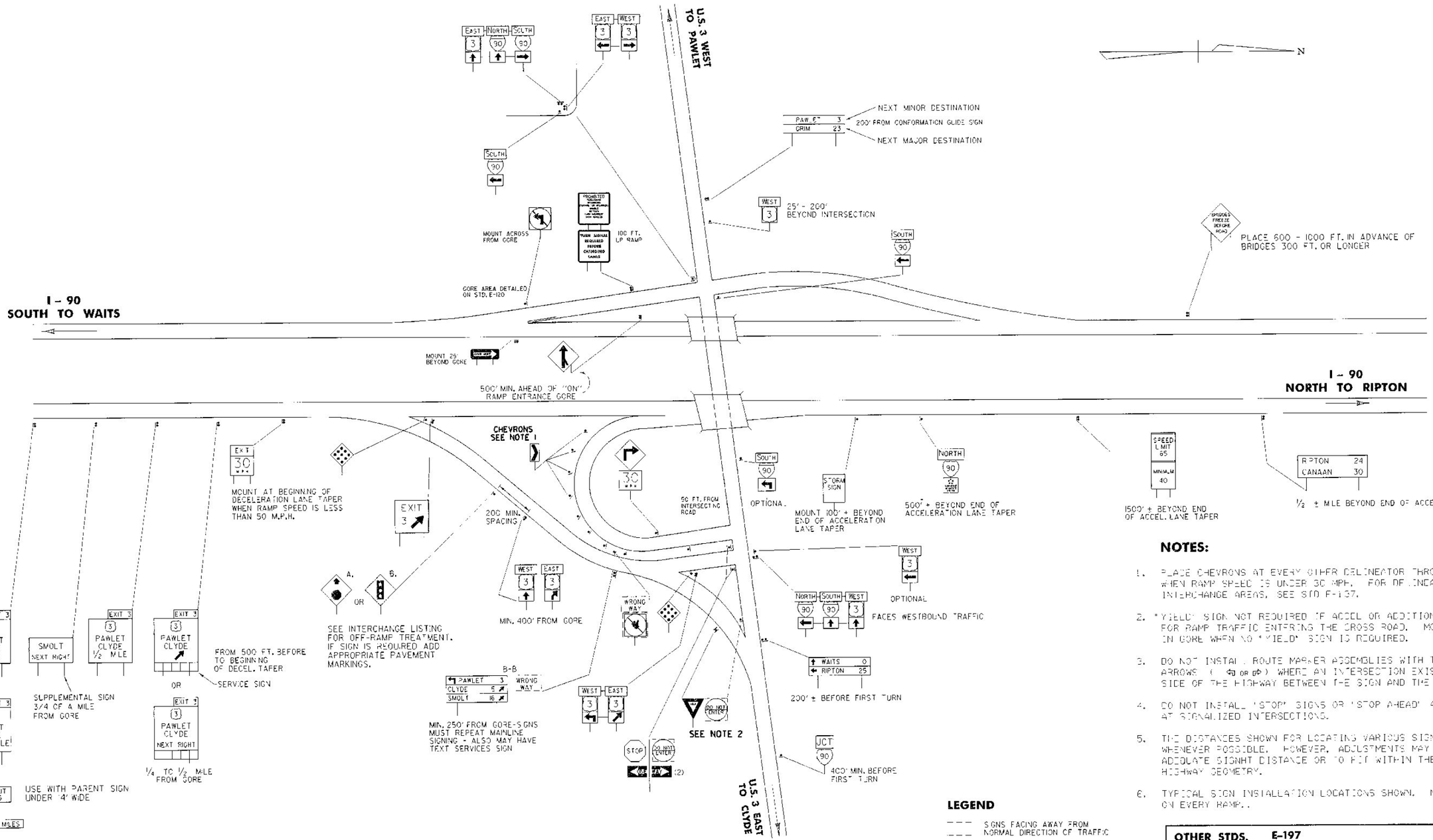

NOTES:

1. PLACE CHEVRONS AT EVERY OTHER DELINEATOR THROUGHOUT CURVE WHEN RAMP SPEED IS UNDER 30 MPH. FOR DELINEATOR PLACEMENT IN INTERCHANGE AREAS, SEE STD E-137.
2. "YIELD" SIGN NOT REQUIRED IF ACCEL OR ADDITIONAL LANE IS PROVIDED FOR RAMP TRAFFIC ENTERING THE CROSS ROAD. MOUNT "DO NOT ENTER" IN GORE WHEN NO "YIELD" SIGN IS REQUIRED.
3. DO NOT INSTALL ROUTE MARKER ASSEMBLIES WITH TURN INDICATOR ARROWS (⇦ OR ⇨) WHERE AN INTERSECTION EXISTS ON THE TURN SIDE OF THE HIGHWAY BETWEEN THE SIGN AND THE DESIGNATED TURN.
4. DO NOT INSTALL "STOP" SIGNS OR "STOP AHEAD" AND "STOP" MARKINGS AT SIGNALIZED INTERSECTIONS.
5. THE DISTANCES SHOWN FOR LOCATING VARIOUS SIGNS SHOULD BE FOLLOWED WHENEVER POSSIBLE. HOWEVER, ADJUSTMENTS MAY BE NECESSARY TO INSURE ADEQUATE SIGNHT DISTANCE OR TO FIT WITHIN THE CONSTRAINTS OF THE HIGHWAY GEOMETRY.
6. TYPICAL SIGN INSTALLATION LOCATIONS SHOWN. NOT ALL SIGNS SHOWN ON EVERY RAMP.

LEGEND

--- SIGNS FACING AWAY FROM
--- NORMAL DIRECTION OF TRAFFIC

OTHER STDS. REQUIRED: E-197

REVISIONS AND CORRECTIONS

AUG. 08, 1995 - DATE OF ORIGINAL ISSUE

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

APPROVED

DIRECTOR OF ENGINEERING

TRAFFIC AND SAFETY ENGINEER

TYPICAL FREEWAY INTERCHANGE SIGNING

/tmpf/std/std126.dgn : stcel26.

VERMONT AGENCY OF TRANSPORTATION

STANDARD

E-126