

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.
 - 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%.
 - Greater detail on required outlet protection for turnouts
 - New requirements for turnouts that vary based on turnout slope (not road slope). Three categories: 0-5%, 5+-10%, over 10%.
- Culverts – less prescriptive 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 culverts 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:
 - Intermittent stream crossings (new)
 - Roadway construction (unchanged)
 - Guardrails (revised)
 - 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.
 - There will be other reasons for towns to provide training and training really isn't part of a road a bridge standard