

Town of Fairlee Highway/Road Ordinance

The Selectboard of Fairlee, County of Orange, State of Vermont, in accordance with the authority invested in them by virtue of Title 24, Section 1972 through 1976 of the Vermont Statutes Annotated, hereby adopt the following Fairlee Highway/Road Ordinance.

This ordinance is in furtherance and support of the proper accomplishment of responsibilities and the discharge of authority prescribed by 19 V.S.A. Chapter 7, Laying Out and Discontinuing Highways by Local Authorities.

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Article I General Provisions

1.01 INTENT AND PURPOSE

- A. These rules, regulations and specifications are intended to be used by the Town of Fairlee to foster safe and efficient use of all public roads, streets and state highways in the Town. Standards are set based on most current use of materials and products that will serve the Town's best interest and provide a sound basis for the Town's capital investment in its roads.
- B. It is the purpose of this chapter to provide an orderly procedure for all applicants for road adoption which will assure timely review and acceptance of properly constructed public highways. This chapter does not specifically pertain to working in the highway access and/or obtaining highway access.

1.02 CONTACT INFORMATION

- A. Information concerning highway regulations or other matters can be obtained by calling the Fairlee Town Office, Town of Fairlee, VT, workdays at (802) 333-4363. On weekends (Saturday, Sunday or holidays and during nonworking hours) emergencies should be reported to the Police Dispatch Office, 685-4085.
- B. A copy of these rules and regulations shall be available to the public and can be obtained at the Town Administrator's office by email, letter, telephone or in person. Persons should read these rules and regulations carefully, as failure to know the rules and regulations will not excuse anyone from the consequences of neglect of these rules and regulations.

1.03 PUBLIC EXTENSIONS

All extensions, improvements or additions to the Town road system shall become property of the Town, subject to the provisions of Article III of this chapter. All design documents and construction procedures shall comply with the duly accepted Town and State standards as set forth in the rules and regulations set forth in this chapter

1.04 RESIDENT INSPECTION

During construction, an inspector appointed by the Selectboard under the sole supervision and direction of the Town may be required. All cost of an ~~resident~~ inspection will be borne by the applicant. It will be the duty of the inspector to observe installation of the roadbed and all facilities for compliance and in accordance with the approved site plans and specifications for the project and the requirements of this ordinance. It shall be the responsibility of this inspector to provide any necessary reports and recommendations to the Selectboard. Certification of project conformance by the inspector and the applicant's engineer will be required before acceptance. Photographs of the installation are required for certification. Any divergence from the approved site plans must be approved.

Article II Classification and Maintenance

2.01 GENERAL

- A. The Selectboard may, at their discretion, modify the requirements contained herein if their strict enforcement would cause undue hardship due to unusual conditions, provided the specific objectives of these requirements are satisfied.
- B. Compensation for damages to town roads or state highways caused by acts of noncompliance with this ordinance may be assessed.
- C. Where specific reference is not included in this chapter, the State of Vermont Agency of Transportation Standard Specifications for Construction (2018 or latest revision) shall apply.

2.02 ROAD CLASSIFICATION

- A. Town roads are classified as Class 1, Class 2, Class 3 or Class 4 highways in accordance with 19 V.S.A. § 302. An official town highway map supplied by the State Agency of Transportation shall be available for inspection in the Fairlee Town office.
- B. The Selectboard shall periodically review the town highway classifications, taking into consideration increasing highway need, changing traffic patterns and growing populations, including identifications of key roads that link towns and

major arteries. Selectboard may also discontinue certain town roads, either classifying them as trails while retaining a right-of-way or abandoning any claim to a right-of-way.

2.03 HIGHWAY CONSTRUCTION AND MAINTENANCE

Road(s) and related improvements shall be constructed or installed in accordance with currently accepted engineering practices and this ordinance.

The Selectboard shall institute and periodically review and update a town road management system in making decisions about preventative maintenance and road improvements. The plan shall include but not be limited to considerations of Safety, Pavement Quality, Bridge and Culvert reliability, Signage scenic areas and places of local historical significance.

2.04 CLASS 4 ROADS

Class 4 roads, not including trails and pent roads, shall be maintained by the town in summer months only. Such maintenance will be limited to preventing deterioration and may include replacing culverts, removing debris from the roadway, repairing washouts, placing gravel, grading, cutting brush, repairing bridges, and removing downed trees.

2.05 RIGHT-OF-WAY ACCESS

- A. Selectboard shall control access into the road right-of-way for the installation or repair of utilities and for access of driveways, entrances and approaches. See Highway Access and Work in Right of Way Ordinance.
- B. No person shall construct or make alterations to land in the road right-of-way without approval from the Selectboard (19 V.S.A § 1105).

2.06 OVERWEIGHT VEHICLES

- A. Selectboard, in accordance with 23 V.S.A. Chapter 13, shall issue permits for vehicles exceeding posted load limits.
- B. In some cases, the Selectboard will negotiate with the applicant for compensation of estimated road damages. Only after both parties agree to the terms will a permit be issued. The Selectboard, or their agent, will inspect the proposed route both

before and after the trucking operations. Probable damages to culverts, bridges, road surfaces and bases will be considered in the estimate.

- C. Before issuing an overload permit, the Selectboard shall also consider weather conditions and seasons of the year.
- D. All damages to the town roads, highway, bridges, culverts and related structures caused by overload by applicant or by his negligence are the responsibility of the applicant and shall be repaired under the supervision of the Selectboard or their agent and at the expense of the applicant. Failure to repair said damage will result in the town completing the work and billing the applicant.

2.07 POSTING

No town road or any class may be intentionally closed by a gate or other obstruction by anyone other than the Selectboard. Selectboard may post a road in accordance with 19 V.S.A. § 1110.

2.08 COMPLIANCE WITH OTHER REGULATIONS

Nothing contained in these regulations shall preempt or relieve the applicant from their responsibility in completing the requirements of the (Subdivision) or (State Highways) regulations, or any other statues or regulations currently in force.

Article III Road Acceptance Policy

3.01 GENERAL

- A. It is the policy of the Selectboard to entertain application for the acceptance of public highways and roadways and to adopt and adhere to an orderly procedure for the receipt of and acting upon such applications. The decision of an application for acceptance of a highway is reserved to the sole and absolute discretion of the Selectboard who will consider the grant or denial of an application on the basis of the best interest of the inhabitants of the Town.
- B. An applicant shall secure all other necessary local permits (Zoning and/or DRB) for a land subdivision or for road construction as a condition precedent to the acceptance of a town road.

- C. All questions arising during road construction relative to construction methods, materials or specifications shall be answered by reference to this ordinance and to the Vermont Standard Specifications for Construction.
- D. The Selectboard shall make final decisions over all questions arising during construction of new roads and shall approve all field changes.
- E. Any new road serving more than one property, whether or not that road is proposed to be conveyed to the town shall be constructed according to the minimum standards and other terms of this ordinance.

3.02 APPLICATION, PLANS AND PLATS

- A. A site plan of proposed street(s) shall be submitted to the town Zoning Office for review. The site plan shall be in harmony with existing or proposed streets. As far as practicable, streets shall follow natural contours. All streets shall have free access to or shall be a continuation of one or more accepted Town streets or state highways.
- B. A written application for the acceptance of a highway shall be submitted to the town 4 weeks before road construction is started. The application shall be accompanied by a complete survey performed by a Vermont Licensed Surveyor and a proposed warranty deed of the land to be conveyed for town road highway purposes. The grade line and minimum radii of all curves must be shown.
- C. All monuments shall be of a reasonable permanent nature and where feasible shall be "tied" by survey to other objects of a permanent nature and the "ties" shall be shown on said map as per standard surveying practices. The map shall show approximate location of any property line within 200 feet of the proposed right-of-way.
- D. Applicant may, in initial application, propose a name for the road, but the Selectboard will determine the road name. The State Agency of Transportation will assign a number to the road.

3.03 FEES

Fees as set by the Town shall be paid in full before any permits or approvals are issued.

3.04 COMPENSATION FOR DAMAGES

Any contractor or owner found in violation of this article shall be subject to a fine of not more than two thousand dollars (\$2,000.00), exclusive of the town's costs and attorney's fees that shall be recoverable to the town. The Town of Fairlee may, in addition to any civil penalties, costs, and attorney's fees, be paid all its resulting and compensatory damages, costs and expenses related to any violation of this article.

3.05 PERFORMANCE BOND

A 100% performance bond for the estimated cost of the proposed road shall be provided to the town prior to the stumping of the right-of-way. The Selectboard shall determine the amount of the bond. Permits may be withheld pending tender of proper performance bonds or highway acceptance.

3.06 INSPECTION (Refer to Section 4.00: Minimum Standards)

- A. All highway designs, including cut and fill plans, gravel pit plans, surveys, layouts, right-of-way, utility locations, road construction site, preparation and construction shall be inspected by the inspector. The inspector shall inspect the road site as follows:
 - 1. Before clearing
 - 2. Before stumping
 - 3. After rough grading
 - 4. Upon completion of sub grading
 - 5. During graveling
 - 6. Before paved surface treatment
 - 7. Final inspection

- B. The developer shall have stakes (flagged) set with finish grades marked on them at least every 100 feet for the entire length of the street, these stakes will be placed on the street side with distance and grades marked before each inspection.

- C. Before final inspection, the developer shall remove all trash from the right-of-way and shall repair any damage done to the roadway, shoulders, drainage structures and related road items. All slopes will be seeded and mulched.

- D. Inspections, samples and core test may be taken by the town before final acceptance and based on recommendations of the Project Engineer. All costs incurred shall be reimbursed by developer.

3.07 COMPLETION DEADLINE

- A. No roads will be inspected or accepted after October 15th or before May 1st.
- B. Road specifications in effect at the time of the initial inspection will be applicable for a period of two years from that date after which time any new road specifications will apply. The only exception will be if the road in question at the end of the two-year period in Section 3.08 is under the 12-month maintenance period.

3.08 ACCEPTANCE

- A. When the road has been completed, inspected, and one house has been completed, the Town will, upon request, begin normal maintenance for 12 months.
- B. After 12 months of maintenance, if no serious defects have been observed, the deed will be recorded, and the road will become a Town highway. During the 12 months initial acceptance period, any flaws or defects which are pointed out to the road builder will be his responsibility to correct. During this period, the Town will order and erect the necessary signs.

3.09 CONVEYANCE

All rights-of-way and slope rights shall be conveyed to the Town of Fairlee by warranty deed in fee simple and free of all encumbrances.

3.10 REPORT OF ENGINEER ON SPEED LIMITS

A report shall be filed with the Selectboard from the owner's qualified engineer on prescribed speed limits of all sections of road to be conveyed to the Town prior to acceptance.

Article IV Minimum Standards

4.00 REQUEST FOR WAIVERS; ADOPTION OF STATE STANDARDS

- A. Roads and streets vary in their functional use. The standards by which a highway is constructed are important to its proper functioning. As the quantity of traffic in a road increases, so must the standards change. Consequently, the standards which follow are considered minimum standards and are subject to modification by the Selectboard after a study of local conditions requiring changes.
- B. Requests for waiver or any portion of these standards shall be made in writing to the Selectboard.
- C. Vermont Agency of Transportation Standards A76 and B71 are hereby adopted and enforced as supplemental criteria under this ordinance. (Appendix A)

4.01 RIGHT-OF-WAY WIDTH

The right-of-way shall be a minimum of 50 feet in width with wider slope and drainage rights if deemed by the Selectboard. The center line of the road is to be located in the center of the right-of-way. The right-of-way conveyed shall intersect at least one existing class 1, 2, 3 or State Highway.

4.02 TRAVELED WAY WIDTH

The minimum traveled way width of a road shall be 22 feet not including shoulders.

4.03 CLEARING

Right-of-way is to be cleared a minimum of 40 feet of all trees, brush and stumps. Burning shall be done in accordance with State and Town fire regulations. No fallen trees shall remain in the right-of-way. All stumps shall be removed, so that base of road is on hardpan, gravel, ledge or properly compacted fill.

4.04 SUBGRADE

- A. Ledge and boulders shall be removed to at least 18 inches below subgrade and replaced with sand or bank run gravel.
- B. All loam, muck, stumps and other improper foundation material shall be removed from within the limits of the fully extended road shoulders. In embankment areas, suitable foundation material shall be placed in one-foot layers and compacted to form a stable subgrade.
- C. The subgrade surface shall conform exactly in cross section and grade to the finished road surface. Crowning and banking of curves shall be as required by a professional engineering plan consistent with VTrans best practices. The subgrade shall be proof-rolled prior to placement of any road base materials. Compaction is required on any portion of the subgrade which has been disturbed by excavation or which has been filled during the construction of the subgrade. All ditches and drains will be constructed so that they effectively drain the subgrade prior to the placement of any base material. An additional 6 inches of sand cushion shall be placed over any clay subgrade. A geotextile road base fabric will be installed.

4.05 WET AREA

If the proposed road is in a wet area, Selectboard may require a geo-grid material for stabilization, additional gravel plus sand cushion and an underdrain system to ensure that the result is a more stable road.

4.06 SUBBASE

The subbase shall be composed of 16 inches of compacted gravel installed in two 8-inch lifts with maximum stone size of 4 inches. The cross section and grade of the subbase shall conform to those of the finished surface.

4.07 UPPER BASE

All streets will receive a 6-inch upper base course of compacted crushed gravel as defined by the book "Vermont Standard Specifications for Construction"

4.08 SHOULDERS

Shoulders shall be a minimum of two feet in width on each side of the road and shall be constructed to the same specifications as the subgrade, subbase and base. Shoulders shall be a minimum of four feet at guardrail sites.

4.09 PAVING

- A. The roadway is to be paved within a year after construction with hot bituminous concrete mix meeting all of Vermont State Highway specifications for hot asphalt bituminous concrete mix. The bituminous concrete is to be laid and rolled by experienced crews in two layers. The first, the binder course, to a minimum depth compacted to 2 inches and the second application compacted to a minimum depth of 1½ inch of hot bituminous concrete, surface mix. All work shall be done in a professional manner.
- B. It is not always beneficial to the town to require hot bituminous concrete mix pavement on all roads which are proposed for acceptance by the town. That categorical requirement creates undesirable expense for the town and establishes a policy which does not best serve the orderly growth and development of roads and properties in the town. The following criteria shall be considered by the Selectboard in determining what method of road finishing and surfacing will be required as a condition of road acceptance:
 1. Type of project use of the proposed road. Arterial and collector roads are defined as roads which will be normally and customarily used as a course of travel to destinations other than the properties fronting upon said roads. An arterial or collector type of proposed use will normally require pavement. A non-arterial or non-collector type of proposed road is used only for ingress, and egress to the properties fronting on or connected to said road will not normally require pavement.
 2. Density of properties served by proposed road. Where there is less than 1 unit per 2 acres fronting on or connected to the proposed road the Selectboard may waive the required pavement.
 3. Rural or non-rural characteristics of neighborhood in which the proposed road is located. The Selectboard will be guided by prevailing characteristics of the surrounding area as well as the proposed development in deciding whether to require pavement of a proposed road.

4. Terrain, course, hazards and suitability of proposed road. Safety to the traveling public and inhabitants along the road shall be considered in deciding whether to require pavement and the extent and form of pavement to be required.
5. Future foreseeable connection or intensifications of a proposed road shall be considered in determining whether and when to require pavement and what form or locations of pavement or finishing to require.

4.10 CROWN

The street shall have a cross slope from centerline to edge of shoulder a minimum of 1/4 inch per foot and from the edge of street to edge of shoulder of 5/8 inch per foot.

4.11 DITCHES, CULVERTS AND HEADERS

A. Drainage Ditches

- 1) Drainage ditches shall be provided where necessary and shall be constructed to prevent infiltration of water into the gravel sub-base and to conduct storm drainage to waterways and absorption areas. Accordingly, drainage ditches adjacent to roads are normally to be at least 6 inches below the gravel sub-base or 18 inches below finished grade to minimize spring break-up conditions or as cross road culvert grades dictate. Ditches shall be shaped to prevent excessive erosion on both shoulder and right-of-way or bank sides of the ditch cross section.
- 2) Open drainage ditches in excess of 5% grade shall be paved with stone.
- 3) Underdrain will be required where soil and water conditions make it desirable.
- 4) Open drainage ditches shall be treated to reduce erosion and to remove sediments and other pollutants from runoff water by a.) seeding and mulching ditches having a slope of less than 2.5%; b) placing biodegradable matting and seed in ditches with slopes between 2.5% and 5%; and c) stone lining ditches having a slope of 5% or greater. No ditches shall be paved with asphalt or any other material that results in excessively fast runoff speeds.

B. Culverts

- 1) Culverts shall be installed during the construction of the highway and prior to highway subbase and surface preparation and placement.
- 2) Backfill in excavations for culverts shall be compacted to prevent or minimize settling in surface, shoulders or slopes. Polymer coated corrugated steel culverts require less coverage than high density polyethylene and the desired culvert will be decided by the inspector prior to any ground work begins.
- 3) Headers shall be installed at the inlet of all culverts and may be either reinforced concrete eight inches thick, large flat rock tightly placed, or large cemented rock. The inside edge of headers shall be at least eight feet from the outside edge of the shoulder.
- 4) Marker posts four to six inches in diameter shall be installed at both ends of the culvert at the road right-of-way boundary.
- 5) Culverts shall be installed in all low spots and be of sufficient size to handle the anticipated runoff but shall not be less than 18 inches in diameter and shall extend at least one foot beyond all fill, measured at the bottom of the culvert and shall have not less than two feet of packed cover.
- 6) Culverts shall be spaced no greater than 300 feet apart in one continuous ditch line. Culvert end sections may be required depending on conditions.

4.12 SLOPES AND BANKS

Vertical or sharp cut faces, excepting ledge, shall not be permitted.

Slopes and banks shall not be steeper than 1 vertical to 1½ horizontal. Soil stability of banks shall be a design consideration. Slopes or banks shall be designed and constructed to prevent instability, slides, washes, or other disturbance to the slope or bank surface or subsurface. Banks shall not interfere with snow removal. After construction and final grading of banks, banks will be seeded and mulched to minimize surface erosion. Cribbing or riprap shall be provided where necessary.

4.13 GUARDRAILS

Approved types of guardrails and posts will be provided to meet essential traffic control and safety needs and shall not interfere with snow removal. Normally, any highway

with a slope or bank falling away on a steep slope (4:1 or steeper) from the road surface, and which is 10 feet or higher in elevation, shall be protected with guardrail unless such requirement is waived by the Town in approving road plan and application. Guard posts and rails shall also be provided to warn and protect traffic from ledge or other obstructions where necessary in consideration of traffic volume, road width, and safety. Installation shall conform with Vermont Agency of Transportation requirements.

4.14 GRADES

Highway grades shall be at least 1 percent but not more than 10 percent unless paved or double tacked. In no case shall grade exceed 12 percent. Finished grades (transverse and longitudinal) shall be smoothed to eliminate sharp dips in traveled surface and, as may be necessary, to permit efficient snow removal and proper drainage.

The maximum grade with 50 feet of an intersection shall be 4 percent.

4.15 CURVES

Radius of curves shall be long enough to permit easy flow of traffic, including trucks, graders, and fire engines, with at least a 100-foot radius in all cases, measured on the center line. Trees and boulders shall be removed to permit adequate and safe sight on all curves.

4.16 DRIVEWAYS, ENTRANCES AND APPROACHES

Driveways cannot interrupt the natural or ditch line flow of drainage water. In some cases where shallow ditch lines or natural drainage courses exist, driveways may be swelled at a point beyond the road shoulder to accommodate the flow of storm water. In all other cases, driveways must have sufficiently sized culverts installed and forever maintained by the homeowner or developer.

In no case shall the culvert pipe under a driveway be less than a 15-inch diameter pipe.

An all-season safe sight distance of 200 feet in each direction must be present for a building permit to be issued.

Driveways shall intersect the roadway at a preferred angle of 90 degrees but in no case shall the intersecting angle be less than 50 degrees.

No driveway will be permitted to be constructed within 100 feet of an intersection street and 150 feet is desirable.

Under no circumstances shall a driveway permit allow construction which will result in drainage or washing directly out to a town highway.

In the event a driveway causes damage to a town highway through improper construction, maintenance, or grading, it shall be the responsibility of the property owner to make necessary repairs upon notification in writing by the town. In the event such repairs as are required are not made within 30 days, the Town shall take whatever steps are necessary to insure the interests of the Town and shall bill the property owner for any expenses involved.

4.17 INTERSECTIONS

Intersections shall be as nearly as possible at right angles (90 degree) with a minimum allowable intersection angle of 60 degrees.

The centerline of no more than two accepted right-of-way shall intersect at any one point.

Any intersections of two highways with a third highway shall be separated by a distance of not less than 150 feet between center lines.

4.18 CUL-DE-SACS AND DEAD-END STREETS

Dead-end streets are discouraged. Cul-de-sacs will be permitted but not of greater length than 1200 feet and must have a turn-around with a minimum radius of 60 feet built to subgrade, subbase and upper-base specifications. Provisions shall be made at the perimeter for snow removal.

Streets shall be arranged to provide for extension or connection of eventual street systems necessary to develop abutting land in future subdivisions.

4.19 TURNOFFS

Turnoffs with adequate elevations, surface, drainage ditches, and culverts will be provided to permit safe passing under summer and winter conditions and shall be dimensioned and constructed to enable effective and efficient snow removal.

4.20 ROADSIDES

At completion of the project, excess debris not covered, shall be removed from the right-of-way. Burial of wood, such as stumps will be permitted within the right-of-way outside the traveled portion.

All disturbed portions of the roadsides shall be loamed, seeded and mulched. Fabric shall be installed when slope exceeds 10% and slope mix used.

4.21 UTILITIES

All electric, telephone and cable TV distribution systems within subdivisions shall be placed as determined by the Development Review Board.

The developer shall coordinate designs with the appropriate utility companies to insure adequate and suitable area for underground installations. The developer shall be responsible for providing for water mains, manholes, sanitary sewers and catch basins if required.

Easements across lots or centered on rear of side lot lines shall be provided for utilities where necessary and shall be at least 20 feet wide.

4.22 CURBS AND SIDEWALKS

These regulations do not require construction of sidewalks or curbs or the setting of edge stones. When required, however, such as near schools and designated activity areas, they shall be constructed or set in accordance with the Vermont AOT specifications agreed upon with the Selectboard.

4.23 SIGNING

Street signs shall be in conformance with the Manual on Uniform Traffic Control Devices (MUTCD) and paid for by the developer.

4.24 BRIDGES

Plans for bridges must be submitted for review prior to construction. Construction will be authorized only after a review by the State Agency of Transportation indicates that the bridge will meet all applicable Vermont Agency of Transportation Specifications.

Article V EXCAVATION IN STREETS AND ROADS

5.01 PERMIT REQUIRED

It shall be unlawful to disrupt or excavate any Town highway or street without first obtaining a permit.

5.02 APPROVED METHODS TO BE USED

All excavation will be done using state and federally approved methods of construction and observing all regulations governing such work. The trench shall be neatly cut with a saw before excavation to minimize damage to pavement.

5.03 INSURANCE

The Town shall be provided with a certificate of liability and property damage insurance prior to work being started.

5.04 TRENCH WORK

Trench work must be performed during daylight hours. If open cut, the contractor has the option of separating the excavated material and saving the top 18 inches of gravel for replacement or replacing it with new approved gravel. The top six feet under the road base shall be excavated material. The backfill, a minimum of 18 inches of material shall be compacted by a tamper every six inches of depth.

5.05 REPLACEMENT OF DISTURBED PAVEMENT

The disturbed asphalt pavement will be replaced at the end of job. The clean asphalt removed shall be brought to the Town Highway Garage or other suitable location as directed by the Town.

5.06 MAINTENANCE OF TRENCH; RESTORATION

Owner and/or contractor will maintain the trench until all signs of the trench have been eliminated. The right-of-way shall be restored to its original condition to the satisfaction of the Resident Inspector.

5.07 REGULATION OF TRAFFIC

Uniformed traffic officers or approved trained flagpersons shall be provided when two-way traffic cannot be maintained. Approach signs shall be provided to warn the traveling public. If a safe detour cannot be provided, the road may not be closed

completely. The contractor will be responsible for notifying the Police and Fire Departments of any detours.

5.08 RESPONSIBILITY FOR DAMAGES

Owner and/or contractor shall be held responsible for any damages that may occur as a result of this work.

5.09 INSPECTION

On completion, the job shall be inspected by the Resident Inspector or an authorized agent.

5.10 LIMITED NATURE OF PERMIT

The permit covers only the construction within the Town highway right-of-way and in no way releases owner and/or contractor from the requirements of other parties that may have jurisdiction.

5.11 UTILITY LOCATION

The owner and/or contractor shall provide the location, including proper ties, for any telephone, power conduits, water and sewer lines and furnish the Superintendent with a plan containing this information.

5.12 WINTER WORK

No excavation will be allowed within the Highway right-of-way between November 15 and April 15, unless authorized by the Road Commissioners of the Town or Fairlee or an authorized agent, and shall be of an emergency nature.

5.13 COST TO CORRECT NONCOMPLIANCE

The owner and/or contractor will be liable for any cost associated with correcting noncompliance, which, after a reasonable period of time, has not been corrected.

5.14 BURIED POWER CABLES

The Town will require that any power conduit be covered with a minimum of three inches of concrete and be clearly marked to indicate buried power cables.

5.15 REGULATIONS AFFECTING POWER CABLES

In addition to the above, owner and/or contractor shall be aware of all regulations governing the burying of power lines and shall strictly adhere to such requirements, including contacting Dig Safe.

Passed and adopted by the Selectboard of the Town of Fairlee, Vermont on
MAY 13, 2019

Selectboard:

Peter B. Berger



Catherine H. McGrath



Joshua Hickman



Definitions

As used in this document, the following terms shall have the meanings indicated:

CONTRACTOR — Any individual or firm authorized by the owner or the Town conducting improvements.

CUL-DE-SAC — A street closed at one end, or a dead-end street, generally with a turnaround area.

DIG SAFE — An organization responsible for receiving information on any excavation in a public way; a clearinghouse at Burlington, Vermont (phone: 1-800-225-4977).

DRIVEWAY — Any vehicular access off a Town road designed primarily to serve one property.

ENGINEER — A duly Vermont-registered professional engineer.

HEADER — A structure of stone, concrete or other suitable material used at the end of culverts for the prevention of erosion.

HIGHWAY — Also as defined by "road."

HIGHWAY SUPERINTENDENT — A duly appointed official authorized by the Selectboard with overall responsibility of Town highways.

OWNER — The owner of a project, property or development proposing to make any improvement or adjustment requiring approval under this chapter.

PLAN — A graphic representation of any road, improvement or condition prepared by an engineer or other qualified person to be presented as evidence of the situation or proposed situation.

PUBLIC EXTENSION — Any extension of a highway serving one or more properties intended for the use of the traveling public.

RESIDENT INSPECTOR — A duly authorized representative of the Town of Fairlee with the responsibility of inspecting a highway improvement or project.

RIGHT-OF-WAY — A legally defined width of the public way in which a road is located.

ROAD — Any way used for the conveyance of the traveling public.

SELECTBOARD — The duly elected Selectboard of the Town of Fairlee.

STREET — Also as defined by "road."

TOWN — The Town of Fairlee, Vermont.

TURNOFF — A space provided along a road, street or highway for use by the traveling public to get off the traveled portion of that road.

UNDERDRAIN — Any physical appurtenance used to provide improved drainage of a roadway or improvement, including fabric, perforated PVC pipe, stone or other suitable material.

V.S.A. — Vermont Statutes Annotated.

ROADWAY TYPICALS

TYPICAL - CURBED SECTION WITH 5' SIDEWALKS

TYPICAL - CURBED SECTION WITH DITCH

TYPICAL - NON-CURBED SECTION WITH DITCH

CUL-DE-SAC FOR DEAD END ROADS

INTERSECTION OF THROUGH ROAD AND SIDE ROAD

INTERSECTION OF THROUGH ROAD AND SIDE ROAD SHOWING 5' DEPRESSION

PROFILE OF INTERSECTION (CUT SECTION)

PROFILE OF INTERSECTION (FILL SECTION)

GENERAL NOTES FOR LOCAL ROADS

- EMPAVEMENT DESIGN AND SURFACE SHOULD BE CONSTRUCTED AND COMPACTED TO THE DIMENSIONS SHOWN IN ORDINANCES. LOCAL ORDINANCES HAVE BEEN ADOPTED RELATIVE TO ROAD DIMENSIONS AND CONSTRUCTION, THEY SHOULD GOVERN. THE DIMENSIONS AND CONSTRUCTION OF LOCAL ROADS SHOULD BE IN ACCORDANCE WITH THE CONDITIONS AND REQUIREMENTS OF THE DESIGN. LOCAL ROADS SHOULD BE DESIGNED TO ACCOMMODATE AVERAGE DAILY TRAFFIC LESS THAN 250 VEHICLES PER DAY, AND WHERE LIGHT TRAFFIC IS AN REQUIREMENT.
- EXPPOSED EARTH SLOPES SHOULD BE SEED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VADT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- DRAINAGE
 - ROADWAY - 18" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE.
 - UNDERDRAIN - 6" MINIMUM DIAMETER OF METAL-PVC PLASTIC OR POLYETHYLENE PIPE.
 - WATERWAYS - 18" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE.
 - HYDRAULIC ANALYSIS TO DETERMINE APPROPRIATE SIZES ARE REQUIRED. RECOMMENDED FOR ALL LIVE STREAM CROSSINGS AND ELSEWHERE WHERE LARGE STORM FLOWS MAY BE EXPECTED.
 - DRIVES - 6" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE.
 - UNDERDRAIN - 6" MINIMUM DIAMETER OF METAL-PVC PLASTIC OR POLYETHYLENE PIPE.
 - WATERWAYS - 18" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE.
- HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

DESIGN SPEED	MINIMUM RURAL	MINIMUM URBAN
25 MPH	825 FT.	800 FT.
30 MPH	275 FT.	300 FT.
35 MPH	310 FT.	460 FT.
40 MPH	50 FT.	875 FT.
45 MPH	650 FT.	945 FT.
50 MPH	835 FT.	1280 FT.

 - ① BASED ON CROSS SLOPE = 5.0 %
 - ② BASED ON MAINTAINING NORMAL CURB RATES OF 10%.
 - FOR DESIGN ELEVATION RATES, SEE CHAPTER 10 OF THE DESIGN OF HIGHWAYS AND STREETS FOR APPROPRIATE CURVE RADII.
- GROUND OF GRADE - 10% MINIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 15% MAY BE ALLOWED IN URBAN AREAS.
- GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS OF A DESIGN BY ACCORDANCE WITH VADT STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE ALIGNED ROADSIDE DESIGN GRADE AND VADT STANDARD DRAWINGS. GENERALLY WHERE SLOPES EXCEED 5% THE AREA OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 5'. GUARD RAIL SHOULD BE METALLIC AND 42" HIGH. GUARD RAIL MAY NOT BE NEEDED IF THE AREA AT THE BOTTOM OF THE SLOPE IS FREE OF HAZARDS. THE LOCAL VADT DISTRICT TRANSPORTATION ADMINISTRATOR MAY BE CONTACTED FOR ASSISTANCE.
- PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL TRANSPORTATION ADMINISTRATOR. FOR TRAFFIC VOLUMES GREATER THAN OR EQUAL TO 250 VEHICLES PER DAY, PAVING SHOULD BE CONSIDERED. PAVING SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SURFACE AND PAVEMENT.
- TRAVELER WAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR LOW SPEED/LOW TRAFFIC AND STREETS. SEE THE LATEST EDITION OF AASHTO'S PUBLICATION "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE 1401 "GEOMETRIC STATE STANDARDS".
- UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

STANDARDS FOR TOWN & DEVELOPMENT ROADS

STANDARD A-76

REVISIONS AND CORRECTIONS

JUNE 21, 1974 - ORIGINAL DATE OF ISSUANCE

MAY 15, 1975 - REVISIONS TO REFLECT CURRENT DESIGN

DEC. 7, 1975 - REVISIONS TO REFLECT CURRENT DESIGN

JUNE 1, 1984 - REVISIONS TO REFLECT CURRENT DESIGN

MAY 10, 1995 - REVISIONS TO REFLECT CURRENT DESIGN

MARCH 3, 2000 - REVISIONS TO REFLECT CURRENT DESIGN

APPROVED

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

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