

**TOWN OF BARNARD  
ACCESS PERMIT APPLICATION FORM**

Application # AP \_\_\_\_\_ - \_\_\_\_\_

**NOTICE TO APPLICANT: This form is for use in conjunction with the Town's Highway Access Policy. All approved access shall be constructed or developed in accordance with Vermont Agency of Transportation Standard B-71, copy attached. Please have proposed access stake out for inspect and attach sketch map.**

*If an application is approved, the Selectboard will issue written permission in the form of a Notice of Permission to Proceed ("Notice"). The Notice will list the specifications, requirements, and restrictions for the work. The Notice may require supervision and/or inspection by the Town. The Notice will state the date on which construction / development of the Access may proceed.*

*Once construction/development is completed, the Highway Foreman shall conduct a final inspection to determine if the work has been completed according to the requirements listed in the Notice.*

*If, after inspection, it is determined that the Access has been constructed / developed in compliance with the Notice, a written Permit shall be issued by the Selectboard Assistant within 15 days after final inspection. An access is not considered legally permitted until the written Permit has been recorded in the Town Land Records at the expense of the Permittee.*

-----  
Name of Applicant: \_\_\_\_\_

Email, Address and telephone number of Applicant: \_\_\_\_\_

\_\_\_\_\_  
If Applicant is an organization or corporate entity, list the principal officers of Applicant and any other individual authorized to represent the applicant group or entity applying for the Permit:

\_\_\_\_\_  
If Applicant is an organization or corporate entity, list the name address, email and telephone number of individual making the application: \_\_\_\_\_

\_\_\_\_\_  
Location of the proposed access: \_\_\_\_\_

\_\_\_\_\_  
If the applicant is not the owner of the premises where the proposed access will be constructed, list the name and contact information of the owner or other person that has the authority to consent to the use of the premises and attach a signed statement from that person stating that consent is given to the applicant to have the access constructed on those premises: \_\_\_\_\_

\_\_\_\_\_

The date on which construction is proposed to begin: \_\_\_\_\_

Attach a visual depiction of the premises indicating location, layout, state and local highways, entrances and exits, traffic flow patterns, parking and land uses of the surrounding area.

Describe the arrangements that have been made to protect the public health, safety, welfare and convenience of the traveling public during construction including, but not limited to, arrangements for traffic control, crowd control, waste and sanitation facilities:

\_\_\_\_\_

Applicant may provide any additional information that may assist the Selectboard.

\_\_\_\_\_  
Signature of the applicant  
or an individual authorized to act for the applicant

\_\_\_\_\_  
Date

**Application Fee: \$30.00 per driveway access payable to Town of Barnard, P.O. Box 274, Barnard, VT 05031. Physical Address 115 North Road. Phone 802-234-9211 x 2. Email *selectboard@barnardvt.us*.**

**FOR TOWN USE ONLY:**

Application received by \_\_\_\_\_ [town official] on \_\_\_\_\_ [date]

Application fee of \$ \_\_\_\_\_, received by \_\_\_\_\_ [form of payment]

**TOWN OF BARNARD**

**Notice of Permission to Proceed with Construction / Development of Access / Right of Way**

Notice is hereby given to \_\_\_\_\_

[name of Applicant / Property Owner]

that the Selectboard of the Town of Barnard hereby grants permission to proceed with the construction / development of the proposed access/driveway/curb cut at

\_\_\_\_\_  
[parcel # and name and/or # of town highway]

as described in Access Permit Application # AP\_\_\_\_ - \_\_\_\_\_.

Construction / development may begin and must proceed according to the following conditions and restrictions [completed by Highway Foreman]:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Permission granted in this Notice will expire one year from the date of issuance and is not transferrable.

This Notice does not constitute an Access Permit. A Permit authorizing the use of the access and recognizing completion of the project will be issued and become effective only after it is determined that compliance with all conditions, specifications, and restrictions described in this Notice to Proceed are met. The Selectboard for the Town of Barnard, with the assistance of Highway Foreman, will have the authority and responsibility to determine when the conditions, restrictions, and specifications above are met.

Upon receipt of this Notice, you are hereby authorized to proceed with the project in accord with the conditions, specifications, and restrictions described herein. Approval covers only the work described in your Access Permit Application, as modified by the conditions, restrictions, and specifications listed above. You will be held financially responsible for any damage caused to the Town highway system resulting from the development or construction of a driveway/access, regardless of whether such development or construction has been authorized by the Town.

This Notice does not relieve you from any requirements imposed by other local, regional, or State agencies.

Issued on: \_\_\_\_\_ [date]

By: \_\_\_\_\_  
Chair of the Selectboard

**TOWN OF BARNARD  
ACCESS / RIGHT OF WAY PERMIT**

It is the determination of the Selectboard of the Town of Barnard that all of the conditions, restrictions, and specifications described in Access Permit Application # AP\_\_\_\_\_ - \_\_\_\_\_, as modified by the relevant Notice to Proceed, which was issued by the Town on \_\_\_\_\_[date], have been met.

**Therefore, Permit # AP\_\_\_\_\_ - \_\_\_\_\_ is hereby issued to \_\_\_\_\_**  
[Applicant / Property Owner], as Permittee for the access/driveway/curb cut located at \_\_\_\_\_ [parcel # and street address or property, if any], which proves access to / connects with \_\_\_\_\_ [name and/or # of town highway]. All of the conditions, restrictions, and specifications described in Access Permit Application # AP\_\_\_\_\_ - \_\_\_\_\_, as modified by the relevant Notice to Proceed, which was issued by the Town on \_\_\_\_\_[date], remain in force as conditions of this Permit as long as the present land use continues. Any change in the present land use will require a new Permit.

**This Permit shall not be valid until recorded in the Town Land Records at the expense of the Permittee.**

The issuance of this Permit does not relieve Permittee from any requirements imposed by other local, regional, or State agencies.

In the event that there is a failure to adhere to the conditions, restrictions, and specifications described above, this Permit may be suspended by the Selectboard until compliance is obtained. If there is continued use or activity after suspension, the Selectboard may physically close the driveway or access point if, in the opinion of the Selectboard, the safety of highway users is or may be affected.

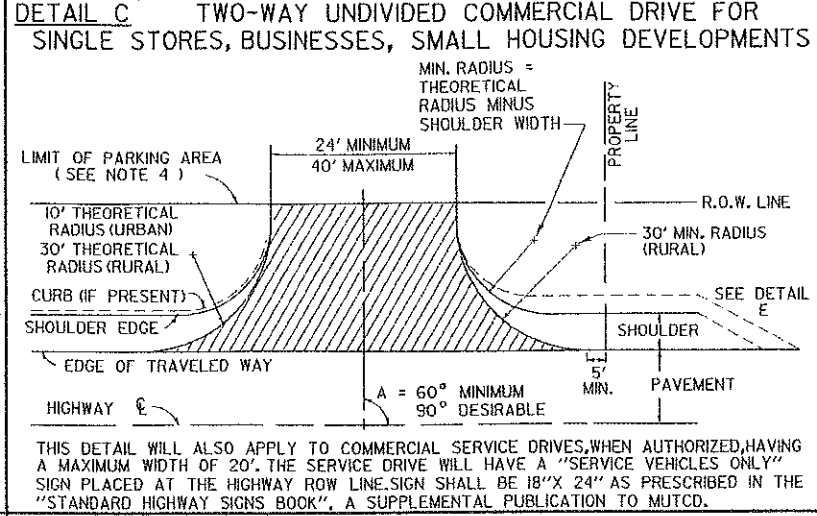
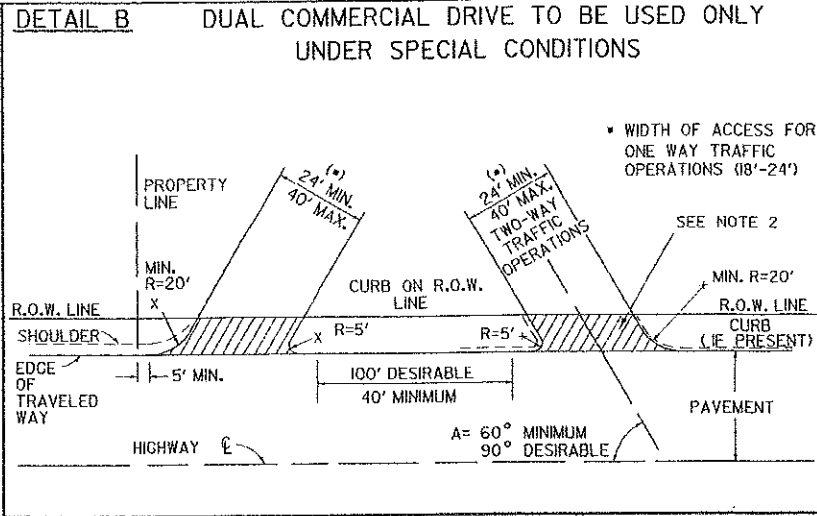
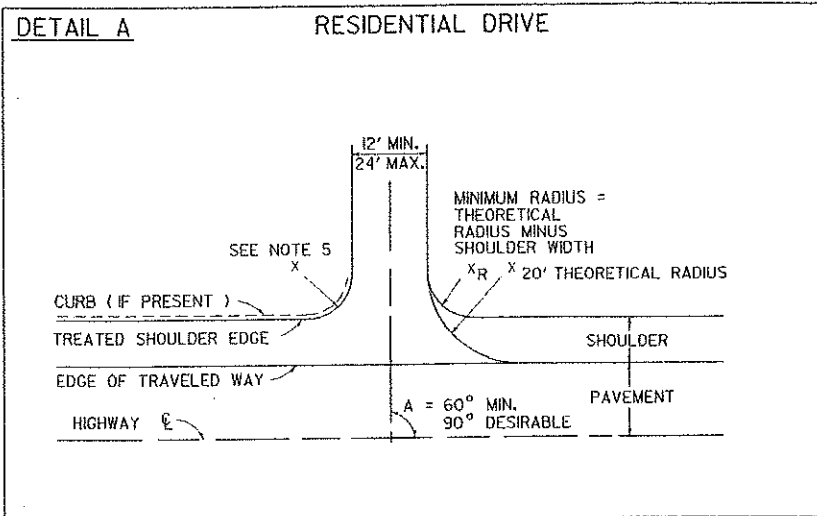
As per 19 V.S.A § 111(f), the Selectboard may, as development occurs on land abutting a Town Highway, require the elimination of an access previously permitted and require the construction of a common frontage road or other access improvements which may serve more than one property or lot.

Permit issued on \_\_\_\_\_ [date]

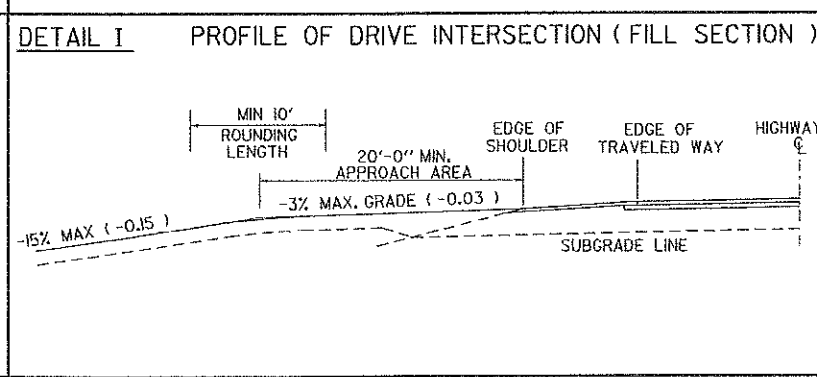
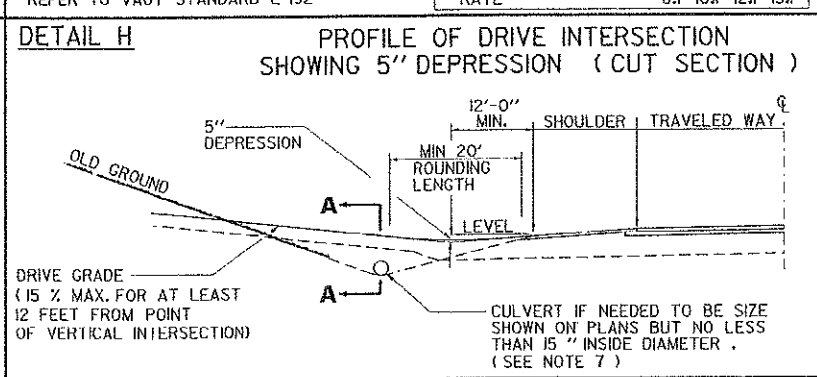
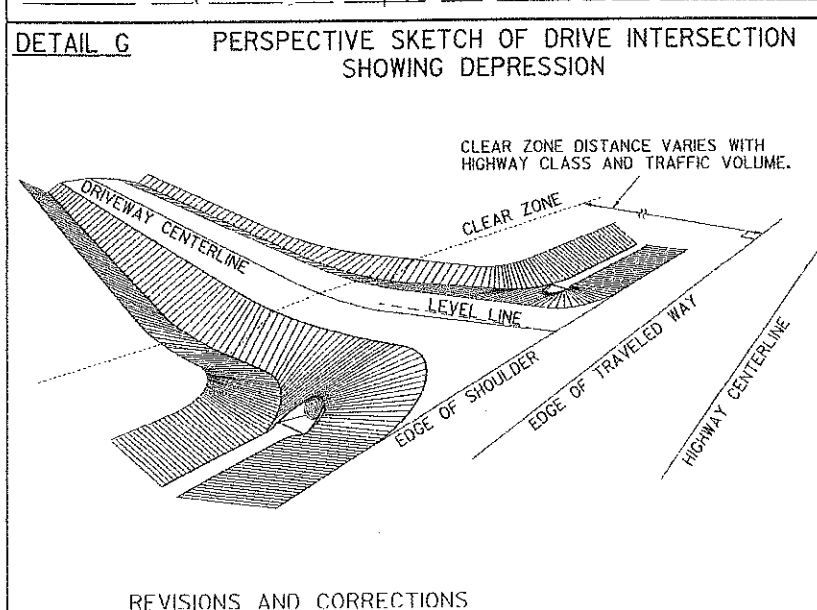
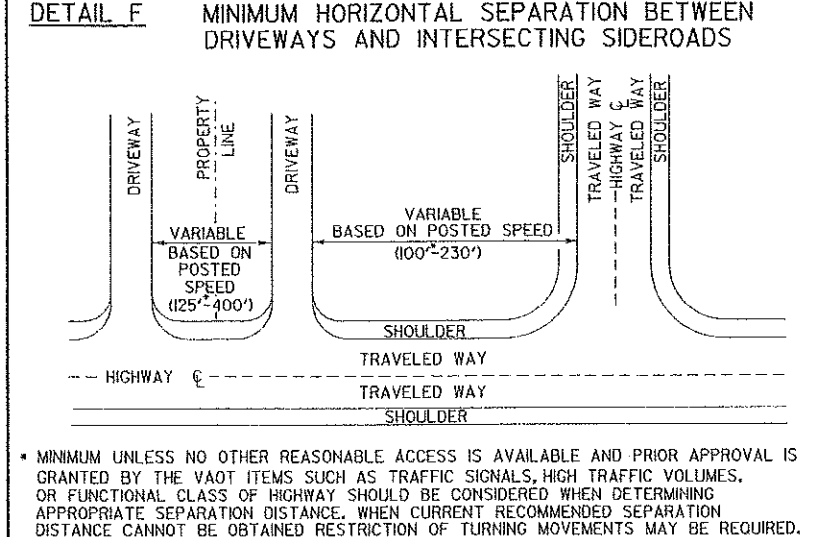
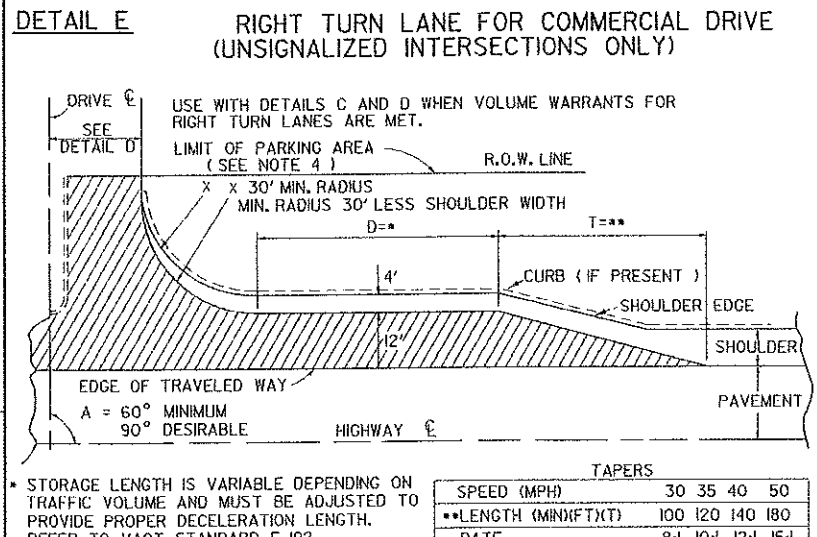
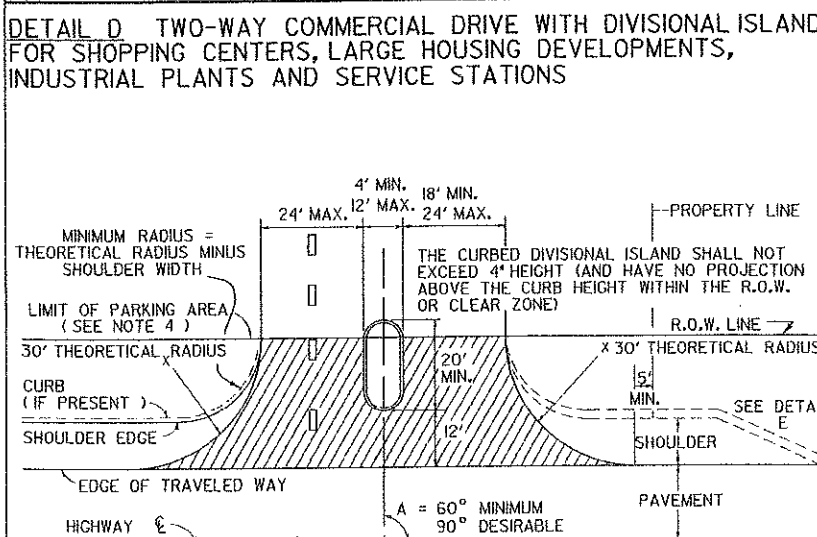
By: \_\_\_\_\_ [Selectboard or its designee]

Received for recording on \_\_\_\_\_[date], with applicable recording fees paid.

By: \_\_\_\_\_ [Town Clerk]



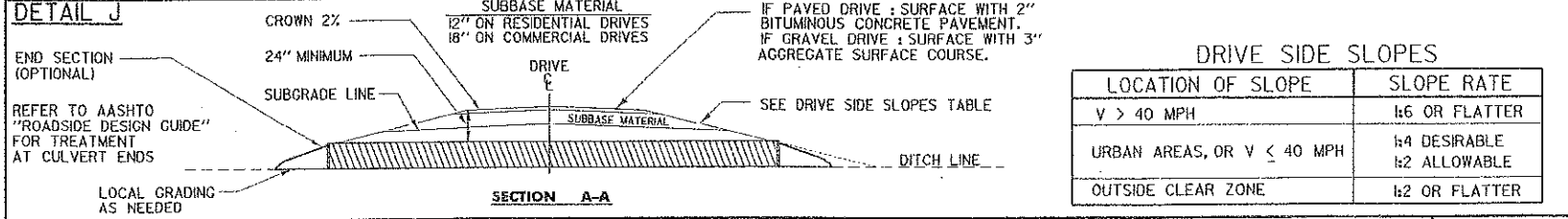
- NOTES:
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL 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 (B THRU E) 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 MAY 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 3.50 FEET ON THE ROADWAY.



#### SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE (FT)
25	155	280
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."



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

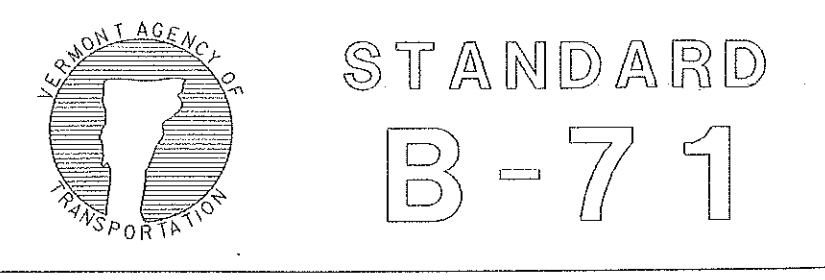
APPROVED

*Richard F. Farnsworth*  
DIRECTOR OF PROGRAM DEVELOPMENT

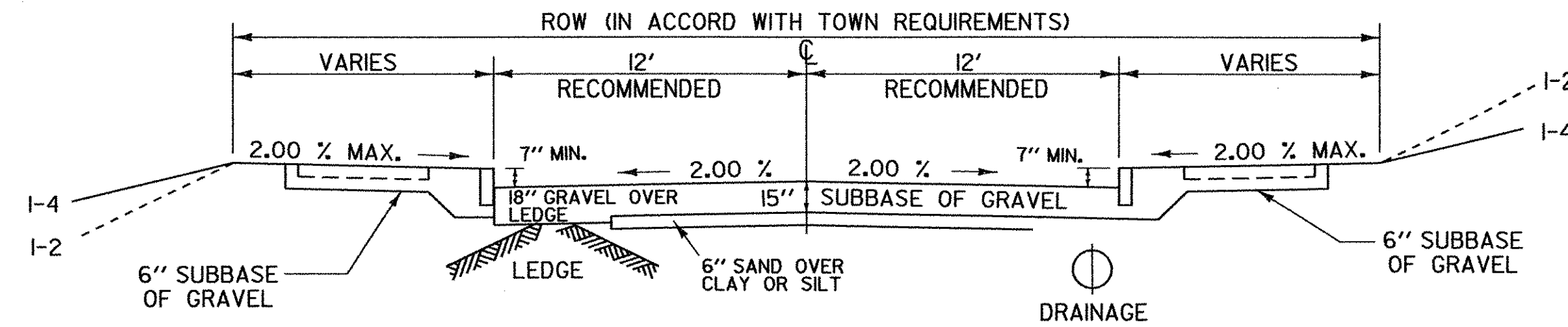
*W. S. Keller*  
CHIEF OF UTILITIES AND PERMITS

*Michael...*  
FEDERAL HIGHWAY ADMINISTRATION

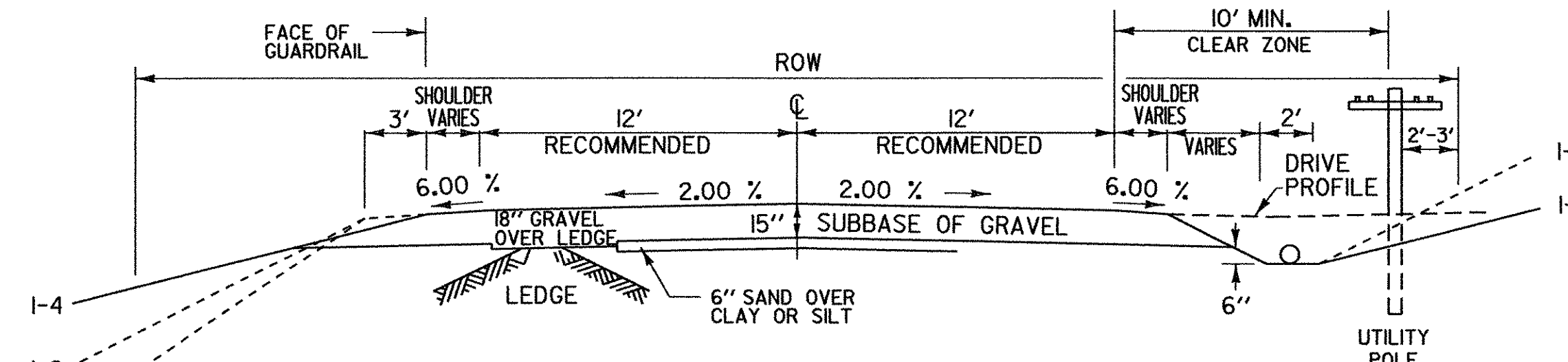
# STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES



## ROADWAY TYPICALS

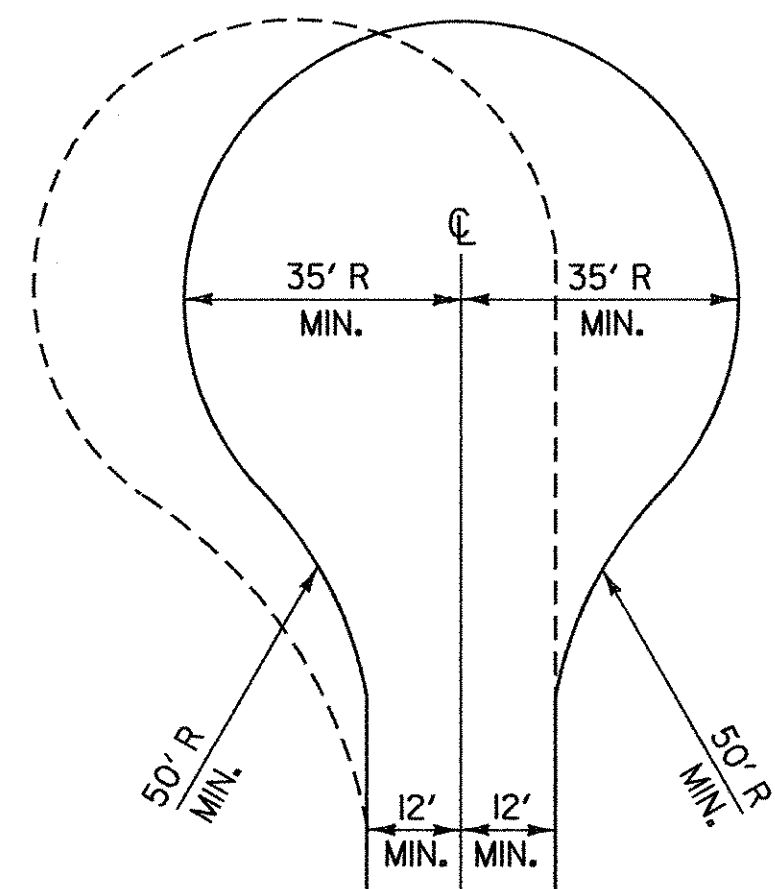


TYPICAL - CURBED SECTION WITH 5' SIDEWALKS

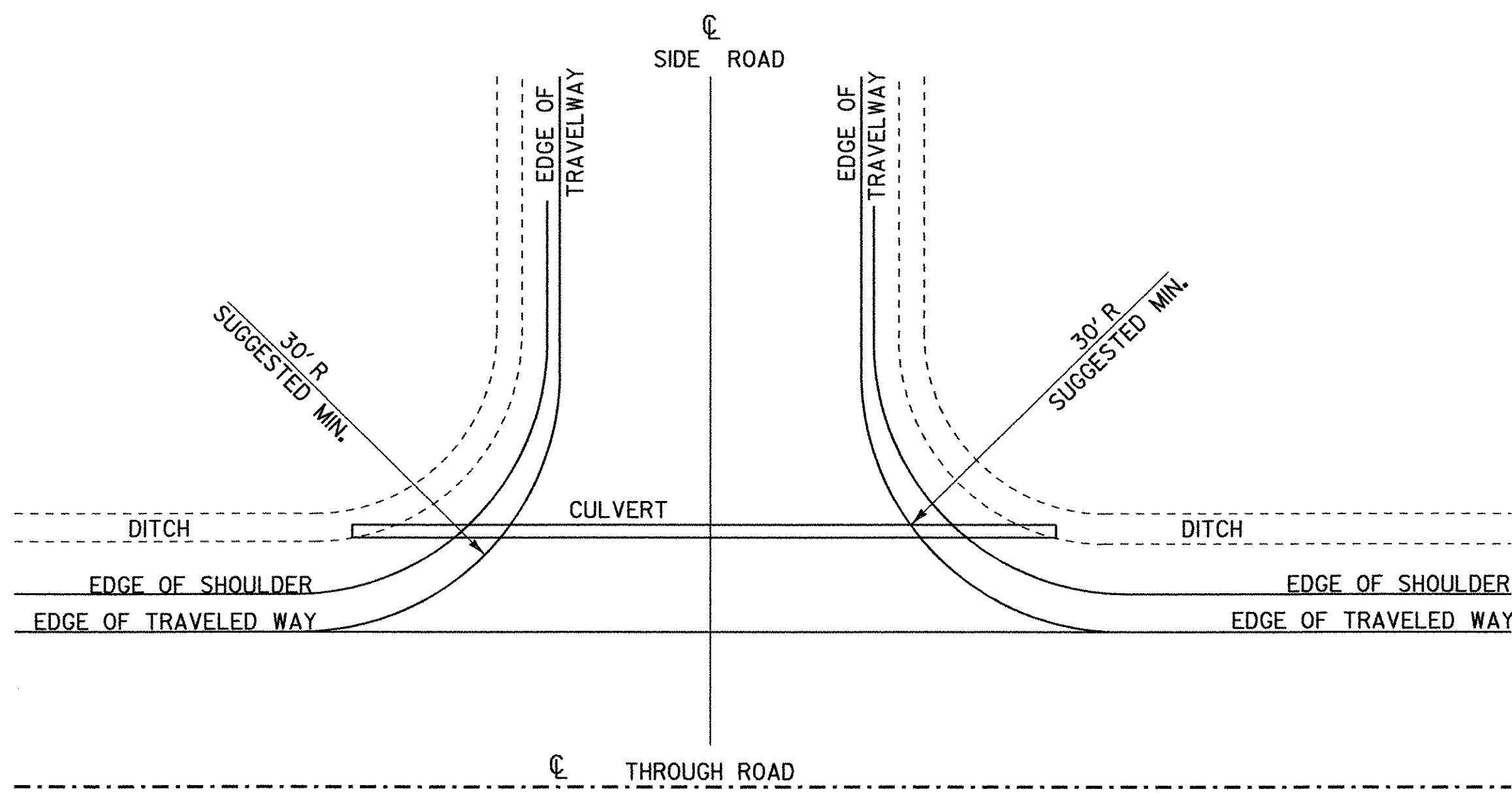


TYPICAL - NON-CURBED SECTION WITH DITCH

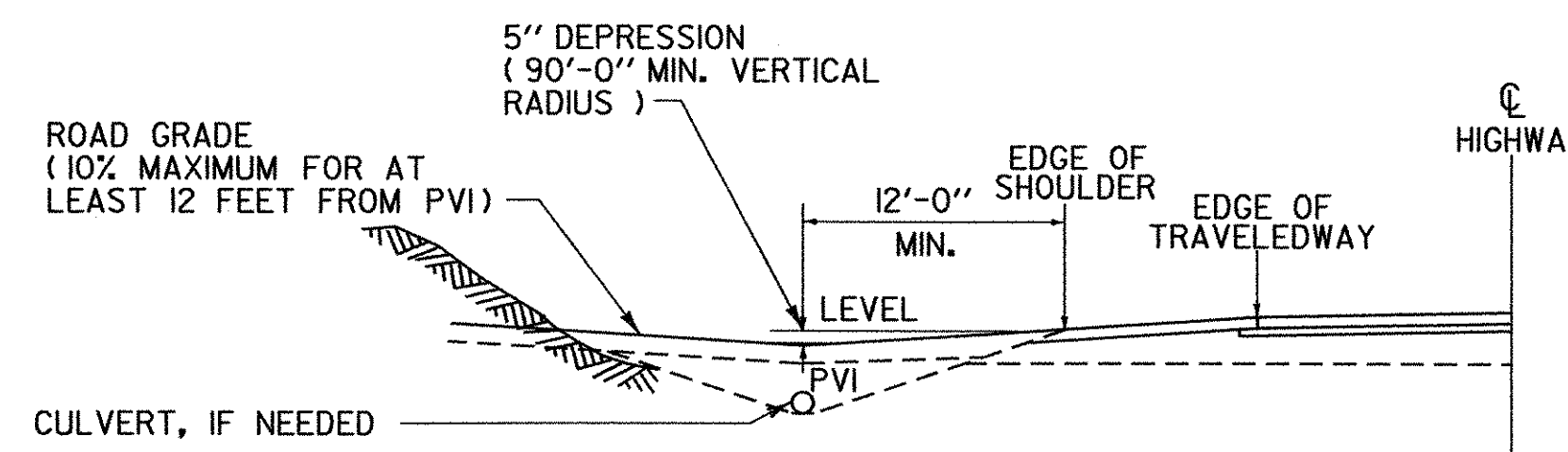
### CUL-DE-SAC FOR DEAD END ROADS



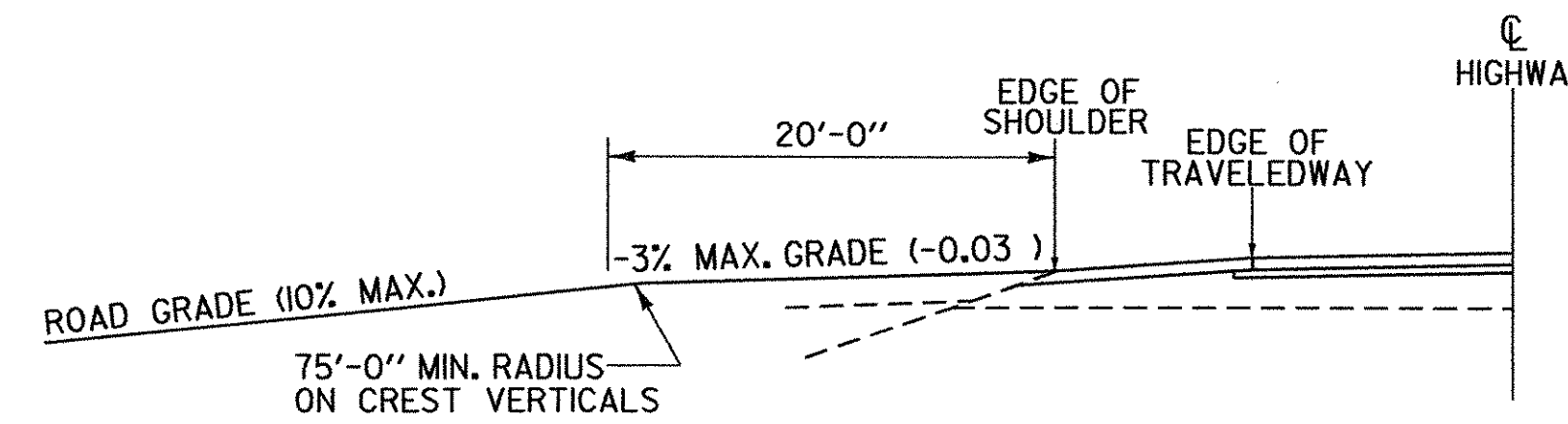
### INTERSECTION OF THROUGH ROAD AND SIDE ROAD



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



PROFILE OF INTERSECTION ( CUT SECTION )  
SHOWING 5" DEPRESSION



PROFILE OF INTERSECTION ( FILL SECTION )

## 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 RADII RURAL ①	MINIMUM RADII 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.

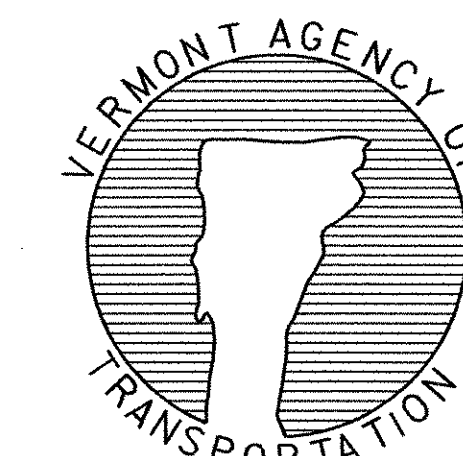
- ① BASED ON CROSS SLOPE = 6.0 %
  - ② BASED ON MAINTAINING NORMAL CROWN SECTION THROUGHOUT CURVE : EFFECTIVE CROSS SLOPE = 2.0 %
- FOR OTHER SUPERELEVATION RATES, SEE CHAPTER III OF THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADII.

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