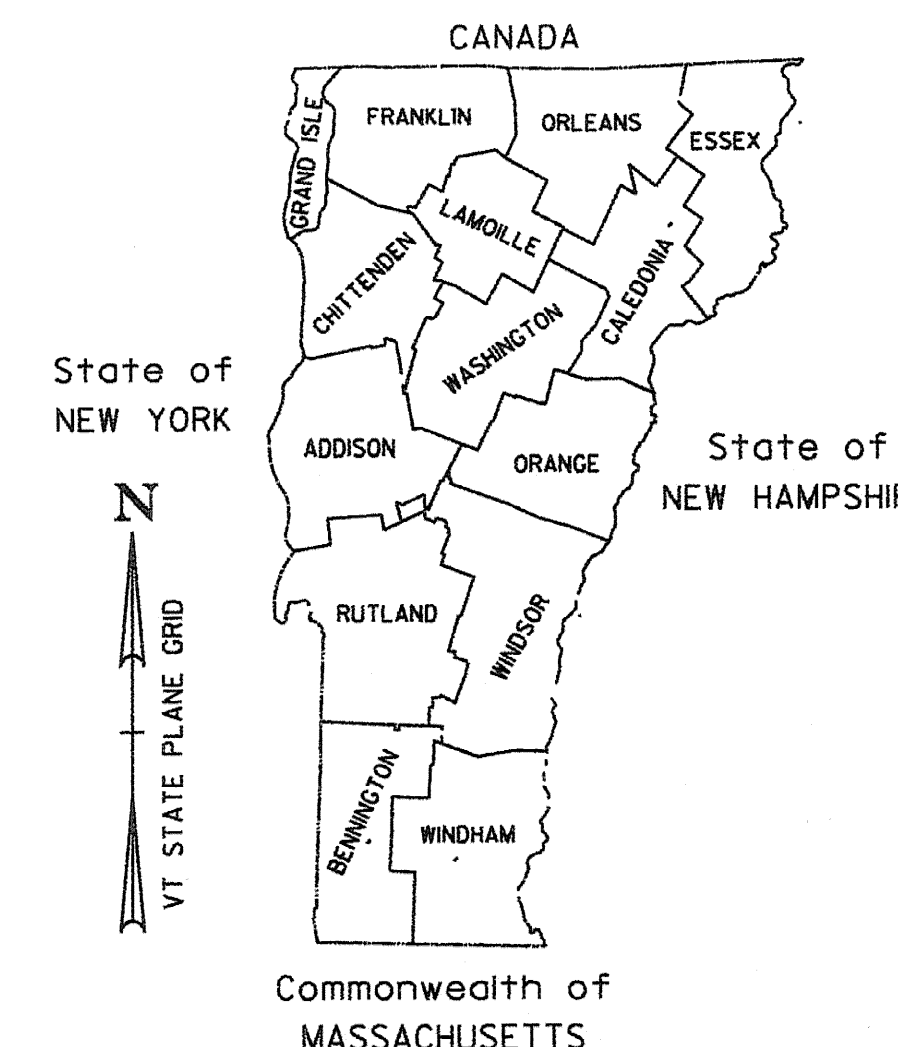
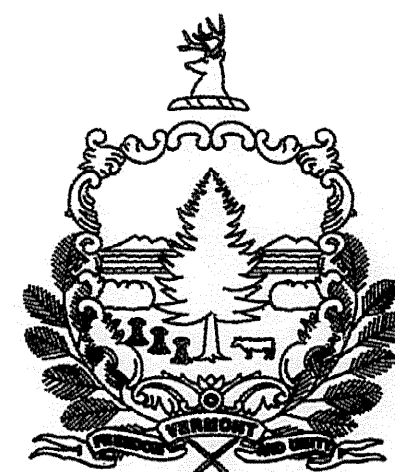


- INDEX OF SHEETS**
- 1 TITLE SHEET
 - 2 QUANTITY SHEET
 - 3,4 INTERCHANGE QUANTITIES AND MATERIALS SHEETS
 - 5 PAVEMENT MARKING LOCATION DETAIL
 - 6-10 PAVEMENT MARKING DETAIL SHEETS

- STANDARDS**
- E-106 TRAFFIC CONTROL MISCELLANEOUS DETAILS 03/01/04
 - E-112 TRAFFIC CONTROL FOR TYPICAL MOVING MAINTENANCE OPERATIONS 01/23/97

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

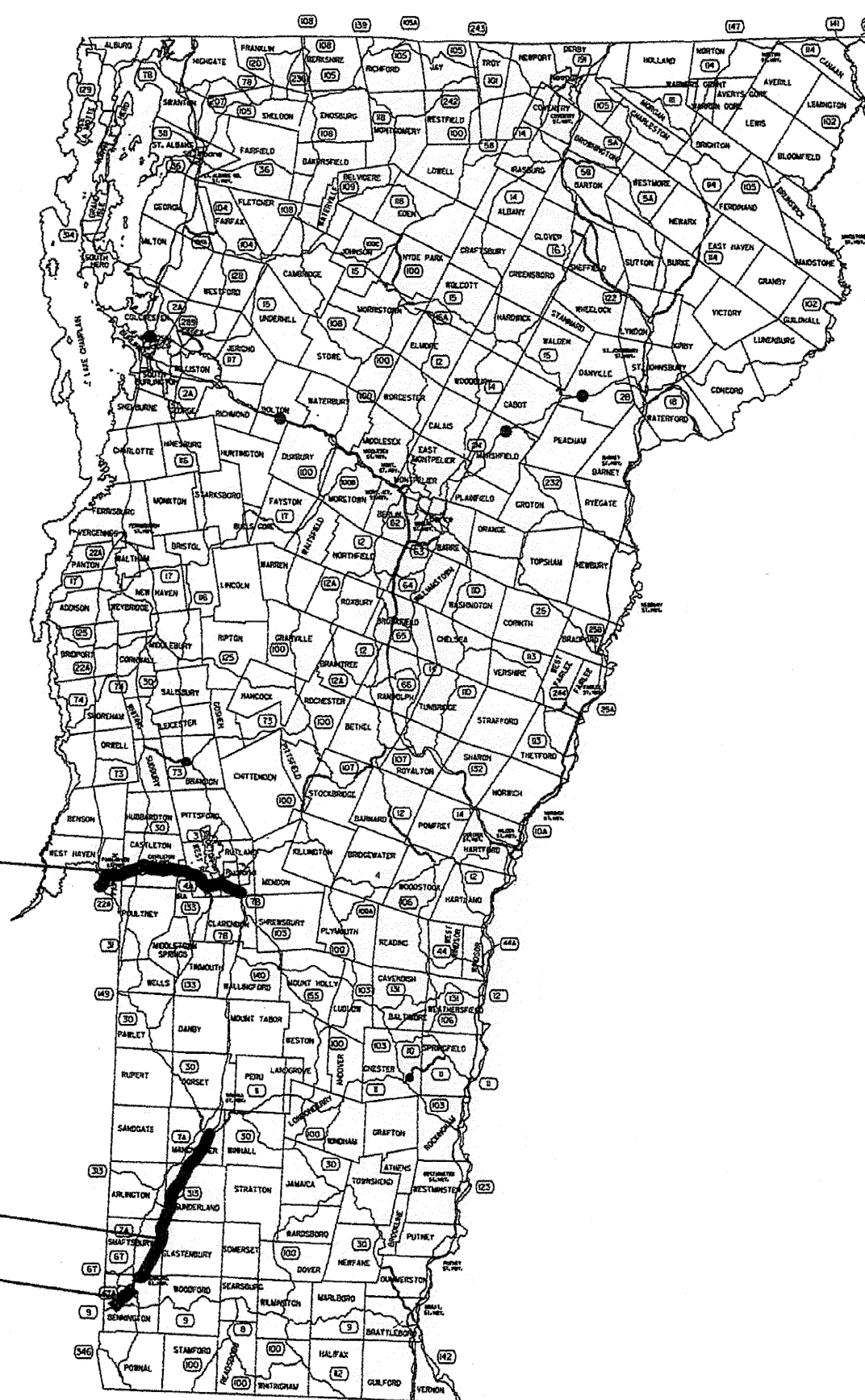
STATEWIDE NATIONAL HIGHWAY SYSTEM MARKING (LIMITED ACCESS) NHG MARK (202)

PROJECT LOCATIONS

ROAD		MM	-	MM	LENGTH
US 4 (EB)	FAIR HAVEN	0.20		18.82	18.62
US 4 (WB)	RUTLAND	18.82		0.61	18.21
US 7 (NB)	BENNINGTON	3.80		7.52	3.72
US 7 (NB)	SHAFTSBURY	0.00		5.36	5.36
US 7 (NB)	GLASTENBURY	0.00		1.78	1.78
US 7 (NB)	SUNDERLAND	0.00		7.18	7.18
US 7 (NB)	MANCHESTER	0.00		4.36	4.36
VT 279 (EB)	BENNINGTON	0.00		3.76	3.76
TOTAL (MILES)					62.99

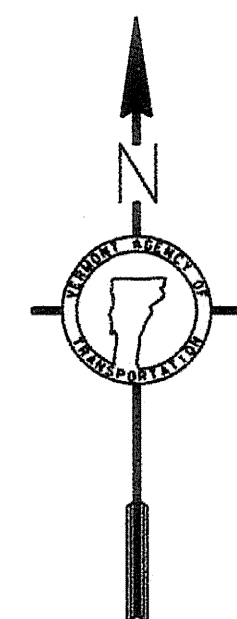
**PROPOSED IMPROVEMENT
NATIONAL HIGHWAY SYSTEM
PAVEMENT MARKING**

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECESSING MAILINE CENTERLINE AND EDGELINE PAVEMENT MARKINGS. NEW PAVEMENT MARKINGS INCLUDING CENTERLINES, EDGELINES, LANE LINES, DASHED AND DOTTED ACCELERATION AND DECELERATION LANES, GORE MARKINGS, RAMP EDGELINES, STOP BARS AND STOP LETTERS, SYMBOLS, PAINTED CURBS AND CROSSWALKS.



CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	



SURVEYED BY : N/A
 SURVEYED DATE : N/A
 DATUM
 VERTICAL N/A
 HORIZONTAL N/A

RECORD PLANS

CONTRACTOR: TRAFFIC MARKINGS, INC. - FRANKLIN, MA.

RESIDENT ENGINEER: TIM POCKETTE

CONSTRUCTION BEGAN: JUNE 10, 2009

CONSTRUCTION COMPLETE: SEPTEMBER 21, 2009

RECORD PLANS BY: TIM POCKETTE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY [Signature] RESIDENT ENGINEER

DATE 02/11/2010

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

BUILT AS DESIGNED

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT	APPROVED <u>[Signature]</u> DATE <u>3-26-09</u>
PROJECT MANAGER : A GAMBLE	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : NH MARK (202)	
SHEET 1 OF 10 SHEETS	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER & SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	4" YELLOW LINE	REMARKS
US 4 DIVIDED HIGHWAY																				
FAIR HAVEN	US 4	1.70	2	EB	RAMP	2,015	P	2,015	P	910	P	14	P	39	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			2	WB	RAMP	2,010	P	2,010	P	1,135	P	14	P	52	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
FAIR HAVEN	US 4	2.55	3	EB	RAMP	770	P	770	P	375	P	-	-	-	-	-	-	-	-	
			3	WB	RAMP	1,015	P	1,015	P	760	P	14	P	51	-	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
CASTLETON	US 4	5.45	4	EB	RAMP	2,115	P	2,015	P	1,680	P	18	P	31	P	-	-	-	-	STOP(3) AHEAD(1) WRONG WAY ARROW(1)
			4	WB	RAMP	2,340	P	2,185	P	1,915	P	23	P	24	P	-	-	-	-	STOP(3) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
CASTLETON	US 4	8.65	5	EB	RAMP	1,510	P	1,510	P	800	P	18	P	24	P	-	-	-	-	STOP(3) AHEAD(1) WRONG WAY ARROW(1)
			5	WB	RAMP	1,520	P	1,520	P	1,090	P	14	P	34	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
IRA	US 4	11.20		WB	PARKING AREA	840	P	490	P	715	P	2	P	-	-	-	250	-	-	HC(1) WRONG WAY ARROW(1)
WEST RUTLAND	US 4	14.90	6	EB	RAMP	1,590	P	1,590	P	980	P	14	P	30	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			6	WB	RAMP	1,830	P	1,800	P	1,285	P	14	P	46	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
RUTLAND	US 4	18.13	-	EB	US 4	-	-	-	-	-	-	22	P	-	-	-	-	-	-	SIGNAL(2) AHEAD(2)
RUTLAND	US 4	18.22	-	EB	US 4	-	-	-	-	-	-	2	P	-	-	-	-	-	-	RR XING(2)
RUTLAND	US 4	18.36	-	EB	US 4	-	-	-	-	-	-	-	-	25	P	-	-	-	-	
RUTLAND	US 4	18.57	-	WB	US 4	-	-	-	-	-	-	22	-	-	-	-	-	-	-	SIGNAL(2) AHEAD(2)
RUTLAND	US 4	18.53	-	WB	US 4	-	-	-	-	-	-	2	-	-	-	-	-	-	-	RR XING(2)
RUTLAND	US 4	18.36	-	WB	US 4	-	-	-	-	-	-	-	-	25	P	-	-	-	-	
RUTLAND	US 4	18.82	-	EB	JCT US 7	430	P	-	-	660	P	37	P	40	P	-	-	-	-	ARROW(9) ONLY(7)
RUTLAND			-	WB	JCT US 7															
US 4 TOTALS						17,985		16,920		12,305		230		421			250			

LEGEND

P= TO BE PAINTED EXISTING MARKINGS
 TP= TO BE PAINTED OVER OLD DURABLE MARKINGS

**INTERCHANGE QUANTITIES
AND MATERIALS
SHEET 1**

PROJECT: STATEWIDE DESIGN FILE NAME: 09b002.dgn IPARM FILE NAME: 09b0021ql.i SURVEYED BY: SQUAD LEADER: A GAMBLE	PROJECT NO.: NHG MARK (202) PLOT DATE: 25-MAR-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 3 OF 10
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SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER & SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	4" YELLOW LINE	REMARKS
US 7 LIMITED ACCESS HIGHWAY																				
BENNINGTON	US 7		1	NB	RAMP	6,925	P	6,550	P	925	-	-	-	-	-	-	-	-	-	
			1	SB	RAMP	2,010	P	2,010	P	1,125	-	-	-	-	-	-	-	-	-	
BENNINGTON	US 7		2	NB	RAMP	4,225	P	4,225	P	750	P	-	-	-	-	-	-	-	-	
			2	SB	RAMP	3,050	P	3,050	P	2,200	P	15	P	-	-	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
ARLINGTON	US 7		3	NB	RAMP	1,500	P	1,500	P	1,000	-	14	P	30	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			3	SB	RAMP	3,050	P	3,050	P	1,675	P	19	P	24	P	-	-	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
MANCHESTER	US 7		4	NB	RAMP	1,500	P	1,500	P	925	P	19	P	24	P	-	-	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			4	SB	RAMP	1,000	P	1,000	P	1,090	P	14	P	34	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
US 7 TOTALS						23,260		22,885		9,690		81		112						
VT 279 LIMITED ACCESS HIGHWAY																				
BENNINGTON	VT 279		1	EB	RAMP	3,290	TP	3,090	TP	1,975	TP	27	TP	50	TP	40	-	-	-	SIGNAL(1) AHEAD(1) YIELD(1) ARROW(2) ONLY(2) WRONG WAY ARROW(1)
			1	WB	RAMP	2,250	TP	2,050	TP	1,400	TP	27	TP	50	P	40	-	-	-	SIGNAL(1) AHEAD(1) YIELD(1) ARROW(2) ONLY(2) WRONG WAY ARROW(1)
VT 279 TOTALS						5,540		5,140		3,375		54		100		80				

LEGEND

P= TO BE PAINTED OVER EXISTING MARKINGS
 TP= TO BE PAINTED OVER OLD DURABLE MARKINGS
 REMOVAL=ALIGNING ARROWS AND ONLY'S TO 2003 MUTCD

**INTERCHANGE QUANTITIES
AND MATERIALS
SHEET 2**

PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (202)
DESIGN FILE NAME: 09b002.dgn	PLOT DATE: 03-APR-2009
IPARM FILE NAME: 09b0021ql.f	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 4 OF 10

PAVEMENT MARKINGS TO BE PERFORMED AT THE FOLLOWING LOCATIONS.
 LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO
 ACCOUNT FOR FIELD CONDITIONS.

<u>ROAD</u>	<u>TOWN BEGINNING</u>	<u>MM BEGINNING</u>	<u>TOWN END</u>	<u>MM ENDING</u>	<u>LENGTH</u>
US 4 (EB)	FAIR HAVEN	0.20	RUTLAND	18.82	18.62
US 4 (WB)	RUTLAND	18.82	FAIR HAVEN	0.61	18.21
US 7 (NB)	BENNINGTON	3.80	BENNINGTON	7.52	3.72
US 7 (NB)	SHAFTSBURY	0.00	SHAFTSBURY	5.36	5.36
US 7 (NB)	GLASTENBURY	0.00	GLASTENBURY	1.78	1.78
US 7 (NB)	SUNDERLAND	0.00	SUNDERLAND	7.18	7.18
US 7 (NB)	MANCHESTER	0.00	MANCHESTER	4.36	4.36
VT 279 (EB)	BENNINGTON	0.00	BENNINGTON	3.76	3.76

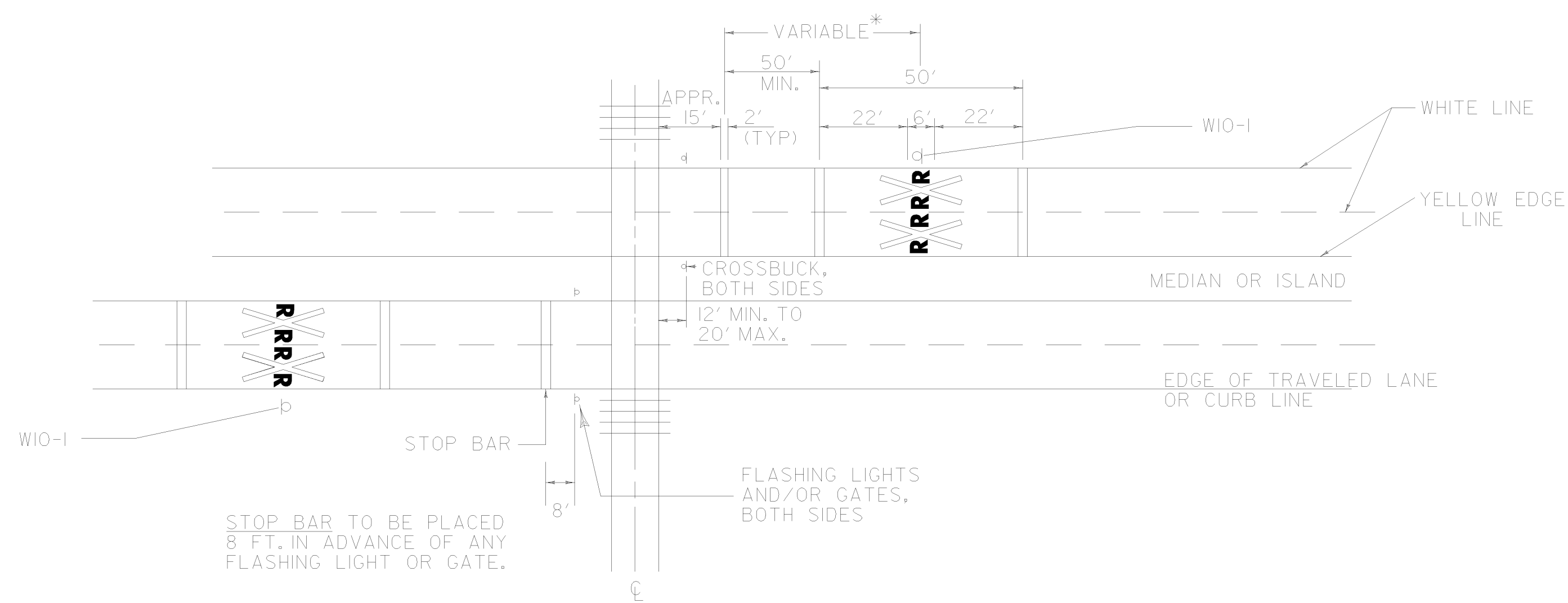
TOTAL (MILES) 62.99

INCLUDES CLIMBING LANES
 INCLUDES DIVIDED HIGHWAY, ALL EXITS AND PARKING AREAS
 INCLUDES 12 INCH YELLOW LINES AT PAINTED ISLANDS
 INCLUDES PAINTED CURB AT JCT US 7 AND KOCHER DRIVE BENNINGTON

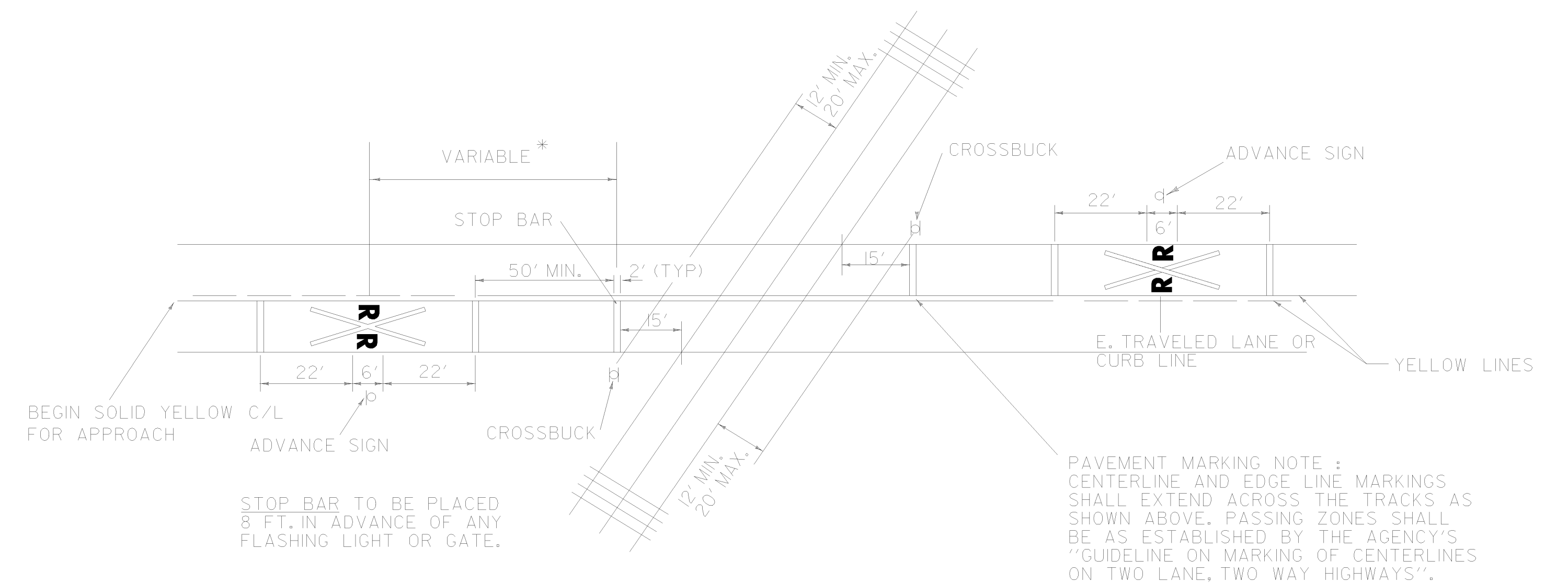
NOTES

- ALL MAINLINE CENTERLINE AND EDGELINE MARKINGS ON US 4 AND US 7 SHALL BE 6" RECESSED POLYUREA, ALL MAINLINE CENTERLINE AND EDGELINE MARKINGS ON VT 279 SHALL BE RECESSED THERMOPLASTIC.
- ALL OTHER MARKINGS SHALL BE WATERBORNE TRAFFIC PAINT.
- ALL MARKINGS SHALL BE PLACED WHERE EXISTING MARKINGS ARE LOCATED EXCEPT WHERE EXISTING STENCILS AND MARKINGS DO NOT CONFORM TO DETAIL DRAWINGS, EXISTING MARKINGS SHALL BE REMOVED PRIOR TO PLACING NEW MARKINGS.
- HAND WORK MUST BE DONE WITH A SPOTTER AT ALL TIMES.
- CONE TAPERS SHALL BE USED TO DIRECT TRAFFIC AROUND WORKERS AND WET PAINT ON RAMPS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXPLAIN WHERE THE UTO SHOULD BE LOCATED TO WARN OF POTENTIAL LANE SHIFTS. BACKING ACROSS EXIT RAMPS IS PROHIBITED BY EITHER THE CONTRACTOR OR UTO.
- UNIFORMED TRAFFIC OFFICER (UTO) REQUIRED WHEN ANY WORK IS BEING DONE ON RAMPS AND AT OTHER TIMES AS DIRECTED BY RESIDENT ENGINEER

PAVEMENT MARKING LOCATION DETAIL	PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (202)
	DESIGN FILE NAME: 09b002.dgn IPARM FILE NAME: 09b002det.f SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 03-APR-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 5 OF 10



4 LANE DIVIDED HIGHWAY



2 LANE HIGHWAY PAVED

NOTES

1. PAVEMENT MARKINGS

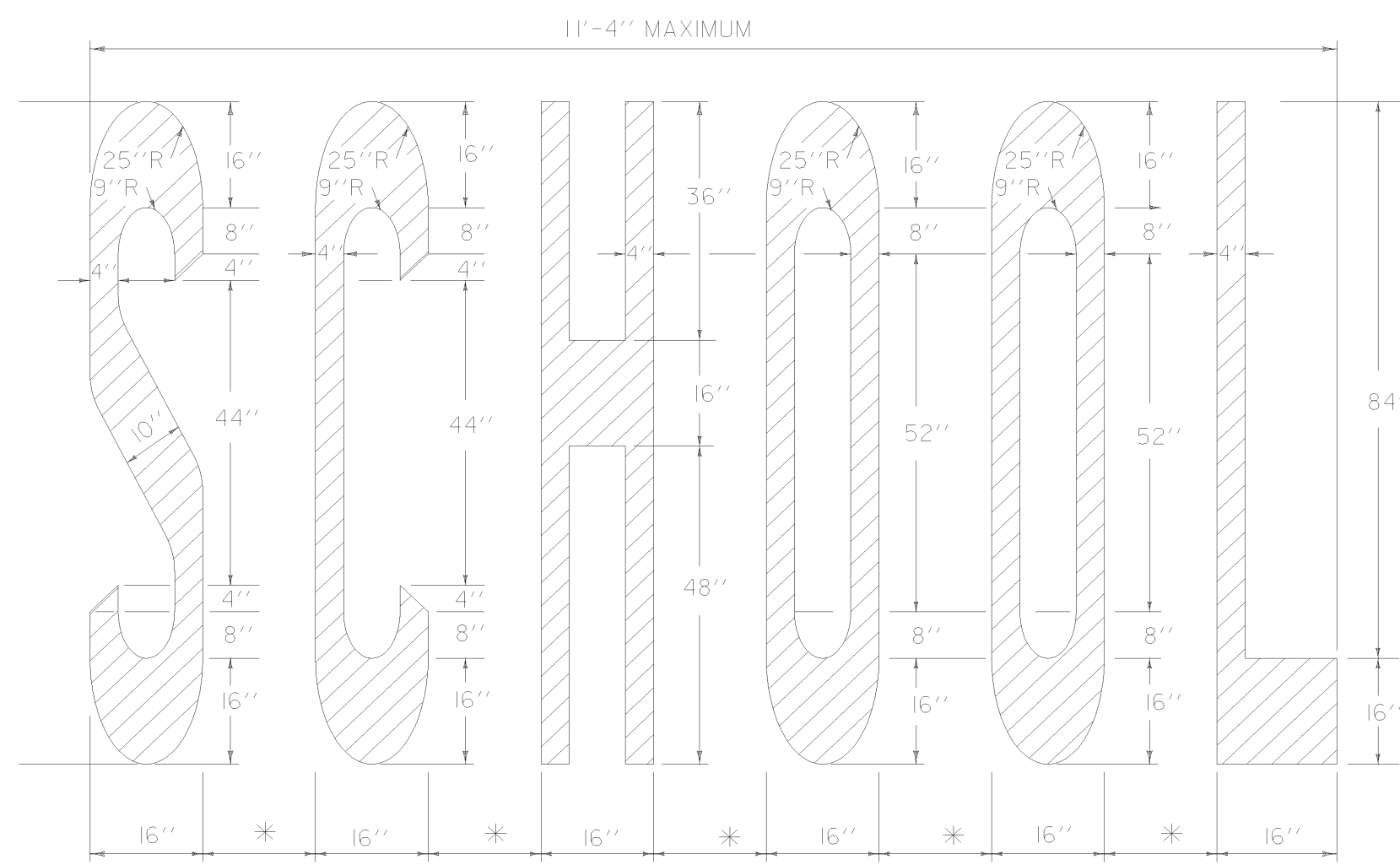
THESE MARKINGS SHALL BE PLACED, IF PHYSICALLY FEASIBLE, ON ALL PAVED APPROACHES TO RAILROAD CROSSINGS, WHERE THERE ARE SIGNALS AND/OR AUTOMATIC GATE AND AT ALL OTHER CROSSINGS WHERE THE PREVAILING SPEED OF HIGHWAY TRAFFIC IS 40 M.P.H. OR GREATER. THE MARKINGS SHALL ALSO BE PLACED AT CROSSINGS WHERE ENGINEERING STUDIES INDICATE THERE IS A SIGNIFICANT POTENTIAL CONFLICT BETWEEN VEHICLES AND TRAINS. ALL MARKINGS SHALL BE WHITE EXCEPT FOR MEDIAN EDGELINES AND CENTERLINE ON 2 LANE ROADS WHICH SHALL BE YELLOW. THE RAILROAD CROSSING SYMBOL SHALL CONSIST OF THE "X" FLANKED BY TWO "R"'S AND THREE 24" STOP BARS; TWO BRACKETING THE "X", ONE AT THE CROSSING, AT MINOR CROSSINGS OR IN URBAN AREAS, THESE MARKINGS MAY BE OMITTED IF AN ENGINEERING STUDY INDICATES THAT OTHER DEVICES INSTALLED PROVIDE SUITABLE PROTECTION.

RAILROAD CROSSING PAVEMENT MARKINGS

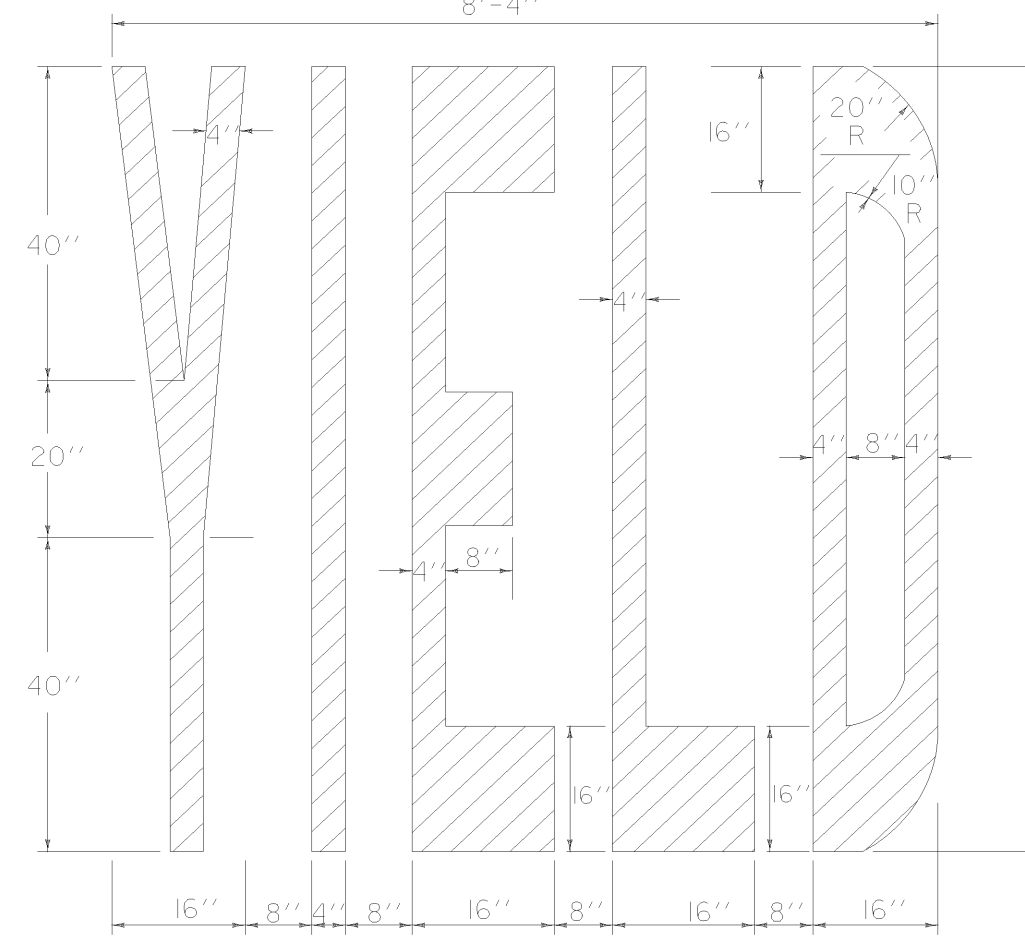
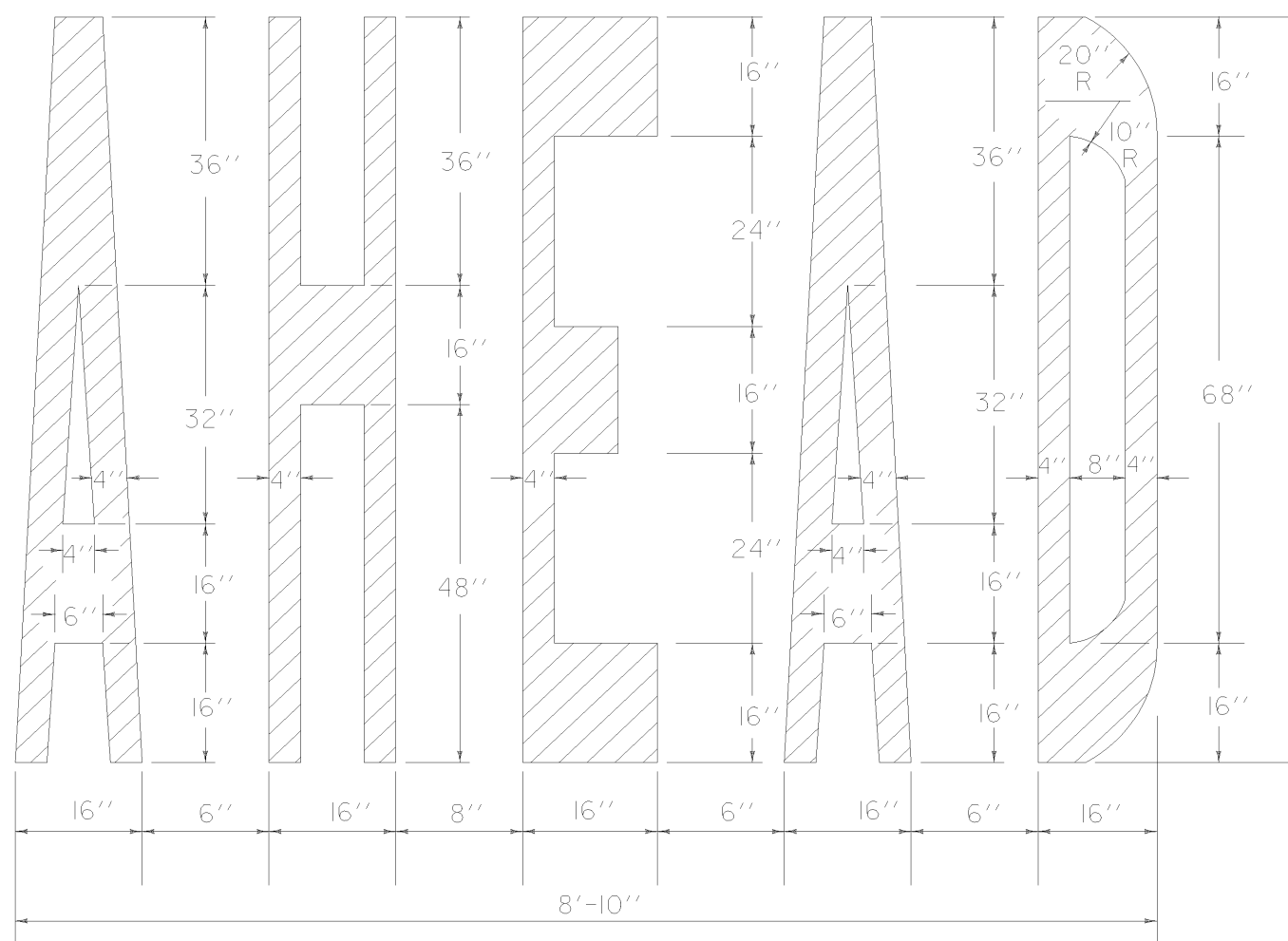
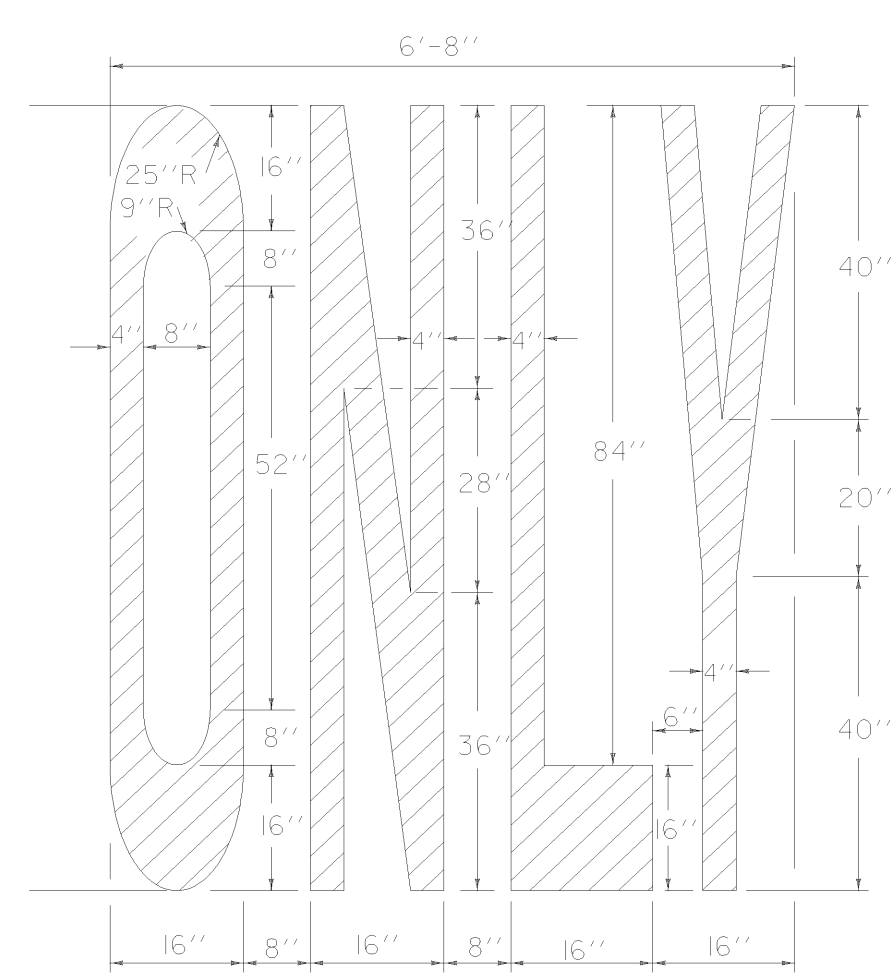
THIS SHEET IS NOT TO SCALE

PAVEMENT MARKING DETAILS SHEET 1

PROJECT:	STATEWIDE	PROJECT NO.:	NHG MARK (202)
DESIGN FILE NAME:	09b002.dgn	PLOT DATE:	25-MAR-2009
IPARM FILE NAME:	09b002pml.i	SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	KAS
SQUAD LEADER:	A GAMBLE	SHEET:	6 OF 10



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

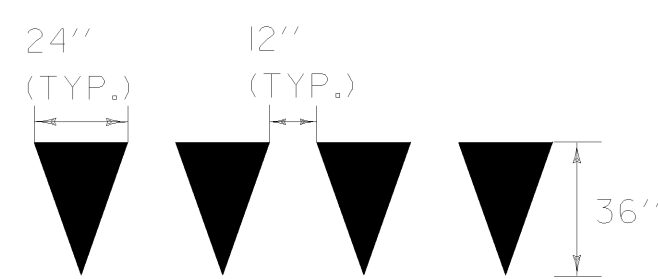


SIGNAL
9' - 6"
6" LETTER SPACING

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.

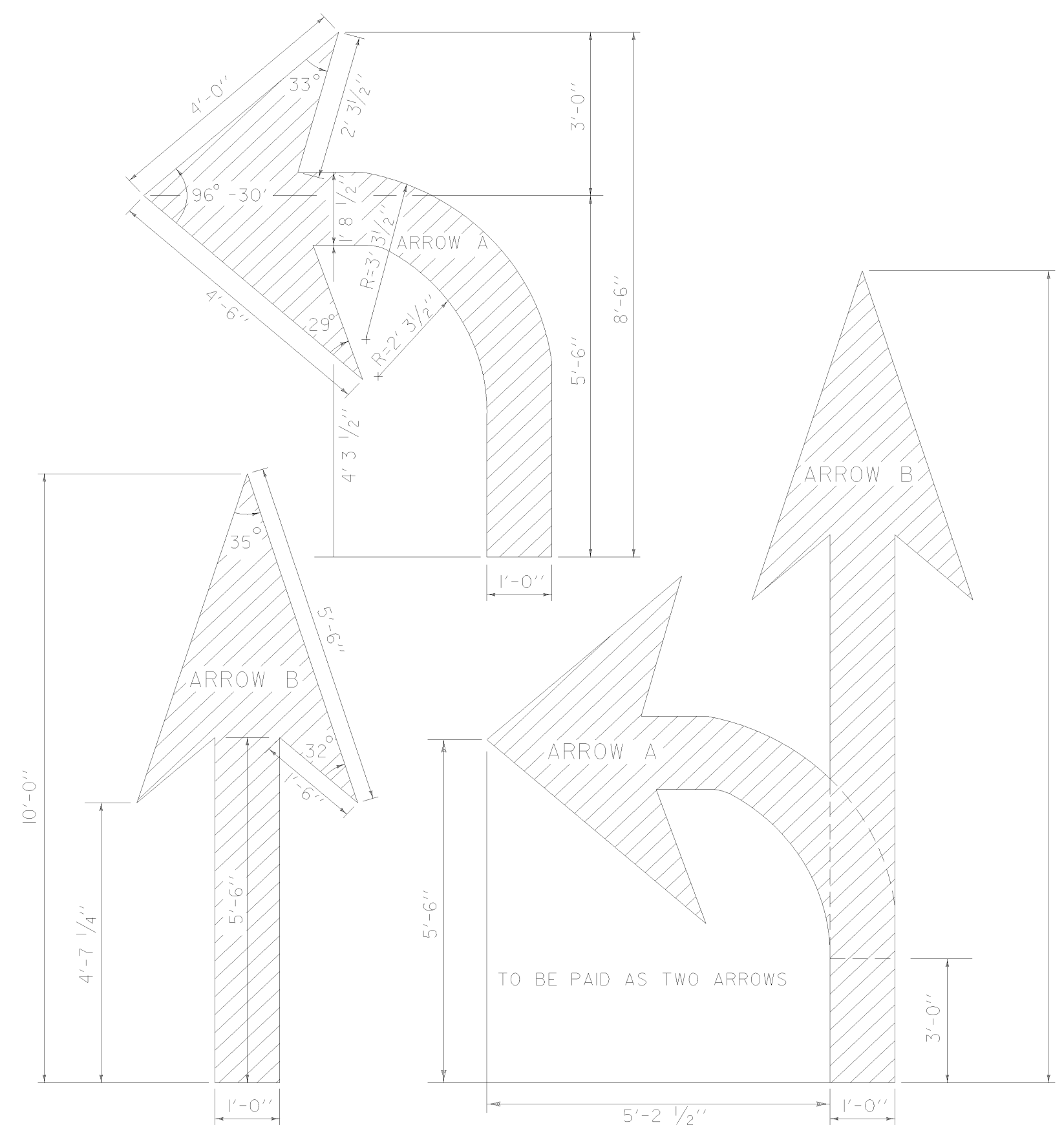
THE LETTER "C" PERTAINS TO THE WORD "SIGNAL" FOR OTHER LETTERS, SEE ABOVE.



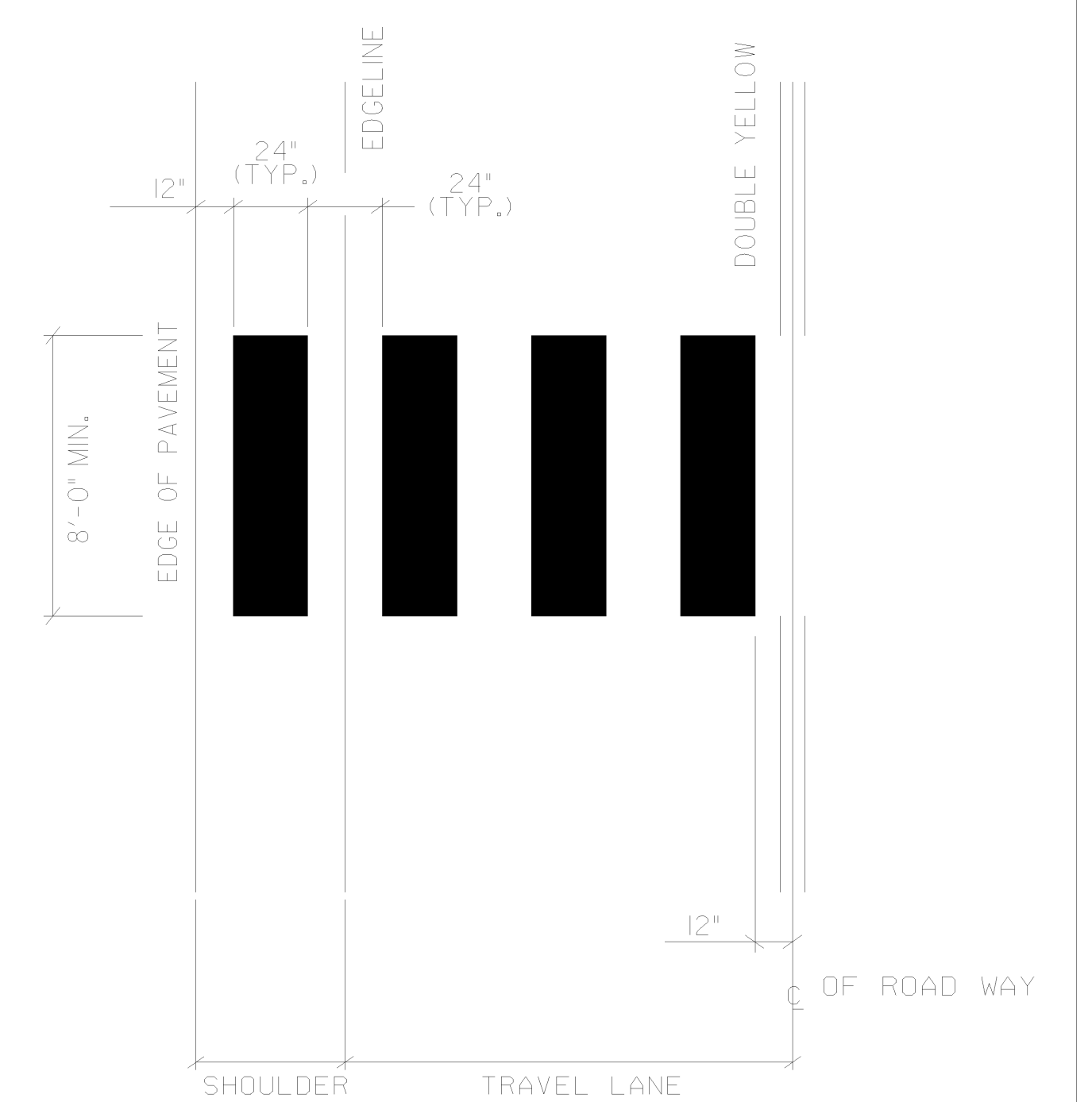
YIELD LINE DETAILS

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.

LETTER IN WORD MARKING AND YIELD LINE DETAILS



ARROW DETAILS

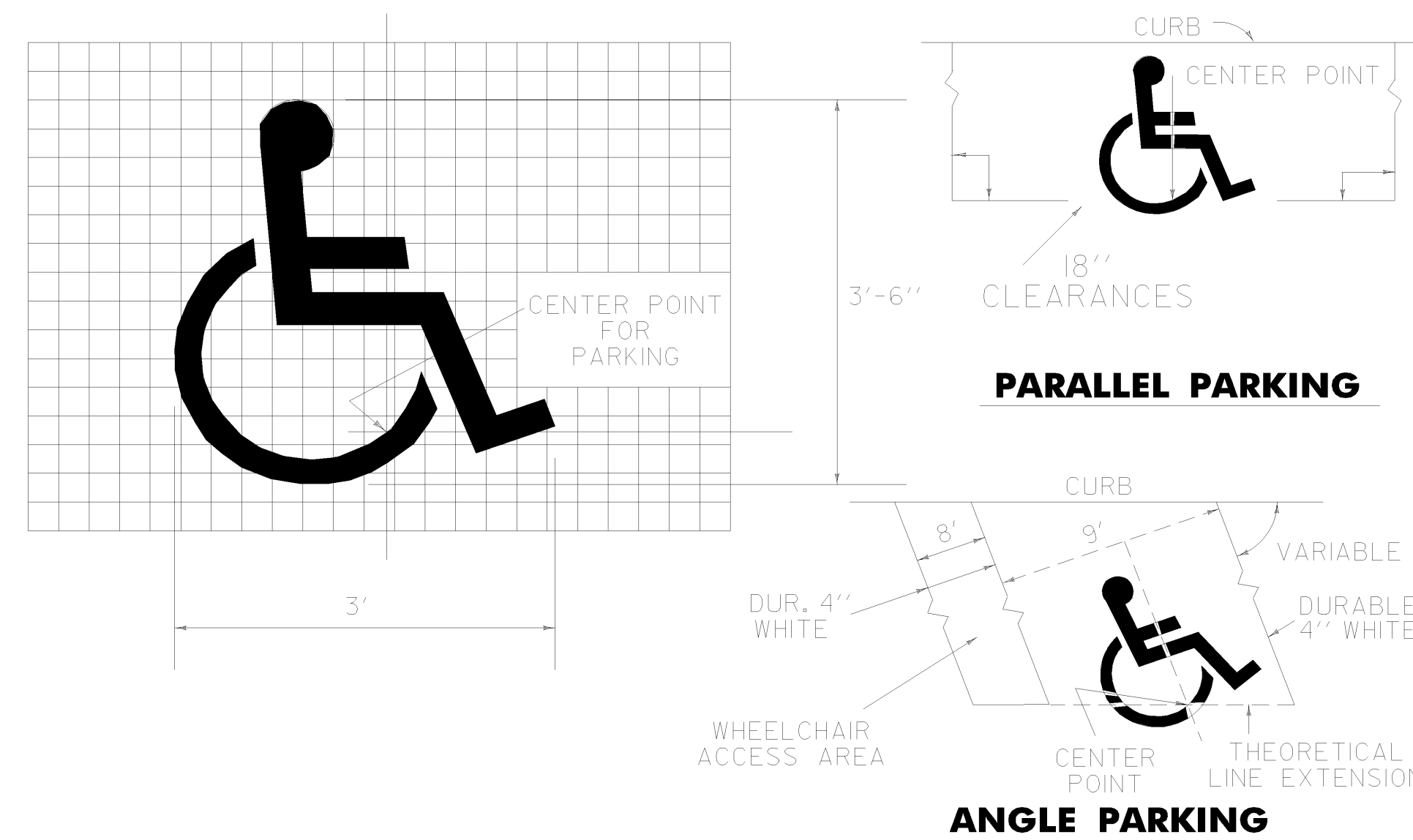


ADJUST SPACING (1 - 2 FT) TO AVOID WHEEL PATHS

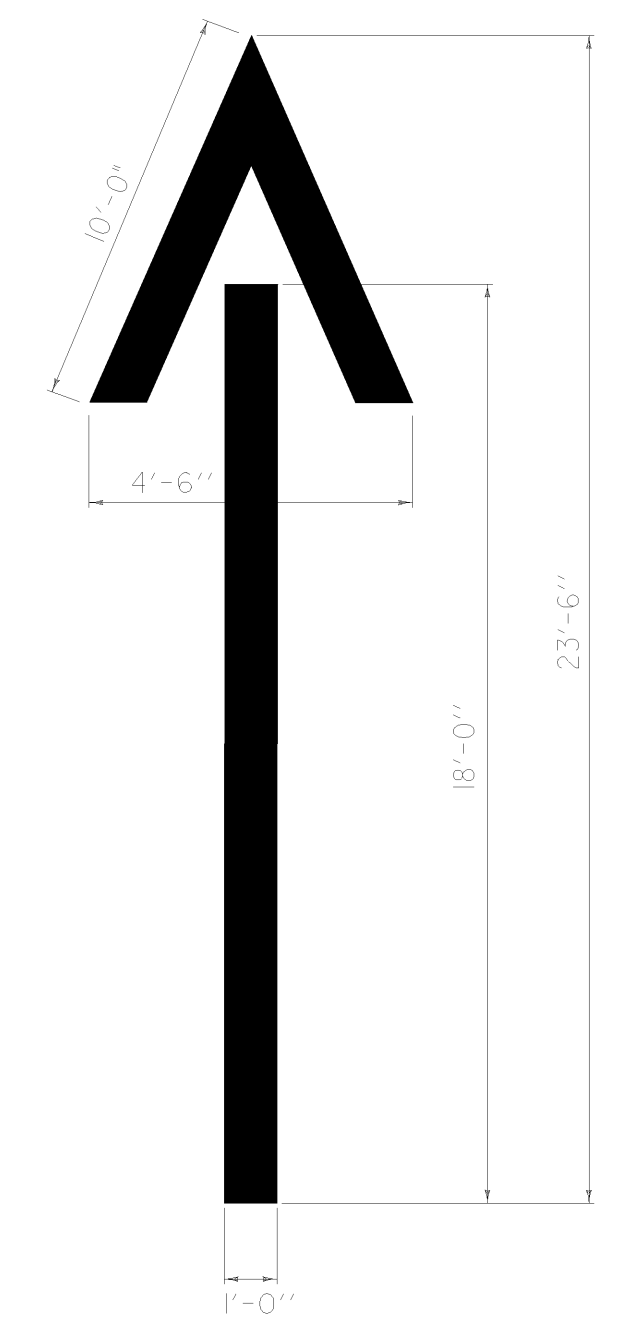
BLOCK PATTERN CROSSWALK DETAIL

NOTES:

THE BLOCK PATTERN IS THE VTRANS PREFERRED CROSSWALK MARKINGS. SEE MUTCD FOR APPROVED OPTIONS.



HANDICAPPED PAVEMENT MARKING DETAILS



WRONG WAY ARROW

PAVEMENT MARKING DETAILS

PAVEMENT MARKING DETAILS SHEET 2

PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (202)
DESIGN FILE NAME: 09b002.dgn	PLOT DATE: 25-MAR-2009
IPARM FILE NAME: 09b002pm2.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 7 OF 10

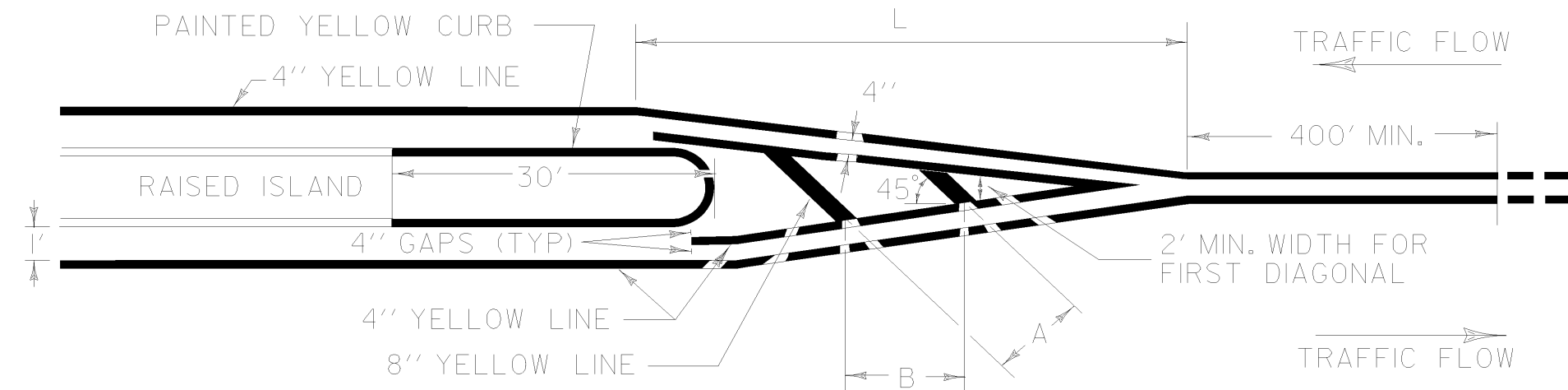
THIS SHEET IS NOT TO SCALE

NOTE:

A SOLID LINE IN THE DIRECTION OF TRAVEL BEGINS AT A LOCATION 400 FEET MIN. IN ADVANCE OF THE BEGIN TAPER FOR THE PAVEMENT WIDTH TRANSITION. PASSING ZONE SHOWN FOR REFERENCE ONLY, ACTUAL MARKINGS BASED ON FIELD CONDITIONS.

$L = \frac{WS^2}{60}$ WHEN S = 40 MPH OR LESS
 $L = WS$ WHEN S = 45 MPH OR GREATER

EDGELINES SHALL BE 1' - 0" MIN. FROM CURB



RAISED ISLAND APPROACH MARKINGS

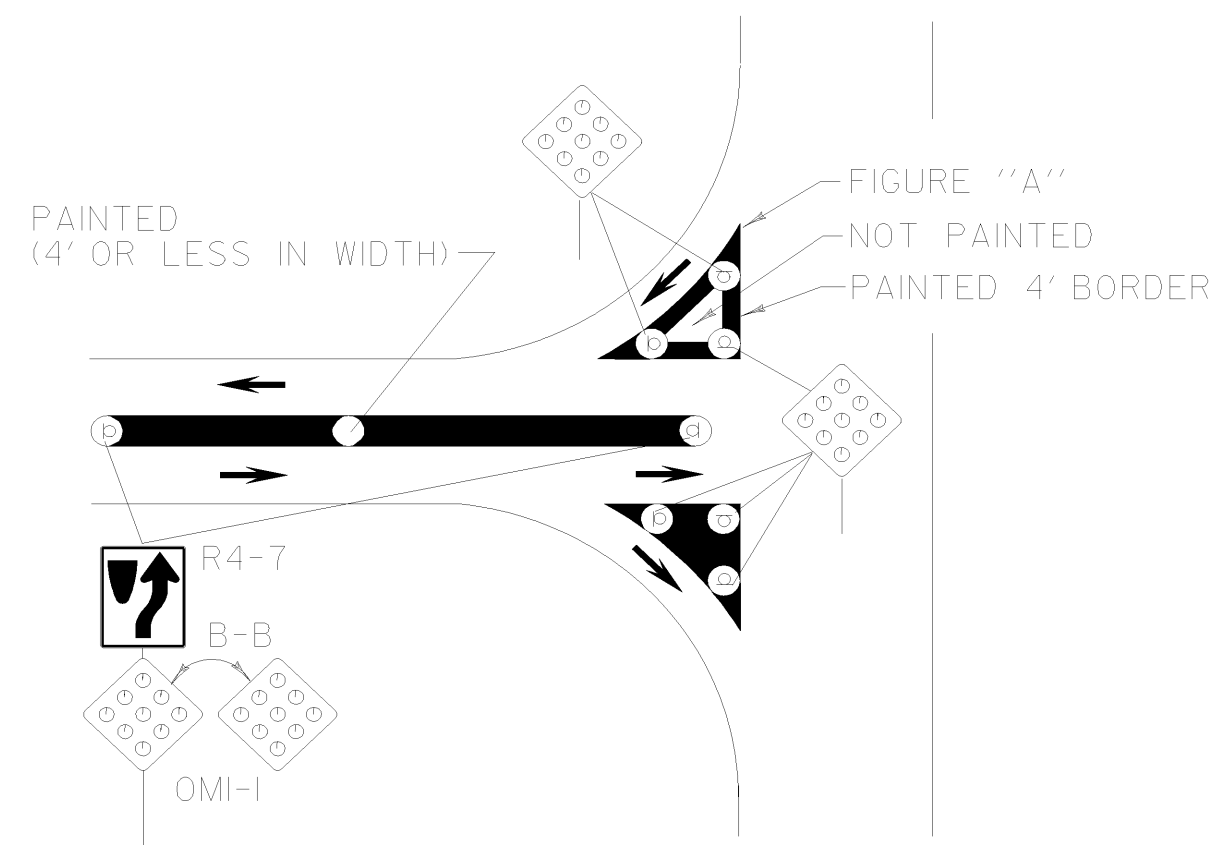
DIMENSIONS		CONDITIONS FOR USE	
A	B		
5'	7'	LOW SPEED OR HIGH SPEED/W POOR SIGHT DISTANCE, <200'	WHERE LENGTH OF DIAGONAL AREA IS 75' MAX.
10'	14'	HIGH SPEED AND GOOD SIGHT DISTANCE, ≥200'	WHERE LENGTH OF DIAGONAL AREA EXCEEDS 75'

THE FOLLOWING GUIDELINES WILL BE USED WHEN PAINTING ISLANDS ON STATE HIGHWAYS AND RECOMMENDED FOR ISLANDS ON OTHER SYSTEMS WITHIN THE STATE.

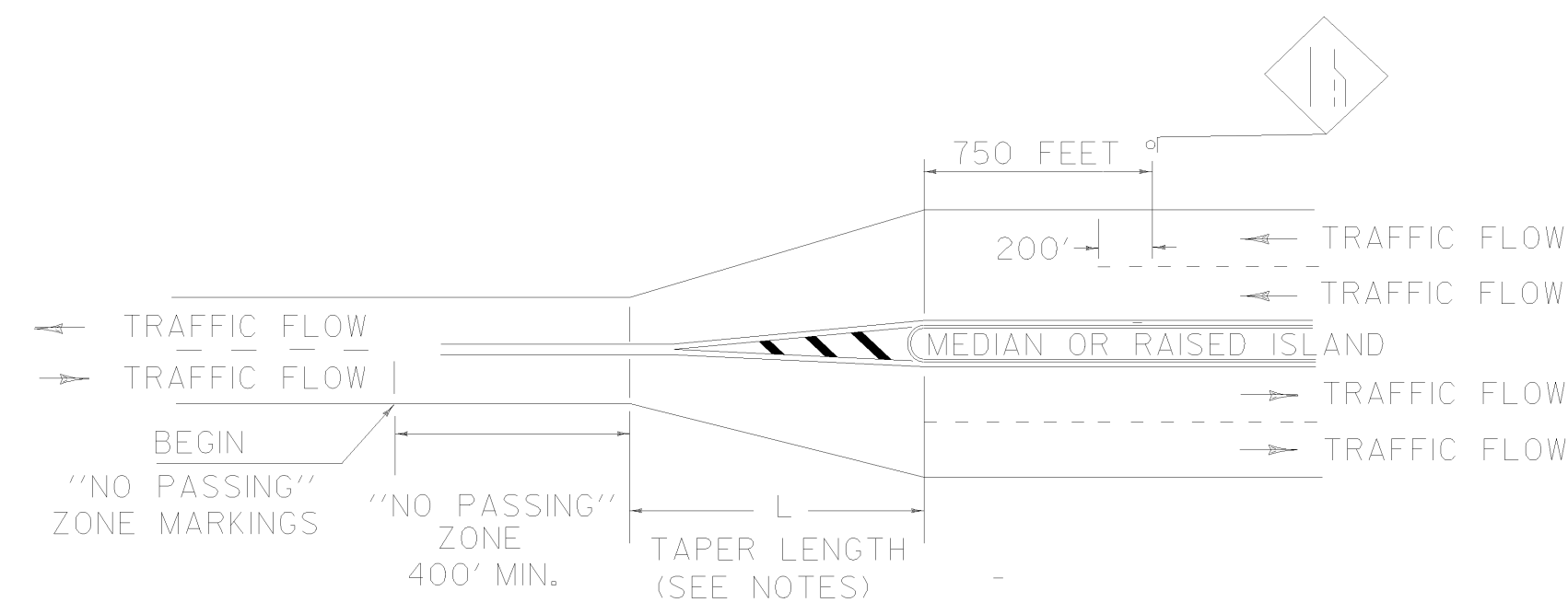
I. PAINTING: ISLANDS WHICH ARE FOUR FEET OR LESS IN WIDTH AND TRIANGULAR ISLANDS WHICH ARE LESS THAN FOUR HUNDRED AND FIFTY SQUARE FEET SHALL BE PAINTED ENTIRELY. TRIANGULAR ISLANDS WHICH ARE FOUR HUNDRED AND FIFTY SQUARE FEET AND LARGER SHALL BE PAINTED WITH A FOUR FOOT BORDER AS SHOWN ON FIGURE "A" BELOW.

II. SIGNS: ALL APPROACH NOSES TO THE ISLANDS IN THE LINE OF TRAFFIC WILL BE SIGNED WITH A KEEP RIGHT (R4-7) SIGN AS WELL AS OBJECT MARKERS (OMI-1) PLACED BACK TO BACK TO INDICATE THE BEGINNING (END) OF THE ISLAND.

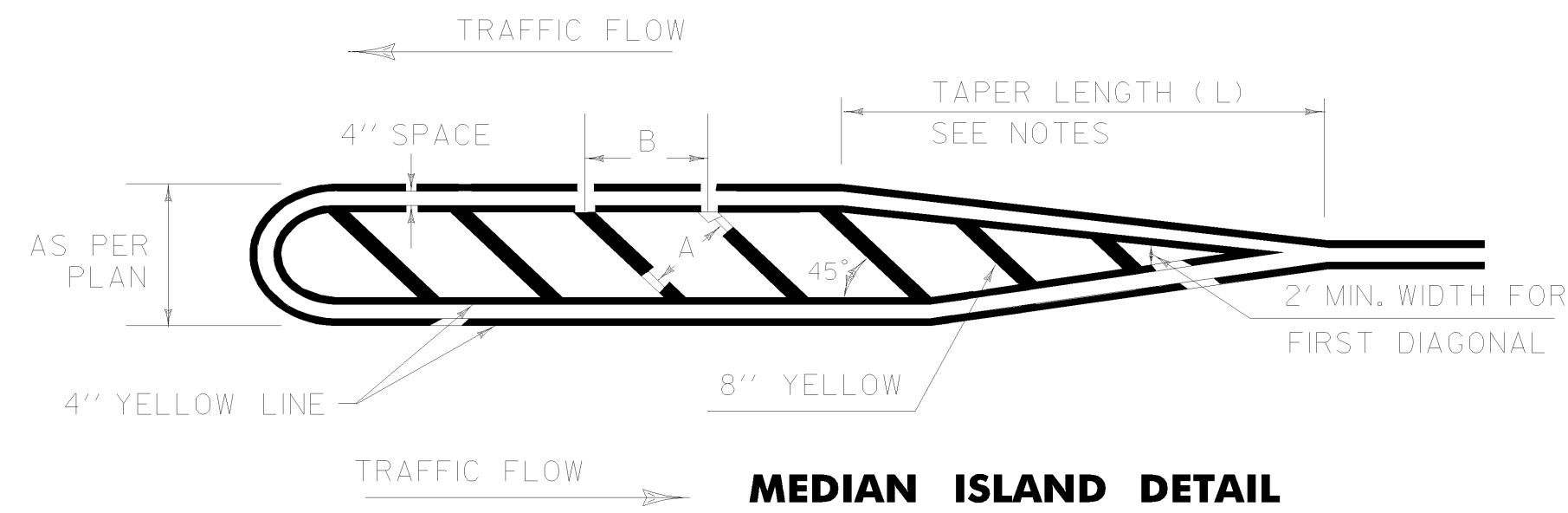
III. EXCEPTIONS: THERE WILL BE SPECIAL CASES WHICH REQUIRE AN EXCEPTION TO, OR MODIFICATION OF THIS GUIDELINE. THESE QUESTIONS SHOULD BE REFERRED TO THE ROADWAY, TRAFFIC AND SAFTY ENGINEER OR DELEGATED REPRESENTATIVE.



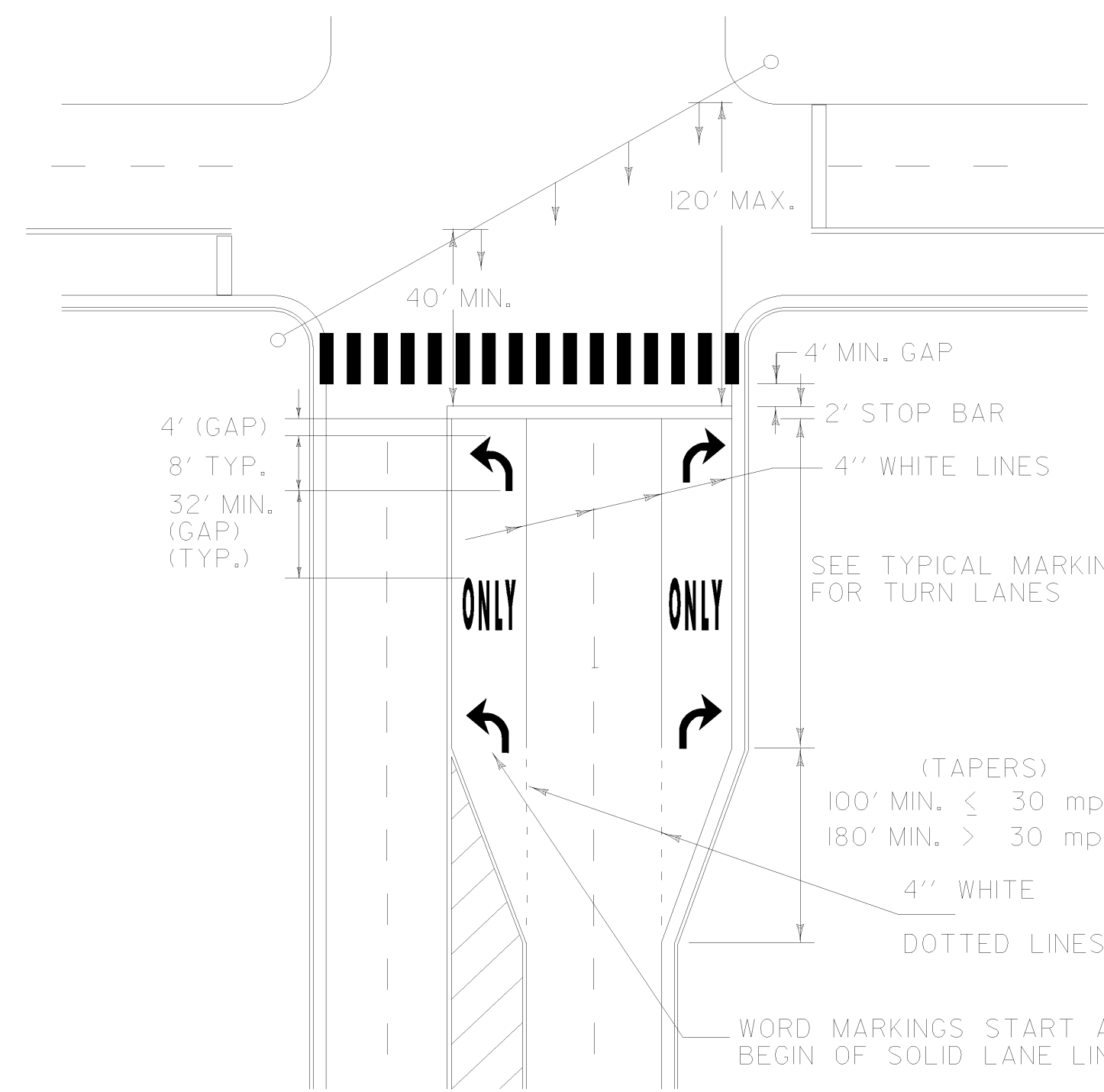
PAINTED RAISED ISLANDS



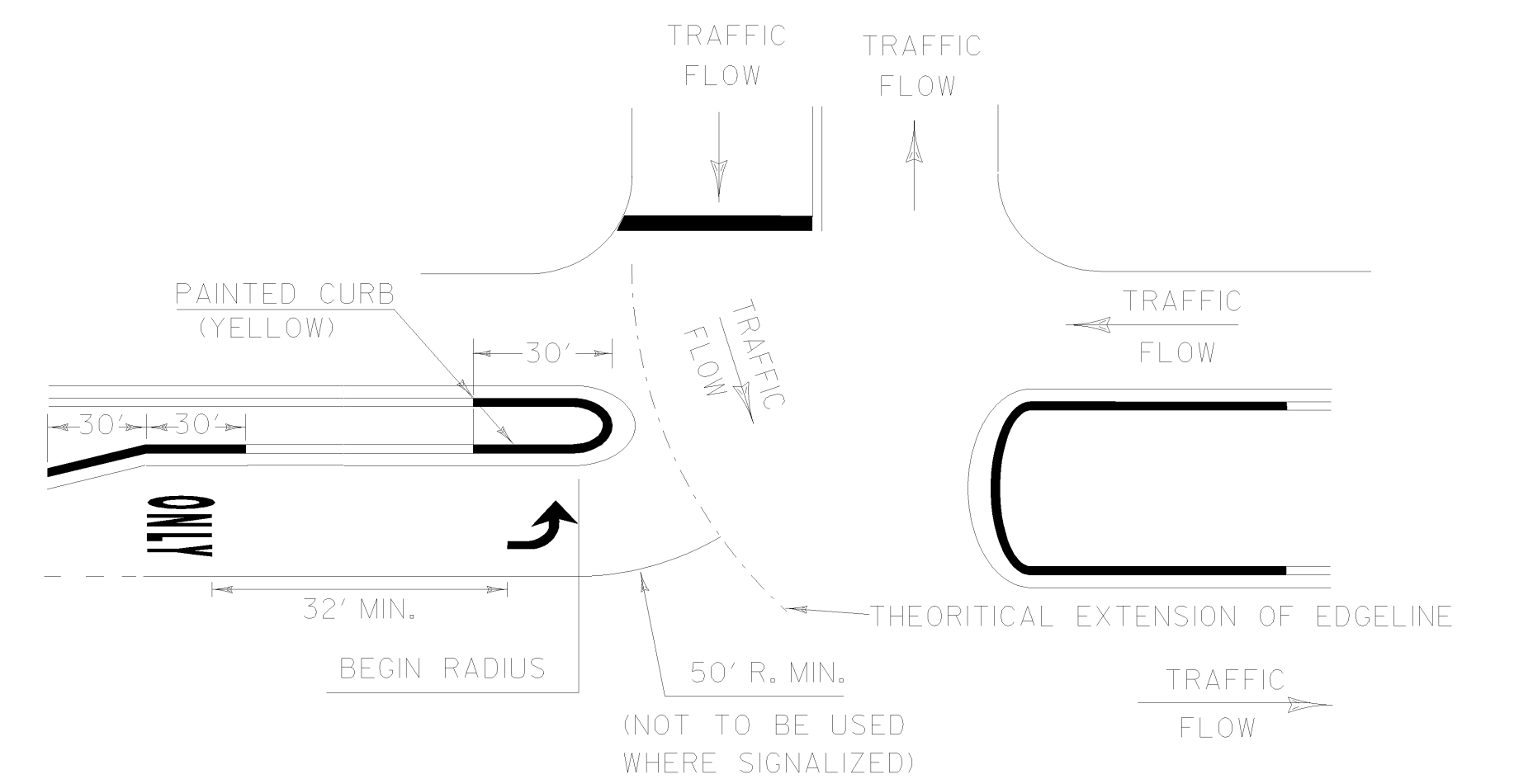
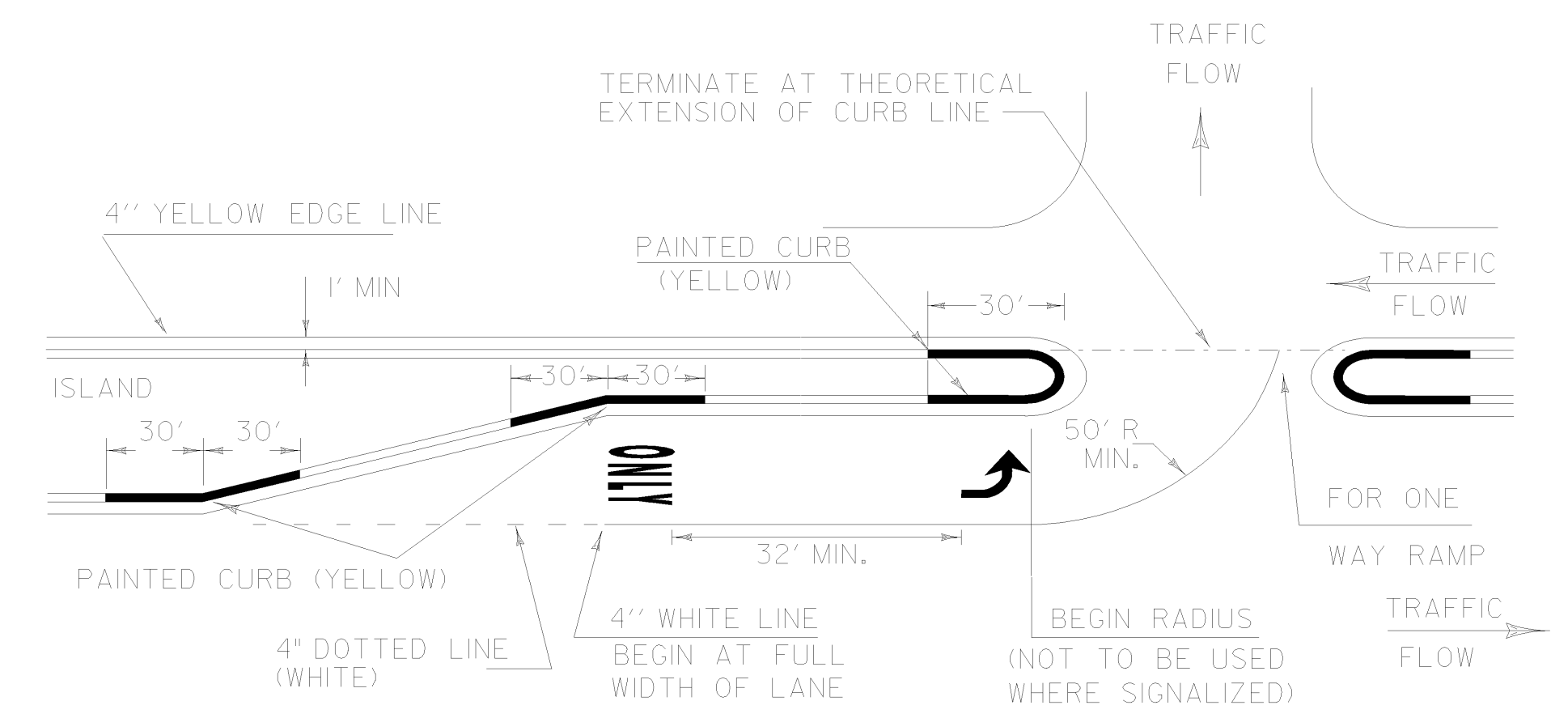
"NO PASSING" ZONE LAYOUT IN PAVEMENT WIDTH TRANSITIONS, TWO LANE HIGHWAY TO DIVIDED HIGHWAY



MEDIAN ISLAND DETAIL



TYPICAL MARKINGS FOR SIGNALIZED INTERSECTION



CURB SHALL BE PAINTED ON THE ISLAND NOSE AND TO A POINT 30 FEET FROM THE END OF THE ISLAND. IN ADDITION, CURB SHALL BE PAINTED 30 FEET FROM ANY CHANGE IN CURB DIRECTION.

TURN LANE AND PAINTED CURB DETAIL

TYPICAL MARKINGS FOR TURN LANES

EXCLUSIVE TURN (LEFT OR RIGHT) LANE(S) LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

FOR DESIGN OF A LEFT OR RIGHT TURN LANE(S) REFER TO VTRANS "GUIDELINE FOR DETERMINING STORAGE, TAPER AND DECELERATION LENGTHS FOR LEFT AND RIGHT-TURN LANES AT INTERSECTIONS".

LEGEND(S) SHALL START AT THE BEGINNING OF SOLID LANE LINE.

THE "ONLY" WORD MARKING SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS.

IF LANE LENGTH IS LESS THAN 50 FEET ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE IS REQUIRED.

THE LONGITUDINAL SPACE BETWEEN LEGENDS SHOULD NOT BE MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

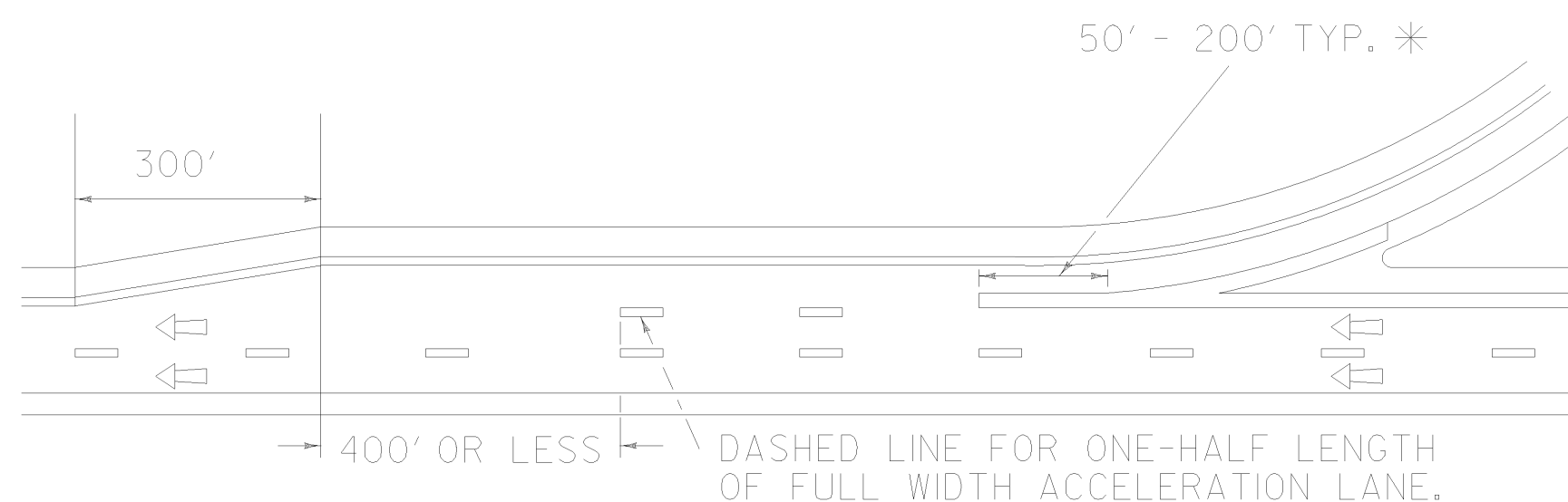
A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS. MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

THIS SHEET IS NOT TO SCALE

PAVEMENT MARKING
 DETAILS

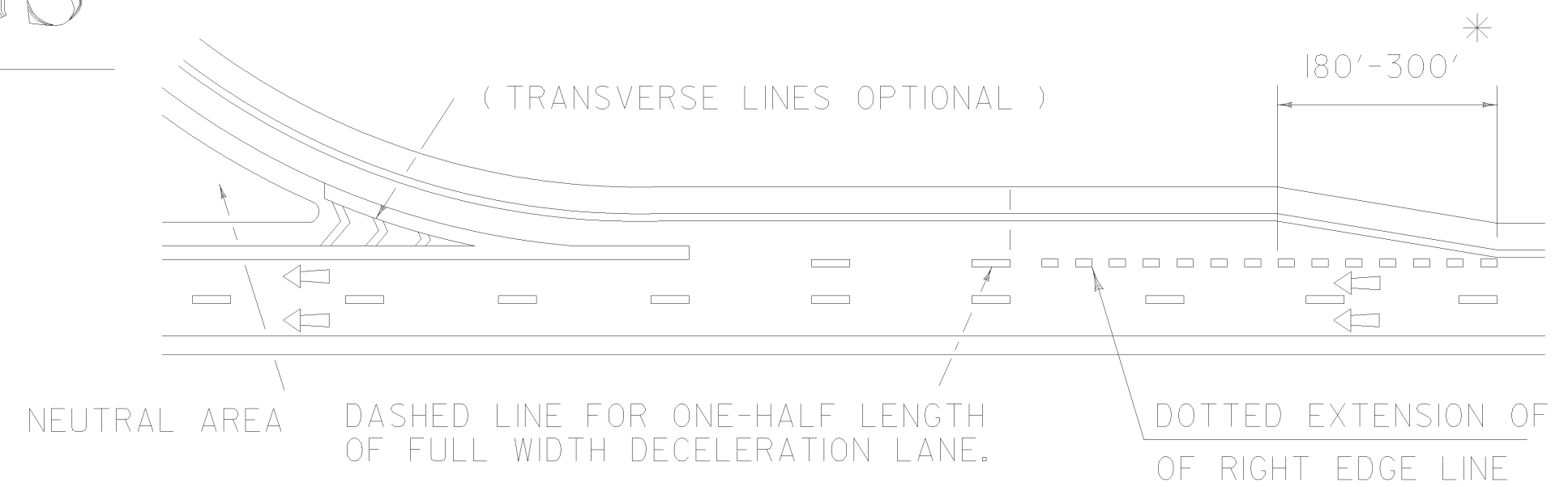
PAVEMENT MARKING DETAILS SHEET 3	PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (202)
	DESIGN FILE NAME: 09b002.dgn IPARM FILE NAME: 09b002pm3.f SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 25-MAR-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 8 OF 10

RAMP MARKINGS



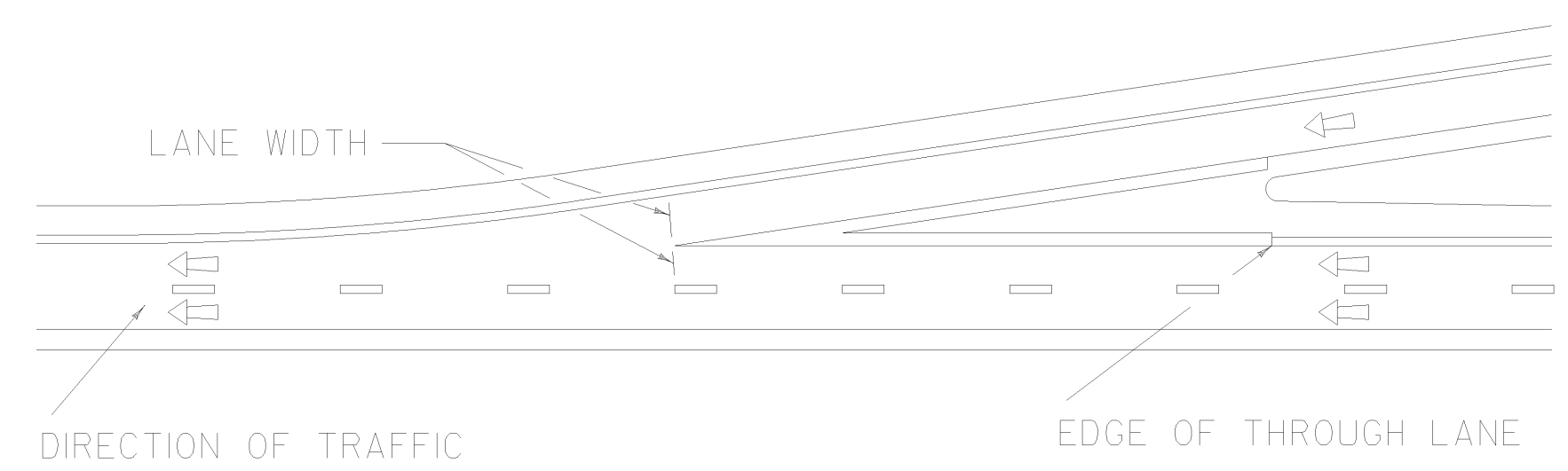
* USE LONGER LENGTH TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.

PARALLEL ACCELERATION LANE

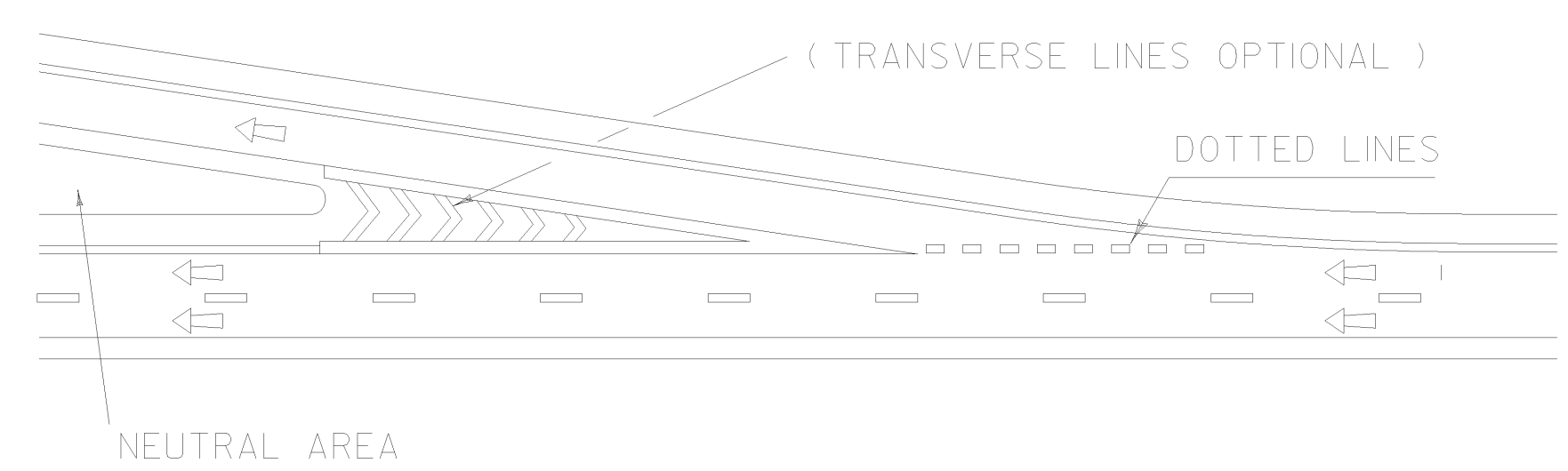


* SHORTER TAPERS GIVE A BETTER TARGET VALUE, HOWEVER ALIGNMENT MAY DICTATE A LONGER TAPER. ENGINEER SHALL ESTIMATE LENGTH.

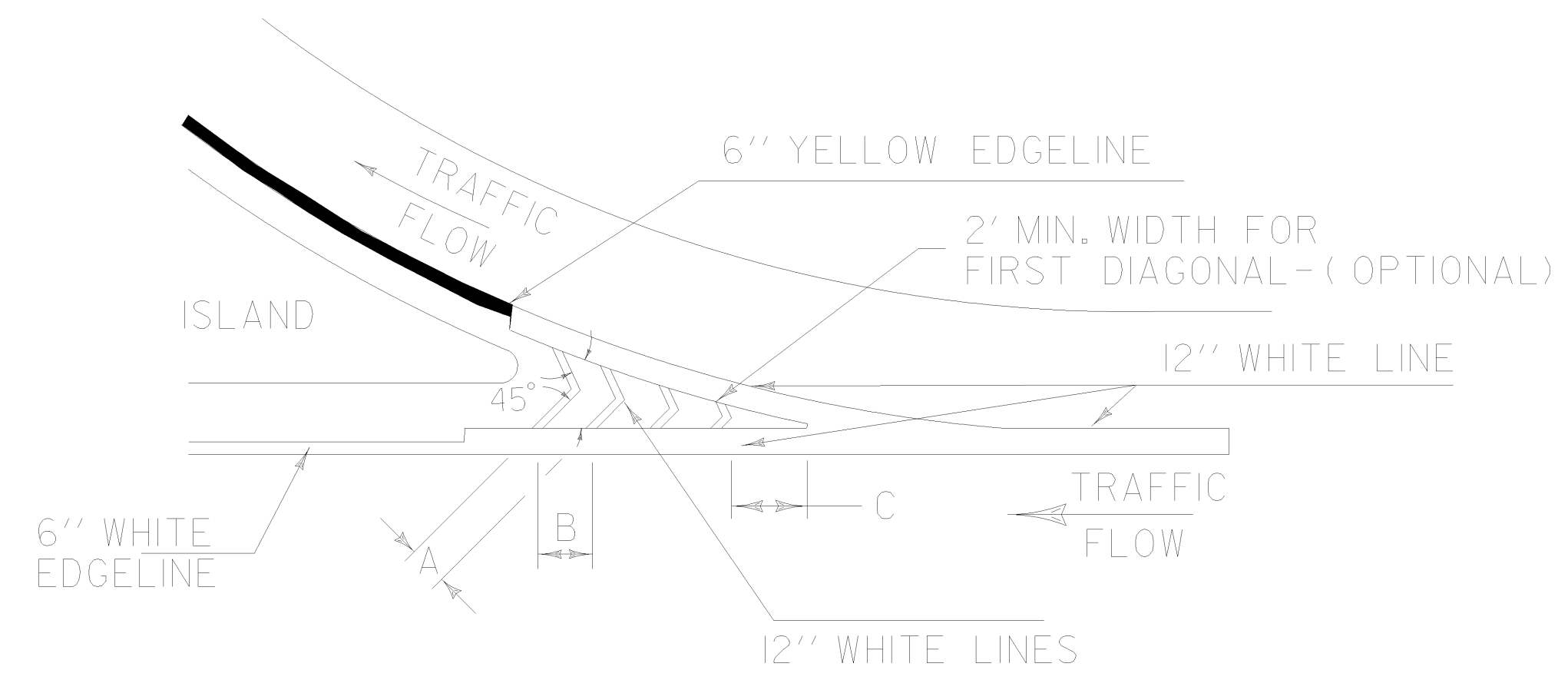
PARALLEL DECELERATION LANE



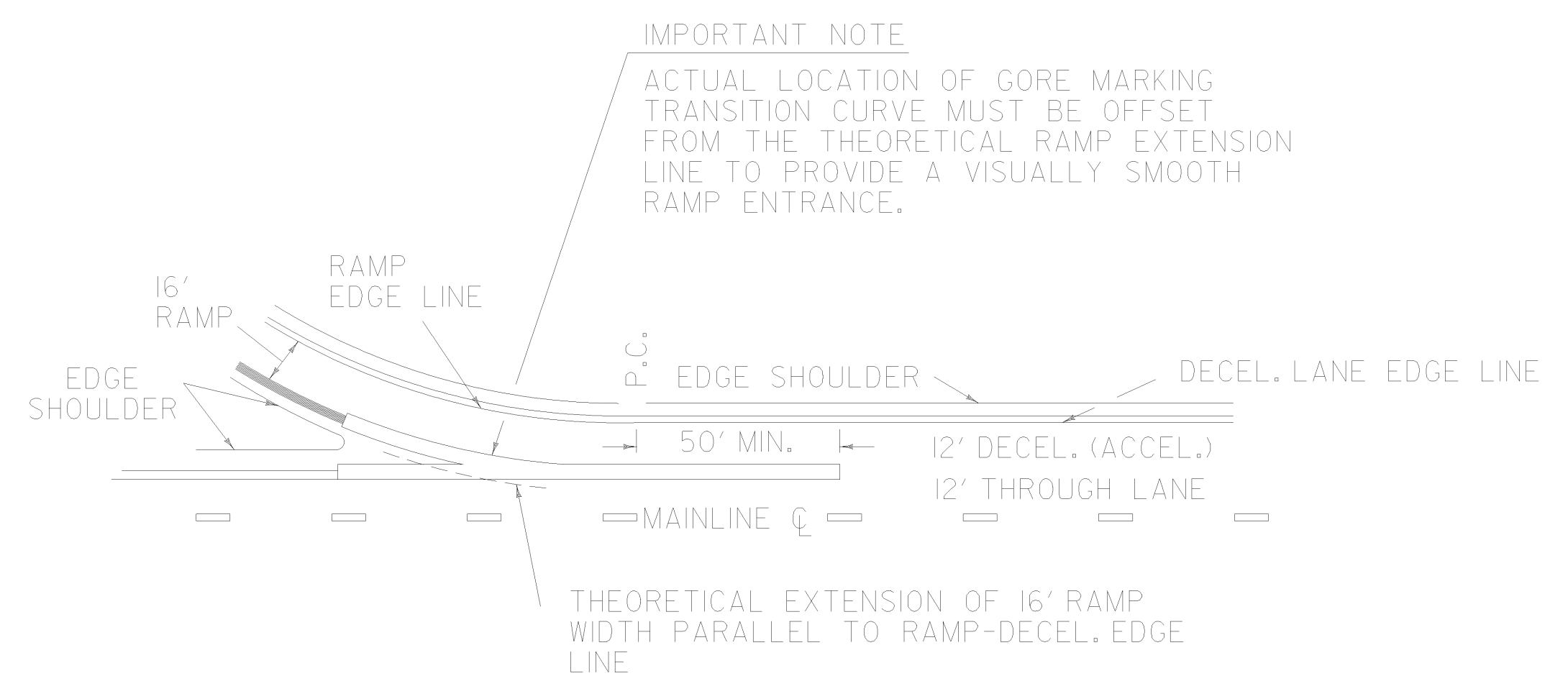
TAPERED ACCELERATION LANE



TAPERED DECELERATION LANE



GORE MARKING DETAIL - EXIT TRANSVERSE LINES



DETAIL - GORE MARKING TRANSITION CURVE

LEGEND

- WHITE LINES
- YELLOW LINES
- CHANNELIZATION WHITE LINES
- WHITE DOTTED LINES (3' SOLID - 9' GAP)
- DIRECTION OF TRAFFIC FLOW

DIMENSIONS			CONDITIONS FOR USE	
A	B	C		
5'	7'	2'	LOW SPEED OR HIGH SPEED/W POOR SIGHT DISTANCE, <200'	WHERE LENGTH OF DIAGONAL AREA IS 75' MAX.
10'	14'	4'	HIGH SPEED AND GOOD SIGHT DISTANCE, >200'	WHERE LENGTH OF DIAGONAL AREA EXCEEDS 75'

THIS SHEET IS NOT TO SCALE

PAVEMENT MARKING DETAILS

PAVEMENT MARKING DETAILS SHEET 5	PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (202)
	DESIGN FILE NAME: 09b002.dgn	PLOT DATE: 25-MAR-2009
	IPARM FILE NAME: 09b002pm5.1	SURVEY DATE:
	SURVEYED BY:	DRAWN BY: KAS
	SQUAD LEADER: A GAMBLE	SHEET: 10 OF 10