

Richmond Selectboard Town Highway Repairs Policy

The Richmond Selectboard hereby adopts the following policy for the repair and maintenance of town highways. The Highway Department is expected to follow this policy in the execution of its duties and refer all concerns with this policy, including budgetary concerns, to the Richmond Selectboard through the Town Administrator's Office.

- ◆ The Town maintains Class 2 and Class 3 town highways on a regular basis to provide passage for a standard pleasure car.
- ◆ Any maintenance to Class 4 Town highways must be approved by the Selectboard.
- ◆ The **top priority** of the highway crew is to maintain, on a year-round basis, through-traffic in both directions on all Class 2 and Class 3 town highways.
- ◆ Access to the town highway is allowed for property owners by the Town via a local Access Permit except on State highways where a State Highway Permit must be obtained. "Property owners" are the individual(s) having the right to access the highway by constructing a road or driveway.
- ◆ The property owner is responsible for all associated materials and structures utilized to construct a new access. In some instances, the Road Foreman may require that a new culvert be installed, at the Owner's expense. Culvert deteriorated due to damage or rot will be the replacement responsibility of the property owner.
- ◆ Should the town highway be significantly repaired, upgraded, or altered, the Town will improve any access affected by the work in the town highway, except where the pre-construction access is determined to be in non-compliance with prior permits. If non-compliance exists, the property owner will be responsible for the "fair-share" cost of the improvements.
- ◆ Private culverts, bridges and traveled ways not maintained in good condition and which negatively affect the town highway road network may be noted by the Town and reported to the owners. Should damage to the town highway occur due to the insufficient operation or construction of a private access, the owners may be held responsible for the town highway repair costs, with or without prior notice by the Town of such insufficiencies.
- ◆ Private roads, driveways and properties, within of the town highway right-of-way, shall be repaired or reconstructed by the Town if the damage was caused by improper functioning of town highway infrastructure. If outside of the right-of-way, the Selectboard may authorize repair work after requested by the Road Foreman.
- ◆ Necessary tree clearing, fence removal or similar instances required within the town's right-of-way shall be determined by the road foreman except when controlled by the Tree Warden. Should trees larger than 12 inches in diameter need to be removed, the property owner will be contacted to inquire whether or not the property owner wants the wood.

Modifications to this policy shall be by formal motion of the Richmond Selectboard.
Adopted by the Richmond Selectboard on April 15, 1996.

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TOWN OF RICHMOND

RICHMOND TOWN CENTER

203 Bridge Street, P.O. Box 285

Richmond, Vermont 05477



Town of Richmond Policy for Palmer Lane (Town Highway 20)

In October of 1995 the Richmond Selectboard approved improvements to the Class 4 road that was later referred to as Palmer Lane for use as a driveway for those residents currently living there. The Selectboard at that time retained public ownership of the Class 4 Right of Way but required permission from the Selectboard prior to any further improvement to the road, and prohibited anyone from blocking the road.

In light of the approved subdivision of Donald Palmer in 2008 and the pending subdivision of Patricia Gilbert in 2015, and recognizing the probability of additional subdivisions and access requests in the future, the Richmond Selectboard hereby updates and enacts the following policy for Palmer Lane:


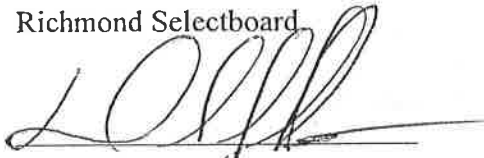
- 1) The Town of Richmond has not surveyed this road and relies on recent private owner surveys and the Vermont Agency of Transportation General Highway Map (aka the town's official highway map) for the location of the existing right of way. The town recognizes a 49.5 foot Right of Way width for the entire length of the Class 4 road, improved or not.
- 2) The Town of Richmond will not maintain the road during the Winter months, but recognizes that the Town of Hinesburg has plowed snow through the existing 300 feet or so of improved road in the Town of Richmond, utilizing a "turn around" provided on Palmer Lane. The Town of Richmond will negotiate with Hinesburg to convert this practice into a formal agreement.
- 3) The Town of Richmond will not provide normal or routine maintenance during the Summer months. However, in the event of a catastrophic event, such as a major flood, the town will restore access across the improved portion of the road. Maintenance of the improved portion of the road shall be the responsibility of all lots utilizing the Class 4 road for access. Lack of a shared agreement on maintenance shall not compel the Town of Richmond to provide maintenance.
- 4) Patricia Gilbert is hereby granted permission to improve and utilize an additional 200 feet of the road, more or less, as shown on her plan for a four-lot subdivision granted preliminary approval by the Development Review Board in July of 2015. This new section shall be built with a 24 foot width but otherwise in accordance with the plan dated 4.15.2015 from Lamoureux and Dickinson. This in no way restricts the public Right of Way from travel by others, and no one shall block or restrict the public Right of Way at any point.
- 5) Patricia Gilbert shall, where practicable, improve the travel width of the existing improved section of the road to a uniform 24 foot width from the town boundary with Hinesburg to the new section as shown on the plan dated 4.15.2015 from Lamoureux and Dickinson. The Town of Richmond has no short-term plans to

convert this Class 4 road into a Class 3 road, but cannot ignore the increasing traffic levels which require more width than exists currently. Conversion to a Class 3 roadway shall not, in any event, take place until the section of improved Class 4 meets the town's Rural Road specifications including appropriate width of Right of Way and travel lanes.

- 6) Tree removal within the Class 4 Right of Way is approved for this work, however, decisions on whether widening is impracticable or not shall be made by the Town Highway Foreman and Town Manager, appealable to the Selectboard. Failure to complete the required road improvements shall result in withholding of Certificates of Occupancy for any structures on the new lots from the aforementioned subdivision.
- 7) Decisions on the formal name of the road are made by the Richmond Selectboard.
- 8) This policy shall be recorded in the Highway records by the Town Clerk.

Approved September 2015

Richmond Selectboard



OFFICE OF TOWN CLERK AND TREASURER

RICHMOND, VERMONT 05477

May 18, 1987

Richmond Planning Commission
Richmond, Vermont

Re: General Policy of acceptance of Class 4 Highways

The General Policy of the Town of Richmond to take over maintenance of a Class 4 road shall be that improvements to any Class 3 roads will be the responsibility of the developer/and or land owner, to make all necessary improvements. These improvements are to meet current Town Road Specifications for acceptance. During the construction period, and from one year thereafter of completion, it shall be the land owner or developers responsibility to maintain said road.

Before changes are made on any Class 4 roads there shall be discussions with the Board of Selectmen regarding the future of these roads.

Any development along Class 4 Roads shall require access permits to be reviewed and signed by the Board of Selectmen.

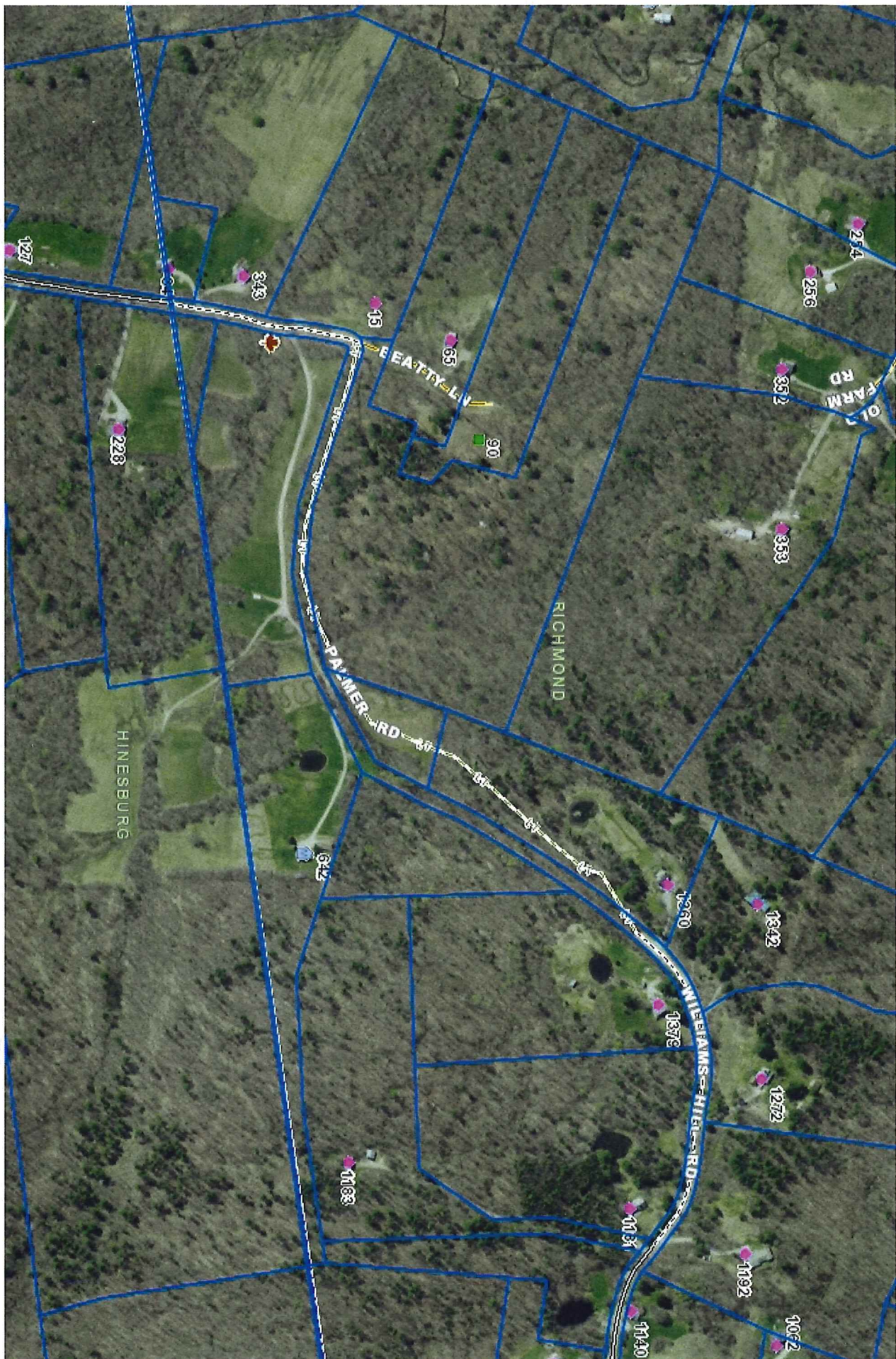
Roger Bombardieri
Carl H. Rose
Neil Boyer

TOWN OF RICHMOND-BOARD
OF SELECTMEN

SIGNED THIS 18th DAY OF MAY, 1987.

ATTEST: Paulita F. Irish

PAULITA F. IRISH
TOWN CLERK



0.17

0

0.08

0.17 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. E911 and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

November 4, 2020



Town Line
 Normal Parcel Line
 Stream Centerline
 Water Body Edge

Public Auto Road Edge
 Public Primitive Road Edge
 Class 4 Road (C4) or Legal Trail (LT)
 Private Road Centerline

Parcel Lines

