

# RANDOLPH

GEOGRAPHICALLY THE CENTER OF

VERMONT

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OFFICE OF TOWN MANAGER

## RANDOLPH ROAD ADOPTION POLICY ADOPTED JULY 2, 1996

### I. Purpose

The process of the laying out, altering, discontinuing or changing rights of way is governed by State Statute - Title 19, Chapter 7. The town and the applicants shall follow this procedure in any adoption of a town road. This process includes:

- A. Petitions
- B. Notice and Hearing
- C. Survey and Recording

The purpose of the Randolph Road Adoption Policy is to provide the Randolph Selectboard and people interested in developing land in Randolph or who are interested in having the Town take over the maintenance on a road in Randolph with guidelines on how and under what conditions the adoption of a new Town Road may occur. In implementing the Randolph Road Adoption policy, the Selectboard will be careful to follow the guidelines of the Town Plan. Nothing in this policy shall be interpreted to mean that highway equipment and personnel will not be available on an emergency basis for private roads. Nothing in this policy gives rise to the right to have the Town take over a road.

### II. Definitions

A. **Road:** For the purpose of this policy, a road is defined as a way that has been constructed for public travel over land which has been restricted for such use by deed, easement, or fee interest. The term "road" includes rights-of-ways, bridges, drainage structures, signs, guardrails, vegetation, scenic enhancements, and structures.

B. **Driveway:** For the purpose of this policy, a driveway is defined as the access route to a home or business that has been constructed largely for private travel over land which has been restricted for such use by deed, easement, or fee interest, and which serves three or fewer houses and/or businesses.

### III. Requirements

A. **Technical Standards:** All roads that are to be considered for adoption in Randolph must meet the minimum standards for road construction described in the Vermont Agency of Transportation Rural Highway Typical Sections A-21 and A-22.

**B. Development Review Board Approval:** All new roads that are to be considered for adoption in Randolph that fall under the Subdivision regulations must first have been approved by the Development Review Board as subdivision roads, and have complied with any conditions that have been set as part of that approval process.

#### **IV. Required Information**

**A. New Roads:** A person or persons that want to request that a new road be adopted by the Town as a Town Road must provide the Selectboard with the following information:

- 1) The design of the proposed road that includes all surface and subsurface improvements: base and surface construction, signs, vegetation, rights of way, easements, or other restrictions, wetlands, streams, culverts, bridges, and other details;
- 2) A map of the surrounding area that includes properties affected by the road with a list of property owners;
- 3) Applications made to and decisions made by the Randolph Planning and Zoning Board.
- 4) The date by which the road can be expected to be completed;
- 5) The cost of construction; and
- 6) A performance bond equal to the cost of construction that will remain in escrow for one year after adoption or one year after the road is completed, whichever comes later.
- 7) A narrative statement describing how the criteria in V.(A) 1-7 are met.
- 8) An agreement to deed the Town the right of way required for the road.

**B. Existing Roads:** A person or persons that want to request that a road that has already been constructed, or has otherwise been in existence prior to the petition for Town adoption be adopted by the Town must provide the Selectboard with the following information:

- 1) The layout of the existing road that includes all known surface and subsurface improvements: base and surface construction, signs, vegetation, rights of way, easements, or other restrictions, wetlands, streams, culverts, bridges, and other details;
- 2) A map of the surrounding area that includes properties affected by the road with a list of property owners;
- 3) Applications made to and decisions made by the Randolph Planning and Zoning Board.
- 4) A performance bond equal to the cost of construction of a similar road (to be determined by the board) that will remain in escrow for one year after adoption.
- 5) A narrative statement describing how the criteria in V.(A) 1-7 are met.
- 6) An agreement to deed the Town the right of way required for the road.

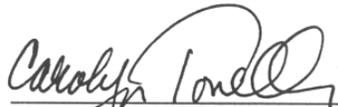
#### **V. Criteria for Review**

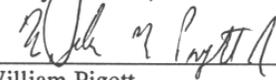
**A.** When considering a new or existing road for adoption that has met the terms of Sections II, III, and IV above, the Selectboard shall apply the following criteria. If the proposed road meets a minimum of six of the criteria, then the board in its discretion may vote to adopt the road as a Town Road. If a road does not meet at least six of the criteria, however, then the road will not be adopted as a Town Road.

- 1) The road serves the general public with ingress and egress from two separate points in such a way as to make travel by the general public safer and/or more convenient.
- 2) The road encourages compact development by being located in any of the five areas with concentrated population of the Town of Randolph: The Village of Randolph, Villages of Randolph Center, the Village of East Randolph, South Randolph, or North Randolph.
- 3) The road would be eligible for state aid as a Class III road at a minimum.
- 4) The road or the development it serves is not located on prime agricultural or forest land as defined by the Soil Conservation Service and/or the Two Rivers Regional Commission and depicted on the maps filed in the Town Office.
- 5) The road would be cost-effective to maintain; the highway taxes\* generated by the uses and structures on the road would more than offset the town annual maintenance and reconstruction costs.
- 6) The road serves at least six residential, industrial and/or commercial structures or uses.
- 7) The road will be used for year-round travel.

\* Highway tax assessments can be determined by the percentage of the General Fund that the Highway Fund constitutes.

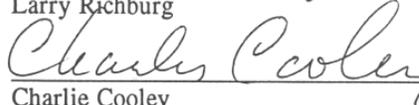
Adopted 7/2/96

  
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Carolyn Tonelli, Chairman Selectboard

  
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William Pigott

  
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John Hannah

  
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Larry Richburg

  
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Charlie Cooley