## NOTES

- 1. TOWN ROW SET BACKS- 25'
- 2. USE B71 STANDARD FOR NEW DRIVEWAY CONSTRUCTION.
- 3. MIN. 30ft X 18" DIA. CULVERT FOR ACCESS UPGRADE.
- 4. GRADE FOR DOWNSLOPE FROM ROAD TO DRIVE BEFORE UPSLOPE IN GRADE.
- 5. MET WITH E.M. ROAD COMMISSIONER GUTHRIE PERRY JAN. 19. 2018. COMMENTS WERE THAT DESIGN IMPROVED SAFETY AND TOWN MAINTENANCE IMPACT.

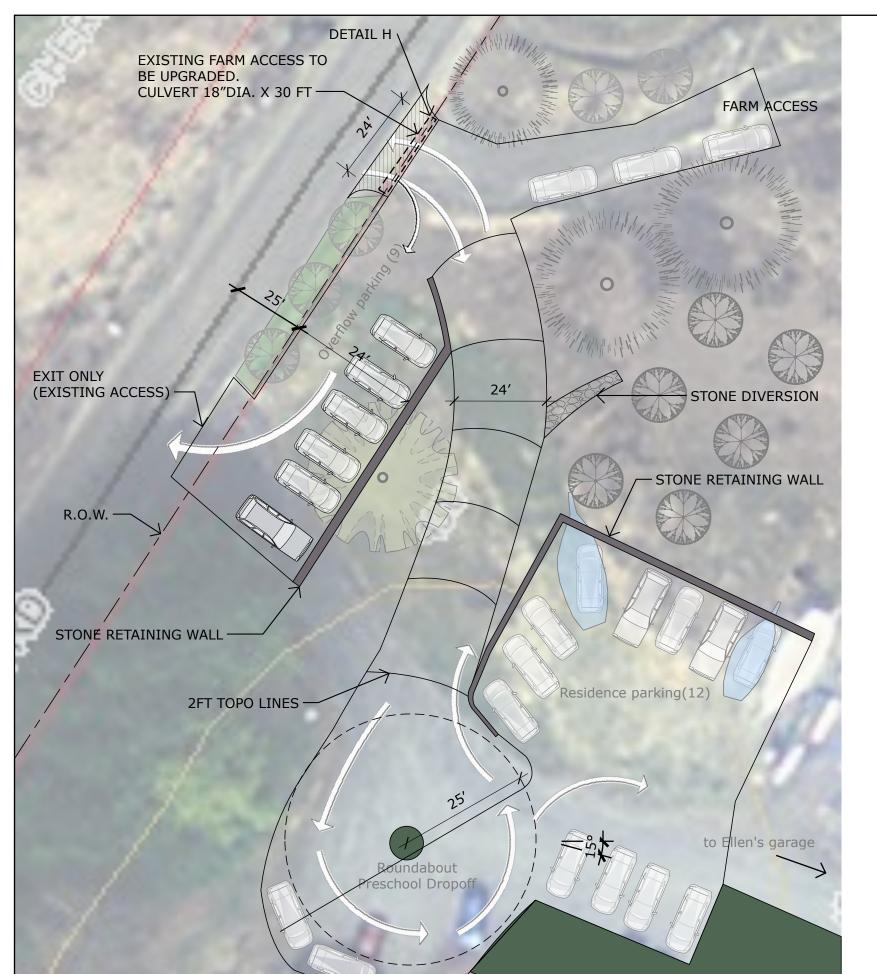
## **SUMMARY**

CURRENT DRIVEWAY AND PARKING LAYOUT IS INADEQUATE AND NOT ENGINEERED TO ACCOMMODATE VOLUME. THIS NEW PLAN IS ENGINEERED TO FACILITATE DROP OFF FLOW AND CREATES A DRIVEWAY THAT IS LESS OF A SLOPE AND CONFORMS TO B-71 STANDARDS.

THE NEW PARKING LAYOUT CREATES MORE PARKING SPACES AND DESIGNATES AN OVERFLOW AREA FOR NON RESIDENT PARKING WHEN NEEDED TO LESSEN ON ROAD PARKING INCIDENCES.

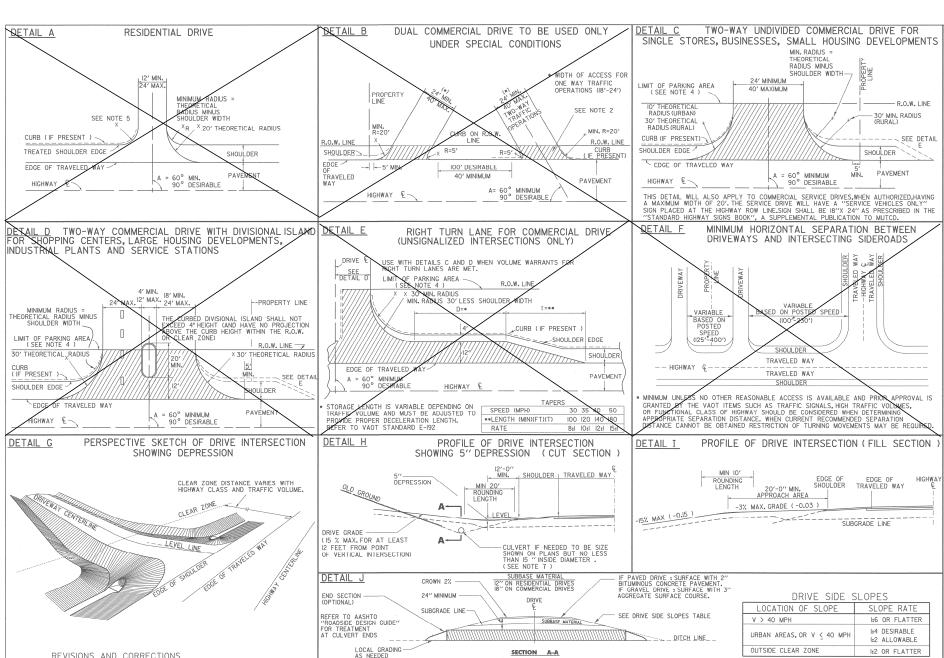


East Montpelier



DRAWING NOT TO SCALE





REVISIONS AND CORRECTIONS

JUNE 1,1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

MAR. IO, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

NOV. IG, 2000 - CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.

FEB |, 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

DEC. II, 1992 - THIS STANDARD SUPERCEDES B-71(7/23/80R), APPROVED B-71A (3/12/90), AND B-13 (12/14/71).

Prichard Telegram DEVELOPMEN

Muchael Company ADMINISTRATION

UTILITIES AND PERMITS

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CHIEF OF VITILITIES

- 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 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 YEACHOY 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.
- ALL COMMERCIAL DRIVES SHALL BE PAYED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR.THIS PAYING IS INDICATED IN DETAILS (B THAU ED BY HATCHING.
- DEPTH OF SUBBASE AND PAYEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
- .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.
- IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
- NOWHERE 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.
- CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM. INSIDE DIAMETER (1,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.
- 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 HICHWAY RO.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
- 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-2A & C-2B)
- 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 ASL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION, NITERSECTION 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 3.50 FEET ON THE ROADWAY.

## SIGHT DISTANCE CHART

SIGHT DISTARGE GRACT		
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	125	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."
- : 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 MALINE 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.

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

