

**(1) General Town Road Requirements:**

All town roads constructed after the date of the adoption of this local law shall have a minimum right-of-way of 50 feet which right-of-way shall be wider in areas requiring more area for slope maintenance. The paved surface shall be a minimum of 20 feet wide consisting of two shoulders and ditches, each having a combined minimum width of 5 feet. The sub-base must be approved by the Highway Superintendent and Town Engineer prior to the installation of gravel . The road base shall consist of a minimum of 12 inches compacted depth of bony bank run gravel or hard shale to be approved by the Highway Superintendent. Overtop the stone or shale will consist of a minimum of 6 inches of compacted processed gravel (item #4). The Town Engineer may specify up to 18 inches of gravel and road fabric in road areas.

The sub-base materials as specified above shall be rolled and compacted to 95% standard proctor density with a ten (10) ton vibratory roller. The road base item #4 shall be also be compacted to 95% standard proctor density.

**(2) Drainage Ditches:**

Ditches must be properly cut to 18 inches below the surface of the roadway to allow adequate drainage. On hills, as specified by the Highway Superintendent and Town Engineer, ditches shall be lined with stone 6 inches in diameter.

All culvert pipes shall be sized by the Developer's Engineer and be approved by and be of materials acceptable to the Town Engineer, sufficient to handle the flow from a twenty-five year's storm event. Culverts shall be installed with a minimum culvert of 12 inches in slope of not less than .5% (1% is desirable). All drainage improvements shall be reviewed and approved by the Highway Superintendent in consultation with the Town Engineer.

**(3) Angle of Intersection:**

In general, all roads shall intersect perpendicularly for a distance of at least 100 feet.

**(4) Top Surface:**

The top surface of the paved roadway shall consist of 2 and 2 inches of dense binder (type 2 asphalt) rolled with a ten (10) ton roller.

A 1 and 2 inch top course (type 6F asphalt) shall then be applied and rolled with a ten (10) ton roller.

All roads must be properly crowned with the cross slope of 1/4 inch per foot.

The Planning Board may allow the substitution of moto-paving to a compacted depth of 4 inches in lieu of hot mix asphalt.

In developments in which lots are sold and developed over a long period of time, paving of roads may be phased (subject to the approval by the Planning Board) so that pavement is required to be completed only as far as the farthest developed lot on the road.

**(5) Shoulders:**

Shoulders shall be constructed of compacted bank run gravel with a surface consisting of a 3/4 inch per foot cross slope.

**(6) Dead End Roads:**

The maximum length of a dead end road is one-half (2) mile. All dead end roads shall end in a cul-de-sac with a 50 foot radius to provide adequate area for snow plows, fire trucks and other maintenance equipment.

**(7) Watercourses:**

Where a watercourse separates a proposed road from abutting property, provisions shall be made for access to all lots by means of culverts or other structures designed to handle a twenty-five year storm event, to be approved by the Highway Superintendent in consultation with the Town Engineer.

Where a subdivision is transversed by a watercourse, drainage way, channel or stream, a 20 foot wide storm water easement or drainage right-of-way shall be provided as may be required by the Town Highway Superintendent in consultation with the Town Engineer.

**(8) Grades, Changes of Grade and Curves:**

The maximum grade for a town road shall be 10%. The average grade shall be no more than 8%, with the grade not exceeding 3% of the first 50 feet of roadway. All changes of grade in said roadway will be accomplished with a vertical curve of at least of 100 feet in length. Radius of curves shall be 200 feet minimum.

**(9) Visibility of Intersections:**

In order to provide visibility for traffic safety, that portion of any corner lot (whether at an intersection entirely within the subdivision or of a new road with an existing road), which is shown shaded on Sketch A annexed hereto and made a part hereof, shall be cleared of all growth (except isolated trees) and obstructions above the level 3 feet higher than the centerline of the road. If directed, ground shall be excavated to achieve visibility.

(10) **Guide Rails:** All new roadways shall have embankments of slope not greater than one on three (one vertical, three horizontal). Slopes that are steeper than one on three will require the installation of a guide rail, shall meet the requirements of NYSDOT Specifications Section 606.

(11) **Road Names:**

All roads must be named with names that are substantially different so as not to be confused in sound or spelling with present names. All project plans shall have road names on them prior to final approval by the Planning Board. All road names must be approved by the Town Board and then be filed with county. All roads must have road signs erected and maintained.

(12) **Performance Bond:**

The Planning Board shall require a developer to provide a performance bond by a surety or other security acceptable to the Planning Board to secure the complete construction of any road that would be dedicated to the Town.

(13) **Enforcement:**

The Town Highway Superintendent or other designee, in consultation with the Town Engineer, shall (at the Developer's expense) inspect the completed road for conformance with the approved plans prior to acceptance of the road by the Town Board and during such phases of construction as the Town deems appropriate. Each Town road shall be built so as to have standard cross sections generally in accordance with Sketch B annexed hereto and made a part hereof.

(B) **PRIVATE ROADS**

(1) **Applicability:**

The within private road specifications are applicable to developments containing a maximum number of five building lots per access to a public road. For all developments containing six or more building lots, the specifications concerning town roads shall be applicable.

(2) **Dimensions:**

All private roads shall have a minimum width right-of-way of 50 feet. For all developments containing three (3) building lots or less, the minimum travel surface in the said right-of-way shall not be less than sixteen (16) feet in width. For all developments containing four (4) or five (5) building lots, minimal travel surface within said right-of-way shall be a minimum of eighteen (18) feet in width. All private roads shall have a turnoff or passing zone for every four hundred (400) feet of length of roadway. Each turnoff or passing zone shall be a minimum of thirty (30) feet in length and shall provide an additional eight (8) feet in width, so that the width of the travel surface through the passing zone shall consist of a minimum of twenty-four (24) feet.

**(3) Maintenance Agreements - Home Owners Association:**

The Planning Board will require a maintenance agreement or a Home Owners Association for the maintenance of a private road as a condition of any subdivision approval.

**(4) Performance Bond:**

The Planning Board may require a Developer to provide a performance bond by a surety or other security acceptable to the Planning Board to secure the complete construction of any road that would be dedicated to the Town.

**(5) Maximum Length:**

The maximum length of a dead end private road shall be one-half (2) mile, ending in a cul-de-sac with a fifty (50) foot radius or an "L"-shaped turnaround that meets with the approval of the Highway Superintendent.

**(6) Maximum Number of Parcels:**

The maximum number of parcels allowed on any private road with a single access to a public road is five (5). A development that is served by a series of private roads that have a single access to a public road may not serve more than five (5) parcels. The development of more than five (5) parcels would require direct access to a public road. This additional access must be at least fifteen hundred (1500) feet from any other access road serving the development. The within requirement shall be applicable for every additional five (5) building lots or parcels.

**(7) Grades, Changes of Grade and Curves:**

The maximum grade for a private road shall be ten percent (10%) averaged over a distance of 500 feet. In no case shall the grade exceed fifteen percent (15%). The grade shall not exceed three percent (3%) for the first fifty (50) feet of roadway. All changes of grade in said roadway will be accomplished with a vertical curve of at least one hundred (100) feet in length. Radius of curves shall be two hundred (200) feet.

**(8) Dedication of Private Roads as Town Roads:**

Nothing herein shall be construed to mean or require the Town to accept private roads for dedication. However, if the owner of a private road is desirous of having a private road dedicated to the Town, he or she is responsible for the upgrading of that private road to town road specifications, including grading, widening and paving, prior to making such dedication offer. Formal Town acceptance of any such private road can be made only after inspection by the Highway Superintendent in consultation with the Town Engineer and action by the Town Board.

**(9) Private Road Specifications:**

Private roads must meet all other specifications for a Town Road except for the paving of the road surface.

**(10) Plan Review:**

Before any subdivision approval is granted, the Planning Board may elect to have the proposed road design reviewed by the Highway Superintendent and/or the Town Engineer to determine that the private road, as designed, meets the town's design and construction standards as set forth herein. Each private road shall be built so as to have standard cross-sections generally in accordance with Sketch C annexed hereto and made a part hereof.

**(11) Private Road Specifications:**

Private roads must meet all other specifications for a town road except for the paving of the road surface.

**(12) Intersections:**

Where a private road intersects a paved road, it shall be paved for a distance of 50 feet from the edge of the intersection.

**(C) SINGLE DRIVEWAY**

**(1) Dimensions:**

A driveway servicing one residence or parcel of real property shall have a minimum width of travel surface of twelve (12) feet and be configured and situated so that vehicles are able to turn around and exit the premises without backing onto a main road. A turnoff or passing zone must be built into the driveway for every four hundred (400) feet of length, which turn-off or passing zone shall be at least thirty (30) feet in length and shall provide an additional eight (8) feet of width.

**(2) Construction:**

Driveways shall be constructed so that the entrance onto any State, County, Town or private road is consistent with the Highway Superintendent's requirements for safety and proper drainage and shall be designed to be nearly level at the entrance to said road. In no case shall a driveway entrance be approved with a slope greater than 3% for the first 30 feet. Driveway culverts shall be of such size as approved by the Town Highway Superintendent and shall be made of concrete or ADS plastic pipe meeting HS20 wheel load rating standards. On new roads, the pipe shall be installed at owner's expense. On existing town roads, pipe shall be installed by the owner and inspected by the Highway Superintendent. The driveway shall be constructed in such a way as not to cause any erosion or drainage to adjacent roads or property.

**(3) Approval of Driveway Cut:**

Prior to the construction of a driveway that enters a Town, County, State or private road, approval must be obtained from the appropriate governing authority or agency and a copy of such approval forwarded to the Code Enforcement Officer.

**(4) Driveway Approval:**

Prior to the issuance of Certificate of Occupancy by the Code Enforcement Officer, the driveway for that building must be approved by the Town Superintendent of Highways who shall thereupon forward a letter of his approval to the Code Enforcement Officer.

**(5) Waiver or Variance:**

The Planning Board upon specific request and by specific resolution including a statement of findings may waive and/or vary any portion of Section 1B relative to Private Roads and Section 1C relative to Single Driveways subject to the approval of the Town Board and Highway Superintendent. Statement of findings shall include, but not be limited to, written recommendations from the Town Engineer and Highway Superintendent. Waivers or variances may be subject to appropriate conditions and guarantees. Waivers or variances shall be specific to particular applications, shall be consistent with the intent of this law, and shall be made only upon a finding by the Planning Board that the interests of justice will thereby be served without impairing the public health, safety and general welfare. Waivers or variances shall not nullify the intent of this law and shall only be given when, in the judgment of the Planning Board and Town Board, sections of this law are deemed inappropriate, and when the interests of the public health, safety and general welfare of the Town are not served.

**SECTION II: Repeal, Amendment or Supersession**

The provisions of this Local Law shall repeal, amend or supersede any inconsistent provision of any Town, State or other rule, regulation or law now existing with regard to the subject matter set forth herein.

**SECTION III: Effective Date**

This Local Law shall take effect immediately.

