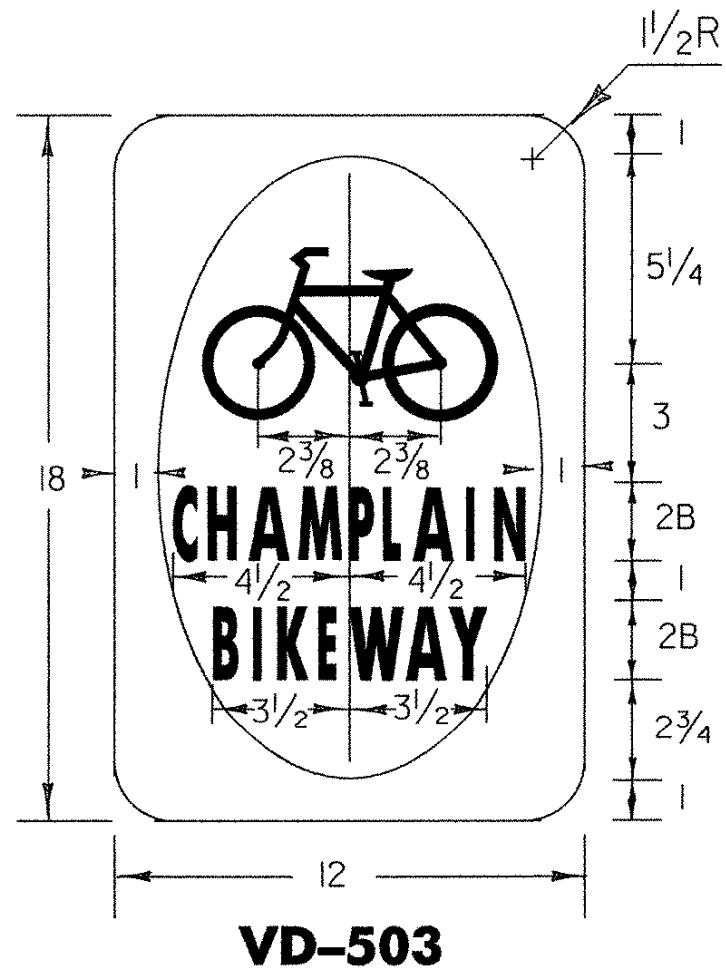


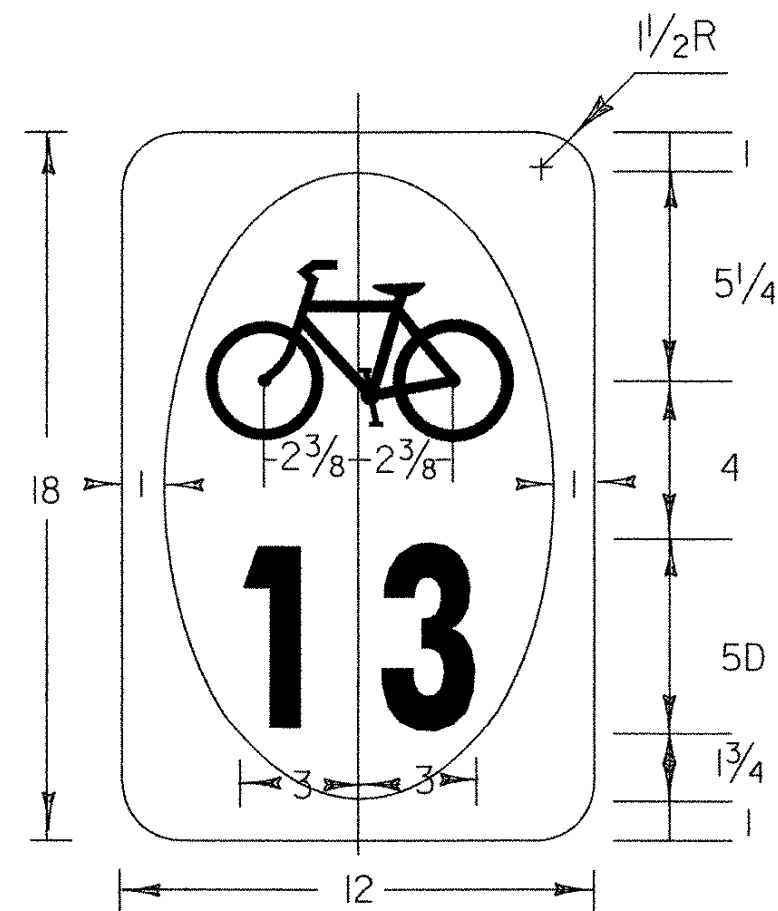
*** REDUCE LETTER SPACING 50%
D4-3**

COLORS: BACKGROUND - WHITE (REFL)
TEXT, BORDER AND SYMBOLS - GREEN (REFL)

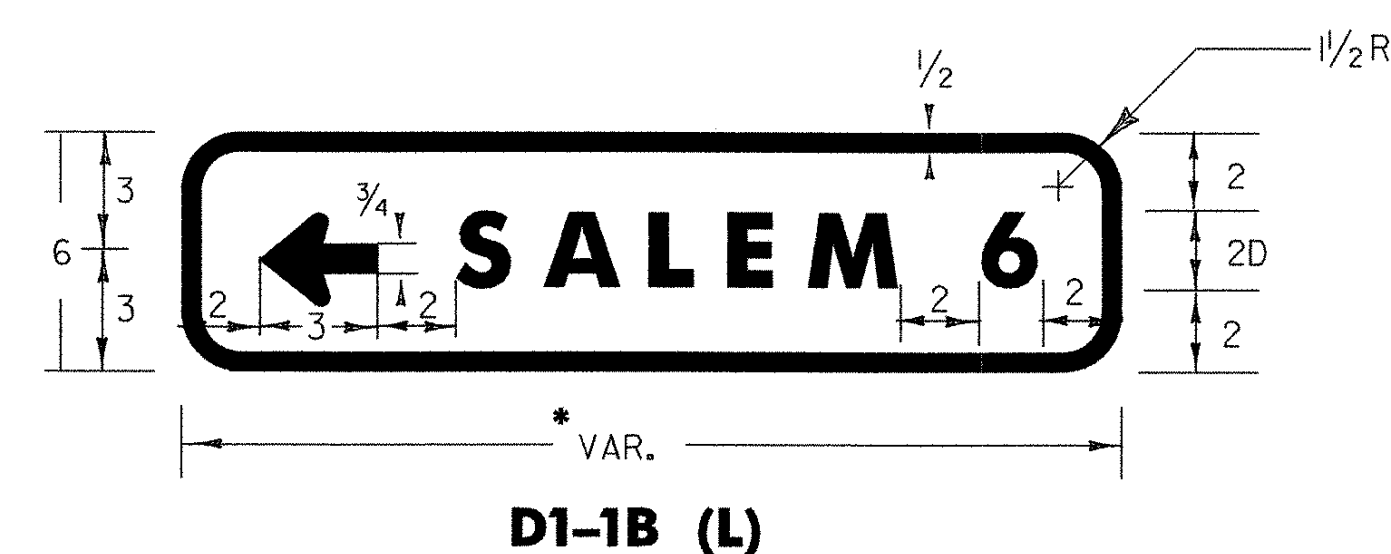


VD-503

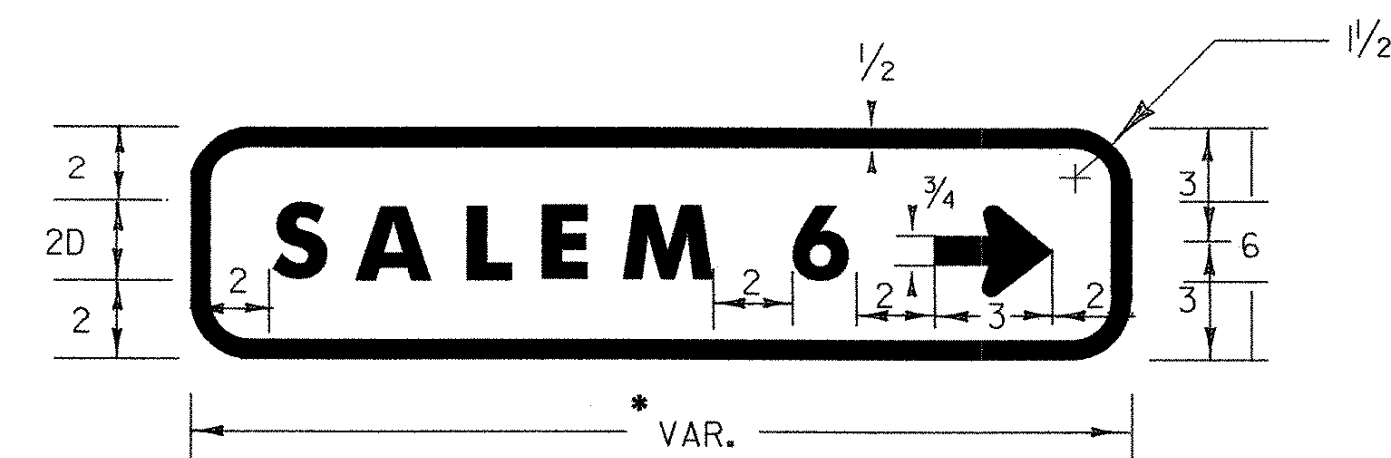
COLORS:
LEGEND AND SYMBOL - WHITE (REFL)
INNER BACKGROUND - GREEN (REFL)
OUTER BACKGROUND - WHITE (REFL)



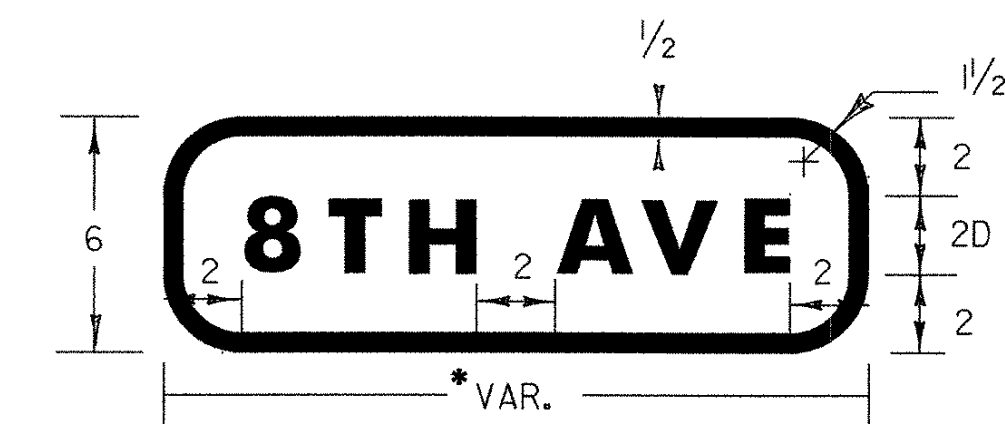
COLORS: **M1-8**
LEGEND AND SYMBOL - WHITE (REFL)
INNER BACKGROUND - GREEN (REFL)
OUTER BACKGROUND - WHITE (REFL)



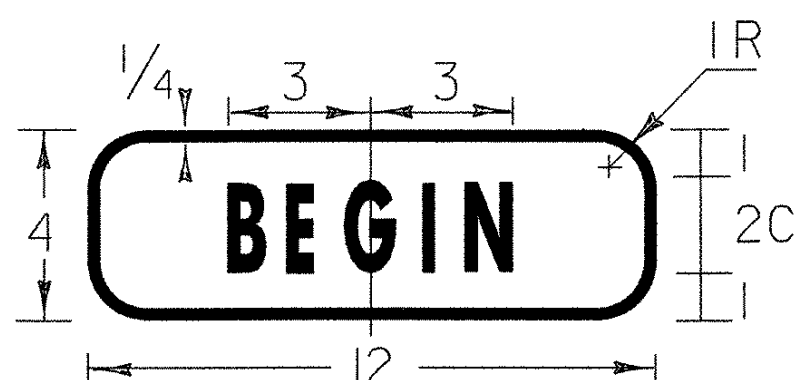
D1-1B (L)



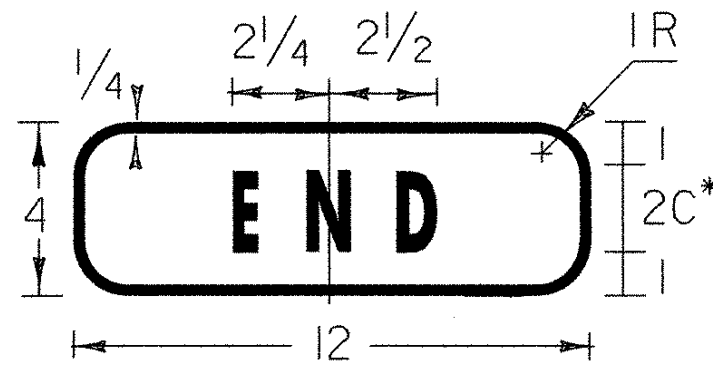
D1-1B (R)



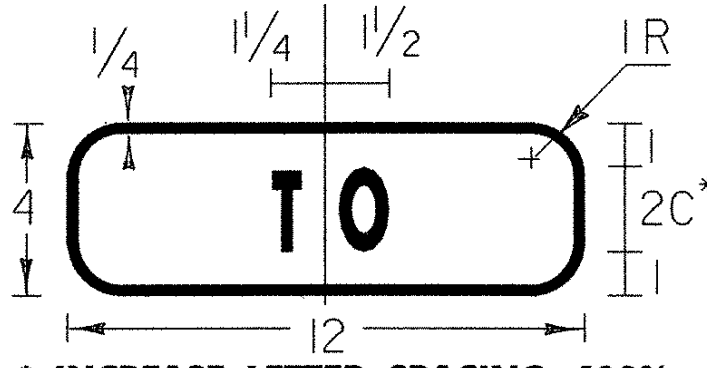
**D1-1C
* 24 INCH MAX.**



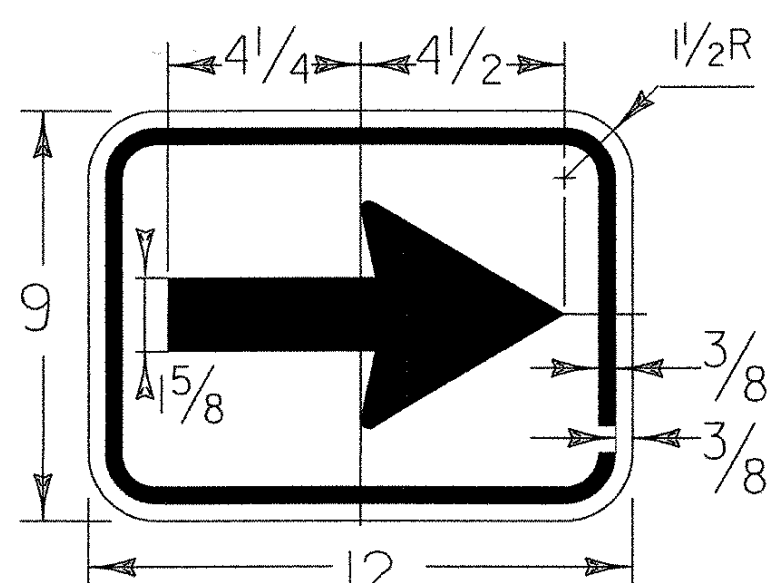
M4-11



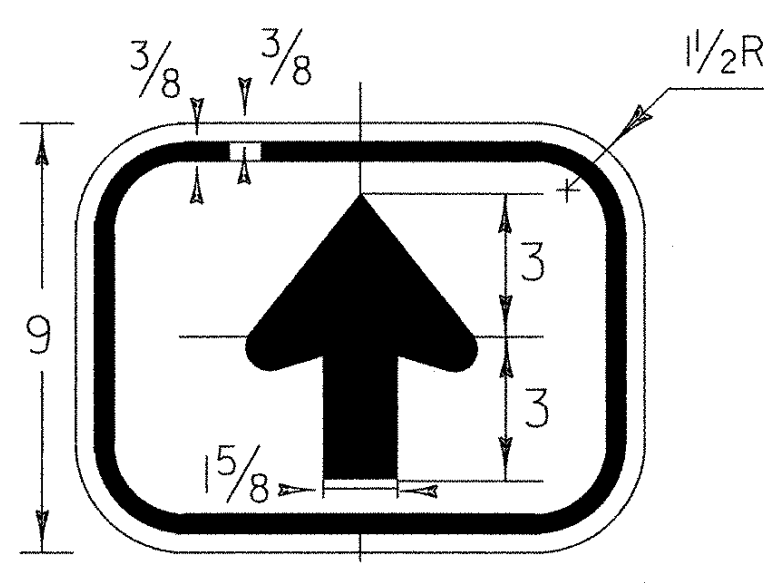
*** INCREASE LETTER SPACING 100%
M4-12**



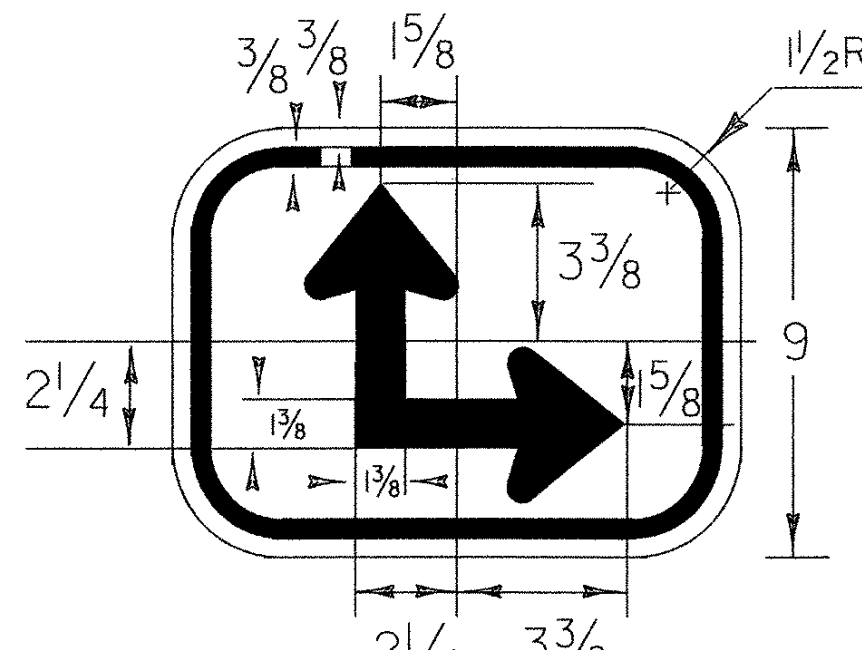
*** INCREASE LETTER SPACING 100%
M4-13**



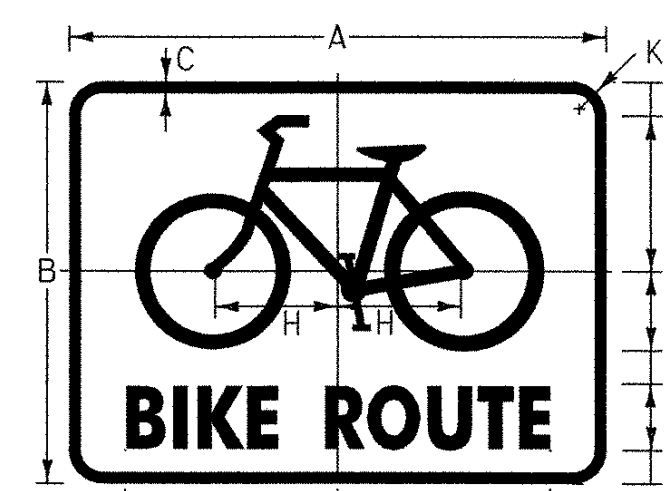
M7-1



M7-2

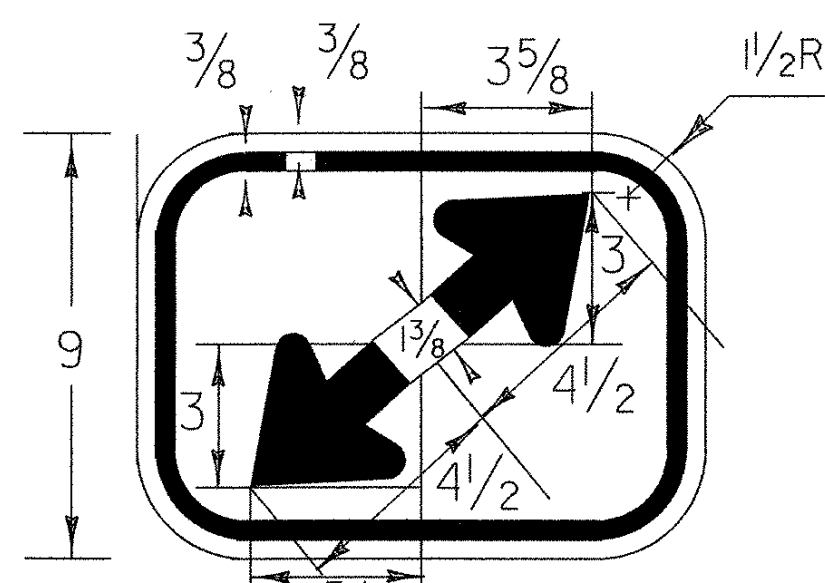


M7-6

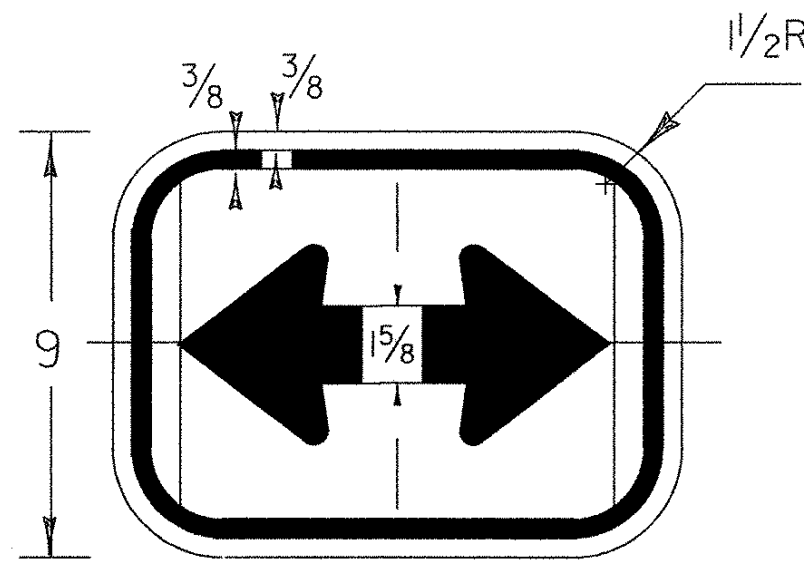


D11-1

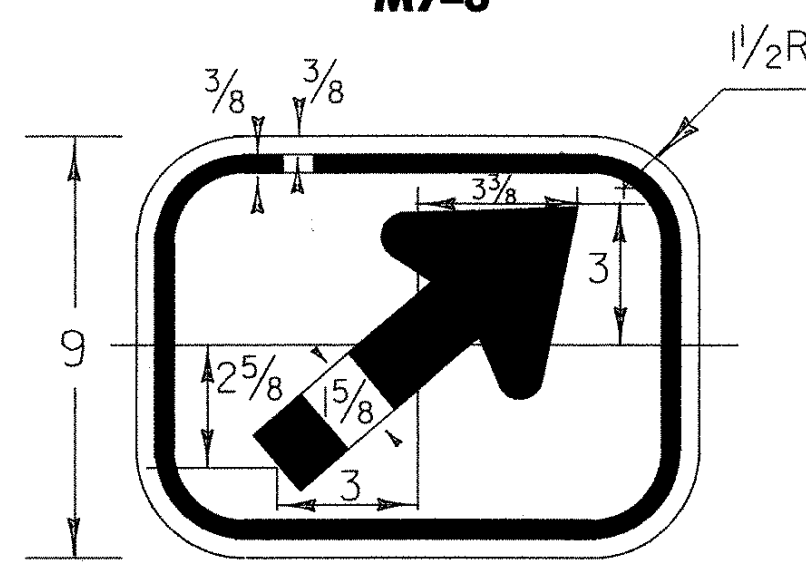
SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	J	K
MIN & STD	24	18	1/2	1/2	7	3/2	3C	5/2	9/2	1/2



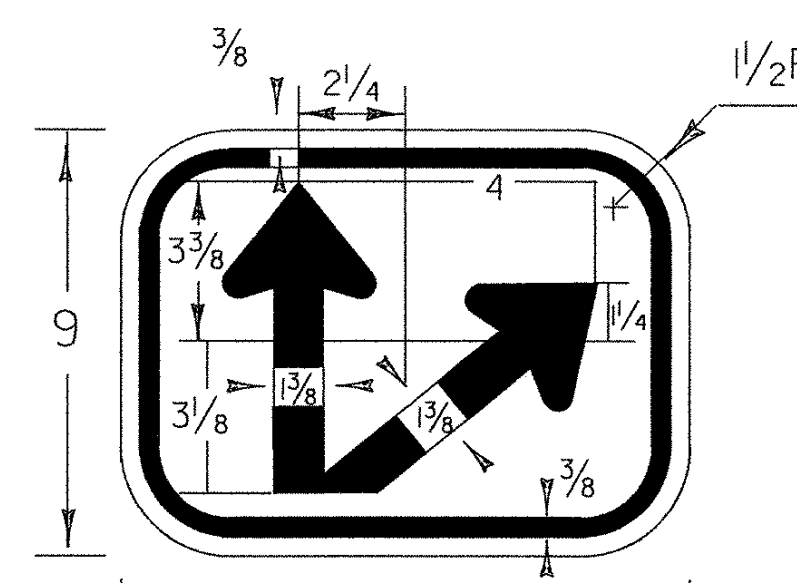
M7-3



M7-5



M7-4



M7-7

GENERAL

SEE STANDARD E-144 FOR ARROWHEAD DETAILS. SEE FHWA STANDARD HIGHWAY SIGN BOOK FOR BIKE DETAIL. SUPPLEMENTAL PLAQUES SHALL BE USED ONLY IN COMBINATION WITH GUIDE SIGNS. THEY SHALL NOT BE MOUNTED ALONE OR DISPLAYED ALONE. IF USED, A SUPPLEMENTAL PLAQUE SHALL BE INSTALLED ON THE SAME POST(S) AS THE GUIDE SIGN.

COLORS

THE SIGNS SHOWN ON THIS SHEET SHALL HAVE REFLECTORIZED WHITE TEXT, SYMBOLS AND BORDER ON A REFLECTORIZED GREEN BACKGROUND UNLESS OTHERWISE NOTED. THE COLORS SHALL CONFORM WITH THE COLORS ADOPTED BY AASHTO AND APPROVED BY THE FHWA.

MATERIALS

THE SIGN BASE MATERIALS USED FOR GUIDE SIGNS SHOWN ON THIS SHEET MAY BE ANY OF THE FOLLOWING MINIMUM THICKNESSES NOTED:

	12 X 4	24 X 6
FLAT SHEET ALUMINUM	0.060"	0.080"
HIGH DENSITY OVERLAID PLYWOOD	1/2"	1/2"

THE REFLECTIVE MATERIAL SHALL BE ASTM TYPE III GREEN OR WHITE REFLECTIVE SHEETING APPLIED TO THE ENTIRE BACKGROUND OF THE SIGN. THE TEXT AND BORDER MAY BE LETTERING FILM OR SILK SCREENED.

SPECIFICATIONS

GUIDE SIGNS SHALL MEET THE VERMONT STANDARD SPECIFICATIONS FOR TRAFFIC SIGNS AS DESCRIBED IN THE VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

TEXT DESIGN

LETTERS, DIGITS, ARROWS, SPACING AND TEXT DIMENSIONS SHALL CONFORM TO THE LATEST VERSION OF FHWA'S 'STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS'. DETAILS SHALL CONFORM WITH THOSE DESCRIBED IN THE PUBLICATION 'STANDARD HIGHWAY SIGNS' AS SPECIFIED IN THE MUTCD.

ALL DIMENSIONS ARE IN INCHES EXCEPT WHERE NOTED

OTHER STDS. REQUIRED: E-144

REVISIONS AND CORRECTIONS
MAY 30, 2003 - DATE OF ORIGINAL ISSUE

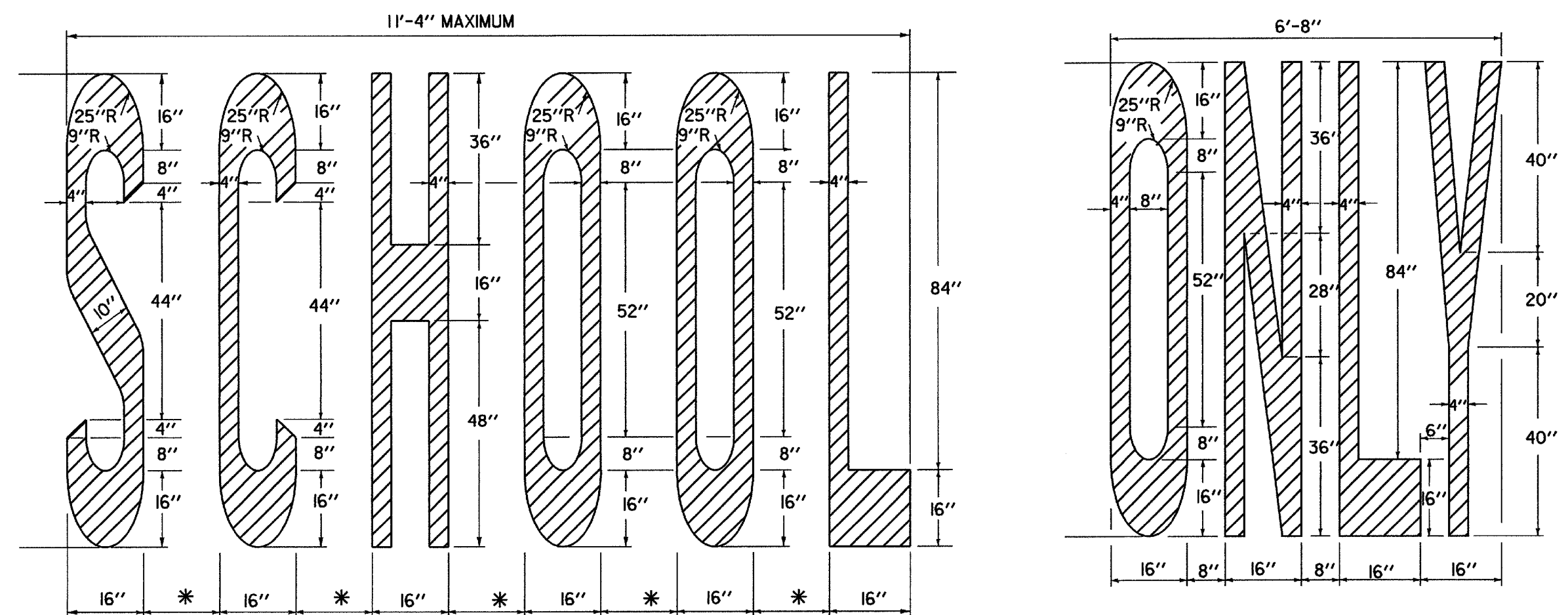
APPROVED

[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT
[Signature]
TRAFFIC OPERATIONS ENGINEER
[Signature]
FEDERAL HIGHWAY ADMINISTRATION

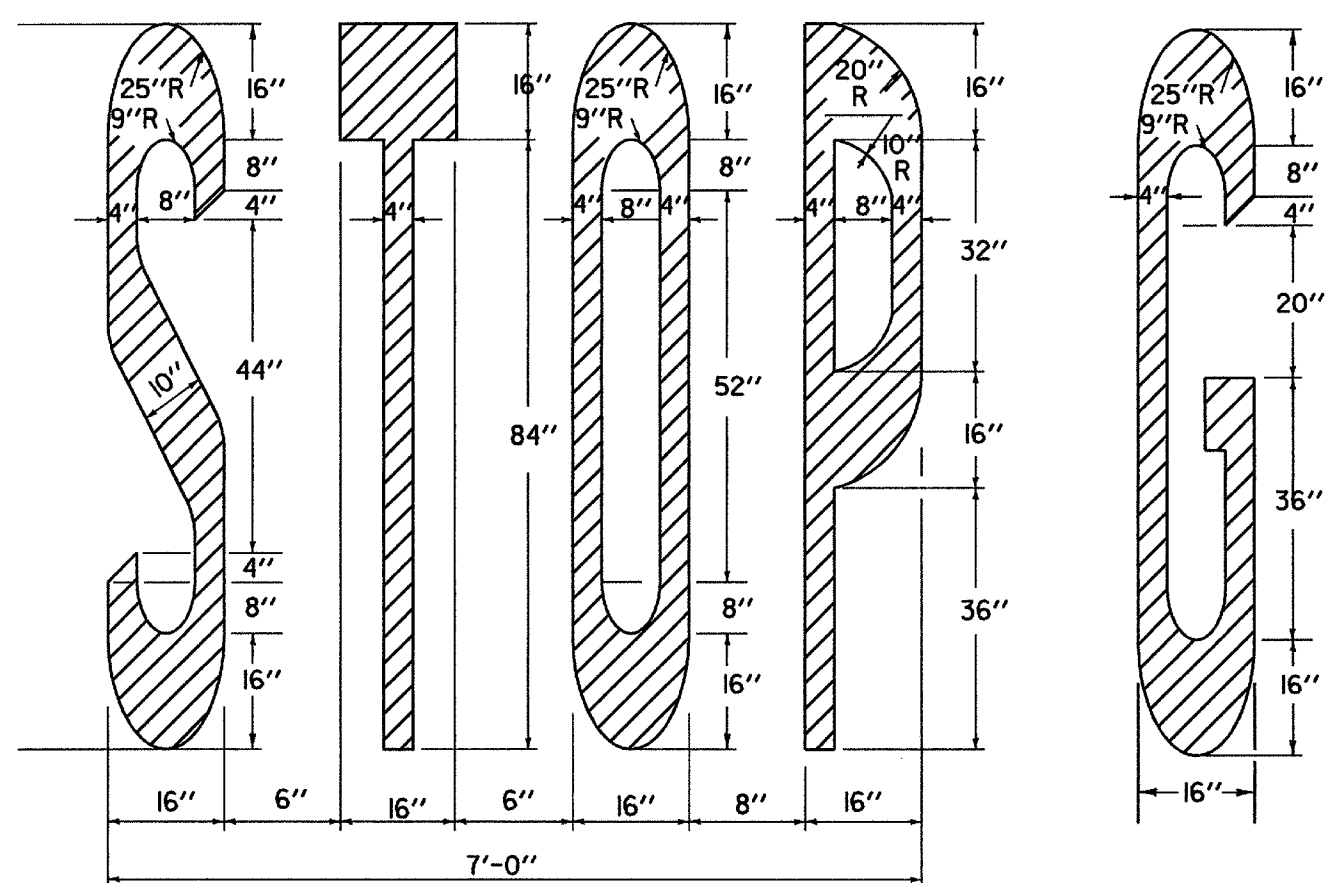
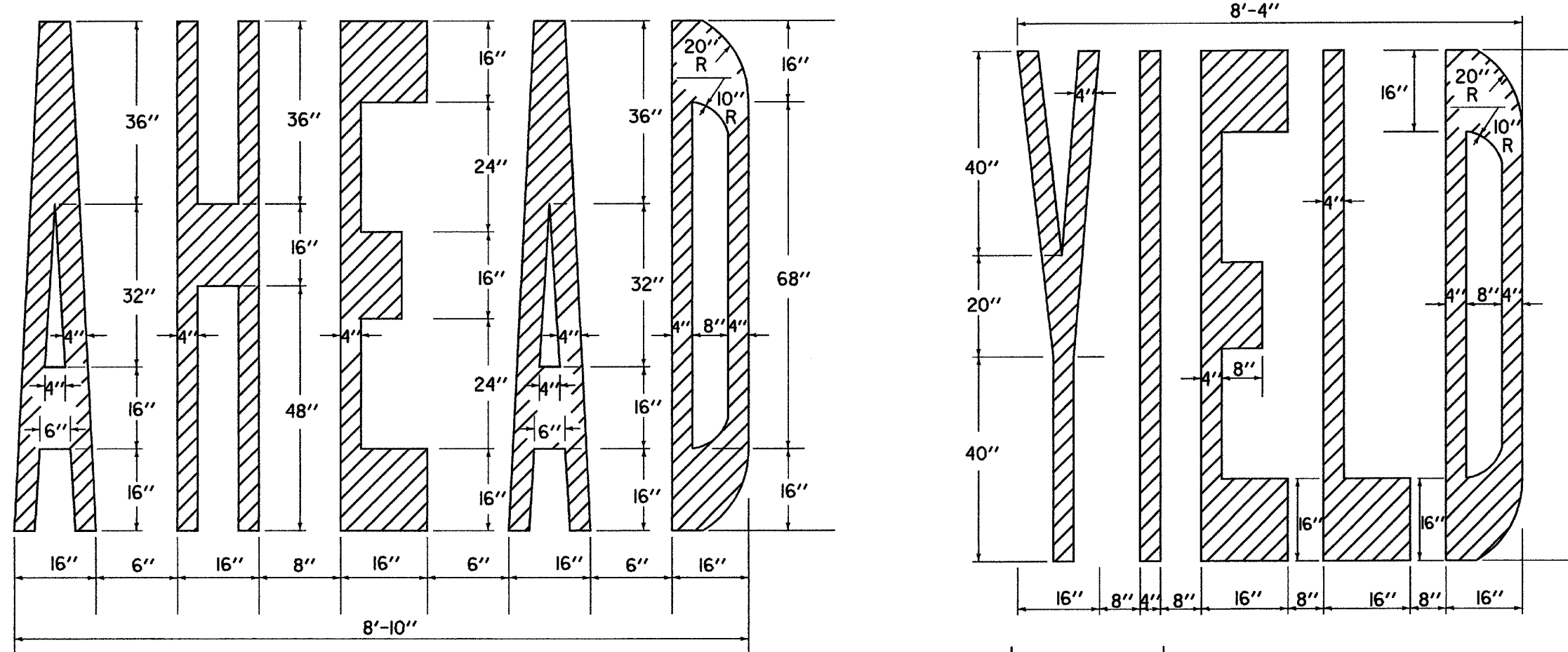
BICYCLE GUIDE SIGN
DETAILS



STANDARD
E-131B



* (4'-8'') - ADJUST TO AVAILABLE PAVEMENT WIDTH



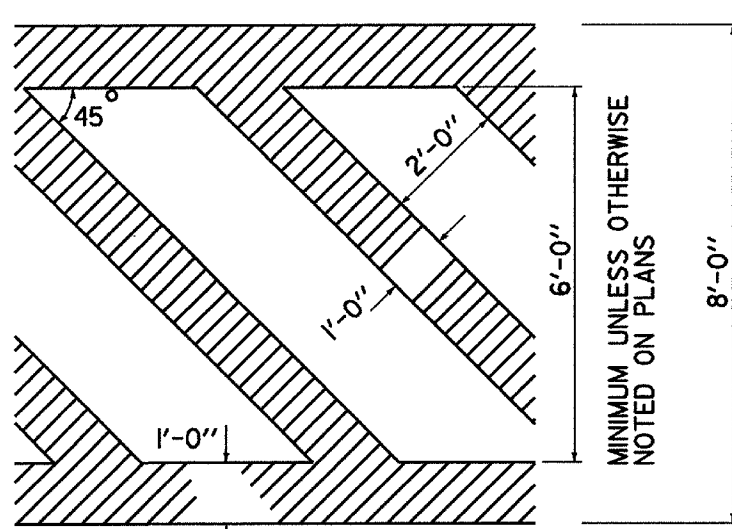
LETTER IN WORD MARKING AND CROSSWALK DETAILS

THE LETTER "G" PERTAINS TO THE WORD "SIGNAL" FOR OTHER LETTERS, SEE ABOVE.

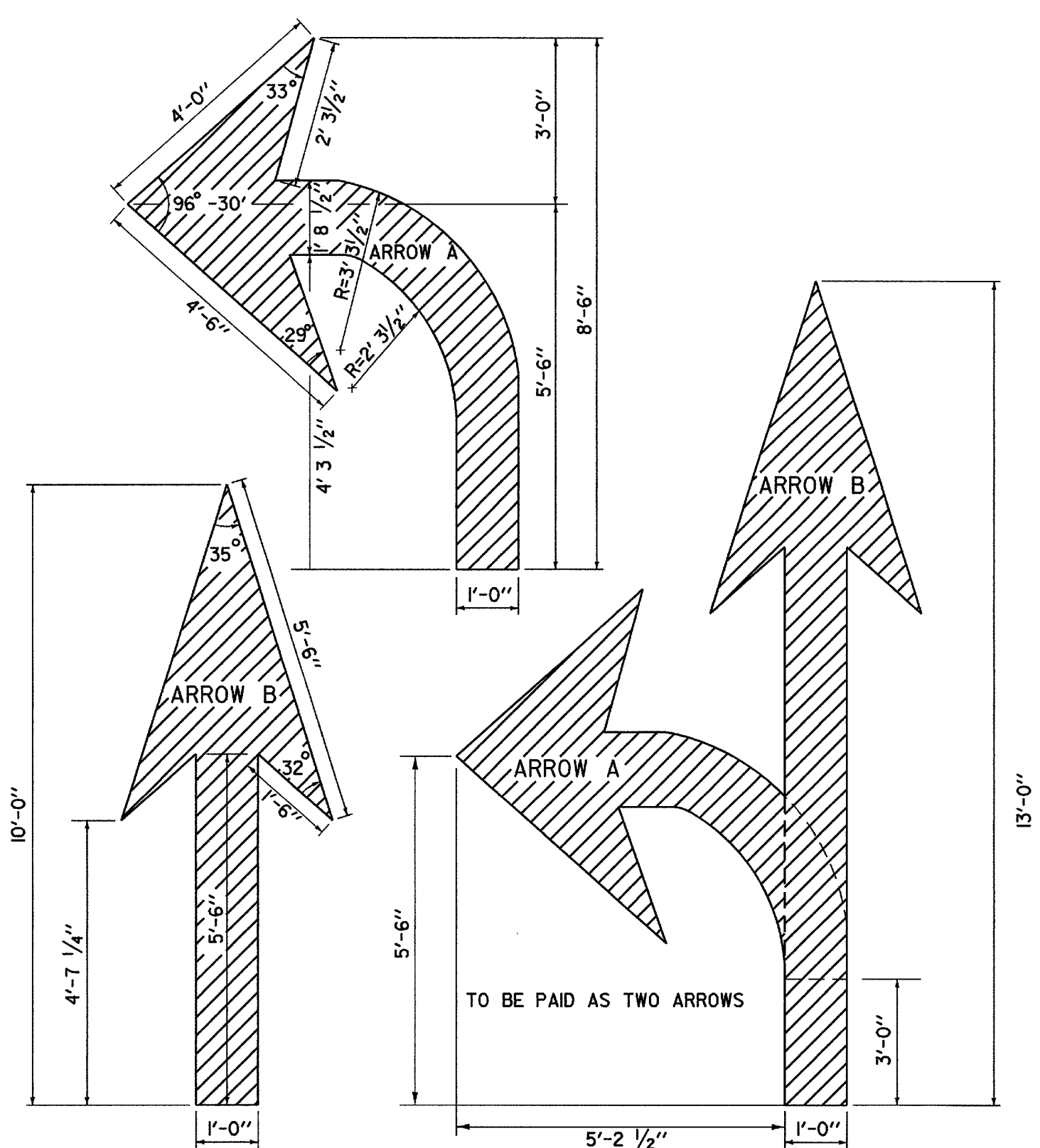
SIGNAL
6" LETTER SPACING

LETTER HEIGHT

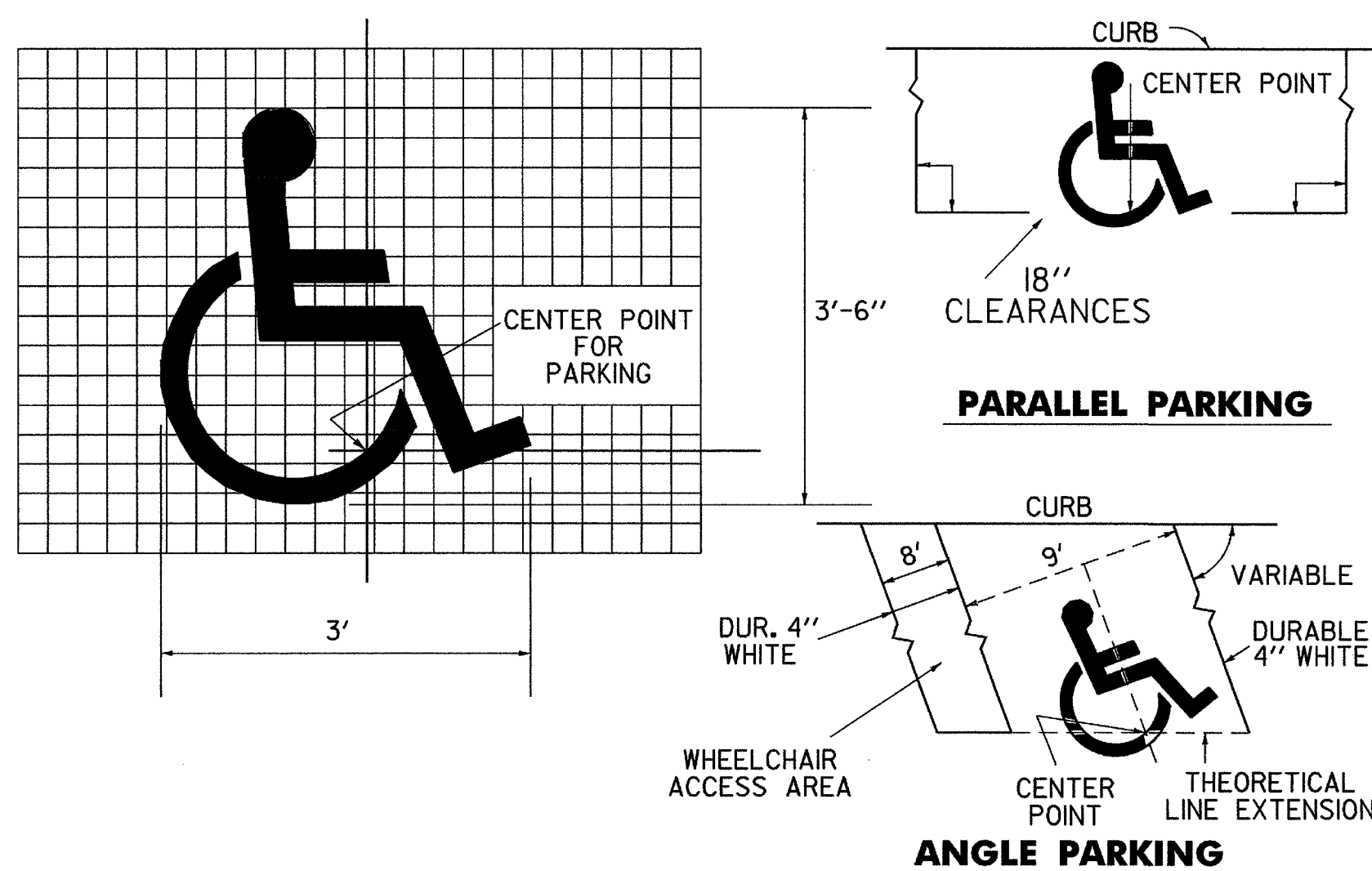
DIMENSIONS ARE FOR 8' - 4" LETTER HEIGHTS. A LESSER HEIGHT OF 8' - 0" IS ACCEPTABLE AS LONG AS THE DIMENSIONS ARE PROPORTIONAL TO THE DETAILS SHOWN. SEE NOTE BELOW.



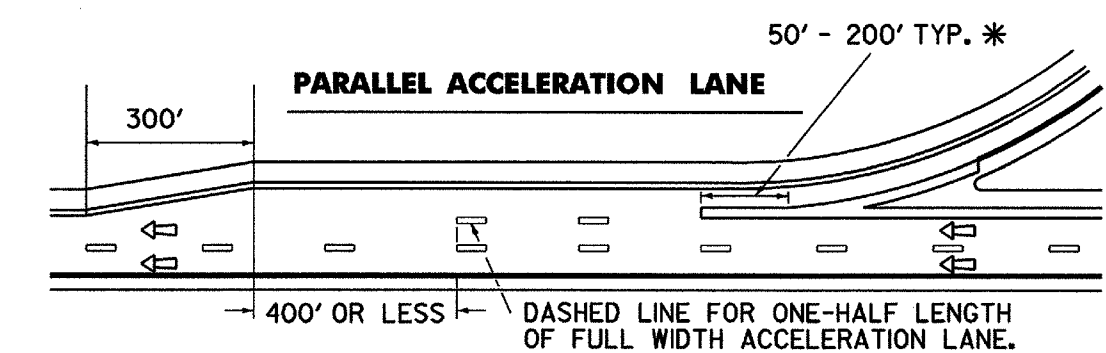
ARROWS AND WORD MARKINGS THAT CONFORM TO THE DIMENSIONS SHOWN ON THIS SHEET OR AS DETAILED IN THE BOOKLET ENTITLED "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION) PREPARED BY THE FEDERAL HIGHWAY ADMINISTRATION WILL BE ACCEPTABLE.



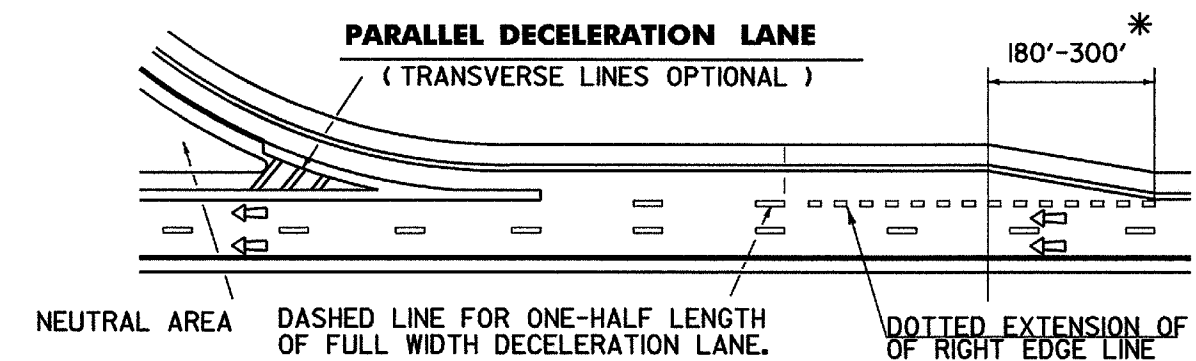
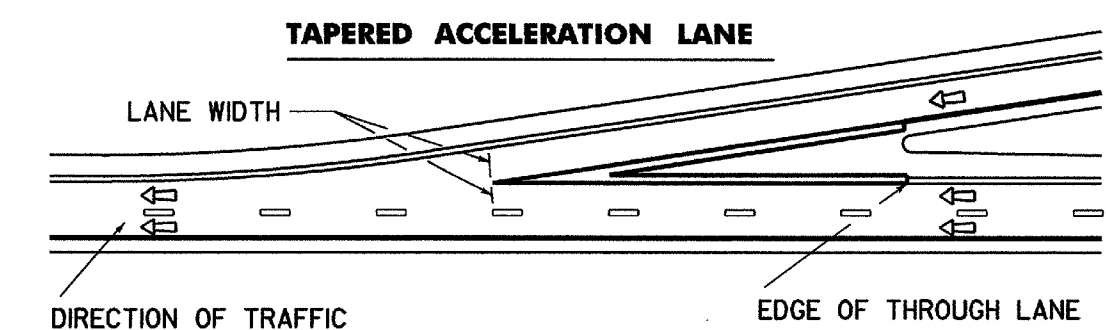
ARROW DETAILS



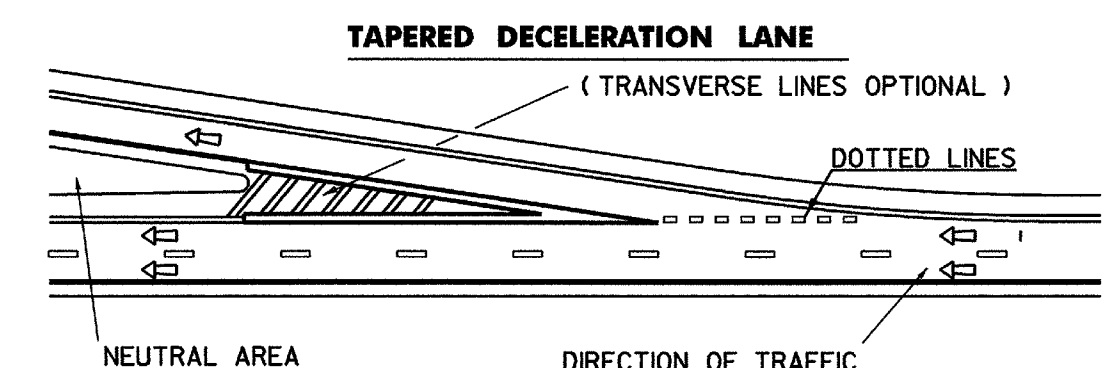
HANDICAPPED PAVEMENT MARKING DETAILS



* USE LONGER LENGTH TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.



* SHORTER TAPERS GIVE A BETTER TARGET VALUE, HOWEVER ALIGNMENT MAY DICTATE A LONGER TAPER. RESIDENT ENGINEER SHALL ESTIMATE LENGTH.

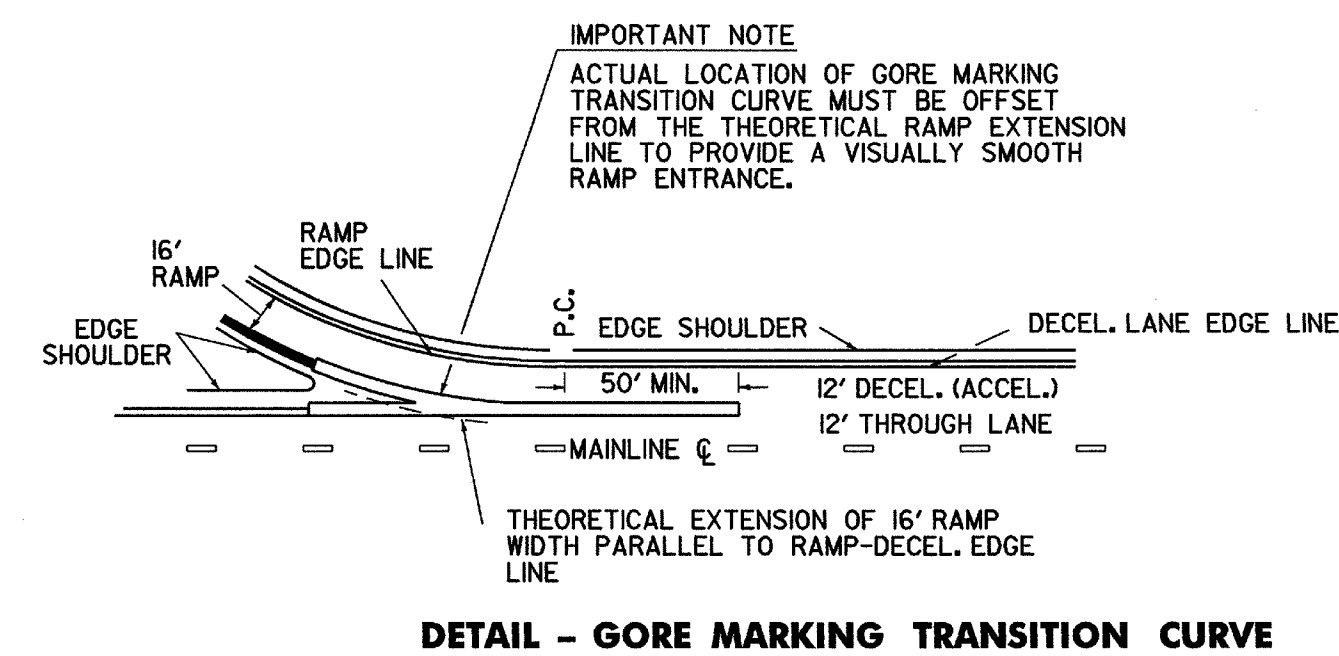


TRANSVERSE LINES SHALL CONSIST OF A WHITE LINE 2 TIMES WIDER THAN THE MAIN LINE MARKING WIDTH SPACED 5'-0" C-C AND SET AT 45° TO MAIN LINE EDGE LINES. THESE MARKINGS SHALL BE USED TO INCREASE VISIBILITY DUE TO DIFFICULT VERTICAL OR HORIZONTAL ALIGNMENT, AS DIRECTED BY THE RESIDENT ENGINEER.

LEGEND

RAMP MARKINGS

- WHITE LINES
- YELLOW LINES
- CHANNELIZATION WHITE LINES
- WHITE DOTTED LINES (2' SOLID - 4' GAP)
- ← DIRECTION OF TRAFFIC FLOW



DETAIL - GORE MARKING TRANSITION CURVE

THIS SHEET IS NOT TO SCALE

OTHER STDS. REQUIRED

REVISIONS AND CORRECTIONS

- SEPT. 10, 1987 - DATE OF ORIGINAL ISSUE
- JAN. 23, 1989 - ADDED DOTTED LINES, "SIGNAL" DIMENSIONS, CLARIFIED LETTER HEIGHT.
- AUG. 18, 1995 - MISC. NOTE CHANGES
- FEB. 1, 1999 - CHANGED NOTES FOR ACCELERATION & DECELERATION LANES

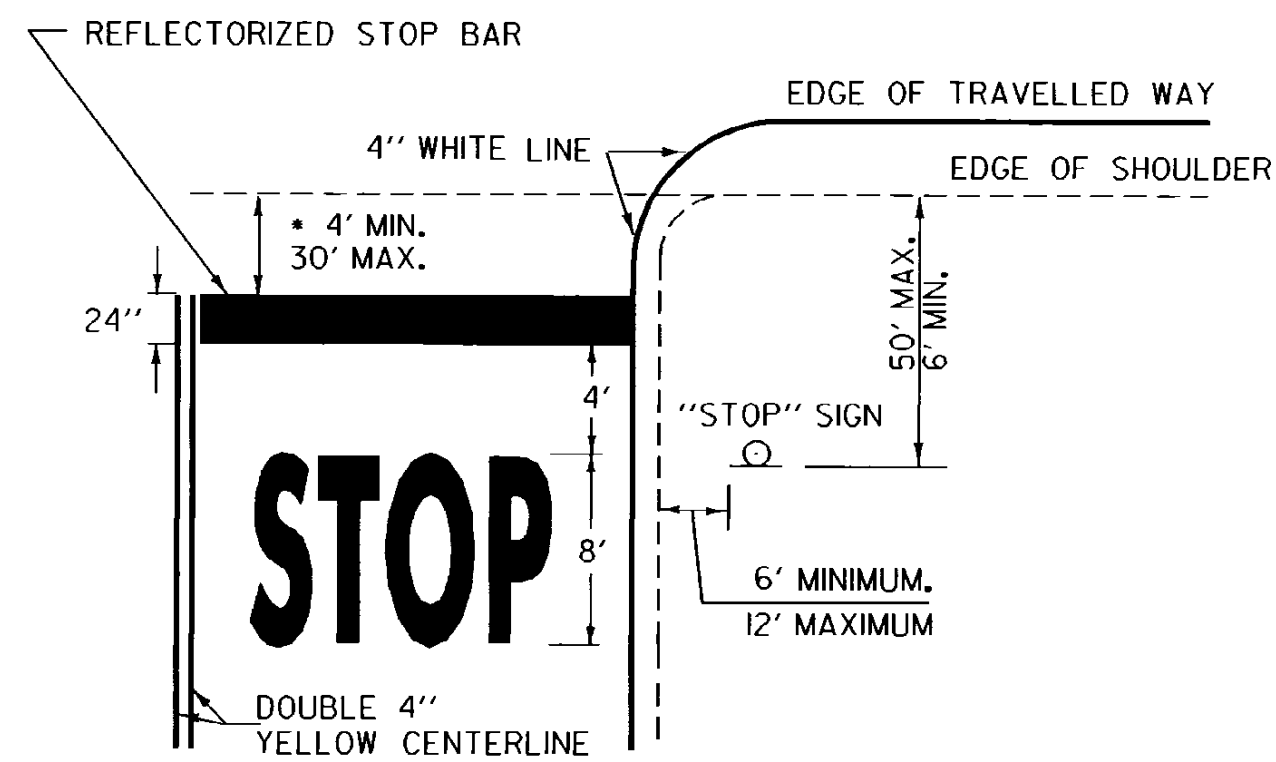
APPROVED

Robert F. Shattuck
DIRECTOR OF PROJECT DEVELOPMENT

**PAVEMENT MARKING
DETAILS**

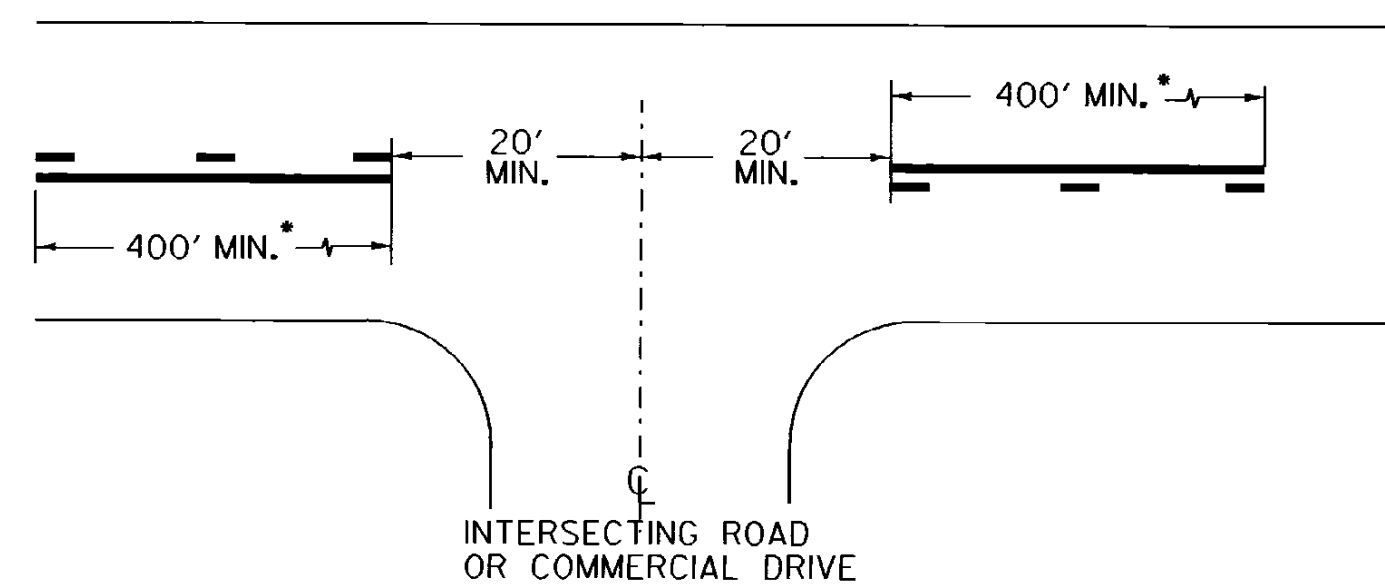


**STANDARD
E-191**



* THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC.

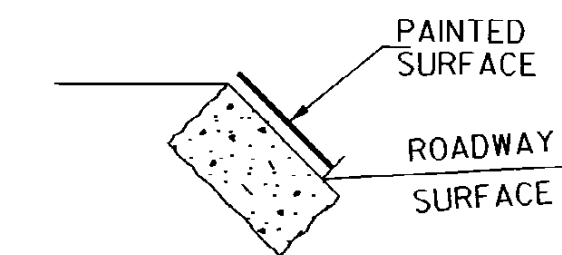
STOP BAR LAYOUT



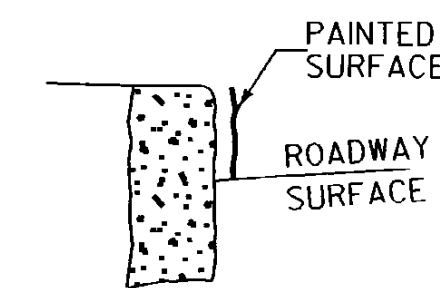
* THE SOLID LINE SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING DIRECTION. ADJUSTMENTS TO THE 40 FOOT CENTERLINE OPENING MAY BE MADE TO ACCOMMODATE SKEWED INTERSECTIONS.

- CENTERLINE BREAKS:
- AT ALL STATE HIGHWAYS AND TOWN HIGHWAYS, INCLUDING CLASS 4 TH'S, THAT HAVE STOP AND LEGAL LOAD LIMIT SIGNS INSTALLED
 - COMMERCIAL DRIVES:
 - WHERE A SEPARATE TURN LANE EXISTS ON THE MAIN LINE (LT. OR RT.)
 - SIGNIFICANT TRAFFIC VOLUMES EXISTS.
 - IF MOTORISTS NEED ASSISTANCE TO DEFINE ENTRANCE POINTS.

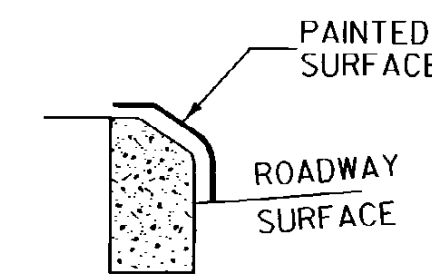
CENTERLINE LAYOUT



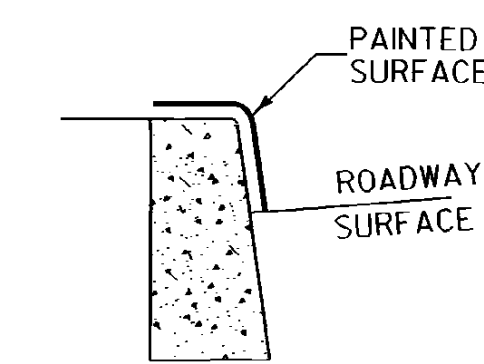
GRANITE SLOPE EDGING



VERTICAL GRANITE CURB

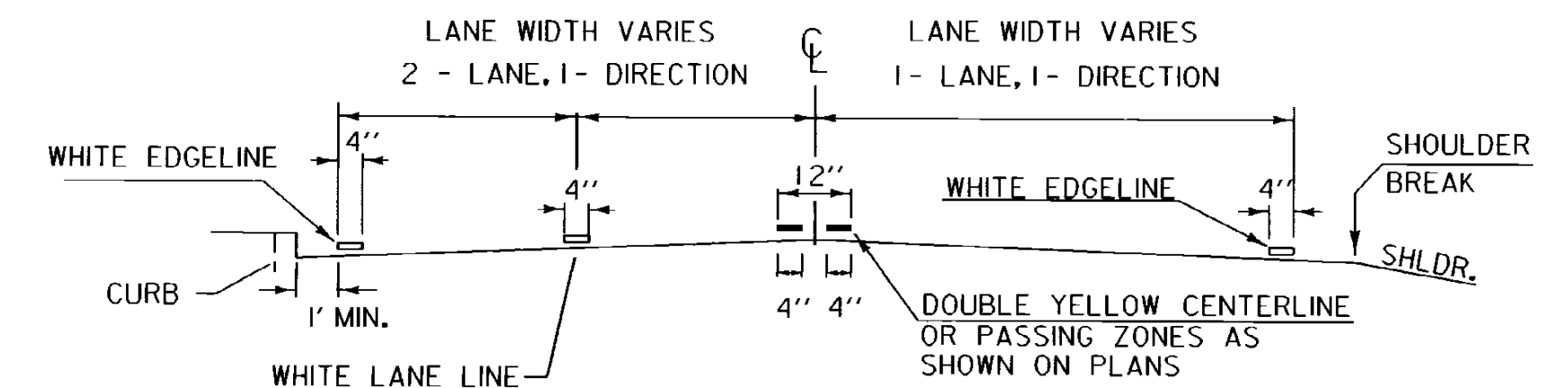


TYPE A (CONCRETE)

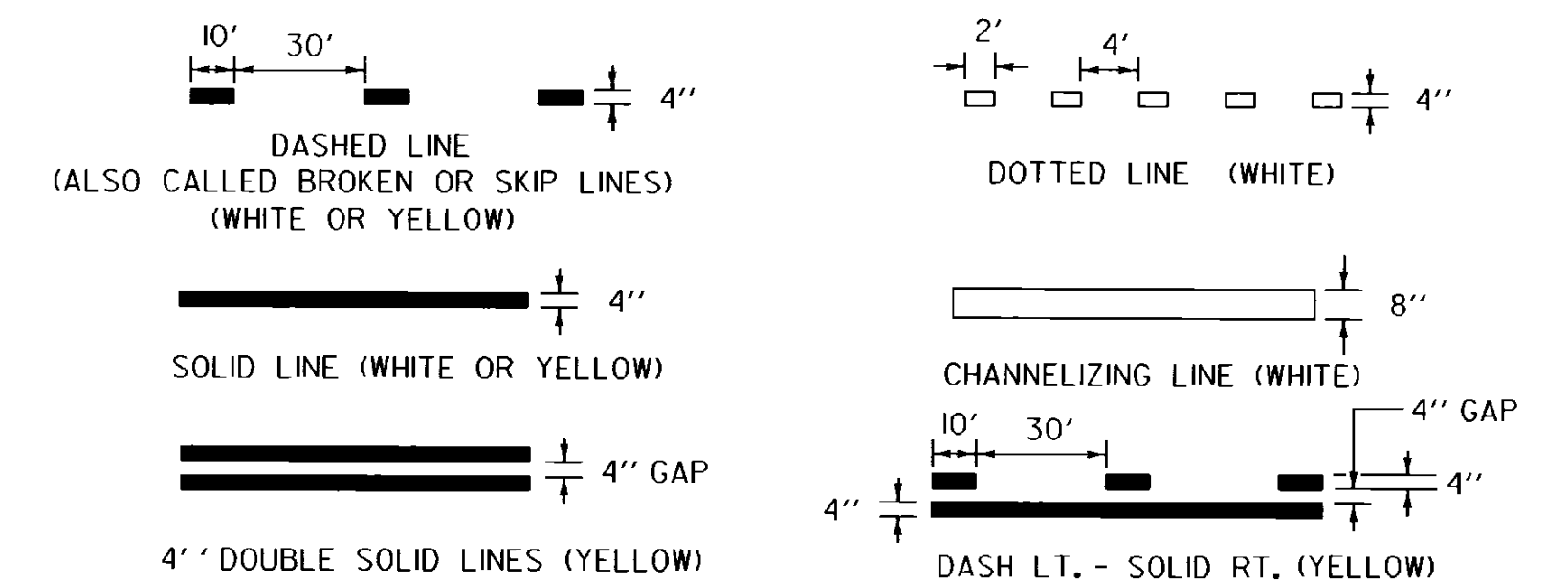


TYPE B (CONCRETE)

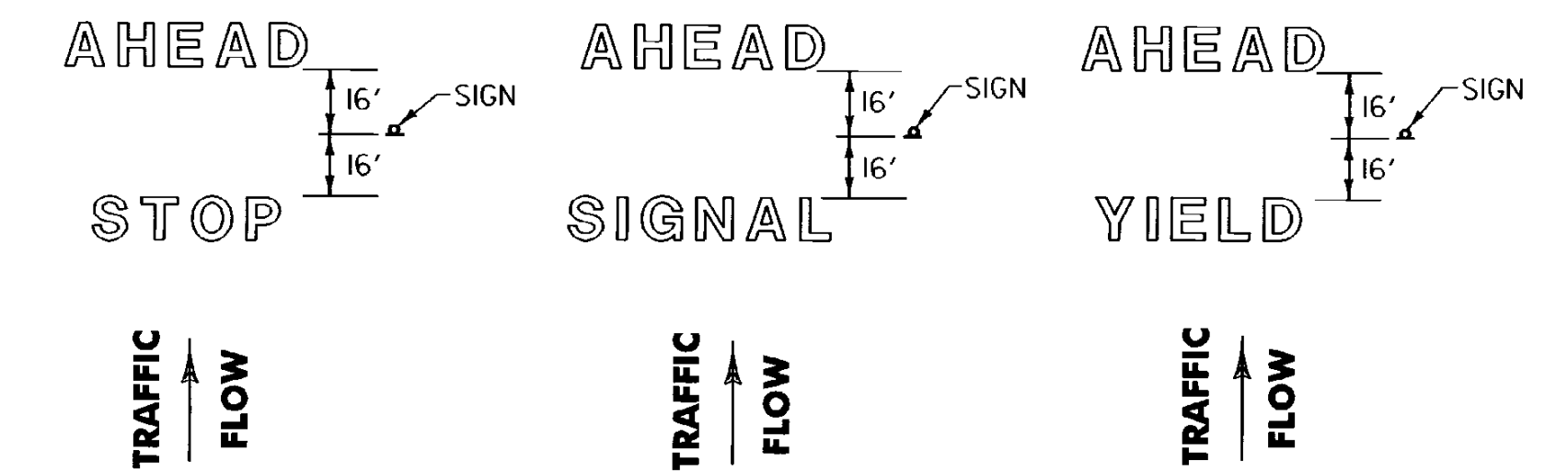
PAINTED CURB



PAVEMENT MARKING PLACEMENT DETAIL

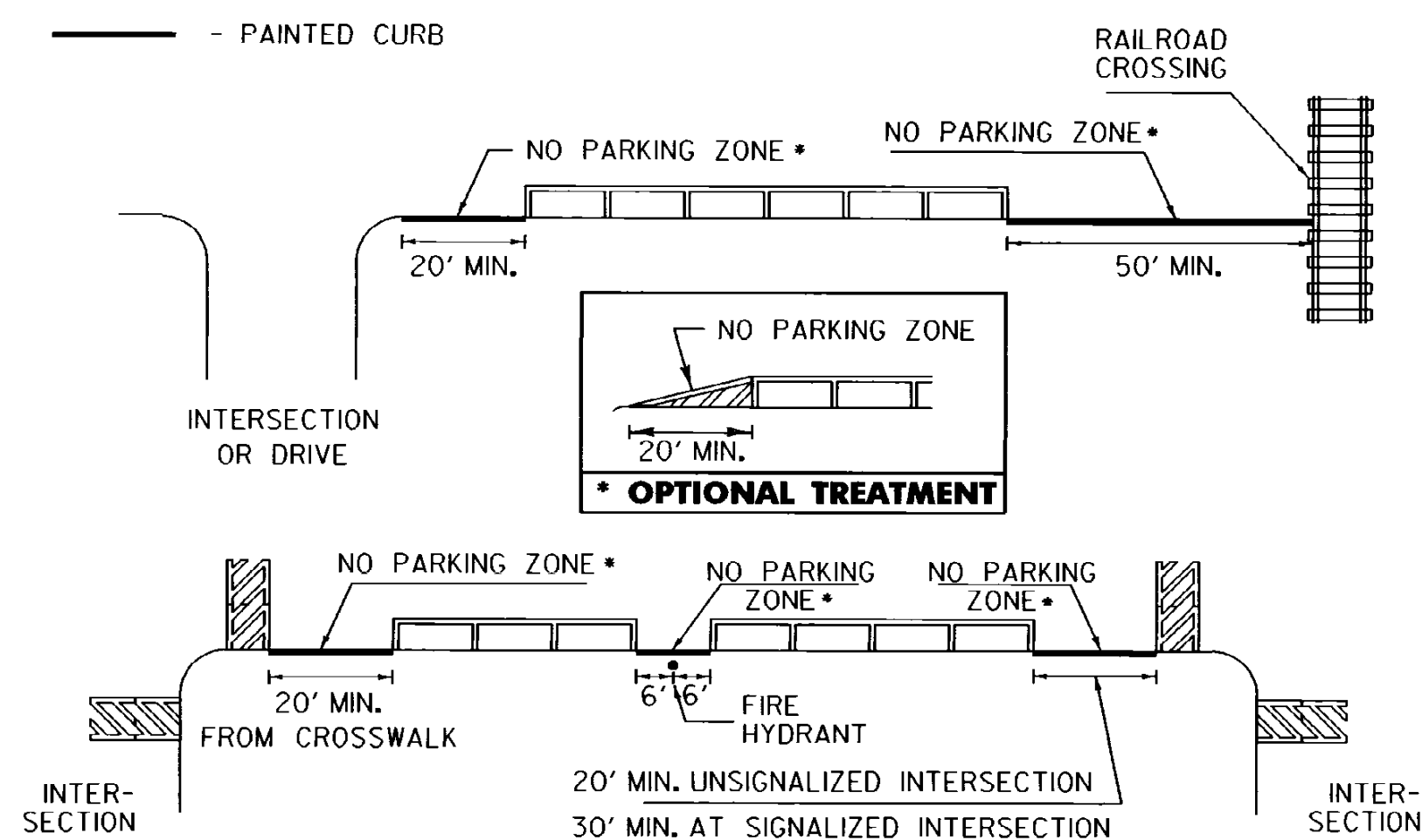


PAVEMENT MARKING LINE DETAILS

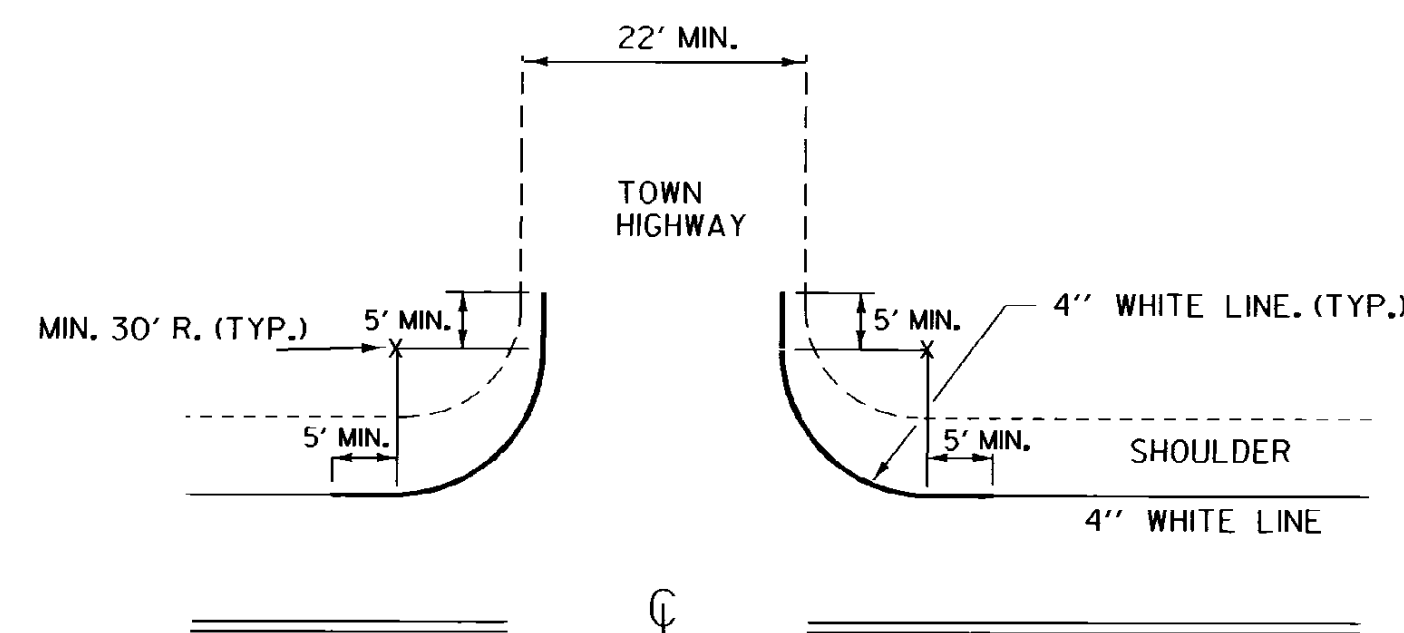


LETTER IN WORD MARKING SPACING DETAIL

NOTE: SINGLE WORDS CENTERED ON SIGN ie: SCHOOL OR YIELD



NO PARKING LAYOUT DETAILS

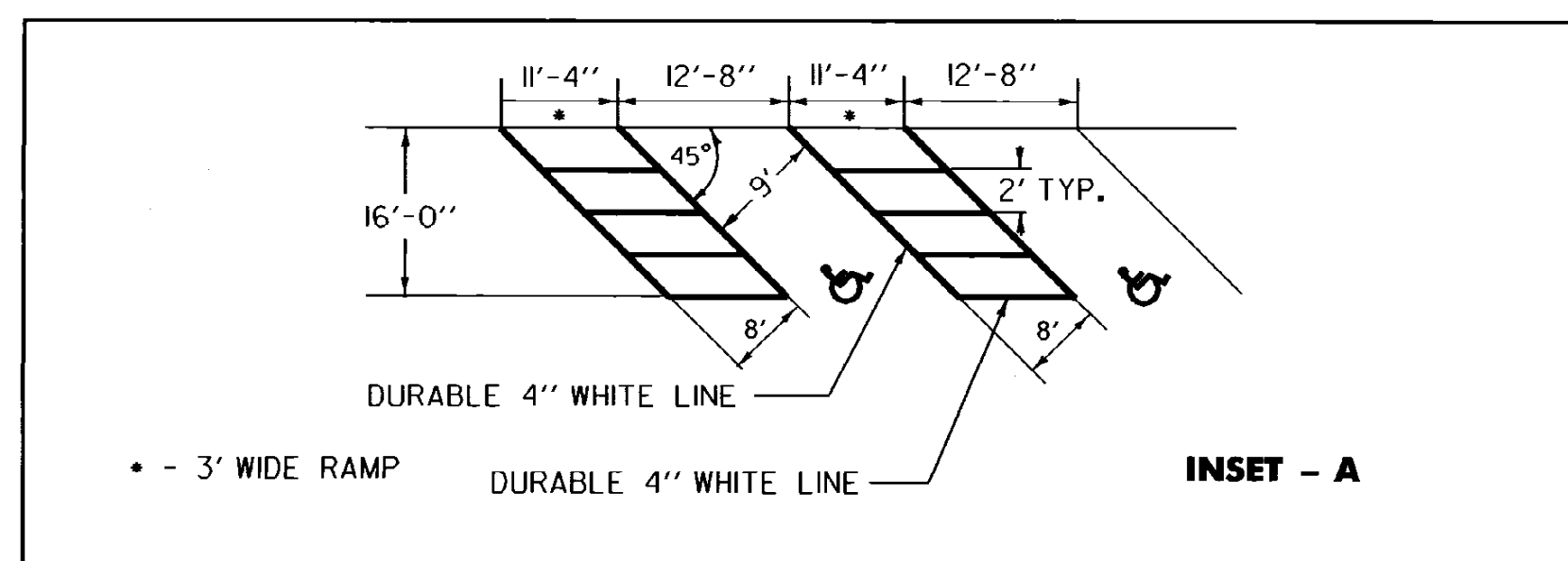


EDGE LINES SHALL BE APPLIED TO ALL STATE HIGHWAYS AND SHOULD BE MAINTAINED AT A CONSTANT DISTANCE FROM THE CENTERLINE UNLESS PAVEMENT WIDTH INCREASES TO ALLOW WIDER LANES.

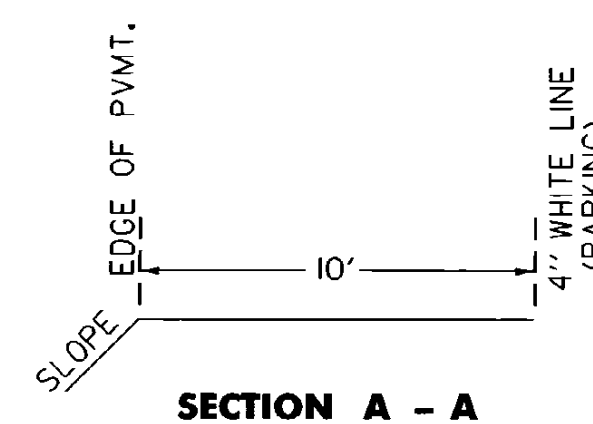
APPLY EDGE LINE AS DETAILED ON ALL PAVED CLASS 1 & CLASS 2 TOWN HIGHWAYS AND ANY CLASS 3 TOWN HIGHWAY 22 FEET OR MORE IN WIDTH.

IF MIN. 30 FOOT RADIUS CANNOT BE OBTAINED, OR THE TOWN HIGHWAY IS NOT PAVED, BREAK THE EDGE LINE USING AN 80 FOOT GAP AT INTERSECTION.

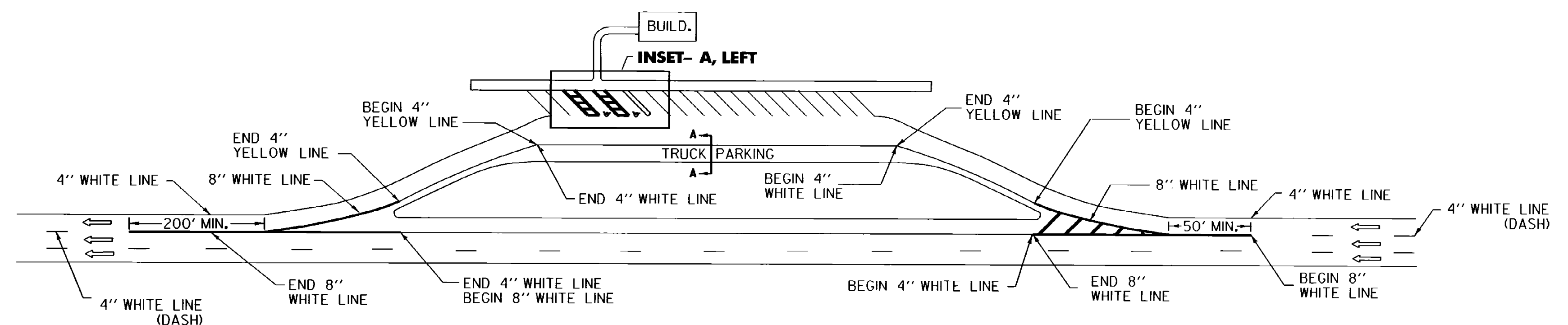
EDGE LINE LAYOUTS



NOTE: SEE STANDARD SHEET E-191 FOR HANDICAP SYMBOL POSITIONING AND DETAIL.



TRUCK PARKING DETAIL



REST AREA PARKING DETAILS

THIS SHEET IS NOT TO SCALE

OTHER STDS. E - 191, E - 192 REQUIRED

REVISIONS AND CORRECTIONS

AUG. 18, 1995 - DATE OF ORIGINAL ISSUE

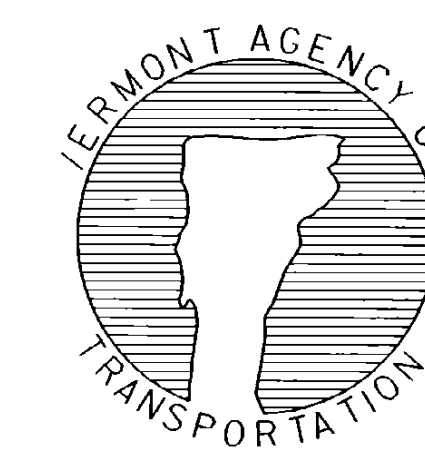
APPROVED

Sandra S. McCutchen
DIRECTOR OF ENGINEERING

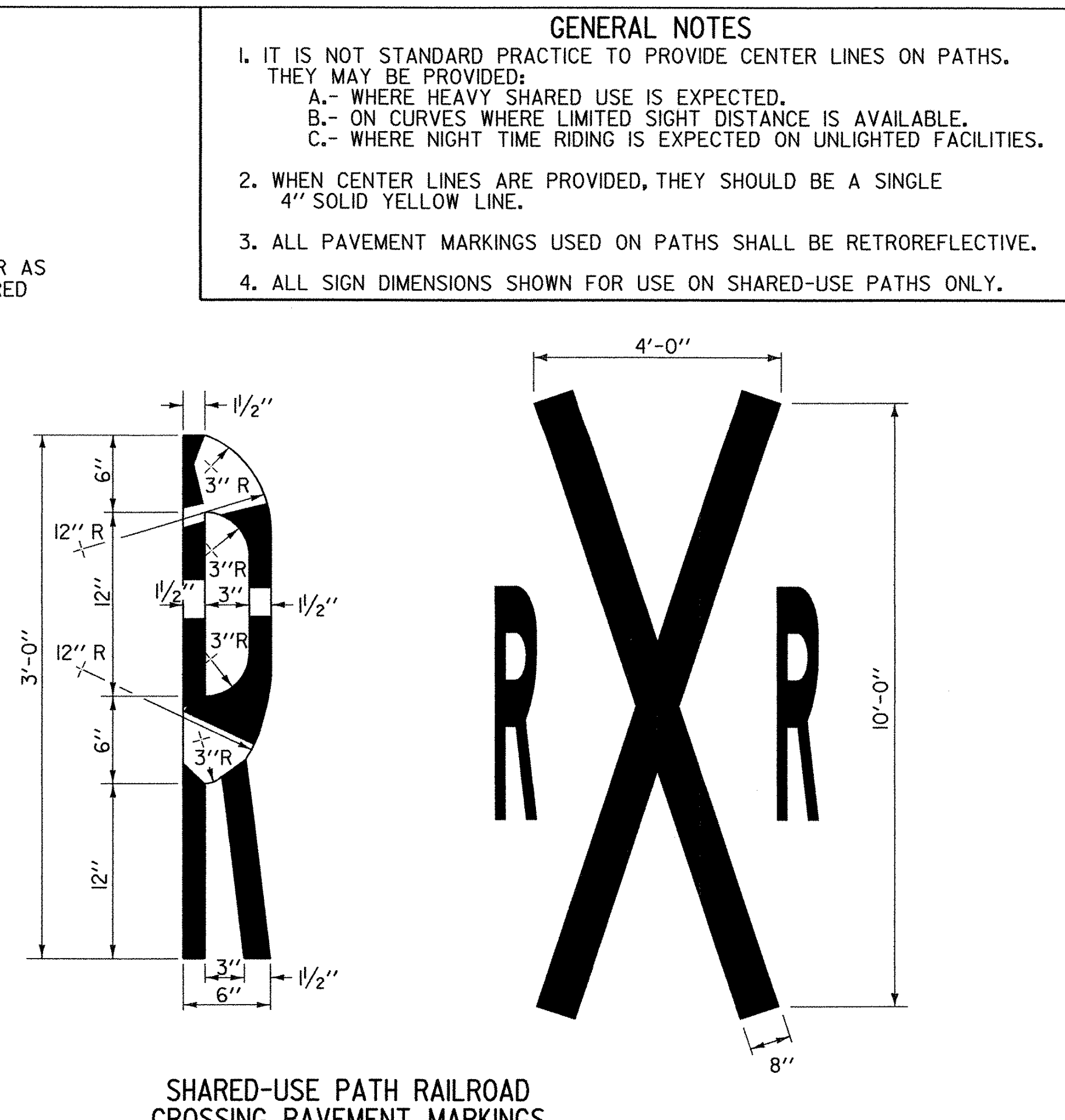
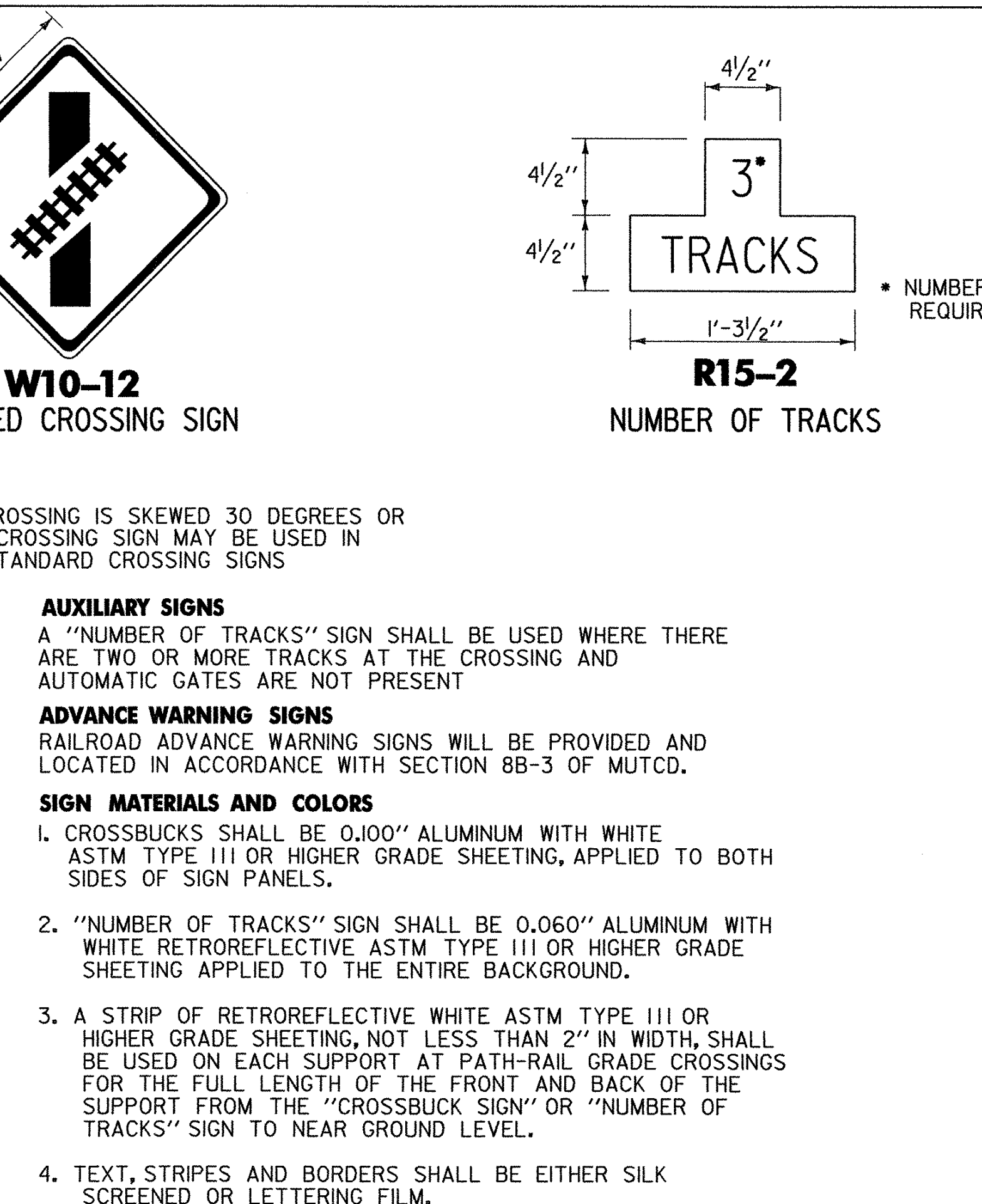
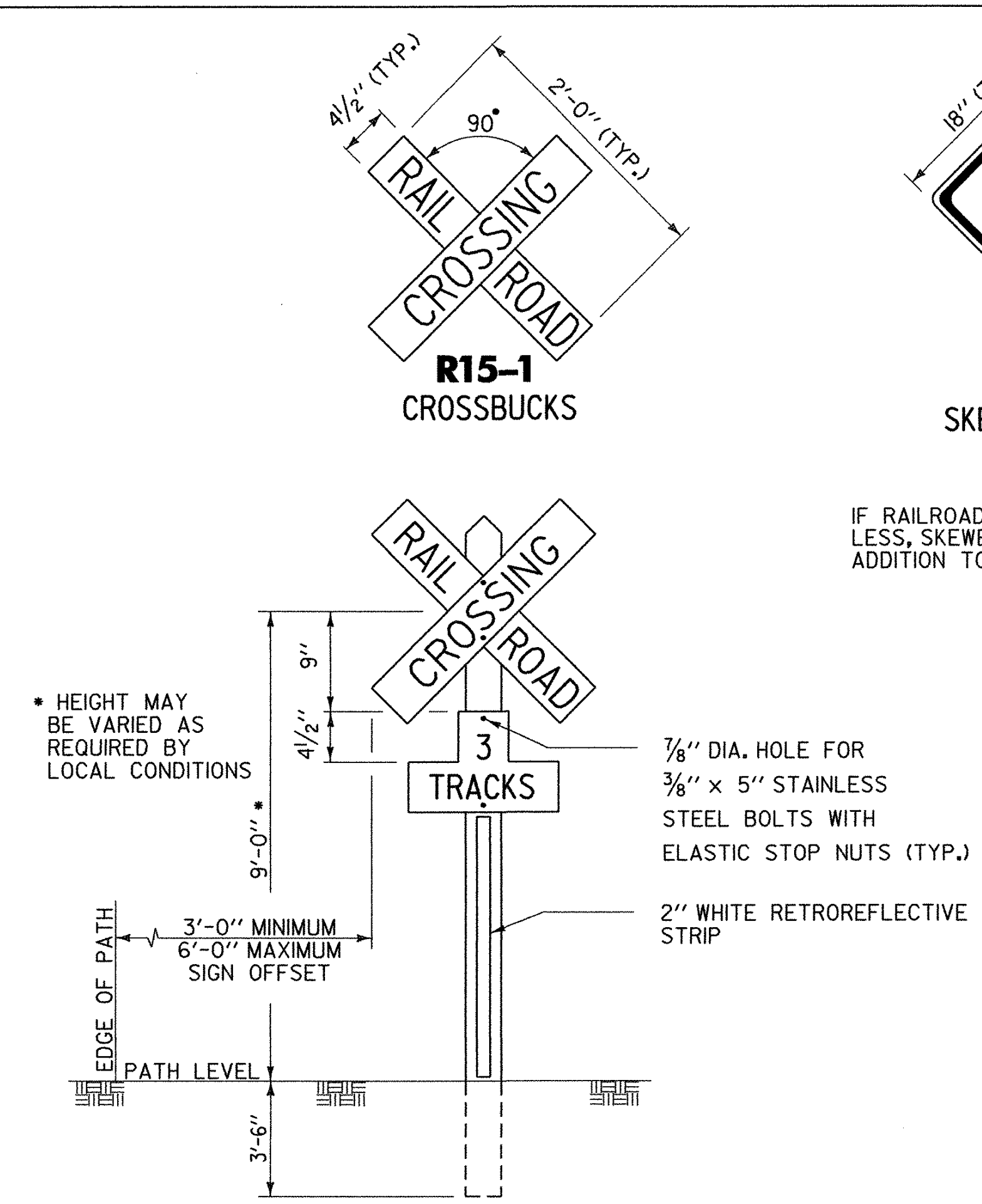
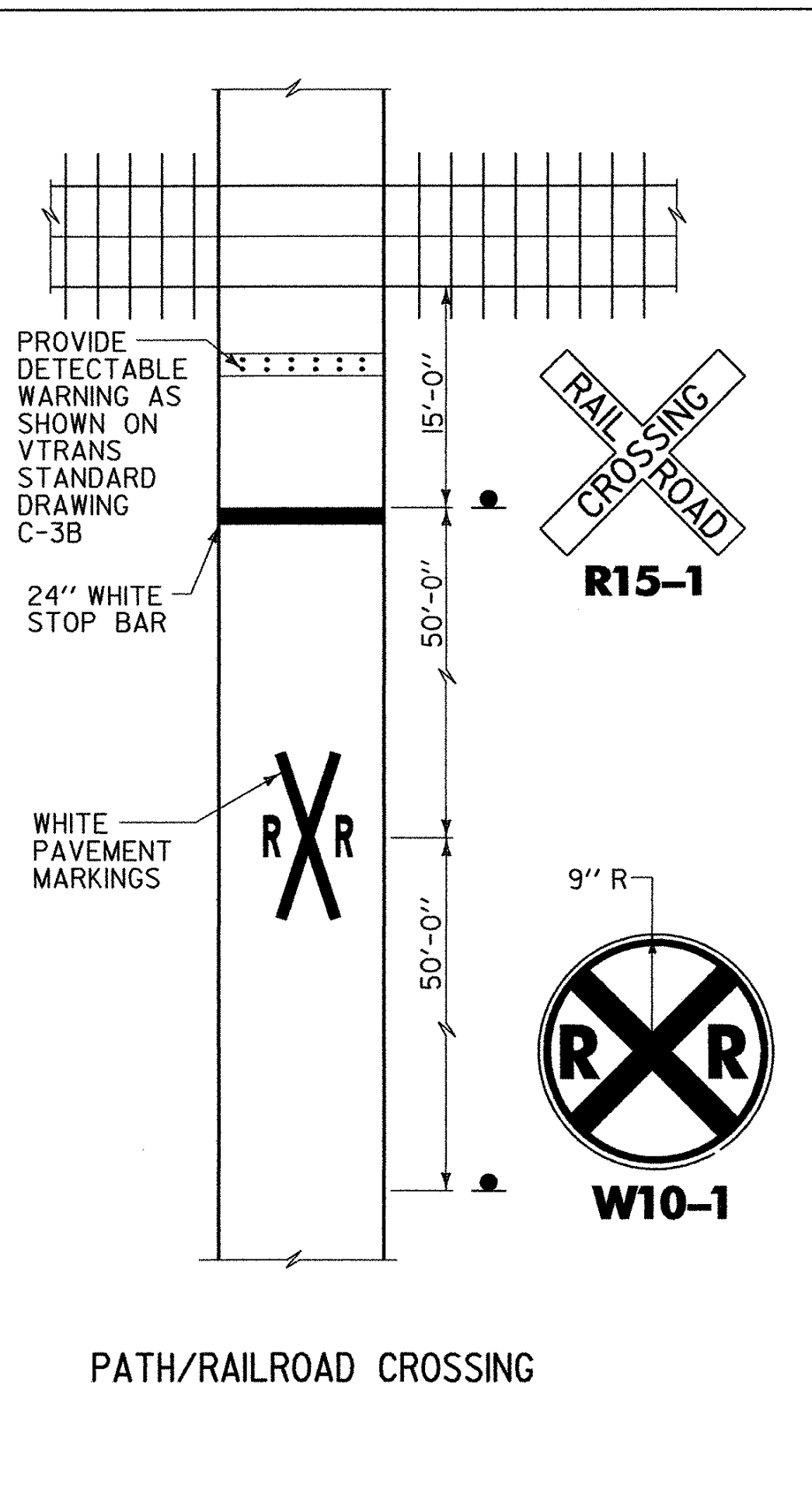
David A. Ross
TRAFFIC AND SAFETY ENGINEER

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

PAVEMENT MARKING DETAILS

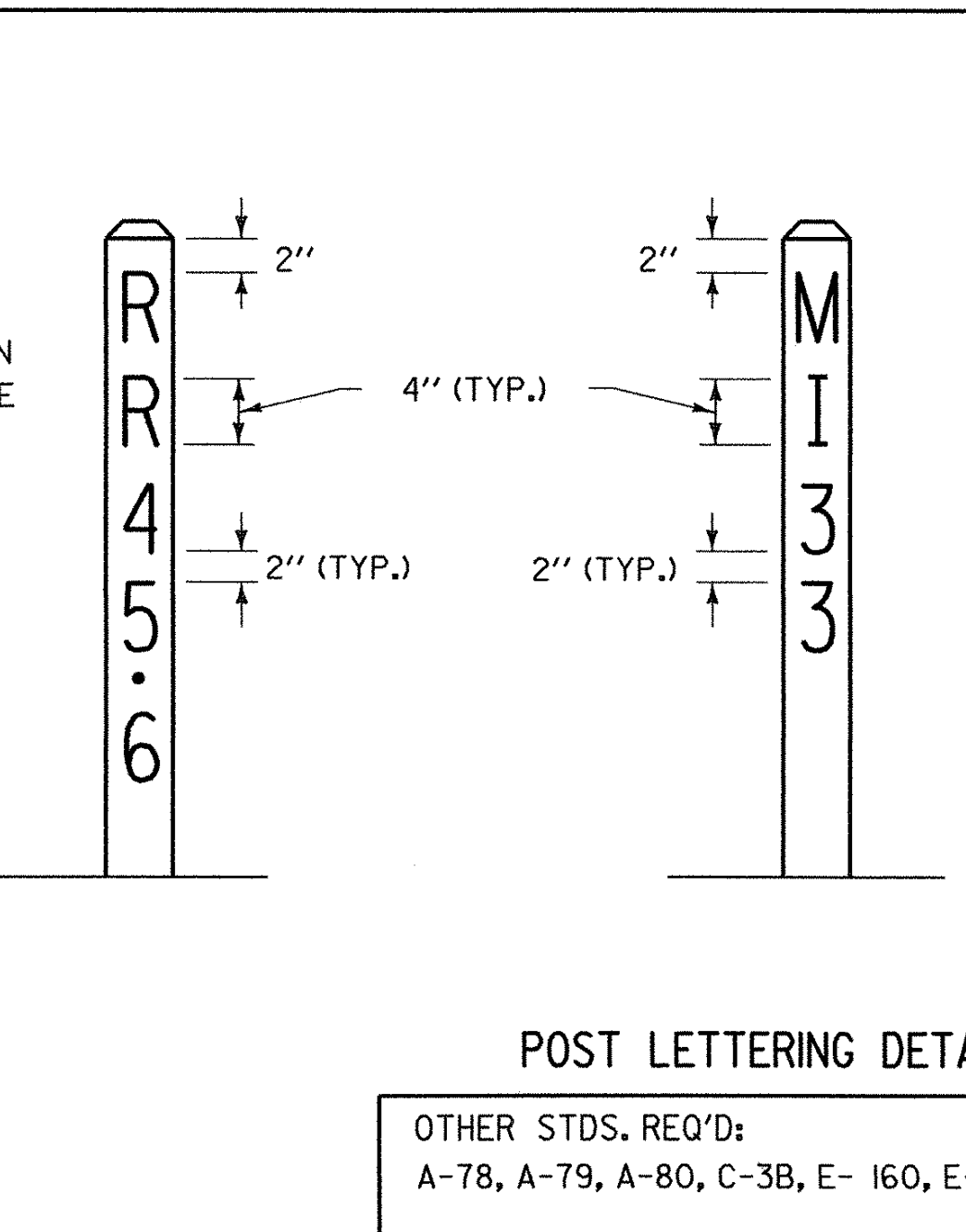
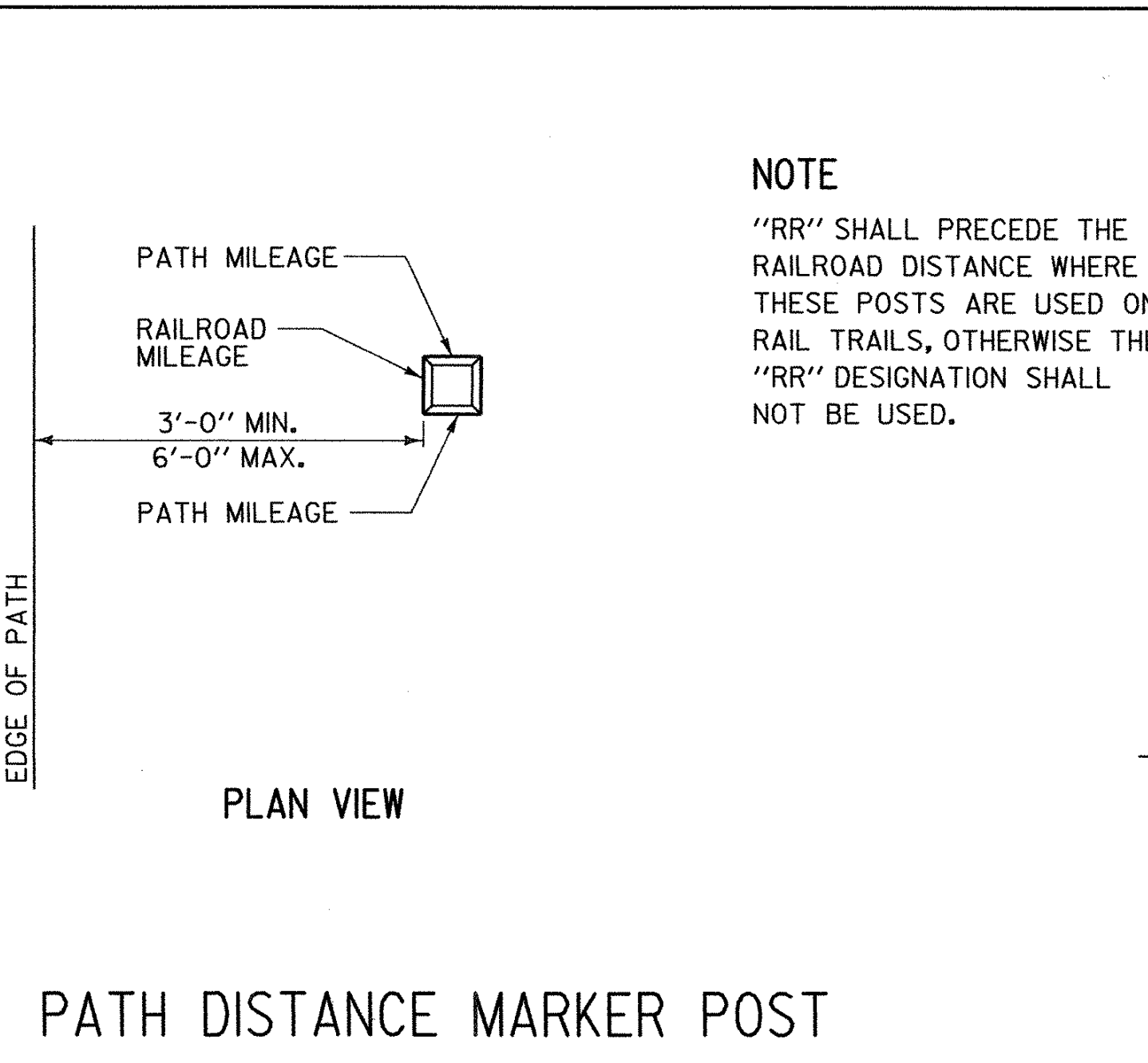
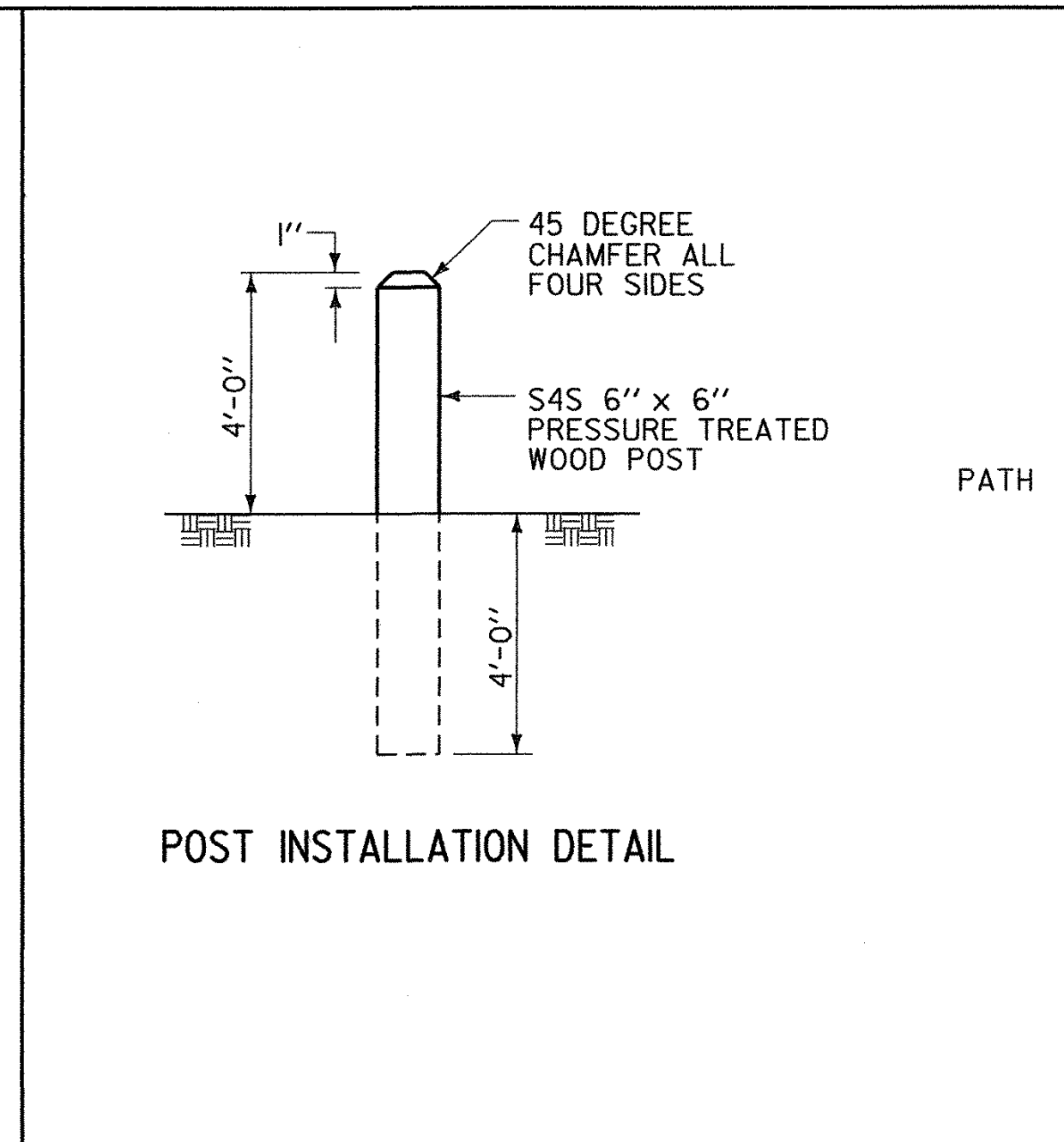
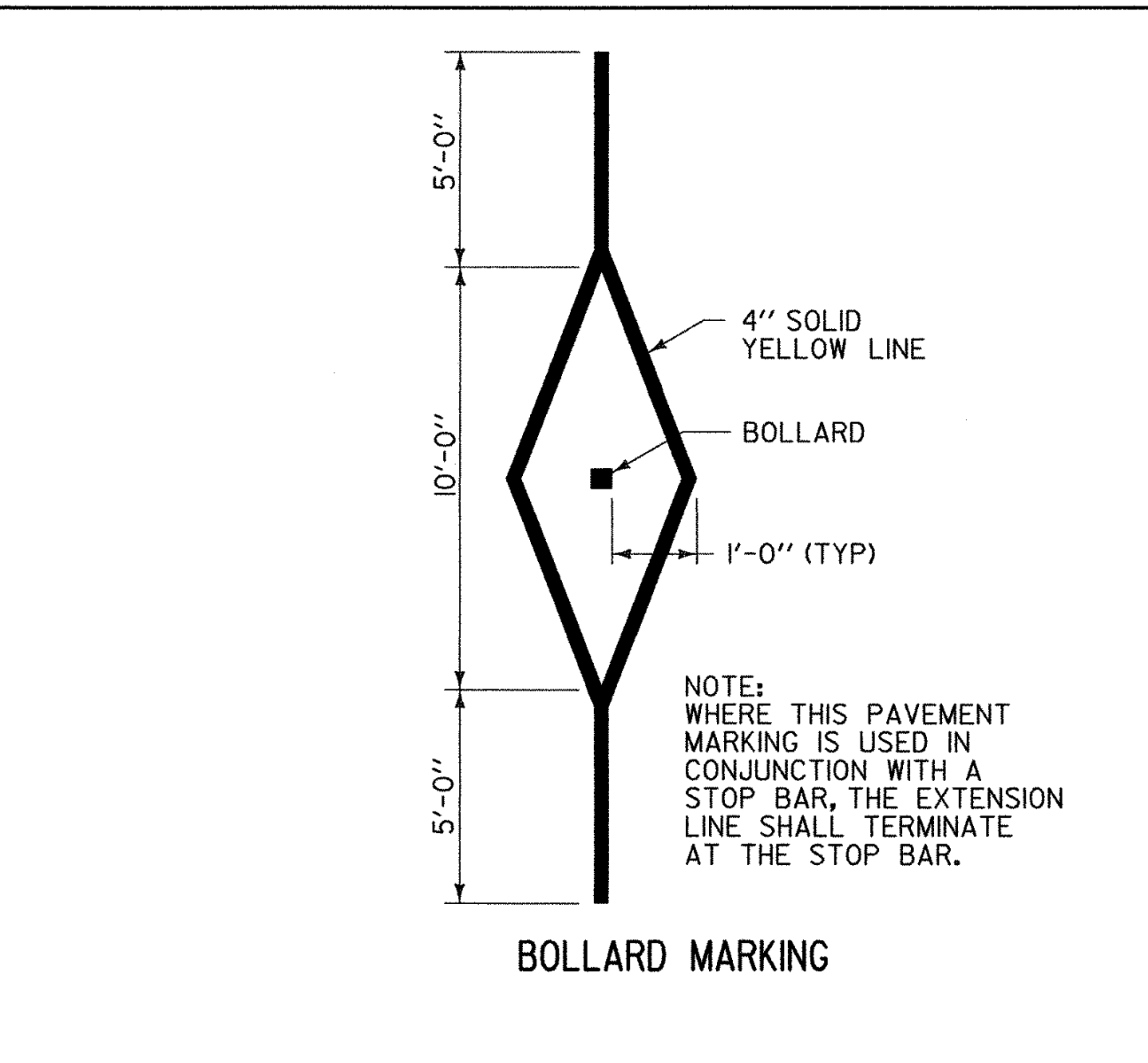


STANDARD E-193



GENERAL NOTES

- IT IS NOT STANDARD PRACTICE TO PROVIDE CENTER LINES ON PATHS. THEY MAY BE PROVIDED:
 - WHERE HEAVY SHARED USE IS EXPECTED.
 - ON CURVES WHERE LIMITED SIGHT DISTANCE IS AVAILABLE.
 - WHERE NIGHT TIME RIDING IS EXPECTED ON UNLIGHTED FACILITIES.
- WHEN CENTER LINES ARE PROVIDED, THEY SHOULD BE A SINGLE 4" SOLID YELLOW LINE.
- ALL PAVEMENT MARKINGS USED ON PATHS SHALL BE RETROREFLECTIVE.
- ALL SIGN DIMENSIONS SHOWN FOR USE ON SHARED-USE PATHS ONLY.



NOTES

- LETTERING SHALL BE ROUTED/ENGRAVED ON THREE FACES OF THE POST. THE DEPTH OF THE LETTERING SHALL BE 1/2" AT THE DEEPEST PART. LETTERING SHALL BE PAINTED WITH AN OIL BASED PRIMER AND TWO COATS OF OIL BASED WHITE PAINT. PAINTING WORK AND MATERIALS SHALL BE FURNISHED AS APPROVED BY THE ENGINEER.
- "MI" SHALL PRECEDE THE PATH DISTANCE IN MILES WHERE RAILROAD DISTANCE IS ALSO SHOWN. WHEN USED ON SHARED USE PATHS WITHOUT RAILROAD DISTANCE, THE "MI" DESIGNATION IS OPTIONAL.

REVISIONS AND CORRECTIONS

FEB. 06, 2004 - DATE OF ORIGINAL ISSUE

JUNE 9, 2008 - UPDATED TO COMPLY WITH MUTCD

APPROVED

Alan E. Newsum
LOCAL TRANSPORTATION FACILITIES PROGRAM MANAGER

Rick Feltman
DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

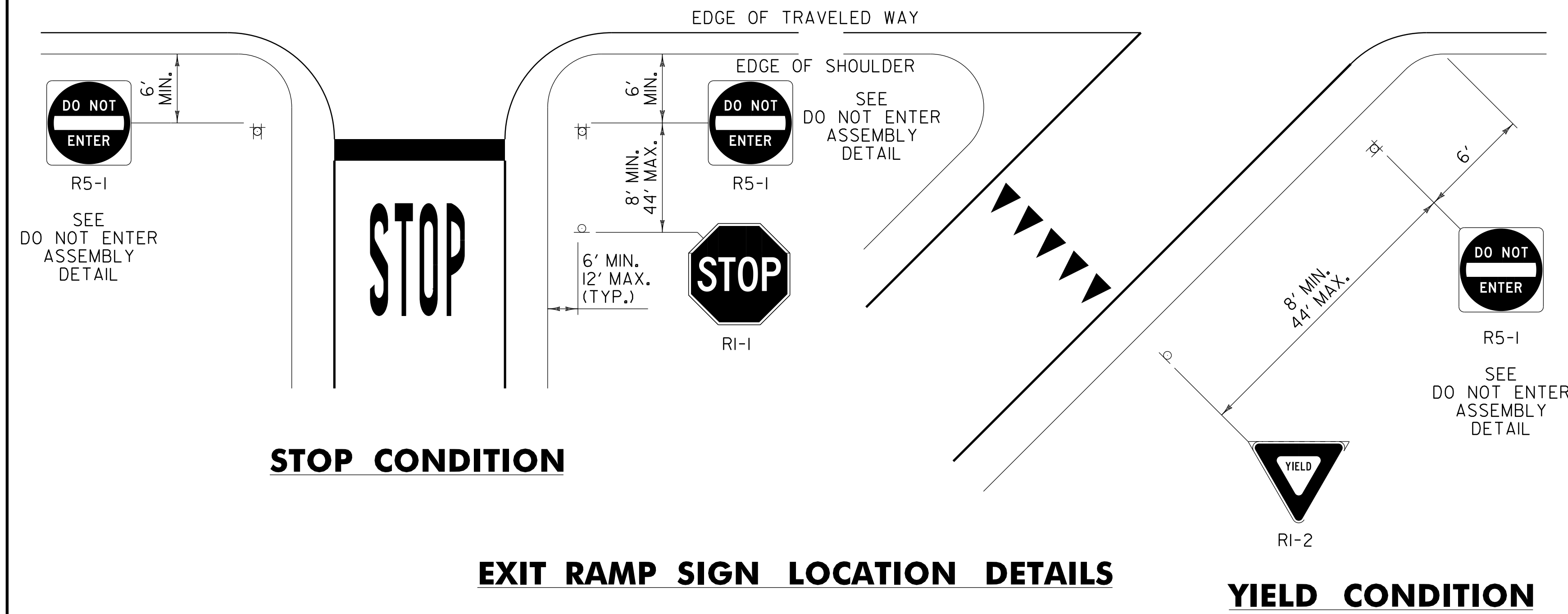
SHARED USE PATH PAVEMENT MARKINGS AND SIGN DETAILS

OTHER STDS. REQ'D:
A-78, A-79, A-80, C-3B, E-160, E-164 & E-190

THIS SHEET IS NOT TO SCALE

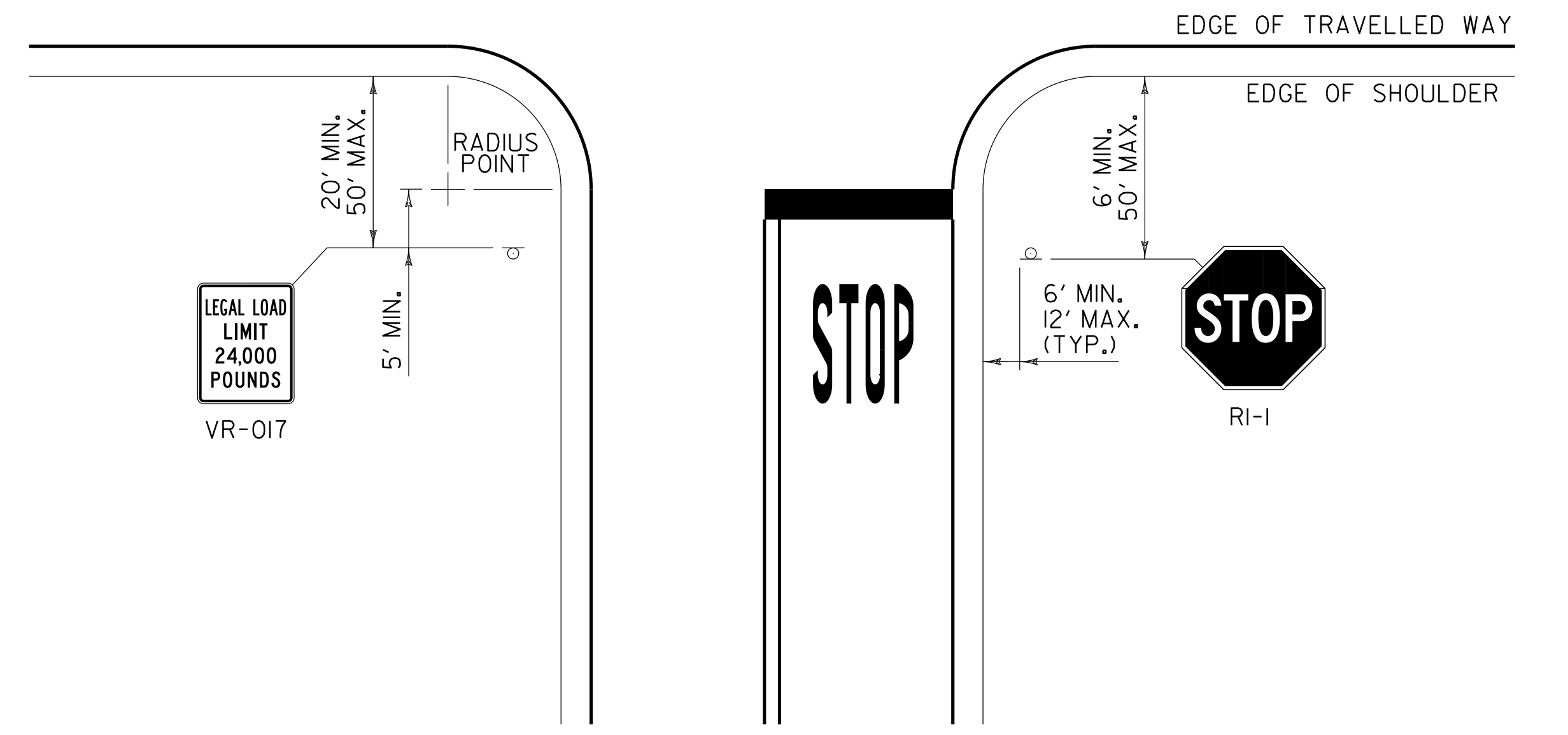
VERMONT AGENCY OF TRANSPORTATION

STANDARD E-195



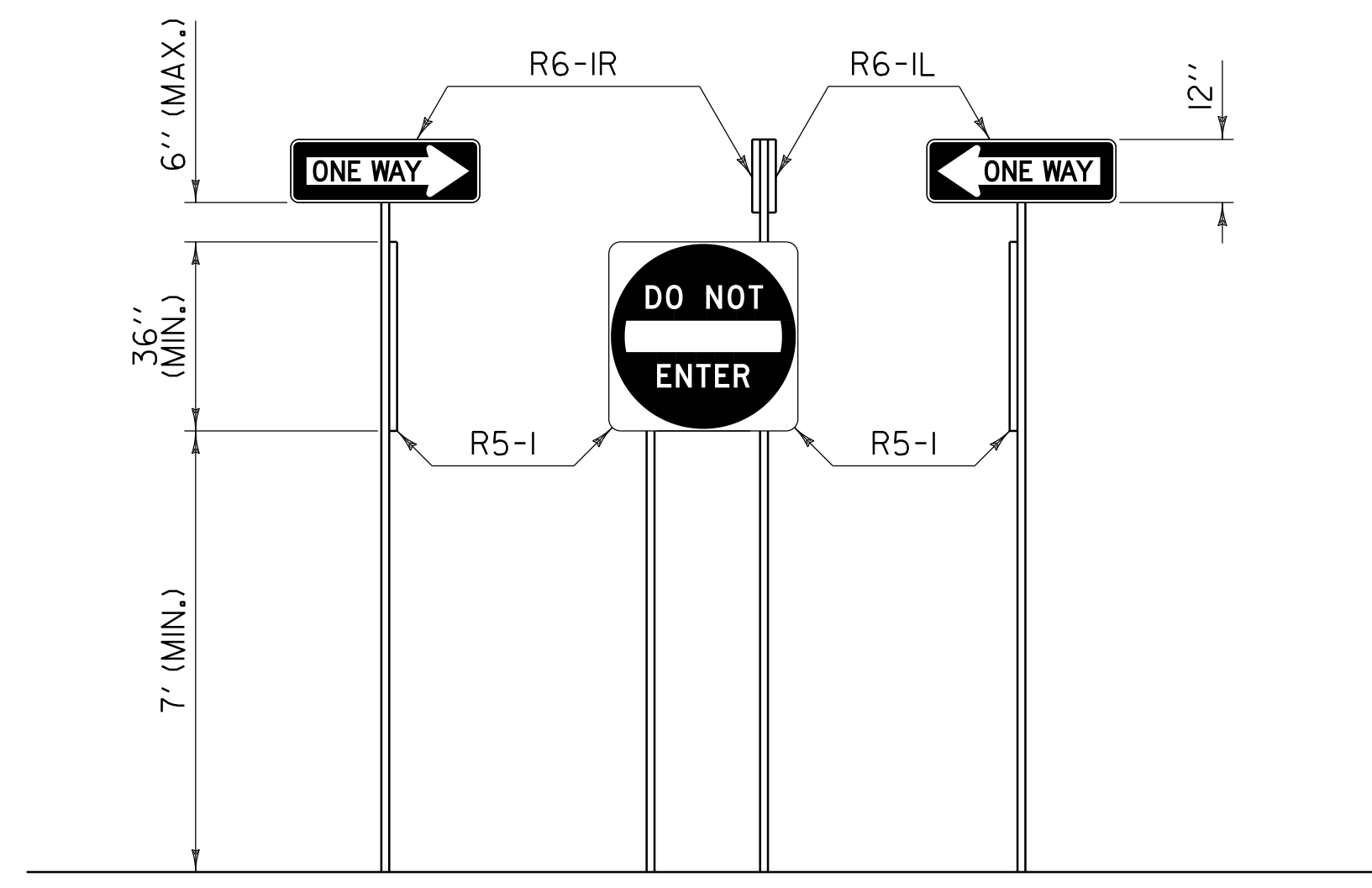
NOTES:

1. THE "STOP" (RI-1) SIGN SHOULD BE PLACED AS NEAR TO THE STOP BAR AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.
2. THE "YIELD" (RI-2) SIGN SHOULD BE PLACED AS NEAR TO THE YIELD MARKINGS AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.



NOTES:

1. THE "STOP" (RI-1) SIGN SHOULD BE PLACED AS NEAR TO THE STOP BAR AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.



GENERAL NOTES:

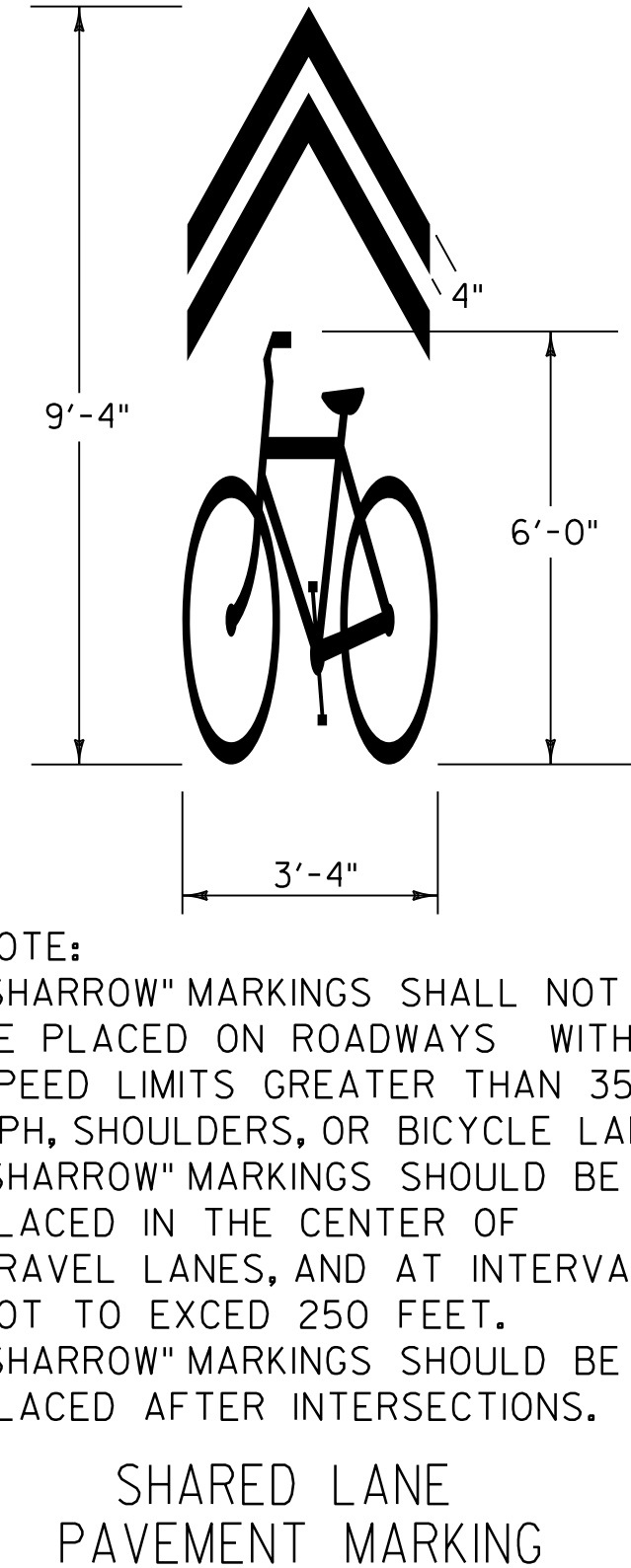
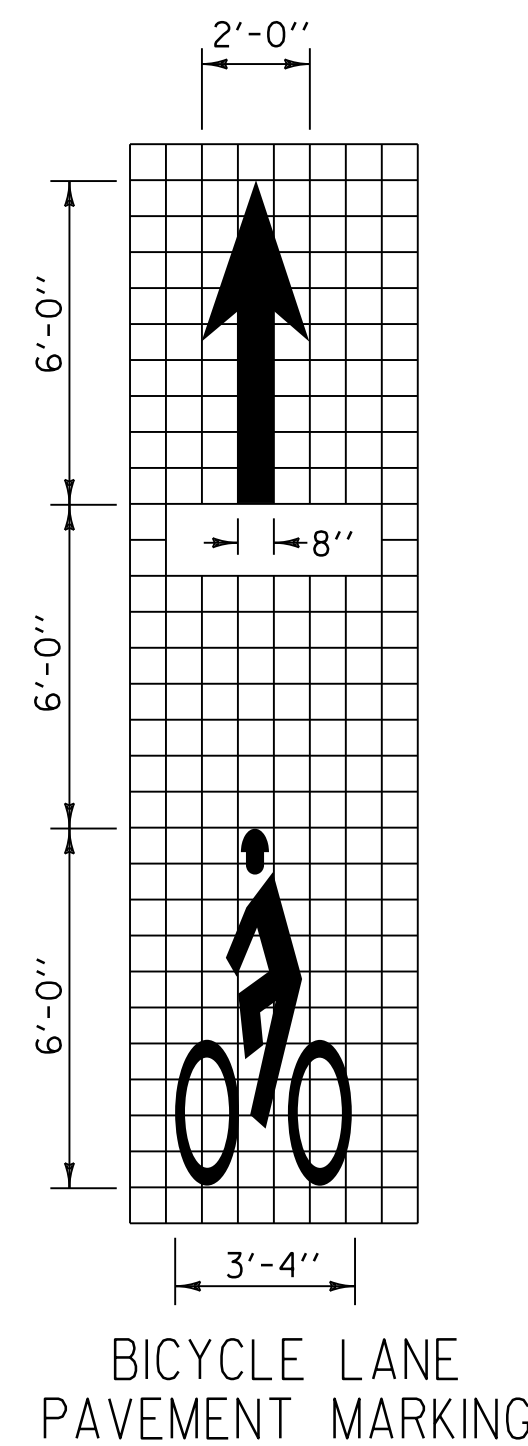
1. WHEN INSTALLED, STREET NAME SIGNS SHOULD BE INSTALLED PERPENDICULAR TO APPROACHING MAINLINE TRAFFIC AND SHALL BE POSITIONED IN SUCH A WAY AS TO ENSURE THE BEST POSSIBLE VISIBILITY TO APPROACHING MAINLINE TRAFFIC FROM EACH DIRECTION. STREET NAME SIGNS MAY BE INSTALLED ABOVE SIDE ROAD STOP SIGN. IN CASES WHERE THE SIDE ROAD STOP SIGN POSITION WOULD NOT BE SUITABLE FOR A TOP-MOUNTED STREET NAME SIGN, OR OTHER SITE-SPECIFIC CONSTRAINTS, THE STREET NAME SIGN MAY BE INSTALLED INDEPENDENTLY ON EITHER CORNER OF THE INTERSECTION. THE STREET NAME SIGNS SHALL BE INSTALLED A MINIMUM OF SIX FEET FROM EDGE OF PAVEMENT ON THE MAINLINE ROUTE TO THE NEAREST EDGE OF SIGN.
2. STREET NAME SIGNS WITH A LENGTH EXCEEDING 42 INCHES SHALL BE INSTALLED ON TWO POSTS. NO MORE THAN TWO POSTS SHALL OCCUPY AN EIGHT FOOT TRAVEL PATH, UNLESS PROTECTED BY BARRIER.
3. THE "STOP" (RI-1) SIGN SHALL NOT BE MOUNTED LESS THAN FIVE FEET IN HEIGHT TO THE BOTTOM OF THE SIGN.

REV.	DATE	DESCRIPTION
0	OCT. 26, 2015	ORIGINAL APPROVAL
OTHER STANDARDS REQUIRED: NONE		
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION		

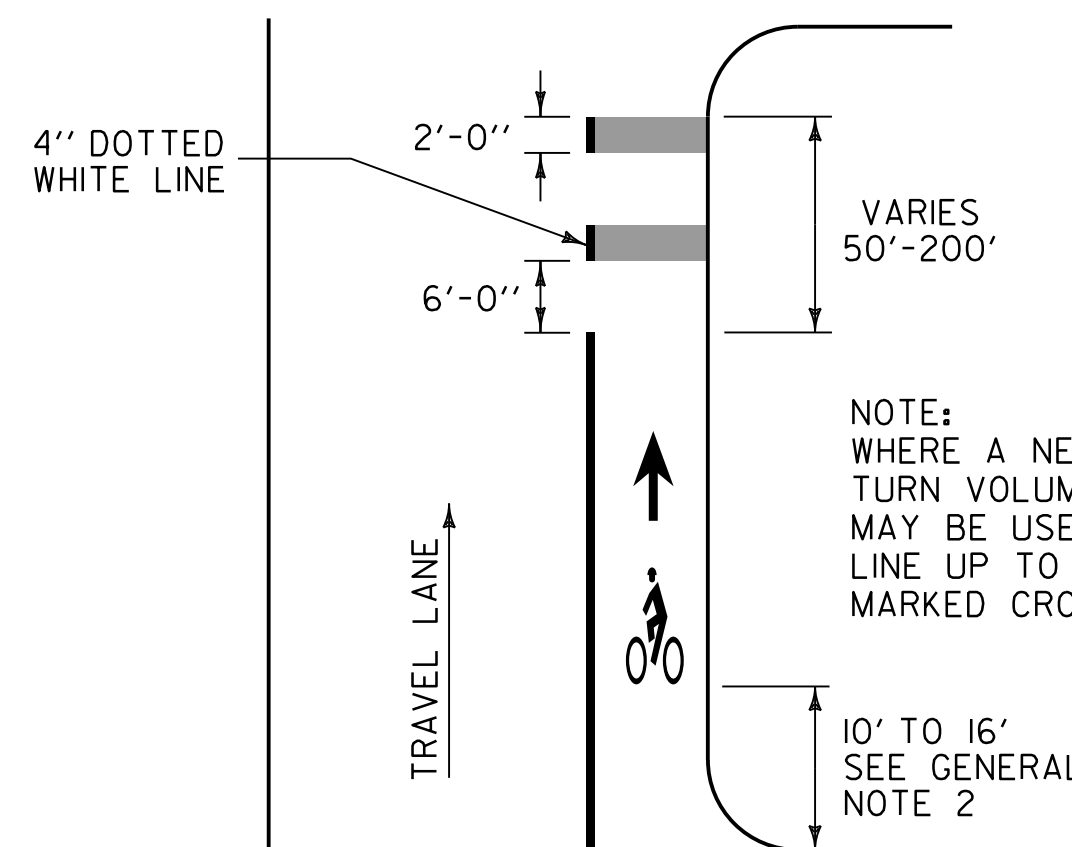
STANDARD SIGN PLACEMENT



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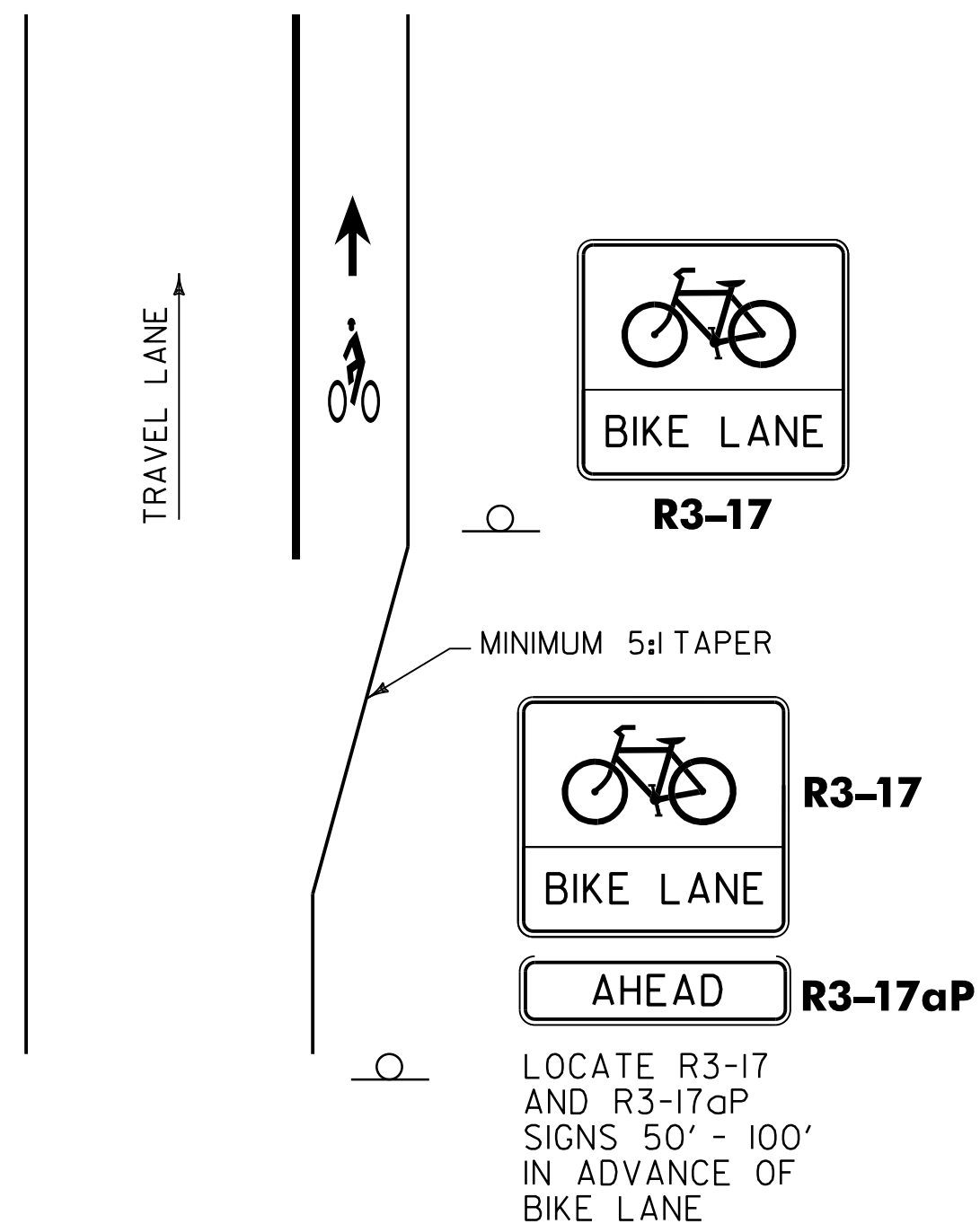
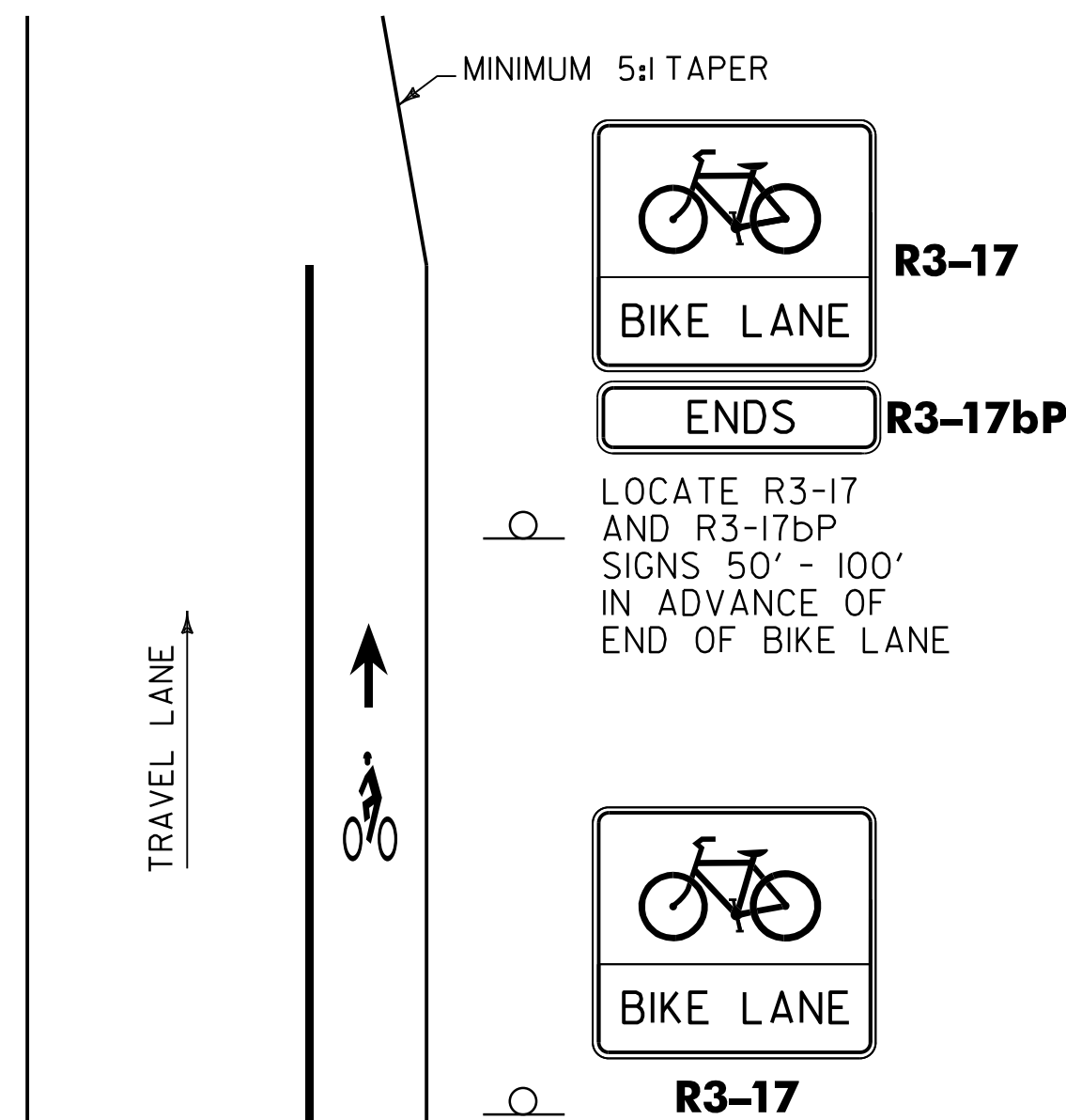
NOTE:
 "SHARROW" MARKINGS SHALL NOT BE PLACED ON ROADWAYS WITH SPEED LIMITS GREATER THAN 35 MPH, SHOULDERS, OR BICYCLE LANES. "SHARROW" MARKINGS SHOULD BE PLACED IN THE CENTER OF TRAVEL LANES, AND AT INTERVALS NOT TO EXCEED 250 FEET. "SHARROW" MARKINGS SHOULD BE PLACED AFTER INTERSECTIONS.



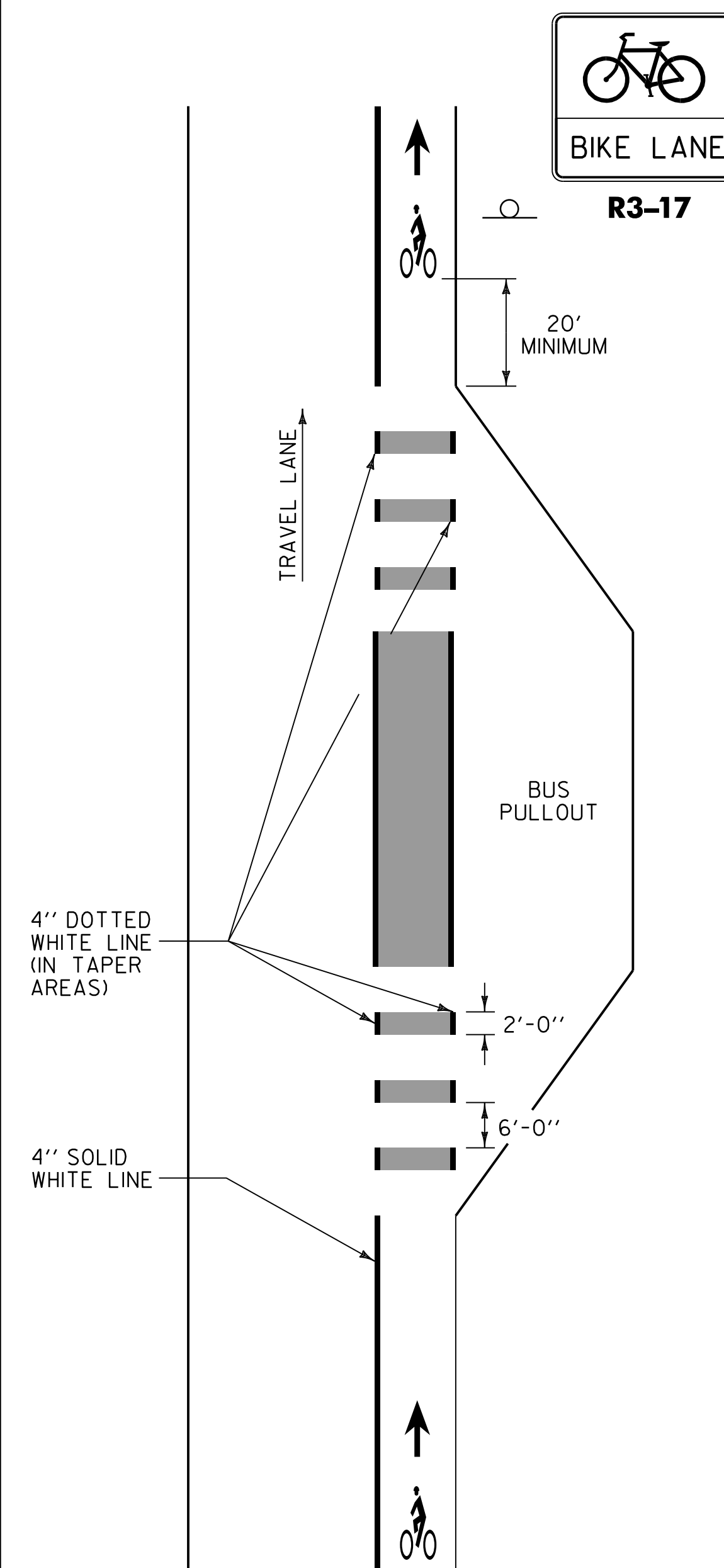
NOTE:
 WHERE A NEAR SIDE BUS STOP, OR HEAVY RIGHT TURN VOLUMES ARE PRESENT, A DOTTED LINE MAY BE USED, OTHERWISE MAINTAIN A SOLID LINE UP TO THE INTERSECTION, STOP BAR OR MARKED CROSSWALK

GENERAL NOTES

1. ALL WHITE BICYCLE LANE PAVEMENT MARKINGS SHALL BE RETROREFLECTIVE DURABLE MARKINGS MEETING VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 646.
2. ADJUST LOCATION OF BICYCLE LANE PAVEMENT MARKING TO AVOID PLACEMENT WHERE IT IS LIKELY TO BE TRAVERSED BY VEHICLES, SUCH AS AT DRIVEWAYS.
3. REFER TO VERMONT PEDESTRIAN AND BICYCLE FACILITY PLANNING AND DESIGN MANUAL FOR GUIDANCE ON OTHER BIKE LANE CONFIGURATIONS.
4. PLACE BICYCLE LANE PAVEMENT MARKINGS AFTER STREET INTERSECTIONS AND AT INTERMEDIATE LOCATIONS ON LONG UNINTERRUPTED SECTIONS AS DETERMINED BY ENGINEERING JUDGMENT.

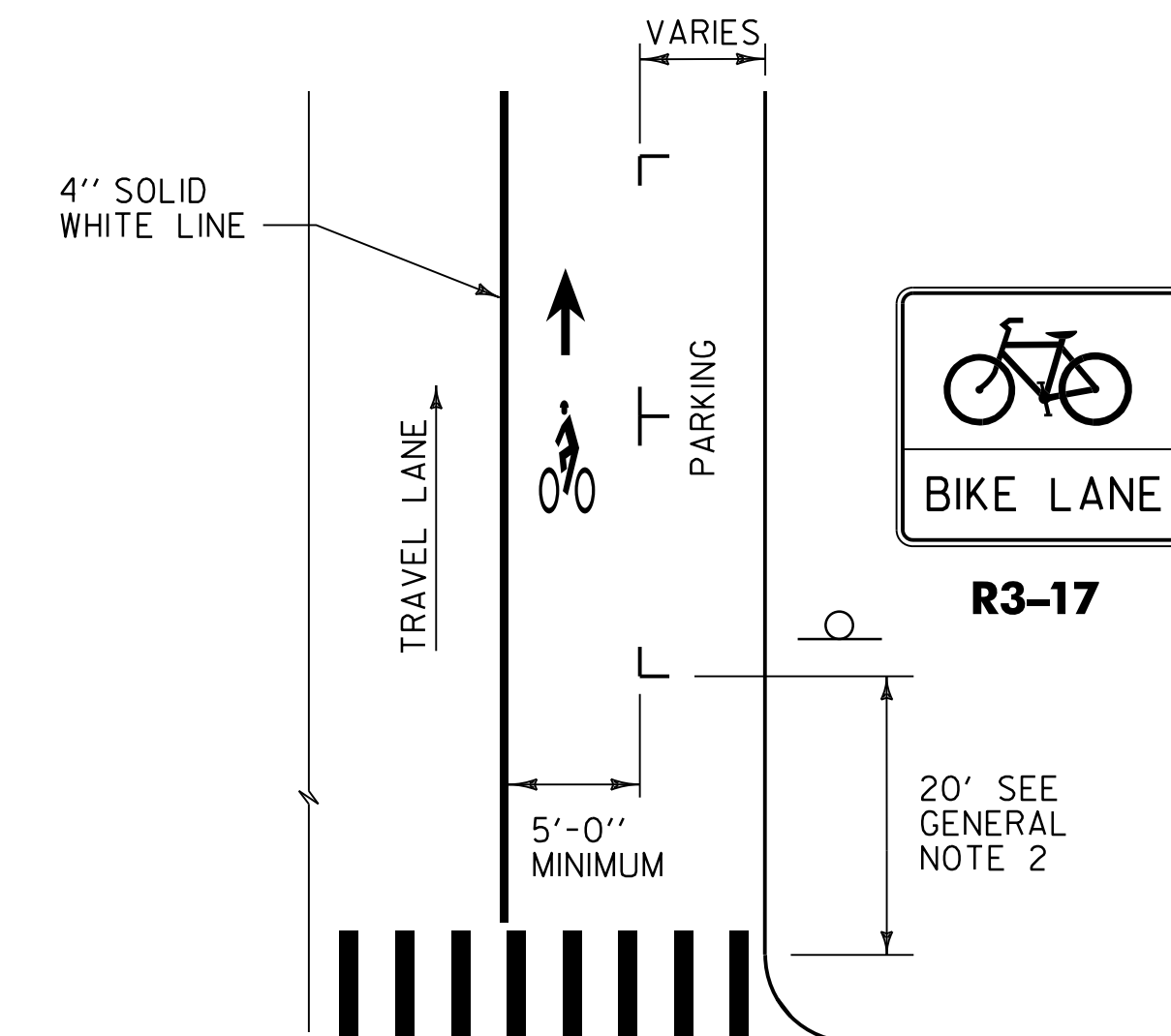


BICYCLE LANE PAVEMENT MARKINGS

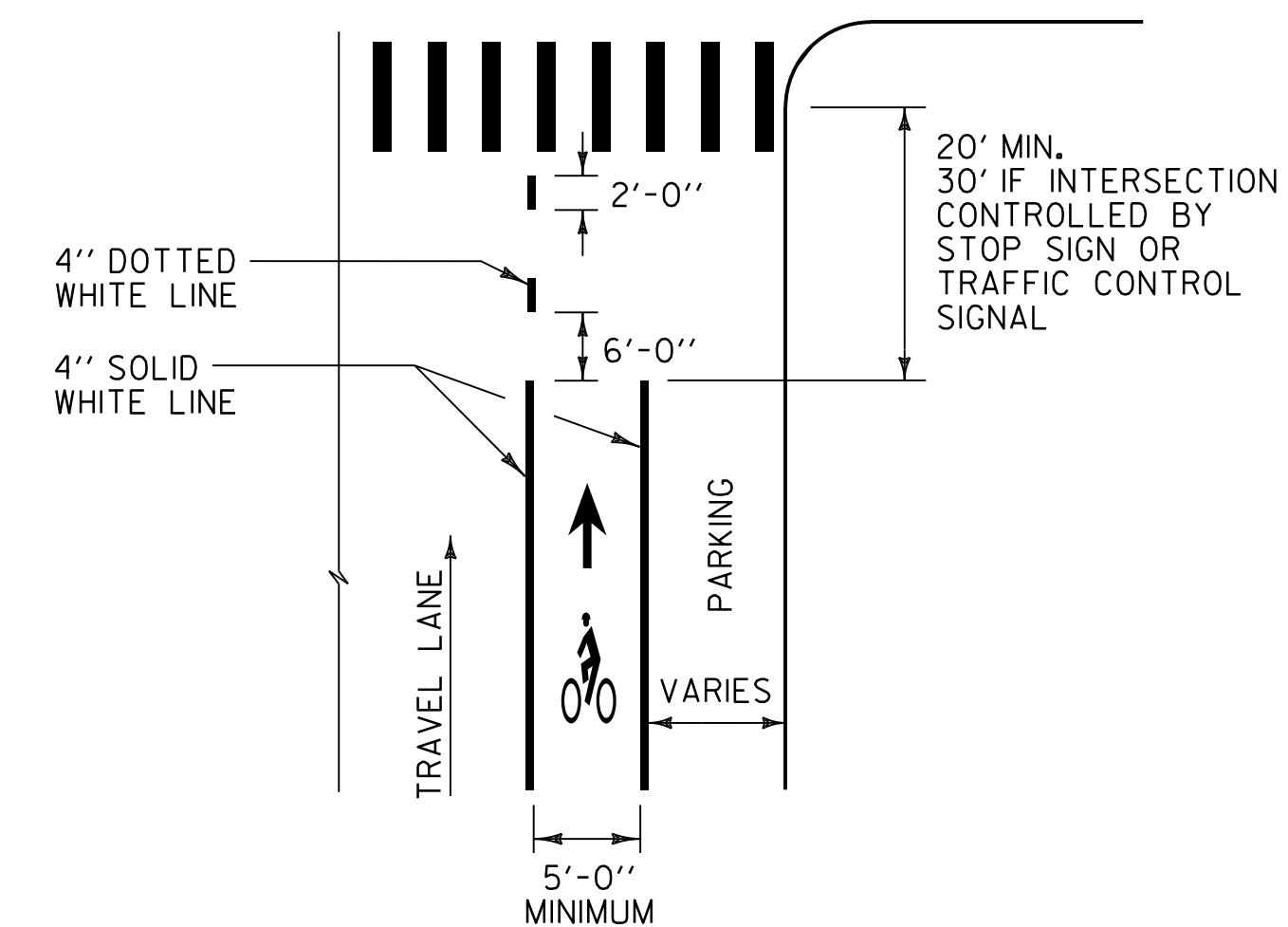


GREEN PAVEMENT MARKING (TYP.)

BUS PULLOUT WITH BICYCLE LANE PAVEMENT MARKINGS



NOTE:
 FOR STREETS WITHOUT ON-STREET PARKING, THE SOLID BIKE LANE LINE CAN EXTEND TO THE STOP BAR, CROSSWALK OR EDGE OF CROSS STREET.



NOTE:
 WHERE BICYCLE LANES ARE ADJACENT TO ON-STREET PARKING, A BICYCLE LANE WIDTH OF AT LEAST 5'-0" IS REQUIRED.



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REV.	DATE	DESCRIPTION
0	FEB. 06, 2004	ORIGINAL APPROVAL
2	JUN. 26, 2017	NOTE REVISIONS, ADDED SHARE LANE PAVEMENT MARKINGS AND GREEN PAVEMENT MARKINGS
3	APR. 7, 2020	MISCELLANEOUS REVISIONS
4	FEB. 17, 2022	UPDATED SPEC REFERENCE
OTHER STANDARDS REQUIRED: E-192		
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION		

BICYCLE PAVEMENT MARKINGS AND SIGN LAYOUT