



3045 Theodore Roosevelt Highway
 Waterbury, VT 05676
 Phone: (802) 434-3064 • Fax: (802) 434-6404
 Email: clerkbolton@gmavt.net

**CURB CUT PERMIT
 APPLICATION**
Application Fee [\$50.00]

Applicant: _____ Date: _____
 911 Address: _____
 Mailing Address (if different): _____

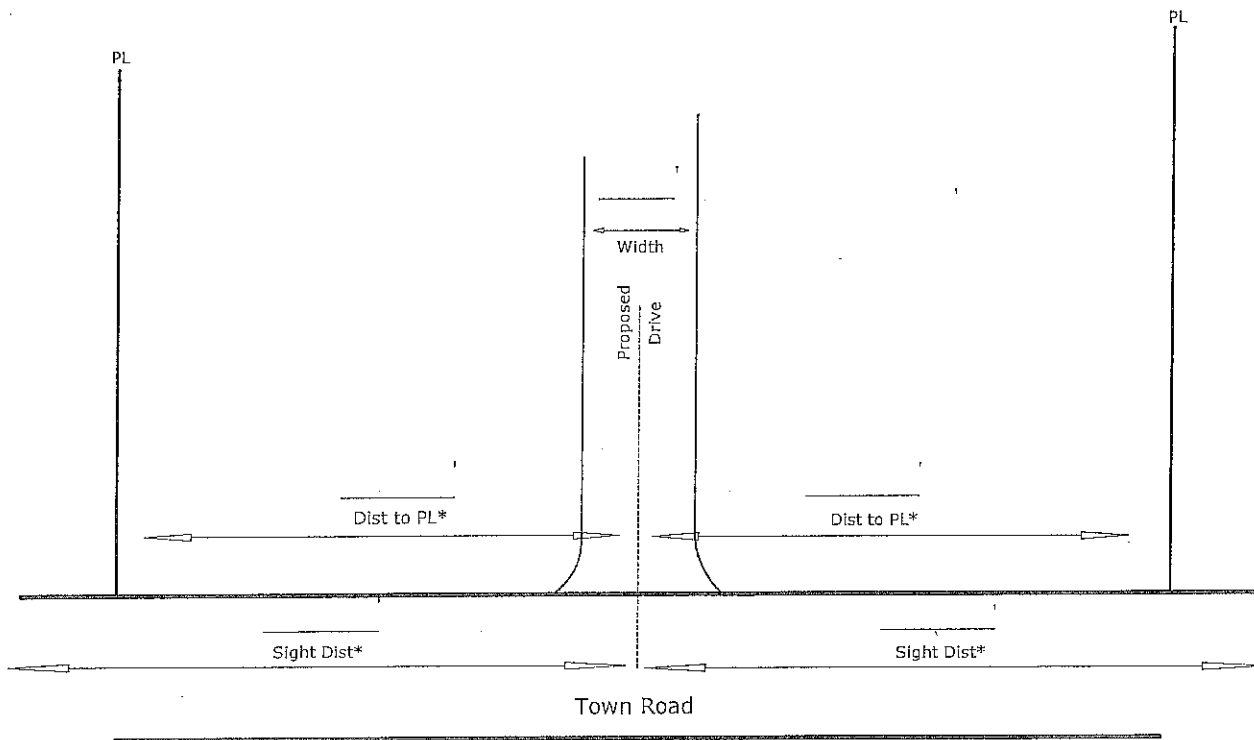
A fifty dollar fee must accompany this permit application. The applicant may be responsible for costs incurred by the Town of Bolton to include, but not limited to, legal and engineering fees and site visit costs. Please allow a minimum of fourteen (14) days for approval of this permit.

Landowners are responsible for the initial purchase and installation of any driveway culvert. A minimum 18" culvert is required with the appropriate headwalls as requested by the highway foreman. (see reverse) Any replacement due to, but not limited to, age, failure or destruction is the responsibility of the owner. Certificates of Occupancy will be dependent on correct culvert installation and approval.

The applicant noted above requests a curb cut permit to allow construction of a curb cut in accordance with Vermont Department of Highways Standard Specifications, specifically A-76, B-12 and B-71 (attached) to serve applicants. The property above is located on the E-W-N-S (circle one) side of TH# _____, the local name for this highway is _____.

The proposed location of the curb cut must be CLEARLY marked prior to submission of this application and will be approximately _____ miles from the intersection of _____.

PL = Property Line



* To be filled in by the Bolton Highway Foreman



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CURB CUT PERMIT
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NOTICE: This permit is issued in accordance with VSA Title 19, §1111, relative to highways within the control and jurisdiction of the Town of Bolton. The issuance of this permit does not release the applicant from the requirements of the statute, ordinances, rules or regulations administered by other government agencies. This permit will be effective upon compliance with such of those requirements as are applicable and continue effective for as long as the present land use will require a permit. This permit is issued subject to the directions, restrictions and conditions contained below and any attachments hereto and covers only the work described in this application. Violations are subject to penalties set forth in VSA Title 10, §111, of fines not less than \$100 or more than \$1,000 for each violation. Approval and issuance of the Certificate of Occupancy for construction on this property is contingent on the conditions set forth in the permit being fully and completely adhered to.

DIRECTIONS, RESTRICTIONS AND CONDITIONS:

Please see VTRANS Standards B-71 Details _____ apply
 Please see VTRANS Standards A-76 and B-12 (use for construction of side roads only)
 Please see Bolton Land Use and Development Regulations Article III, Section 3.2
 All three of the above references are attached

Culvert Size _____" Diameter _____' Minimum Length

Culvert must include:
 masonry or concrete headwalls sloped rock protection

By signing below, I acknowledge that I have read and understand all the instructions set forth in this permit application.

 Signature of applicant

 Date

Approval Status: _____ Granted

_____ Denied

 Road Foreman

 Fire Chief

 Select Board Chair

 Date

GENERAL NOTES FOR LOCAL ROADS

- SUBBASE, SAND, CUSHION AND SUBGRADE SHOULD BE CONSTRUCTED AND COMPACTED IN ACCORDANCE WITH VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, WHERE LOCATION, TYPE AND ADJUSTED RELATIVE TO ROAD DIMENSIONS AND CONSTRUCTION THEY SHOULD BE DETERMINED. 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 VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 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.

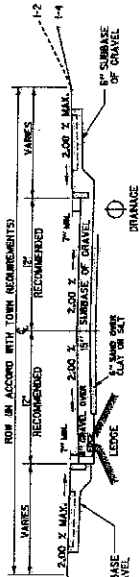
LOCATION, DEPTH AND CONSTRUCTION DETAILS SHOULD FOLLOW PRACTICE SPECIFIED BY LOCAL ORDINANCE OR THE VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

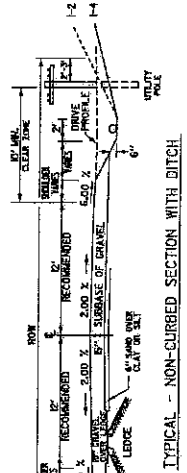
DESIGN SPEED	MINIMUM RADIUS	MINIMUM RADIUS URBAN
25 MPH	185 FT.	180 FT.
30 MPH	275 FT.	300 FT.
35 MPH	300 FT.	460 FT.
40 MPH	500 FT.	675 FT.
45 MPH	640 FT.	845 FT.
50 MPH	835 FT.	1280 FT.

- BASED ON CROSS SLOPE = 6.0 %
 - BASED ON MAINTAINING NORMAL CROWN SECTION THROUGHOUT CURVE. EFFECTIVE CROSS SLOPE = 2.0 %
- FOR OTHER SUPERELEVATION RATES, SEE CHAPTER III OF THE AASHTO "A" POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADII.
- GRADIENT OF ROADS - 4% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.
 - GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS, OF A DESIGN IN ACCORDANCE WITH VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE AASHTO ROADSIDE DESIGN GUIDE AND VDOT STANDARD DRAWINGS DESIGNER SERIES 100000 ARE 8:3 OR STEEPER, AND THE HEIGHT OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 5'. GUARD RAIL SHOULD BE INSTALLED, ALSO, WHERE SLOPES ARE 1:3 OR FLATTER. GUARD RAIL MAY NOT BE NEEDED IF THE AREA AT THE BOTTOM OF THE SLOPE IS FREE OF HAZARDS. THE LOCAL VDOT DISTRICT TRANSPORTATION ADMINISTRATOR MAY BE CONTACTED FOR ASSISTANCE.
 - PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL TRANSPORTATION ADMINISTRATOR. PAVING WITH GRANULAR 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 PUBLICATION "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE VDOT "VERMONT STATE STANDARDS".
 - UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

ROADWAY TYPICALS

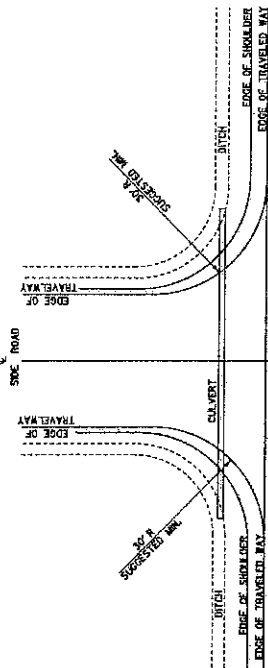


TYPICAL - CURBED SECTION WITH 5' SIDEWALKS



TYPICAL - NON-CURBED SECTION WITH DITCH

INTERSECTION OF THROUGH ROAD AND SIDE ROAD



FOR THROUGH ROADS WITH SIDEWALKS & CURBS, SEE STANDARDS C7 & C8. PROVIDE DROP INLETS ON EACH SIDE OF SIDE ROAD AT INTERSECTION AS NECESSARY.

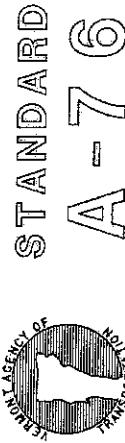
APPROVED

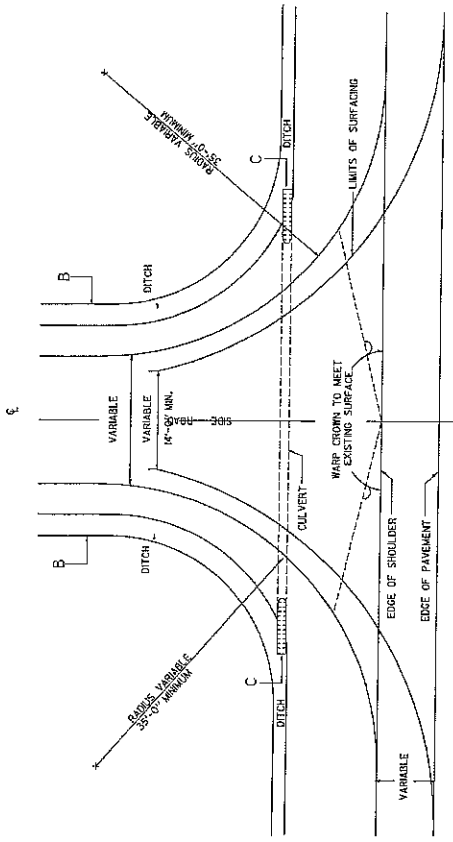
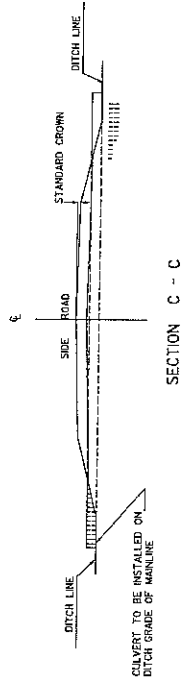
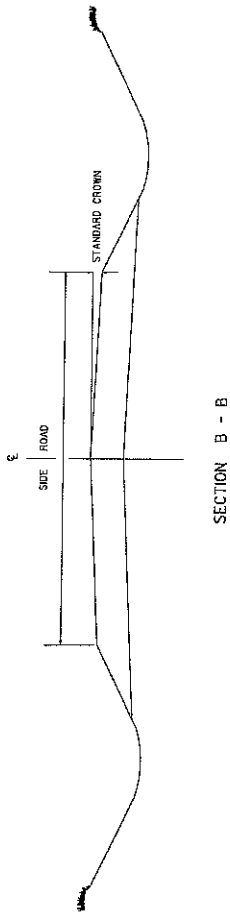
REVISIONS AND CORRECTIONS

- JAN. 21, 1971 - ORIGINAL DATE OF ISSUE
- MAR. 21, 1971 - DIMENSIONS CHANGED ON TURN-AROUND
- DEC. 7, 1983 - REVISED TO REFLECT CURRENT DESIGN CRITERIA
- JUNE 1, 1994 - REVISED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
- MAR. 10, 1995 - REVISED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
- MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

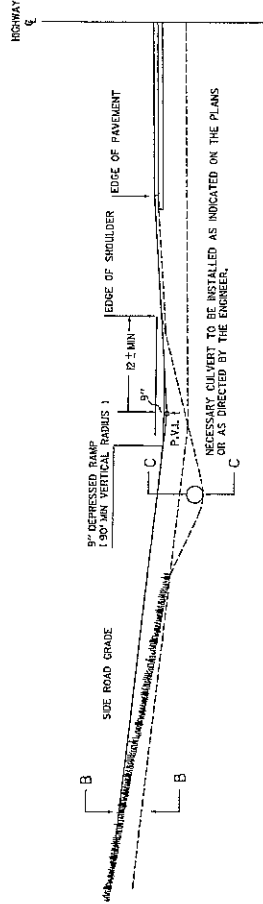
DIRECTOR OF PROGRAM DEVELOPMENT
 CHIEF OF UTILITIES
 FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR TOWN & DEVELOPMENT ROADS





PLAN OF SIDE ROAD INTERSECTION



PROFILE OF SIDE ROAD INTERSECTION SHOWING 9" DEPRESSED RAMP

REVISIONS AND CORRECTIONS
 DEC. 11, 1971 - ORIGINAL APPROVAL DATE
 JUNE 1, 1994 - REISSUED WITHOUT CHANGE,
 UNDER NEW SIGNATURES.

APPROVED

APPROVED FOR THIS PROJECT
 FEDERAL ROAD ADMINISTRATION
 FEDERAL AID APPROVAL PROGRAM

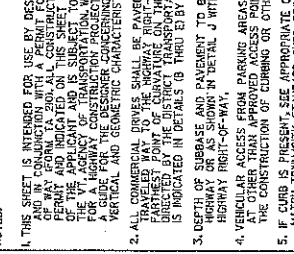
Samuel O. DeLoach, Jr.
 DIRECTOR OF ENGINEERING
Alvin D. [Signature]
 DESIGN ENGINEER

SIDE ROAD INTERSECTION SHOWING
 DEPRESSED RAMP

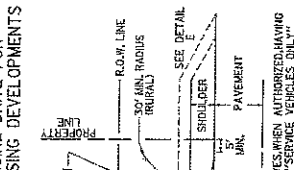


STANDARD
 B-12

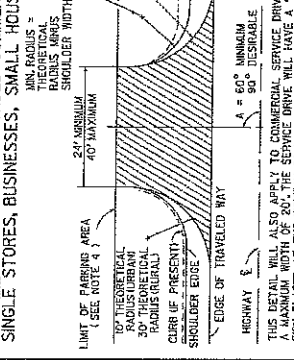
DETAIL A RESIDENTIAL DRIVE



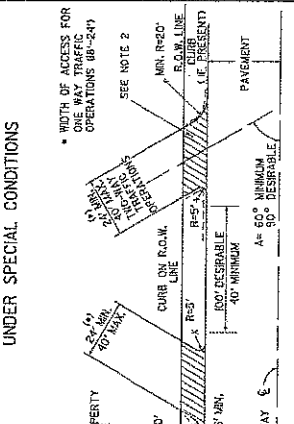
DETAIL B DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS



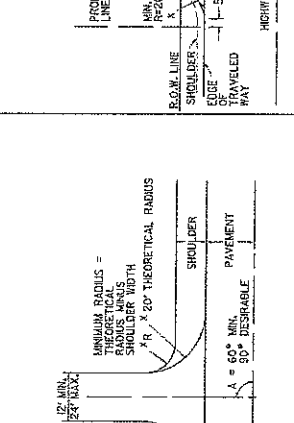
DETAIL C TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS



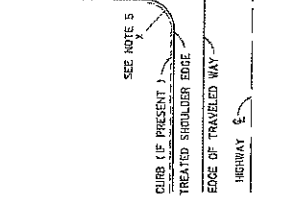
DETAIL D TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS



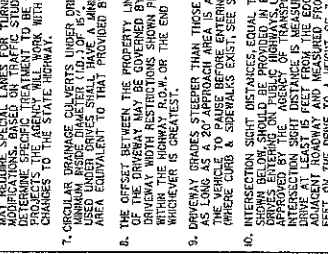
DETAIL E RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALLIZED INTERSECTIONS ONLY)



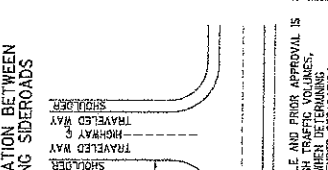
DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS



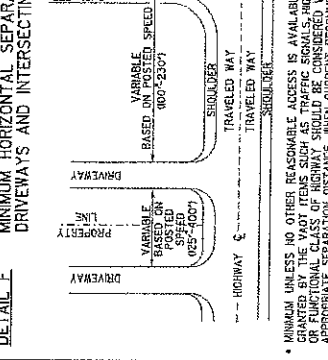
DETAIL G PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



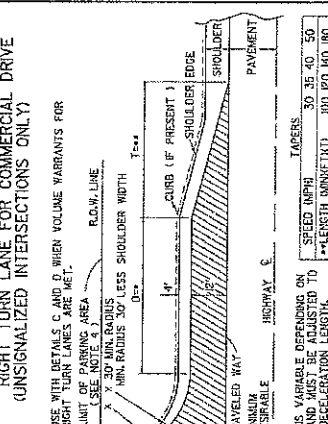
DETAIL H PROFILE OF DRIVE INTERSECTION (CUT SECTION) SHOWING 5" DEPRESSION



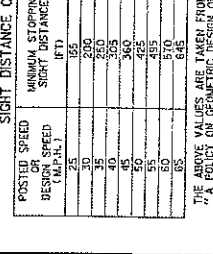
DETAIL I PROFILE OF DRIVE INTERSECTION (FILL SECTION)



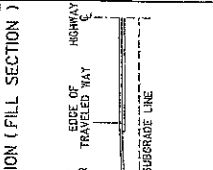
DETAIL J END SECTION (UP-HILL)



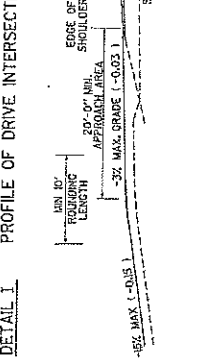
DETAIL K DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



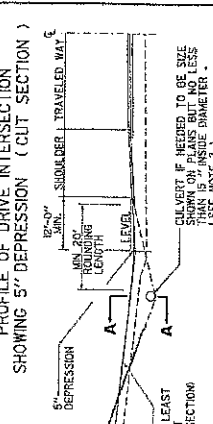
DETAIL L DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



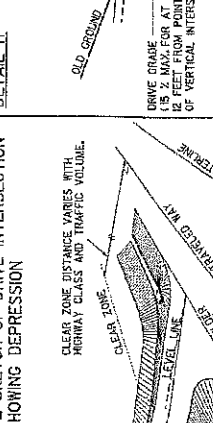
DETAIL M DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



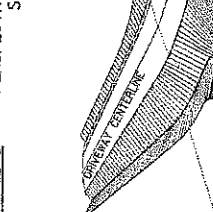
DETAIL N DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



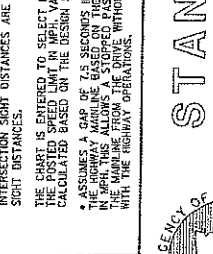
DETAIL O DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



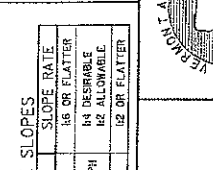
DETAIL P DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



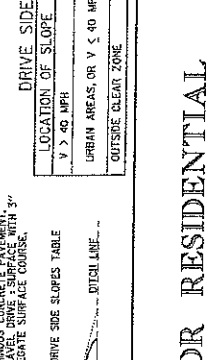
DETAIL Q DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



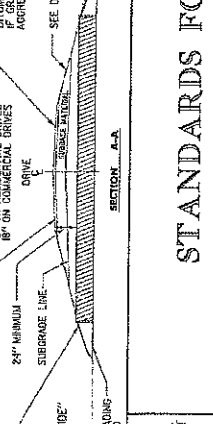
DETAIL R DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



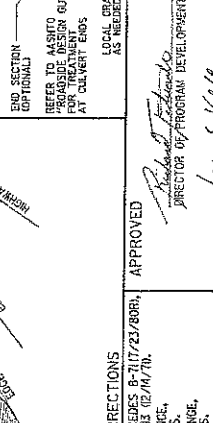
DETAIL S DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



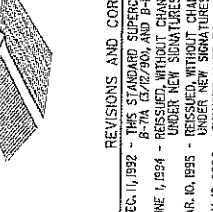
DETAIL T DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



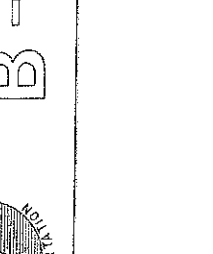
DETAIL U DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



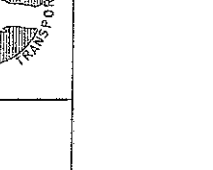
DETAIL V DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



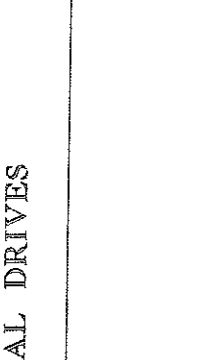
DETAIL W DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



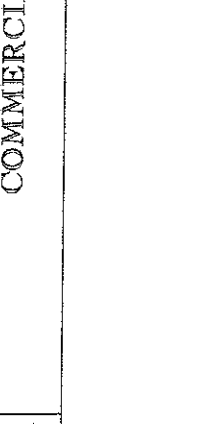
DETAIL X DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



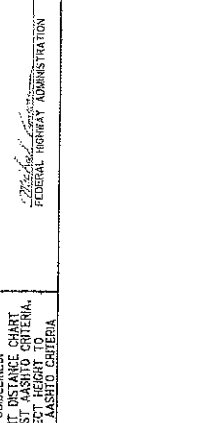
DETAIL Y DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



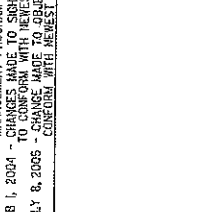
DETAIL Z DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



DETAIL AA DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



DETAIL AB DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY



NOTES:

- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONSTRUCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY. ALL CONSTRUCTION REQUIRED BY THE PERMIT SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE UTILITY AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS OF THE UTILITY AGENCY OF TRANSPORTATION, THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER. DESIGNERS ARE ADVISED THAT THE VERTICAL AND GEOMETRIC CHARACTERISTICS:
- ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY. TO THE UNPAVED PORTION OF THE DRIVEWAY, THE DISTRICT TRANSPORTATION ADMINISTRATION OFFICES (TAVO) IS INDICATED IN DETAILS TO BE THRU BY HATCHING.
- DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE CURBS OF THE HIGHWAY RIGHT-OF-WAY.
- VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY SHALL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
- IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TO APPROPRIATE STANDARD CURB TREATMENT.
- WHERE TRAFFIC VOLUMES FOR A PROJECT IS SUBSTANTIAL, THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING TRAFFIC. OTHER APPLICATIONS, BASED ON TRAFFIC STUDIES, THE AGENCY WILL CONSIDER. THE AGENCY WILL BE USED, ON DEVELOPER PROJECTS, THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
- CIRCULAR DRAINAGE CURVES UNDER CURBS SHALL HAVE A MINIMUM RADIUS OF 100 FEET. A 15' CIRCULAR RADIUS AREA EQUIVALENT TO THAT PROVIDED BY A 15' CIRCULAR RADIUS.
- THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF DRIVEWAY SHALL BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAYS WITHIN HIGHWAY RIGHTS OF WAY SHALL BE SET WITHIN THE HIGHWAY RIGHT-OF-WAY OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATER.
- DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR WHEELS TO CLEAR CURB BEFORE ENTERING DRIVEWAY.
- WHERE CURB IS PRESENT, SEE STANDARD C-24 & C-28I INTERSECTIONS EQUAL TO OR GREATER THAN THOSE SHOWN. DISTANCES EQUAL TO OR GREATER THAN THOSE SHOWN BETWEEN PUBLIC HIGHWAYS, UNLESS OTHERWISE INDICATED ON THE DESIGN OF TRANSPORTATION.
- INTERSECTIONS WITHIN HIGHWAY RIGHTS OF WAY SHALL BE SET AT LEAST 10 FEET FROM THE EDGE OF TRAVELED WAY OF ADJACENT HIGHWAY 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 STOPPING CHART

POSTED SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM STOPPING SIGHT DISTANCE (FT)
25	55	280
30	70	330
35	85	380
40	100	430
45	115	480
50	130	530
55	145	580
60	160	630
65	175	680

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.

* ASSUMES A GAP OF 2.5 SECONDS IN THE TRAFFIC STREAM ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH.

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DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V > 40 MPH	H6 OR FLATTER
URBAN AREAS, OR V ≤ 40 MPH	H4 DESIRABLE
OUTSIDE CLEAR ZONE	H2 OR FLATTER

IF PAVED DRIVE SURFACE WITH 2" THICK CONCRETE PAVEMENT, WITH 3" AGGREGATE SURFACE COURSE.

SEE DRIVE SIDE SLOPES TABLE

SEE DRIVE SIDE SLOPES TABLE

SEE DRIVE SIDE SLOPES TABLE

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

APPROVED

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DIRECTOR OF PROGRAM DEVELOPMENT

Laura S. Keller
CHIEF OF UTILITIES AND PERMITS

Utah Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERSEDES B-71 (7/23/89R), B-7A (2/19/90), AND B-13 (02/14/78).

JUNE 1, 1994 - RESUBMITTED WITHOUT CHANGE.

MAR. 10, 1995 - RESUBMITTED WITHOUT CHANGE.

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 THE LATEST AASHTO CRITERIA.

JULY 8, 2005 - CHANGES MADE TO PERMITS CRITERIA TO CONFORM WITH THE LATEST AASHTO CRITERIA.

STANDARD B-71

UTAH DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

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