

REQUEST FOR WAIVER FROM PRIVATE ROAD STANDARDS

Applicant(s) request(s) waivers from the following private road standards for a project(s) described as _____

at Parcel ID Number(s) _____ located on a private road which is named or proposed to be named as _____.

Yes/ No	PRIVATE ROAD STANDARD	DETAILS
	A. Development Road	All roads serving three (3) or more lots shall be named, with appropriate signage. The standards of this section apply to all proposed public roads and to private roads serving three (3) or more lots.
	B. Width of Private Roadway	All rights of way shall be 60 feet in width and shall be surveyed by a licensed surveyor and recorded as part of the approval process.
	C. Width of Traveled Roadway	The width of the traveled roadway to be 20 feet with two-foot shoulders on either side generally centered in right of way. See Attachment II, AOT Standard A-76, Roadway Typical, attached hereto.
	D. Grade of Traveled Roadway	<ol style="list-style-type: none"> 1. The grade of the traveled roadway shall be less than 9%. 2. All roadways will be graded so water does not remain on the road surface. For roadways that are not superelevated, this generally means a 2-4% (1/4" - 1/2" per ft) crown for gravel roads and a 1-2% (1/8" - 1/4" per ft) crown for paved roads to promote sheeting of water. 3. Proper grading techniques for gravel roadways will be used to avoid creating a ridge or berm between the crown and the ditch. 4. Any berm along the roadway shoulder that prevents the proper sheeting of water will be removed.
	E. Arrangement	The arrangement of roads in all subdivisions shall provide for the continuation of private roads of adjoining subdivisions and for proper projection of private roads through adjoining properties which are not yet subdivided, in order to make possible necessary fire protection, movement of traffic, and construction or extension, presently or when later required for needed utilities and public services. Where topographic or other conditions make such continuance undesirable or impractical, the Development Review Board may waive or modify such conditions.
	F. Topography	<p>Private roads shall be logically related to the topography so as to produce useable lots, reasonable grades, and safe intersections in appropriate relation to the proposed use of the land to be served by such private roads.</p> <p>When roadway, culvert, bridge, or retaining wall construction or reconstruction projects result in hazards such as foreslopes, drop offs, or fixed obstacles within the designated clear-zone, a roadside barrier such as guardrail shall be installed. The most current version of the AASHTO Roadside Design Guide will govern the analysis of the hazard and the subsequent treatment of that hazard.</p>

G.	Preparation of Subgrade and Sub-base	Private roadway sub-base shall be excavated to the extent required by these standards.
H.	Exposed Areas	All areas exposed during construction shall be protected in accordance with standards of the Soil Conservation Service and the Vermont Department of Environmental Conservation.
I.	Base Conditions	All new or substantially reconstructed roads will have at least a 15-inch thick processed gravel subbase will be placed the entire width of the traveled roadway and shoulders (24'). The stone shall be 3" minus in size compacted at optimum water content. Four inches of sand shall be placed between the base and finish. A road built over ledge shall be constructed to the same specifications. See Attachment II, AOT Standard A-76, Roadway Typical, attached hereto.
J.	Finish Course	The base course shall be covered with 4" of crushed gravel. This material shall be deposited and spread in a uniform layer and compacted.
K.	Drainage	<p>Drainage must be placed so there will be no ponding of water.</p> <ol style="list-style-type: none"> 1. Within the Town right of way, all new driveway culverts will have a minimum diameter of 15 inches. 2. All new roadway culverts will have a minimum diameter of 18 inches. 3. All bridges (structures with spans greater than 6 feet) and open bottom structures will require a hydraulic engineering study. Structures will be designed to convey the Q25 design storm and allow for passage of ice and debris. 4. When installing or replacing culverts, use appropriate techniques such as headwalls and wingwalls, where there is erosion or undermining or where it may occur. 5. Install a splash pad or plunge pool at the outlet of drainage culverts where there is erosion or where erosion may occur. Splash pads and plunge pools are not appropriate for use in streams supporting aquatic life.
L.	Stormwater System	<p>A storm water system shall be provided which is designed to control and accommodate storm water collected on proposed private roads and/or parking areas.</p> <p>Any culvert with a drainage area greater than 0.25 sq mi will require a hydraulic engineering study. Culverts will be designed to convey the Q25 design storm with minimal surcharge.</p>

M.	Removal of Spring and Surface Water	<p>The applicant shall provide for removal, by pipe or by open ditch, spring or surface water that may exist, either previous to, or as a result of, the project. Such drainage facilities must be in the private road right of the way where feasible, or in unobstructed easements not less than 20 feet in width. In the design of the drainage system, natural waterways shall be utilized to the fullest extent possible.</p> <p>Soil exposed during ditch and slope construction or maintenance will be treated immediately following the operation. Priority should be given to areas vulnerable to erosion immediately adjacent to or discharging to surface waters and/or roadway drainage facilities. The following are minimum erosion control measures:</p> <ol style="list-style-type: none"> 1. Seed and mulch ditches with grades less than 2%. Use biodegradable, non-welded matting and seed on ditches with grades between 2% and 5%. Stone line all ditches with grades greater than 5%; alternatively, install stone check dams. Dams should be comprised of a well graded stone matrix 2 to 9 inches in size. Dams should not exceed 2 feet in height and check dam crest should be at least 6" below the top of the ditch. 2. Create parabolic (wide "U" shaped) ditches when constructing new or substantially reconstructing ditches, rather than narrow "V" shaped ditches. Ditches with gradual side slopes (maximum 2H: 1V ratio) and a wide bottom (at least 2 feet) are preferred. 3. Use biodegradable, non-welded matting to stabilize side-slopes where slopes are greater than 1:1; apply seed and mulch to any raw or exposed side-slope if slopes are less than or equal to 1:1. 4. Ditches should be turned out to avoid direct outlet into surface waters. There must be adequate outlet protection at the end of the turnout, either a structural (rock) or vegetative filtering area.
N.	Accommodation of Potential Development Upstream	Drainage facilities must be designed to accommodate potential run-off from the entire upstream drainage area, based on conditions of total potential development, also as in L. above.
O.	Responsibility for Drainage Downstream	Where it is anticipated that additional run-off from the project will overload an existing downstream drainage facility so that there will be drainage onto a public or private road, or onto private property, the Development Review Board, with the advice of the Road Commissioner, may require applicant to design and implement facilities to correct such downstream overloads.
P.	Dead ends	No dead end private road shall be constructed without a suitable termination feature such as a cul-de-sac with a radius of not less than thirty-five feet, a hammerhead, a Y of a size adequate for the type used, or equivalent. See Attachment III, attached hereto.
Q.	Access to State highways	Where a project adjoins Route 2 or Route 314, the Agency of Transportation may, in its discretion, require common access points serving multiple lots.
R.	Through traffic	Private Roads shall be laid out so that their use by through traffic between external points will be discouraged.
S.	Reserved strips	The creation of reserved strips shall not be permitted adjacent to a proposed private road in such a manner as to deny access from adjacent property to the proposed private road.

	T.	Existing access	Where any existing road is inadequate or unsafe, the Development Review Board may require the applicant to upgrade the road to the extent necessary to serve additional traffic from the subdivision.
	U.	Sight distances	Lines of sight shall be consistent with traffic speed, terrain, alignments, and climatic extremes. See Sketch in Attachment I.
	V.	Applicant requirement	The applicant shall be required to contract a licensed engineer to certify that all private roads within the project meet these standards.

Attachments in support of request for waivers from the private road standards:

1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

SUBMITTED BY

Applicant		Date
Applicant		Date
Property Owner		Date
Property Owner		Date
Agent		Date
Agent		Date