

SIGNING PLANS

1. THE SIGNING PLANS SHOULD BE DRAWN TO A SCALE OF 1 : 1000 (1" = 100'). A PLAN VIEW OF THE SIGNS AND SIGN SUPPORTS SHOULD BE DEPICTED AT THE APPROXIMATE LOCATIONS AND SMALL PICTORIAL DRAWINGS OF THE SIGN FACES SHOULD BE INCLUDED NEAR THE PLAN VIEW, ALONG WITH THE TYPE OF POST AND/OR SUPPORT. A NUMBER SHALL BE ASSIGNED TO EACH SIGN NOT INCLUDED IN THE DEPARTMENT'S PUBLICATION 236 AND CROSS-REFERENCED TO THE SIGN FABRICATION DETAILS.
2. ALL SIGNS SHALL BE DESIGNED IN ACCORDANCE TO THE LAYOUT DETAILS INCLUDED IN TRAFFIC STANDARD TC-8701D.
3. SIGN LIGHTING SHOULD BE INCLUDED FOR ALL OVERHEAD GUIDE SIGNS EXCEPT SIGNS ON TANGENT ROADWAYS WHERE MOTORISTS HAVE A CLEARVIEW OF THE SIGN FOR A MINIMUM OF 800' AND WHERE THE VERTICAL ALIGNMENT IS SUCH THAT LOW BEAM HEADLIGHTS WILL ILLUMINATE THE SIGNS.

DESCRIPTION OF SIGNS

1. MAJOR GUIDE SIGNS PROVIDE MOTORISTS ADVANCE INFORMATION ON THE PRINCIPAL DESTINATIONS SERVED BY THE INTERCHANGE. TWO OR THREE MAJOR GUIDE SIGNS SHOULD BE USED, WITH TYPICAL PLACEMENT BEING 2 MILES, 1 MILE AND 0.5 MILE IN ADVANCE OF THE EXIT. THE FOLLOWING INFORMATION SHOULD BE DISPLAYED ON MAJOR GUIDE SIGNS, BEGINNING FROM THE TOP OF THE SIGN.

A. AN EXIT PANEL WHEN THE EXIT IS NUMBERED. THE PANEL SHOULD BE ON THE RIGHT SIDE FOR RIGHT-HAND EXITS, AND ON THE LEFT SIDE FOR LEFT-HAND EXITS.

B. A SHIELD FOR EACH NUMBERED TRAFFIC ROUTE ASSIGNED TO THE CROSSING ROUTE OR WHICH IS VERY CLOSE TO THE INTERCHANGE. A CARDINAL DIRECTION SHOULD BE ASSOCIATED WITH EACH ROUTE WHERE TRAFFIC CAN ONLY GO IN ONE DIRECTION, AND THE WORD "TO" SHOULD BE USED ABOVE THE SHIELD OF ROUTES WHICH ARE CLOSE TO THE INTERCHANGE.

C. THE NAME OF THE TWO NEAREST COMMUNITIES AS IDENTIFIED ON THE OFFICIAL TRANSPORTATION MAP, ONE TO THE LEFT AND ONE TO THE RIGHT, UNLESS ALTERNATE DESTINATIONS ARE APPROVED IN ACCORDANCE WITH DEPARTMENT POLICY. AT SINGLE EXIT INTERCHANGES, THE COMMUNITY NAME TO THE LEFT SHOULD BE ABOVE THE COMMUNITY NAME TO THE RIGHT; AT DOUBLE EXIT INTERCHANGES, THE TOP NAME SHOULD BE THE COMMUNITY SERVED BY THE FIRST EXIT. IN URBAN AREAS, THE STREET NAME SHOULD BE USED IN LIEU OF COMMUNITY NAMES.

D. THE DISTANCE TO THE EXIT IN MILES AND/OR FRACTIONS OF MILES SHOULD BE SHOWN BELOW THE COMMUNITY NAMES OR THE STREET NAME. FRACTIONS SHOULD TYPICALLY BE SHOWN TO THE NEAREST 1/4 MILE, ALTHOUGH THE FRACTIONS "1/8" AND "3/8" ARE ACCEPTABLE. THE WORD "EXIT" OR "EXITS" SHOULD PRECEDE THE DISTANCE IF THE EXIT IS NOT NUMBERED.
2. A SUPPLEMENTAL GUIDE SIGN MAY INCLUDE ONE OR TWO DESTINATIONS, WHICH MAY BE A LARGE COMMUNITY NOT IDENTIFIED ON THE MAJOR GUIDE SIGNS OR ANY OTHER LARGE TRAFFIC GENERATOR IN ACCORDANCE WITH DEPARTMENT POLICY.
3. SERVICE SIGNS ARE USED TO IDENTIFY GAS, FOOD, LODGING, CAMPING, INFORMATION, HOSPITAL, DIESEL, ELECTRIC VEHICLE CHARGING, COMPRESSED NATURAL GAS, LIQUEFIED NATURAL GAS, LIQUEFIED PETROLEUM GAS, HYDROGEN FUEL, AND STATE POLICE. WITH THE EXCEPTION OF STATE POLICE, GENERAL MOTORIST SERVICE SIGNS INSTALLED ON NEW PANELS SHALL BE THE SYMBOL TYPE AS ILLUSTRATED IN TRAFFIC STANDARD TC-8701D.

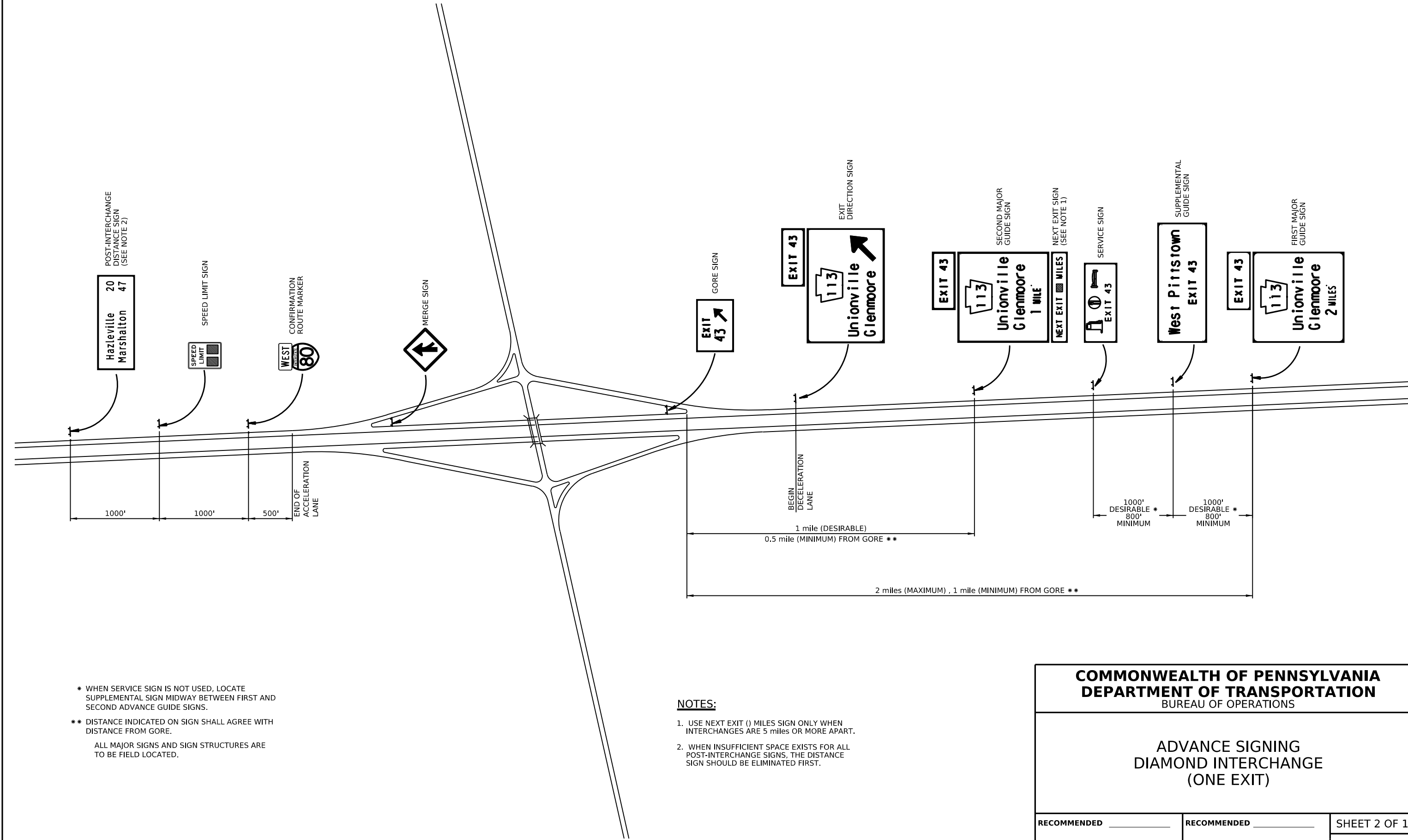
AS AN ALTERNATE TO GENERAL MOTORISTS SERVICE SIGNS, LOGO SIGNS MAY BE INSTALLED ON SELECTED INTERSTATE HIGHWAYS AND OTHER FREEWAYS IN ACCORDANCE WITH DEPARTMENT POLICY. WHEN LOGO SIGNS ARE INSTALLED, ALL GENERAL MOTORIST SERVICE SIGNS WILL BE REMOVED, UNLESS A SPECIFIC SERVICE IS NOT REPRESENTED BY A LOGO SIGN.
4. EXIT DIRECTION SIGNS SHOULD INCLUDE THE SAME TRAFFIC ROUTES AND DESTINATIONS AS INCLUDED ON THE MAJOR GUIDE SIGNS, AS APPROPRIATE, PLUS AN UPWARD-POINTING OR SLANTING ARROW. THE ALIGNMENT OF THE ARROW SHOULD APPROXIMATE THE ANGLE RELATED TO THE SHARPNESS OF THE TURN.
5. GORE SIGNS SHALL BE LOCATED IN THE AREA BETWEEN THE MAIN ROADWAY AND THE RAMP AT ALL EXITS. THE SIGNS SHALL HAVE THE WORD "EXIT" AND AN ARROW; IF THE EXIT IS NUMBERED, THE NUMBER OR NUMBER AND LETTER SHOULD ALSO BE INCLUDED.
6. CONFIRMATION ROUTE MARKERS SHOULD NOT BE USED BETWEEN CLOSELY SPACED INTERCHANGES OR WHEN A "PULL-THRU SIGN" FOLLOWS THE INTERCHANGE.

7. OFF-RAMP DIRECTIONAL SIGNS ARE USED ON ALL DIAMOND INTERCHANGE OFF-RAMPS, AND SHOULD INCLUDE ALL DESTINATIONS INCLUDED ON THE MAJOR AND SUPPLEMENTAL GUIDE SIGNS. THE DISTANCE IN THE NEAREST NUMBER OF WHOLE MILES TO THE DESTINATION SHOULD BE INCLUDED IF THE DESTINATION IS OVER 2 MILES AWAY, WHERE THE DISTANCE IS THE DISTANCE TO THE CENTER OF THE COMMUNITY OR ENTRANCE TO THE TRAFFIC GENERATOR.
8. POST-INTERCHANGE DISTANCE SIGNS SHOULD BE USED IN RURAL AREAS AND WHERE UNDUE REPETITION OF MESSAGES WILL NOT OCCUR. WHEN USED, IT SHOULD INCLUDE TWO OR THREE DESTINATION POINTS AND THE DISTANCES IN THE NEAREST NUMBER OF WHOLE MILES TO THOSE POINTS. THE FIRST DESTINATION SHOULD BE THE CLOSEST MEANINGFUL COMMUNITY WHICH IS NEAR AN INTERCHANGE; THE LAST DESTINATION IS THE NEAREST NATIONAL CONTROL CITY; AND AN INTERMEDIATE DESTINATION MAY BE INCLUDED BETWEEN THE TWO OTHER DESTINATIONS. CONSIDERATION MAY ALSO BE GIVEN TO INCLUDING MAJOR INTERSECTING HIGHWAY ROUTES AS DESTINATIONS USING THE ROUTE NUMBER (i.e., PA 30, US 30, etc.) EXCEPT PA TURNPIKE MAY BE USED. SHIELDS ARE NOT REQUIRED.
9. NEXT ( ) EXITS AREA SIGNS MAY BE USED IN ADVANCE OF MORE THAN THREE INTERCHANGES SERVING AN URBAN AREA OR HISTORICAL OR RECREATIONAL REGION. INTERCHANGE SEQUENCE SERIES SIGNS MAY BE USED PRIOR TO ALL BUT THE LAST INTERCHANGE.
10. INTERCHANGE SEQUENCE SIGNS ARE USED IN LARGE URBAN AREAS WHEN THE INTERCHANGES ARE CLOSELY SPACED IN ORDER TO IDENTIFY THE NEXT TWO OR THREE INTERCHANGES. WHEN USED, THE INTERCHANGE SEQUENCE SIGNS SHOULD NORMALLY BE INSTALLED IN THE MEDIAN OR ON AN OVERHEAD STRUCTURE. THEY FREQUENTLY CAN BE INSTALLED BACK-TO-BACK, ONE IN EACH DIRECTION.
11. COMMUNITY INTERCHANGES IDENTIFICATION SIGNS MAY BE USED FOR SUBURBAN OR RURAL COMMUNITIES SERVED BY TWO OR THREE INTERCHANGES. THE SIGN IS IDENTICAL TO THE INTERCHANGE SEQUENCE SIGN EXCEPT THE NAME OF THE COMMUNITY AND THE WORD "EXITS" IS SHOWN ON THE TOP OF THE SIGN. THE SIGN SHOULD BE LOCATED IN ADVANCE OF THE FIRST INTERCHANGE FOR THE COMMUNITY.
12. LANE ASSIGNMENT SIGNS MAY BE USED TO ASSIGN A PARTICULAR LANE FOR A GIVEN DESTINATION. A DOWN ARROW IS NORMALLY USED, BUT ALTERNATE MESSAGES SUCH AS "LEFT LANE", "RIGHT LANES", ETC. MAY BE USED.
13. PULL-THRU SIGNS MAY BE USED WHEN THE GEOMETRICS OF THE INTERCHANGE ARE COMPLEX, SUCH AS AT THE JUNCTION OF FREEWAYS AND WHEN IT IS NOT CLEAR TO THE DRIVER WHICH ROADWAY IS THE THROUGH ROADWAY. A NATIONAL OR REGIONAL CONTROL CITY SHOULD BE USED AS THE DESTINATION. DOWN ARROWS MAY BE USED WHEN THE ALIGNMENT AND NUMBER OF THROUGH LANES IS NOT READILY EVIDENT. (PULL-THRU SIGNS ARE SIMILAR TO LANE ASSIGNMENT SIGNS BUT NEVER HAVE DISTANCES OR EXIT PANELS.)
14. EXIT ONLY PANELS SHOULD BE USED FOR ALL INTERCHANGE LANE DROPS AT WHICH THE THROUGH ROUTE IS CARRIED ON THE MAINLINE. EXIT ONLY PANELS SHOULD ALWAYS BE INSTALLED OVERHEAD, IN CONJUNCTION WITH LANE ASSIGNMENT SIGNS, EXIT DIRECTION SIGNS AND DIAGRAMMATIC SIGNS.
15. DIAGRAMMATIC SIGNS PROVIDE A GRAPHIC VIEW OF THE EXIT IN RELATIONSHIP TO THE MAIN HIGHWAY. THEY SHOULD BE USED FOR SPLITS HAVING OFF-RAMP MOVEMENTS TO THE LEFT, OPTIONAL LANE SPLITS, EXITS WITH ROUTE DISCONTINUITY, AND LEFT EXIT LANE DROPS; AND THEY ALSO MAY BE USED AT TWO-LANE EXITS WITH AN OPTIONAL LANE.
16. EXIT PANELS SHALL BE USED ON ALL MAJOR GUIDE, EXIT DIRECTION, LANE ASSIGNMENT, AND DIAGRAMMATIC SIGNS WHEN EXIT NUMBERS HAVE BEEN ASSIGNED. THE PLURAL "EXITS" SHOULD BE USED IN ADVANCE OF INTERCHANGES WITH MORE THAN ONE EXIT, ALONG WITH THE RAMP DESIGNATIONS "A-B" OR "B-A", DEPENDING UPON WHICH RAMP DESIGNATION IS SERVED FIRST. (WHEN THERE ARE TWO EXITS, THE FIRST ONE IN THE DIRECTION OF INCREASING DISTANCE MARKERS IS DESIGNATED AS "A", THE SECOND ONE AS "B".)
17. ADVISORY EXIT SPEED SIGNS (W13-2) AS DETAILED IN THE DEPARTMENT'S PUBLICATION 236M SHALL BE INSTALLED ALONGSIDE THE DECELERATION LANE, POSITIONED APPROXIMATELY AT THE MID-POINT.
18. NEXT EXIT ( ) MILES SIGN SHOULD BE USED BELOW THE ADVANCE GUIDE SIGN NEAREST THE INTERCHANGE (NORMALLY THE 1 MILE ADVANCE GUIDE SIGN) WHEN THE DISTANCE BETWEEN SUCCESSIVE RURAL INTERCHANGES IS MORE THAN 8 km (5 miles). THIS SIGN MAY BE FABRICATED AS AN INTEGRAL PART OF THE ADVANCE GUIDE SIGN OR MAY BE A SEPARATE SUPPLEMENTARY PANEL, WHEN A SEPARATE PANEL IS USED, ENSURE THAT IT IS INSTALLED ON THE POST ABOVE THE HINGE PLATE.

19. OVERHEAD ARROW-PER-LANE GUIDE SIGNS ARE USED WHERE AN OPTION LANE IS PRESENT AT FREEWAY AND EXPRESSWAY MULTI-LANE EXIT INTERCHANGES AND SPLITS. THEY DISPLAY AN UPWARD-POINTING ARROW ABOVE EACH LANE THAT CONVEYS THE DIRECTION(S) OF TRAVEL THAT THE LANE SERVES AT THE POINT OF DEPARTURE. THEY HAVE BEEN SHOWN TO BE SUPERIOR TO EITHER CONVENTIONAL GUIDE SIGNS OR DIAGRAMMATIC GUIDE SIGNS.

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

INTERCHANGE  
ADVANCE SIGNING  
GENERAL NOTES



\* WHEN SERVICE SIGN IS NOT USED, LOCATE SUPPLEMENTAL SIGN MIDWAY BETWEEN FIRST AND SECOND ADVANCE GUIDE SIGNS.

\*\* DISTANCE INDICATED ON SIGN SHALL AGREE WITH DISTANCE FROM GORE.

ALL MAJOR SIGNS AND SIGN STRUCTURES ARE TO BE FIELD LOCATED.

NOTES:

1. USE NEXT EXIT ( ) MILES SIGN ONLY WHEN INTERCHANGES ARE 5 miles OR MORE APART.
2. WHEN INSUFFICIENT SPACE EXISTS FOR ALL POST-INTERCHANGE SIGNS, THE DISTANCE SIGN SHOULD BE ELIMINATED FIRST.

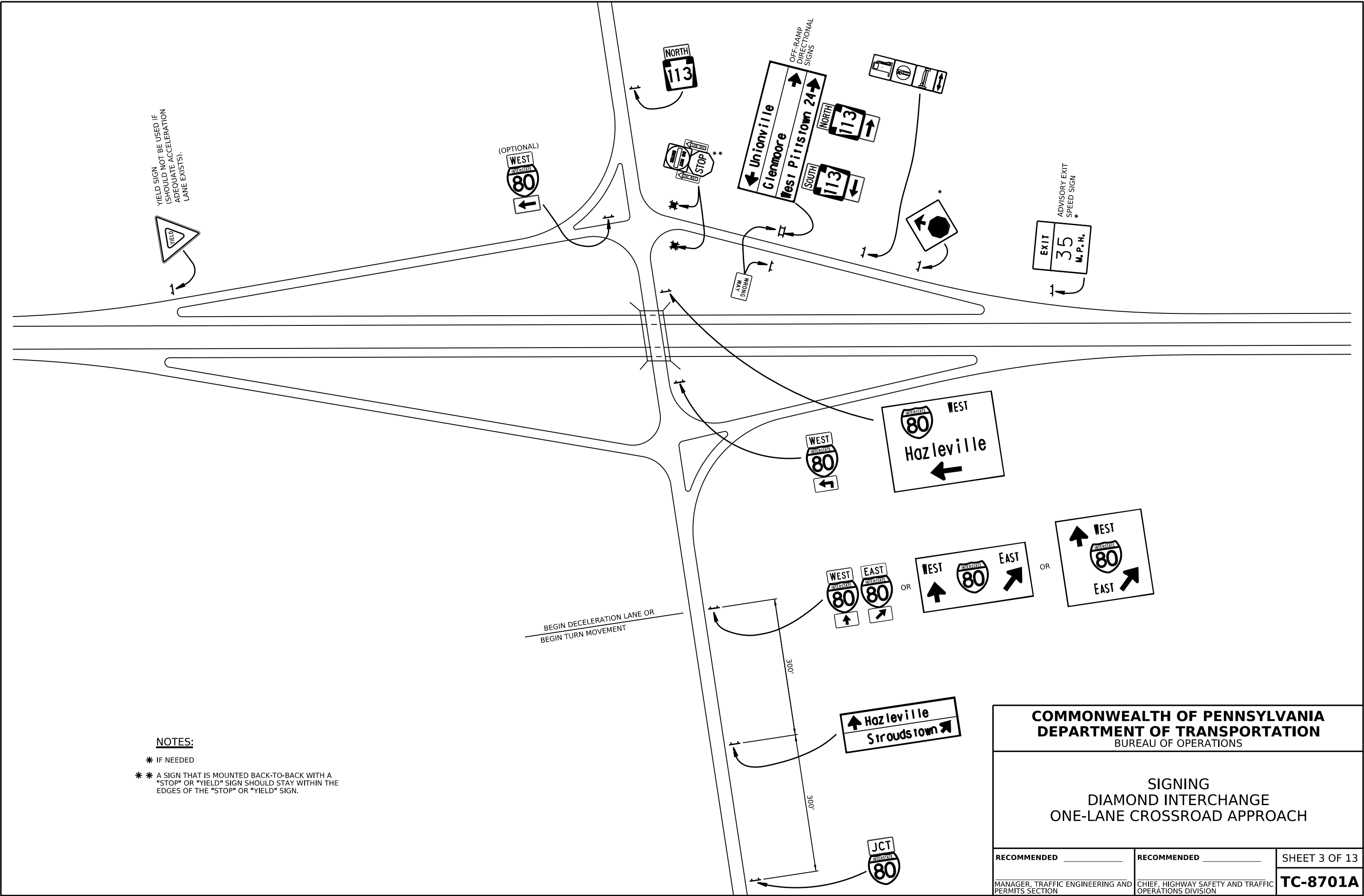
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

ADVANCE SIGNING  
DIAMOND INTERCHANGE  
(ONE EXIT)

RECOMMENDED \_\_\_\_\_  
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION

RECOMMENDED \_\_\_\_\_  
CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION

SHEET 2 OF 13  
TC-8701A

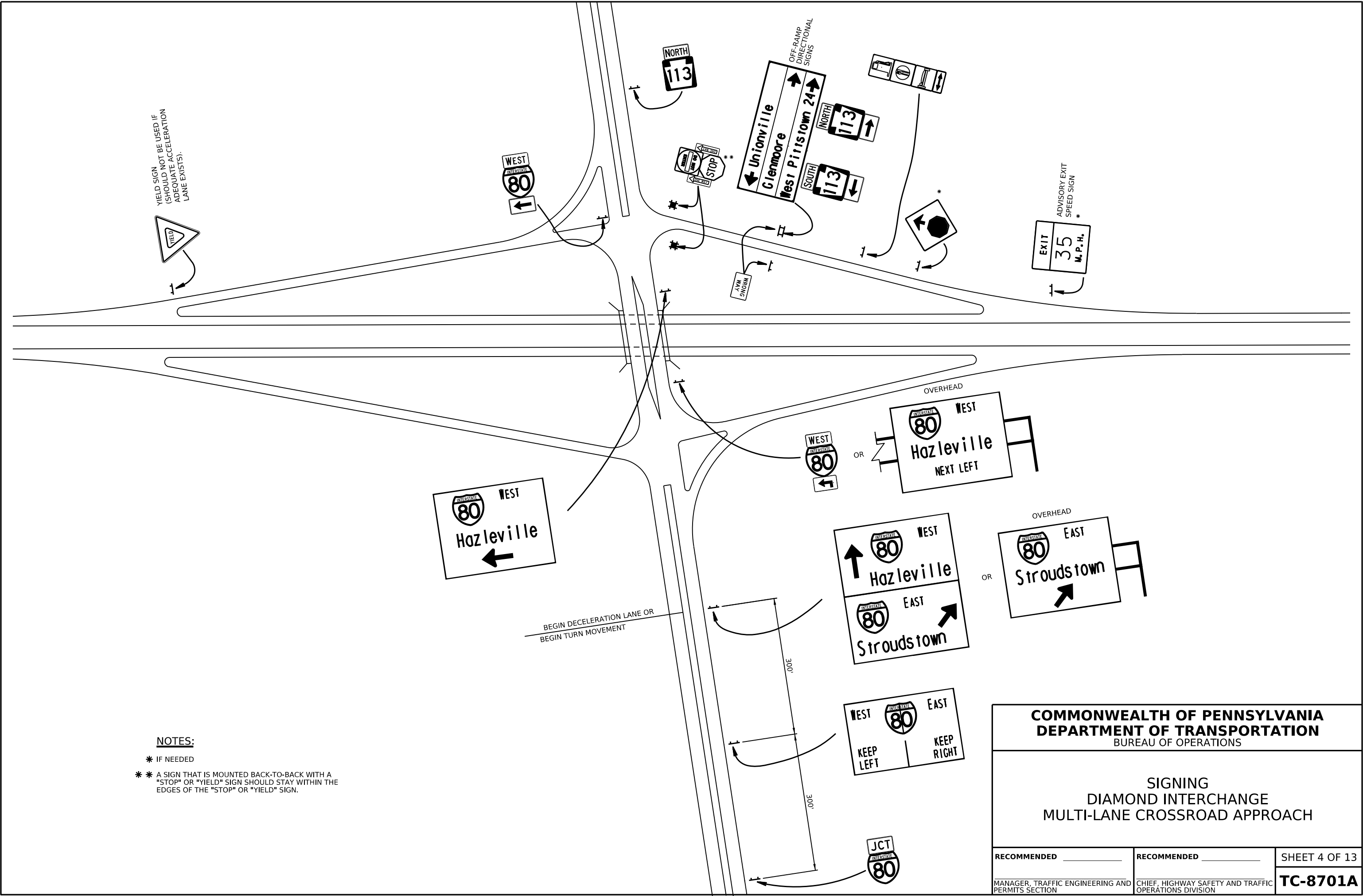


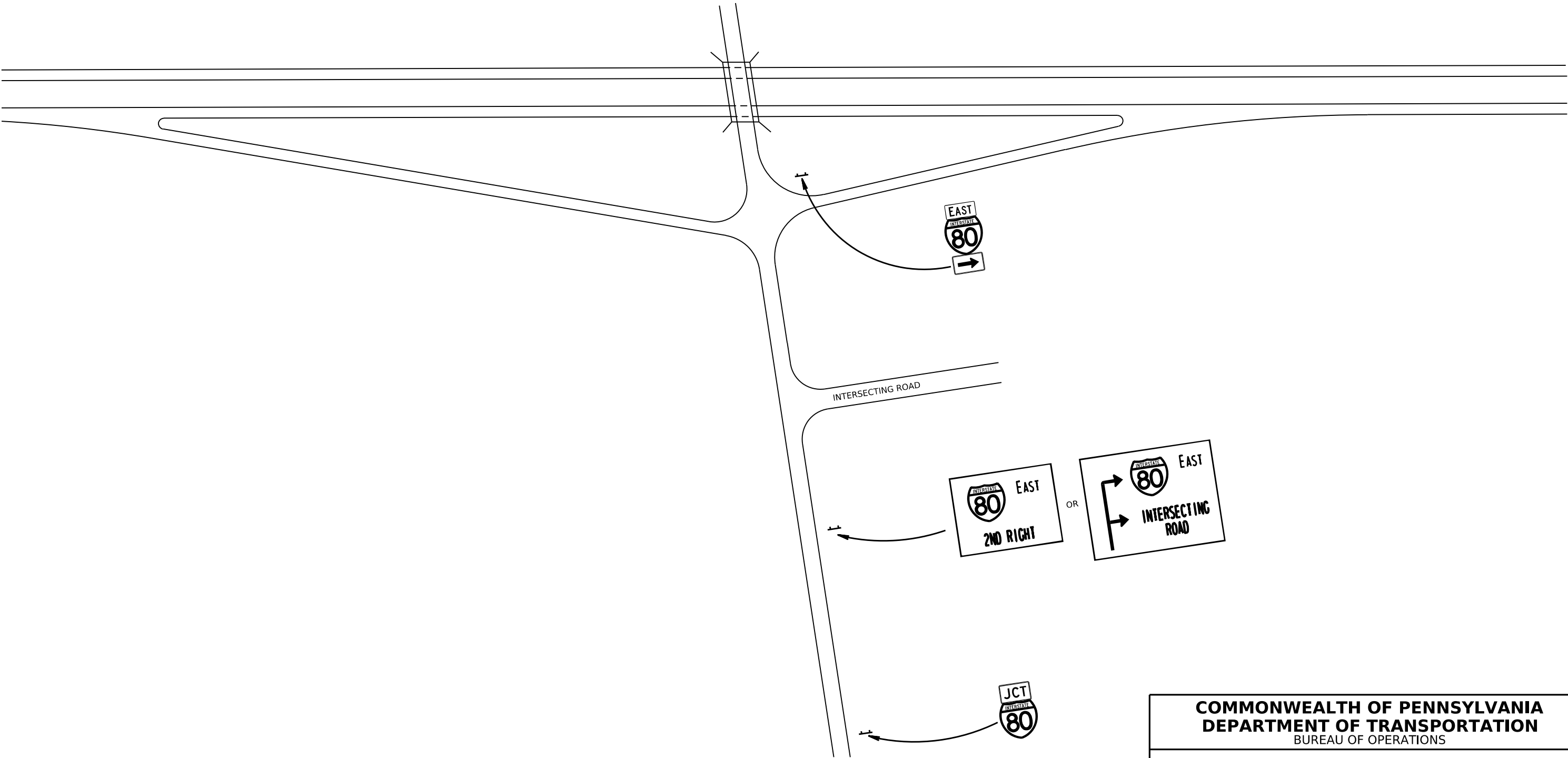
**NOTES:**

- \* IF NEEDED
- \* \* A SIGN THAT IS MOUNTED BACK-TO-BACK WITH A "STOP" OR "YIELD" SIGN SHOULD STAY WITHIN THE EDGES OF THE "STOP" OR "YIELD" SIGN.

**COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS**

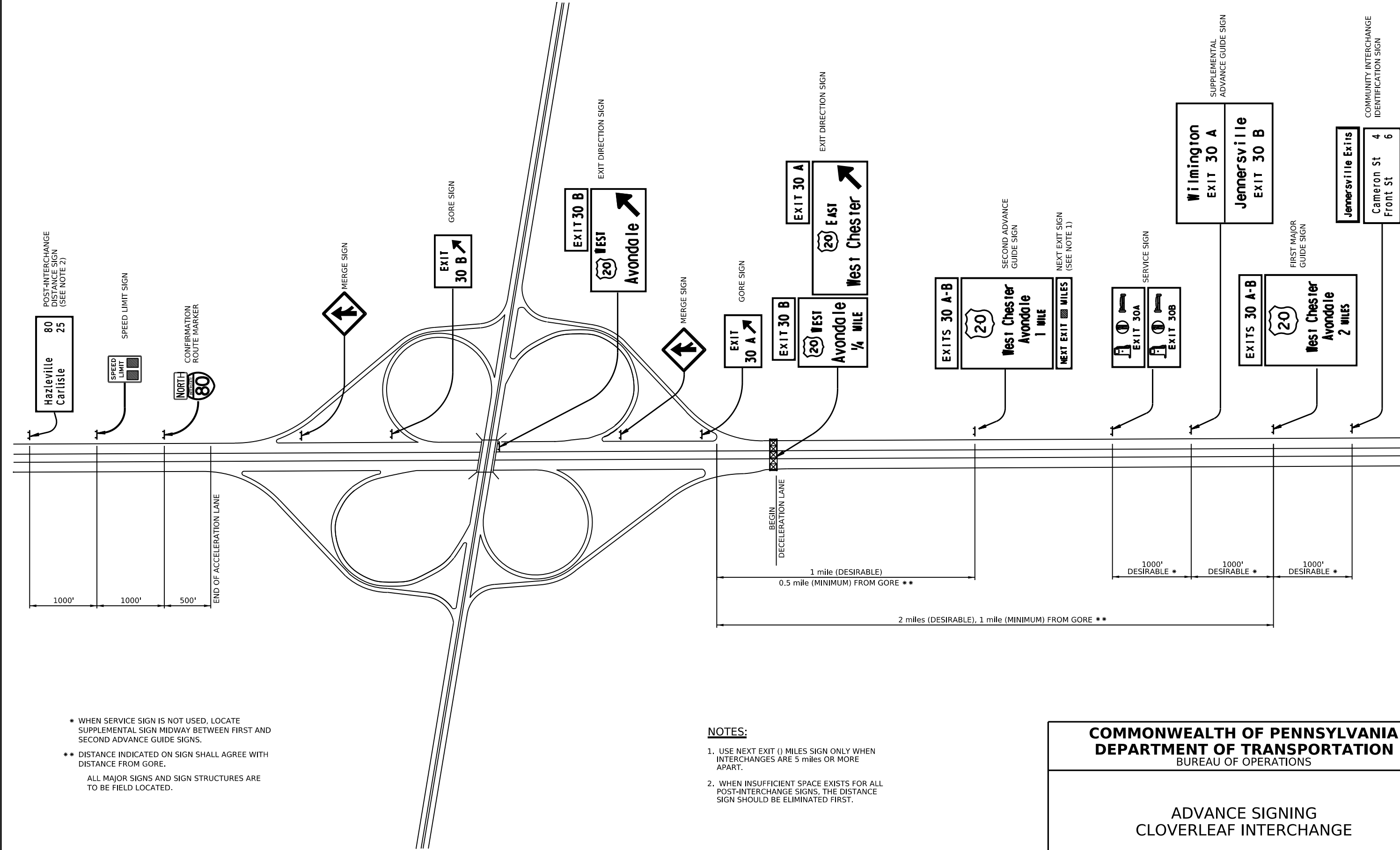
**SIGNING  
DIAMOND INTERCHANGE  
ONE-LANE CROSSROAD APPROACH**





COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

SIGNING  
ONE-LANE CROSSROAD APPROACH  
WITH NEARBY INTERSECTING ROAD



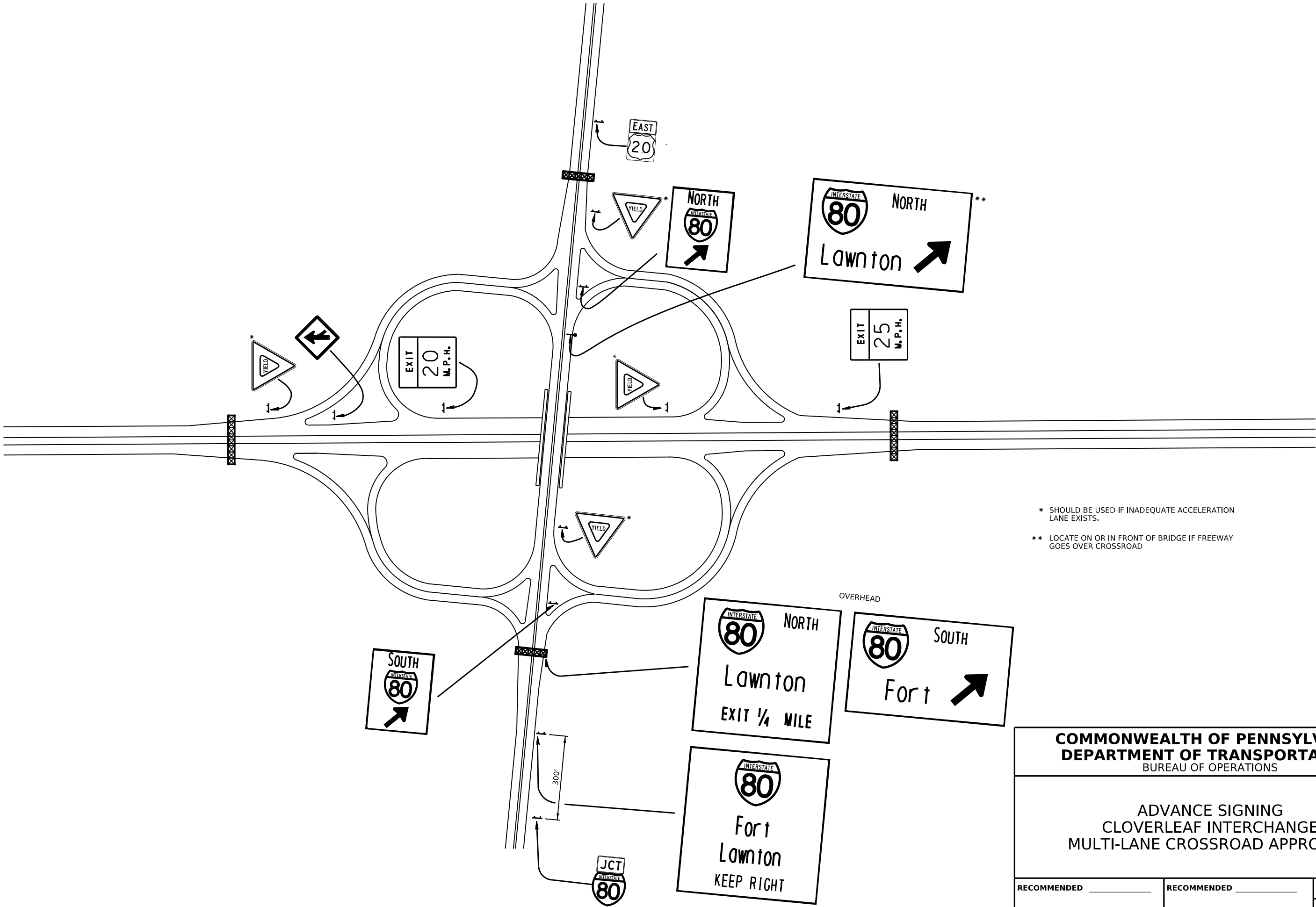
\* WHEN SERVICE SIGN IS NOT USED, LOCATE SUPPLEMENTAL SIGN MIDWAY BETWEEN FIRST AND SECOND ADVANCE GUIDE SIGNS.

\*\* DISTANCE INDICATED ON SIGN SHALL AGREE WITH DISTANCE FROM GORE.

ALL MAJOR SIGNS AND SIGN STRUCTURES ARE TO BE FIELD LOCATED.

- NOTES:**
1. USE NEXT EXIT ( ) MILES SIGN ONLY WHEN INTERCHANGES ARE 5 miles OR MORE APART.
  2. WHEN INSUFFICIENT SPACE EXISTS FOR ALL POST-INTERCHANGE SIGNS, THE DISTANCE SIGN SHOULD BE ELIMINATED FIRST.

<b>COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF OPERATIONS</b>		
<b>ADVANCE SIGNING CLOVERLEAF INTERCHANGE</b>		
RECOMMENDED _____	RECOMMENDED _____	SHEET 6 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	<b>TC-8701A</b>



\* SHOULD BE USED IF INADEQUATE ACCELERATION LANE EXISTS.

\*\* LOCATE ON OR IN FRONT OF BRIDGE IF FREEWAY GOES OVER CROSSROAD

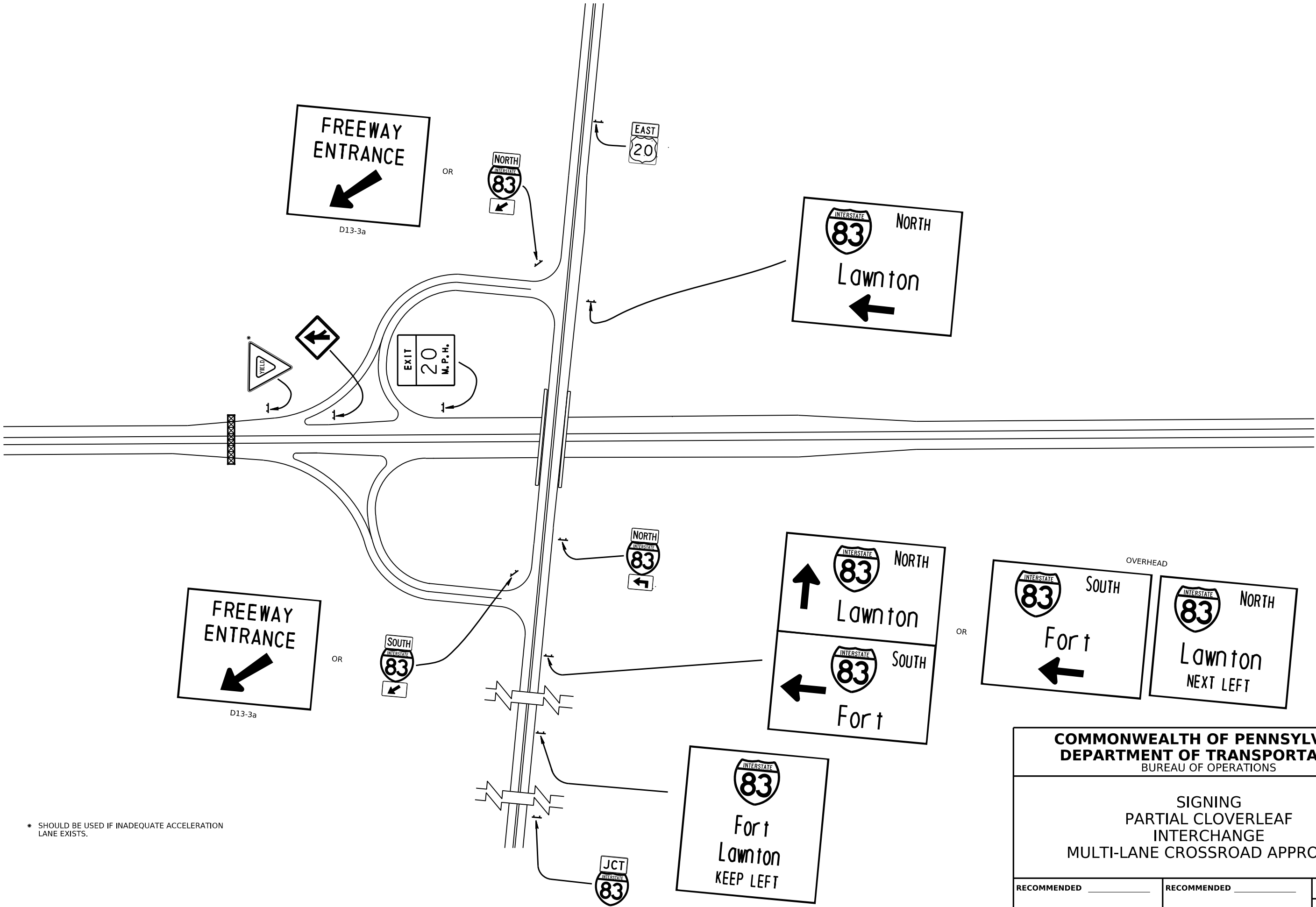
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

ADVANCE SIGNING  
CLOVERLEAF INTERCHANGE  
MULTI-LANE CROSSROAD APPROACH

RECOMMENDED \_\_\_\_\_  
MANAGER, TRAFFIC ENGINEERING AND  
PERMITS SECTION

RECOMMENDED \_\_\_\_\_  
CHIEF, HIGHWAY SAFETY AND TRAFFIC  
OPERATIONS DIVISION

SHEET 7 OF 13  
TC-8701A



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

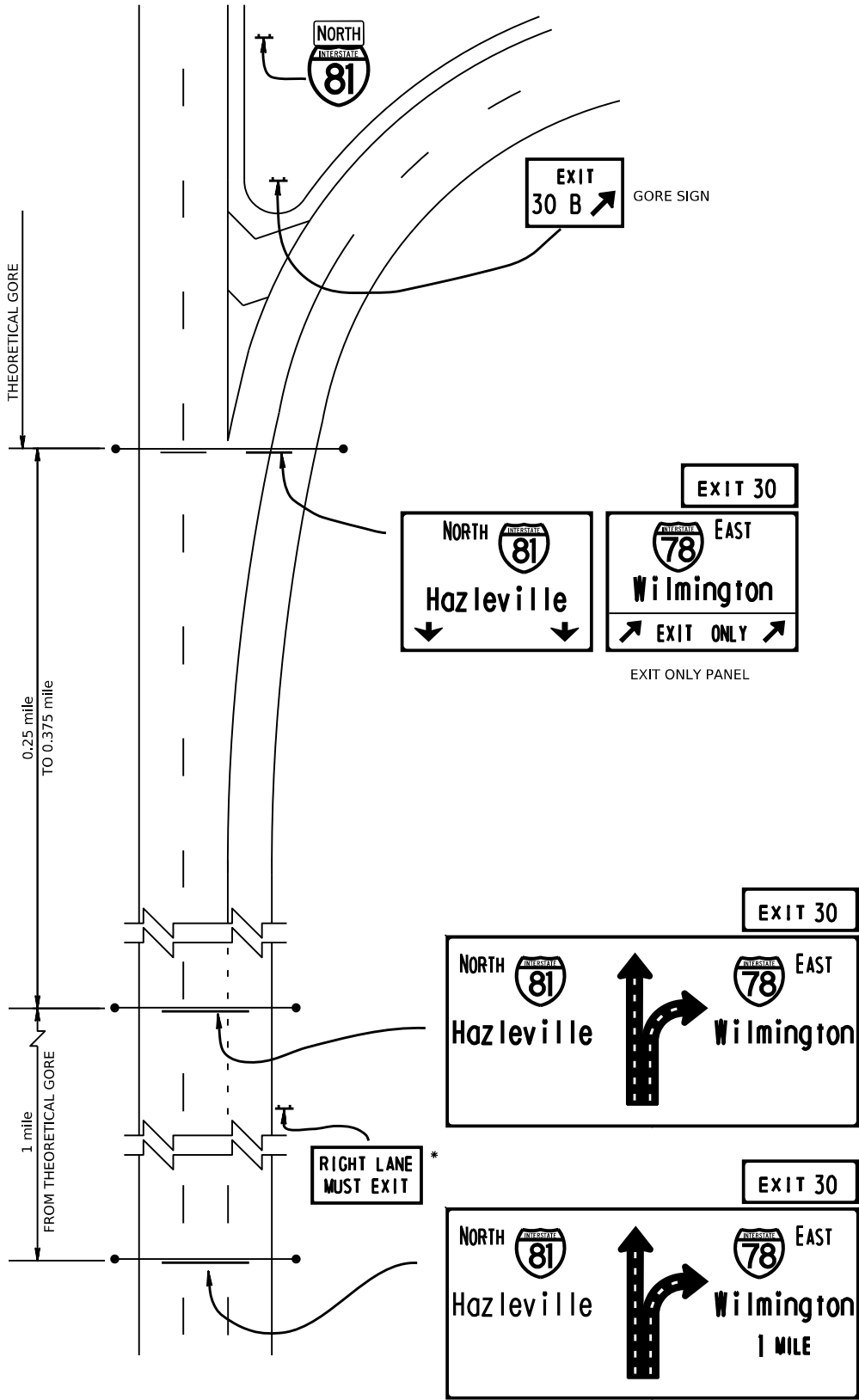
SIGNING  
PARTIAL CLOVERLEAF  
INTERCHANGE  
MULTI-LANE CROSSROAD APPROACH

RECOMMENDED \_\_\_\_\_  
MANAGER, TRAFFIC ENGINEERING AND  
PERMITS SECTION

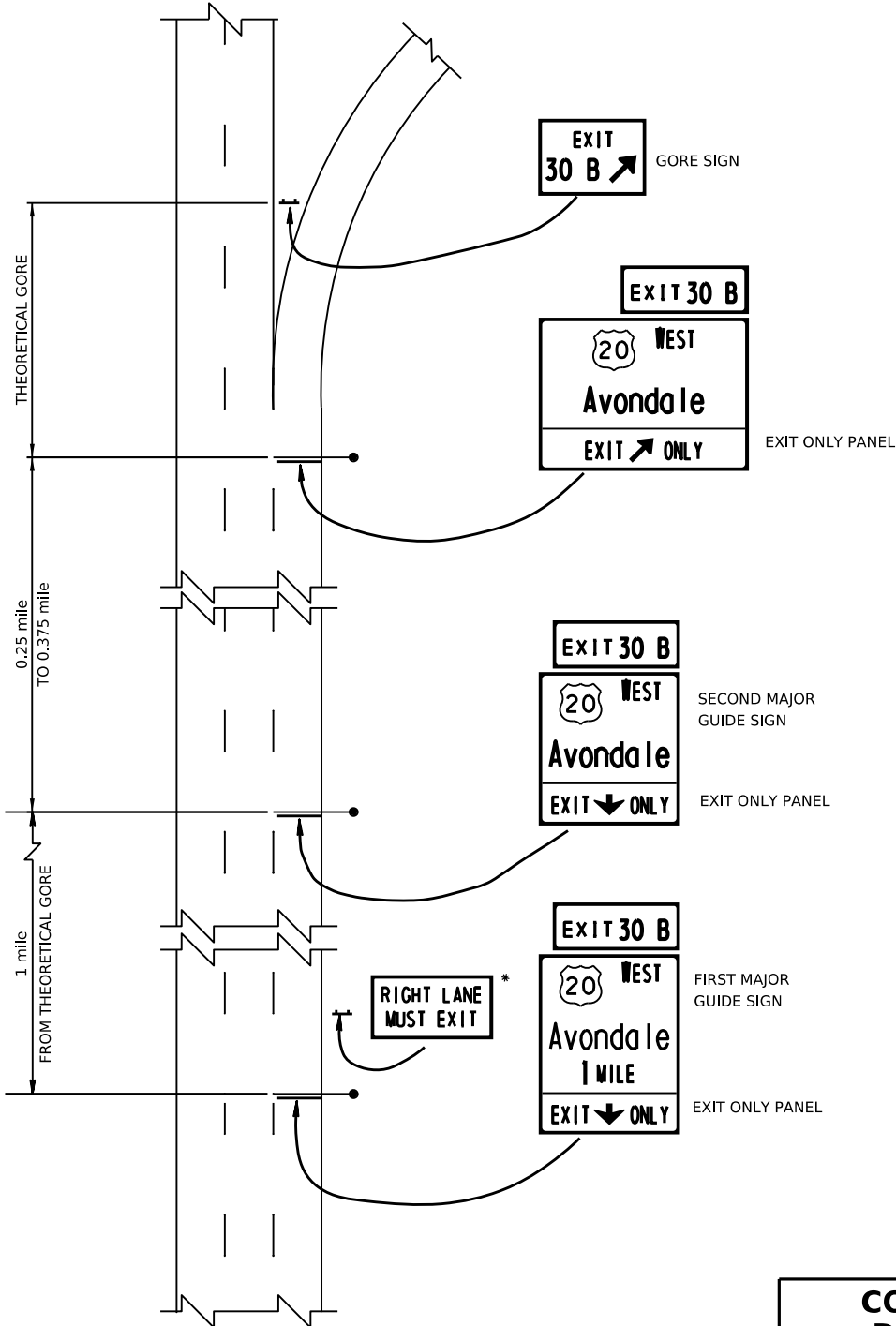
RECOMMENDED \_\_\_\_\_  
CHIEF, HIGHWAY SAFETY AND TRAFFIC  
OPERATIONS DIVISION

SHEET 8 OF 13  
**TC-8701A**





DIAGRAMMATIC SIGNING



LANE DROP SIGNING

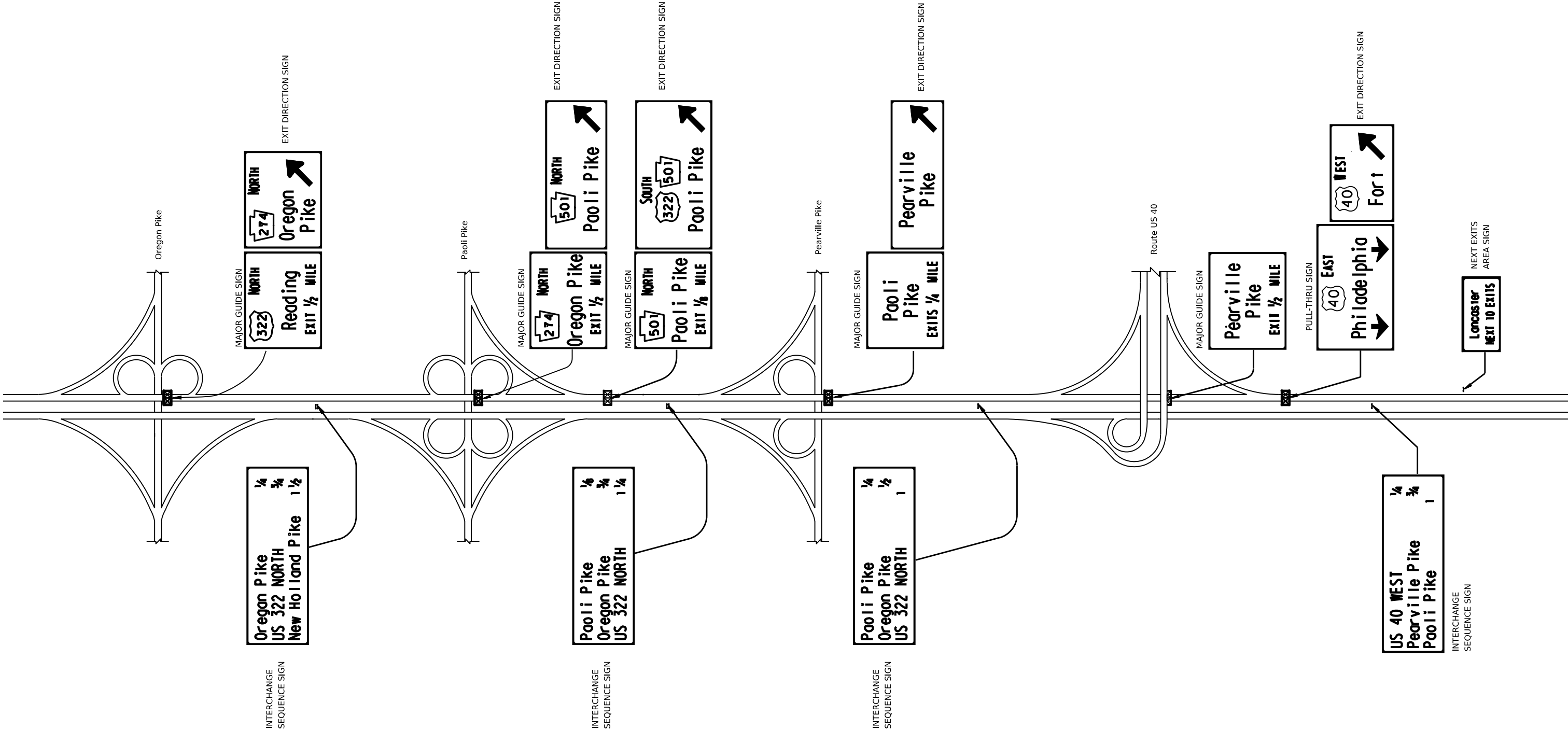
**NOTE:**

1. DIAGRAMMATIC GUIDE SIGNS USED WHERE AN OPTION LANE IS PRESENT AT A FREEWAY OR EXPRESSWAY SPLIT OR MULTI-LANE EXIT.
2. DIAGRAMMATIC GUIDE SIGNS SHALL NOT BE USED AT CLOVERLEAF INTERCHANGES FOR THE PURPOSE OF DEPICTING SUCCESSIVE DEPARTURES FROM THE MAINLINE OR SEPARATE DOWNSTREAM DEPARTURES FROM A COLLECTOR-DISTRIBUTOR ROADWAY.

THE DIAGRAMMATIC GUIDE SIGNS AT COVERLEAF INTERCHANGES SHALL BE LIMITED TO THE FOLLOWING CASES:

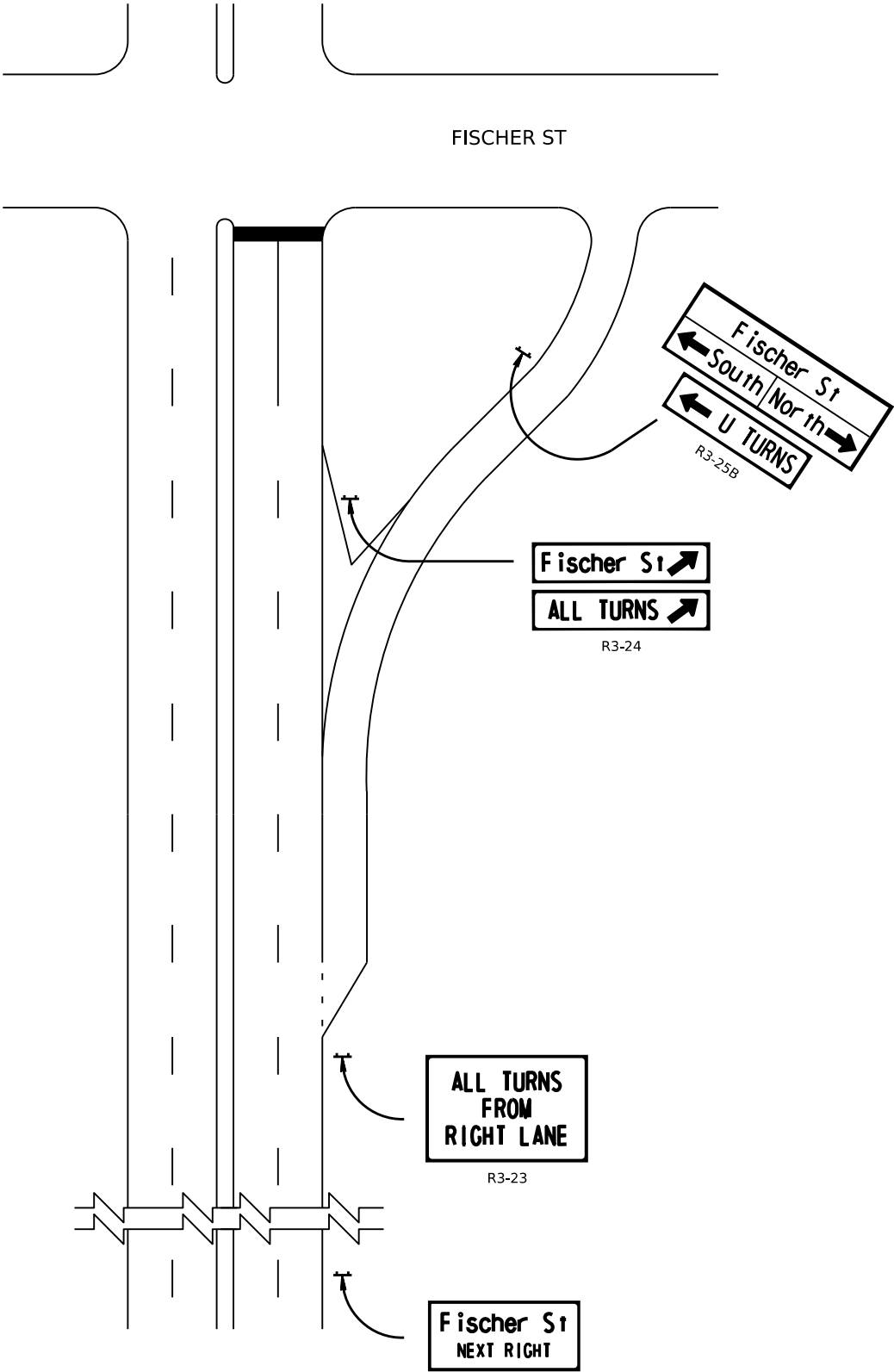
- WHERE THE OUTER (NON-LOOP) EXIT RAMP OF THE CLOVERLEAF IS A MULTI-LANE EXIT HAVING AN OPTIONAL EXIT LANE THAT ALSO CARRIES THE THROUGH ROUTE.
- AT CLOVERLEAF INTERCHANGES THAT INCLUDE COLLECTOR-DISTRIBUTOR ROADWAYS THAT ARE ACCESSED FROM THE MAINLINE BY A MULTI-LANE EXIT HAVING AN OPTIONAL EXIT LANE THAT ALSO CARRIES THE THROUGH ROUTE. THE DIAGRAMMATIC GUIDE SIGN SHALL ONLY SHOW THE CONFIGURATION OF THE LANES AT THE EXIT POINT TO THE COLLECTOR-DISTRIBUTOR ROADWAY AND NOT THE ENTIRE INTERCHANGE CONFIGURATION.

\* OPTIONAL

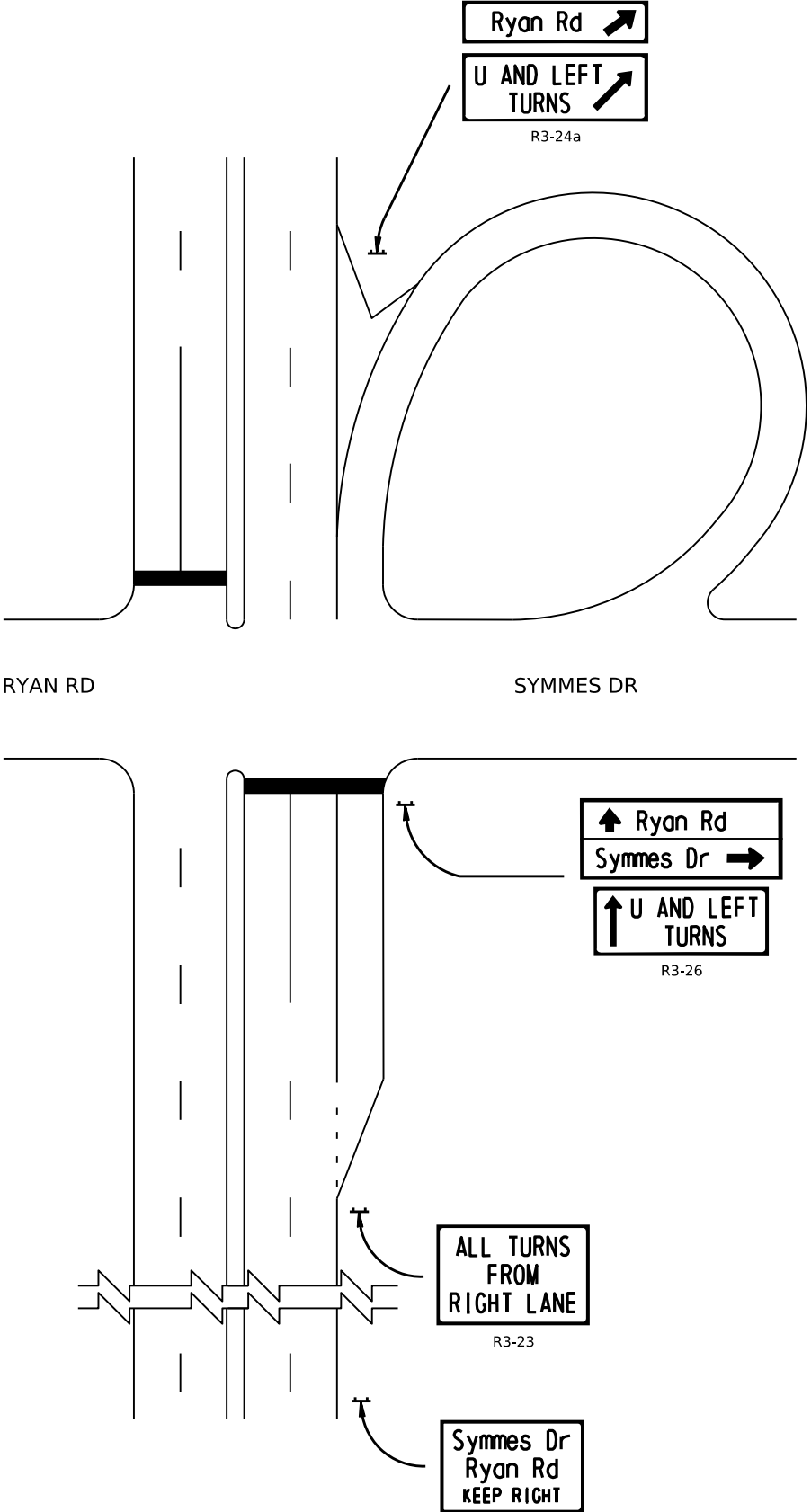


COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

TYPICAL SIGNING  
CLOSELY SPACED  
INTERCHANGES

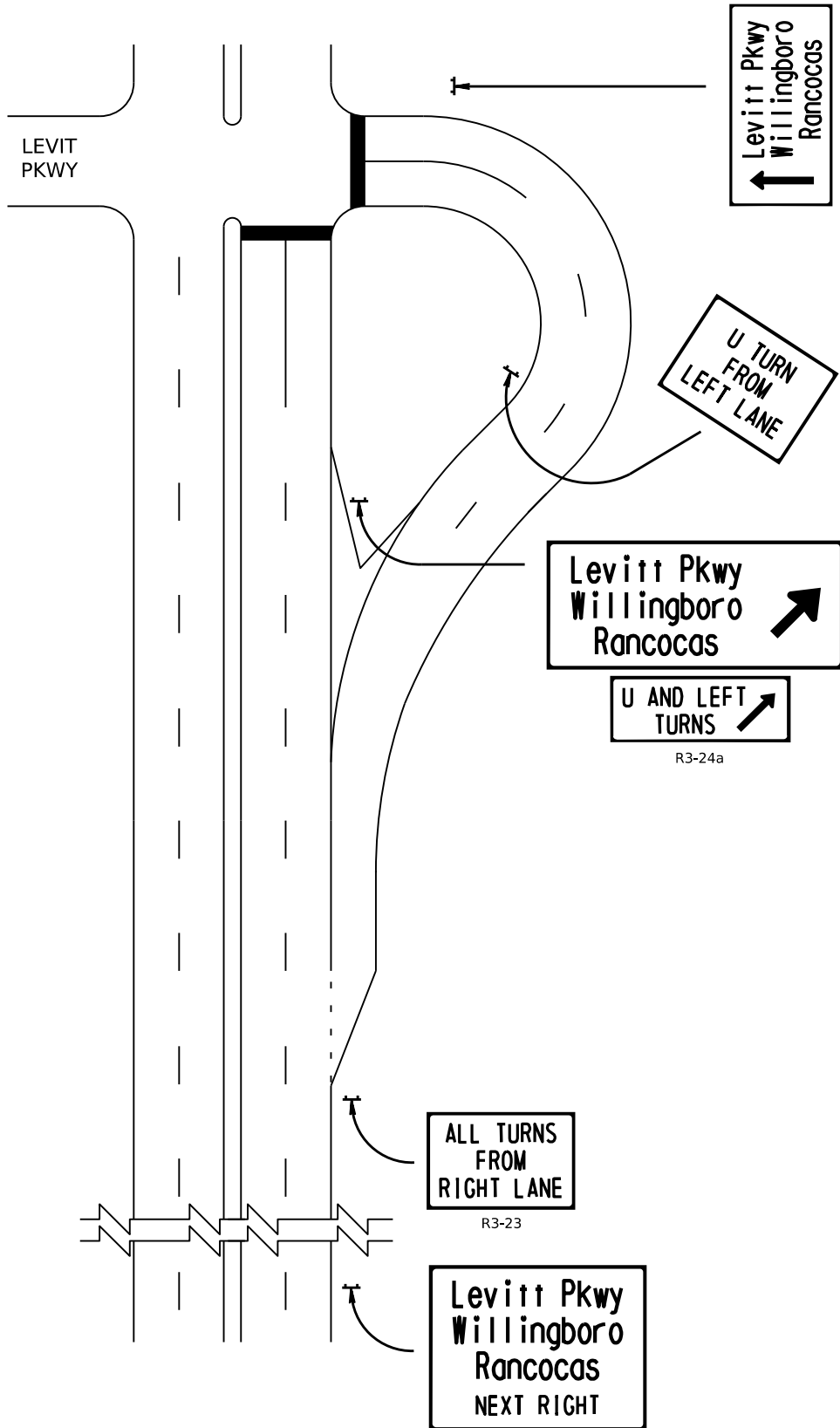


URNS MADE PRIOR TO THE INTERSECTION

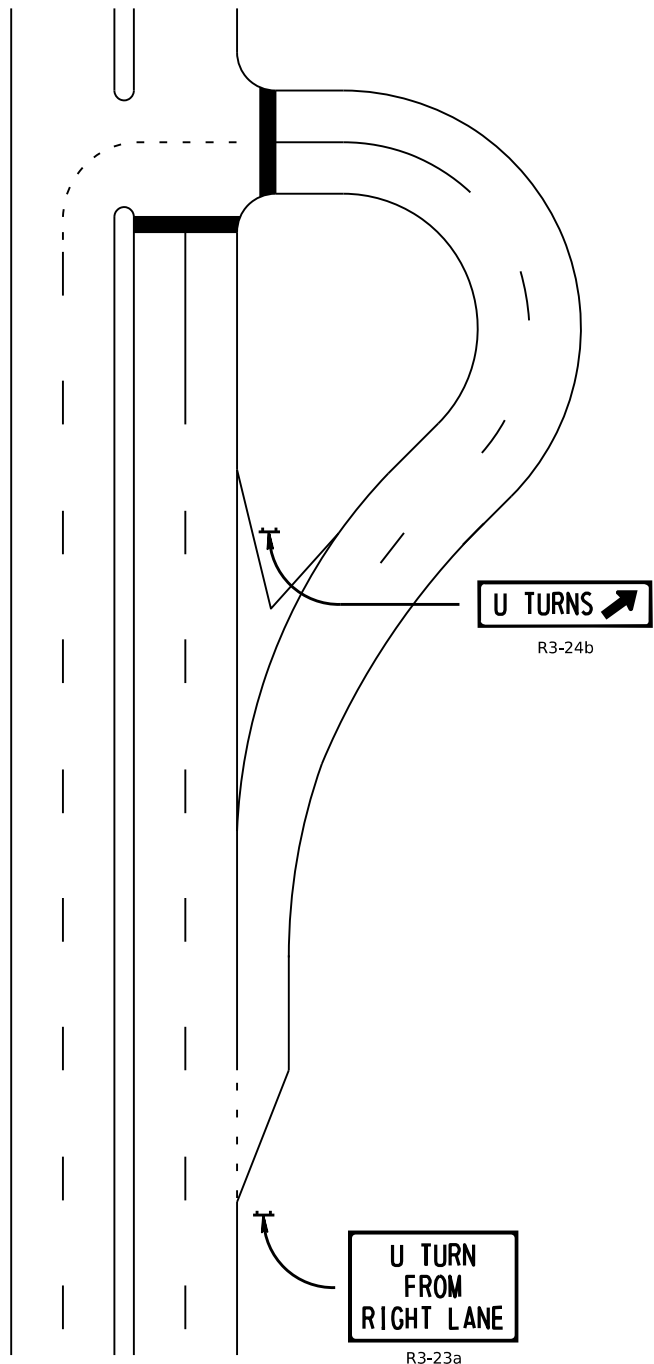


URNS MADE BEYOND THE INTERSECTION

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF OPERATIONS		
SIGNING JUGHANDLES		
RECOMMENDED _____	RECOMMENDED _____	SHEET 11 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	TC-8701A



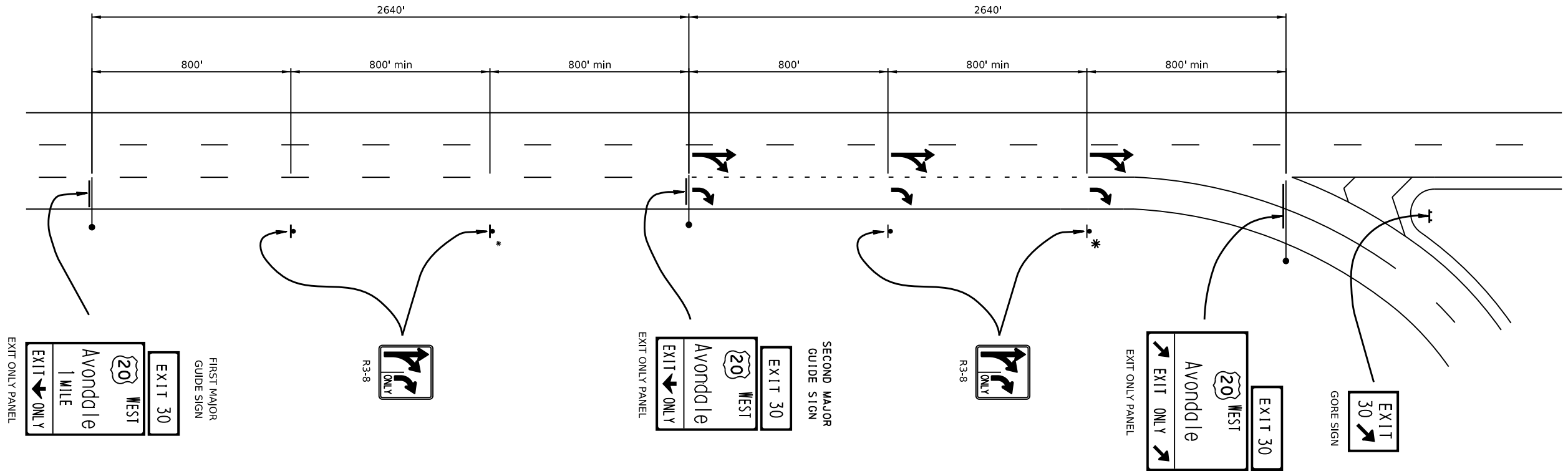
TRADITIONAL T-INTERSECTION  
JUGHANDLE



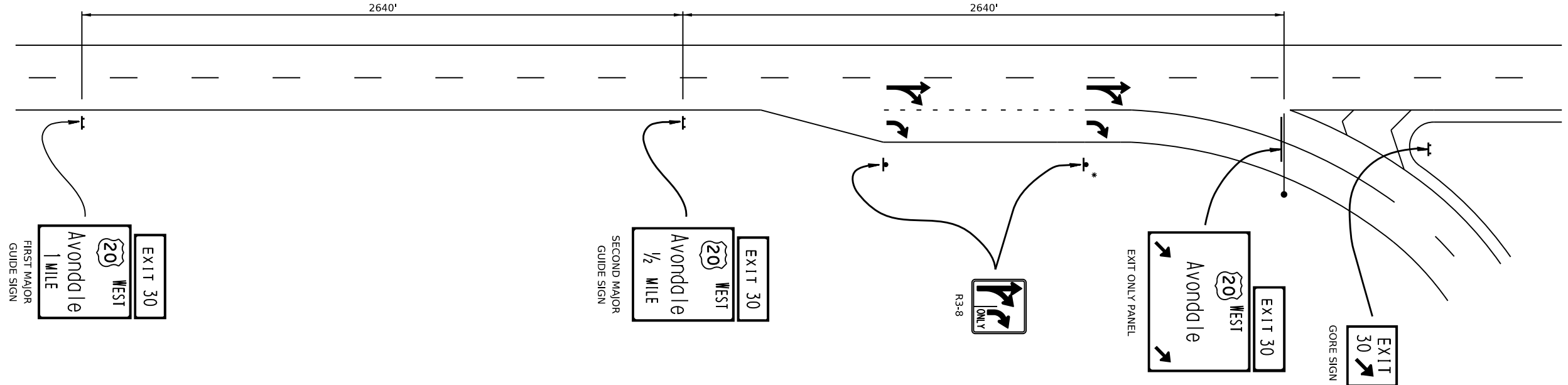
TRADITIONAL U TURN  
JUGHANDLE

**COMMONWEALTH OF PENNSYLVANIA**  
**DEPARTMENT OF TRANSPORTATION**  
BUREAU OF OPERATIONS

SIGNING  
TRADITIONAL JUGHANDLES



INTERMEDIATE & MINOR INTERCHANGE MULTI-LANE EXITS WITH AN OPTION LANE



INTERMEDIATE & MINOR INTERCHANGE MULTI-LANE EXITS WITH AN OPTION AND AUXILIARY LANE

\* OPTIONAL

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF OPERATIONS

SIGNING  
INTERMEDIATE &  
MINOR INTERCHANGE  
MULTI-LANE EXITS WITH AN  
OPTION LANE

RECOMMENDED \_\_\_\_\_  
MANAGER, TRAFFIC ENGINEERING AND  
PERMITS SECTION

RECOMMENDED \_\_\_\_\_  
CHIEF, HIGHWAY SAFETY AND TRAFFIC  
OPERATIONS DIVISION

SHEET 13 OF 13  
TC-8701A