

TOWN OF WEATHERSFIELD, VERMONT

TOWN ROADWAY AND BRIDGE STANDARDS

1. PURPOSE

- 1.1 The Town of Weathersfield, Vermont, hereby adopts the following *Town Roadway and Bridge Standards*, which shall apply to all highway, roadway, and bridge construction and maintenance within the Town, unless a waiver is granted or Federal or State funding regulations take precedence over this Policy. The standards listed herein are considered minimum standards, and are presented for the purpose of guiding construction and maintenance personnel.
- 1.2 Any new roadway, whether or not that roadway is proposed to be conveyed to the Town, shall be constructed according to these minimum standards. These minimum standards also apply to the reconstruction of Town highways and to the replacement of drainage structures. If any Federal and/or State funding is involved in a project, the Vermont Agency of Transportation's (VTrans) district office shall be notified prior to any field changes taking place which would alter the original scope of work.
- 1.3 Vermont Agency of Transportation Standards A 76 and B 71 are hereby adopted and enforced as supplemental criteria under this Policy [Appendix 1].

2. CONSTRUCTION STANDARDS

2.1 Roadways

- 2.11 All roadways shall have a minimum fifty (50) foot wide right-of-way, with the travel way to be constructed in the middle of the right-of-way.
 - 2.12 Material will be graded so that water does not remain on the roadway surface. The roadway surface shall be properly crowned so as to prevent surface water from running down the length of the roadway. The goal is to sheet drain surface water from the travel way to the sides of the roadway surface as quickly as possible.
 - 2.13 All gravel roadways shall have at least a fifteen inch (15") thick processed gravel subbase, with the top three inches (3") being crushed gravel.
 - 2.14 Roadways shall have proper ditching in accordance with Section 2.2.
 - 2.15 Any tree removal within the Town right-of-way may be allowed only with the approval of the Tree Warden.
 - 2.16 The minimum travel lane and shoulder widths of all roadways shall be determined according to Table 1, below.
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2.17 Dead end roadways are discouraged. If they are unavoidable due to limitations of the site and adjacent land uses, a “ T ” or “ hammerhead ” or cul-de-sac is required at the terminus of the roadway [See Appendix 2]. Cul-de-sacs shall be constructed as shown in Figure 1. “ T ’ s ” or hammerheads shall be constructed as showed in Figure 2, in accordance with this Policy.

2.2 Paving

2.21 Paving is generally recommended for roadways expected to handle greater than four hundred (400) vehicles per day. The rural or urban characteristics of the neighborhood in which the roadway is located shall be considered.

2.22 The Select Board shall be guided by prevailing urban or rural characteristics of the surrounding area and public comment, as well as the proposed development, in deciding whether to require that a roadway be paved.

2.23 Safety of the traveling public and of the inhabitants along the roadway shall be considered in deciding whether to require paving a proposed roadway and the extent and form of pavement to be required.

2.24 Future foreseeable connection or intensification of a proposed roadway shall be considered in determining whether and when to require pavement and what form or location of pavement or finishing to require.

Table 1 – Maximum Lane and Shoulder Widths for Rural Roadways							
Design Volumes (ADT)	0-25	25-50	50-100	100-400	400-1,500	1,500-2,000	2,000+
Design Speed (mph)	Width of Lane/Shoulder (ft.)						
25	7/0	8/0	9/0	9/2	9/2	10/3	11/3
30	7/0	8/0	9/0	9/2	9/2	10/3	11/3
35	7/0	8/0	9/0	9/2	9/2	10/3	11/3
40	7/0	8/0	9/2	9/2	9/2	10/3	11/3
45	n/a	n/a	9/2	9/2	9/2	10/3	11/3
50	n/a	n/a	9/2	9/2	10/2	10/3	11/3

Source: *Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roadways and Streets*, October 1997.

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2.3 Ditches

Soil exposed during ditch and slope construction, or roadway maintenance, shall be treated immediately following the operation as follows:

- 2.31 Slopes less than two and one-half percent (2.5%) shall be seeded and mulched.
- 2.32 Slopes between two and one-half percent (2.5%) and five percent (5%) shall have biodegradable matting and seeding in place.
- 2.33 Slopes greater than five percent (5%) shall have stone lined ditches with angular material.

2.4 Culverts and Bridges

- 2.41 All new driveway culverts shall have a minimum diameter of eighteen inches (18").
- 2.42 All new roadway culverts shall have a minimum diameter of eighteen inches (18").
- 2.43 Any culvert greater than, or equal to, thirty-six inches (36") in diameter shall be designed according to the latest VTrans "Hydraulics Manual." The end treatment, both inlets and outlets, shall also be evaluated in accordance with this "Manual."
- 2.44 All bridges, which are structures with spans greater than six feet (6'), shall have waterway openings designed in accordance with the latest VTrans "Hydraulics Manual."

2.5 Guardrails

When roadway or culvert construction creates side slopes greater than one on three (1 on 3), guardrails shall be installed according to the American Association of State Highway and Transportation Officials (A.A.S.H.T.O.) "Roadside Design Guide."

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2.6 Street Signs

All street signs, including but not limited to street identification, traffic direction, or traffic regulation, shall be installed in conformance with the Manual on Uniform Traffic Control Devices (MUTCD). The developer and/or property owner(s) shall be responsible for all costs.

2.7 Roads in Special Flood Hazard Areas (SFHA)

To effect the purposes of Title 10, Chapter 32, of the Vermont Statutes Annotated, all construction of new roads and substantial improvements to existing roads that are located in SFHAs as shown on the most current flood insurance studies and maps published by the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Flood Insurance Program (NFIP) shall conform to the standards of Section 6.20 of the Weathersfield Zoning Bylaws.

3. WAIVERS

- 3.1 The Select Board reserves the right to modify or waive the standards for a particular project where, due to unique physical circumstances or conditions, there is no possibility that the project can be completed in strict conformance with these standards.
- 3.2 Fiscal constraints shall not be a basis for modification of the standards.
- 3.3 Unique physical circumstances or conditions shall include but not be limited to slope, terrain, proximity to natural watercourses or wetlands, physical features such as ledge outcrops, and pre-existing utilities such as water sources, wastewater disposal systems, or telephone/electrical lines.
- 3.4 The appellant must show that there is no possibility that the roadway can be constructed or maintained in strict conformity with these standards because of these unique circumstances and that the circumstances were not created by the appellant.
- 3.5 The waiver sought must be the minimum necessary to provide access to the affected properties and that in granting the waiver, no harm is caused to adjacent properties.
- 3.6 The Select Board may attach appropriate conditions to the waiver, including the stipulation that the Town will never take over a private roadway for which a waiver has been granted.

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4. INCONSISTENT POLICIES REPEALED

This Policy shall amend and/or replace any provisions of any Policy of the Town of Weathersfield in effect at the time of enactment of this amended Policy governing any activity included in this amended Policy.

5. SEVERABILITY

If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this Ordinance, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof.

6. EFFECT

No section of this Policy shall be construed to supersede or replace any Vermont statute.

This amended Policy shall be entered in the minutes of the Select Board' s meeting.

The foregoing amended Policy is hereby adopted by the Select Board of the Town of Weathersfield, Vermont, this sixteenth of July, 2009, and is effective as of this date until amended or repealed.

Norman John Arrison, Chairperson

Daniel E. Boyer, Vice-Chairperson

Glenn S. Fisher, Selector

David T. Fuller, Selector

Appendix 1: VTrans A 76 and B 71 standards

Appendix 2: Figure 1, diagram of allowable cul-de-sac design

Figure 2, diagram of “ hammerhead” design

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Appendix 1:
VTrans A 76 and B 71 standards

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Appendix 2:

Figure 1 - Cul-de-sac design
Figure 2 - Hammerhead design

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