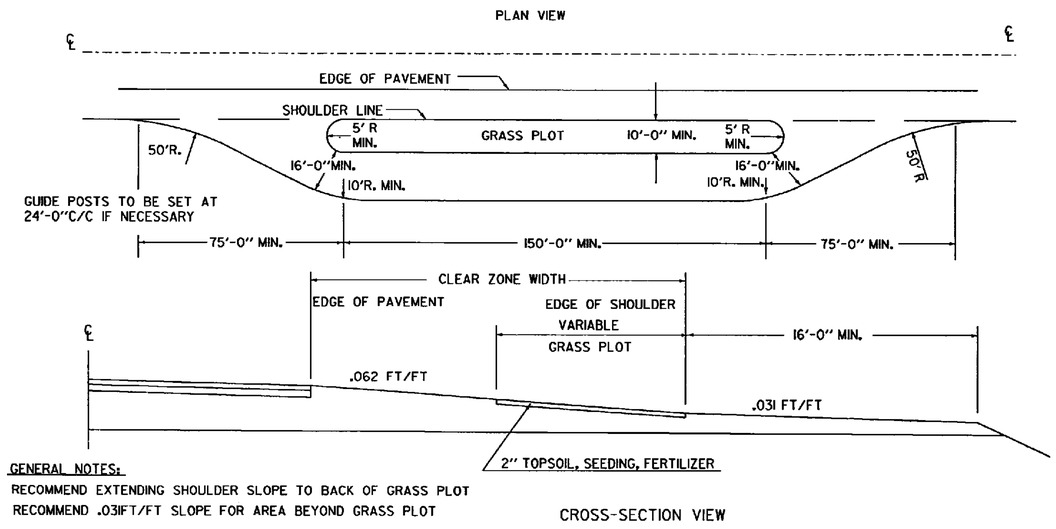
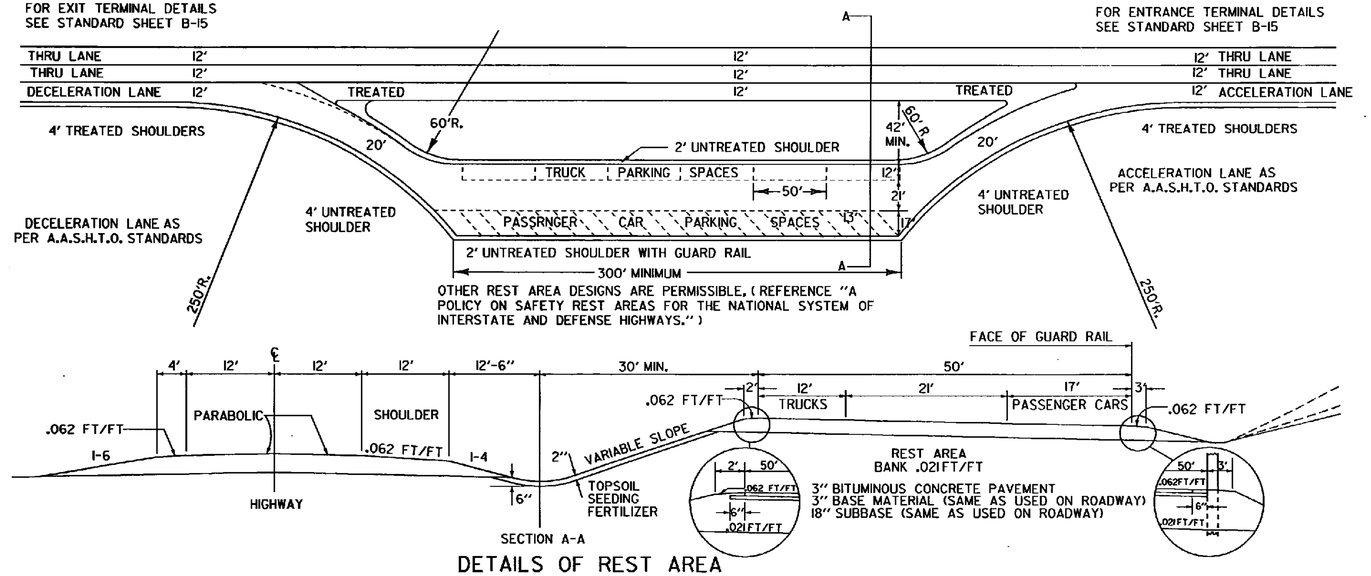


GENERAL NOTES:

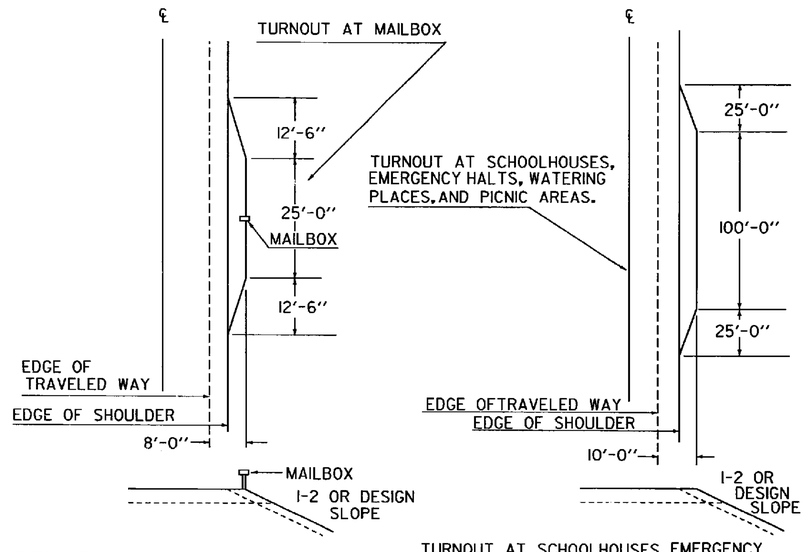
RECOMMEND EXTENDING SHOULDER SLOPE TO BACK OF GRASS PLOT

RECOMMEND .03IFT/FT SLOPE FOR AREA BEYOND GRASS PLOT

TURNOUT WITH GRASS PLOT



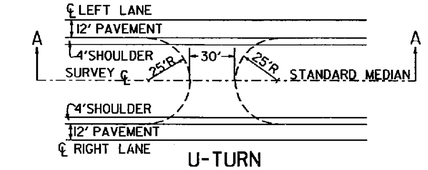
DETAILS OF REST AREA



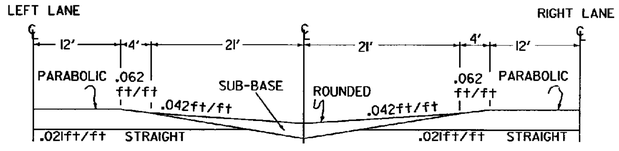
TURNOUT AT MAILBOX NOT NECESSARY IF SHOULDER WIDTH IS 8'-0" OR GREATER

TURNOUT AT SCHOOLHOUSES, EMERGENCY HALTS, WATERING PLACES, AND PICNIC AREAS. NOT NECESSARY IF SHOULDER WIDTH IS 10'-0" OR GREATER

TURNOUTS



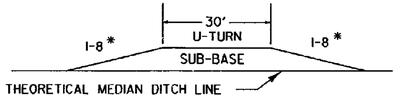
U-TURN



CROSS-SECTION OF U-TURN (STANDARD MEDIAN)

SURFACE TREATMENT OF U-TURN SAME AS USED ON SHOULDERS

U-TURNS ON VARIED MEDIAN:
U-TURNS IN VARIED OR WIDENED MEDIANS SHALL BE CONSTRUCTED WITH THE RADII AND WIDTH OF THROAT AS U-TURN ON A STANDARD MEDIAN. BUT SHOULD BE TAPERED TO A TWENTY FOOT ROADWAY IN THE MEDIAN WHENEVER POSSIBLE.



* SIDE SLOPE STEEPER THAN I-8 PERMITTED WHEN NOT FACING APPROACHING TRAFFIC.

REVISIONS AND CORRECTIONS

DEC. 8, 1971 - ORIGINAL APPROVAL DATE

DEC. 19, 1972 - REFERENCE TO G-8 REMOVED. CEDAR LOG GUARD RAIL REMOVED FROM REST AREA.

JUNE 11, 1973 - G-8 ADDED TO EXIT SIDE OF STRUCTURES.

DEC. 16, 1980 - INCREASED SHOULDER WIDENING FOR GUARD RAIL; ADDED CLEAR ZONE WIDTH TO DETAIL OF TURNOUT W/ GRASS PLOT; ADDED SECTION A-A FOR U-TURN.

OCT. 25, 1985 - REVISED TO CONFORM TO 1986 SPECIFICATIONS. GUARD RAIL AT BRIDGE APPROACHES.

FEB. 23, 1995 - DETAIL OF GUARD RAIL AT BRIDGE APPROACH REMOVED.

APPROVED

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

Gordon S. MacCathel
DIRECTOR OF ENGINEERING

Robert M. Murphy
DESIGN ENGINEER

DETAIL OF REST AREA
DETAIL OF U-TURN
TURNOUTS

VERMONT AGENCY OF TRANSPORTATION

STANDARD
B-17