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**§ 109-31 Road specifications.**

The following specification is the standard for the construction of new roads in the Town of Wilton, Saratoga County, New York. It provides both minimum requirements for materials and workmanship for roads built on sand or granular subgrades and new roads constructed on silty or clayey subgrades (A-6 and A-7 soil). [Note: Reference is made to American Association of State Highway and Transportation Officials soil classifications A-1 through A-7 as defined in the Asphalt Institute Manual, Series No. 10 (MS-10), March 1978 Edition.] Unless specifically stated otherwise, all road work shall conform to the most recent version of New York State Department of Transportation's Standard Specifications.

- A. Clearing and grubbing of right-of-way. Sod, topsoil, organic matter, foreign material and cobbles larger than four inches shall be removed from the entire right-of-way and shall be disposed of in an acceptable manner. In cases where the subgrade consists of A-6 or A-7 soil, the removal of the appropriate amount of this material shall be accomplished in an acceptable manner prior to grading the subgrade.
- B. Effect of weather conditions on construction. Application of asphaltic concrete on new roads shall be permitted only during the time period of April 1 to November 1. The temperature during this time for construction shall be at least 50° F. Construction shall not occur during wet weather or during other adverse weather conditions. Deviation from these conditions shall be permitted only by special permission from the Town Highway Superintendent.
- C. Subgrade. The "subgrade" is defined as the original soil existing in the right-of-way over which the subbase is to be placed. "Artificial subgrade" refers to the granular material used to replace a specified depth of removed poor subgrade material.
  - (1) Grading and compaction. Grading and compaction of the subgrade shall commence after completion of the clearing and grubbing operation and shall be done in compliance with the accompanying drawing and the approved grade profile prior to the application of the subbase material. Compaction of the subgrade shall be accomplished by means of a vibratory eight-to-ten-ton roller as outlined in § 203-3.12 B.2 of the New York State Department of Transportation Standard Specifications. The method of compaction used shall also comply with the above-referenced standard.
  - (2) Testing and inspection of the subgrade. Compaction of the subgrade shall be achieved to the satisfaction of the Town Highway Superintendent and Town Engineer. Placement of the subbase shall not proceed until approval of the subgrade is received from the Town of Wilton.
- D. Subbase. The subbase course shall consist of NYSDOT Type 2 (Item 667.02 of the New York State Department of Transportation's Standard Specifications) and of a thickness equal or greater than that referenced in the Typical Road Section. **[Amended 3-2-2006]**
  - (1)
  - (2) Testing and inspection of the subbase. Prior to the placement of the subbase, the contractor shall have a sample analyzed that is truly representative of that material to be used for compliance with the appropriate New York State Department of Transportation standard. A New York State approved laboratory for sieve analysis shall be used. The results of the sample tested shall be submitted for the

Town's approval. Town approval, in writing, shall be obtained before the commencement of any work. Additional testing may be required at the discretion of the Town of Wilton.

- (3) Construction. The maximum thickness of lifts permitted for the subbase shall be six inches. Compaction of the subbase shall be accomplished by means of an eight-to-ten-ton roller or other compacting device defined in § 203-3.12 of the New York State Department of Transportation Standard Specifications and shall be graded in accordance with the accompanying drawing. Any imperfections, irregularities or other damage in the subbase shall be repaired prior to the installation of the base course.

E. Binder course.

- (1) The binder course shall consist of a thickness equal or greater than that referenced in the Typical Road Section, after compaction, of Type 3 asphalt concrete (New York State Department of Transportation Standard Specifications Equivalent) binder material.
- (2) Application of the binder course shall be in conformance with § 401-3 of the New York State Department of Transportation Standard Specifications and shall be graded as shown on the accompanying drawing and the approved grade profile.

F. Intermediate and Final Top courses.

- (1) The intermediate and final top courses shall consist of a thickness equal or greater than that referenced in the Typical Road Section, after compaction, of Type 6F asphalt concrete (New York State Department of Transportation's Standard Specifications Equivalent) top material.
- (2) Application of the intermediate and final top courses shall be in conformance with § 401-3 of the New York State Department of Transportation's Standard Specifications and shall be graded as shown on the accompanying drawing and the approved grade profile.
- (3) The construction of the final top course shall be deferred until 90% or more of the building lots fronting on the section of road in a particular phase have received certificates of occupancy and before the last building lot certificate of occupancy or by order of the Town Highway Superintendent and Town Engineer. **[Amended 8-1-2019]**
- (4) All pavement penetrations, except valves and manhole covers, shall be set flush with the intermediate paving course elevation; valves and manhole covers shall be set 1/4 inch below the intermediate course elevation. Metal risers shall be installed just prior to final top course paving to keep the pavement penetrations flush with the top course elevation, except valves and manhole covers shall be set 1/4 inch below the top course elevation.

G. Poor subgrade; minimum requirements.

- (1) A "poor subgrade" is defined as that which consists of silty or clayey material and designated A-6 or A-7 under the American Association of State Highway and Transportation Officials soil classification system.
- (2) When a poor subgrade exists, an artificial subgrade, as previously defined, shall be substituted for a

portion of the subgrade as shown on the drawing. The artificial subgrade shall consist of granular material (sand) and shall be approved for use by the Town Highway Superintendent prior to installation. The compacted depth of the artificial subgrade shall be 12 inches.

- (3) Additional requirements shall be imposed if deemed necessary. Core samples are to be taken as directed by Highway Superintendent. **[Amended 8-1-2019]**
- H. Industrial and commercial roads. Roads intended primarily for industrial or commercial uses or other surfaces subjected to excessive wheel loadings may require special design. These situations shall be evaluated on an individual basis and designed as per Town Engineer and Highway Superintendent's direction.
- I. Drainage facilities.
- (1) Prior to the construction of drainage facilities, the plans and specifications shall be approved by the Town Highway Superintendent and the Town Engineer, in writing. The basis for the design of drainage facilities shall be accomplished by means of an acceptable method for calculating runoff, such as the Rational Method or Soil Conservation Service Technical Release No. 55. Complete calculations for determining runoff quantities shall accompany all submittals for Town approval.
  - (2) Catch basins shall be a minimum four feet inside diameter. Drop inlets may be used in lieu of catch basins for the purpose of collecting surface water discharge to a catch basin. Drop inlets shall be at least 2 1/2 feet square. The height shall be ample to provide minimum cover over pipe as required. See Catch Basin Detail for both catch basin and drop inlet design.
  - (3) Unusual conditions.
    - (a) Where unusual conditions exist, such as the need for groundwater recharge to replenish water wells, flat topography, excessively high or low groundwater table, etc., a special design for stormwater systems shall be required.
    - (b) In areas where topography limits stormwater system design to on-site disposal, it is preferred that retention areas be used, if conditions warrant it, in conjunction with an underdrain system. Dry wells may be incorporated in the overall design on certain cases.
  - (4) Drainage easements shall be created a minimum of 25 feet from the top of drainage swales and basins in order to ensure that the Town has adequate area for any future maintenance.
- J. Additional requirements.
- (1) In certain cases, guiderails may be required. This requirement shall be discussed with the owner during the plan review process, if required. All guiderails shall be box beam per NYSDOT Specifications. **[Added 2-1-2007]**
  - (2) Road elevation shall ensure the construction of driveways with a maximum slope of 5% from pavement edge to the road right-of-way line.

- (3) The radii at all intersection shall be 35 feet for subbase, base, intermediate and top courses.
- (4) All new roads shall receive a graded layer of suitable topsoil material from the edge of the pavement to the right-of-way extremity. Mulching and seeding of this area shall occur as soon as practical. The road shall be acceptable to the Town only upon the appearance of a dense stand of grass in nonblacktopped areas.
- (5) All catch basins, drop inlets and piping shall be free of sediment, silt and debris when accepted by the Town of Wilton.
- (6) Areas containing erosion or eroded soil or areas not containing a dense stand of grass contained within the road shall constitute grounds for denial of acceptance.
- (7) Prior to the issuance of any certificates of occupancy or the acceptance of the road, property pins shall be placed on the front corners of the property designating the line between the landowner's property and the Town right-of-way.
- (8) All stumps, grubblings, logs, and limbs generated from subdivision projects shall be hauled off-site and disposed of properly. Chipping/tub grinding of this material on-site will be allowed in lieu of off-site disposal, if approved by the Planning Board. These grindings shall not be disposed of in any defined open space areas. **[Added 2-1-2007]**