

TOWN OF WARREN
APPLICATION FOR ROAD ACCESS PERMIT

Date _____ **Fee \$100.00/ CUT** _____ .00. **Date Paid** ____ / ____ / ____ **Permit No** _____

Applicant(s) _____

Address _____ **Telephone** _____

Signature(s) _____ **Landowner(s) if other than**

Applicant _____

Address _____ **Telephone** _____

Signature(s) _____

The applicant must specify on this application the use for which the road cut is requested (single family home, retail shop, three lot subdivision, etc). It is understood that this road cut, if granted, is exclusively for this specified use. Any subsequent use (for a new or larger subdivision, etc.) is not covered by this permit and must be re-applied for.

Applicant requests an Access Permit to property located on (please circle one)
NORTH SOUTH EAST WEST side of Town Road

Use of proposed road access

The proposed access will be located approximately _____ (feet or miles) from the inter section
of previously named road

With _____

Important: Please mark the location of the proposed access on the Town road Map printed on Page 4 of this form. In addition, submit a detailed map showing the site accurately with scale indicated and dimensions marked. Incomplete applications will be returned to the applicant:

- 1) Lot boundaries on the Town road.
- 2) All existing road cuts and road intersections on both sides of the Town road within 200 feet of the property boundaries or within 300 feet of the proposed cut, whichever is less.
- 3) The proposed road cut location.
- 4) The proposed location of the structure and any required septic field for which the road cut is requested.
- 5) Five-foot natural contour lines along the intended path of the Roadway. Both sides of the proposed access must be marked with colored cloth or tape by the date that the application is submitted. The applicant agrees to maintain said access and to adhere to the following:

WARREN ROAD ACCESS REQUIREMENTS

A road cut permit is not required for access to a property for agricultural uses unless a culvert is needed.

A road cut permit is required for all other accesses.

If the project is part of a new subdivision permitted after June 1, 1997, the developer should link the accesses to the lots as much as practicable so as to require a minimum number of road cuts onto the Town road. This should be incorporated into the site plan application. Subdivision of the parcel after this date does not create a right to a road cut on each new parcel.

Access shall be built to B-71 residential specifications. (Attached.) Minimum entrance width shall be sufficient to allow one car to enter while one car is exiting, with a minimum 30-foot turning radius. Safety of traffic on both the Town road and the proposed access road is the most important criterion for establishing where access will be permitted on Town roads. **All proposed Road Curb Cuts must be flagged prior to inspection by Road Commissioner and highway Road Foreman.**

1. If applicable, a suitable culvert at least 18 inches in diameter shall be installed and maintained thereafter in working condition by owner to the satisfaction of Town.
2. If there is an existing road cut on the opposite side of the Town road, the proposed cut should either be directly opposite the established access or displaced at least 150 feet.
3. No access may be built closer than 150 feet to a sharp curve or blind area.
4. Visibility shall be unobstructed for at least 150 feet along the road in each direction from the entrance (assessed while facing the Town road). Trees, brush, stone walls, posts, etc., shall be removed if they are obstructing visibility down the roadway.
5. The access shall be constructed level with the Town road for a minimum of twenty-five feet prior to entry onto the Town road (approximately 25 feet) and should enter perpendicular to the Town road.
6. A Road Access Permit must have the approval of at least three members of the Select Board before construction is commenced.
7. Violation of any condition under which a Road Access Permit was granted may cause the Select Board to revoke the permit and close the access.

Permission of the Warren Select Board for the road cut described in this application is

hereby: granted denied :

To _____ Applicant(s) to construct a road access
Located in the Town of Warren, Vermont, on Town road

_____.

The applicant shall adhere to the Town of Warren Road Access Requirements in addition to the following specific requirements/restrictions:

This permit is issued in accordance with 19 V.S.A. § 1111(b) and is subject to a final inspection following installation of the roadway.

WARREN SELECT BOARD:

- 1. _____, **Date:** _____
- 2. _____, **Date:** _____
- 3. _____, **Date:** _____
- 4. _____, **Date:** _____
- 5. _____, **Date:** _____

Date of Issuance: _____

Statement of Compliance:

I certify that the requirements of this permit have been met, except as

follows: _____

Date: _____

Applicant/Owner: _____

Final Approval

Permission to use the road cut is _____ granted _____ denied

Because: _____

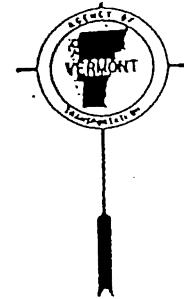
Date: _____

Road Foreman, **Raemon Weston:** _____

Site Location Map

Use the copy with the map already mounted on it and header typed by hand.

FAYSTON



WAITSFIELD

Sugarbush Village

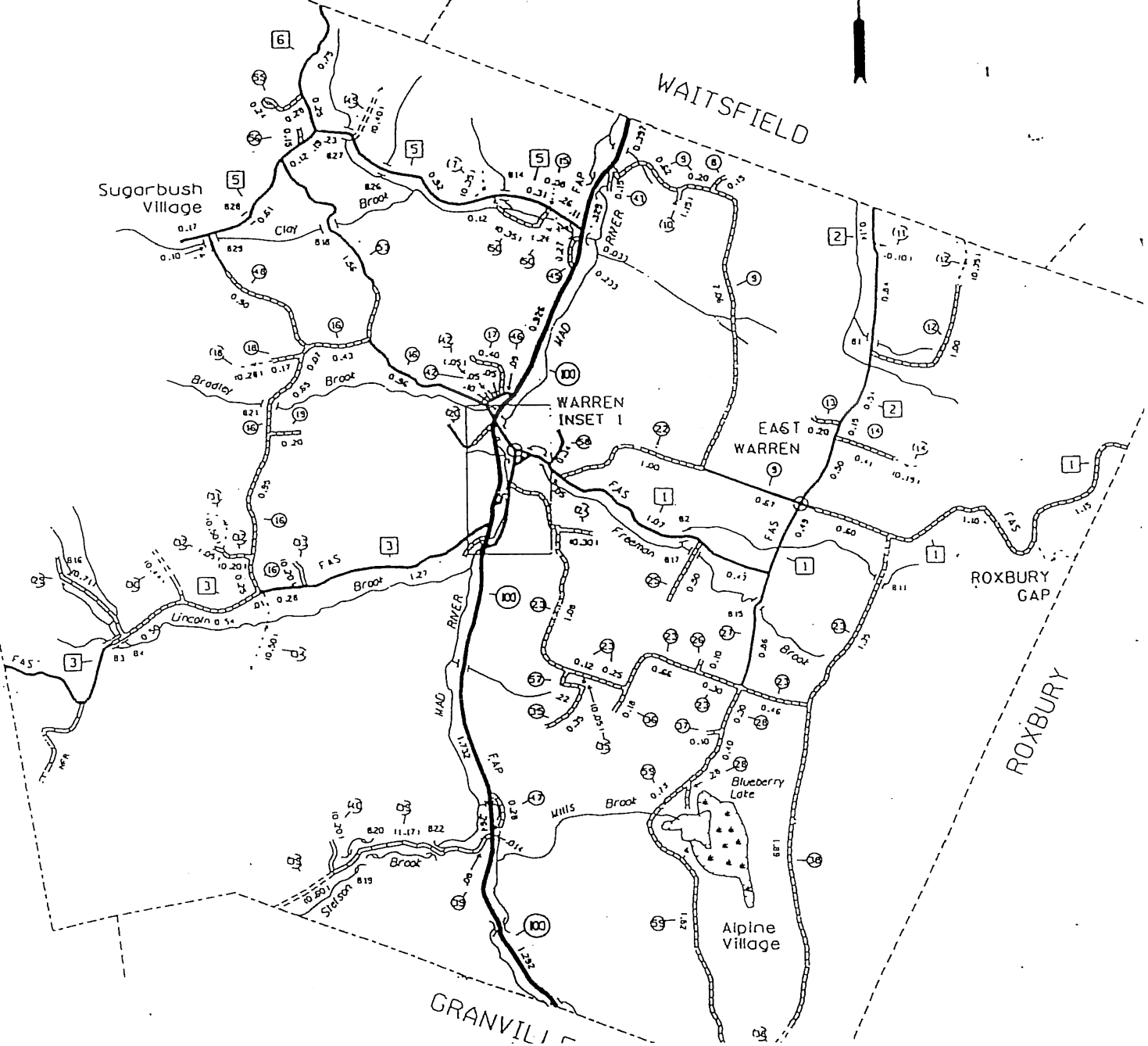
WARREN
INSET I

EAST
WARREN

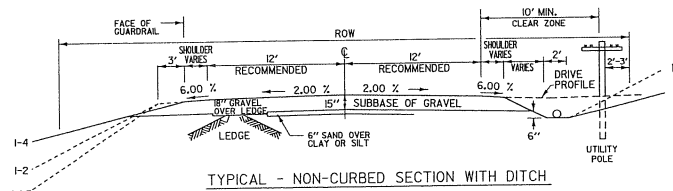
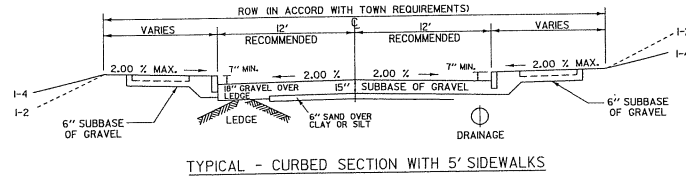
ROXBURY
GAP

ROXBURY

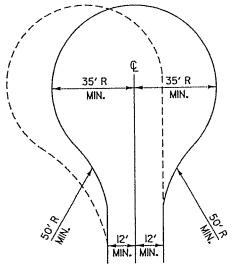
GRANVILLE



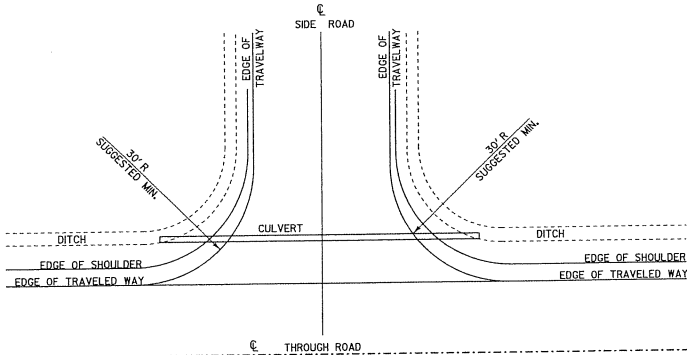
ROADWAY TYPICALS



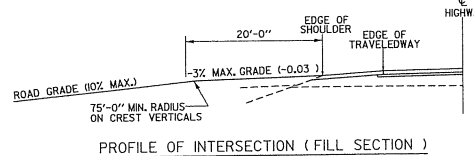
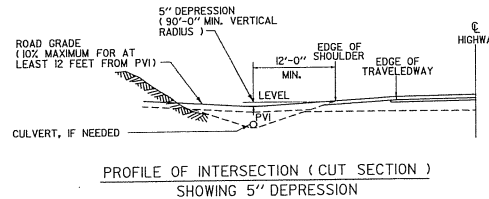
CUL-DE-SAC FOR DEAD END ROADS



INTERSECTION OF THROUGH ROAD AND SIDE ROAD



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



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 ROAD DIMENSIONS AND CONSTRUCTION, THEY SHOULD GOVERN. THE DIMENSIONS 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.
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 - 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 VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

DESIGN SPEED	MINIMUM RADI RURAL ①	MINIMUM RADI 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 CROSS SLOPE = 6.0 %
 - ② 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.

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 HAZARDS. THE LOCAL VAOT DISTRICT TRANSPORTATION ADMINISTRATOR 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 - ORIGINAL DATE OF ISSUE
 MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND
 JULY 13, 1973 - INTERSECTION PROFILES ADDED
 DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN CRITERIA
 JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
 MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
 MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

APPROVED

 DIRECTOR OF PROGRAM DEVELOPMENT

 CHIEF OF UTILITIES

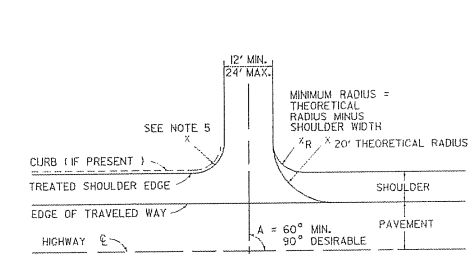
 FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR TOWN & DEVELOPMENT ROADS

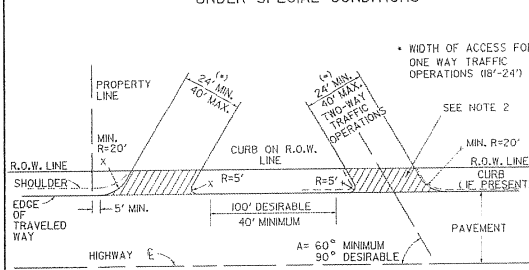


STANDARD A-76

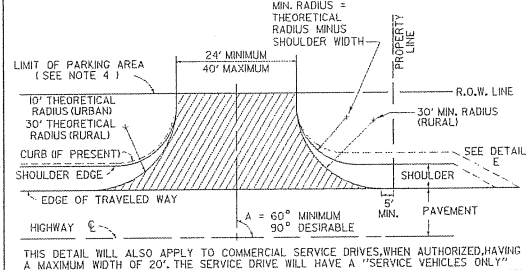
DETAIL A RESIDENTIAL DRIVE



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

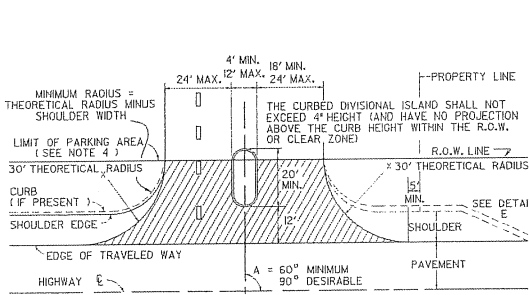


DETAIL C TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS

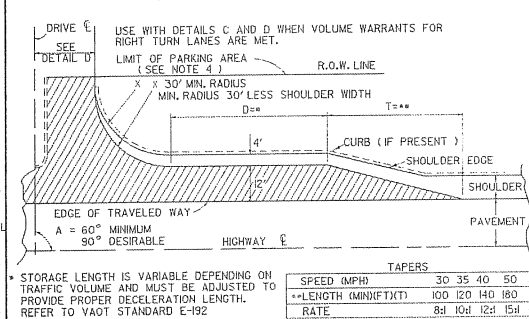


- NOTES:**
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM 1A 201). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL 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.
 - 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 I8 THRU E11 BY HATCHING.
 - 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.
 - 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 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 (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.
 - THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY WILL 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.
 - 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 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 3.5 FEET ON THE ROADWAY.

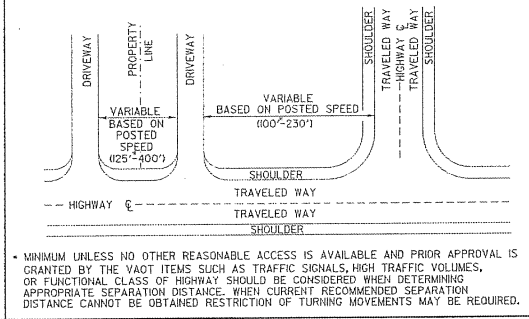
DETAIL D TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS



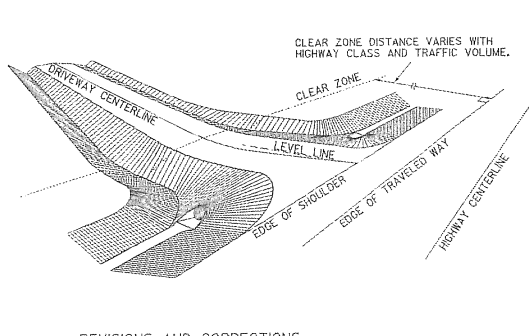
DETAIL E RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALIZED INTERSECTIONS ONLY)



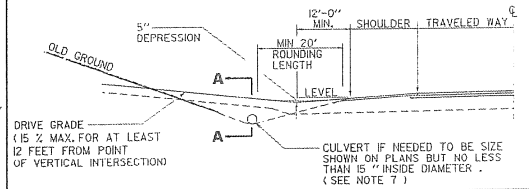
DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS



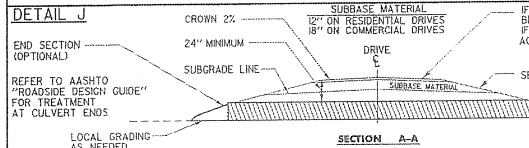
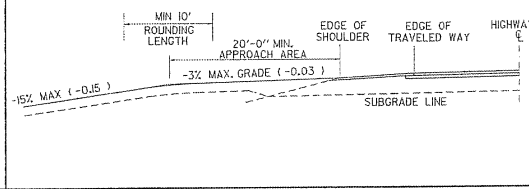
DETAIL G PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



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



DETAIL I PROFILE OF DRIVE INTERSECTION (FILL SECTION)



DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V > 40 MPH	1:6 OR FLATTER
URBAN AREAS, OR V ≤ 40 MPH	1:4 DESIRABLE 1:2 ALLOWABLE
OUTSIDE CLEAR ZONE	1:2 OR FLATTER

SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE * (FT)
25	185	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	565
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.

- REVISIONS AND CORRECTIONS**
- DEC. 11, 1992 - THIS STANDARD SUPERCEDES B-71(1/23/80R), B-71A (3/12/90), AND B-13 (12/14/78).
 - 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

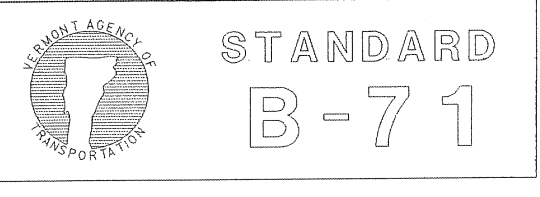
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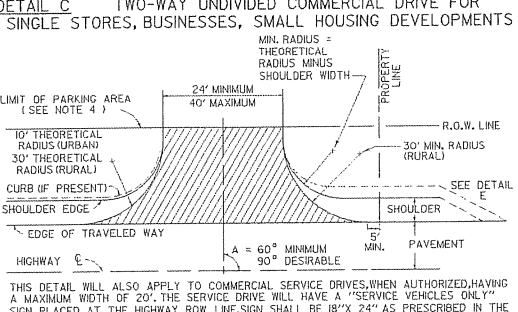
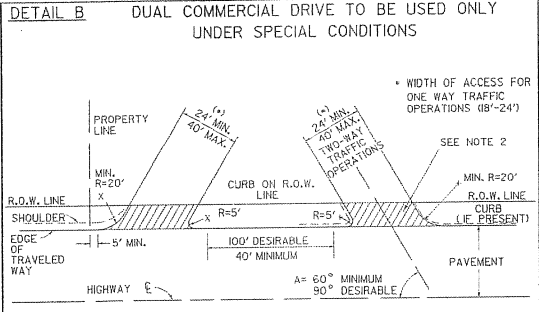
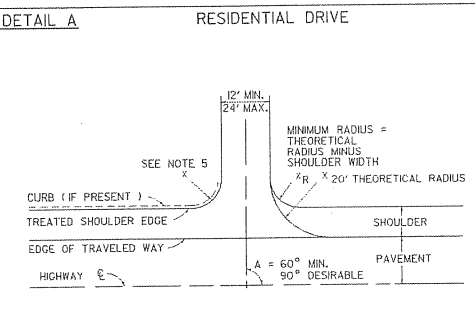
Richard F. Edwards
DIRECTOR OF PROGRAM DEVELOPMENT

Wesley S. Keller
CHIEF OF UTILITIES AND PERMITS

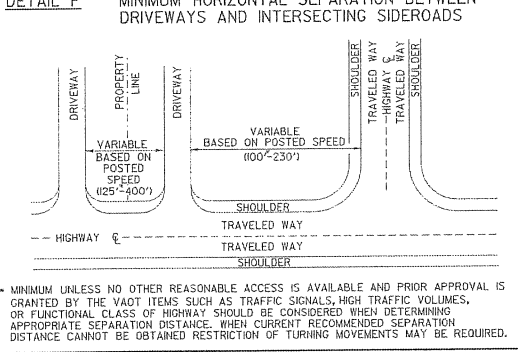
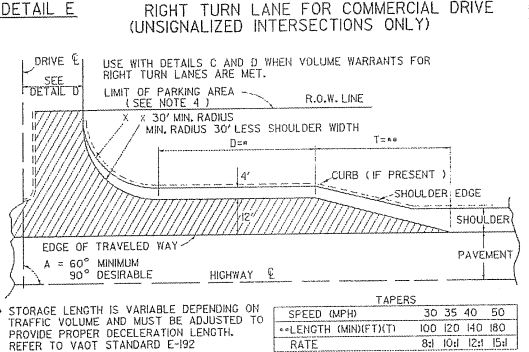
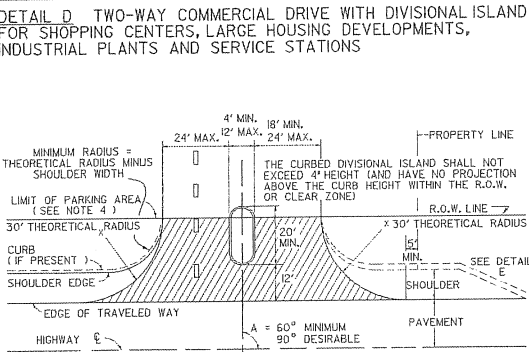
Michael L. Gannon
FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

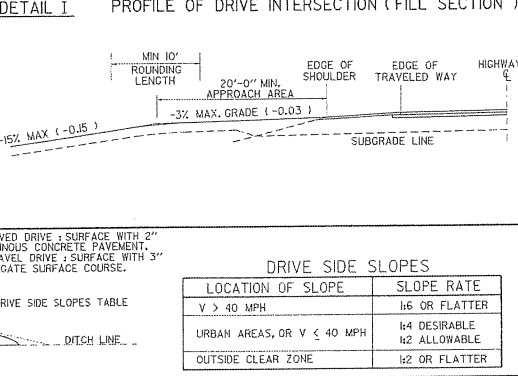
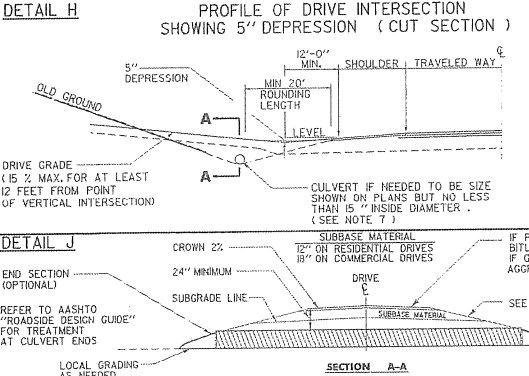
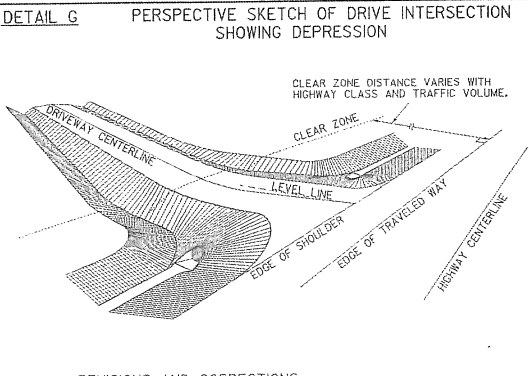




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 - DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)
 - INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE 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.



- MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS OBTAINED BY THE VDOT 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.



SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE (FT)
25	185	260
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.

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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STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES



STANDARD B-71