

TOWN OF KILLINGTON

TOWN HIGHWAY SPECIFICATIONS

APPLICATION

Written application shall be made to the Board of Selectmen two (2) weeks prior to proposed starting date of construction. The Selectmen shall inspect the proposed site within the two week period. Maps of the site and design of the proposed town highway prepared by a registered, qualified Vermont engineer shall be submitted with the application, all in triplicate. The grade line and minimum radii of all curves must be shown. The center line of the roads shall be flagged in the field, before application and inspection, at 50-foot intervals. If the design is not consistent with these specifications, it shall be rejected and no further inspections shall be made.

Applicant may, in his initial application, propose a name for the road; if he doesn't, the Selectmen will name the road.

Applications to the Town to accept existing private roads or upgrade Class 4 Town Highways to Class 3 Town Highways must follow the same procedures as a new proposed town highway and must at acceptance comply with all of these specifications.

INSPECTION

The Board of Selectmen will be responsible for the inspection of proposed town highways to insure compliance with these specifications. The Selectmen or their appointee(s) shall inspect the road site as follows:

1. Before clearing
2. Before stumping
3. After rough grading
4. Upon completion of sub grade
5. During graveling
6. After completion of road
7. Final inspection

A verbal report shall be given to the developer and/or contractor within 48 hours after each inspection, and a written report shall follow within seven days.

COMPLETION DEADLINE

No roads will be inspected or accepted after October 15th.

Town highway 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 town highway specifications will apply.

All applications, once received, will be valid for two years, and the proposed town highway must be completed within that time frame. Any pending application not completed after the two year period will become void and a new application will have to be submitted which must meet all new town highway specifications and document that each inspection step has been completed according to the specifications that apply.

PERFORMANCE BOND

A 100% Irrevocable Letter of Credit for the estimated cost of the proposed town highway shall be provided to the Town prior to the stumping of the right-of-way and shall continue in force until no earlier than 12 months following acceptance of the road by the Town. The Board of Selectmen shall determine the amount of the Letter of Credit.

FEES

A fee of \$1,000.00 shall accompany each application to cover the cost of bookkeeping, recording, and other administrative costs. The applicant shall also be responsible for reimbursement to the Town of the cost of inspection, engineering and legal review. At the time of acceptance or denial the actual costs of this work shall be determined and payment shall be made to the Town.

RIGHT OF WAY / ACCEPTANCE REQUIREMENTS

The right-of-way shall be at least 50 feet in width, with specific wider right-of-way limits or slope rights if deemed necessary by the Selectmen. Center of the road is to be located in the center of the right-of-way. Clear title, after notification of final acceptance, shall be deeded to the Town, including a metes and bounds description of the limits of the right-of-way and slopes, and authorization of reasonable and necessary slopes to be extended outside of the highway right-of-way limits in connection with any future highway construction that occurs within the right-of-way limits, all by warranty deed. Also required is title insurance, with the exception as to survey removed, and an attorney's opinion letter that the roadway has received all necessary State permits, including Act 250, and identify all conditions and limitations in those permits that affect usage or the Town's responsibility. Copies of all permits must be attached. A survey map of the finished road shall be furnished in the form required by State Statute prior to Town acceptance of the road. Said map shall also contain as-built profile and cross sections of the road.

CLEARING

The right-of-way is to be entirely cleared of all trees, brush

and stumps. Trees outside the right-of-way which could fall onto the road surface shall also be removed. Burning shall be done in accordance with State and town fire regulations. No fallen trees shall remain in the right-of-way. All mud, muck and soft earth shall be removed, so that the base of the road prior to development of the sub grade is on hardpan, gravel, ledge or properly compacted fill.

SUB GRADE

The sub grade surface shall conform exactly in cross section and grade to the finished road surface. Crowning and banking of curves shall be as required by the Selectmen. Compaction is required on any portion of the sub grade that has been disturbed by excavation or that has been filled during the construction of the sub grade. The top of the sub grade surface shall be not less than 24 inches above hardpan or ledge and shall consist of gradable gravel or other similar native excavated or properly compacted fill material. All ditches and drains will be constructed so that they effectively drain the sub grade prior to the placement of any sub base material. Grade stakes, on both sides of road, are required at 50-foot intervals.

SUB BASE

The sub base shall be composed of a minimum of 18" inches of compacted gravel with a maximum stone size of 4" inches. The cross section and grade of the sub base shall conform to those of the finished surface.

GEOTEXTILE

Geotextile fabric such as Exxon GTF-200, Mirafi 500X or approved equal, shall be placed over the prepared sub base to full sub base width prior to placement of surface gravel for the entire roadway length, including the turnaround.

SURFACE

The surface shall be crowned at least 3 inches from the center line to the roadway edge where required by the Selectmen. The surface course shall consist of a minimum of 12 inches of compacted gravel 28 feet in width with a maximum stone size of 1½ inches.

If at the inspection after rough grading, the Selectmen determine that the expected traffic and density of construction on the proposed town highway do not require the 28-foot wide surface, which includes 4 feet of shoulders, they may reduce the minimum road surface width to as low as 22 feet and/or may reduce the requirement for shoulders to as low as 2 feet, for a total minimum width of 24 feet.

When construction is taking place near an inhabited dwelling and dust becomes a problem, the Selectmen may order the contractor to take any reasonable measures to settle the dust.

PAVEMENT

Any proposed town highway which intersects with a paved Town or State Highway must be paved for its entire length, including all side roads and turnarounds. Bituminous pavement shall consist of a total of 4 inches in depth (2" of Type I, 1" of Type II and 1" of Type III) to a width of 24 feet. Gravel shoulders of two feet on each side of the paved surface are required.

SHOULDERS

Shoulders shall be two feet in width on each side of the road surface and shall be constructed to the same specifications as the road sub grade, sub base, and surface.

TURNAROUNDS

Turnarounds shall be 80 feet in diameter and level: Right-of-way to be 100 feet. The entire turnaround shall be built to sub grade, sub base, and surface specifications. Turnarounds will be inspected separately from the road before and after clearing and after rough grading. Provisions shall be made at the perimeter for snow removal.

DITCHES

Drainage ditches shall be at least 24 inches below the finished surface of the road. This depth is to be measured from the outer edge of the road bed. Bottom of ditches shall be a minimum of 18 inches wide, as measured in the trough, and shall be unobstructed by ledge, rocks, etc.

UNDERDRAIN

The need for underdrain shall be analyzed on an on-going basis throughout construction. If required, underdrain shall be designed pursuant to VAOT Design Standard for Underdrain, B-11.

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 outside the right-of-way shall be removed to permit adequate sight on all curves.

INTERSECTIONS

When roads intersect they shall do so at an angle of 90 degrees for a minimum distance of 75 feet from the center line of the intersected road and each road shall have a maximum grade for this distance of 5%.

CULVERTS

All culverts must extend to the center of the ditch on both sides of the road. Culverts shall be a minimum of 18 inches in diameter and spaced no greater than 400 feet apart in one continuous ditch line, unless a shorter distance is specified by the Selectmen after inspection. Culvert pipe shall be Hancor Hi-Q, ADS N-12, or approved equal.

Culverts shall be placed on uniformly bedded gravel and backfilled so that no large stones come into direct contact with the pipe. Stone or concrete headers shall be built on all culverts of 18-inch diameter and concrete headers designed pursuant to VAOT Design Standard for Headwalls and other reinforcement, D-2, on all larger culverts. Any culvert that empties onto a slope must extend far enough to allow for proper rip-rapping to prevent erosion.

Reflectorized culvert posts placed two to three feet in the ground with at least six feet exposed shall be placed at both ends of a culvert wherever culverts cross the roadbed.

BRIDGES / LARGE CULVERTS

Plans for bridges or culverts over 36 inches must be submitted for review prior to commencing construction. Construction will be authorized only after a review indicates that the bridge or culvert will meet all applicable Vermont Highway Department specifications and is adequately sized to at least meet the 25-year event or "Q-25" standard.

GRADES

Seventy-five feet of level road is required before entering into a maximum of 5% grade, and 75 feet additional before entering into a maximum of 8%. No proposed town highway will be accepted with any grade above 8%.

SLOPES

Slopes within the right-of-way shall be 1 on 2 or flatter. Slopes outside the right-of-way shall be satisfactory for visibility and proper erosion control.

EROSION CONTROL

All slopes and ditches shall be adequately seeded and mulched to prevent erosion. Biodegradable matting is required for ditches between 2.5% and 5.0% grade. Stone lining of ditches is required for over 5% grade.

GUARD RAILS

Standard or rustic steel beam with blocks and steel posts (6'3" spacing) guard rail shall be placed on any area with over an eight foot vertical drop from the edge of the finished surface of the road to the edge of the right-of-way or shall be placed as required and specified by the Board of Selectmen.

WATER / SEWER LINES

If any water and/or sewer lines are located within the right-of-way, they must be specifically shown on both the design and as-built plans. The Town, by accepting the road, does not accept the water or sewer lines and their status will be only as non-Town lines within a public right-of-way, which are permitted under 19 V.S.A. §1111(C). Prior to acceptance of the road, the Town must receive copies of all State and local permits and completion certifications pertinent for such lines and clear ownership and maintenance provisions to the satisfaction of the Selectmen must also be received.

SIGNS

The Town shall inform the applicant at completion of construction of the necessary signs for the proposed town highway. The applicant shall submit details of all required signs and posts to the Town prior to ordering. Upon approval by the Town the applicant shall order and install all signs and posts at the applicant's cost and expense prior to acceptance of the road.

PRIVATE ENTRANCES TO TOWN HIGHWAYS

Maintenance of private driveways and culverts located within the right-of-way is to be and remains forever the responsibility of the driveway owner per State Statutes and these specifications. Entrances to the proposed town highway must be designed pursuant to VAOT Design Standard for Residential and Commercial Drives, B-71.

Underground utility services within the right-of-way require a sleeve and markers to locate them and must be referenced on the as-built map.

ACCEPTANCE

When the proposed town highway has been completed, inspected, the deed, survey and other legal requirements as noted above are met, and after construction of one house has been initiated, the Town will accept the road as a Town Highway and record the submitted legal documents. Until such time as the actual acceptance by vote of the Selectmen, the road shall remain a private road and whether to accept or reject it is totally within the discretion of the Selectmen. No act of the Town or any of its officers or employees in accepting fees or inspecting or reviewing or otherwise processing the request for acceptance will be construed in any way as obligating the Town to accept the road as a Town Highway.

During the initial 12 months of Town maintenance, any flaws or defects that are pointed out to the road builder will be his responsibility to correct.

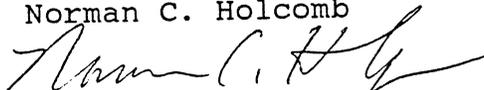
Adopted by
BOARD OF SELECTMEN
TOWN OF KILLINGTON


Walter J. Findeisen

Michael E. Miller



Norman C. Holcomb



May 30, 2000

TOWN OF SHERBURNE ROAD SPECIFICATIONS

EFFECTIVE SEPTEMBER 6, 1978

AMENDMENT EFFECTIVE 10/4/82: FEE CHANGE

APPLICATION

Written application shall be made to the Board of Selectmen two (2) weeks prior to proposed starting date of construction. The Selectmen shall inspect the proposed site within the two week period. Maps of the site and proposed roads shall be submitted with the application, all in triplicate. The grade line and minimum radii of all curves must be shown. The center line of the roads shall be flagged in the field, before application and inspection, at 50-foot intervals.

Applicant may, in his initial application, propose a name for the road; if he doesn't, the Selectmen will name the road.

INSPECTION

The Board of Selectmen will be responsible for the inspection of new roads. The Selectmen or their appointee(s) shall inspect the road site as follows:

1. Before clearing
2. Before stumping
3. After rough grading
4. Upon completion of subgrade
5. During graveling
6. After completion of road
7. Final inspection

A verbal report shall be given to the developer and/or contractor within 24 hours after each inspection, and a written report shall follow within 48 hours.

COMPLETION DEADLINE

No roads will be inspected or accepted after October 15th.

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 is under the 12-month maintenance period.

All applications, once received, will be valid for two years, and the proposed road must be completed within that time frame. Any pending application not completed after the two year period will become void and a new application will have to be submitted which must meet all new road specifications and document that each inspection step has been completed according to the specifications that apply.

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 Board of Selectmen shall determine the amount of the bond.

FEES

A fee of \$500.00 shall accompany each application to cover the cost of bookkeeping and recording.

A fee of \$30.00 per sign will be charged to cover the cost of installation of each sign. Signs as approved by the Selectmen will be billed to the owner at cost and payment must be received before final acceptance.

RIGHT OF WAY

The right-of-way shall be 50 feet in width, with wider slope rights if deemed necessary by the Selectmen. Center of the road is to be located in the center of the right-of-way. Clear title, after notification of final acceptance, shall be deeded to the Town, including a metes and bounds description of the limits of the right-of-way, by warranty deed. A survey map of the finished road shall be furnished in the form required by State Statute. Also, said map shall contain profile and cross section as built.

CLEARING

Right-of-way is to be cleared a minimum of 50 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 from bed of road. All mud, muck and soft earth shall be removed, so that base of road is on hardpan, gravel, ledge or properly compacted fill.

SUB GRADE

The sub grade surface shall conform exactly in cross section and grade to the finished road surface. Crowning and banking of curves shall be as required by the Selectmen. Compaction is required on any portion of the sub grade which has been disturbed by excavation or which has been filled during the construction of the sub grade. All ditches and drains will be constructed so that they effectively drain the sub grade prior to the placement of any sub base material. Grade stakes, on both sides of road, are required at 50-foot intervals.

SUB BASE

The sub base shall be composed of a minimum of 12 inches of compacted gravel with a maximum stone size of 8 inches. The cross section and grade of the sub base shall conform to those of the finished surface.

SURFACE

The surface where required by the Selectmen shall be crowned at least 3 inches from the center line to the roadway edge. The surface course shall consist of a minimum of 6 inches of compacted gravel 24 feet in width with a maximum stone size of 2 inches.

If at the inspection after rough grading, the Selectmen determine that the expected traffic and density of construction on the proposed road do not require a 24-foot wide surface nor shoulders, they can reduce the minimum surface width to 22 feet.

When construction is taking place near an inhabited dwelling and dust becomes a problem, the Selectmen may order the contractor to take any reasonable measures to settle the dust.

SHOULDERS

Shoulders, if required by the Selectmen, shall be a minimum of 2 feet in width on a side and shall be constructed to the same specifications as the road sub grade, sub base, and surface.

TURNAROUNDS

Turnarounds shall be 80 feet in diameter and level: Right-of-way to be 100 feet. The entire turnaround shall be built to sub grade, sub base, and surface specifications. Turnarounds will be inspected separately from the road before and after clearing and after rough grading. Provisions shall be made at the perimeter for snow removal.

DITCHES

Drainage ditches shall be at least 6 inches below the top of the sub grade and 24 inches below the finished surface of the road. This depth is to be measured from the outer edge of the road bed. Bottom of ditches shall be minimum of 18 inches wide, as measured in the trough, and unobstructed.

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 sight on all curves.

INTERSECTIONS

When roads intersect they shall do so at an angle of 90 degrees for a minimum distance of 75 feet from the center line of the intersected road and shall have a maximum grade for this distance of 5%.

CULVERTS

All culverts must extend to the center of the ditch on both sides of the road. Culverts shall be a minimum of 18 inches in diameter and spaced no greater than 400 feet apart in one continuous ditch line, unless a shorter distance is specified by the Selectmen after inspection. Culvert pipe shall be asphalt coated corrugated galvanized steel with a minimum of 16 gauge.

Culverts shall be placed on uniformly bedded gravel and back-filled so that no large stones come into direct contact with the pipe. Stone or concrete headers shall be built on all culverts of 18 inch diameter and concrete headers on all large culverts. Any culvert which empties onto a slope must extend far enough to allow for proper rip-rapping to prevent erosion.

Culvert posts, 6-foot creosote pressure treated cedar posts from 5 to 8 inches in diameter and placed 2 to 3 feet in the ground, shall be placed at both ends of a culvert wherever culverts cross the road-bed.

BRIDGES

Plans for bridges must be submitted for review prior to commencing construction. Construction will be authorized only after a review by State Highway Engineering personnel indicates that the bridge will meet all applicable Vermont Highway Department Specifications.

GRADES

75 feet of level road is required before entering into a maximum of 5% grade, and 75 feet additional before entering into a maximum of 8%.

SLOPES

Slopes on the right-of-way shall be 1 on 2 or flatter. Slopes outside the right-of-way shall be satisfactory for visibility and proper erosion control.

GUARD RAILS

Standard steel beam with steel posts guard rail shall be placed on any area with over an 8-foot vertical drop from the edge of the right-of-way or shall be placed as required by the Board of Selectmen.

PRIVATE ENTRANCES TO TOWN ROADS

Maintenance of private culverts is to be and remains forever the responsibility of the driveway owner per State Statutes. An application form is to be filed with fees at the discretion of the Selectmen. For details see application form.

Underground services require a sleeve and markers to locate it and must be referenced on the as-built map.

Care and attention should be given to allow for fire equipment and/or other emergency equipment.

INITIAL ACCEPTANCE

When the road has been completed, inspected, and one house has been completed, the Town will, upon request, begin normal maintenance for 12 months.

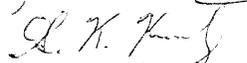
FINAL ACCEPTANCE

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. See details above.

Adopted by
BOARD OF SELECTMEN, Town of Sherburne


H. E. Glaze


Enrico Monti


G. K. Krantz

TOWN OF SHERBURNE
PERMIT FOR DRIVEWAY CONSTRUCTION

Permission is hereby requested by _____ to perform construction on the right-of-way of the public highway known as _____ in the Town of Sherburne for the purpose of obtaining driveway access.

The undersigned agrees that the construction will be accomplished in a manner which does not affect the grade of the highway, obstruct a ditch, culvert or drainage course that drains the highway or divert the flow of water onto the highway right-of-way unless specifically permitted to do so as noted herein.

The undersigned further agrees that a 15" culvert minimum, if at all necessary, will be used in the present ditchline, that the driveway to be constructed will enter the Town right-of-way at an elevation not higher than that of the shoulder of the highway, and that the driveway to be constructed shall not exceed 5% grade per 20 feet from the edge of the travelled portion of the road, and the angle that the driveway enters the road shall be determined by the Selectmen who in their determination will be guided by safe and practical ingress and egress to the Town highway.

Underground services will require a sleeve and markers to locate it and will be referenced on a map submitted with the permit or before use of the driveway.

The undersigned further agrees that maintenance of private culverts is to be and remains forever the responsibility of the driveway owner per State Statutes.

DESCRIPTION OF CONSTRUCTION TO BE PERFORMED (ATTACH SKETCH)

Signature of applicant

APPROVAL

This permit is issued with the following directions, restrictions, exceptions, and conditions and covers only the construction described hereon and then only when the construction is performed as described.

Date of Issue

Expiration shall be two years from date of issue above.

SELECTMEN

TOWN OF SHERBURNE
RUBBISH COLLECTION PERMIT

NAME _____

The holder of this permit is hereby given permission to collect and transport to the Town of Sherburne collection site garbage, rubbish, and refuse, as described in the "Garbage, Rubbish, and Refuse Disposal Regulations" of the Town of Sherburne which was adopted June 18, 1974, by the Board of Selectmen.

The holder of this permit agrees to abide by the Town of Sherburne "Garbage, Rubbish, and Refuse Disposal Regulations" as well as all applicable Vermont State Laws.

The holder of this permit also agrees to dispose of only those products generated within the Town limits of the Town of Sherburne and only those products which are acceptable to the Contractor.

Disposal of the above described collections shall be only on those days designated by the Town of Sherburne.

The following is a list of subscribers to the collection service and will be updated in writing by the collector as needed or at the request of the Town.

Also listed below is the approximate schedule of pick-up times and routes of the collection service.

List of Subscribers

Approximate schedule of
Pick-up times and routes

SIGNED _____

DATE: _____

This permit shall be valid for a period of one year and may be renewed for a like period upon the submission of a new application. Permits may be revoked for cause at any time by the Board of Selectmen.

Date approved: _____

BOARD OF SELECTMEN