

# 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 \_\_\_\_\_.

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, attached hereto.
	D.	Grade of Traveled Roadway	The grade of the traveled roadway shall be less than 9%.
	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	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.

G.	Preparation of Subgrade and Sub-base	Private roadway sub-base shall be excavated to the extent required by the stone and fabric system.
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	At least 8" of accepted and approved fabric and stone base 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, attached hereto.
J.	Finish Course	The finished course shall be covered with 4" of surface material. The upper course shall consist of crushed quarry material to be placed over the bottom course of fabric and stone. This material shall be deposited and spread in a uniform layer and compacted.
K.	Drainage	Drainage must be placed so there will be no ponding of water. Within the Town right of way the minimum culvert size will be 15" in diameter, unless otherwise specified by the Road Commissioner.
L.	Stormwater System	A storm water system shall be provided which is designed to control and accommodate 50-year storm water collected on proposed private roads and/or parking areas.
M.	Removal of Spring and Surface Water	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.
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.
	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:

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9.	
10.	

Applicant		Date
Applicant		Date
Property Owner		Date
Property Owner		Date