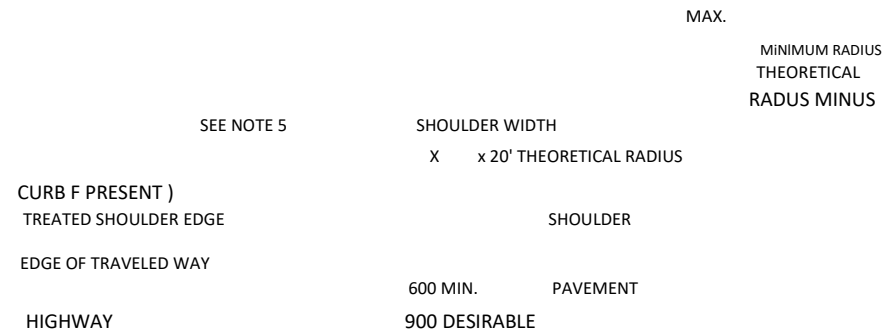


**DETAIL A RESIDENTIAL DRIVE**



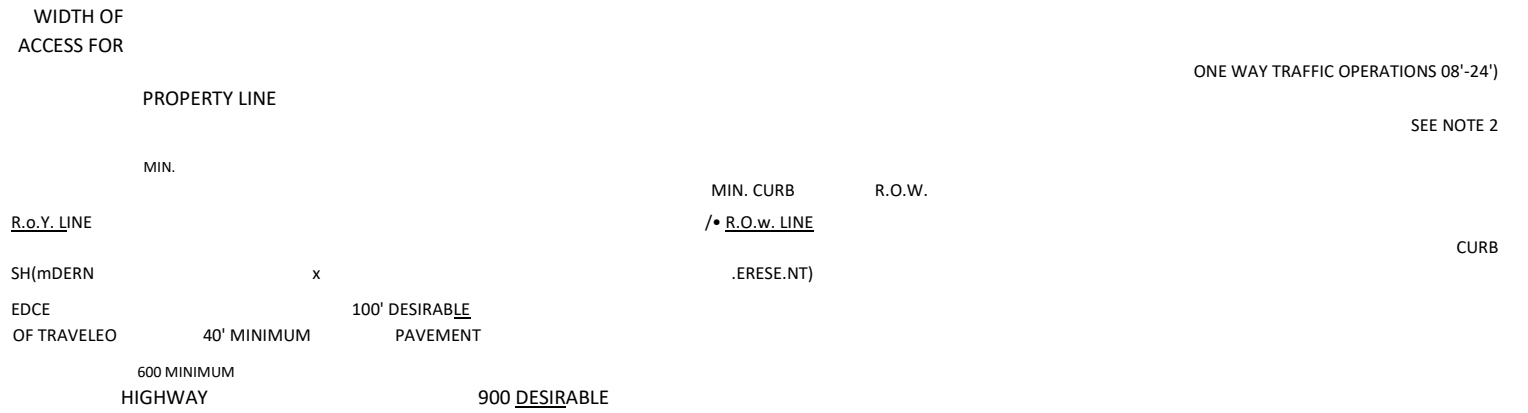
**DETAIL E RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALIZED INTERSECTIONS ONLY)**

ORIVE C USE WITH DETAILS C AND D WHEN VOLUME WARRANTS FOR RIGHT TURN LANES ARE MET.

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

12' MAX • 24' MAX. -PROPERTY LINE 4' MIN 24' MAX.

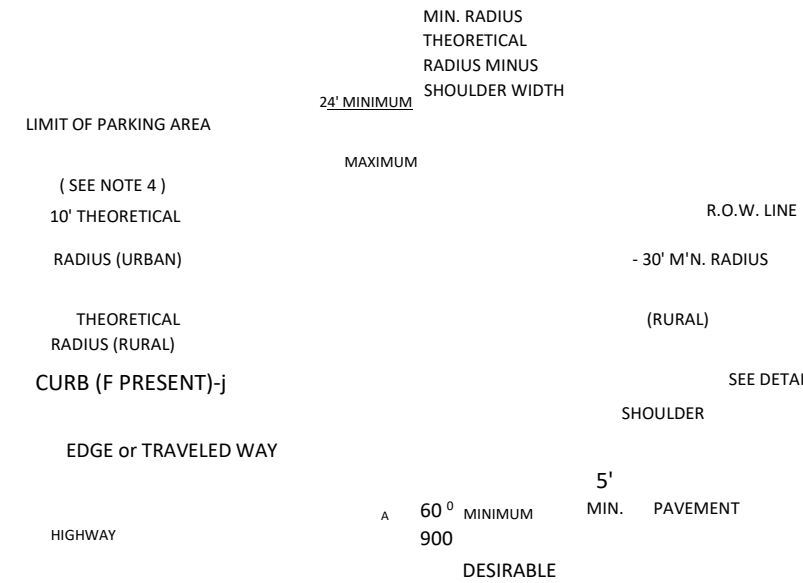
**DETAIL B DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS**



SEE

EDGE OF A 60° 900

**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 24" AS PRESCRIBED IN THE "STANDARD HIGHWAY SIGNS BOOK". A SUPPLEMENTAL PUBLICATION TO MUTCD.

**DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN**

- NOTES:
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECT- AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN 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 HIGHWAY CONSTRUCTION PROJECT. THIS SHEET IS INTENDED TO BE
  - ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE
  - DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN -DETAIL J WITHIN 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.
  - WHERE TRAFFIC VOLUME FOR A PROJECT SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY

**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.

7. CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER W. ) 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

MINIMUM RADIUS THEORETICAL RADIUS MINOS	THE CURBED DIVISIONAL ISLAND SHALL NOT EXCEED 4' HEIGHT (AND HAVE NO PROJECTION ABOVE THE CURB HEIGHT WITHIN THE R.O.W. OR CLEAR ZONE)	LIMIT OF PARKING AREA (SEE NOTE 4) x 30' MIN. RADWS MIN. RADIUS 30' LESS SHOULDER WIDTH	W. LINE	VARIABLE BASED ON POSTED SPEED
SHOULDER WIDTH	EXCEED 4' HEIGHT (AND HAVE NO PROJECTION ABOVE THE CURB HEIGHT WITHIN THE R.O.W. OR CLEAR ZONE)		CURB PRESENT	POSTED SPEED
LIMIT OF PARKING AREA	OR CLEAR ZONE)		SHOULDER EDGE	(25'2400')

AS LONG AS A 20' APPROACH AREA 30' THEORETICAL RADIUS 20' x 30' THEORETICAL RADIUS TRAVELED WAY R.O.W. LINE THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY.

SHOULDER (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)

CURB	MIN.	TRAVELED WAY	HIGHWAY CLASS	10. INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE PRESENT ON PAVEMENT	MIN.	SEE DE-TAE TRAVELED WAY	SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL SHOWN BELOW,
MINIMUM SHOULDER DRIVES ENTERING ON PUBLIC HIGHWAYS. UNLESS OTHERWISE SHOULDER EDGE HOULDER DESIRABLE HIGHWAY C APPROVED BY THE AGENCY OF TRANSPORTATION. ACCESS AVAILABLE AND PRIOR APPROVAL IS INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE MINIMUM UNLESS NO OTHER REASONABLE TAPERS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES. DRIVE AT LEAST 5 FEET FROM THE EDGE OF TRAVELED WAY OF THE EDGE OF TRAVELED WAY STORAGE LENGTH VARIABLE							
DEPENDENT ON SPEED (MPH)	30 35 40 50	OR GRANTED FUNCTIONAL BY THE CLASS AND OF ITEMS	SHOULD BE CONSIDERED WHEN DETERMINING	ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 600 MINIMUM PAVEMENT TRAFFIC VOLUME AND MUST BE ADJUSTED TO 100 120 140 180	APPROPRIATE SEPARATION DISTANCE. WHEN		
CURRENT RECOMMENDED SEPARATION FEET ON THE DRIVE TO HEIGHT OF 3.50 FEET ON THE ROADWAY.	HIGHWAY CLASS - N 900 DESIRABLE PROVIDE PROPER DECELERATION LENGTH. LENGTH DISTANCE CANNOT BE OBTAINED RESTRICTION OF TURNING MOVEMENTS MAY BE REQUIRED. REFER TO VAOT STANDARD E-192 RATE						

**SIGHT DISTANCE CHART**

DETAIL C 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 )

POSTED SPEED OR MINIMUM STOPPING INTERSECTION

CLEAR ZONE DISTANCE VARIES WITH HIGHWAY CLASS AND TRAFFIC VOLUME.

THAN 15' INSIDE DIAMETER .

SEE NOTE 7 )

(OPTIONAL) SUBGRADE LINE REFER TO AASHTO "ROADSIDE DESIGN FOR TREATMENT AT CULVERT ENDS

DETAIL d

CROWN

SUBBASE MATERIAL V' ON RESIDENTIAL DRIVES PAVED DRIVE : SURFACE WITH 2" BITUMINOUS CONCRETE PAVEMENT. F GRAVEL DRIVE : SURFACE WITH AGGREGATE SURFACE COURSE. ON COMMERCIAL DRIVES

END SECTION

DRIVE SEE DRIVE SIDE SLOPES TABLE

DITCH LINE

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

**DRIVE SIDE SLOPES**

THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON LOCATION OF SLOPE SLOPE RATE THE POSTED SPEED EMIT IN MPH. VALUES FOR ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH. V > 40 MPH OR FLATTER

ASSUMES GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON

URBAN AREAS, OR V < 40 MPH DESIRABLE ALLOWABLE THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED IN A - STOPPED PASSENGER VEHICLE TO ENTER DIRECTOR OF/PROGRAM DEVELOPMENT STANDARDS

REVISIONS AND CORRECTIONS

DEC. 1992 STANDARD SUPERCEDES 8-71 (7/23/80R), APPROVED B-IIA (3/12/90). AND 3-13 (12/14/7').

JUNE 1, 1994 REISSUED, WITHOUT CHANGE,

OUTSIDE CLEAR ZONE OR FLATTER WITH THE HIGHWAY OPERATIONS.

MPH. ALLOWS THE MAINLINE FROM THE DRIVE WITHOUT UNDULY INTERFERING

AGE A,

# FOR RESIDENTIAL

MAR. 10, 1995 REISSUED, WITHOUT CHANGE, UNDER  
NEW SIGNATURES.

NOV. 16, 2000 - CHANGES LANGUAGE AND DIMENSIONS IN ACCESS PERMITS  
MADE TO CONFORM WITH

FEB 1, 2004 CHANGES MADE TO DISTANCE CHART  
MANAGEMENT PROGRAM GUIDELINES.  
TO CONFORM WITH NEWEST AASHTO CRITERIA.

JULY 6, 2005 CHANGE MADE TO OBJECT HEIGHT TO FEDERAL CONFORM WITH NEWEST AASHTO CRITERIA

AND

COMMERCIAL DRIVES