

VILLAGE OF ENOSBURG FALLS
ACCESS PERMIT APPLICATION

Owner's, Applicant's Name, Address, Phone No. _____

Co- Applicant's Name, Address, Phone No. _____

The location of work (street name, highway route #, which side of the road) _____

Description of work to be performed in the Village Right-of-Way (attach sketch) _____

Is a Zoning Permit required? Yes No If yes, # _____

Is an Act 250 Permit required? Yes No If yes, # _____

Other permit(s) required? Yes No If yes, name and # of each _____

Date work is expected to begin: _____ Expected completion date: _____

Owner/Applicant Signature: _____ Date: _____

Co-Applicant Signature: _____ Date: _____

Below this line to be filled out by the Village of Enosburg Falls

PERMIT APPROVAL

This covers only the work described below: _____

This work is subject to the restrictions and any Special Conditions stated on attached pages.

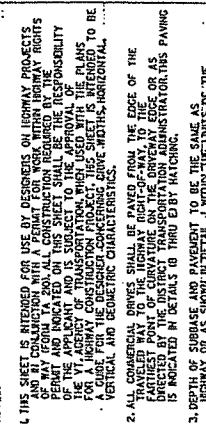
Comments: _____

Approved by Signature: _____

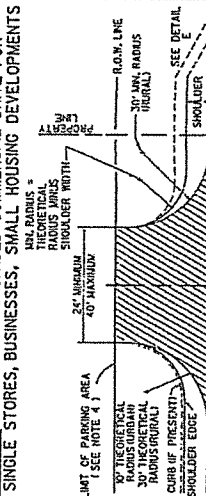
Title: _____ Date: _____

NOTICE: This permit covers only work to be done in the Village of Enosburg Falls Right-of-Way. No work shall be done under this permit, or in the Village Right-of -Way, until owner/applicant has contacted the Village of Enosburg Falls Public Works Department.

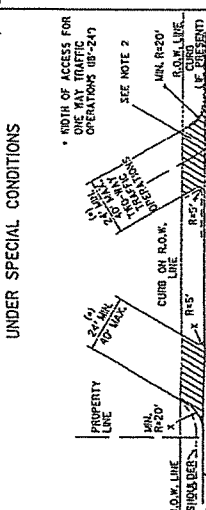
DETAIL A RESIDENTIAL DRIVE



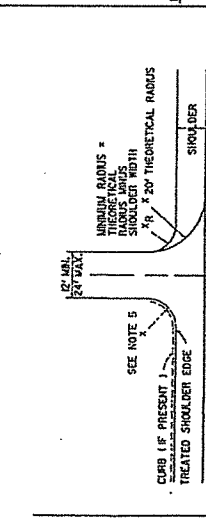
DETAIL B DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS



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



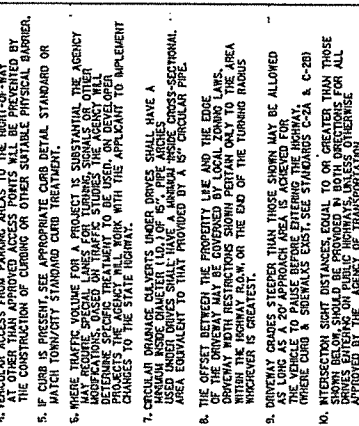
DETAIL D TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS



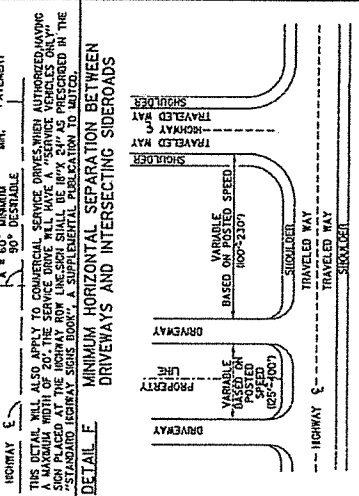
DETAIL E RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALLIZED INTERSECTIONS ONLY)



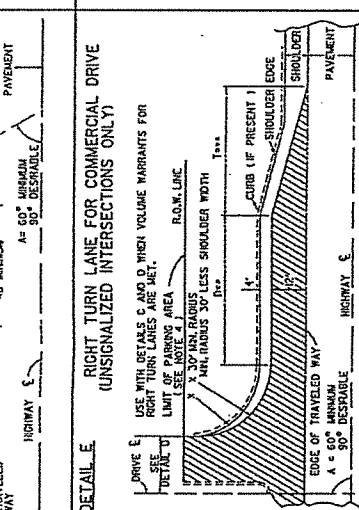
DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS



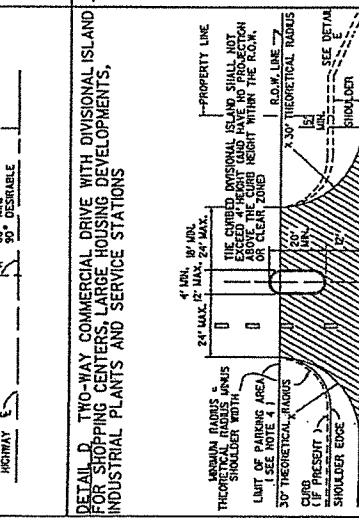
DETAIL G PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



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



DETAIL I PROFILE OF DRIVE INTERSECTION (FILL SECTION)



SIGHT DISTANCE CHART

POSTED SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM STOPPING SIGHT DISTANCE (M)
25	155	47
30	200	61
35	250	76
40	300	91
45	350	107
50	400	122
55	450	137
60	500	152
65	550	167

DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V x 40 MPH	16 OR FLATTER
URBAN AREAS, OR V x 40 MPH	14 DESIRABLE 12 ALLOWABLE
OUTSIDE CLEAR ZONE	12 OR FLATTER

NOTE: ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE. ADVANCE WARNING DISTANCES ARE BEYOND MINIMUM STOPPING SIGHT DISTANCES.

THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A" PRACTICE ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

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THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONNECTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY. ALL CONSTRUCTION REQUIRED BY THE PERMIT SHALL BE IN ACCORDANCE WITH THE DESIGN AND CONSTRUCTION OF THE VIADUCT AND IS SUBJECT TO THE APPROVAL OF THE VADT. THE VADT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE VIADUCT AND IS SUBJECT TO THE APPROVAL OF THE VADT. THE VADT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE VIADUCT AND IS SUBJECT TO THE APPROVAL OF THE VADT.

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STANDARD B-71

FLORIDA DEPARTMENT OF TRANSPORTATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

APPROVED

John J. Fagan
DIRECTOR OF PROGRAM DEVELOPMENT

James S. Kelly
CHIEF OF UTILITIES AND RIGHTS

Michael
FEDERAL HIGHWAY ADMINISTRATION

REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERSEDES 8-7117(23) AND 8-11(17) (23) AND 8-13 (17) (23).

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

MAR. 10, 1995 - REVISED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

NOV. 15, 2000 - CHANGES TO SIGNATURES, LANGUAGE AND DIMENSIONS IN ACCESS AND CLEARANCE REQUIREMENTS.

FEB. 1, 2004 - CHANGES TO ACCESS CRITERIA TO CONFORM WITH NETEST ASHTO CRITERIA.

JULY 9, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NETEST ASHTO CRITERIA.

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 SHOWN ARE FOR 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 DROPP 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 - 18" 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	MAXIMUM RURAL ①	MAXIMUM URBAN ②
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	600 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 RADI.

5. GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.

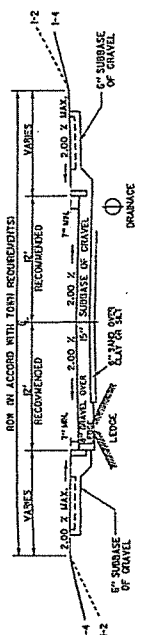
6. GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS OF A DESIGN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE AASHTO ROADSIDE DESIGN GUIDE, AND VAOT STANDARD DRAWINGS, GENERALLY, WHERE SLOPES ARE 1:3 OR STEEPER, AND THE HEIGHT OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 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.

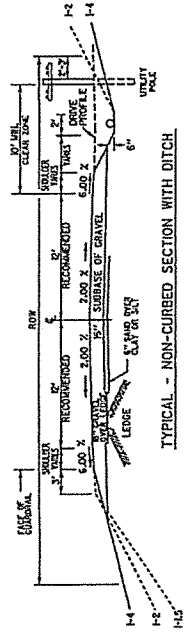
8. TRAVELED WAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR LOW SPEED/LOW TRAFFIC VOLUME CONDITIONS. FOR ADDITIONAL GUIDANCE IN THE DESIGN OF LOCAL ROADS AND STREETS, SEE THE LATEST EDITION OF AASHTO'S "POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE VAOT "WEIGHT STATE STANDARDS".

9. UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

ROADWAY TYPICALS



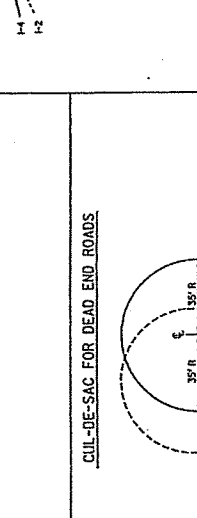
TYPICAL - CURBED SECTION WITH 5' SIDEWALKS



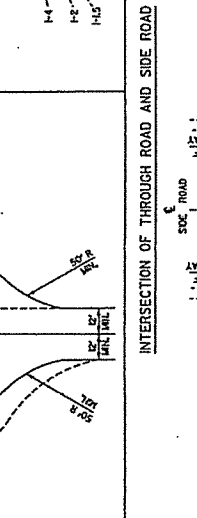
TYPICAL - NON-CURBED SECTION WITH DITCH



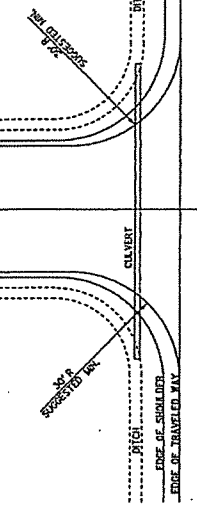
CUL-DE-SAC FOR DEAD END ROADS



INTERSECTION OF THROUGH ROAD AND SIDE ROAD



PROFILE OF INTERSECTION (CUT SECTION) SHOWING 5' DEPRESSION



PROFILE OF INTERSECTION (FILL SECTION)

STANDARDS FOR TOWN & DEVELOPMENT ROADS

APPROVED

[Signature]
 DIRECTOR OF PROGRAM DEVELOPMENT

[Signature]
 CHIEF OF DIVISION

[Signature]
 FEDERAL HIGHWAY ADMINISTRATION

REVISIONS AND CORRECTIONS

JAN. 21, 1971 - ORIGINAL DATE OF ISSUE

MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND

DEC. 7, 1983 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

JUNE 1, 1994 - REVISED TO SHOW CHANGE UNDER NEW SIGNATURES

MAR. 10, 1995 - REVISED WITHOUT CHANGE UNDER NEW SIGNATURES

MARCH 3, 2003 - DESIGN CRITERIA REFLECT CURRENT DESIGN CRITERIA

STANDARD A-76

