

Town of Canajoharie
12 Mitchell Street
Canajoharie, NY 13317

Attached is a copy of Local Law #1 of 1997 pertaining to the establishment of Minimum Maintenance Roads in the Town of Canajoharie. By signing below you have acknowledged that you have read and understand the maintenance procedures on said roads as set forth in the law. Furthermore, that the issuance of a building permit does not change the classification of the road or the maintenance procedures that are currently in place.

I have read and understand the Local Law and maintenance procedures as set forth,

Signature of applicant and date

Print name and address

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

~~County~~

~~City~~

Town

~~Village~~

of Canajoharie

Local Law No. 1 of the year 19 97

A local law in relation to the classification of low volume town roads; the establishment of maintenance and rehabilitation guidelines for such roads and the procedure to be followed to designate particular roads according to classification.

Be it enacted by the Town Board of the
(Name of Legislative Body)

~~County~~

~~City~~

Town

~~Village~~

of Canajoharie as follows:

(See page 2)

(If additional space is needed, attach pages the same size as this sheet, and number each.)

Section 1. Legislative purpose. The Town of Canajoharie hereby enacts this local law for the purpose of reducing the cost of maintaining and rehabilitating low volume town roads while providing that such roads, when used in a manner consistent with the road classification, will be safe for the users thereof. While there are generally accepted standards for the design, maintenance and rehabilitation of high volume roads, there are no such comparable standards for roads over which a relatively low volume of traffic passes. In the event there can be a savings in the cost of maintaining or rehabilitating a road that has relatively few vehicles traveling over it, the money saved could be spent on more intense maintenance of roads over which travel is greater. The result could be greater overall safety for the general public. Since the town resources to be expensed for highways is limited, it is incumbent upon the town to utilize such limited resources in a manner which targets expenditures on the most heavily traveled roads. It is for such purposes that this local law is enacted.

Section 2. The town superintendent of highways upon finding it to be in the best interests of the town, may classify one or more of the roads or portions thereof as one of the following types of roads: low volume collector; residential access; farm access; resource/industrial access; agricultural land access; recreational land access or minimum maintenance road. However, no road shall be finally determined to be a minimum maintenance road until so designated by the town board by local law. The classification of any road or designated portion thereof shall be consistent with the definitions of such type of road as set forth in section nine (9) of this local law. Upon classification of any road or portion thereof by the town superintendent such designation shall be filed in the office of the town clerk and a copy shall be presented to each member of the town board by the town clerk within ten (10) days of such filing. Such designation shall be accompanied by a finding by the town superintendent, which shall contain the information upon which the highway superintendent relied when designating such road or portion thereof. The town board may, at a town board meeting following the filing of such designation, adopt a resolution accepting such designation except that the designation of a minimum maintenance road shall be by local law as provided in section three (3) of this local law. Upon the adoption of such resolution, the road or portion thereof shall be classified as determined by the town highway superintendent and such town highway superintendent shall take into consideration the guidelines for maintaining such road or portion thereof as set forth in section nine (9) of this local law.

Section 3. Notwithstanding the provisions of section two (2) of this local law no road or portion thereof shall be designated as a minimum maintenance road except after following the procedures set forth in sections three (3) and five (5), inclusive.

- a. The town superintendent of highways shall submit to the town board a recommendation that a road or portions thereof should be designated as a minimum maintenance road. No road or portion thereof shall be recommended as a minimum maintenance road by the town superintendent of highways unless the traffic volume is less than fifty (50) vehicles per day as determined by the town superintendent of highways and such road or portion thereof is an agricultural land access road or a recreational land access road, and that such road or portion thereof does not provide farm centers of operation and/or year-round residences with principal motor vehicle access to goods and services necessary for the effective support of such farms and/or year-round residences.
- b. The town upon the approval of such recommendation shall, by local law, designate such road or portion thereof as a minimum maintenance road.
- c. At least ten days before the public hearing on such local law, written notice of such hearing shall be served by certified mail upon every owner of real property, as determined by the latest completed assessment roll, abutting such road or portion thereof to be designated a minimum maintenance road.
- d. No local law designating a minimum maintenance road shall be effective until signs pursuant to sections five (5) and ten (10) of this local law are first posted advising the public that such road is a minimum maintenance road.
- e. No road or portion thereof, once designated a minimum maintenance road, shall be determined to have been abandoned pursuant to the provisions of subdivision one (1) of section two hundred five of the highway law until at least six (6) years have elapsed since the termination of the designation of said road or portion thereof as a minimum maintenance road.
- f. Prior to any public hearing relating to the adoption of a local law designating a low volume road or portion thereof as a minimum maintenance road, the town board shall issue findings that such road or portion thereof should be designated a minimum maintenance road. Such findings shall include but not be limited to:
 1. the volume and type of motor vehicle traffic on such road;
 2. a determination that the property owners of land abutting the road shall continue to have reasonable access to their property;
 3. a determination that the users of the road or portion thereof, traveling at a reasonable and prudent speed under the circumstances, shall not be placed in a hazardous situation;
 4. a determination that such road, or portion thereof, does not constitute a farm access road as defined pursuant to section nine (9) of this local law, and
 5. a determination that such road, or portion thereof, does not constitute access to a year-round residence.

Such findings shall be on file in the office of the town clerk and be available for public inspection for at least 60 days before the public hearing on the local law.

Section 4. School board and planning board review. A copy of the findings in section three (3) shall also be sent to the board of education of the central school and to the town and county planning boards of the town and county in which each road or road segment is located. Such school board and planning boards shall review the findings and within forty-five (45) days file with the town clerk a resolution recommending such road designation or, in the event such designation is not recommended, the school board or planning board shall set forth in a resolution the reasons for not recommending such designation. The town board may, by resolution, accept, accept in part or reject the recommendations of either the school board or town planning board or county planning board prior to any vote upon the proposed local law. In the event the school board, county planning board or town planning board takes no action upon the findings issued by the town board, the town board shall consider such inaction as a recommendation for the proposed minimum maintenance designation.

Section 5. Posting of signs. Appropriate signs shall be placed by the Town Superintendent of Highways on a minimum maintenance road. Such signs shall notify and advise motorists of the need to exercise caution when traveling such road and shall conform to the manual of uniform traffic control devices. Properly posted signs shall be prima facie evidence that adequate notice of a minimum maintenance road designation has been given to the public.

Section 6. Minimum maintenance practices. Minimum maintenance roads shall be maintained in a manner determined by the town highway superintendent to be consistent with the volume and type of traffic traveling on such road. Normal road maintenance practices such as, but not limited to paving, patching, blading, dragging or mowing 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. The guidelines for the method and manner of maintaining a minimum maintenance road are set forth in section nine (9) of this local law.

Section 7. Discontinuance of minimum maintenance road. Any person or persons owning or occupying real property abutting a road or portion thereof which has been designated a minimum maintenance road may petition the town board to discontinue the designation of such road or portion thereof as a minimum maintenance road. Such petition shall be filed with the clerk of the town. Such petition shall identify the road or portion thereof to be discontinued as a minimum maintenance road and set forth the reasons for such discontinuance. The town board shall hold a public hearing upon

such petition within thirty days (30) after its receipt; at least ten (10) days public notice shall be given prior to the conduct of such public hearing. At least ten (10) days before the public hearing on such petition, written notice of such public hearing shall be served by certified mail upon every owner of real property, as determined by the latest assessment roll, abutting such road or portion thereof. In the event the town board, after such public hearing, determines that such road or portion thereof shall continue as a minimum maintenance road, no further petition may be submitted pursuant to this section until the lapse of at least two (2) years from the date of the filing of the petition. In the event it is determined that such road shall be discontinued as a minimum maintenance road, the town board, by local law, shall discontinue such road or portion thereof as a minimum maintenance road and such discontinuance shall take place six (6) months after the commencement of the next succeeding fiscal year.

8. Notwithstanding the provisions of section seven (7) of this local law, the town board may adopt a local law discontinuing such minimum maintenance road designation in the event it determines such discontinuance to be in the public interest.

9. The following tables and accompanying data are hereby made a part of this local law and shall be used as guides by the town superintendent of highways to classify low volume roads in the Town of Canajoharie and shall be used to enable the town superintendent to determine the guidelines he may follow to enable him to determine the manner in which low volume roads may be designed, maintained and operated.

CLASSIFICATION FOR LOW VOLUME ROADS AND GUIDELINES FOR THEIR DESIGN, MAINTENANCE, AND OPERATION

The following classifications have been developed to establish a close relationship between the uses of low volume roads and their design, maintenance and operation and are hereby adopted by the Town of Canajoharie. The classifications identify the significant use characteristics, including traffic volumes, vehicle types and seasonal use characteristics, that are present on New York State's low volume roads. Guidelines for the design, maintenance and traffic control have been developed that are closely matched to those use characteristics. Such guidelines shall be used by the town superintendent of highways.

Land use adjacent to the road shall be the basis for classification because it is a convenient and accurate way of identifying the kind of use that a low volume road serves.

A low volume road is a road with zero to 400 vehicles per day.

Low Volume Road Classifications in the Town of Canajoharie.

- Low Volume Collector—collects traffic from any of the other classifications and channels it to higher level roads, such as arterials and interstates.
- Residential Access—provides access to residences. The traffic volume generated depends on the number of residences. All year access for fire trucks, ambulances and school buses should be provided.

- **Farm Access**—provides access to a farm's center of operations including the residence. Traffic volume is generally low, but may include occasional heavy trucks and farm equipment.
- **Resource/Industrial Access**—provides access to industrial or mining operations. Traffic volume can vary and can include heavy trucks and significant numbers of employees' cars.
- **Agricultural Land Access**—provides access to farm land. Traffic volumes are low and vary seasonally. These roads should accommodate farm equipment that can be up to 20 feet wide.
- **Recreation Land Access**—provides access to recreational land including seasonal dwellings and parks. Volumes of traffic can vary with the type of recreation facility and season of the year, and may include recreational vehicles.
- **Minimum Maintenance Road**—a low-volume road or road segment which may be of a seasonal nature, having an average traffic volume of less than fifty vehicles per day which principally or exclusively provides agricultural or recreational land access. A road, or road segment, which has been so designated may be maintained at a level which allows such road to remain passable and functional in accordance with standards contained in this section of the Guidelines. In no way shall the term "minimum maintenance" be construed to mean "no maintenance" or "abandonment". Further, such term shall not apply to those roads, or road segments, which provide farm access as previously defined, or access to an individual year-round residence.

The guidelines for rehabilitation design shall include three rehabilitation design types. Rehabilitation Design Type A is an all purpose road on which vehicles can pass without a reduction in speed. Rehabilitation Design Type B is an area service, two lane road on which vehicles may have to reduce their speeds to pass. Rehabilitation Design Type C is an area service, one lane road on which either of two passing vehicles must slow, stop or briefly leave the roadway to allow the other to pass.

Vehicle interaction characteristics shall be considered by the town superintendent of highways as the basis for assigning the design types to the respective Classifications. Vehicle size (as determined by the absence or presence of significant truck traffic) and traffic volumes (of either greater or equal to 50 vehicles per day, or less than 50 vehicles per day) are the criteria used. The 50 vehicle per day threshold is used because, at fewer than 50 vehicles per day, vehicle interactions become so infrequent that the effect on vehicle operation is negligible.

The guidelines to be followed by the town superintendent of highways for maintenance shall include provisions for a minimum maintenance designation that allows a reduced level of maintenance on roads which are used for agricultural or recreational land access.

The guidelines for traffic control parallel the maintenance guidelines. They may include recommendations for signs on normally maintained roads and a minimum maintenance road sign shall be posted at the entrance points to minimum maintenance roads. The only other signs recommended for minimum maintenance roads are those mandated by Law (for all roads).

TABLE 1

LOW VOLUME ROAD CLASSIFICATION

ROAD USE			GUIDELINES		
Road Classification	Vehicle Type	ADT ⁽¹⁾	Rehabilitation Design Type	Maintenance	Traffic Control
Low Volume Collector	All vehicles	50-400 <50	A B	Normal	MUTCD ⁽²⁾
2. Residential Access	Cars, emergency and service vehicles	50-400 <50	B C	Normal Normal	MUTCD MUTCD
3. Farm Access	Cars, light trucks, occasional heavy trucks, farm equipment	250-400 <250	A B	Normal Normal	MUTCD MUTCD
4. Resource/Industrial Access	Trucking employees cars	50-400 <50	A B	Normal Normal	MUTCD MUTCD
5. Agricultural Land Access	Occasional farm equipment seasonal		C	Min. Maint.	MUTCD
6. Recreational Land Access	Cars, R.V's Seasonal	50-400 <50	B C	Normal Min. Maint.	MUTCD MUTCD

Note:

⁽¹⁾ Average Daily Traffic

⁽²⁾ "Manual of Uniform Traffic Control Devices" Supplemented by "Traffic Sign Handbook for Low Volume Roads" New York State Department of Transportation Traffic and Safety Division, June 1985.

TABLE 2

DESIGN GUIDELINES FOR ROAD REHABILITATION BY ROAD TYPE

	Type A All Purpose Road	Type B Area Service 2-Way 2-Lane Road	Type C Area Service Single Lane 2-Way Road
Minimum Width Traveled Way	18 feet ⁽¹⁾	16 feet ⁽¹⁾	10 feet ⁽²⁾
Shoulder	2 feet	2 feet	
Opposing Vehicle Interactions	All vehicles pass with no speed reductions	1. Trucks cannot meet without reducing speed. 2. Cars cannot meet trucks without reducing speed. 3. Cars pass with almost normal speed.	All vehicles require special widening for passing.
Operating Speed ⁽³⁾	45 mph or greater	25 mph to 45 mph	40 mph or less
Typical Surface Material ⁽⁴⁾	Asphaltic Concrete ADT > 150 Aggregate ADT < 150	Asphaltic Concrete ADT > 100 Aggregate ADT < 100	Usually unsurfaced
Surface Condition	No adverse effect on operating speed	May cause reduction in operating speed	Reduced operating speed

¹ Add 2ft. to the traveled way if significant truck traffic is present.

² If farm vehicles are present, maintain 20 foot horizontal clearance. Widening of traveled way should be provided at approximately 1000 foot intervals to allow vehicles to pass.

³ Applicable to normal maintenance roads.

⁴ ADT thresholds recommended based on economic analysis, "Economic Evaluation of Pavement Design for Low Volume Roads," Proceedings of the Third International Low Volume Road Conference 1983, Cornell University.

TABLE 3

CROSS SLOPE DRAINAGE CRITERIA, BY SURFACE TYPE

Surface Type	Range in Cross Slope
High (asphalt, etc.)	1.5%–2.0%
Intermediate (surface treated)	1.5%–3.0%
Low (unpaved)	2.0%–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 roads.

TABLE 4

**MAINTENANCE ACTIVITIES FOR LOW VOLUME ACTIVITIES
AND MINIMUM MAINTENANCE TOWN ROADS**

Activity	Normal Maintenance Roads	Minimum Maintenance Roads
Surface Maintenance		
Crack Sealing Patching and Potholes Surface Seals Thin Overlays Snow Removal Shoulder Maintenance Blading	As necessary On demand As necessary As necessary Roads kept clear Grading cleaning Regular	Maintain in manner determined by town highway superintendent consistent with volume and type of traffic and in the manner stated in section seven of this local law. Infrequent
Roadside Maintenance		
Cleaning Mowing Brush Control Guide Rail Maint Drainage: -Structure -Ditches Slopes	As necessary Regular Site Distance maintained Regular As necessary Positive drainage maintained Repair failures	Maintain in manner determined by town highway superintendent consistent with volume and type of traffic and in the manner stated in section seven of this local law.
Bridges		
Cleaning Lubrication Painting Deck Drainage	As necessary to preserve bridge As necessary to preserve bridge As necessary to preserve bridge As necessary to preserve bridge As necessary to preserve bridge	Maintain in manner determined by town highway superintendent consistent with volume and type of traffic and in the manner stated in section seven of this local law.
Signs	MUTCD ⁽¹⁾	MUTCD ⁽¹⁾

Note:

⁽¹⁾ MUTCD is the Manual of Uniform Traffic Control Devices.

Surface Maintenance

Crack Sealing - manually pouring hot asphalt, with or without a fiber reinforcement material, into road surface cracks that have first been cleaned of all loose debris, vegetation, etc. The cracks may occur at construction joints, utility cuts, or just be random due to the effects of time, weather, loads, etc. Crack sealing has been found to be a very cost-effective measure, because it prevents the entry of water into the base course and subgrade. By blocking the entry of water, crack sealing indirectly strengthens the load supporting capability of the road.

Patching and Potholes - placement and compaction of asphalt concrete into surface defects, such as potholes, which have first been cut back to sound material and cleaned of loose debris, water, etc. While a certain amount of this work will have to be done on an emergency basis during inclement weather to provide a safe road, expedient patches should be replaced with permanent patches using proper methods and materials when conditions are favorable. Extensive patching and potholes is an indication that a pavement has reached the end of its functional life, and the road should be scheduled for rehabilitation in accordance with the guidelines set forth in this local law.

Surface Seals - also known as "chip seals," this method involves spraying a rapid-setting emulsified asphalt onto the road surface, followed immediately by the placement of a single layer of clean, crushed stone particles. A pneumatic, rubber-tired compactor is used to press the stones into the asphalt before the emulsion sets up. Chip sealing is used where the surface cracking is more extensive, while manual crack sealing is used where the cracking is less extensive. Chip sealing may also be used to enhance skid resistance on a slippery road. Where water entry is prevented by the surface seal, some strengthening of the road will result.

Thin Overlays - while "thin" is a relative term, it is used here to refer to hot-mix or cold-mix overlay shaving a thickness of 1 ½ inches or less. This method adds more to the structural capability of the pavement than does a chip seal. However, it performs much the same function as a chip seal, although it can be expected to have a more lasting effect. When a thin overlay is placed on a paved road, it is customary to use a tack coat to promote a bond between the old surface and the overlay. According to the Asphalt Institute, the tack coat should be sprayed from a distributor, allowing adequate time for it to become "tacky" before paving. Traffic should be kept off the tacked area before paving. They recommend using an SS-1 or a CSS-1 asphalt emulsion diluted 50-50 with water, and applied at a rate of 0.05 to 0.15 gallons per square yard. Application of tack coat at higher rates should be avoided, as this can lead to slippage of the overlay or "bleeding" and loss of skid resistance on the surface of the overlay.

Snow Removal - Snow and ice control are performed to foster safety and to expedite travel during the winter months. Blading of snow is done to remove it from the roadway to prevent the buildup of ice. Abrasives (sand, usually mixed with salt) are used to enhance trafficability during a storm or immediately afterward when a thin layer of ice or snow remains on the road. Salt is used to lower the melting temperature of the ice, and to diminish the bond of the ice on the road surface.

Shoulder Maintenance - activities may differ depending on whether the shoulder is paved or unpaved. The objective is to keep the surface smooth so that moving vehicles can leave the main roadway safely, and also to assure that water from the road will move across the shoulder and into the ditch or gutter. It is particularly important to remove the accumulated winter maintenance abrasives from the shoulders to prevent the retention of water near the edge of the pavement.

Blading - for aggregate roads and unpaved shoulders, blading removes potholes, corrugations, and other surface defects, rendering the surface smoother and safer to travel on. Blading is usually preceded by scarification to a depth slightly deeper than the deepest surface defects. Blading should be used to establish

a cross-slope of 4 to 6 percent ($\frac{1}{2}$ to $\frac{3}{4}$ inch per foot) for good drainage and to reduce the development of potholes in the aggregate surface.

Regraveling - the addition of aggregate materials to re-establish the crown and grade of the road. This activity is commonly done at the same time as blading, but less frequently. The new aggregate is needed periodically to make up for materials that have been lost due to traffic, water erosion, dusting, and blading losses.

Dust Palliation - application of water, calcium chloride, sodium chloride (salt), lignin sulfonate, or other non-toxic chemicals to bind the surface and prevent loss of dust. Dust loss leads to the gradual erosion of the road surface, reducing its thickness and load supporting capability. Dust can make summertime travel hazardous when traffic volumes are sufficient to require passing maneuvers. Sometimes the use of dust palliatives will reduce the need for blading and regraveling to a sufficient degree to be highly cost-effective.

Roadside Maintenance

Cleaning - picking up litter and other roadside debris, principally for aesthetic reasons, but also to protect the flow capacity of culverts and ditches.

Mowing - cutting grass and weeds. This is particularly important near driveways and intersections, to provide a clear line of sight for traffic.

Brush Control - cutting woody shrubs to prevent encroachment onto the right-of-way. This is important to provide adequate sight distance, particularly around the inside of curves, and at driveways and intersections.

Guiderail Maintenance - replacement of damaged, ineffective guiderail. This may also involve use of herbicides to retard the growth of weeds and shrubs in front of and immediately behind the guiderail.

Drainage - cleaning debris from the inlets and outlets around culverts, and cleaning ditches to maintain flow capacity. When possible, ditches should be cleaned in the late spring of the year, so that vegetation will be quickly re-established to protect against erosion. At other times, reseeding may be necessary for erosion protection.

Slope Maintenance - remove landslide debris, cut and remove trees from fill slopes, protect against erosion due to runoff from the road surface or ditches, seed slopes to retard erosion.

Bridges

Bridge Maintenance - cleaning of drainage scuppers, lubrication of pins and bearings, painting of beams and railings, cleaning and patching of deck surface defects, removal of winter maintenance abrasive and salt residues, protection of bridge abutments against scour and erosion, inspection of abutments, clearance of the waterway to maintain flow capacity.

Signs

Sign Maintenance - clearance of shrubs and trees obstructing visibility, replacement of damaged signs, verification that signs are used and placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

Section 10. Guidelines for Traffic Control on Low Volume and Minimum Maintenance Roads. This section lists guidelines for traffic control on low volume and minimum maintenance roads. It describes methods of traffic control that are cost effective and promote safety.

Signs on Low Volume Roads

The town superintendent of highways is authorized in Section 1682 of the Vehicle and Traffic Law to decide conditions to which drivers are to be alerted with traffic control devices. It is mandatory to provide signs indicating weight restrictions, low clearances, dead-end roadways, railroad crossings and road closures. These are specified elsewhere in Law. On low volume roads subject to normal maintenance activities, the decision regarding the need for other signs should be based on the principle of positive guidance. In essence, this principle suggests that hazard warnings be provided whenever a driver cannot anticipate a hazard in time to react safely.

When a the town superintendent of highways decides that a condition on a town road is potentially hazardous, appropriate signing, in conformance with the NYSMUTCD, is to be provided. The New York State Department of Transportation's "Traffic Sign Handbook for Low Volume Roads" may be helpful in determining the type and location of signs to be used, once the need for a sign has been established.

Features that are inconsistent with the general driving environment should be identified and analyzed for the possible installation of signs. Identification can be made by driving over the road and noting if a reduction in speed is necessary or if a surprising or unanticipated feature is encountered. Such things as isolated curves or narrow bridges, especially those with limited sight distance, should be evaluated for a "surprise" factor. Signs at every curve are generally not necessary on low volume roads as drivers are cognizant of conditions. Signs should be restricted to those features that the town superintendent of highways determines are inconsistent with the general highway environment and cannot be anticipated early enough for drivers to take appropriate defensive action. Records of all determinations should be made and properly filed for future reference.

Signs on Designated Minimum Maintenance Roads

1. Design of road signs. The NYS Department of Transportation has designed signs for posting minimum maintenance roads. Such signs notify and advise motorists that reduced levels of maintenance are in effect. These signs are contained in the NYS Manual of Uniform Traffic Control Devices.
2. Installation of signs. Minimum maintenance road signs shall be installed at each end of the minimum maintenance section and immediately beyond intersections with other public roads. The maximum distance between signs should not exceed two miles. Additional installation conditions are set forth in the Manual. Posting of minimum maintenance road signs will not relieve the town of its responsibility to post other legally-required signs such as railroad crossings, dead ends, bridge capacity, low clearance and road closures.

Section 11. This local law shall take effect upon filing thereof pursuant to the provisions of Section 27 of the Municipal Home Rule Law.

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. / of 1997 of the (~~County~~)(~~City~~)(Town)(~~Village~~) of Canajoharie was duly passed by the Town Board on July 3 1997, in accordance with the applicable provisions of law.
(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not disapproved)(repassed after disapproval) by the _____ and was deemed duly adopted on _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not disapproved)(repassed after disapproval) by the _____ on _____ 19____. Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not disapproved)(repassed after disapproval) by the _____ on _____ 19____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

*Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairman of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

The Minimum Maintenance Road

The Minimum Maintenance Road designation has been developed to define an appropriate level of maintenance on town and county roads which primarily serve as access to agricultural land and recreational land.

Shortfalls in available highway funds have forced many towns and counties to reduce maintenance on their lowest volume roads. The Minimum Maintenance designation recognizes and standardizes this already widespread practice. A number of states, including Washington, Nebraska, Kansas, Iowa and Minnesota, have already empowered localities to implement Minimum Maintenance Road standards. In these states general policies and guidelines have been set with the expectation that localities will determine the exact level of maintenance for their respective roads or road segments.

The road classifications where the Minimum Maintenance designation would apply are indicated in Table 1. They are the Agricultural Land Access and Recreational Land Access classifications, with average daily traffic less than 50 vehicles per day.

The Minimum Maintenance designation provides an alternative to closing a little used road. The level of maintenance provided is set by the local government and must be sufficient for the road to provide reasonable access. However, the level of maintenance is less than that provided on Normal maintenance roads. The list of Maintenance Activities shown in Table 5 contrasts Normal and Minimum Maintenance Roads for some major maintenance activities.

Generally, the level of maintenance provided on a Minimum Maintenance Road will be the minimum that is necessary to permit use of the road, consistent with its classification. Once designated by the local town or county legislative body¹ in the manner prescribed in this manual, a Minimum Maintenance Road or road segment would be maintained by the county or town highway superintendent according to the volume and type of traffic travelling on such road. Any maintenance practice would be defined and conducted by the county or town highway superintendent responsible for each road or road segment classified as a Minimum Maintenance Road in accordance with the guidelines in Table 5.

¹ *"Legislative body" means a town board of a town or a board of supervisors or legislature of a county.*

TABLE 5

MAINTENANCE ACTIVITIES

ACTIVITY	NORMAL MAINTENANCE ROADS	MINIMUM MAINTENANCE ROADS
Surface Maintenance		
Crack Sealing	As necessary	"May be omitted, consistent with the decision about the need to keep the road in service."
Patching and potholes	On demand	
Surface Seals	As necessary	
Thin Overlays	As necessary	
Snow Removal	Roads kept clear	
Shoulder Maint.	Grading cleaning	
Blading	Regular	Infrequent
Roadside Maintenance		
Cleaning	As necessary	"May be omitted, consistent with the decision about the need to keep the road in service."
Mowing	Regular	
Brush Control	Site distance maintained	
Guide Rail Maint.	Regular	
Drainage:		
- Structure	As necessary	
- Ditches	Positive drainage maintained	
Slopes	Repair failures	
Bridges		
Cleaning	As necessary to preserve bridge	"May be omitted, consistent with the decision about the need to keep the structure in service at the rated (or posted) load."
Lubrication	As necessary to preserve bridge	
Painting	As necessary to preserve bridge	
Deck	As necessary to preserve bridge	
Drainage	As necessary to preserve bridge	
Signs	MUTCD	MUTCD

NOTE: MUTCD is the Manual of Uniform Traffic Control Devices.

The Minimum Maintenance designation would apply on infrequently used roads - primarily roads with no year around residences or businesses. Under a similar existing New York State law, towns have the option of designating a Seasonal Limited Use Highway and discontinuing snow removal. However, once a residence or business is established on the road, the law requires the town to resume full year around service. This often means widening a narrow road to accommodate snowplows.

Use of Minimum Maintenance guidelines would extend local decision making power in two important ways. First, all maintenance, not only snow removal, could legally be reduced, thereby adopting the already widespread (and financially necessary) practice of reducing maintenance on the least traveled roads. Second, the decision to provide full services to new residences or businesses, established after the designation as a Minimum Maintenance Road, would be at the discretion of the local government and not required by New York State law.

Some rural towns have many miles of unimproved and uninhabited roads and are experiencing substantial second home development and conversion of seasonal camps to year around homes. The result has often been a sharp increase in the demand for all year, improved roads, without sufficient increases in tax revenues to pay for them. The potential is great for this trend to become even more pronounced. Establishing the Minimum Maintenance designation would help to return control to local government by making the decision to improve roads a local one - not one that is mandated by state law. Minimum Maintenance Roads will continue undiminished in federal and state-aid formula calculations and not impair overall funding levels received by participating localities.

The Local Roads Research and Coordination Council is concerned that a proper and equitable balance be struck between the interests of property owners wishing to develop their land and local government efforts to control spending. In order to promote this balance, the Council has developed the following framework for local designation of Minimum Maintenance Roads or road segments.

Procedure and Process for Designating a Minimum Maintenance Road or Road Segment

- I. **Local designation.** The legislative body of any rural county or town (the town board of a town, or a board of supervisors or legislature of a county) may, by local law or resolution, designate as a Minimum Maintenance Road any low-volume rural road or road segment that affords agricultural or recreational land access at the time of such designation. Ensuring, however, that such roads or road segments do not provide farm centers of operation and/or individual year-round residences with principal motor vehicle access to goods and services necessary for effective support of such farms and/or year-round residences. A public hearing shall be held by the legislative body prior to taking

action on a proposed Minimum Maintenance Road designation. At least ten days before such public hearing, written notice of the hearing shall be served by certified mail upon every owner of real property abutting said road or road segment as determined by the latest, completed assessment roll. No local law or resolution designating a Minimum Maintenance Road shall take effect until Minimum Maintenance standards are adopted and signs are posted by the highway superintendent advising the public that such road is a Minimum Maintenance Road. No road, once designated a Minimum Maintenance Road, shall be determined to have been abandoned pursuant to the provision of subdivision one of section two hundred five of the New York State Highway Law until at least six years have elapsed since the termination of the designation of said road as a Minimum Maintenance Road.

II. County and town legislative findings. Prior to any public hearing relating to the designation of a low-volume rural road or road segment as a Minimum Maintenance Road by local law or resolution, the legislative body having jurisdiction shall issue findings that such road or road segment should be designated a Minimum Maintenance Road. Such findings shall include but not be limited to:

1. the volume and type of motor vehicle traffic on such road;
2. a determination that the property owners of land abutting the road shall continue to have reasonable access to their property; and
3. a determination that such road, or road segment, does not constitute a farm access or year-round residential access road as defined above.

III. School board and planning board review.

1. At least sixty days prior to the hearing on the proposed Minimum Maintenance Road designation, a copy of the findings shall be made available for public inspection. A copy of the findings shall also be sent to the local school board of the county or town having jurisdiction over such road.
2. Such school board and planning board shall have 45 days to review the findings and file with the clerk of the legislative body of such town or county a resolution that reports its recommendation on the proposed road designation. Where the designation is not recommended, the school board or the planning board shall set forth in said resolution the reasons for not recommending such designation.
3. The legislative body may, by resolution, accept, accept in part, or reject the recommendations of either the school board or planning board prior to any vote upon the proposed local law or resolution.

IV. Posting of signs. In order to promote driver awareness and safety, the rural county or town legislative body shall direct the county or town highway superintendent to post Minimum Maintenance Road signs as designed by the New York State Department of Transportation in conformance with the New York State Manual of Uniform Traffic Control Devices.

V. Discontinuation of local designation.

1. Any person or persons owning or occupying real property abutting a road or road segment which has been designated a Minimum Maintenance Road in accordance with these guidelines may petition the county or town having jurisdiction over such road. The petition shall identify the road or road segment to be discontinued as a Minimum Maintenance Road, and set forth the reasons for such discontinuance. The county legislature of the county or the town board of the town having jurisdiction over such road or road segment shall hold a public hearing upon such petition within 45 days after its receipt, with at least ten days public notice given prior to the conduct of the public hearing. Where the county legislature or the town board after such public hearing determines that the road or road segment shall continue as a Minimum Maintenance Road, no further petitions may be submitted for discontinuing the designation until the lapse of at least two years from the date of the filing of a petition as noted above. Where it is determined that the road or road segment shall be discontinued as a Minimum Maintenance Road, such discontinuance shall take effect six months after the commencement of the next fiscal year of the affected town or county.
2. As an alternative to the above petition process for discontinuation of a Minimum Maintenance Road designation, the county or town legislative body having jurisdiction over a Minimum Maintenance Road may adopt a local law or resolution on their own initiative to discontinue such Minimum Maintenance Road designation, where it determines such action to be in the public interest.