

SPLOST 2020 Program

Transportation & Public Works Department
Proposed Project Presentations
January 23, 2018



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Project #24 - Sign Replacement Program

Replace obsolete roadway signs (regulatory, advisory, and directional)

By the numbers:

- **33,000 roadway signs** maintained by Traffic Engineering
- **10-years:** typical lifespan based on fading and reflectivity
- **65-year:** projected life cycle of roadway signs based on current funding levels

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Project #24 - Sign Replacement Program

Mandate (Section 2A.08):

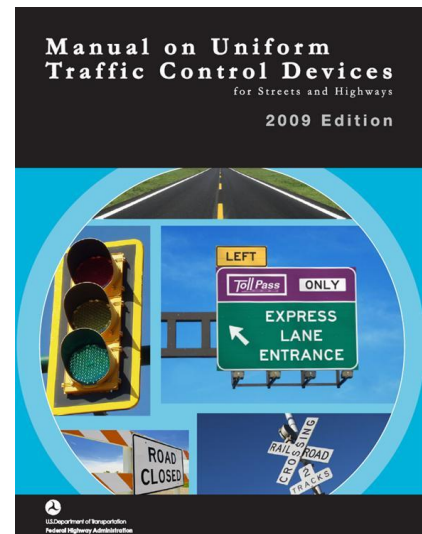
Public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above the minimum levels in Table 2A-3.

Options:

- Visual Nighttime Inspections
- Measured Sign Retroreflectivity
- Expected Sign Life
- Blanket Replacement

Risk of Non-Compliance

- Liability for traffic crashes
- Federal or State mandates
- Potential loss of funding



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Background

- ≈7,000 signs are on classified roadways
- ≈26,000 signs are on local residential streets
- Traffic Engineering is using the “Blanket Replacement” method to maintain compliance with MUTCD

Classified System:

- Off-System Safety Projects from GDOT has provided funding for sign replacement on “classified” system
- Remaining signs are replaced on ten to twelve year cycle

Local Residential Roadways

- Many signs have never been replaced and are 30+ years old
- Since 2008, Traffic Engineering has replaced signs in 17 of 263 residential developments
 - Rate of 1.7 neighborhoods per year
 - Estimated frequency of once every **150 years**

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Older signs have faded affecting safety and wayfinding



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Faded signs can create liability

Kentucky Transportation Center University of Kentucky

Roadway-Related Tort Liability and Risk Management

“The largest total dollar claim amounts were related to claims involving traffic control devices. The Major types of claims in this category would be related to inadequate signs, or markings, lack of a stop sign, or inadequate warning on stop approach.”



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Impacts of Not Funding:

- Liability due to non-compliance with MUTCD
- Inability to update aging signs with poor visibility
- Continued/degraded safety performance of roadway network