

TOWN OF MONKTON, VT
92 Monkton Ridge, Monkton, VT 05483
PO Box 12 Monkton, VT 05469

Road Curb Cut and Accessibility Permit Application
\$50.00 Fee is Required with Permit Application

APPLICANT: _____

ADDRESS: _____

PHONE(S) # (H) _____

Contractor Name: _____

(Cell) _____

Contractor's Phone # _____

ROAD THAT THIS CURBCUT INTERSECTS WITH: _____

NUMBER OF HOMES USING THIS CURB CUT: _____

SIGHT DISTANCE MEASUREMENTS: Left _____ Right _____

PERMIT REQUIREMENTS: SEE PAGE 2

SIGNATURE of APPLICANT or AUTHORIZED REPRESENTATIVE: _____ Date: _____

HIGHWAY FOREMAN REVIEW:

Culvert Needed: YES ___ NO ___ : Length _____ ft. Diameter: _____ in. Type: _____

Remarks: _____

PERMISSION TO PROCEED:

HIGHWAY FOREMAN: _____

Date: _____

SELECTBOARD: _____

Date: _____

Date: _____

Date: _____

Date: _____

Date: _____

Conditions of Approval or Reason for Denial: _____

FINAL INSPECTION AND ACCEPTANCE:

HIGHWAY FOREMAN: _____

Date: _____

SELECTBOARD: _____

Date: _____

Permit Requirements:

1. Driveways are subject to **VSA Title 19, Chapter 3** and **Town of Monkton Highway Access Policy - Curb Cuts and Driveways** in effect as of the date of this application.
2. The permit application must include a detailed map showing where the curb cut is being requested and the curb cut location must be clearly marked with surveyors tape or the like.
3. A completed application must be submitted to the Town Clerk or Zoning Administrator at least 28 days before work is scheduled to begin.
4. All driveways that require culverts will be stipulated by the Highway Foreman.
5. The Highway Foreman must be notified at the time of construction.
6. The work must be completed within 2 years of the application approval. If no curb cut is in place within 2 years, the applicant must reapply to the Selectboard and there will be no charge for the reapplication.

Approved July 25, 2023

Adopted 8/23/2021

**TOWN OF MONKTON
HIGHWAY ACCESS POLICY
CURB CUTS AND DRIVEWAYS**

Section 1 -- Authority.

This Highway Access Policy (hereafter "Policy") is enacted pursuant to the authority granted to the Town under 19 V.S.A. §§ 303 and 1111.

Section 2 -- Purpose.

This Policy regulates access to the Town highway system. It is the purpose of this Policy to protect and preserve the safety and convenience of the inhabitants of the Town and the traveling public and to protect the public investment in the Town highway system through the regulation of highway access.

Section 3 -- Definitions.

For the purpose of this Policy the terms defined in this Policy shall have the following meanings:

"Road Curb Cut and Accessibility Permit" means the permit issued by the Selectboard to access the town highway system after following the procedural requirements of this Policy.

"Highway" means the highway system for the Town of Monkton, which includes the public rights-of-way, bridges, drainage structures, signs, guardrails, areas to accommodate utilities authorized by law to locate within highway limits, areas used to mitigate the environmental impacts of highway construction, vegetation, scenic enhancements, and structures.

"Person" means an individual corporation, government, governmental subdivision or agency, business trust, estate, trust, partnership or association, or other legal entity.

"Selectboard" means the Selectboard of the Town of Monkton.

"Town" means the Town of Monkton.

"Vermont Agency of Transportation Standards B-71 and A-76" shall mean the most recent versions of the Vermont Agency of Transportation standard sheets B-71, Standards for Residential and Commercial Drives and A-76, Standards for Town and Development Roads.

Section 4 -- Permit required.

No person shall install, develop, construct any driveway, entrance, or approach, or build a fence or building, or deposit material of any kind within, or to in any way affect the grade of a highway right-of-way, or obstruct a ditch, culvert, or drainage course that drains a highway, or fill or grade the land adjacent to a highway so as to divert the flow of water onto the highway right-of-way, within the Town unless an Road Curb Cut and Accessibility Permit has been obtained from

Adopted 8/23/2021

the Selectboard in accordance with this Policy.

Section 5 -- Process.

a. Application.

A person may apply for a Road Curb Cut and Accessibility Permit from the Town using the Road Curb Cut and Accessibility Permit Application form provided online on the website or at the Town Offices. The application shall be in writing and shall be signed by the applicant or an individual authorized to act for the applicant. A fee of \$50 shall be paid at the time the application is submitted. A completed application must be submitted to the Town Clerk or Zoning Administrator at least **28** days before work is scheduled to begin. The Selectboard may modify the time requirements of this Policy for good cause shown provided the public health and safety will not be jeopardized by such action.

b. Consideration.

At the next available Selectboard meeting, the Selectboard will assign a member of the Selectboard to make an inspection of the curb cut location accompanied by the Road Foreman. The Road Curb Cut and Accessibility Permit **MUST** include a detailed map showing where the curb cut is being requested and the curb cut location **MUST** be clearly marked with surveyors tape or the like.

The Selectboard will consider a completed application and the report of both the assigned Selectboard member and Road Foreman at a regular or special Selectboard meeting and may recess the meeting on the application as necessary to receive additional information. The Selectboard may approve, approve with conditions/modifications, or deny an application upon consideration of the approval standards set forth in **Section 7** of this Policy.

c. Notice of Permission to Proceed. If an application is approved, the Selectboard will sign the Road Curb Cut and Accessibility Permit. The signed Permit will list the specifications, requirements, and restrictions for the work. The Permit may require supervision and/or inspection by the Town. The Permit will state the date on which construction / development of the Access may proceed.

d. Notification of completion. The applicant shall notify the Road Foreman within **14** of days after construction is completed.

e. Final inspection. The Selectboard or its designee shall conduct a final inspection to determine if the work has been completed according to the requirements listed in the signed Road Curb Cut and Accessibility Permit.

f. Issuance of Permit. If, after inspection, it is determined that the Access has **NOT** been constructed / developed in compliance with the signed Road Curb Cut and Accessibility

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Permit, the Curb cut is deemed null and void. For new building projects, a Certificate of Occupancy will not be issued until such a fully compliant Curb Cut is in place.

Section 6 -- Contents of Application.

An application for an Road Curb Cut and Accessibility Permit shall be on the form provided by the Town and shall be deemed to be complete if it includes the following:

(1) The name, address, and telephone number of the applicant, the principal officers of the applicant, the individual making the application, and any other individual authorized to represent the person applying for the Permit;

(2) If the applicant is not the owner of the premises where the access is to be constructed, the name and contact information of the owner or other person that has the authority to consent to the use and development of the premises, and a signed statement from that person stating that consent is given to the applicant;

(3) The location of the access, including street address (if any), and parcel ID # of the property;

(4) The date on which construction is proposed to begin;

(5) A visual depiction of the premises indicating location, layout, adjacent state and local highways, entrances and exits, traffic flow patterns, parking and land uses of the surrounding area;

(6) Any additional information the applicant wishes to furnish that assists the Selectboard or its designee in determining that the proposed access will comply with the applicable standards; and

(7) The signature of the applicant or an individual authorized to act for the applicant.

(8) Location of the proposed curb cut must be clearly marked with surveyors tape or the like.

Section 7 -- Approval conditions.

When issuing a Road Curb Cut and Accessibility Permit under this Policy, the Selectboard shall require that the proposed access will be constructed or developed according to the standards in Vermont Agency of Transportation Standards B-71 and A-76."

In addition, the Selectboard shall require conditions to avoid: (1) undue adverse traffic congestion and unsafe conditions regarding the use of public roads, sidewalks and other public rights-of-ways; (2) unhealthy conditions regarding water supply, sewage disposal or solid waste disposal; and (3) adverse effects on drainage ditches, culverts or other drainage facilities.

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As a general rule, the Selectboard allows only a single curb cut per parcel.

In addition, the Selectboard may require the posting of a security bond or the establishment of an escrow account to ensure compliance with the conditions of the Permit and protection of the town highway system. In addition, the Selectboard may attach any such reasonable conditions as they may deem appropriate to mitigate or eliminate any impacts reviewable under the approval standards set forth above.

Section 8 -- Expiration of Notice of Permit.

The authorization conveyed by a signed Permit shall expire 2 years after the issuance of that Permit unless the work authorized by such Permit has been substantially commenced.

Section 9 --Damage to Town highways.

In the event that damage to a town highway is caused by improper construction, maintenance, or grading of a driveway or other highway access point, it shall be the responsibility of the property owner to compensate the Town for any expenses involved in restoring that highway to its original condition.

Section 10 -- Revocation of Permit; Frontage road.

As per 19 V.S.A § 111(f), the Selectboard may, as development occurs on land abutting a Town Highway, require the elimination of an access previously permitted and require the construction of a common frontage road or other access improvements which may serve more than one property or lot.

Section 11 -- Responsibility for culverts and headwalls

Culverts and headwalls installed on private property, even when located within the municipal right of way, are the responsibility of the property owner. Property owner retains exclusive legal and financial responsibility to repair, replace, and maintain those culverts and headwalls. Nevertheless, property owner must obtain approval for proposed repair or replacement from the Road Foreman before any work may take place.

Section 12 -- Applicability of other laws and ordinances.

The Permit required under this Policy shall not replace or eliminate any requirement to obtain approval under any other applicable State laws or municipal land use ordinances. Applicants and Permittees are solely responsible for ensuring that their access is in compliance with applicable State laws and municipal land use ordinances.

Section 13 -- Enforcement and Penalties.

In the event that a person fails to obtain a Permit as required by this Policy, fails to abide by the terms and/or conditions of a Permit, or misrepresents any information contained within or in support of a Permit application, the Selectboard may resort to any or all of the following enforcement options:

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a. Optional Notice of Violation

Prior to instituting any legal action or proceeding to enforce this Policy, the Selectboard or its designee may issue a notice of violation setting forth the nature of the violation, the corrective action necessary to abate the violation, and notice of intention to institute an action or proceeding against the person responsible for the violation. 19 V.S.A. § 1111(i).

b. Assurance of Discontinuance

The Selectboard or its designee may accept an "assurance of discontinuance" of any violation of this Policy, including a schedule for abatement of a violation. 19 V.S.A. § 1111(i). When such assurances are allowed, they must be in writing and must be filed not only with the town, but also with the attorney general, the Superior Court, and the town clerk's land records.

c. Permit Suspension

The Selectboard or its designee may suspend a Permit until compliance with State statute and this Policy is obtained. 19 V.S.A. § 1111(g). The Selectboard or its designee may physically close the driveway or access point, if there is continued use or activity after suspension of a Permit, and in the opinion of the Selectboard, or its designee, the safety of highway users is or may be affected. 19 V.S.A. § 1111(g).

d. Injunction

If the Selectboard believes that any person is in violation of the provisions of Title 19 V.S.A. §§ 1111 *et seq.*, it may bring an action in the name of the town against the person to collect civil penalties as provided in 19 V.S.A. § 1111(j) and to restrain by temporary or permanent injunction the continuation or repetition of the violation. 19 V.S.A. § 1111(h).

e. Civil Penalties

Persons who violate the requirements of this Policy or fail to adhere to Permit conditions, or the terms of an order issued by a court of law may be subject to civil penalties of not less than \$100.00 and not more than \$10,000.00 for each violation. When the violation of an order is of a continuing nature, each day during which the violation continues after the date fixed by the court for correction or termination of the violation constitutes an additional separate and distinct offense except during the time an appeal from the order may be taken or is pending.

Section 14 -- Severability.

If any section of this Policy is held by a court of competent jurisdiction to be invalid such finding shall not invalidate any other part of this Policy.

Section 15 -- Effective Date.

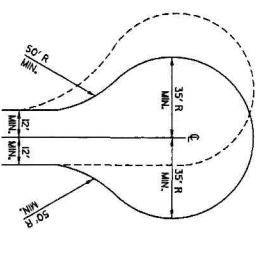
This Policy shall become effective upon adoption by the Selectboard.

Adopted 8/23/2021

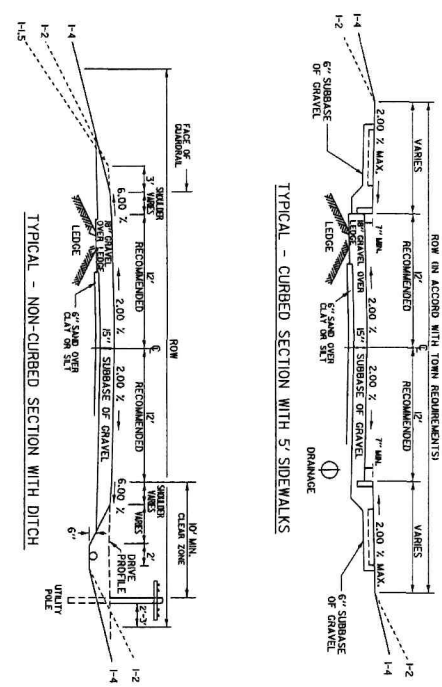
Adopted this _____ day of _____, 2021.

| | |
|------------------------|--|
| <i>Stephen Pilcher</i> | dotloop verified 08/24/21 1:49 PM EDT EKCD-7W2R-YCWX-7GY8 |
| <i>John P McVerney</i> | dotloop verified 08/24/21 11:24 AM EDT 8LAP-XXYD-OJTW-CZQA |
| <i>Marikate Kelley</i> | dotloop verified 08/24/21 4:34 PM EDT 5LUM-L6YP-HWMK-ESZX |
| | |
| <i>Bill Martin</i> | dotloop verified 08/24/21 10:44 AM EDT 05UR-35NT-8654-QQNY |

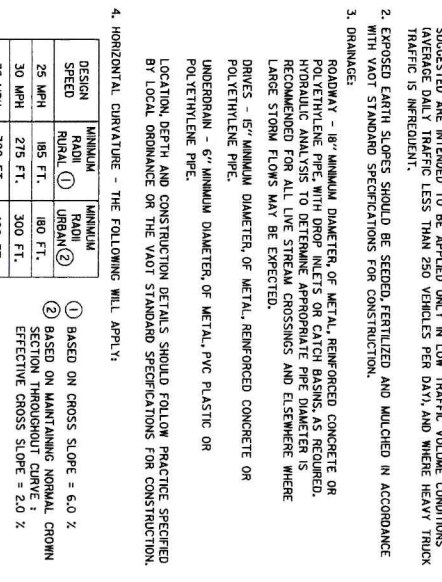
ROADWAY TYPICALS



CUL-DE-SAC FOR DEAD END ROADS



TYPICAL - CURBED SECTION WITH 5' SIDEWALKS



TYPICAL - NON-CURBED SECTION WITH DITCH

GENERAL NOTES FOR LOCAL ROADS

1. SUBBASE, SAND CUSHION AND SUBGRADE SHOULD BE CONSTRUCTED AND COMPACTED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, WHERE LOCAL ORDINANCES HAVE BEEN ADOPTED RELATIVE TO CONSTRUCTION. CONSTRUCTION SHOULD BE IN ACCORDANCE WITH THE DIMENSIONS SUGGESTED HEREIN UNLESS OTHERWISE SPECIFIED. DIMENSIONS IN PARENTHESES INDICATE AVERAGE DAILY TRAFFIC LESS THAN 250 VEHICLES PER DAY, AND WHERE HEAVY TRUCK TRAFFIC IS INFREQUENT.
2. EXPOSED EARTH SLOPES SHOULD BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
3. 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 - 6" 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 VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

| DESIGN SPEED | MINIMUM RURAL (1) | MINIMUM URBAN (2) |
|--------------|-------------------|-------------------|
| 25 MPH | 185 FT. | 180 FT. |
| 30 MPH | 275 FT. | 300 FT. |
| 35 MPH | 380 FT. | 460 FT. |
| 40 MPH | 510 FT. | 675 FT. |
| 45 MPH | 660 FT. | 945 FT. |
| 50 MPH | 835 FT. | 1280 FT. |

(1) BASED ON GROSS SLOPE = 6.0 %
(2) BASED ON MAINTAINING NORMAL CROWN SECTION THROUGHOUT CURVE 1 % EFFECTIVE CROSS SLOPE = 2.0 %

FOR OTHER SUPERELEVATION RATES, SEE CHAPTER 11.07 OF THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADII.

5. GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.
6. GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS, OF A DESIGN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE AASHTO ROADSIDE DESIGN GUIDE, AND VAOT STANDARD DRAWINGS. GENERALLY, WHERE SLOPES ARE 1:3 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 OBSTACLES AND THE ROAD IS NOT A DISTRICT TRANSPORTATION ADMINISTRATION MAY BE CONTACTED FOR ASSISTANCE.
7. PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL GOVERNING BODY. FOR TRAFFIC VOLUMES GREATER THAN OR EQUAL TO 250 VEHICLES PER DAY, OR WHERE HEAVY TRUCKS ARE COMMON, A PAVEMENT DESIGN SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SUBBASE AND PAVEMENT.
8. 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 VAOT "VERMONT STATE STANDARDS".
9. UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

REVISIONS AND CORRECTIONS

JAN. 21, 1971 - DIMENSIONS CHANGED ON TURN-4-ROUND
 MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-4-ROUND
 JULY 13, 1973 - INTERSECTION PROFILES ADDED
 DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN
 JUNE 1, 1994 - CENTERLINE WITHOUT CHANGE, REVISED TO REFLECT CURRENT DESIGN
 MAR. 10, 1995 - RESSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
 MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN UNDER NEW SIGNATURES.

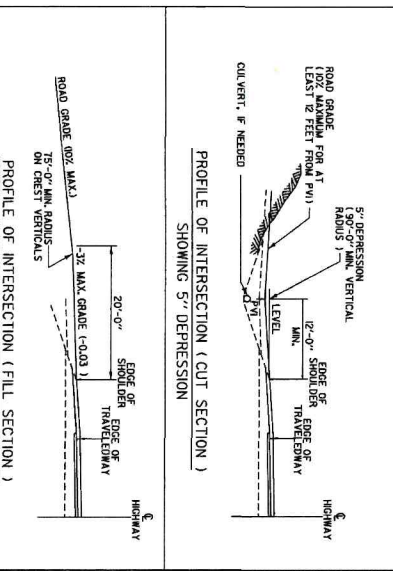
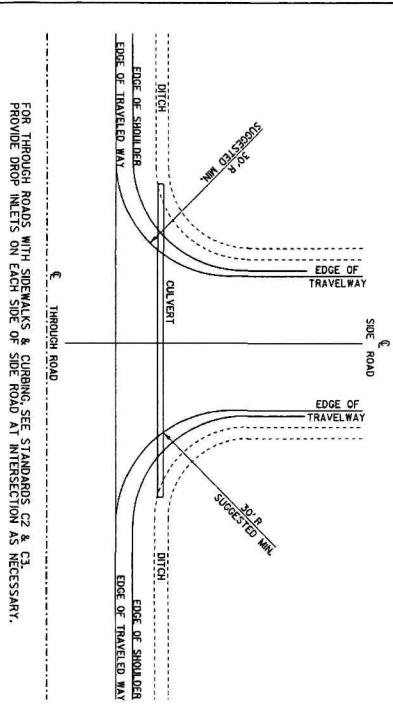
APPROVED

C. R. Hill
 CHIEF OF DIVISION
 FEDERAL HIGHWAY ADMINISTRATION

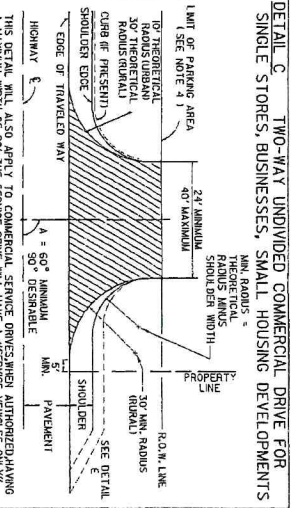
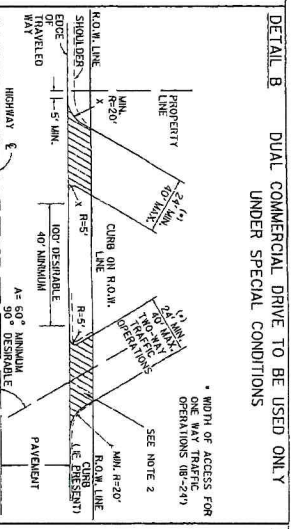
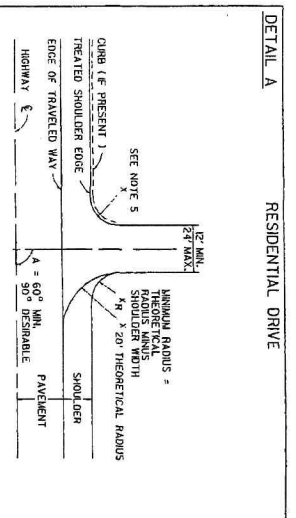
STANDARDS FOR TOWN & DEVELOPMENT ROADS

VERMONT AGENCY OF TRANSPORTATION

STANDARD A-76

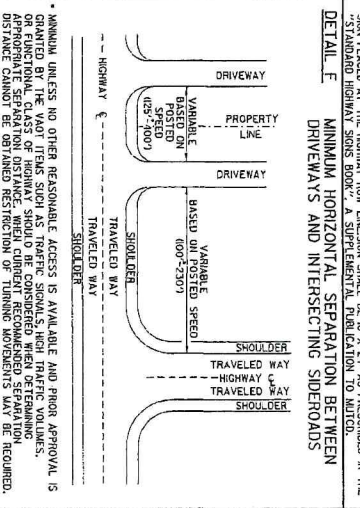
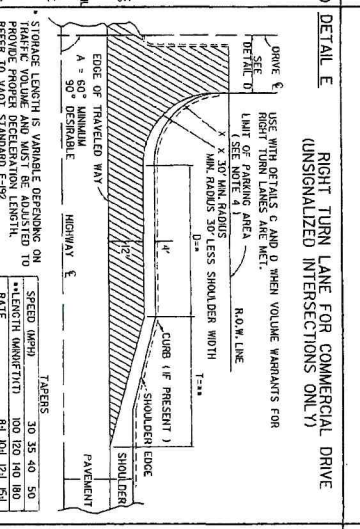
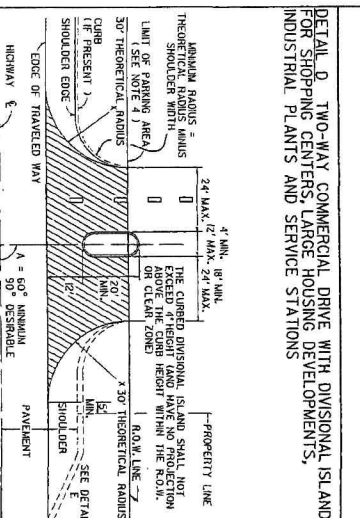


FOR THROUGH ROADS WITH SIDEWALKS & CURBS, SEE STANDARDS C2 & C3. PROVIDE DROP INLETS ON EACH SIDE OF SIDE ROAD AT INTERSECTION AS NECESSARY.



NOTES:

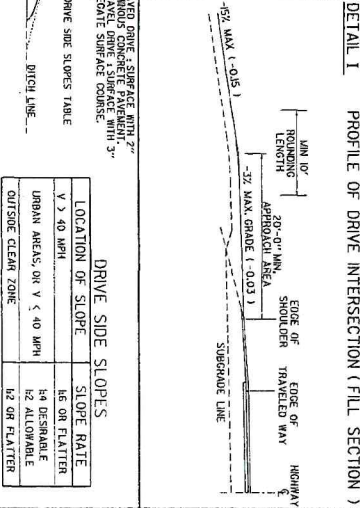
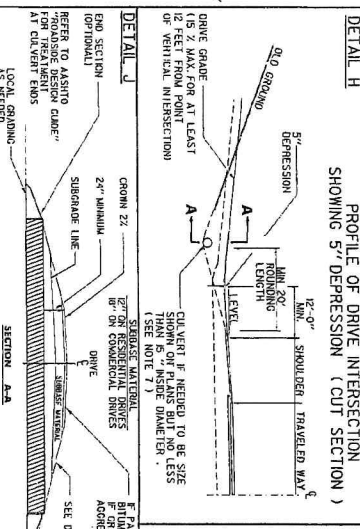
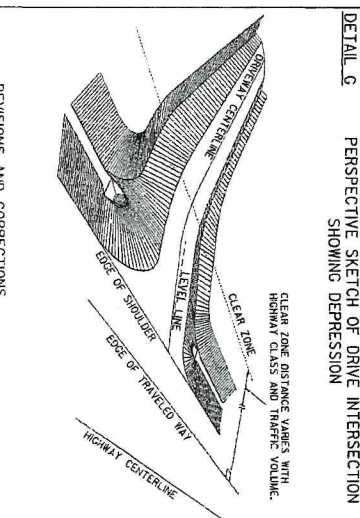
1. THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS OF ANY KIND (A-20). ALL CONSTRUCTION REQUIRED BY THE RESPONSIBILITY OF ANY AGENCY OR TRANSPORTATION AGENCY USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT, THIS SHEET IS INTENDED TO BE USED IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, VARIOUS EDITIONS.
2. ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELLED WAY TO THE HIGHWAY RIGHT-OF-WAY OR AS INDICATED IN DETAILS B THROUGH E BY HOT TONG.
3. DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS THE HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
4. VERTICAL CURVES SHALL BE DESIGNED TO THE RIGHT-OF-WAY. IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
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 LANE MARKINGS FOR TURNING TRAFFIC OR OTHER DETOURING SPECIFIC TREATMENT TO BE USED, ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
7. CIRCULAR CURVES UNDER PAVEMENT SHALL HAVE A MINIMUM RADIUS AS SHOWN IN DETAIL D.
8. THE DISTANCE BETWEEN THE PROPERTY LINE AND THE EDGE OF THE TRAVELLED WAY SHALL BE GOVERNED BY LOCAL ZONING LAWS, DRAINAGE WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WHERE THE DRIVE IS LOCATED. ON THE END OF THE TURNING RADIUS WHERE THE DRIVE IS LOCATED, SEE STANDARDS C-24 & C-28.
9. TURNING RADIUS APPROACH AREA IS APPLICABLE FOR ALL COMMERCIAL DRIVES EXCEPT THOSE SHOWN MAY BE ALLOWED ON THE CURB AND SHOULDERS EAST. SEE STANDARDS C-24 & C-28.
10. INTERSECTION SIGHT DISTANCES EQUAL TO OR GREATER THAN THOSE SHOWN IN THIS DETAIL SHALL BE USED FOR ALL INTERSECTIONS APPROVED BY THE AGENCY OF TRANSPORTATION. A POINT ON THE DRIVE SHALL BE MEASURED FROM THE EDGE OF TRAVELLED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF FEET OR 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.



SIGHT DISTANCE CHART

| POSTED SPEED OR APPROXIMATE SPEED (MPH) | MINIMUM STOPPING SIGHT DISTANCE (FT) | MINIMUM INTERSECTION SIGHT DISTANCE (FT) |
|---|--------------------------------------|--|
| 25 | 85 | 280 |
| 30 | 100 | 335 |
| 35 | 120 | 390 |
| 40 | 140 | 445 |
| 45 | 160 | 500 |
| 50 | 180 | 555 |
| 55 | 200 | 610 |
| 60 | 220 | 665 |
| 65 | 240 | 720 |

THE ABOVE VALUES ARE TAKEN FROM THE 2004 ASHRAE HANDBOOK, TABLE 9.4.1. A POINT ON THE DRIVE SHALL BE MEASURED FROM THE EDGE OF TRAVELLED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF FEET OR 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.



DRIVE SIDE SLOPES

| LOCATION OF SLOPE | SLOPE RATE |
|----------------------------|----------------|
| V > 40 MPH | 1:1 OR FLATTER |
| URBAN AREAS, OR V < 40 MPH | 1:1 DESIRABLE |
| OUTSIDE CLEAR ZONE | 1:2 OR FLATTER |

REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERSEDES B-717(2)/2001R.
 JUNE 11, 1994 - REVISION TO SHOW CURB.
 MAR. 10, 1995 - REVISION WITHOUT CHANGE.
 NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH LANDSCAPE AND DIMENSIONS IN ACCESS TO CONFORM WITH NEWEST ASHRAE CHART.
 FEB. 11, 2004 - CHANGES MADE TO CONFORM WITH NEWEST ASHRAE CHART.
 JULY 6, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST ASHRAE CHART.

APPROVED

[Signature]
 DIRECTOR OF HIGHWAY DEVELOPMENT

[Signature]
 CHIEF OF UTILITIES AND PERMITS

FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

VERMONT AGENCY OF TRANSPORTATION

STANDARD B-71