

- 1. STONE SHALL BE 1.5 TO 4 INCHES WITH A MINIMUM THICKNESS OF 12 INCHES.
- 2. LENGTH, WIDTH AND RETURN RADIUSES SHALL BE AS SHOWN ON THE APPLICABLE CONSRTUCTION STABILIZATION PLAN.
- 3. MAINTAINANCE OF ENTRANCE WILL BE NECESSARY TO PREVENT TRACKING OF SEDIMENT OFF SITE. THIS MAY INCLUDE ADDING STONE, AND/OR REMOVING AND REPLACING STONE. 4. THE EMPLOYMENT OF APPROVED ALTERNATIVE METHODS OF REMOVING SEDIMENT FROM VEHICLE PRIOR TO EXITING SITE IS ENCOURAGED TO MINIMIZED REQUIRED MAINTAINANCE
- 5. CONTRACTOR SHALL REMOVE ALL SEDIMENT THAT ACCUMULATES ON LINCOLN STREET AS A RESULT OF CONTRUCTION ON THIS PROJECT. COLLECTED SEDIMENT SHALL PLACED IN AN UPSLOPE ILOCATION AND STABILIZED IN PLACE.

DETAIL — STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

REVISIONS AND CORRECTIONS

B-7IA (3/12/90), AND B-13 (12/14/71).

LANGUAGE AND DIMENSIONS IN ACCESS

O CONFORM WITH NEWEST AASHTO CRITERIA.

MANAGEMENT PROGRAM GUIDELINES.

UNDER NEW SIGNATURES.

UNDER NEW SIGNATURES.

FEB I, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART

JULY 8, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA

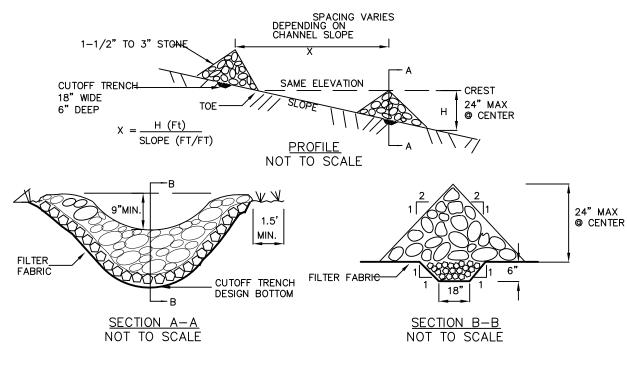
NOV.16,2000 - CHANGES MADE TO CONFORM WITH

JUNE 1, 1994 - REISSUED, WITHOUT CHANGE,

MAR. 10, 1995 - REISSUED, WITHOUT CHANGE,

DEC. II, 1992 - THIS STANDARD SUPERCEDES B-71(7/23/80R), APPROVED

OF STABILIZED ENTRANCE.



CONSTRUCTION SPECIFICATIONS

- 1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION TO THE LINES, GRADES AND LOCATIONS SHOWN IN THE PLAN.
- 2. SET SPACING OF CHECK DAMS TO ASSUME THAT THE ELEVATIONS OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION OF THE TOE OF THE
- 3. EXTEND THE STONE A MINIMUM OF 1.5 FEET BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
- 4. PROTECT THE CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
- 5. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE. MAXIMUM DRAINAGE AREA 2 ACRES.

DETAIL - TEMPORARY STONE CHECK DAM

NOT TO SCALE

DUAL COMMERCIAL DRIVE TO BE USED ONLY

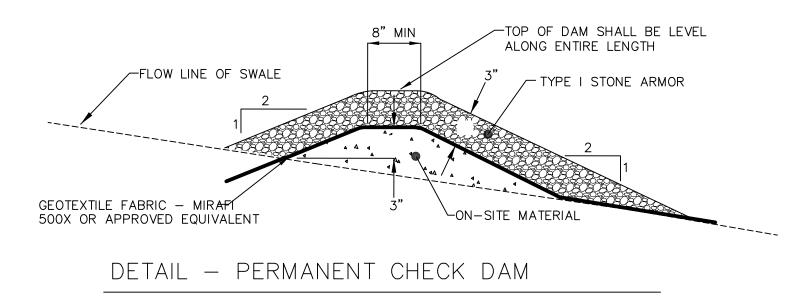
CULVERT ENDS

ØÍRECTOR OF∕PROGRAM DEVELOPMEN

CHIEF OF UTILITIES AND PERMITS

FEDERAL HIGHWAY ADMINISTRATION

LOCAL GRADING -



NOT TO SCALE

STONE FILL: STONE FILL SHALL BE APPROVED, HARD, BLASTED ANGULAR ROCK. THE LEAST DIMESION OF THE STONE SHALL BE NO LESS THAN 1/3 OF THE LONGEST DIMENSION. THE STONE SHALL BE REASONABLY WELL GRADED SO AS TO FORM A

(a) TYPE I: THE LONGEST DIMENSION SHALL VARY FROM 1-INCH TO 12-INCHES, AND ÀT LEAST 50% OF THE VOLUME SHALL HAVE A LEAST DIMENSION OF 4-INCHES. (b) TYPE II: THE LONGEST DIMESION SHALL VARY FROM 2-INCHES TO 36-INCHES. AND AT LEAST 50% OF THE VOLUME SHALL HAVE A LEAST DIMESION OF 12-INCHES.

DETAIL - STONE DEFINITION

COMPACT MASS WHEN IN PLACE.

NOT TO SCALE

TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR

1:4 DESIRABLE

1:2 ALLOWABLE

1:2 OR FLATTER

URBAN AREAS, OR V ≤ 40 MPH

OUTSIDE CLEAR ZONE

CONSTRUCTION/STABILZATION NOTES:

- EARTH DISTURBANCE ACTIVITIES ARE ONLY PERMITTED BETWEEN APRIL 15TH AND OCTOBER 15TH OF EACH YEAR. SPECIAL WINTER AUTHORIZATION IS REQUIRED FOR WINTER CONSTRUCTION
- NEW LOT OWNERS/CONTRACTORS MUST OBTAIN COAPPLICANT STATUS ON THE 3-9020 PERMIT OBTAINED FOR THIS PROJECT AND COMPLY WITH ALL PERMIT REQUIREMENTS.

EROSION PREVENTION AND SEDIMENT CONTROL

- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES MUST BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED.
- 4. ALL AREAS MUST HAVE TEMPORARY OR PERMANENT STABILIZATION WITHIN 7 DAYS OF INITIAL DISTURBANCE. AFTER THIS TIME ANY DISTURBANCE IN THE AREA MUST BE STABILIZED AT THE END EACH WORK DAY. THE FOLLOWING EXCEPTIONS APPLY:
 - STABILIZATION IS NOT REQUIRED IF WORK IS TO CONTINUE IN THE AREA WITHIN THE NEXT 24 HOURS AND THERE IS NO PRECIPITATION FORECAST WITHIN THE NEXT 24 HOURS.
 - STABILZIATION IS NOT REQUIRED IF THE WORK IS OCCURING IN A SELF-CONTAINED EXCAVATION (I.E. NO OUTLET) WITH A DEPTH OF 2 FEET OR GREATER (E.G. HOUSE FOUNDATION EXCAVATION, UTILITY TRENCHES)
- 5. THE NOTICE OF INTENT SHALL BE POSTED IN A VISIBILE LOCATION AT THE PROJECT ENTRANCE.
- ALL EROSION CONTROL MEASURES MUST BE INSPECTED AT A FREQUENCY OF EVERY 7 DAYS OR WITHIN 24 HOURS OF A PRECIPITATION EVENT CAUSING RUNOFF TO LEAVE CONSTRUCTION SITE. AND REPLACED OR REPAIRED AS NECCESARY. REFER TO PERMIT NOTICE OF INTENT FOR ONSITE COORDINATOR CONTACT.
- 7. A MAXIMUM OF 2 ACRES OF LAND MAY BE DISTURBED AT ANY ONE TIME.
- MULCH SHALL BE APPLIED TO ALL DISTURBED AREAS AT 2 TONS PER ACRE. MULCH SHALL CONSIST OF AIR-DRIED HAY OR STRAW FREE OF SEEDS AND COARSE MATERIALS.

MUL CH

- TOPSOIL PILES SHALL BE MULCHED AND RINGED WITH SILT FENCE.
- 10. DISTURBED SOILS SHALL BE STABILIZED AS FOLLOWS:

CHANNEL SLOPE

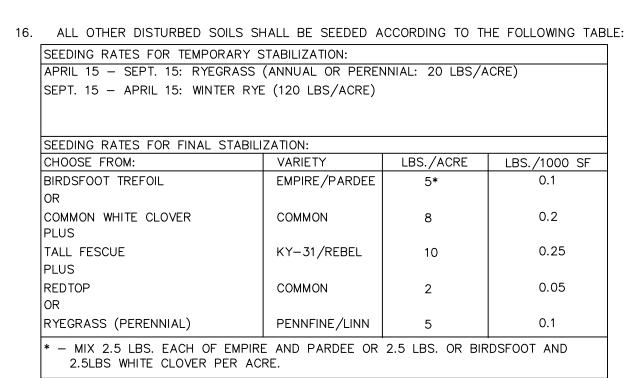
NORTH AMERICAN GREEN S150 1% TO 5% STONE RIP RAP OR

NORTH AMERICAN GREEN SC250

SIDE SLOPES <.3· 1

NORTH AMERICAN GREEN S150 OR EQUAL 11. LIME MAY BE APPLIED TO ACHIEVE SOIL PH OF 6.5 FOR AREAS TO BE SEEDED.

- 12. APPLY COMMERCIAL FERTILIZER AT 1.0 LBS/1,000SQ. FT OF N20, P5 AND K20, IF REQUIRED.
- 13. LIME AND FERTILIZER SHALL BE MIXED THOROUGHLY INTO THE SEEDBED DURING SOIL
- 14. GRASSED CHANNELS SHALL HAVE A MIN. OF 4" OF TOPSOIL PRIOR TO SEEDING.
- 15. SEE SHEET C7 FOR PLANTING AND SEEDING SPECIFICATIONS FOR INTERIOR SLOPES AND BOTTOM
- OF THE DETENTION POND.



DETAIL A RESIDENTIAL DRIVE DETAIL B SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS UNDER SPECIAL CONDITIONS HIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VT. AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT. THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND CONMETRIC CHARACTERISTICS MIN. RADIUS = THEORETICAL RADIUS MINUS SHOULDER WIDTH-7 * WIDTH OF ACCESS FOR 24' MINIMUM ONE WAY TRAFFIC LIMIT OF PARKING AREA 40' MAXIMUM OPERATIONS (18'-24') MINIMUM RADIUS = THEORETICAL VERTICAL AND GEOMETRIC CHARACTERISTICS. - R.O.W. LINE IO' THEORETICAL RADIUS (URBAN) ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE FARTHEST POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. THIS PAVING SEE NOTE 2 RADIUS MINUS SHOULDER WIDTH 30' MIN. RADIUS SEE NOTE 5)' THEORETICAL RADIUS (RURAL) XR X 20' THEORETICAL RADIUS MIN. R=20 CURB ON R.O.W. INDICATED IN DETAILS (B THRU E) BY HATCHING. CURB (IF PRESENT) CURB (IF PRESENT) R.O.W. LINE DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HOULDER EDGE TREATED SHOULDER EDGE SHOULDER SHOULDER (IE PRESENT) HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE SHOULDER HIGHWAY RIGHT-OF-WAY. VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY PAVEMENT $A = 60^{\circ}$ MINIMUM PAVEMENT TRAVELED 40' MINIMUM AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY PAVEMENT HIGHWAY € ~ 90° DESIRABLE HIGHWAY €~ 90° DESIRABLE THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER. A= 60° MINIMUM HIGHWAY €~ THIS DETAIL WILL ALSO APPLY TO COMMERCIAL SERVICE DRIVES.WHEN AUTHORIZED.HAVING 90° DESIRABLE IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR A MAXIMUM WIDTH OF 20'. THE SERVICE DRIVE WILL HAVE A "SERVICE VEHICLES ONLY" MATCH TOWN/CITY STANDARD CURB TREATMENT. SIGN PLACED AT THE HIGHWAY ROW LINE.SIGN SHALL BE 18"X 24" AS PRESCRIBED IN TH STANDARD HIGHWAY SIGNS BOOK". A SUPPLEMENTAL PUBLICATION TO MUTCO . WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY WILL DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN DETAIL D TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND DETAIL E RIGHT TURN LANE FOR COMMERCIAL DRIVE DRIVEWAYS AND INTERSECTING SIDEROADS DETERMINE SPECIFIC TREATMENT TO BE USED. ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY. SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, (UNSIGNALIZED INTERSECTIONS ONLY) INDUSTRIAL PLANTS AND SERVICE STATIONS 7. CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE. USE WITH DETAILS C AND D WHEN VOLUME WARRANTS FOR RIGHT TURN LANES ARE MET. SEE DETAIL D LIMIT OF PARKING AREA -THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE 24' MAX. 12' MAX. 24' MAX. MIN. RADIUS 30' LESS SHOULDER WIDTH H-PROPERTY LINE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. BASED ON POSTED SPEED MINIMUM RADIUS DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS (100/~2301) SHOULDER WIDTH WHICHEVER IS GREATEST. CURB (IF PRESENT SPEED (125'*-400') DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED SHOULDER EDGE AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR (SEE NOTE 4) R.O.W. LINE SHOULDER THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B) O' THEORETICAL RADIUS × 30' THEORETICAL RADIUS SHOULDER TRAVELED WAY -- HIGHWAY ←-----EDGE OF TRAVELED WAY INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST IS FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY. F PRESENT TRAVELED WAY PAVEMENT - SEE DET SHOULDER 90° DESIRABLE HOULDER EDGE SHOULDER MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS `EDGE OF TRAVELED WAY GRANTED BY THE VAOT ITEMS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES. TRAFFIC VOLUME AND MUST BE ADJUSTED TO SPEED (MPH) PAVEMENT OR FUNCTIONAL CLASS OF HIGHWAY SHOULD BE CONSIDERED WHEN DETERMINING = 60° MINIMUM PPROPRIATE SEPARATION DISTANCE, WHEN CURRENT RECOMMENDED SEPARATION PROVIDE PROPER DECELERATION LENGTH. HIGHWAY & 90° DESIRABLE DISTANCE CANNOT BE OBTAINED RESTRICTION OF TURNING MOVEMENTS MAY BE REQUIRED REFER TO VAOT STANDARD E-192 SIGHT DISTANCE CHART PERSPECTIVE SKETCH OF DRIVE INTERSECTION DETAIL H PROFILE OF DRIVE INTERSECTION DETAIL G PROFILE OF DRIVE INTERSECTION (FILL SECTION POSTED SPEED SHOWING DEPRESSION SHOWING 5" DEPRESSION (CUT SECTION SIGHT DISTANCE | SIGHT DISTANCE * DESIGN SPEED MIN IO' ROUNDING LENGTH MIN. SHOULDER | TRAVELED WAY EDGE OF EDGE OF CLEAR ZONE DISTANCE VARIES WITH SHOULDER TRAVELED WAY 20'-0" MIN. APPROACH AREA HIGHWAY CLASS AND TRAFFIC VOLUME. -3% MAX. GRADE (-0.03) SUBGRADE LINE _____ 15 % MAX. FOR AT LEAST LEVEL LINE -- CULVERT IF NEEDED TO BE SIZE SHOWN ON PLANS BUT NO LESS THAN 15 "INSIDE DIAMETER. (SEE NOTE 7) 2 FEET FROM POINT THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS." OF VERTICAL INTERSECTION) HOTE: ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING - IF PAVED DRIVE : SURFACE WITH 2" BITUMINOUS CONCRETE PAVEMENT. IF GRAVEL DRIVE : SURFACE WITH 3" AGGREGATE SURFACE COURSE. <u>DETAIL J</u> CROWN 2% 12" ON RESIDENTIAL DRIVES 18" ON COMMERCIAL DRIVES 24" MINIMUM DRIVE SIDE SLOPES THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE SLOPE RATE LOCATION OF SLOPE SUBGRADE LINE-SEE DRIVE SIDE SLOPES TABLE CALCULATED BASED ON THE DESIGN SPEED IN MPH. REFER TO AASHTO SUBBASE MATERIAL V > 40 MPH 1:6 OR FLATTER 'ROADSIDE DESIGN GUIDE" FOR TREATMENT * ASSUMES A GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED IN MPH. THIS ALLOWS A STOPPED PASSENGER VEHICLE TO ENTER THE MAINLINE FROM THE DRIVE WITHOUT UNDULY INTERFERING WITH THE HIGHWAY OPERATIONS.

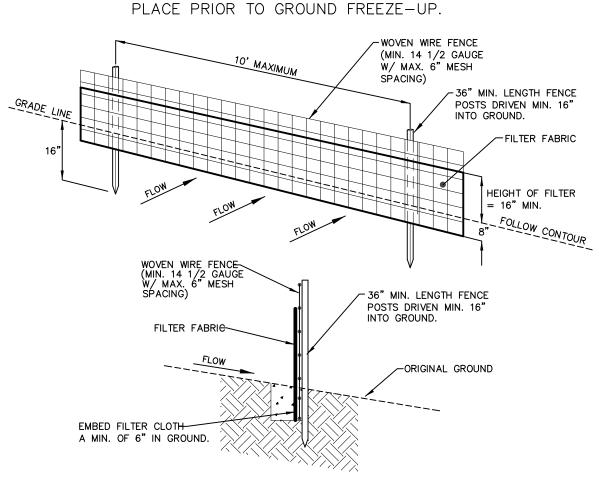
SECTION A-A

STANDARDS FOR RESIDENTIAL

AND

COMMERCIAL DRIVES

NOTE: FOR WINTER CONSTRUCTION, ALL SILT FENCE MUST BE IN



CONSTRUCTION SPECIFICATIONS

- 1. LIMIT OF DISTURBANCE CORDON SHALL BE 3-FOOT HIGH ORANGE "CONTRUCTION" SAFETY FENCE OR APPROVED EQUIVALENT, AND SHALL BE LOCATED AS SHOWN ON THE APPLICABLE PHASE PLAN.
- 2. SAID FENCE SHALL BE SUPPORTED BY STEEL 'U' OR 'T' TYPE POSTS PLACED AT MAXIMUM 16-FOOT INTERVALS.
- 3. FENCE SHALL BE WIRE OR "ZIP" TIED TO THE SUPPORT POSTS.
- 4. THE FENCE SHALL BE MAINTAINED IN A WORKMAN LIKE MANNER, AND SHALL REMAIN IN PLACE UNTIL FINAL SITE STABILIZATION IS ACHIEVED.

DETAIL - LIMITS OF DISTURBANCE CORDON

NOT TO SCALE

<u>CONSTRUCTION SPECIFICATIONS</u>

- 1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
- 2. FILTER CLOTH TO BE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 12 1/2 GAUGE, 6" MAXIMUM MESH OPENING.
- 3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X,
- MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT. 4. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.
- 5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

DETAIL - SILT FENCE

NOT TO SCALE

GENERAL DETAILS CHERRY TREE LLC TOWNE HILL ROAD

EAST MONTPELIER, VERMONT

SCALE: 1" = 40' DATE: 12/06/16 PROJ.# 2016 084 DWG.# 16115E

CHASE & CHASE

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