

**MINIMUM STANDARD REQUIREMENTS
FOR ESTABLISHING NEW TOWN ROADS
IN THE TOWN OF ULSTER, ULSTER COUNTY, NEW YORK**

Amending & replacing paragraphs 20 to 31 of Section 4 of attached regulation

The Town Superintendent of Highways will not recommend, and the Town Board will not accept, or establish any new town road which does not meet the following minimum requirements and standards, WHICH REQUIREMENTS AND STANDARDS MUST BE MET AND PAID FOR BY THE PERSON OR FIRM PETITIONING THE TOWN TO TAKE OVER SUCH ROAD:

1. Section 170 and 171 of the Highway Law must be fully complied with.
2. All boundaries of the proposed road shall be marked with permanent markers at all corners, and on tangents of over 1000 feet markers shall be set on the road boundaries at not over 500 feet intervals.
3. The right of way shall be completely cleared of all brush, scrub trees for its full width.
4. All drainage structures necessary shall be installed, shall be of accepted design, and shall be of adequate size and length.
5. All necessary drainage ditches shall be constructed to provide adequate drainage for the proposed road, and easements, when necessary for same, shall be provided by the petitioner.
6. The proposed roads shall be graded, such grading shall conform to the typical cross section attached hereto, and shall be constructed to grades indicated on a profile of the proposed street or road, such profile to be submitted to the Town Board and comprise a part of the petition requesting the acceptance of said street or road. The grades thus established shall be in accordance with good engineering practice, and shall be so laid out that additional work by the Town will be unnecessary.
7. All material, not suitable for sub-base within the limits of the proposed pavement width, shall be removed to a depth not less than 15 inches below the proposed finished grade, and the excavated areas must be back-filled with not less than 12 inches of compacted hard shale, well graded gravel, quarry rubbish or other satisfactory sub-base material for a width of not less than 26 feet.
8. After thorough compaction, the sub-base shall be trimmed to present an even surface, 3 inches below proposed finished grade and shall be covered with 3 inches of graded material, acceptable to the Town Superintendent of Highways. This surface shall then be treated with bituminous material as specified on the attached sheet.

9. Utility poles shall be set in such a location that they will normally be in back of the curb line, and between the curb line and the theoretical side walk line.
10. Any sub-surface structures, such as water, gas or sewer lines must be installed previous to application for the acceptance of the road by the Town authorities and shall be installed in compliance with good common practice.
11. Any deviation from any of the above requirements can only be made by a written release by the Town Superintendent of Highways, such release to accompany the owner's petition for the acceptance of the proposed town highway.
12. Before the completed roadway is accepted by the town, the contractor must furnish satisfactory guarantee that all bills accrued during the construction of the roadway have been paid in full or make satisfactory arrangements therefore.

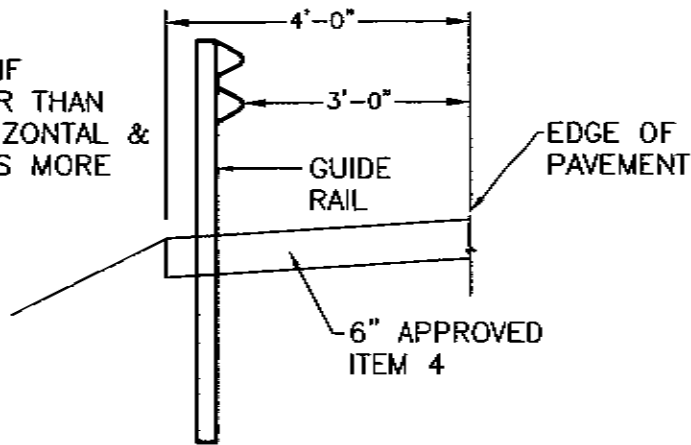
**DOUBLE SURFACE TREATMENT FOR HARD SURFACING OVER
GRADED MATERIAL FOUNDATION COURSE, AS REQUIRED IN
PARAGRAPH 8 OF THE MINIMUM STANDARD REQUIREMENTS**

1. Material must be bladed to smooth, even alignment both along the center line and across the road section, and compacted by rolling with a 5 to 10 ton power roller.
2. Asphaltic priming oil shall be applied at the rate of 0.5 gallon per square yard or as directed by the Town Superintendent.
3. The oiled surface shall be uniformly covered with sufficient 5/5 or 1/4 inch crushed stone to completely cover over the prime coat.
4. The prime coat must be allowed to penetrate and set for about three days or longer, if so directed by the Town Superintendent.
5. Prime surface cover material shall then be hand-broomed or lightly drag-broomed to insure that any excess cover material is evenly distributed. If ordered by the Town Superintendent, excessive loose stone shall be removed.
6. Rapid curing cut back asphalt material of a grade to be determined or approved by the Town Superintendent shall then be applied at the rate of 1/3 to 1/2 gallon per square yard.
7. This surface shall be uniformly covered with 5/8 to 1/4 inch crushed stone and rolled with a 5 to 10 ton power roller.
8. Hand-broom or light drag-broom the surface to distribute cover material evenly and re-roll with 5 to 10 ton power roller to compact and imbed cover material.

9. **Any damage that may be done to the finished surface, by the movement of contractor's equipment, shall be repaired to the satisfaction of the Town Superintendent by the petitioner before final acceptance of the road, unless petitioner is released from this obligation in writing by the Town Superintendent.**

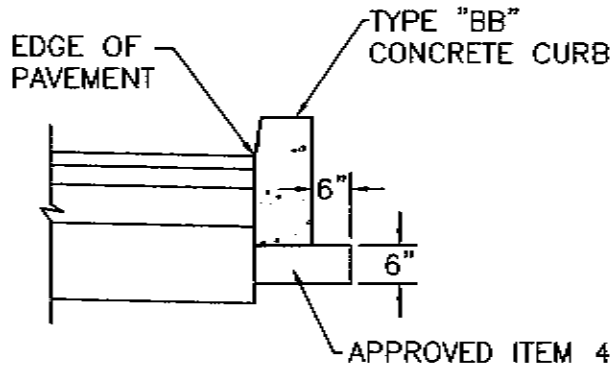
NOTE:

1. GUIDE RAIL REQUIRED IF SUDESLOPE IS STEEPER THAN 1 VERTICAL TO 3 HORIZONTAL & EMBANKMENT HEIGHT IS MORE THAN 6 FOOT.



GUIDE RAIL DETAIL

NOT TO SCALE



CONCRETE CURB DETAIL

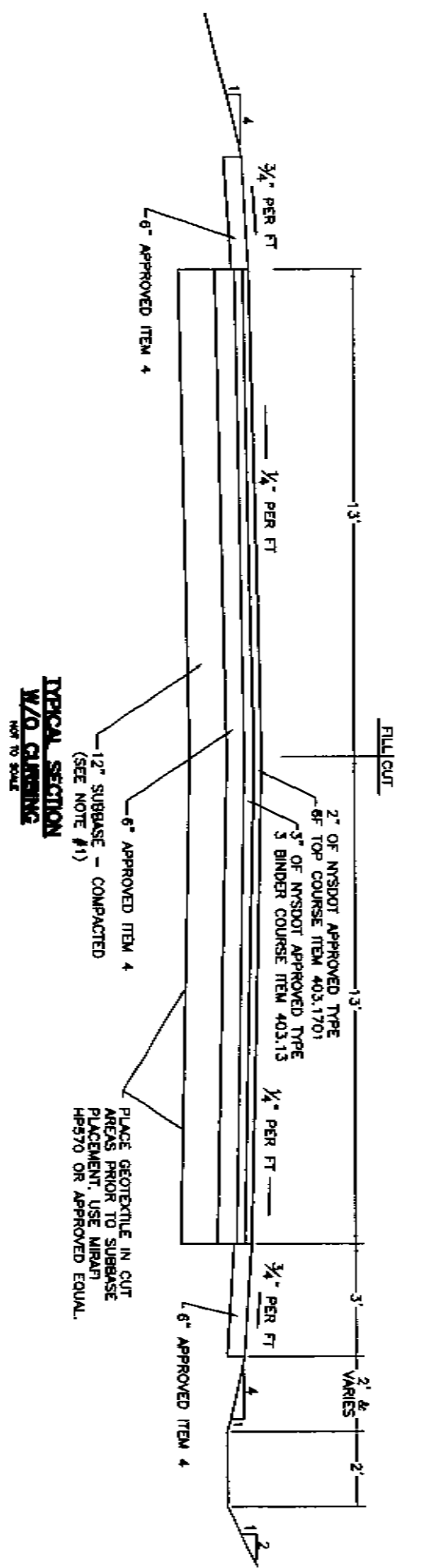
NOT TO SCALE

FIGURE #3

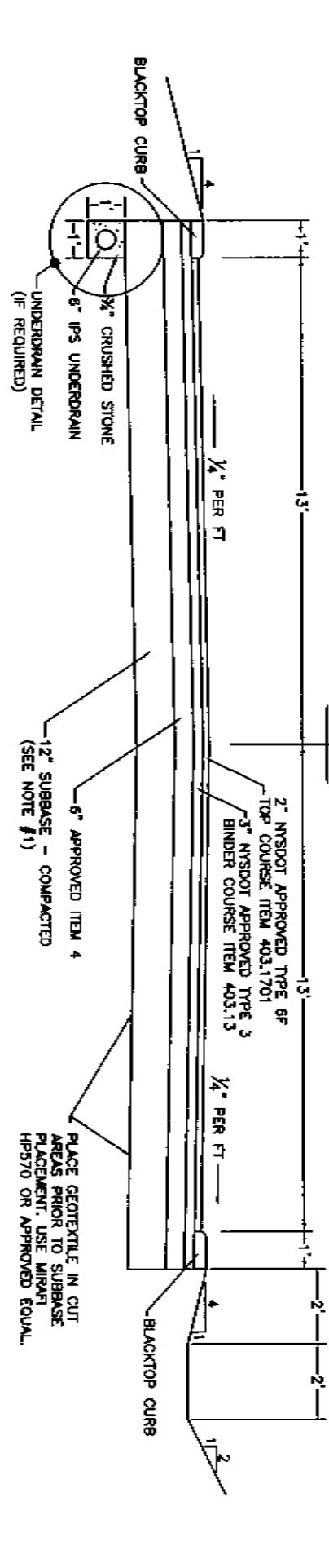


Unauthorized alteration or addition to a plan bearing a Licensed Engineer's seal is a violation of section 2000, subdivision 2, of the New York State Education Law.

| | | |
|--|-----------------|----------------|
| TYPICAL ROAD SECTIONS FOR THE TOWN OF ULSTER | | NEW YORK |
| TOWN OF ULSTER | | ULSTER COUNTY |
| DATE | REVISION RECORD | |
| | | |
| BRINNIER & LARIOS, P.C. ENGINEERS & LAND SURVEYORS 87 MADEN LANE | | KINGSTON, N.Y. |
| SCALE | DATE | SHEET NO. |
| AS SHOWN | JANUARY 2008 | 1 OF 1 |
| | DESIGNED BY | |
| | CHECKED BY | |



**TYPICAL SECTION
W/O CURBING**
NOT TO SCALE



**TYPICAL SECTION
W/BLACKTOP CURBING**
NOT TO SCALE

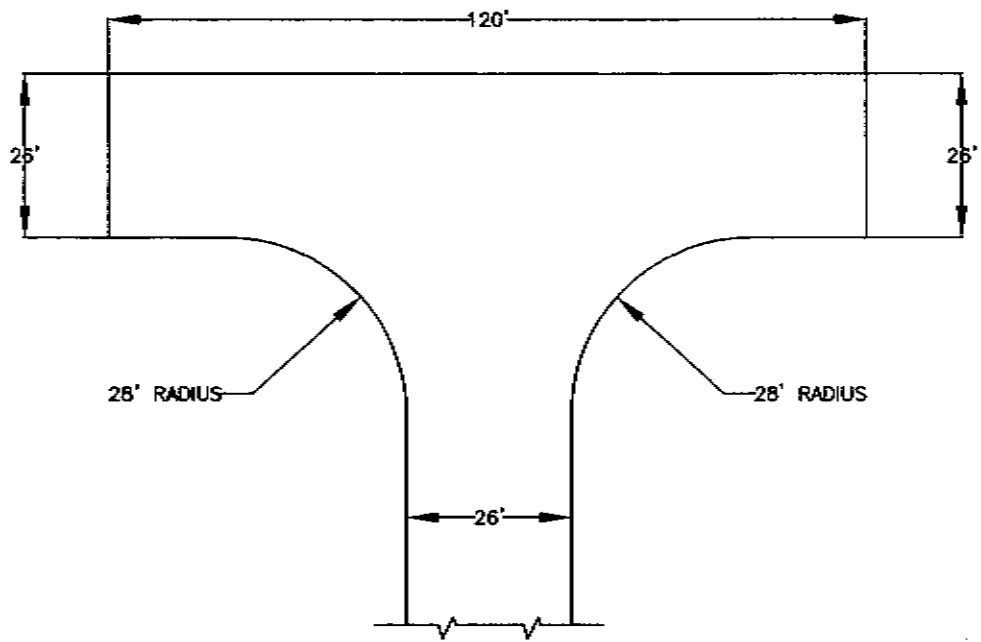
NOTE:
1. THE FOUNDATION COURSE SHALL CONSIST OF WELL GRADED, UNIFORMLY MIXED BROKEN STONE, HARD SHALE CRUSHED STONE, BROKEN SLAG OR RUN-OF-BANK GRAVEL AS APPROVED BY THE SUPERINTENDENT OF HIGHWAYS AND/OR TOWN ENGINEER. AGGREGATE SHALL CONTAIN NO PARTICLES LARGER THAN FOUR (4) INCHES IN THICKNESS.



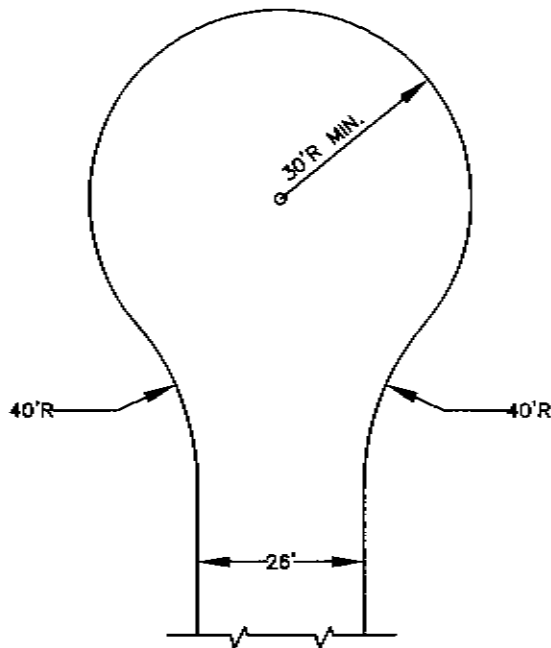
Authorized signature of engineer for 2" from
Seal of the State of New York, Department of Transportation, and the
Seal of the County of Ulster, New York, Department of Highway Engineering.

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|-------------------------|----------|---------------|----------------------------|----------|----------|
| TOWN OF ULSTER | | ULSTER COUNTY | | NEW YORK | |
| DATE | REVISION | DATE | REVISION | DATE | REVISION |
| | | | | | |
| TOWN OF ULSTER | | | NEW YORK | | |
| BRINNIER & LARIOS, P.C. | | | ENGINEERS & LAND SURVEYORS | | |
| 67 WARDEN LAKE | | | UNISTON, N.Y. | | |
| SCALE | DATE | DRAWN | CHECKED | DATE | BY |
| AS SHOWN | MAY 2008 | | | | |
| DRAWN | | | 1 OF 1 | | |

FIGURE #1



HAMMERHEAD TURNAROUND DETAIL
NOT TO SCALE



CUL-DE-SAC TURNAROUND DETAIL
NOT TO SCALE

FIGURE #2



Unauthorized alteration or addition to a plan bearing a licensed engineer's seal is a violation of section 7004, subsection 4, of the New York State Education Law.

| TOWN OF ULSTER | | ULSTER COUNTY | | NEW YORK |
|----------------|-----------------|--|--------------|-----------|
| DATE | REVISION RECORD | BRINNIER & LARIOS, P.C. ENGINEERS & LAND SURVEYORS 87 BARDEN LANE KINGSTON, N.Y. | | |
| | | SCALE | DATE | SHEET NO. |
| | | AS SHOWN | JANUARY 2008 | 1 OF 1 |