

4/14/13

ORANGE TOWN HIGHWAY CONSOLIDATED ORDINANCE

The Selectmen of the town of Orange, County of Orange, State of Vermont, in accordance with the authority invested in them by virtue of Title 24, Section 1972 through 1976 of the Vermont Statutes Annotated, hereby adopt the following Orange Town Highway Ordinance.

This ordinance is in furtherance and support of the proper accomplishment of responsibilities and the discharge of authority prescribed by 19 V.S.A. Chapter 7, Laying Out and Discontinuing Highways by Local Authorities.

This new consolidated ordinance shall incorporate by reference the following preexisting Town ordinances, which preexisting ordinances shall hereafter be part of the Orange Town Highway Consolidated Ordinance and shall be located in the Appendix (A) to this ordinance:

Street Naming:

Ordinance #9 1996 Street Naming and Street Addressing

Snow Clearing Clearing Restrictions:

Ordinance #7 2011 Snow Disposal Restricted; Penalty.

Obstruction of Highway:

Ordinance #8 2011 Obstruction of Highway

Overhead Wires:

√ Ordinance #6 1991 Overhead Wires

The following Town Ordinances shall expired as of the date that this Orange Town Highway Consolidated Ordinance is adopted by the Town:

Speed Limits:

Ordinance #2 1981 Speed Limits on Town Highways 1, 2, and 3.
Ordinance #4 1988 Speed Limits on Town Highways 4, 26, and 27.
Ordinance #10 1998 Speed Limits on US Rt 302 and Vt Rt 110 in the Town of Orange.
Ordinance #11 1999 Speed Limits on Unpaved Town Highways.

This purpose of this consolidated ordinance is to establish and to clarify the standards of construction and the authority of the Selectboard and their agents with regard to the Town Highways. All other ordinances and regulations adopted by the Town of Orange shall remain in full force and effect unless specifically superseded by this consolidated ordinance.

1.00 GENERAL

The Selectboard may, at its discretion, modify the requirements contained herein if their strict enforcement would cause undue hardship due to unusual conditions, provided the general objectives of these requirements are satisfied.

Compensation for damages to town highways caused by acts of noncompliance with this highway ordinance may be assessed against violators by the Selectboard.

2.00 ROAD CLASSIFICATION

Town roads are classified as Class 1, Class 2, Class 3 or Class 4 highways in accordance with 19 V.S.A. § 302. An official town highway map supplied by the State Agency of Transportation shall be available for inspection in the Town Hall office.

2.01 ROAD RECLASSIFICATION

The selectmen shall periodically review the town highway classifications, taking into consideration increasing highway need, changing traffic patterns and growing populations, including identifications of key roads that link towns and major arteries. Selectmen may also discontinue certain highways, either classifying them as trails while retaining a right-of-way or abandoning any claim to a right-of-way. The Selectmen shall hold a public hearing concerning the proposed road reclassification and public notice of the proposed road reclassification shall be given 15 days prior to the scheduled hearing.

2.02 HIGHWAY CONSTRUCTION AND MAINTENANCE

Road and related improvements shall be constructed or installed in accordance with sound engineering practice and this highway ordinance.

The selectmen shall institute and periodically review and update a town road management plan in making decisions about preventative maintenance and road improvements. The plan shall include but not be limited to considerations of scenic areas and places of local historical significance, signs, bridges, etc.

2.03 CLASS 4 ROADS AND TRAILS

A. Definition - Class 4 highways are all other highways not falling under definitions of class 1, 2 and 3 highways. Class 1, 2, and 3 are defined for the purpose of receiving state aid and are passable with a pleasure vehicle on a year-round basis.

Trail means a public right-of-way which is not a highway and which:

- a. previously was a designated highway having the same width as the designated town highway, or a lesser width if so designated, or
- b. a new public right-of-way laid out as a trail by the Selectboard for the purpose of providing access to abutting properties or for recreational use.

B. Existing Use - Existing rights-of-way of class 4 highways and trails as of the date of adoption of this ordinance shall be retained by the Town for purposes of recreational multi-use activities, access to private property, and agricultural and forest management.

C. Maintenance - The Town shall not provide any maintenance or upkeep on trails.

- (i) Permission for repair, maintenance, improvement, or restoration by private parties shall be only with the permission of the Selectboard. The road shall be left in as good or better condition as when permission is granted.
- (ii) The Town shall not provide any summer maintenance of class 4 highways except for the maintenance of bridges, culverts and ditches and to control erosion of highways or runoff to adjacent property, and removal of obstructions as required by necessity, and the public good and convenience of the inhabitants of the town.
- (iii) The Town shall not provide any winter maintenance on class 4 highways and trails. Plowing by private parties shall be only with the permission of the Selectboard.
- (iv) Any winter plowing of a class 4 road allowed by Selectboard to parties other than a municipality shall not nullify the privileges under 23 V.S.A. § 3206 (b)(2).

D. Control - The Selectboard shall exercise control of class 4 highways and trails to ensure their integrity as a public right-of-way by means which may include, but are not limited to, the following:

- (i) Establishment of vehicle weight limits;
- (ii) Prohibition or restriction of wheeled vehicle use during mud and snow season; signs and barriers may be utilized to accomplish this purpose;
- (iii) Requirements for temporary permit for heavy equipment access may be imposed and the stipulation included that any highway damaged will be repaired by or at the expense of the user; posting of bond or other security to guarantee that repairs are made may be required as a condition of any permits;
- (iv) Speed limits may be established.

E. Change in classification - Class 4 highways may be reclassified to trail status, discontinued, or upgraded to class 3 or higher status. Trails may be discontinued or upgraded to class 4 or higher status. Reclassification will be done in accordance with 19 V.S.A. §§ 708-714 and upon findings by the Selectboard that the public interests will be substantially advanced by such change in status and that reasonable measures are taken to replace, substitute, or avoid the loss of public and commercial travel, intrinsic aesthetic and recreational value, or other public interests afforded by the existing class 4 highway or trail.

At a minimum, no class 4 highway or trail may be upgraded in status or discontinued without the permission of the Selectboard. Selectboard may require an alternative travel easement or right-of-way replacing the travel route upgraded or discontinued to insure that users and landowners have uninterrupted access.

The Selectboard may require that the cost of upgrading a trail to a class 4 highway or a class 4 highway to a class 3 highway be assigned to the petitioner(s).

F. New Structures - New structures on lots fronting on a class 4 highway are subject to the requirements of applicable town ordinances.

2.04 RIGHT-OF-WAY ACCESS

Selectboard shall control access into the road right-of-way for the installation or repair of utilities and for access of driveways, entrances, and approaches (see Section 5.00).

Notwithstanding the above, nothing herein shall be deemed to negate or repeal the effect of any other Town Code or Ordinance relating to permit requirements for working in or adjacent to highway rights-of-way

2.05 OVERWEIGHT VEHICLES

Pursuant to 23 V.S.A., Chapter 13, Subchapter 15, vehicular use of highways and bridges is subject to limitation and regulation regarding gross vehicle weights, tire and axle weights, and overall length and width.

Written approval of the Selectboard, or their authorized agent, may be granted for vehicles exceeding posted load limits for use or travel over highways. The Selectboard may require compensation for wear and tear on highways anticipated or caused by use of highways in excess of the legal weight and size limitations. Vehicles used for agricultural or forest management shall not be held to a higher standard than other vehicles. The Selectboard may negotiate with the applicant for compensation of estimated road damages. Only after both parties agree to the terms will written approval be issued. The select board, or authorized agent, will inspect the proposed route both before and after the trucking operations. Probable damages to culverts, bridges, road surfaces and bases will be considered in the estimate.

Before issuing an overload permit, the selectmen shall also consider weather conditions and seasons of the year.

In addition to anticipated wear and tear, any and all damages to the highway, bridges, culverts and related structures caused by overload by applicant or by his negligence are the responsibility of the applicant and shall be repaired under the supervision of the Selectboard or authorized agent and at the expense of the applicant. Failure to repair said damage will result in the town completing the work and billing the applicant.

2.06 POSTING

No highway of any class may be intentionally closed by a gate or other obstruction except upon approval of the Selectboard. 19 V.S.A. § 1105. The Selectboard may post a road in accordance with 19 V.S.A., § 1110. The Selectboard may post a highway for the purposes of preserving the integrity of the road. 19 V.S.A. § 304.

2.07 SPEED LIMITS

Pursuant 24 VSA Chapter 59, 23 VSA 1007, and 13 VSA 7251 the maximum speed limits for any vehicular traffic on the Town of Orange Highways shall be as follows:

- A. For all UNPAVED Town of Orange Highways the maximum speed limit shall be 35-MPH.
- B. For any vehicular traffic on US Route #302 and Vt.Route #110 within the Town of Orange the maximum speed limit shall be the same as the limits established by the State of Vermont.

TO WIT:

- i. The maximum speed limit on Route 302 shall be 50-MPH unless otherwise posted from Barre Town Line to the Topsham Town Line. The maximum speed limit of 40-MPH from 0.18 + or - miles west of TR#4 (mp 1.65 + or -) extending easterly to 0.18 + or - miles easterly to 0.8 + or - miles east of TR#24 (mp 2.00 + or -).
 - ii. The maximum speed limit shall be 50-MPH unless otherwise posted from Barre.
- C. Unless otherwise posted for any vehicular traffic on Town Highway #2 (Tucker Road) from the intersection of US Route #302 and the intersection of Vt. Route #110 the maximum speed limit shall be 40-MPH.
 - D. Unless otherwise posted for any vehicular traffic on Town Highway #1 (Reservoir Road) the maximum speed limit shall be 35-MPH, except from (mp 0.443 + or -) to (mp 2.462 + or -) the speed limit shall be 50-MPH.

E. PENALTIES:

- i. This is a civil ordinance which shall be enforced in accordance with the provisions of 24 VSA 1974a and 1977 st.seq.
- ii. The penalty for violation of any of the above speed limits shall be that set by the Schedule of Fines established for the State of Vermont.

F. ENFORCEMENT OFFICIALS:

- i. Issuing officials shall include any Vermont Law Enforcement Officer or any certified Town of Orange Constable.

3.00 TOWN ROAD AND BRIDGE STANDARDS

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

The standards listed here are considered minimum and are presented for purposes of guiding both

construction and maintenance personnel and apply to construction projects and repair and maintenance activities. The standards include three types of management practices and are designed to: ensure the safety of the traveling public, minimize damage to road infrastructure during flood events, and enhance water quality protections by minimizing sediment delivery to surface waters and/or wetlands.

The select board reserves the right to modify the standards for a particular project, repair, and/or maintenance activities, where, because of unique physical circumstances or conditions, there is no possibility that the project or activities can be completed in strict conformance with these provisions. Any modifications to the standards must be done in a manner that protects the underlying intent of the management practice, be it public safety, flood hazard avoidance, or water quality protection. Fiscal reasons are not a basis for modification of the standards. Questions about modifications to these standards should be directed to the VTrans District Office.

The Town of Orange must comply with all applicable state and federal approvals, permits and duly adopted standards when undertaking road and bridge activities and projects.

Any new road regulated by and/or to be conveyed to the Town of Orange shall be constructed according to 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 12-inches thick processed gravel sub-base, with an additional 3 inches (minimum) top course of crushed gravel.
- All new or substantially reconstructed paved roads will have at least a 15 inches thick processed gravel sub-base.
- All roadways will be graded so water does not remain on the road surface. For roadways that are not super-elevated, this generally means a 2-4% (1/4" - 1/2" per ft) crown for gravel roads and a 1-2% (1/8" - 1/4" per ft) crown for paved roads 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, repair, and/or maintenance will be treated immediately following the operation and temporary erosion prevention and sediment control practices must be installed and maintained during construction activities and until the ditch or slope is permanently stabilized. The following are minimum erosion control measures. Careful attention shall be given to areas vulnerable to erosion and immediately adjacent or discharging to surface waters and/or roadway drainage facilities:

- Seed and mulch all ditches with grades less than 5% when undertaking projects or repairs or maintenance activities that result in exposed soil. Vegetation must be established and monitored. If vegetation is not established within 10 days of placement, install biodegradable non-welded matting with seed.
- Stone line all new or reconstructed ditches or whenever soils are disturbed by maintenance activities with grades equal to and greater than 5%; alternatively, install stone check dams. The check dams shall meet criteria outlined in the "Standard and Specification for Check Dams," from the Vermont Standards and Specifications for Erosion Prevention and Sediment Control. Specifically, dams shall be placed so that the crest of the downstream check dam is at the same elevation as the base of the upstream dam.
- Create parabolic (wide "U" shaped) ditches when constructing new or substantially reconstructing ditches, rather than narrow "V" shaped ditches wherever lateral space allows. Ditches with gradual side slopes (maximum of 1:2, vertical to horizontal ratio) and a wide bottom (at least 2 feet) are preferred. Use biodegradable, non-welded matting to stabilize side-slopes where slopes are greater than 1 : 2 and less than 1 : 1 ½; apply seed and mulch to any raw or exposed side-slope if slopes are less than 1:2.
- All ditches should be turned out to avoid direct outlet into surface waters. There must be adequate outlet protection at the end of the turnout, either a structural (rock) or vegetative filtering area.
- If in the best professional engineering judgment of the VTrans Operations Division, there is a cost effective ditch treatment that will meet the intent of the management practices described above, but represents a departure from these standards, the municipality may implement the more cost effective alternative with the professional recommendation submitted in written form to VTrans prior to executing the work.
- When constructing new or substantially reconstructing side slopes, use appropriately sized stone armament on slopes that are 1:1½ or greater. If perennial streams are affected by the toe of slope the project must conform to the statewide Stream Alteration standards.

Culverts and Bridges

- Repair or replacement of existing culverts and new culverts must have a minimum diameter of 18 inches.

- Repair or replacement of existing bridges and culverts and new bridges and culverts shall be designed in accordance with the VTrans Hydraulics Manual, and in the case of perennial streams, conform to the statewide Stream Alteration standards.
- All new driveway culverts will have a minimum diameter of 15 inches and shall be constructed of 18 gauge galvanized steel.
- When installing or replacing 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 new or repaired drainage culverts where there is erosion or where erosion may occur. Splash pads and plunge pools are not appropriate for use in streams supporting aquatic life.

Guardrail

When roadway, culvert, bridge, or retaining wall construction or reconstruction projects result in hazards such as foreslopes, drop offs, or fixed obstacles within the designated clear-zone, a roadside barrier such as guardrail must be installed. The most current version of the ASSHTO Roadside Design Guide will govern the analysis of eh hazard and the subsequent treatment of that hazard.

Access Management

The town will have a process in place to review all new drive accesses and development roads where they intersect Town roads, as authorized under 19 V.S.A. Section 1111. The Town of Orange shall utilize the VTrans A-76 Standards for Town & Development Roads and the VTrans B-71 Standards for Residential and Commercial Drives; and the VTrans Access Management Program Guidelines for other design standards and specifications.

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.

4.00 MINIMUM STANDARDS FOR THE CONSTRUCTION OF NEW CLASS 3 ROADS AND THE MODIFICATION OF EXISTING CLASS 3 ROADS

Roads and streets vary in their functional use. The standards by which a highway is constructed are important to its proper functioning. As the quantity of traffic in a road increases, so must the standards change. Consequently, the standards which follow are considered minimum standards and are subject to modification by the Selectboard after a study of local conditions requiring changes.

Requests for waiver or any portion of these standards shall be made in writing to the Selectboard.

Vermont Agency of Transportation Standards A76 and B71 (see Appendix C) and any future amendment or modification thereto including any future amendment or modification of the VTrans Access Management Program Guidelines are hereby adopted and enforced as supplemental criteria under this ordinance.

4.01 RIGHT-OF-WAY WIDTH

The right-of-way shall be a minimum per 19 V.S.A. §702 of 3 rods (49.50 feet) in width with wider slope and drainage rights if deemed by the Selectmen. The center line of the road is to be located in the center of the right-of-way. The right-of-way conveyed shall intersect at least one existing class 1, 2, 3 or State Highway.

4.02 TRAVELED WAY WIDTH

The minimum traveled way width of a road shall be 24 feet not including shoulders.

4.03 CLEARING

Right-of-way is to be cleared a minimum of 40 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, so that base of road is on hardpan, gravel, ledge or properly compacted fill.

4.04 SUBGRADE

Ledge and boulders shall be removed to at least 18 inches below subgrade and replaced with sand or bank run gravel.

All loam, muck, stumps and other improper foundation material shall be removed from within the limits of the fully extended road shoulders. In embankment areas, suitable foundation material shall be placed in one foot layers and compacted to form a stable subgrade.

The subgrade 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 Selectboard. Compaction is required on any portion of the subgrade which has been disturbed by excavation or which has been filled during the construction of the subgrade. All ditches and drains will be constructed so that they effectively drain the subgrade prior to the placement of any base material. An additional 6 inches of sand cushion shall be placed over any clay subgrade.

4.05 WET AREA

If the proposed road is in a wet area, Selectmen may require additional gravel plus sand cushion, filter fabric and underdrain to insure a stable road.

4.06 SUBBASE

The subbase shall be composed of 15 inches of compacted gravel installed in two 6 inch lifts with maximum stone size of 4 inches. The cross section and grade of the subbase shall conform to those of the finished surface.

4.07 UPPER BASE

All streets will receive a 6 inch upper base course of compacted crushed gravel as defined by the book "Vermont Standard Specifications for Construction"

4.08 SHOULDERS

Shoulders shall be a minimum of two feet in width on a side and shall be constructed to the same specifications as the subgrade, subbase and base. Shoulders shall be a minimum of four feet at guardrail sites.

4.09 GRADES

Highway grades shall be at least 1 percent but not more than 10 percent unless paved or double tacked. In no case shall grade exceed 12 percent unless authorized by the Selectboard. Finished grades (transverse and longitudinal) shall be smoothed to eliminate sharp dips in traveled surface and, as may be necessary, to permit efficient snow removal and proper drainage.

The maximum grade with 50 feet of an intersection shall be 4 percent.

4.10 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.

4.11 SIGNING

Street signs shall be in conformance with the Manual on Uniform Traffic Control Devices (MUTCD) and paid for by the developer.

4.14 BRIDGES

Plans for bridges must be submitted for review prior to construction. Construction will be authorized only after a review by the State Agency of Transportation indicates that the bridge will meet all applicable Vermont Agency of Transportation Specifications.

4.15 UPGRADING CLASS 4 ROADS

The standards used to upgrade a Class 4 Road to a Class 3 Road shall be the same standards that are used to to construct a new Class 3 Road as setout in this section.

5.00 DRIVEWAYS, ENTRANCES AND CONSTRUCTION WITHIN RIGHT OF WAY

5.01 HIGHWAY ACCESS PERMIT

All construction within the Town of Orange highway right of way requires approval by way of a Highway Access Permit which may contain specific directions, restrictions and/or conditions. The highway access permit application form is found in Appendix (B) of this ordinance.

The Town of Orange shall utilize the VTrans A-76 Standards for Town & Development Roads and the VTrans B-71 Standards for Residential and Commercial Drives; and the VTrans Access Management Program Guidelines for other design standards and specifications.

5.02 DRAINAGE

Driveways cannot interrupt the natural or ditch line flow of drainage water. In some cases where shallow ditch lines or natural drainage courses exist, driveways may be swelled at a point beyond the road shoulder to accommodate the flow of storm water. In all other cases, driveways must have sufficiently sized culverts installed. In no case shall the culvert pipe under a driveway be less than a 15-inch diameter pipe unless otherwise determined by the Selectboard.

Under no circumstances shall a driveway permit allow construction which will result in drainage or washing directly out to a town highway. In the event a driveway causes damage to a town highway through improper construction, maintenance, or grading, it shall be the responsibility of the property owner to make necessary repairs upon notification in writing by the town. In the event such repairs as are required are not made within 30 days, the Town shall take whatever steps are necessary to insure the interests of the Town and shall bill the property owner for any expenses involved.

5.03 SIGHT DISTANCE

An all season safe sight distance of 200 feet in each direction must be present for a driveway permit to be issued.

Driveways shall intersect the roadway at a preferred angle of 90 degrees but in no case shall the intersecting angle be less than 50 degrees.

No driveway will be permitted to be constructed within 100 feet of an intersection street and 150 feet is desirable.

APPENDIX

(A): INCORPORATED ORDINANCES

(B): HIGHWAY ACCESS PERMIT APPLICATION

(C): A-76 STANDARDS FOR TOWN & DEVELOPMENT ROADS
B-71 STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

Passed and adopted by the Select Board of the Town of Orange, State of Vermont on
April 14, 2014, 2014

Select Board: *Raymond J. Allen* _____
[Signature] _____
George J. Udell _____

Appendix A

Orange Town Clerk and Treasurer

P.O. BOX 233 EAST BARRE, VT 05649

802-479-2673 WWW.ORANGEVT.ORG

ORDINANCE # 5 – BURNING & FIRE PERMITS

If a person starts an outside fire without a permit and the fire gets out of control and a Fire Department must be called, the person will be liable for all costs incurred.

ORDINANCE # 6 – OVERHEAD WIRES

Any utility installing wires and or cables shall be buried or the overhead clearance shall be 18 feet to cross any town highway. These utilities may include but not limited to Cable TV, Tele Comm., Elect. Service, Fire Alarms, Radio Comm. Etc.

These ordinances were adopted at the Selectmen's Meeting of May 14th, 1991 and will become effective on July 30th, 1991.

Ronald L Mulhern

Robert L Barnes

George Wild, Jr.

Selectmen

#7

Snow Disposal Ordinance

ARTICLE I: Authority.

This ordinance is adopted by the Selectboard of the Town of Orange under authority granted in 24 V.S.A. § 1971 (Title 24, Chapter 59, Section 1971), the power to adopt, amend, repeal, and enforce ordinances.

ARTICLE II: PURPOSE.

This ordinance is enacted to promote the health, safety and general welfare of the inhabitants of the Town of Orange.

ARTICLE III: PROHIBITED ACTS

No person, partnership or corporation shall throw, shovel, deposit or cause to be thrown, shoveled, propelled or deposited snow or ice from private property onto the travelled portion of any public highways.

ARTICLE IV: PENALTIES AND CIVIL ENFORCMENT

Whenever, in the judgment of the Selectboard, snow has been cleared from a driveway, parking lot, roadside parking area, lawn or other residential, commercial, agricultural, or industrial property and deposited within the traveled portion of any town road or highway, the owner of the property from which the snow or ice was cleared shall be cited for a violation. After a hearing the Selectboard can assess a penalty of up to \$200.00 per violation to cover cost of snow removal by Town Equipment.

ARTICLE V: REPEAL OF INCONSISTENT PROVISIONS

All ordinances or parts of ordinances, resolutions, regulations, or other documents inconsistent with the provisions of this ordinance are hereby repealed to the extent of such inconsistency.

ARTICLE VI: SEVERABILITY

This ordinance and its various parts, sentences, sections, and clauses are hereby declared to be severable. If any part, sentence, section or clause is adjudged invalid, it is hereby provided that the remainder of this ordinance shall not be affected thereby.

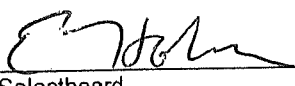
ARTICLE VII: EFFECTIVE DATE

This ordinance shall become effective 60 days after the adoption date shown below.

Adopted this 9 day of MAY, 2016.


Selectboard CHAIRMAN


Selectboard


Selectboard

Ordinance #8: Obstruction of Highway

Any vehicle parked in the traveled portion of any Town Highway shall be considered a safety hazard and an obstruction to maintenance of the town highways. The owner shall be cited for the violation. Violators shall be prosecuted pursuant to 4 V.S.A. 441, 24 V.S.A. 1974 and 13 V.S.A.7251. A fine of \$25.00 per day shall be assessed for each day in which the vehicle remains in violation. The Town may remove said vehicle and recover the cost of removal in addition to any fines.

Adopted this 8th day of August, 2011.

Town of Orange Board of Selectmen
David L. Childs, Chairman
George Wild, Jr.
Brian O'Meara

~~19~~
TOWN OF ORANGE
ORDINANCE REGARDING
STREET NAMING AND STREET ADDRESSING

SECTION I - PURPOSE

In accordance with 24 VSA Ch 61 2291(16) the Board of Selectmen of the Town of Orange hereby establishes the following ordinance in order to develop a more uniform street naming and street addressing system throughout the Town of Orange to enable people to locate addresses effectively for providing emergency services and deliveries.

SECTION II - STREET NAMING

Each street or road shall be assigned a name by the Board of Selectmen that is separate and distinct from any previously assigned name in the Town of Orange.

SECTION III - GENERAL NUMBERING SYSTEM GUIDELINES

Highways to be officially named by the Board of Selectmen of the Town of Orange shall be measured in segments of fifty two point eight (52.8) feet per mile from a designated starting point.

Low numbers shall start nearest the intersection and increase as they head away from the starting point.

Odd numbers shall be assigned to the left side of the street and even numbers to the right as they head away from the starting point.

All numbers shall be assigned in relation to the center of a driveway or entrance to a location.

All numbers shall be properly affixed on or near the front door or in some other manner as to be visible from the street. If a building or dwelling is situated in such a way that the numbers cannot be easily seen from the street in front of said structure then a sign or number post must be used at drive entrance.

A multiple unit structure composed of two (2) or more units shall bear one number for the principal building and each unit shall affix a letter or number suffix.

SECTION IV - STREET SIGNS

The Board of Selectmen, upon adoption of this Ordinance, shall institute a program for the installation and maintenance of street name signs in accordance with the names established by this Ordinance.

All signs shall conform to the Manual of Uniform Traffic Control Devices for Streets and Highways.

All street signs shall be installed and maintained to the highest degree possible allowed by budget considerations.

The Town shall make available to all residents one set of WHITE numbers on GREEN fiberglass.

Other combinations of colors are permissible at the owners expense and must be on contrasting background.

SECTION V - PENALTIES

In the event that the owner or occupant or person in charge of any house or building refuses to comply with the terms of this ordinance by failing to affix the number assigned within sixty (60) days after notification, or by failing, within said period of sixty (60) days to remove any old numbers affixed to such house or building or elsewhere, which may be confused with the number assigned thereto, a fine of \$10.00 for each day of non-compliance with the terms hereof shall be levied against the property owner. In addition, the Board of Selectmen or its agents or employees shall have the authority to enter the premises of any house or building not in compliance with the terms of this ordinance and install a sufficient sign or numbering post in accordance with the provisions hereof and to charge the property owner all reasonable costs and expenses associated there with.

SECTION VI - NOTICE AND IMPLEMENTATION

Public Notice:

The Board of Selectmen shall make reasonable efforts to ensure that the public is notified of the existence of the Ordinance for Street Naming and Street Addressing.

SECTION VII - SEVERABILITY

If any portion of this Ordinance and Amendments is held unconstitutional or invalid by a court of competent jurisdiction, the remainder of this Ordinance and Amendments shall not be affected.

ADOPTED 11-19-96
POSTED AND PUBLISHED Washington World Oct 30, 1996
EFFECTIVE DATE Jan 18, 1997

BOARD OF SELECTMEN

Ronald J. Mully
George J. Mully
