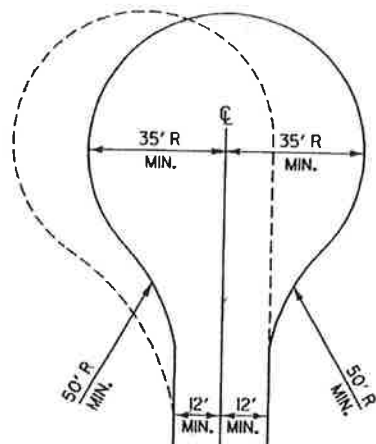
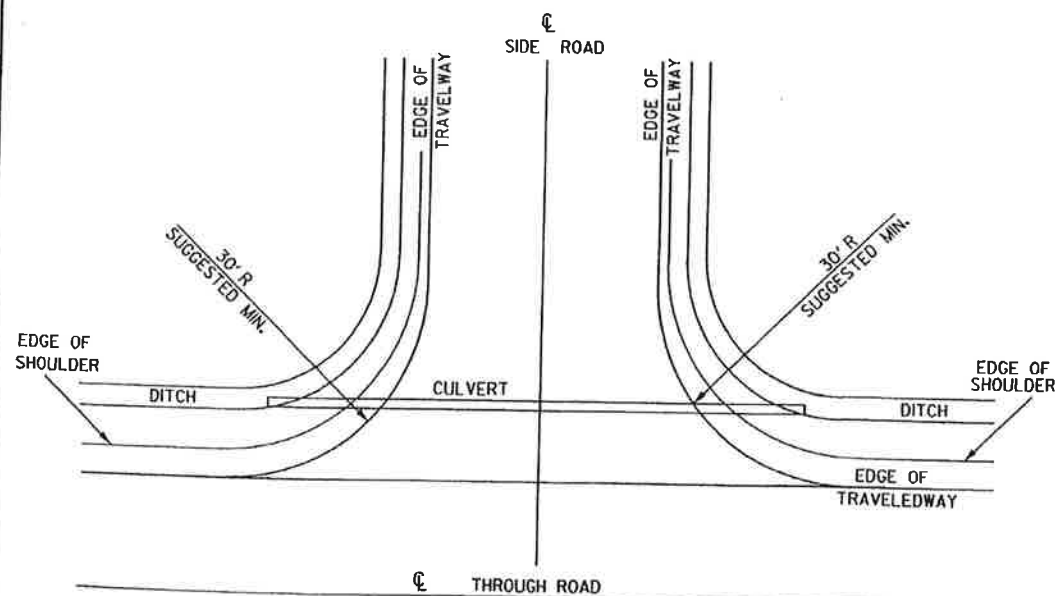


CUL-DE-SAC FOR DEAD END ROADS



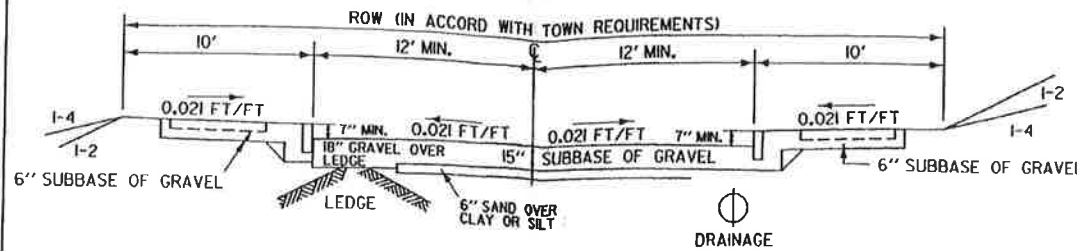
INTERSECTION OF THROUGH ROAD AND SIDE ROAD



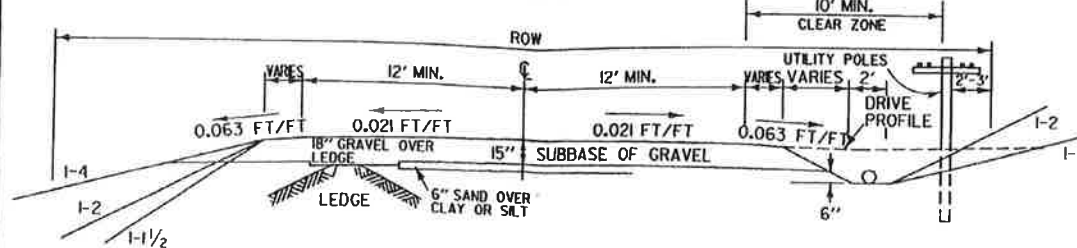
FOR THROUGH ROADS WITH SIDEWALKS & CURBING-PROVIDE DROP INLETS ON EACH SIDE OF SIDE ROAD AT INTERSECTION

ROAD TYPICALS

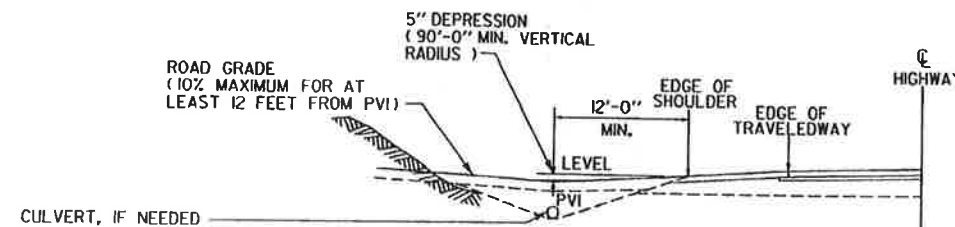
TYPICAL - CURBED SECTION WITH 5' SIDEWALKS



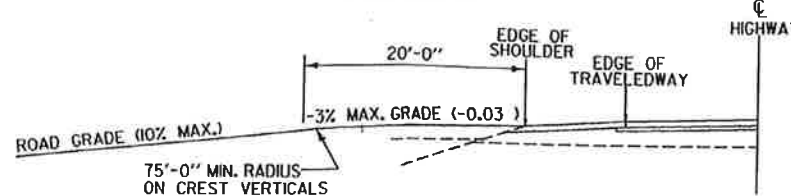
TYPICAL - NON-CURBED SECTION WITH DITCH



PROFILE OF INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)



PROFILE OF INTERSECTION (FILL SECTION)



GENERAL NOTES FOR LOCAL ROADS

- SUBBASE, SAND CUSHION AND SUBGRADE SHOULD BE CONSTRUCTED AND COMPACTED TO DIMENSIONS SHOWN IN ACCORDANCE WITH VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS. WHERE LOCAL ORDINANCES HAVE BEEN ADOPTED RELATIVE TO ROAD DIMENSIONS AND CONSTRUCTION, THEY SHOULD GOVERN. THE DIMENSIONS SUGGESTED ARE INTENDED TO BE APPLIED ONLY IN LOW TRAFFIC VOLUME CONDITIONS (AVERAGE DAILY TRAFFIC LESS THAN 250 VEHICLES PER DAY), AND WHERE HEAVY TRUCK TRAFFIC IS INFREQUENT.
- EXPOSED EARTH SLOPES SHOULD BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS.
- DRAINAGE:
 - ROADWAY - 18" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE, WITH DROP INLETS OR CATCH BASINS, AS REQUIRED. HYDRAULIC ANALYSIS TO DETERMINE APPROPRIATE PIPE DIAMETER IS RECOMMENDED FOR ALL LIVE STREAM CROSSINGS AND ELSEWHERE WHERE LARGE STORM FLOWS MAY BE EXPECTED.
 - DRIVES - 15" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE.
 - UNDERDRAIN - 6" MINIMUM DIAMETER, OF METAL, PVC PLASTIC OR POLYETHYLENE PIPE.
- HORIZONTAL CURVATURE:
 - 275' MINIMUM RADIUS ALONG THROUGH ROADS WITH A POSTED SPEED OF 30 MPH AND A SUPERELEVATION OF 6%.
 - 195' MINIMUM RADIUS ALONG SIDE ROADS WITH A POSTED SPEED OF 25 MPH AND A SUPERELEVATION OF 6%.
 - WHERE OTHER SPEEDS AND SUPERELEVATION RATES ARE USED, APPROPRIATE RADIUS SHOULD BE PROVIDED AS RECOMMENDED IN THE LATEST EDITION OF THE AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
- GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16% MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.
- SIDE SLOPES - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS, OF A DESIGN IN ACCORDANCE WITH VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS AND STANDARDS. AN ADDITIONAL 3' WIDENING IS RECOMMENDED FOR PROPER SUPPORT OF GUARD RAIL POSTS AT THE OUTSIDE OF SHOULDERS. WHERE SLOPES ARE 2:1 OR STEEPER AND THE HEIGHT OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 5', GUARD RAIL SHOULD BE INSTALLED. WHERE SLOPES ARE 3:1, GUARD RAIL MAY NOT BE NEEDED IF THE AREA AT THE BOTTOM OF THE SLOPE IS FREE OF HAZARDS. WHERE SLOPES ARE 4:1 OR FLATTER, GUARD RAIL IS NOT NORMALLY REQUIRED.
- PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL GOVERNING BODY. FOR OTHER THAN LOW TRAFFIC VOLUMES, OR WHERE HEAVY TRUCKS ARE COMMON, A PAVEMENT DESIGN SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SUBBASE AND PAVEMENT.
- TRAVELED WAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR LOW SPEED/LOW TRAFFIC VOLUME CONDITIONS. FOR ADDITIONAL GUIDANCE IN THE DESIGN OF LOCAL ROADS AND STREETS, SEE THE LATEST EDITION OF AASHTO'S POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
- UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

REVISIONS AND CORRECTIONS

- JAN. 21, 1971 - ORIGINAL DATE OF ISSUE
- R. 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND
- 1973 - INTERSECTION PROFILES ADDED
- DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN CRITERIA
- JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
- MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

APPROVED

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

Stephen J. McArthur
DIRECTOR OF ENGINEERING

Thomas Page
UTILITIES ENGINEER

STANDARDS FOR TOWN & DEVELOPMENT ROADS

VALUES ABOVE MINIMUM TO BE USED WHENEVER FEASIBLE



STANDARD
A-76