

# D3-1

## STREET NAME SIGN

The Street Name Sign (D3-1) shall be authorized for use as a post-mounted sign to identify names of streets for motorists and pedestrians. The D3-1 sign, or other official type of street name sign, should be placed at all street intersections regardless of other route marking that may be present.

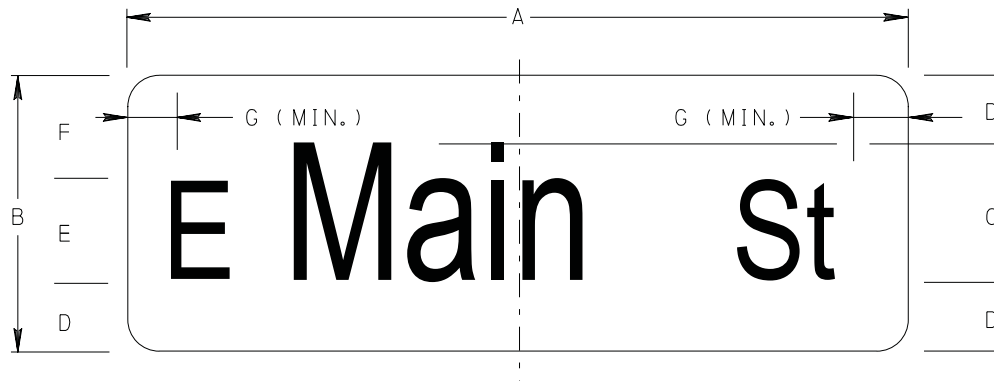
When the D3-1 signs are used in business districts, they should be placed at least on the diagonally opposite corners so that they will be on the far right-hand side of the intersection for traffic on the more important street. Signs naming both streets should be erected at each location. They should be mounted with their faces parallel to the streets they name, as close to the corner as practical with the nearest part of the each sign not less than 1', and preferably 2', back from both curb lines.

In residential districts, D3-1 signs should be mounted as in business districts, but a single location at each intersection shall ordinarily suffice on all but the most important thoroughfares.

Lettering on post-mounted D3-1 signs should be composed of 6" UCLC letters. On multi-lane streets with speed limits greater than 40 MPH the lettering on post-mounted D3-1 signs should be composed of initial upper-case letters at least 8 inches in height and lower-case letters at least 6 inches in height. The overall width of the sign is variable. Except when necessary to avoid confusion, suffixes such as "St", "Dr", and "Rd", or sections of the city such as "NW" should not be used. When used, this supplemental lettering may be in smaller lettering, composed of 3" UCLC letters. For roads functionally classified as local with speed limits of 25 MPH or less, the lettering may be 4" UCLC letters.

A pictograph may be used on a D3-1 sign. If a pictograph is used, the height and width of the pictograph shall not exceed the upper-case letter height of the principal legend of the sign.

The street name sign should be reflectorized or illuminated and should have a white legend on a green background, white legend on a brown background, white legend on a blue background, or black legend on a white background. Borders are not required. The same background color for D3-1 signs should be applied to all signs on roadways under the jurisdiction of a particular highway agency.



DIMENSIONS - IN					
SIGN SIZE A x B	C	D	E	F	G
VAR. x 6"	4*	1	3*	2	1
VAR. x 9"	6*	1.5	4.5*	3	1.4
VAR. x 12"	8*	2	6*	4	2

\* CHOOSE UPPER / LOWER CASE  
CLEARVIEWHWY FONT FOR BEST FIT

NOTE:  
WHEN DESCENDING LOWER-CASE LEGEND  
(e.g., g, j, p, q AND y) CANNOT BE ACCOMMODATED  
ON A STANDARD SIZE SIGN BLANK; THE HEIGHT  
OF THE BLANK SHOULD BE INCREASED TO  
ACCOMMODATE THESE LETTERS.

COLOR:

LEGEND:

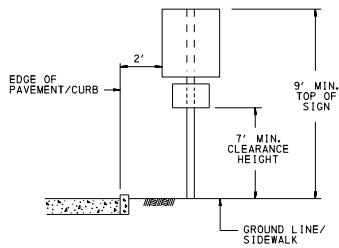
WHITE (REFLECTORIZED)

BACKGROUND:

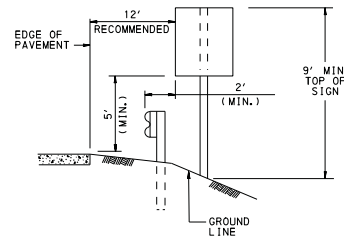
GREEN (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

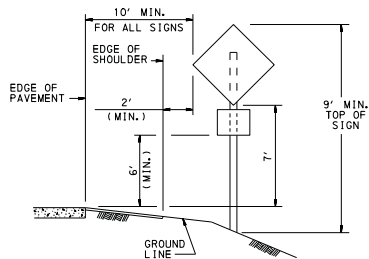
By : *John C. Rowe* Date : 11-07-13  
Chief, Traffic Engineering and Permits Section  
Bureau of Maintenance and Operations



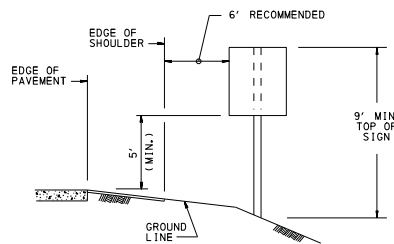
**BUSINESS OR RESIDENTIAL AREA**



**RURAL AREA  
CONVENTIONAL HIGHWAY (NO SHOULDER)**



**FREEWAY / EXPRESSWAYS**



**RURAL AREA  
CONVENTIONAL HIGHWAY (WITH SHOULDER)**

**NOTES:**

**SIGN CLEARANCE HEIGHT**

- CLEARANCE HEIGHT SHALL BE MEASURED FROM THE BOTTOM OF THE SIGN TO A LEVEL LINE PROJECTED FROM THE NEAR EDGE OF ROADWAY. THIS MAY RESULT IN A SIGN HEIGHT GREATER THAN THE MINIMUM HEIGHT REQUIRED WHEN MEASURED FROM THE GROUND LEVEL TO THE BOTTOM OF THE SIGN. IN BUSINESS AND URBAN AREAS THE CLEARANCE HEIGHT SHALL ALSO BE MEASURED FROM THE BOTTOM OF THE SIGN TO THE GROUND LEVEL OR SIDEWALK AREA TO REDUCE THE POSSIBILITY OF PEDESTRIANS COLLIDING WITH THE SIGN.

**LATERAL SIGN CLEARANCE**

- SIGNS SHOULD BE PLACED AS FAR AS PRACTICAL FROM THE EDGE OF THE ROADWAY TO REDUCE THE POSSIBILITY OF VEHICLES HITTING THE SIGNS. WHEN GUIDE RAIL IS PRESENT, SIGNS WILL BE PLACED BEHIND THE GUIDERAIL.
- ROUTE MARKER SIGNS WITH AUXILIARY SIGNS (NORTH, SOUTH, ETC.) SHALL BE CONSIDERED A SINGLE SIGN ASSEMBLY. THE CLEARANCE HEIGHT IS MEASURED FROM THE BOTTOM OF THE LOWEST AUXILIARY SIGN TO A LEVEL LINE PROJECTED FROM THE NEAR EDGE OF ROADWAY.
- BUSINESS OR URBAN AREAS
  - IN BUSINESS, COMMERCIAL OR RESIDENTIAL DISTRICTS, OR WHERE PARKING AND/OR PEDESTRIAN MOVEMENTS ARE LIKELY, OR WHERE THE SIGN MAY BLOCK VISIBILITY, THE BOTTOM OF ALL SIGNS (INCLUDING AUXILIARY SIGNS) SHALL BE A MINIMUM OF 7' ABOVE GROUND AND THE NEAR PAVEMENT EDGE.
  - LATERAL CLEARANCE RECOMMENDED IS 2' BEHIND CURB. IF SIDEWALK WIDTH IS LIMITED, OR WHEN EXISTING UTILITY POLES ARE CLOSE TO THE CURB A 1' CLEARANCE IS PERMISSIBLE. SIGNS SUPPORTS SHOULD NOT PROTRUDE INTO SIDEWALK AREA.
- RURAL AREAS
  - CONVENTIONAL HIGHWAYS. ALTHOUGH 7' MINIMUM SIGN HEIGHT CLEARANCE IS RECOMMENDED, IN RURAL DISTRICTS WHERE THE CONDITIONS LISTED IN NOTE 4A ARE NOT LIKELY, SIGNS MAY BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5'. IF A SUPPLEMENTAL SIGN IS INSTALLED BELOW THE MAIN SIGN, THE CLEARANCE HEIGHT OF THE SUPPLEMENTAL SIGN MAY BE 4'.  
  
WHEN GUIDERAIL OR CONCRETE BARRIERS ARE PRESENT A 2' LATERAL CLEARANCE IS RECOMMENDED.  
  
WHEN SHOULDERS ARE NOT PRESENT IT IS RECOMMENDED THAT SIGNS BE PLACED 12' FROM THE EDGE OF ROADWAY. WHERE SHOULDERS ARE PRESENT A 6' LATERAL CLEARANCE IS RECOMMENDED.
  - FREEWAY AND EXPRESSWAYS. DIRECTIONAL SIGNS SHALL BEHAVE A MINIMUM CLEARANCE HEIGHT OF 7'. HOWEVER, IF A SUPPLEMENTAL SIGN IS INSTALLED BELOW THE MAIN SIGN, THE SUPPLEMENTAL SIGN MAY HAVE A CLEARANCE HEIGHT OF 6', PROVIDED THAT A 7' CLEARANCE HEIGHT IS MAINTAINED FOR THE MAIN SIGN.  
  
ALL ROUTE MARKER, REGULATORY, AND WARNING SIGN ASSEMBLIES SHALL MAINTAIN A 6' CLEARANCE HEIGHT TO THE BOTTOM OF THE SIGN ASSEMBLY (INCLUDING AUXILIARY SIGNS).  
  
2' MINIMUM LATERAL CLEARANCE IS REQUIRED BEHIND UNMOUNTABLE CURB OR ROADWAY SHOULDER.  
  
10' MINIMUM LATERAL CLEARANCE FROM THE EDGE OF THE NEAREST TRAVEL LANE IS RECOMMENDED.

- ON CONVENTIONAL ROADS A 2-FOOT LATERAL OFFSET IS PERMITTED WHEN IT IS IMPRACTICAL TO LOCATE THE SIGN WITH THE PRESCRIBED OFFSET.
- A LATERAL OFFSET OF 1 FOOT FROM THE FACE OF THE CURB MAY BE USED IN BUSINESS, COMMERCIAL OR RESIDENTIAL AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.
- OVERHEAD SIGN SUPPORTS AND POST-MOUNTED SIGN AND OBJECT MARKERS SUPPORTS SHOULD NOT INTRUDE INTO THE USABLE WIDTH OF A SIDEWALK OR OTHER PEDESTRIAN FACILITY.

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

**POST-MOUNTED SIGNS,  
TYPE B**

**SIGN LOCATION/INSTALLATION  
DETAILS**

RECOMMENDED JUN. 13, 2013 <i>John C. Rowe</i> CHIEF, TRAFFIC ENGINEERING AND PERMITS SECTION	RECOMMENDED JUN. 13, 2013 <i>Stephen J. Thomas</i> CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	SHT. 9 OF 9 TC-8702B
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