ARTICLE IV – Unpaved Roads Program

(revised September 12, 2016)

Section 4.0 Rural Rustic Roads

1. Program Eligibility

The Rural Rustic Roads program is a pave-in-place program for existing public roadways. The program does not allow for any improvements outside of the existing right-of-way, or any site or drainage improvements beyond the front slope of the ditch—except for replacement of substandard driveway culverts within State-permitted driveways.

The following minimum criteria must be met to apply for inclusion on the paving list:

- **a.** Must be an unpaved roadway already within the State Secondary System.
- **b.** Must carry no less than 50 VPD and no more than 1,500 VPD.
- **c.** Must have a minimum of 18 feet of travel width.
- **d.** Must have a minimum of 30 feet prescriptive right-of-way (50' preferred).
- **e.** Must have a minimum of 3 occupied residential units accessing the roadway.
- **f.** Must be outside of the County's DSDs, and have agricultural or low-density residential zoning.
- **g.** Must have a signed petition of support from all property owners accessing the roadway.

2. Application Process

- **a.** Applications and all requested supporting documentation are due by December 1st of the application year, to be evaluated and considered for the next SYIP.
  - i. Applications are available on the County's website, or from the Transportation Division.
  - ii. Only a property owner(s) accessing their property from the roadway in question may apply for the program.
- **b.** Applications and supporting documentation shall be submitted to the Transportation Division for review and evaluation.

3. Evaluation Process

- **a.** The Transportation Division will verify all information in the application and supporting documentation is accurate and complete.
- **b.** Verified packages will be forwarded to VDOT for concurrence of eligibility.
- **c.** Applications determined eligible by the County *and* VDOT shall be evaluated by the County using the criteria and scoring tool published in the Rural Rustic Roads/ Rural Addition Assessment and Prioritization Project report, dated June 2015.
- **d.** Evaluations and scores shall be presented with a staff recommendation to the Board of Supervisors during the SYIP public review and public hearing process.
- **e.** Projects shall move forward in general conformance with Section 4.2, as determined by the Board of Supervisors upon adoption of the SYIP.

Section 4.1 Rural Addition Roads

1. Program Eligibility

The Rural Additions program is a program to move eligible private, residential streets into the State's public Secondary Road System. To be accepted into the Secondary Road System, the road must meet minimum requirements for the use of State maintenance funds. Sub-standard roadways can be considered for inclusion in the system if they meet minimum qualifications, a funding source for improvements is identified, and they are programmed for construction in the SYIP to be brought into conformance with current standards within 24 months.

2. Maintenance-Eligible Private Roads

Roadways which already meet VDOT's Secondary Street Acceptance Standards (SSAS) can apply directly to VDOT for acceptance into the Secondary Road system.

3. Sub-standard Private Roads

Roadways which do not already meet VDOT's SSAS can apply for inclusion in the County's Unpaved Roads Program for funding of the improvements necessary to meet SSAS and apply for acceptance.

The following minimum criteria must be met for sub-standard private roads to apply for inclusion on the paving list to fund improvements and acceptance:

a. Must have been in public use for at least 20 years.
b. Must be available for public use 24 hours a day.
c. Must have a minimum 40 feet of right-of-way (50' preferred) which is of platted or dedicated for the roadway and unencumbered by other utility easements.
d. Must have a minimum of 3 occupied residential units accessing the roadway.
e. Must be connected to other roads already maintained by VDOT.
f. Must have a signed petition of support from all property owner accessing the roadway.
g. In the case of dead-ends and cul-de-sacs, must provide adequate turn around area for maintenance vehicles within the platted right-of-way.
h. Must not include any *speculative interest*, as defined by the Commonwealth Transportation Board.

4. **Application Process**

a. Applications and all requested supporting documentation are due by December 1st of the application year, to be evaluated and considered for the next SYIP.
    i. Applications are available on the County's website, or from the Transportation Division.
    ii. Only a property owner(s) accessing their property from the roadway in question may apply for the program.
b. Applications and supporting documentation shall be submitted to the Transportation Division for review and evaluation.

5. **Evaluation Process**

a. The Transportation Division will verify all information in the application and supporting documentation is accurate and complete.
b. Verified packages will be forwarded to VDOT for concurrence of eligibility.
c. Applications determined eligible by the County *and* VDOT shall be evaluated by the County using the criteria and scoring tool published in the Rural Rustic Roads/ Rural Addition Assessment and Prioritization Project report, dated June 2015.
d. Evaluations and scores shall be presented with a staff recommendation to the Board of Supervisors during the SYIP public review and public hearing process.
e. Projects shall move forward in general conformance with Section 4.2, as determined by the Board of Supervisors upon adoption of the SYIP.

Section 4.2 Funding Prioritization

In recognition that both State and local funds are severely limited, the Board of Supervisors will consider the following hierarchy in applying public funds to road projects which have been adopted into the County's prioritized SYIP list:

1. **Private Funds**

On a case-by-case basis, and upon request and Board approval, the County Transportation Division will provide project administration of projects in which residents provide 100% of project funding.

2. **Non-Match Funds**

State, federal, or private funds which do not include a match requirement, and which are specifically designated for the sole use of unpaved or sub-standard road improvements shall be applied as follows:

a. Projects currently in the SYIP which lack funding for completion shall be completed first.
b. Projects not currently in in the SYIP shall be completed in order of priority, as adopted in the most recent SYIP, with funds being accumulated on one project at a time until allocations reach the value of the most recent Engineer's Estimate.
c. The County will accept private contributions for roadways in order of priority, as adopted in the most recent SYIP, with funds being accumulated on one project at a time until allocations reach the value of the most recent Engineer's Estimate.

3. **Matching Funds**

In the case that residents are willing to provide project funding of 50% of the Engineer's Estimate, The County Transportation Division will prepare a Revenue Sharing grant application for the project, and administer projects which receive requested grant funds necessary to fund 100% of the Engineer's Estimate.