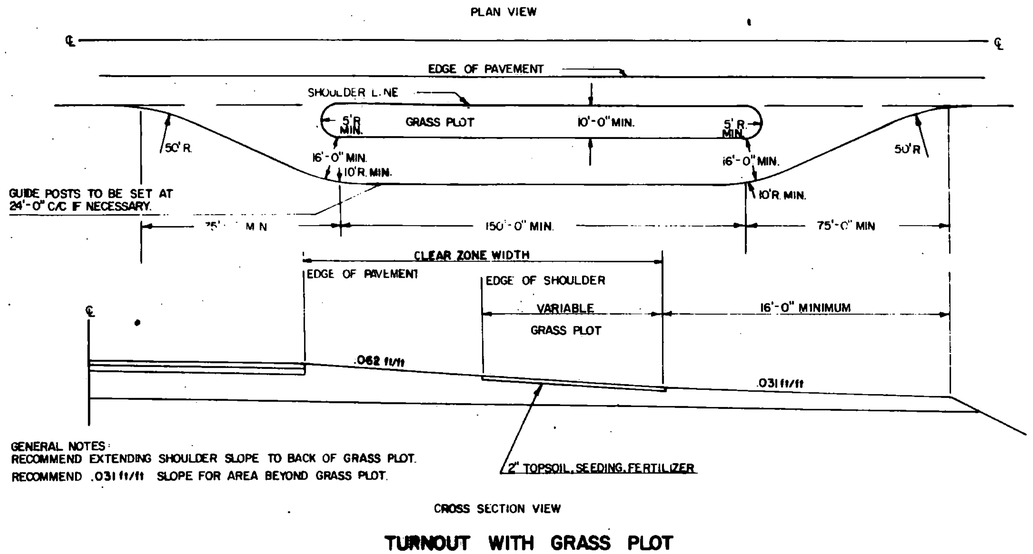
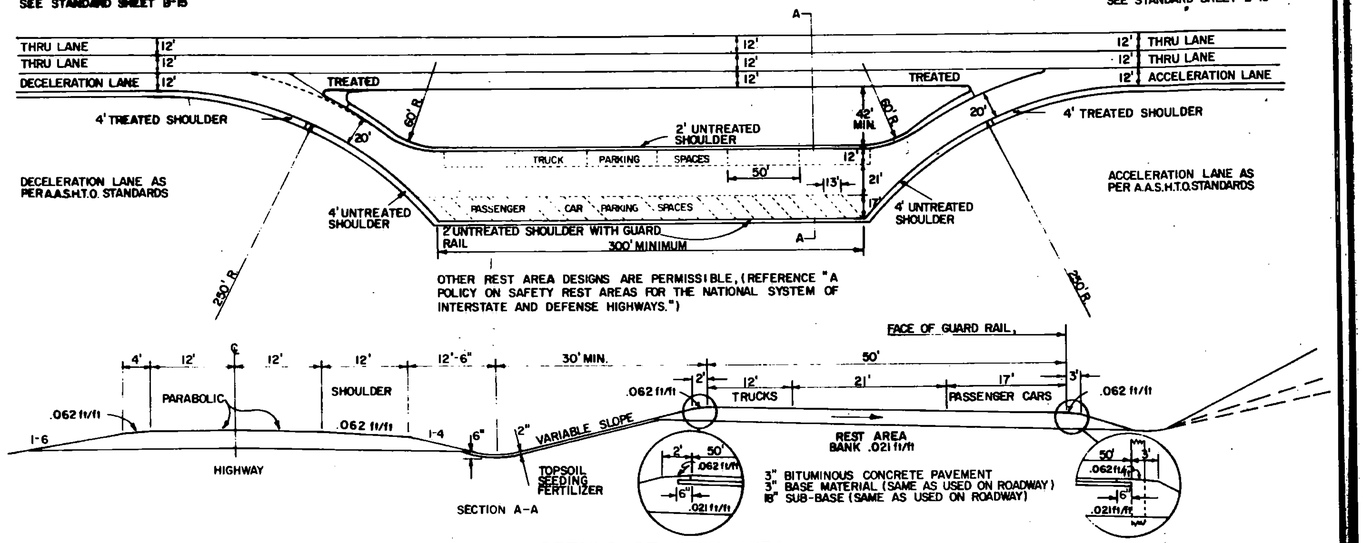


GENERAL NOTES:
RECOMMEND EXTENDING SHOULDER SLOPE TO BACK OF GRASS PLOT.
RECOMMEND .031 ft/ft SLOPE FOR AREA BEYOND GRASS PLOT.

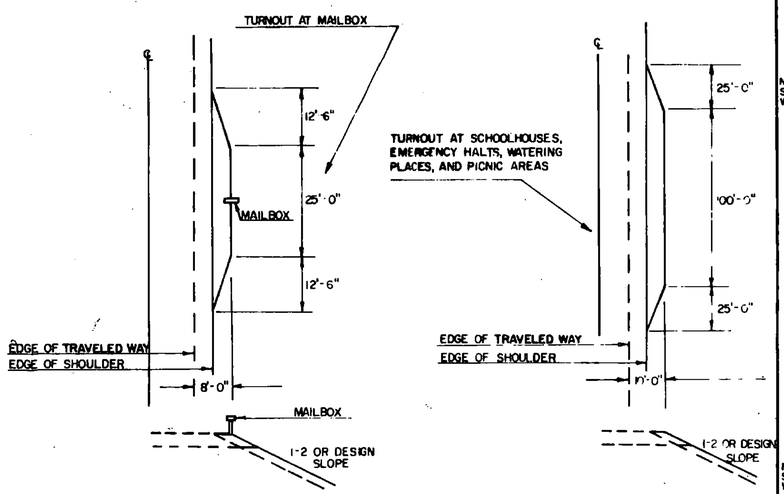
TURNOUT WITH GRASS PLOT

FOR EXIT TERMINAL DETAILS SEE STANDARD SHEET B-15

FOR ENTRANCE TERMINAL DETAILS SEE STANDARD SHEET B-15



DETAILS OF REST AREA

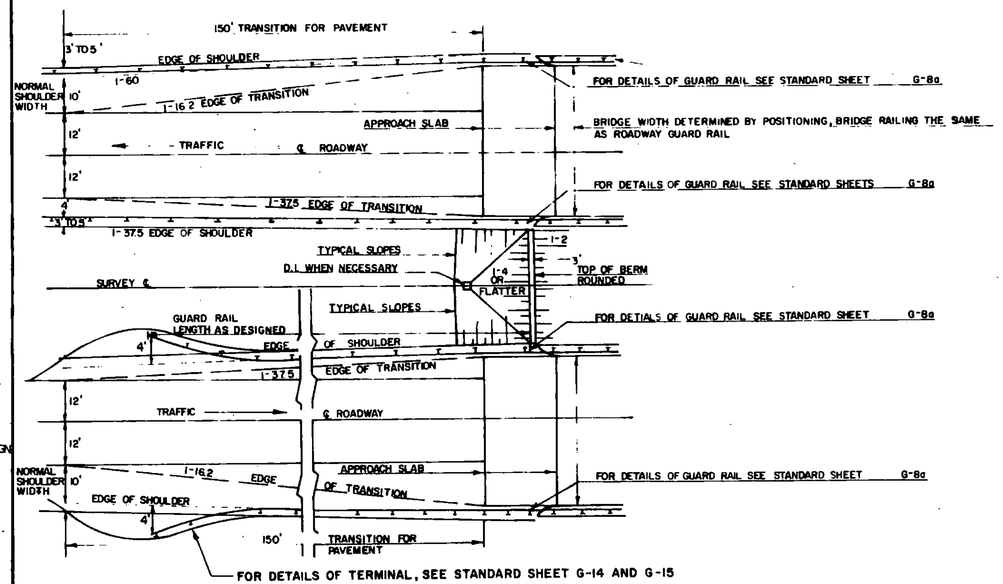


TURNOUT AT MAILBOX, NOT NECESSARY IF SHOULDER WIDTH IS 8'-0" OR GREATER.

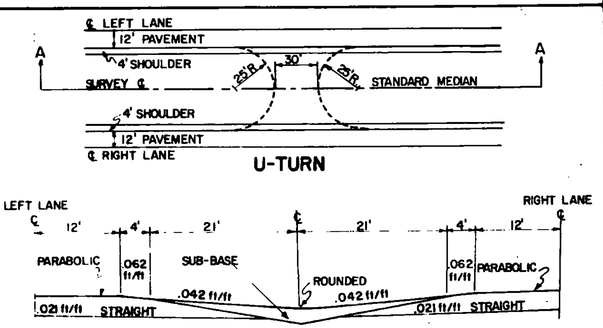
TURNOUT AT SCHOOLHOUSES, EMERGENCY HALTS, WATERING PLACES, AND PICNIC AREAS, NOT NECESSARY IF SHOULDER WIDTH IS 10'-0" OR GREATER.

TURNOUTS

TRANSITIONS AT BRIDGE APPROACH: PROJECTS DESIGNED WITH BITUMINOUS CONCRETE SHOULDERS, NO BOTTOM COURSE TRANSITION OF BITUMINOUS CONCRETE IS TO BE CONSTRUCTED. TRANSITION TO BE DELINEATED WITH USE OF BITUMINOUS SURFACE TREATMENT TYPE VI. PROJECTS DESIGNED WITH HIGHER TYPE SURFACE THAN CALLED FOR ON THE SHOULDER WILL REQUIRE TRANSITIONS TO BE CONSTRUCTED WITH THE SURFACE ITEM.



DETAIL OF GUARD RAIL AT BRIDGE APPROACH

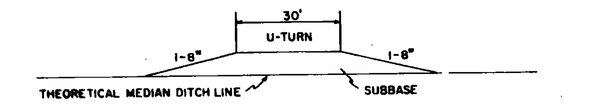


U-TURN

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.



SECTION A-A

*SIDE SLOPE STEEPER THAN 1-8 PERMITTED WHEN NOT FACING APPROACHING TRAFFIC.

REVISIONS AND CORRECTIONS

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 GUARDRAIL; 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

APPROVED

DATE: Dec. 8, 1971

R. N. Arnold
CHIEF ENGINEER

E. H. Dickerney
ASST. CHIEF ENGINEER

R. M. Lane
HIGHWAY ENGINEER

DETAIL OF GUARD RAIL AT BRIDGE APPROACH
DETAIL OF REST AREA
DETAIL OF U-TURN
TURNOUTS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

B-17

D-8