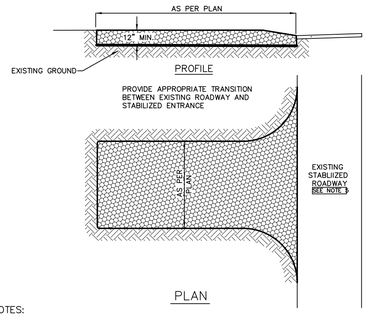


NOTES:

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.

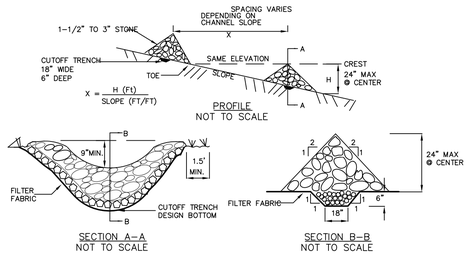
3. MAINTAINANCE OF ENTRANCE WILL BE NECESSARY TO PREVENT TRACKING OF SEDIMENT OFF SITE. THIS MAY INCLUDE ADDING STONE, AND/OR REMOVING AND REPLACING STONE.

4. THE EMPLOYMENT OF APPROVED ALTERNATIVE METHODS OF REMOVING SEDIMENT FROM VEHICLE PRIOR TO EXITING SITE IS ENCOURAGED TO MINIMIZED REQUIRED MAINTAINANCE OF STABILIZED ENTRANCE.

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



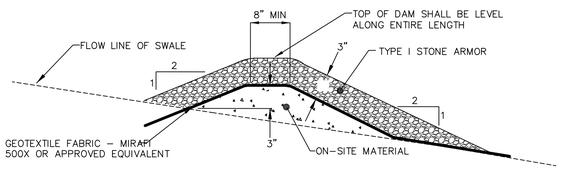
CONSTRUCTION SPECIFICATIONS

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 UPSTREAM DAM.
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



DETAIL – PERMANENT CHECK DAM

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

COMPACT MASS WHEN IN PLACE.

(a) TYPE I: THE LONGEST DIMENSION SHALL VARY FROM 1–INCH TO 12–INCHES, AND AT 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

NOT TO SCALE

EROSION PREVENTION AND SEDIMENT CONTROL CONSTRUCTION/STABILZATION NOTES:

1. EARTH DISTURBANCE ACTIVITIES ARE ONLY PERMITTED BETWEEN APRIL 15TH AND OCTOBER 15TH OF EACH YEAR. SPECIAL WINTER AUTHORIZATION IS REQUIRED FOR WINTER CONSTRUCTION ACTIVITIES.
2. NEW LOT OWNERS/CONTRACTORS MUST OBTAIN COAPPLICANT STATUS ON THE 3–9020 PERMIT OBTAINED FOR THIS PROJECT AND COMPLY WITH ALL PERMIT REQUIREMENTS.
3. 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.
6. 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.
8. 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.
9. TOPSOIL PILES SHALL BE MULCHED AND RINGED WITH SILT FENCE.
10. DISTURBED SOILS SHALL BE STABILIZED AS FOLLOWS:

CHANNEL SLOPE	LINING
1% TO 5%	NORTH AMERICAN GREEN S150
> 5%	STONE RIP RAP OR NORTH AMERICAN GREEN SC250

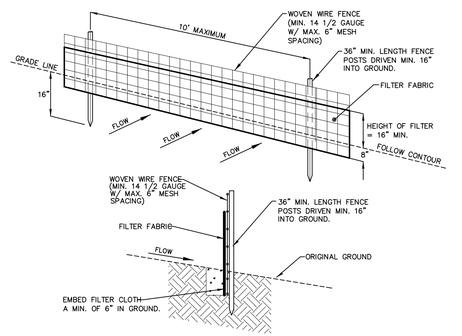
SIDE SLOPES	LINING
<3:1	MULCH
>=3:1	NORTH AMERICAN GREEN S150 OR EQUAL

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 PREPARATION.
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.
16. ALL OTHER DISTURBED SOILS SHALL BE SEEDED ACCORDING TO THE FOLLOWING TABLE:

SEEDING RATES FOR TEMPORARY STABILIZATION:			
APRIL 15 – SEPT. 15: RYEGRASS (ANNUAL OR PERENNIAL: 20 LBS/ACRE)			
SEPT. 15 – APRIL 15: WINTER RYE (120 LBS/ACRE)			
SEEDING RATES FOR FINAL STABILIZATION:			
CHOOSE FROM:	**VARIETY**	**LBS./ACRE**	**LBS./1000 SF**
BIRDSFOOT TREFOIL OR	EMPIRE/PARDEE	5*	0.1
COMMON WHITE CLOVER PLUS	COMMON	8	0.2
TALL FESCUE PLUS	KY–31/REBEL	10	0.25
REDTOP OR	COMMON	2	0.05
RYEGRASS (PERENNIAL)	PENNFINE/LINN	5	0.1

* – MIX 2.5 LBS. EACH OF EMPIRE AND PARDEE OR 2.5 LBS. OR BIRDSFOOT AND 2.5LBS WHITE CLOVER PER ACRE.

NOTE: FOR WINTER CONSTRUCTION, ALL SILT FENCE MUST BE IN PLACE PRIOR TO GROUND FREEZE–UP.



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

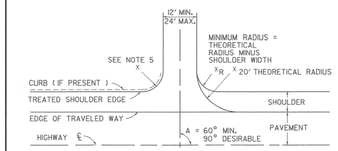
CONSTRUCTION SPECIFICATIONS

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.

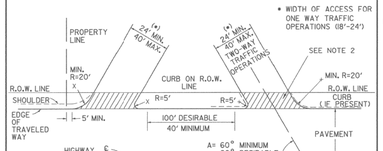
DETAIL – SILT FENCE

NOT TO SCALE

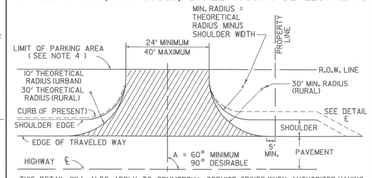
DETAIL A — RESIDENTIAL DRIVE



DETAIL B — DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS



DETAIL C — TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS



THIS DETAIL WILL ALSO APPLY TO COMMERCIAL SERVICE DRIVES,WHEN AUTHORIZED,HAVING A MAXIMUM WIDTH OF 20'. THE SERVICE DRIVE WILL HAVE A "SERVICE VEHICLES ONLY" SIGN PLACED AT THE HIGHWAY ROW LINE.SIGN SHALL BE 8"X 24" AS PRESCRIBED IN THE "STANDARD HIGHWAY SIGNS BOOK", A SUPPLEMENTAL PUBLICATION TO MUTCD.

NOTES:

1. THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 250). 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 GEOMETRIC CHARACTERISTICS.
2. 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 IS INDICATED IN DETAILS (B THRU E) BY HATCHING.
3. DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT–OF–WAY.
4. VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT–OF–WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
5. IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
6. 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 DETERMINE SPECIFIC TREATMENT TO BE USED, ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
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.
8. THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
9. DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C–22A & C–28)
10. 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 15 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.

SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE * (FT)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

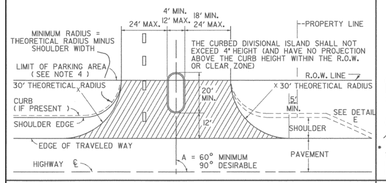
THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO " A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

NOTE : ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

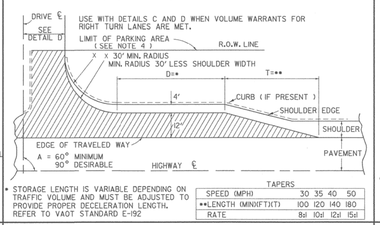
THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH.

* 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.

DETAIL D — TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS

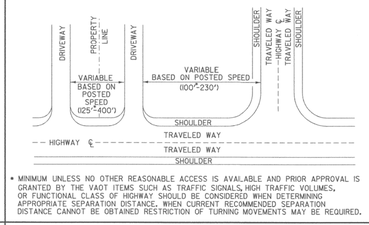


DETAIL E — RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALIZED INTERSECTIONS ONLY)



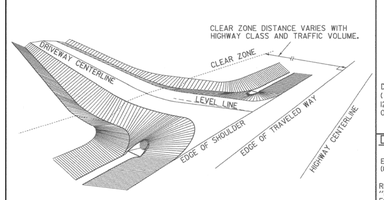
* STORAGE LENGTH IS VARIABLE DEPENDING ON TRAFFIC VOLUME AND MUST BE ADJUSTED TO PROVIDE PROPER DECELERATION LENGTH. REFER TO VAOT STANDARD E-192

DETAIL F — MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS

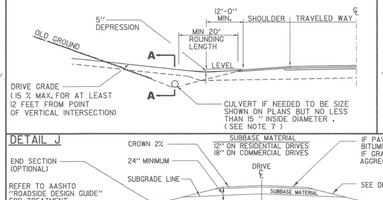


* MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS GRANTED BY THE VAOT ITEMS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES, OR FUNCTIONAL CLASS OF HIGHWAY SHOULD BE CONSIDERED WHEN DETERMINING APPROPRIATE SEPARATION DISTANCE. WHEN CURRENT RECOMMENDED SEPARATION DISTANCE CANNOT BE OBTAINED RESTRICTION OF TURNING MOVEMENTS MAY BE REQUIRED.

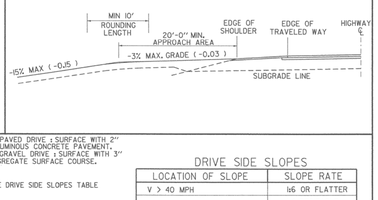
DETAIL G — PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



DETAIL H — PROFILE OF DRIVE INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)



DETAIL I — PROFILE OF DRIVE INTERSECTION (FILL SECTION)



DETAIL J

DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V > 40 MPH	is6 OR FLATTER
URBAN AREAS, OR V ≤ 40 MPH	is4 DESIRABLE is2 ALLOWABLE
OUTSIDE CLEAR ZONE	is2 OR FLATTER

REVISIONS AND CORRECTIONS

- DEC. 11, 1992 – THIS STANDARD SUPERCEDES B-71(7/23/80R), B-71A (3/12/90), AND B-13 (12/14/71).
- JUNE 1, 1994 – REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
- MAR. 10, 1995 – REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
- NOV. 16, 2000 – CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.
- FEB 1, 2004 – CHANGES MADE TO SIGHT DISTANCE CHART TO CONFORM WITH NEWEST AASHTO CRITERIA.
- JULY 8, 2005 – CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA

APPROVED

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DIRECTOR OF PROGRAM DEVELOPMENT

Craig S. Keller
CHIEF OF UTILITIES AND PERMITS

Michael Conway
FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

VERMONT AGENCY OF TRANSPORTATION

STANDARD B-71

GENERAL DETAILS
CHERRY TREE LLC
TOWNE HILL ROAD
EAST MONTPELIER, VERMONT

SCALE: 1" = 40'	DATE: 12/06/16	PROJ.# 2016 084	DWG.# 16115E
DRAWN BY: SHEET	CHECKED BY:WRC	FB/PG. EFB 88	SHEET GD1

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