Summary of Draft Road and Bridge Standards  March 2019  Prepared by Mike Winslow, ACRPC

• Standards reorganized and generally easier to follow
• Municipalities have flexibility in choosing whether to accept Municipal Road and Class 4 Road Standards for non-hydrologically connected road segments (required for hydrologically connected segments)
• Roadway crown standards unchanged
• Shoulder berm standard more detailed but largely unchanged
• New road drainage standard largely replaces ditch and slope standard.
  o Ditch dimensions unchanged for slopes <5%. More options added for ditches of 5-8% slope. More detail on amount of stone lining required for ditches greater than 8% and greater than 10%.
  o Greater detail on required outlet protection for turnouts
  o New requirements for turnouts that vary based on turnout slope (not road slope). Three categories: 0-5%, 5+10%, over 10%.
• Culverts – less proscriptive than previous standards for culverts where slope is <5%. Otherwise very similar. Culvert standards apply where rill or gully erosion is present, to new construction, and to significant upgrades of stormwater treatment practices. Previously applied across the board.
• Additional driveway culvert standards to prevent erosion – slight modifications of previous standard that didn’t call out driveway culvers specifically.
• New standard for Catch Basin Outlet Stabilization.
• Standard for Stone Check Dams included. Previously a separate document
• Mandatory standards for perennial streams bridges and culverts very similar to previous standard for all culverts and bridges
• Sets optional town-wide standards for:
  o Intermittent stream crossings (new)
  o Roadway construction (unchanged)
  o Guardrails (revised)
  o Driveway access (unchanged)
• Intermittent stream crossing standard consists of a culvert sizing chart based on drainage area.
• Guardrails – prescribes steel beam guardrail with 6-foot posts or, if there is less than 3 feet from the rail to the hazard, the 8-foot posts. Prescribes G-1D end treatment. References Vtrans bridge and rail standards for bridges. Defers to AASHTO for situations that don’t allow the above. Previously deferred to AASHTO for all guardrails
• Removes requirement for 6 hours per year of maintenance crew training.
  o There will be other reasons for towns to provide training and training really isn’t part of a road a bridge standard