

CHELSEA ROAD & BRIDGE STANDARDS

The town of Chelsea hereby adopts the following Town Road and Bridge Standards, which shall apply to the construction, maintenance and repair of all town roads and bridges.

The standards listed here are considered minimum and are presented for purposes of guiding construction and maintenance personnel. The Selectboard reserves the right to modify the standards for a particular project, where, because of unique physical circumstances or conditions, there is no possibility that the project can be completed in strict conformance with these provisions. Fiscal reasons are not a basis for modification of the standards.

Any new road, whether or not that road is proposed to be conveyed to the town, shall be constructed according to the minimums of these standards. If any federal and/or state funding is involved in a project the VTrans district office will be notified prior to any field changes taking place that would alter the original scope of work.

Roadways

- All new or substantially reconstructed gravel roads will have at least a 15-inch thick processed gravel subbase, with the top 3 inches (minimum) being crushed gravel.
- All gravel roadways will be graded so water does not remain on the road surface. This generally means having a crown of 2% (1/4" per ft) to promote sheeting of water.
- Proper grading techniques for gravel roadways will be used to avoid creating a ridge or berm between the crown and the ditch. Any berm along the roadway shoulder that prevents the proper sheeting of water will be removed.

Ditches and Slopes

Soil exposed during ditch and slope construction or maintenance will be treated immediately following the operation. The following are minimum erosion control measures:

- Seed and mulch ditches and slopes with grades less than 3%. Place biodegradable matting and seed on ditches and slopes with grades between 3% and 8%. Stone line all ditches with grades greater than 8%.
- Whenever feasible, create parabolic (wide "U" shaped) ditches during construction and cleaning of ditches rather than narrow "V" shaped ditches. Ditches with gradual side slopes and a wide bottom are preferred.
- Parabolic ditch shaping is required if it is a part of a Town Highway Class 2 Roadway Project unless the roadway geometry or unique physical conditions prevent parabolic ditch shaping.

Culverts and Bridges

- All new driveway culverts will have a minimum diameter of 15 inches
- All new roadway culverts will have a minimum diameter of 18 inches
- Any culvert greater than or equal to 36 inches in diameter will be designed according to the latest VTrans Hydraulics Manual. End treatment (inlet or outlet) will also be evaluated in accordance with this manual.
- All bridges (structures with spans greater than 6 feet) will have waterway openings designed in accordance to the latest VTrans Hydraulics Manual.
- When installing, replacing or maintaining culverts, use appropriate techniques such as headwalls and wingwalls, where there is erosion or undermining or where it may occur.
- Install a splash pad or plunge pool at the outlet of drainage culvert where there is erosion or where erosion may occur.

Guardrail

When new road or culvert construction creates side slopes steeper than 1 on 3, guardrail will be installed according to AASHTO Roadside Design Guide.

Access Management

The town will have a process in place to review all new drive accesses and development roads. The review process may be formal (permit via 10 V.S.A Section 1111) or informal (documented on-site visit). Towns may reference Vtrans A-76 Standards for Town & Development Roads and B-71 Standards for Residential and Commercial Drives.

Training

Town highway maintenance crews will collectively attend a minimum total of 6 hours of training per year on best road management practices. The town will keep documentation of their attendance.

Several days prior to starting any digging, as per State Statute V.S.A. 30 Chapter 86, Dig Safe must be notified.

Passed and adopted by the Selectboard of the Town of Chelsea, VT on October 19, 2010.

Kenneth Colby, Chair

Erik Anderson

Carol Olsen
Chelsea Selectboard