

TOWN OF FAYSTON HIGHWAY ACCESS PERMIT ORDINANCE

Authority and Purpose

Under 19 V.S.A. Section 1111 (b), selectmen have the authority to regulate access onto public roads. The rules contained in this policy shall guide the Town of Fayston Board of Selectmen in providing reasonable and safe access onto public roads and preventing unsafe conditions from developing as a result of poor construction and maintenance practices.

In addition to the minimum standards in this ordinance, the Town of Fayston will be guided by the two most recent Vermont Agency of Transportation standard sheets: B-71, Standards for Residential and commercial Drives and A-76, Standards for Town and Development Roads.

The Board of Selectmen may impose various conditions on the permit form to promote safety.

General Provisions

Applicants must submit a completed Application for Access Permit Form to the Board of Selectmen, attaching a map showing the location of the access point and distances to the nearest driveways and intersections.

No construction shall take place until the Town has issued a highway access permit and notification has been received as provided for below under "Notification".

The Board of Selectmen will normally allow only one access point for a single property.

Notification

The property owner or owner's agent shall notify the Town of Fayston a minimum of three days in advance of construction taking place so that the Town has an opportunity to inspect during installation.

Upon completion of work, the property owner or owner's agent shall notify the Town of Fayston within a reasonable time, not to exceed ten days that the intended work has been completed.

Liability

The property owner shall save and hold harmless the Town of Fayston from any damages as may occur to others as a consequence of work performed.

Any damage to utilities, property, or appurtenances as a consequence of work performed shall be repaired by the Town at the expense of the property owner, unless otherwise formally agreed to.

Permit System

A completed application consists of all responses to questions on the application and the payment of the administrative fee of fifty dollars.

Permits shall expire one year from the date of approval, unless otherwise stated.

Inspection

The applicant will be expected to arrange three site visits with the Selectboard, or its agent, to review the project; before the permit is issued, during construction, and on completion of construction.

The Board of Selectmen may require a deposit of the applicant paid to the Town. Upon inspection of the completed project, if the Selectmen deem the project satisfactory, they will process a voucher for a full refund. If there are deficiencies, the road foreman will write an inspection report and negotiate the return of the deposit. The applicant may appeal the road foreman's decision to the Town manager and/or Board of Selectmen.

Forms

The Town will provide the necessary forms to apply for an access permit.

Design of Driveway or Access Road

In difficult cases, the Town may require professionally engineered designs.

Base of Driveways and Access to Roads

Driveways within the limits of the right-of-way should have a minimum of 12 inches of sub-base material; access roads a minimum of 15 inches.

Surface

Gravel drives should have a minimum aggregate surface course of six inches.

Crown

A crown of $\frac{1}{2}$ " per foot of road width is desirable on driveways and roads.

Gradient of Driveways and Access Roads

All driveways and access roads shall be constructed so as not to impair drainage within the right-of-way, alter the stability of the improved area, or change the drainage of adjacent areas.

The maximum gradient of driveways and side roads should not exceed 10%. Steeper grades may be allowed but with the more stringent erosion control, sight distance and other requirements.

Width

Recommended entrance widths for a residential driveway should be between 25 and 35 feet measured at the edge of the traveled way.

The minimum and maximum widths of the traveled surface of a residential driveway should be 12 feet and 24 feet measured at the edge of the Town right-of-way.

The minimum throat width for a development road is in the range of 20 to 24 feet.

Approach to Public Road

Entrances should be constructed with no more than 3% grade away from the road for a distance of at least 20 feet.

The Town may require a paved apron on a gravel access entering a paved road.

Angle of Approach

Driveways should intersect the road at a preferred angle of 90 degrees but no less than 60 degrees.

Turning Radius

The turning radius should be a minimum of 15 feet but the Board of Selectmen may specify larger.

Sight Distance

A vehicle operator preparing to exit the access point should be able to see without obstruction a minimum of 150 feet in either direction.

No access shall be constructed closer than 275 feet to a sharp curve, hill or other blind area.

Distance between Driveways and Intersections

Driveways or access roads should be constructed according to the Fayston Land Use Regulations. Selectmen may designate greater distances.

Turn-Around

All new driveways should be constructed so that vehicles can turn on the property and enter local roads in a forward direction.

Culverts

Size: Diameter and Length

The Board of Selectmen will determine the length, placement, type and depth of cover for all culverts in the right-of-way. Culverts will be a minimum of 24 inches in diameter unless otherwise approved by the Selectboard. Selectboard may require larger.

The Town may require an engineering analysis to determine the appropriate culvert size for a specific location.

The Town will require that the applicant seek advice from the State Stream Alteration Engineer when stream crossings are involved.

Location

Culverts under the driveways and access roads should be placed away from the road as far as practical while maintaining good drainage.

Compaction during Installation

Backfill for culverts should be compacted in lifts to prevent or minimize settling in the surface, shoulders or slopes and to prevent seepage along the outside of the culvert.

Depth of Cover

The Town will determine the adequate amount of cover.

Culvert Replacement

Repair and/or replacement of existing driveway culverts or private road culverts in the Town right-of-way are the financial responsibility of the property owner.

Selectmen will determine if the Town or developers will bear the cost for replacing or upgrading culverts due to development upstream or due to road improvements.

Culvert and Ditch Maintenance

The Town of Fayston will be responsible for regular maintenance and repair of Town roads, ditches and culverts.

The property owner shall be responsible for maintaining their access, ditches, culverts and other structures.

If damage to a Town highway is caused by improper construction, maintenance, or grading, it is the responsibility of the property owner to make necessary repairs at his/her expense. Repairs must be made within thirty days of notice.

Ditches

A Long Driveway or Access Road

Landowners should "daylight" driveway ditches onto their own property, if possible, before intersecting with the Town right-of-way, conducting water into absorption areas before it reaches Town road ditches. Ditches adjacent to roads and driveways should be a minimum of six inches below the gravel sub-base or eighteen inches below the finished grade of the road. Ditches shall be shaped to prevent erosion of the ditch fore slope, back slope and shoulders.

Along Public Road

No access will be permitted which will result in drainage washing directly onto a Town highway.

Rip Rap and other Protection

Driveways and roads intersecting with public roads must be constructed so that water flowing from them does not damage structures within or outside of the right-of-way.

The Town may require that open drainage ditches in excess of 5% grade be stabilized with suitable sized and graded stone fill (rip rap). The Town may further require that the ditch be first lined with suitable geotextile designed for erosion control.

Any disturbed or bare soil shall be stabilized by the end of each construction day with erosion control blankets,

vegetation, or other method approved by the Town. If permanent vegetation cannot be established by September 1, the Town may require alternate erosion control methods.

Bank Stabilization

The Town will require that all banks and slopes adjacent to driveways and access roads to be stabilized by seeding and mulching. The Town may require other methods for stabilizing soils.

Head Walls and Tail Walls

The Town may require the installation of head walls and/or tail walls.

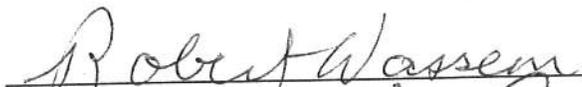
When headwalls are required, they shall be installed at the inlet of all culverts and may be either reinforced concrete eight inches thick, large flat rock tightly placed, or large cemented rock.

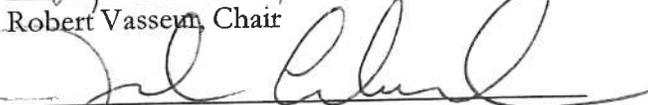
Logging Roads and Farm Roads

Logging roads and landings must meet State regulations under the State of Vermont publication "Acceptable Management Practices for Maintaining Water Quality on Logging Jobs in Vermont".

Property owners must obtain a permit when altering landings, loading areas, logging roads and farm roads which intersect a Town right-of-way.

Adopted this 15 day of April, 2013.

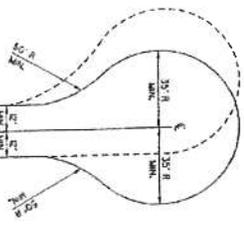

Robert Vassem, Chair


Jared Cadwell

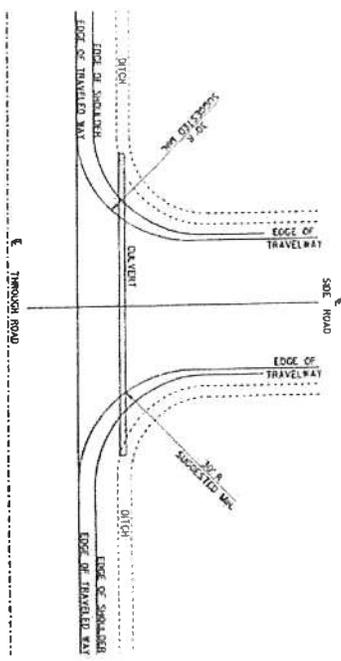

Edward Read

ROADWAY TYPICALS

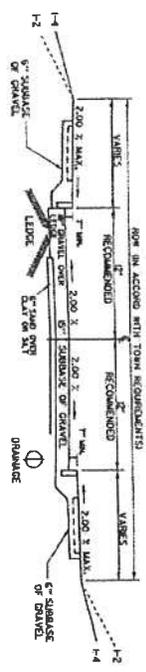
CUL-DE-SAC FOR DEAD END ROADS



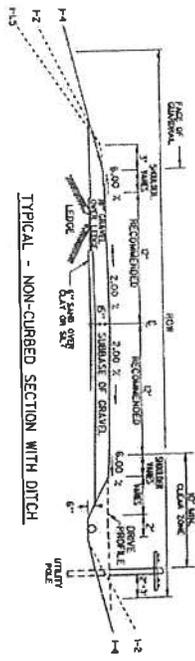
INTERSECTION OF THROUGH ROAD AND SIDE ROAD



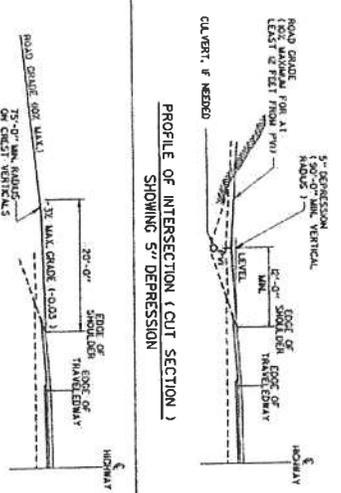
TYPICAL - CURBED SECTION WITH 5' SIDEWALKS



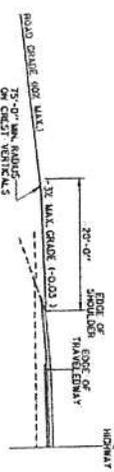
TYPICAL - NON-CURBED SECTION WITH DITCH



PROFILE OF INTERSECTION (CUT SECTION) SHOWING 5" DEPRESSION



PROFILE OF INTERSECTION (FILL SECTION)



STANDARDS FOR TOWN & DEVELOPMENT ROADS

REVISIONS AND CORRECTIONS

JAN. 20, 1971 - ORIGINAL DATE OF ISSUE
 MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND
 DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN
 JUNE 1, 1994 - REDESIGNED WITHOUT CHANGE
 MAR. 10, 1995 - REDESIGNED WITHOUT CHANGE
 MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

APPROVED

DIRECTOR OF DEVELOPMENT
 OFFICE OF TOWN & DEVELOPMENT
 FEDERAL WORKS ADMINISTRATION

GENERAL NOTES FOR LOCAL ROADS

1. SUBBASE SAND DESIGN AND SLOPES SHOULD BE CONSTRUCTED AND COMPLETED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH VDOT 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 SEED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
3. DRAINAGES
 ROADWAY - 8" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE WITH APPROXIMATE 1% SLOPE. 15" REQUIRED. MINIMUM DIAMETER FOR ALL LIVE STREET CROSSINGS AND ELSEWHERE WHERE LARGE STORM FLOWS MAY BE EXPECTED.
 DRAINS - 6" MINIMUM DIAMETER OF METAL REINFORCED CONCRETE OR POLYETHYLENE PIPE.
 UNDERDRAIN - 6" MINIMUM DIAMETER OF METAL, PVC PLASTIC OR POLYETHYLENE PIPE.
4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

DESIGN SPEED	MINIMUM RADIUS (1)	MINIMUM RADIUS (2)
25 MPH	85 FT.	180 FT.
30 MPH	275 FT.	300 FT.
35 MPH	380 FT.	460 FT.
40 MPH	50 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 MASSDOT ROAD AND STREET DESIGN MANUAL, "ROAD AND STREETS" FOR APPROPRIATE CURVE RADIUS.
5. GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16.2% MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.
6. GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS OF A DESIGN IN ACCORDANCE WITH VDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE ASPHALT AREAS FOR STEEPERS 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 VDOT 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 100-250 VEHICLES PER DAY OR WHERE HEAVY TRUCKS OR BUSES ARE COMMON, PAVING SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SUBBASE AND PAVEMENT.
8. TRAVELWAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR SPECIFIC TRAFFIC VOLUME CONDITIONS. FOR ADDITIONAL GUIDANCE IN THE DESIGN OF LOCAL ROADS AND STREETS, SEE THE LATEST EDITION OF MASSDOT PUBLICATION "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE VDOT "REBORN STATE STANDARDS".
9. UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.



STANDARD A-76

