

## LOCAL LAW 4-2022

A LOCAL LAW EFFECTING TECHNICAL AMENDMENTS TO LOCAL LAW 2-2022 PROVIDING FOR MAINTENANCE AND REHABILITATION GUIDELINES FOR TOWN HIGHWAYS AND FOR THE DESIGNATION OF MINIMUM MAINTENANCE ROADS.

### **SECTION 1 - PURPOSE**

The purpose of this local law is to effect certain technical amendments to Local Law 2-2022 providing for maintenance and rehabilitation guidelines for town highways and for the designation of minimum maintenance roads.

### **SECTION 2 - AMENDMENTS**

In Table 3 “Cross Slope Drainage Criteria, By Surface Type,” line 13, delete -- (see chapter 3) --.

In Table 4, “Maintenance Activities,” change the third (right-most) column heading from -- Maintenance Roads -- to -- Minimum Maintenance Roads --.

In Table 4, delete each of the three bracketed texts and insert in their stead -- Maintain in manner determined by town highway superintendent consistent with the volume and type of traffic. Nominal road maintenance practices may be done less frequently depending upon the existing condition and use of the road as shall be determined by the town superintendent of highways. --.

Tables 2 and 3, as amended by this local law, are appended hereto.

### **§ 3. EFFECTIVE DATE**

This Law shall take effect upon filing with the New York State Secretary of State.

**Table 3. Cross Slope Drainage Criteria, By Surface Type**

<b>Surface Type</b>	<b>Range in Cross Slope</b>
High (asphalt etc.)	1.5%–2.0%
Intermediate (surface treated)	1.5%–3.0%
Low (unpaved)	4.0%–6.0%

• **Clear Zone**—The width of the roadside area that should be studied for possible hazard mitigation measures varies with the operating speed, traffic level and degree of curvature of the road. Desirable clear zones are indicated below. (Clear zone is measured from the edge of the traveled way.)

**Type A Road**—a 10-foot clear zone is desirable.

**Type B Road**—a 2-foot to 5-foot clear zone is desirable; a 10-foot clear zone on the outside of sharp curves and on curves at the bottom of long grades is desirable.

**Type C Road**—a 2-foot clear zone is desirable; a wider clear zone on the outside of sharp curves is suggested. On minimum maintenance roads, a clear zone may not be provided.

Hazard mitigation measures to be considered include:

- Improved delineation of the road including edgelines, delineators and reflectors.
- Guiderail
- Berms and earth work
- Drainage modifications
- Removal of the hazard

Property owners should recognize the legal right of local government to remove fixed objects within the right of way of the road.

• **Guiderail**—New York State Department of Transportation Guiderail and Bridge rail designs are intended for high volume, high speed highways and are often too expensive for many low volume road applications. Alternative designs that are less expensive and adequately tested to assure performance may be used on low volume rural roads.

*Source: AASHTO Policy for Geometric Design of Highways and Streets, 1984.*

**Table 4. Maintenance Activities**

Activity	Maintenance Roads	Minimum Maintenance Roads
<i>Surface Maintenance</i>		
Crack Sealing	As necessary	Maintain in manner determined by town highway superintendent consistent with the volume and type of traffic. Nominal road maintenance practices may be done less frequently depending upon the existing condition and use of the road as shall be determined by the town superintendent of highways
Patching and potholes	On demand	
Surface Seals	As necessary	
Thin Overlays	As necessary	
Snow Removal	Roads kept clear	
Shoulder Maint.	Grading cleaning	
Blading	Regular	
<i>Roadside Maintenance</i>		
Cleaning	As necessary	Maintain in manner determined by town highway superintendent consistent with the volume and type of traffic. Nominal road maintenance practices may be done less frequently depending upon the existing condition and use of the road as shall be determined by the town superintendent of highways
Mowing	Regular	
Brush Control	Site distance maintained	
Guide Rail Maint.	Regular	
Drainage:		
Structure	As necessary	
Ditches	Positive drainage maintained	
Slopes	Repair Failures	
<i>Bridges</i>		
Cleaning	As necessary to preserve bridge	Maintain in manner determined by town highway superintendent consistent with the volume and type of traffic. Nominal road maintenance practices may be done less frequently depending upon the existing condition and use of the road as shall be determined by the town superintendent of highways
Lubrication	As necessary to preserve bridge	
Painting	As necessary to preserve bridge	
Deck	As necessary to preserve bridge	
Drainage	As necessary to preserve bridge	
<i>Signs</i>	MUTCD	MUTCD

*Note: MUTCD is the Manual of Uniform Traffic Control Devices*