

LOCAL LAW NO. 1 of 2010

Section 100 Title

This law shall be known and cited as the Town of Inlet Minimum Road Design & Construction Standards.

Section 110 Purpose

The standards and procedures contained herein are intended to insure (a) that roads are constructed to Town standards and are suitable to accommodate the expected volume of traffic, (b) goals and objectives of the Town of Inlet Comprehensive Plan are furthered.

Section 120 Minimum Road Design Standards

A. All standards in this section are minimum requirements. The Planning Board may require additional design standards, or vary these standards, in any particular case based upon the recommendation of the Town Highway Superintendent or Town Engineer.

B. Standards

Minimum right-of-way width	50 feet
Minimum roadbed width	20 feet
Typical surface material	Gravel, Plant mix or Road Mix (see #1 below)
Minimum horizontal and vertical alignment sight distance. (2)	300 feet
Minimum sight distance at intersections	300 feet
Maximum grade over any 150 feet length	12 %
Maximum grade at intersections	3 % for a minimum distance of 20' from intersection

(1) To be determined by the Planning Board at the time of subdivision review and approval, in consultation with the Town Superintendent of Highways.

(2) At all points along a road, there shall be an unobstructed line of sight in each direction for the minimum distance specified.

C. Relation to Terrain. All roads shall be logically related to the existing topography, soils, vegetation, and other natural features and shall be coordinated into a logical and efficient system. Areas with steep slopes, shallow soils, soils with a water table at or near the surface, and soils that are highly susceptible to erosion or slippage shall be avoided insofar as practical. Roads shall be designed to be parallel to natural land contours where possible. Long stretches of road straight downhill should be avoided in order to minimize erosion problems, and for safety reasons. All roads shall be arranged so as to obtain a maximum number of building sites at or above the grade of the roads. Road layout shall minimize stream crossings and shall avoid traversing slopes exceeding 12%.

D. Intersections. Roads shall intersect one another at right angles. No proposed intersection with an existing road shall be less than 125 feet from any existing intersection unless the proposed intersection is directly opposite the existing intersection so as to create a four-way intersection.

E. Dead End Roads. Dead-end roads shall be provided at the closed end with a circular turnaround having a minimum radius of at least 135 feet.

F. Access to adjoining property. In order to make possible the extension of roads or utilities into neighboring properties, the arrangement of roads in a subdivision shall provide for connection to adjoining lands, which may be subdivided in the future.

G. Names and Numbers. Names of new roads shall not duplicate existing or platted roads. New roads which are extended or in alignment with existing roads shall bear the name of the existing roads.

H. Road Signs. The subdivider shall provide and erect road signs of a type to be approved by the Town Board at all road intersections prior to acceptance of the constructed roads.

I. Utilities. Installations of utility distribution and service lines shall be planned at the time road layout is determined.

Section 130 Minimum Road Construction Standards

- A. All standards in this section are minimum requirements and must be designed by a New York state licensed Professional Engineer. The Planning Board may require additional construction standards in any particular case based upon the recommendation of the Town Highway Superintendent or Town Engineer. Also, the Planning Board may waive or vary the requirements of this section upon the recommendation of the Town Highway Superintendent or Town Engineer.
- B. All improvements shall be made at the expense of the subdivider.
- C. All rights-of-way shall be clear of trees and shrubs.
- D. All areas to be filled for road construction shall be cleared and grubbed prior to placement of fill. Clearing and grubbing shall consist of removal of all woody vegetation including trees, fallen trees, logs, stumps, roots, and brush. All fills shall be compacted to provide stability of material and to prevent undue settling.
- E. All road beds shall consist of an approved geotextile stabilization fabric extending the entire length of the roadbed, with a minimum width of at least 17 feet, centered on the roadbed, for roadbeds of 20 ft. width. Wider road beds, cul-de-sacs, parking areas and any other surfaces that will be supporting vehicular traffic will require wider coverage of geotextile stabilization fabric as determined by the Town Superintendent of Highways.
- F. All roadbeds and areas specified in item E shall have a minimum of 12" of approved base course over the geotextile stabilization fabric. Base course is to be "daylighted" to all ditches, (i.e.: full width of roadbed) and shall be adequately compacted.
- G. All roadbeds and areas as specified in item E shall be topcoated over the base course with a minimum of 3" of driveway mix, properly compacted.
- H. All road surfaces shall have a final crown slope of 3/4" to 1" per foot.
- I. Bottom of ditches shall be a minimum of 24" below top of roadway crown. All ditching requirements shall be determined and specified by the Superintendent of Highways.
- J. Culverts shall be no less than 12" diameter and have a smooth bore. The pitch for all culverts shall be 1/4" to 1/2" per foot. Placement of culverts and areas requiring larger diameter culverts to contain run-off may be required by the Superintendent of Highways.
- K. Periodic inspections to determine conformity for construction standards are required and will be coordinated by the Superintendent of Highways.
- L. Driveway entrance requirements, guide rails, safety signage, lighting and roadbed alignment at intersections with existing roads shall be determined by the Superintendent of Highways.
- M. Paving of any roadways, by the Town of Inlet, after dedication to the Town shall be at the discretion of the Town Board and Superintendent of Highways.
- N. All necessary drainage facilities to manage storm water runoff created by any new street or road or by redevelopment within the subdivision including grading, whether located within the street or road right-of-way or elsewhere, shall be installed prior to take over and/or final plat approval.
- O. Final determination for acceptance of all roads to be turned over to the Town of Inlet shall be jointly made by the Superintendent of Highways and the Town Board.

Certified by the Town Clerk, Town of Inlet, Hamilton County, New York

March 10, 2010

Patricia M. Wittmeyer

Town Clerk