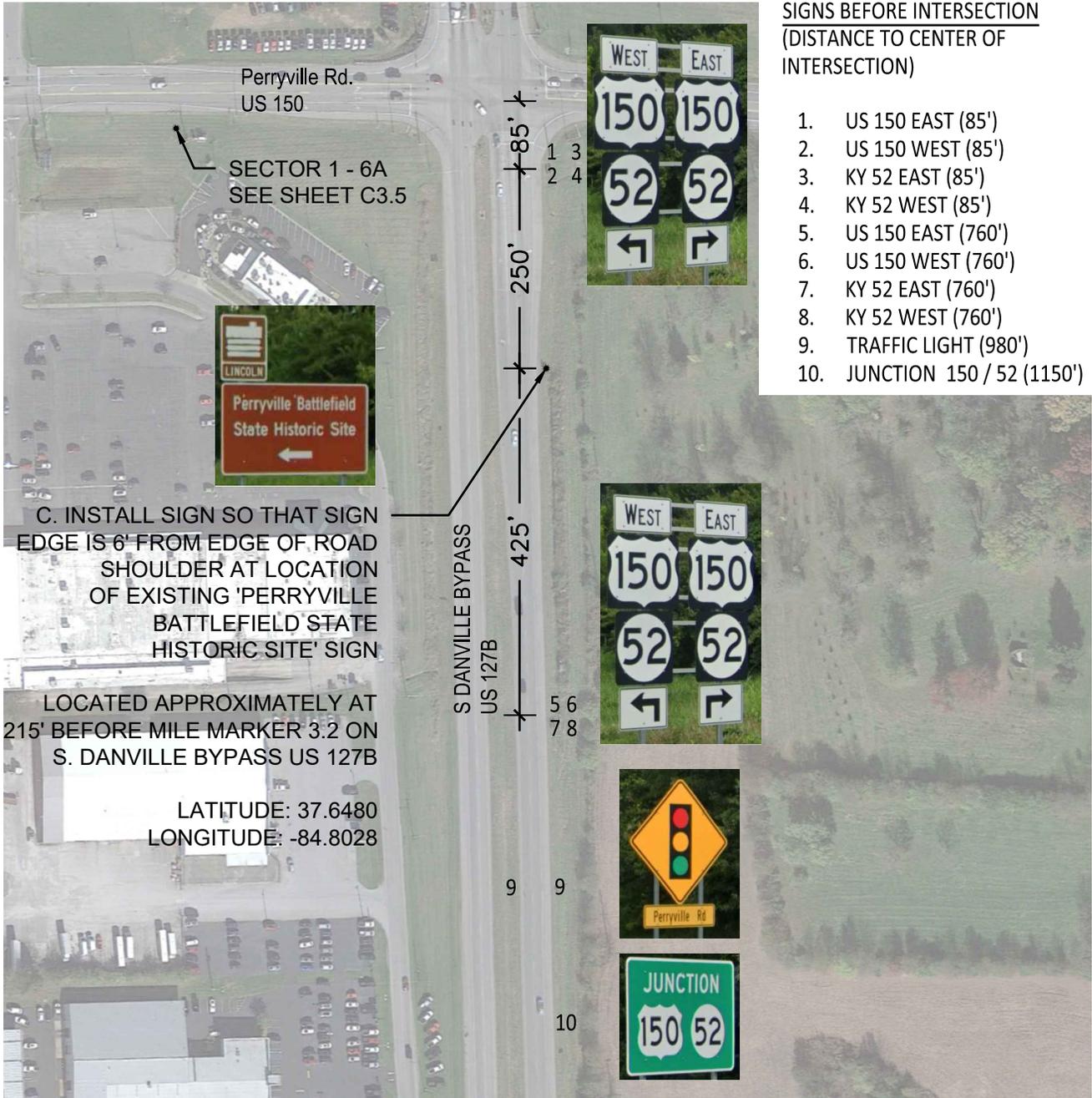
DANVILLE BYPASS 127 AND US 150

SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 150 EAST (85')
2. US 150 WEST (85')
3. KY 52 EAST (85')
4. KY 52 WEST (85')
5. US 150 EAST (760')
6. US 150 WEST (760')
7. KY 52 EAST (760')
8. KY 52 WEST (760')
9. TRAFFIC LIGHT (980')
10. JUNCTION 150 / 52 (1150')



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



SECTOR 1 - 6 C

LOCATED APPROXIMATELY AT
215' BEFORE MILE MARKER 3.2 ON
S. DANVILLE BYPASS US 127B

LATITUDE: 37.6480
LONGITUDE: -84.8028



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN <small>LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING</small>
C3.7	SECTOR 1 - 6C	

SIGNS BEFORE INTERSECTION
(DISTANCE TO CENTER OF INTERSECTION)

1. US 127 NORTH BYPASS (129')
2. US 127 SOUTH BYPASS (129')
3. US 150 WEST BYPASS (129')
4. US 150 EAST BYPASS (129')
5. CITY DIRECTIONAL SIGNAGE: HARRODSBURG, LEXINGTON, STANFORD (355')
6. THRU TRUCKS USE 127/150 BYPASS (560') - RELOCATE 100' PAST GREETING CARD LANE CENTERLINE
7. TRAFFIC SIGNAL (775')
8. JUNCTION 127 (1000')
9. JUNCTION 150 (1000')

KY 34 AND US 127B



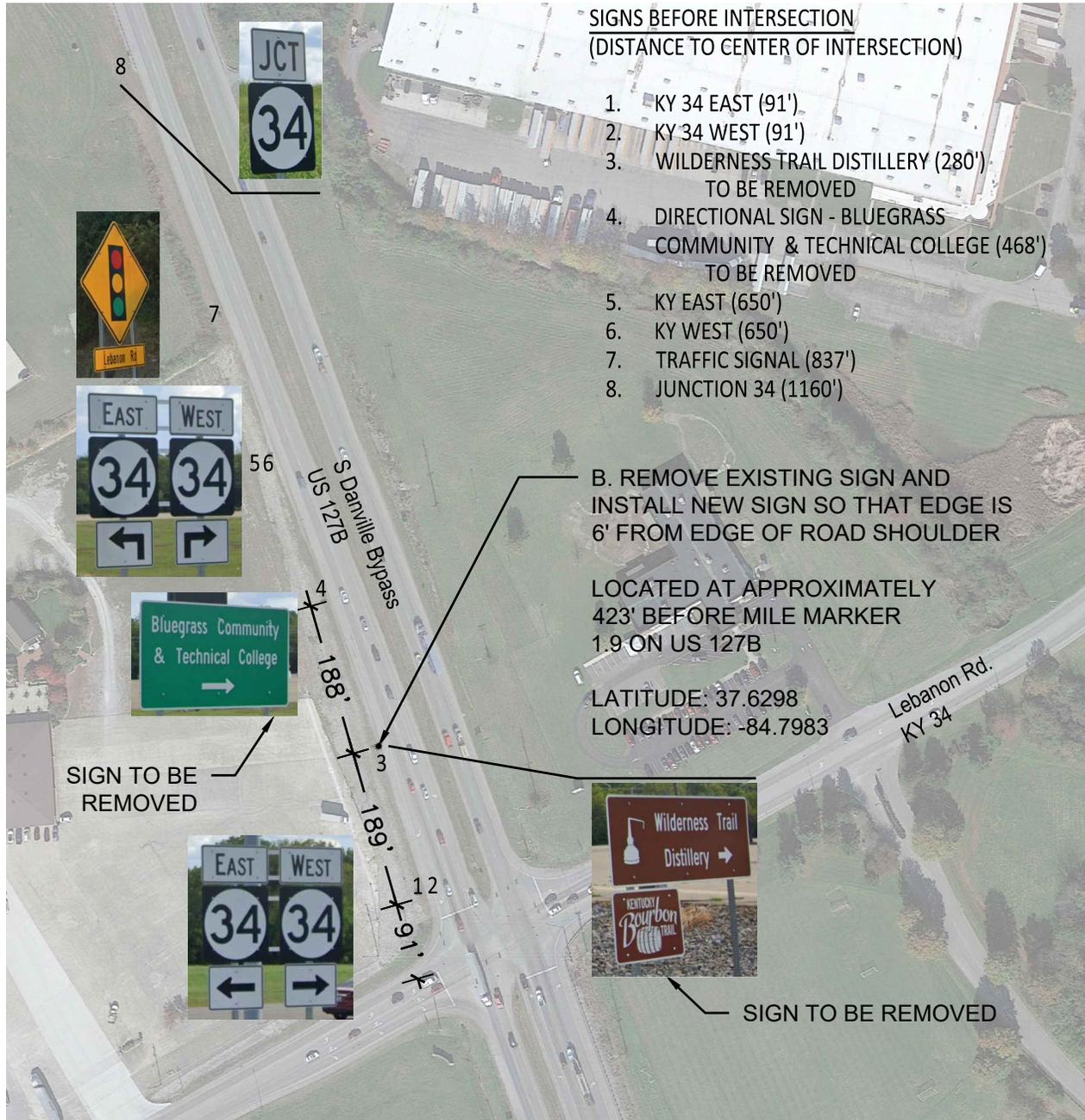
Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



SECTOR 1 - 8 A



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.8	SECTOR 1 - 8A	



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



SECTOR 1 - 8 B



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY	
SHEET	SHEET TITLE
C3.9	SECTOR 1 - 8B
 LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING	

US 127B AND KY 34

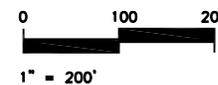


Vehicular Signage on New Poles
5'-22" Wide Signage
7'-6" to Sign Bottom

APPROXIMATE LOCATION AND SIZE

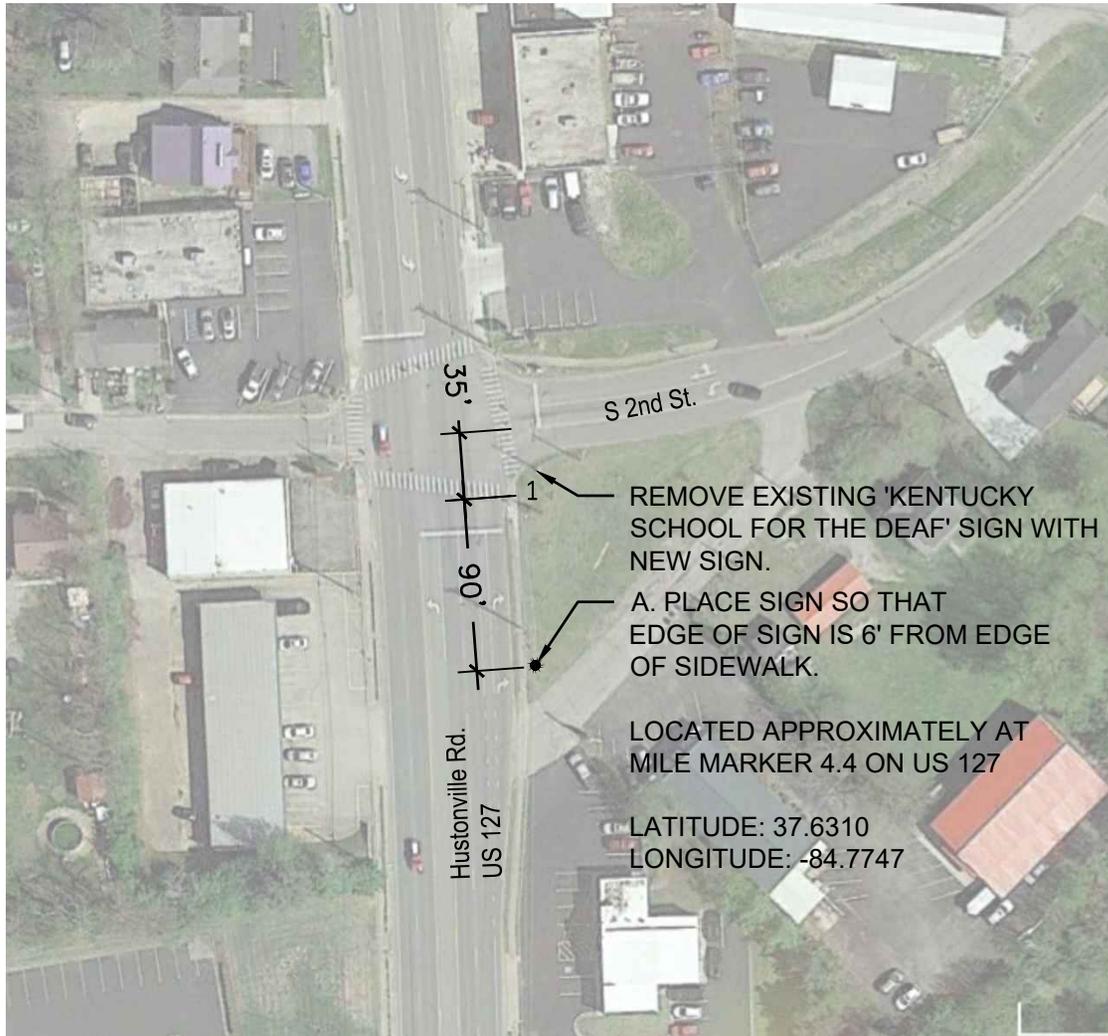


SECTOR 1 - 8 C



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY

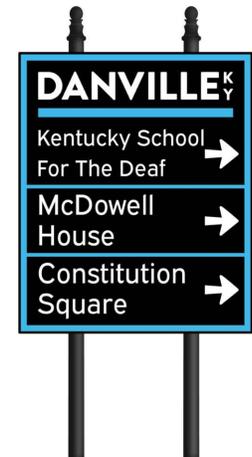
SHEET	SHEET TITLE	 LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.10	SECTOR 1 - 8C	



SECTOR 1 - 9 A

SIGNS BEFORE INTERSECTION

1. SIGN FOR REMOVAL KENTUCKY SCHOOL FOR THE DEAF TO BE REMOVED

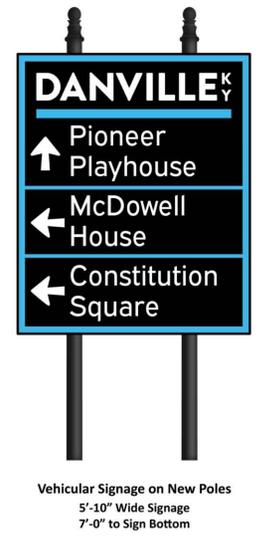
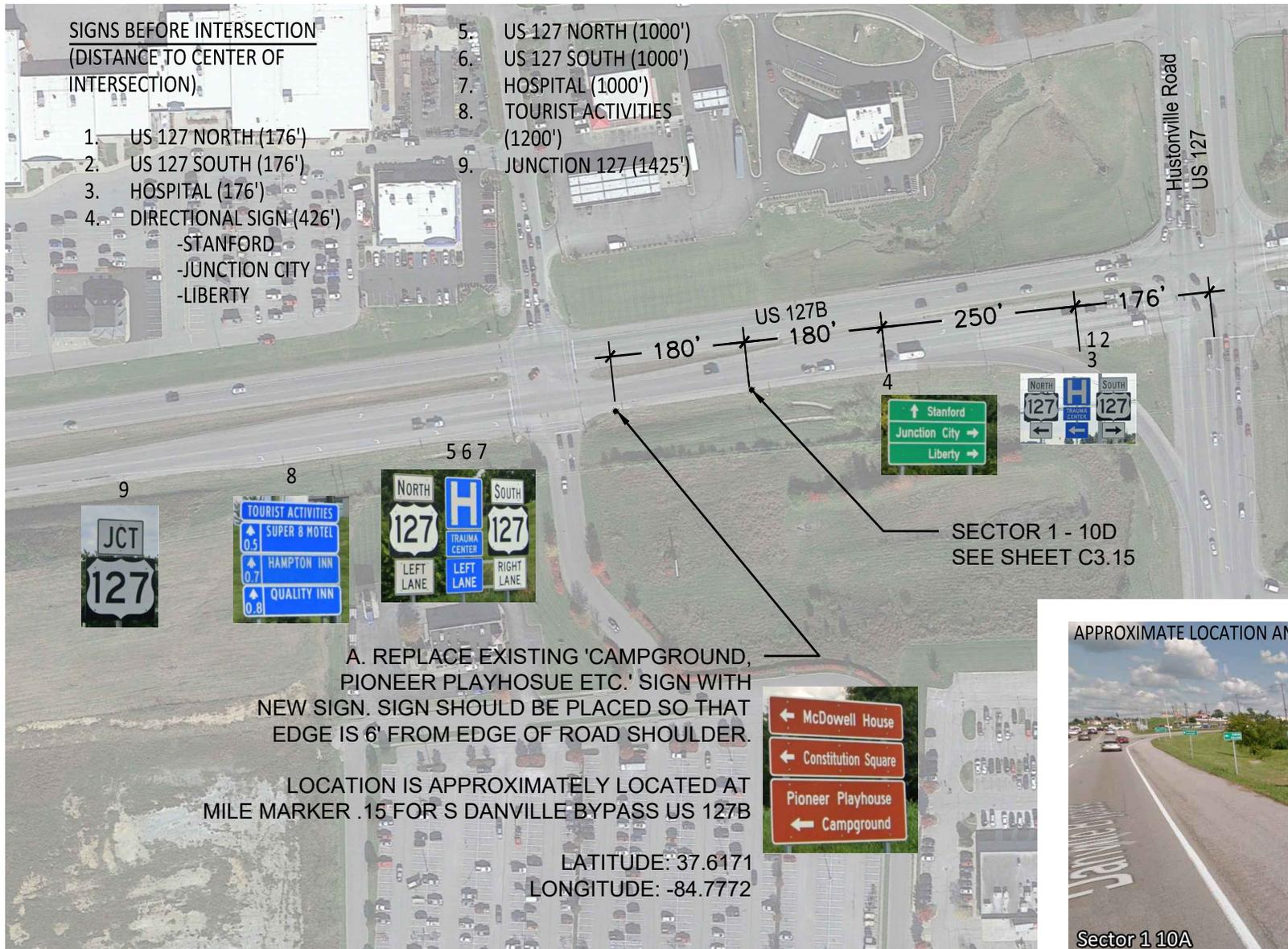


Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

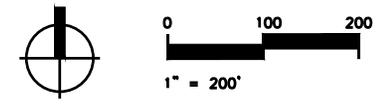


SECTOR 1 - 9A

COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	
C3.11	SECTOR 1 - 9A	



SECTOR 1 - 10 A



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.12	SECTOR 1 - 10A	

US 127 AND US 127B

SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 127 NORTH BYPASS (113')
2. US 127 NORTH (113')
3. US 150 EAST BYPASS (113')
4. US 150 WEST BYPASS (113')
5. HOSPITAL (113')
6. CITY DIRECTIONAL SIGN (335')
7. CENTRE COLLEGE / WILDERNESS TRAIL DISTILLERY (515')
TO BE REMOVED
8. US 127 NORTH BYPASS (735')
9. US 127 NORTH (735')
10. US 150 EAST BYPASS (735')
11. US 150 WEST BYPASS (735')
12. HOSPITAL (735')
13. THRU TRUCKS US 127/150 BYPASS (940')
14. US 127/150 JUNCTION (1136')



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

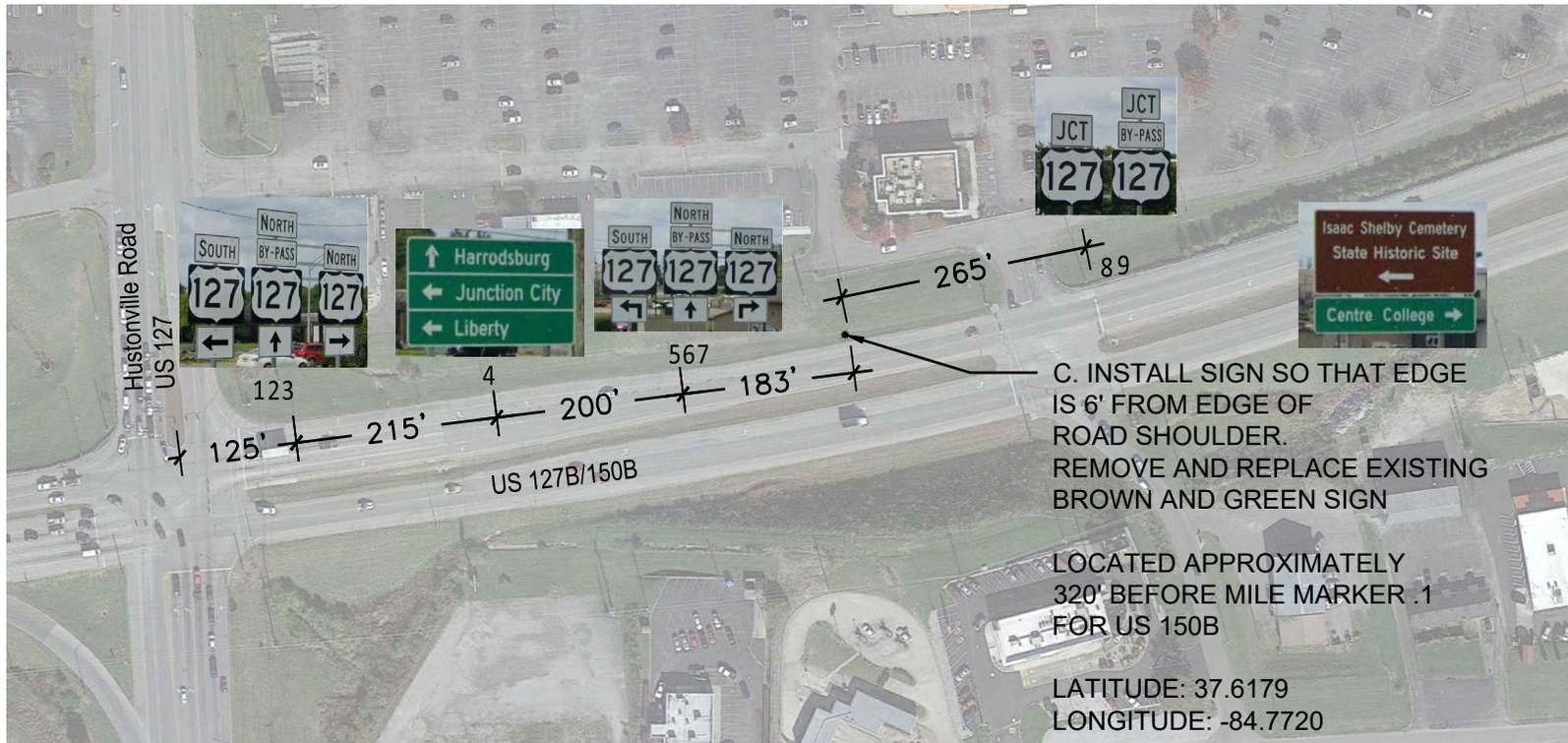


SECTOR 1 - 10 B



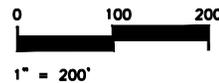
COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY

SHEET	SHEET TITLE	
C3.13	SECTOR 1 - 10B	



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

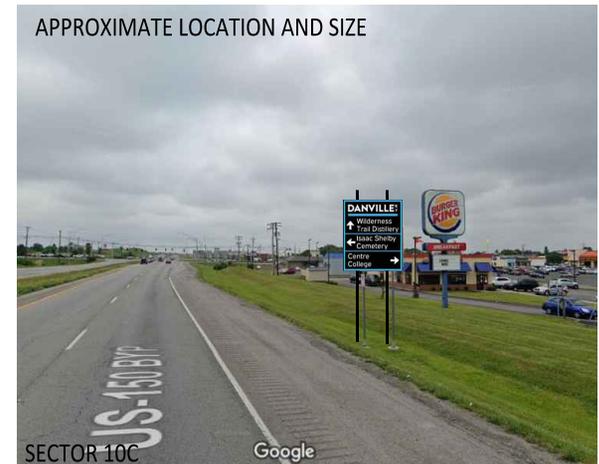
SECTOR 1 - 10 C



SIGNS BEFORE INTERSECTION
(DISTANCE BEFORE CENTER OF INTERSECTION)

1. US 127 NORTH (125')
2. US 127 SOUTH (125')
3. US 127 NORTH BYPASS (125')
4. CITY DIRECTIONAL SIGN (340')
5. US 127 NORTH (540')
6. US 127 SOUTH (540')
7. US 127 NORTH BYPASS (540')
8. JUNCTION US 127 (805')
9. JUNCTION US 127 BYPASS (805')

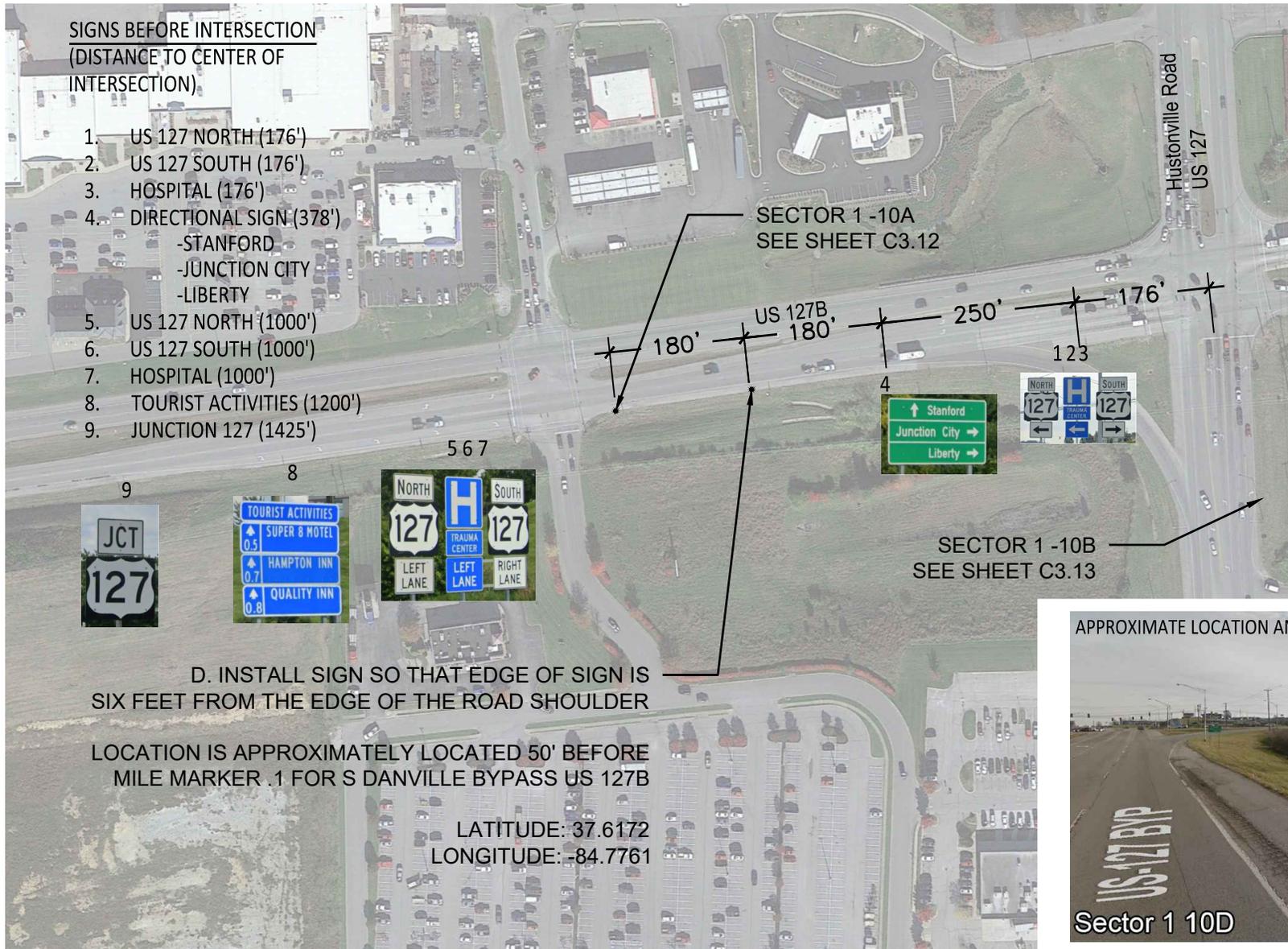
APPROXIMATE LOCATION AND SIZE



COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.14	SECTOR 1 - 10C	

US 127 AND US 127B



Vehicle Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

APPROXIMATE LOCATION AND SIZE



SECTOR 1 - 10 D



COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE	 LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.15	SECTOR 1 - 10D	

US 127 AND US 127B

SIGNS BEFORE INTERSECTION (DISTANCE TO CENTER OF INTERSECTION)

1. US 127 NORTH BYPASS (113')
2. US 127 NORTH (113')
3. US 150 EAST BYPASS (113')
4. US 150 WEST BYPASS (113')
5. HOSPITAL (113')
6. CITY DIRECTIONAL SIGN (335')
7. CENTRE COLLEGE / WILDERNESS TRAIL DISTILLERY (515')
TO BE REMOVED
8. US 127 NORTH BYPASS (735')
9. US 127 NORTH (735')
10. US 150 EAST BYPASS (735')
11. US 150 WEST BYPASS (735')
12. HOSPITAL (735')
13. THRU TRUCKS US 127/150 BYPASS (940')
14. US 127/150 JUNCTION (1136')



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

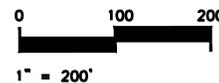
APPROXIMATE LOCATION AND SIZE



SECTOR 1 10E



SECTOR 1 - 10 E



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	
C3.16	SECTOR 1 - 10E	

US 150 AND US 150B



THIS SIGN LOCATION IS SUBJECT TO CHANGES BASED ON ROAD DESIGN MODIFICATIONS AND LOCATION OF SIGN MUST BE COORDINATED WITH KYTC-D07 BEFORE INSTALLATION.



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom



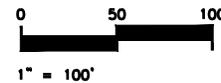
SECTOR 1 - 11 A



COMMUNITY WAYFINDING IMPROVEMENTS DANVILLE, KENTUCKY		
SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.17	SECTOR 1 - 11A	

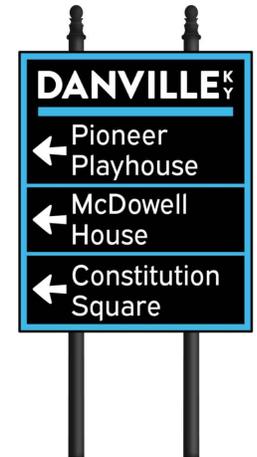


SECTOR 1 - 12 A



SIGNS BEFORE INTERSECTION

1. BROWN SIGN REMOVAL
 - PIONEER PLAYHOUSE
 - CONSTITUTION SQUARE
 - MCDOWELL HOUSE



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

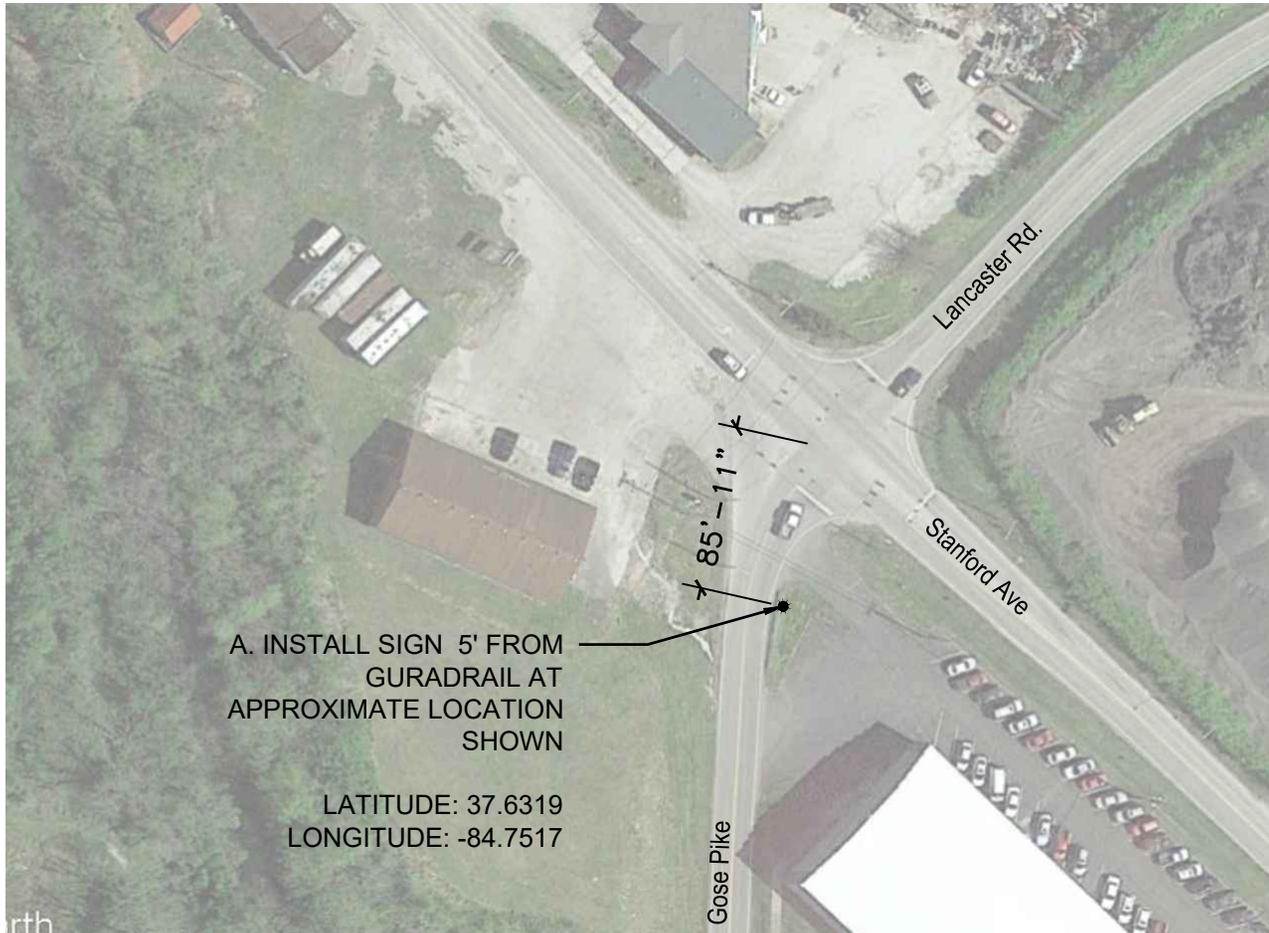
APPROXIMATE LOCATION AND SIZE



Sector 1 12A

SHEET	SHEET TITLE	 LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.18	SECTOR 1 - 12A	

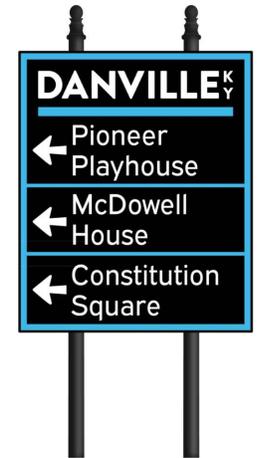
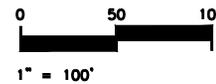
GOSE PIKE AND STANFORD AVE



A. INSTALL SIGN 5' FROM GURADRAIL AT APPROXIMATE LOCATION SHOWN

LATITUDE: 37.6319
LONGITUDE: -84.7517

SECTOR 1 - 13 A



Vehicular Signage on New Poles
5'-10" Wide Signage
7'-0" to Sign Bottom

APPROXIMATE LOCATION AND SIZE



Sector 1 13A

COMMUNITY WAYFINDING IMPROVEMENTS
DANVILLE, KENTUCKY

SHEET	SHEET TITLE	CARMAN LANDSCAPE ARCHITECTURE URBAN PLANNING CIVIL ENGINEERING
C3.19	SECTOR 1 - 13A	