TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

STANDARD SPECIFICATIONS
FOR
ROADS AND HIGHWAYS

Amended & Adopted: December 4, 2017
Resolution # 193

Town of Malta
2540 Route 9
Malta, New York
Town Road Policy Statement:

All roads constructed in the Town of Malta shall comply with the minimum material specifications standards set forth below in order to be incorporated into the overall town road system including both public and private, and as may be amended or replaced. The Town Board for the Town of Malta finds that it is in the public interest for the Town of Malta to establish minimum specifications for roads constructed in its jurisdiction. The Town’s minimum road construction specifications and standards are intended: to accommodate long-range traffic forecasts; to afford satisfactory access to law enforcement, to the fire department, to the Highway Department snow removal equipment, to sanitation equipment, to road maintenance equipment; and to minimize the Town’s routine road maintenance obligations.

Definitions:
For clarity and consistency of application of this Policy, the following definitions shall be applied for the interpretation of the Policy:

1. **Town road**: A thoroughfare over which the public has a legal right to pass; usually measured to include the complete Right-of-Way (ROW) with ownership residing with a municipal agency.
2. **Private road**: A thoroughfare over which the public has a legal right to pass; usually measured to include the complete Right-of-Way (ROW), with ownership residing with a party (or parties) other than a municipal agency.
3. **Driveway**: For the purposes of “Town of Malta Standard Specifications for Roads and Highways” this shall be defined as an access to a single family home, accessory structure serving a single family home, or a single commercial or industrial establishment (one-building), so long as those accesses originate directly from a public or private road as defined by this document. Driveways serving accessory structures serving single family homes can originate from the driveway that serves the home. A single driveway can be used by no more than 2 single family dwellings. The Highway Superintendent shall make in the final determination in situations where this definition does not provide clear guidance.
4. **Drainage**: The engineered removal of water from the roadway system by means of culverts, ditches, curb and gutter, trenches, channels, and/or a storm sewer drainage system etc.
5. **Roadway**: The traveled portion of the highway.
6. **Grade**: The rate of ascent or descent of the slope a road.
7. **Approach**: The portion of a road extending 100’ on either side of a cross culvert bridge or intersection.
8. **Road Bed**: The entire engineered roadway, sub-structure and surface of a public thoroughfare laid in place and ready for travel.
9. **Base Course**: The lowest engineered portion of a road bed supporting a roadway, typically consisting of crushed aggregate including the shoulders of the road.
10. **Surface**: The top of the roadway, or the traveled surface.
11. **Sub-grade**: The earthen portion of a roadway under the engineered base course.
12. **Subbase**: The layer of aggregate material laid on the subgrade, on which the base course layer is located.
13. **Top Course**: One or more layers of a pavement structure designed to accommodate the traffic load, the top layer of which resists skidding, traffic abrasion, and disintegrating effects of climate.
14. **Binder Course**: The asphalt layer between the top and base courses.
15. **Tack Coat**: A bituminous emulsion place between asphalt lifts for adhesion.
16. **Truing and Leveling Course**: Pavement course of variable thickness and material used to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface.
17. **Standard Specifications**: New York State Department of Transportation Standard Specifications.
18. **Embankment**: The portion of a roadway which requires the placing and compacting of suitable fill material to bring the finished sub-grade up to the required grade.
19. **Highway Superintendent:** The individual elected to the position of Highway Superintendent of Highways for the Town of Malta.

20. **Right Of Way:** An area that allows for the passage of people or goods. Rights-of-way include passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency, or it may be privately owned.

21. **Underdrain:** A drain located under the pavement, usually deeper than edge drains and intended to lower the groundwater by means of gravity flow.

22. **Building and Planning Coordinator:** The Department head of Building, Planning & Zoning, appointed by the Town Board,

23. **Town Engineer:** A professional engineer licensed to practice in the State of New York whether an individual or Professional Corporation that is designated by the Town Board. In some cases the Town Highway Superintendent or Building and Planning Coordinator may assign another agent to perform duties other than the Town designated Engineer.

**Applicability:**

This Policy shall be applicable to all roads approved by the Town Board or Planning Board following adoption and publication of the Policy including, but not limited to: any private roads (excluding driveways), and any other roads accepted by the Town as public roads for access in the Town of Malta. It is noted that existing and new town owned or town constructed roadways or access ways, may be exempt from these provisions. Also, it is noted that in all cases, roads and driveways constructed in the Town of Malta, shall meet the minimum requirements of the applicable provisions of the New York State Fire Code (latest revision).
General

A. Description:

I. The following subsections establish the construction requirements for and the sequence in which new roads, streets or highways are to be constructed.

II. The Road Specifications set forth in the following paragraphs shall be employed in the final design and construction of all roads within the Town. Detailed drawings for such facilities shall be considered an integral part of the final plans submitted for Town approval.

B. Requirements:

I. It shall be the responsibility of the Contractor to supply and install all materials in accordance with these Standards. The Superintendent of Highways or the Building and Planning Coordinator, and/or their representative reserve the right to conduct any testing to verify that the material and/or installation are within the requirements of the sections of these Standards. Should any material and/or installation be determined not to be in accordance with all the requirements the sections of Standards, the Contractor shall, at his own expense, correct the unacceptable material and/or installation. The Contractor shall also reimburse the Town for all costs associated with the testing of materials and/or installations that is determined not to be in accordance with the requirements of the sections of these Standards.

C. Referencing Standards:

I. The State of New York’s Department of Transportation (NYSDOT) Specifications shall generally be approved for construction. Other materials may be used only with prior written approved from the Town Highway Superintendent.

1. Construction Specifications

A. Roads: All roads and streets shall be constructed in accordance with the Town of Malta Typical Highway Cross Sections attached.

I. Embankment:
   a. No organic material, frozen, frozen material or other unsuitable material shall be used in embankments.
   b. The compacted embankment shall have a minimum dry density of 95% of the maximum density. The maximum density shall mean the maximum dry weight density as determined by the AASHTO Designation T‐99, Method C.
   c. The slopes of all embankments which slope steeper than one on five shall be stabilized by spreading and rolling topsoil and seeding to obtain a satisfactory stand of grass.
   d. Embankments shall be placed and rolled in layers of maximum eight-inch depth, measured before compaction.

II. Subgrade:
   a. The subgrade shall be prepared in accordance with Section 203 of the New York State Department of Transportation Standard Specifications.
   b. All trees, brush, topsoil, stumps, roots more than one-half inch in diameter and rubbish shall be removed from the area of the roadway. Boulders shall be removed to a depth of one foot below the subgrade surface. Muck, spongy material or other unsuitable material shall be completely removed and the excavation filled with suitable material.
   c. The subgrade shall be compacted to 95% Standard Proctor (ASTM D698).
   d. The width of the subgrade shall be equal to the final pavement width plus one (1) foot beyond each edge of pavement.
   e. The elevation of the subgrade is determined by the approved design drawings and details and shall be generally the same cross-sectional shape as the final design grade.
III. **Utilities:**
   a. After the subgrade has been approved, all utilities shall be installed in accordance with Town Standard Specifications and/or local agencies with jurisdiction.
   b. Utilities will not be allowed to be installed between November 1st and April 15th, unless it is an emergency and/or approved by the Town Highway Superintendent.

IV. **Underdrains:**
   a. After utilities have been installed and approved as required and proper compaction has been attained, underdrains shall be installed in accordance with the Town of Malta Roadway Drainage Underdrain Detail and Section 605 of the New York State Department of Transportation Standard Specifications and/or as ordered by the Town Highway Superintendent or Town.
   b. The final locations for underdrains shall be determined based upon subgrade conditions and following proof rolling of the subgrade.

V. **Stabilization Fabric:**
   a. Road stabilization fabric is required under all road base gravel.
   c. The geotextile fabric shall be installed in accordance with Section 207 of the NYSDOT Standard Specifications. This requirement may be waived by the Town Highway Superintendent and Town Engineer if the road base is built on solid rock or similar geological formations. The waiver must be obtained in writing prior to proceeding with the placement of gravel.

VI. **Subbase:**
   a. The subbase shall be installed in accordance with Section 304 of the Standard Specifications.
   b. The subbase shall consist of twelve (12) inches of compacted gravel, Type 2, Item 304 [The subbase depth shall be increased to eighteen (18) inches if soil conditions dictate or if ordered by the Town Engineer or Highway Superintendent] as outlined in the NYSDOT Standard Specifications.
   c. The subbase shall cover the entire area of the subgrade.
   d. A subbase in excess of eighteen (18) inches may be required for special conditions, including but not limited to high traffic volume and/or poor subgrade conditions.
   e. Subbase shall be installed in lifts not to exceed 6-inches.
   f. Once Subbase has been placed, no vehicular traffic shall be permitted until such time that the asphalt base course has been placed unless approved by the Highway Superintendent.

VII. **Binder Course:**
   a. After the subbase has been installed and approved by the Town Engineer, three and one-half (3 1/2) inches of Type 3 asphalt dense binder base (compacted depth) shall be installed in accordance with all applicable parts of Section 400 of the Standard Specifications for Item 403-13, Type 3 dense binder.
   b. The width of the pavement shall be based on the type of road (collector, local, rural) unless otherwise approved by the Town Highway Superintendent and/or Town Engineer to meet special circumstances.

VIII. **Initial Top Course:**
   a. The initial base top course shall be placed one and one-half (1-1/2) inches (compacted) of Type 6F asphalt concrete installed in accordance with all applicable parts of Section 400 of the NYSDOT Standard Specifications for Type 6F, topcourse.
   b. All utility access structures shall be set to within ½-inch of the Initial Top course pavement elevation. The owner/developer shall be responsible for the raising of all iron to within ½-inch of the final finished grade prior to top course paving.
   c. The width of the pavement shall be based on the type of road (collector, local, rural) unless otherwise approved by the Town Highway Superintendent and/or Town Engineer to meet special circumstances.
   d. With the exception of issuance of one building permit for the purpose of construction of a model home, no other building permits shall be issued until the base asphalt course and the first top asphalt course has been placed to the satisfaction of the Town of Malta.

*Amended by Town Board resolution 11/6/14*
IX. **Final Top Course:**
   a. The final top course, or final wearing surface, shall be placed one and one-half (1-1/2) inches (compacted) of Type 6 asphalt concrete top installed in accordance with all applicable parts of Section 400 of the Standard Specifications for Type 6, top course.
   b. Unless specifically stipulated otherwise on the approved plans, the final top course shall not be paved in the same calendar year as the initial top course.
   c. A tack coat shall be applied to the existing pavement course prior to application of the final top course. The application of the tack coat shall comply with all requirements of Section 407 and applicable portions of Section 702, including Table 702-9, Asphalt Emulsion Tack Coat, of the NYSDOT Standard Specifications.
   d. A truing and leveling course may be required, at the expense of the owner/developer, prior to the top course paving.
   e. Manholes, valve boxes, and catch basin grates shall be raised to be within 1/2-inches of the final top course.
   f. The width of the pavement shall be based on the type of road (collector, local, rural) unless otherwise approved by the Town Highway Superintendent and/or Town Engineer to meet special circumstances.

X. **Conditions for Paving:**
   a. Weather Conditions and Seasonal Limitations: Bituminous asphalt concrete mix shall not be placed on any wet surface or when the surface temperature is less than that stipulated in the chart below, or when weather conditions will otherwise prevent the proper handling or finishing of the bituminous mixtures as determined by the Town Engineer or the Town Superintendent of Highways.
   
<table>
<thead>
<tr>
<th>Normal Compacted Lift Thickness</th>
<th>Minimum Surface Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>3” or greater (75mm)</td>
<td>40°F (5°C)</td>
</tr>
<tr>
<td>Greater than 1” (25mm) but</td>
<td>45°F (8°C)</td>
</tr>
<tr>
<td>Less than 3” (75mm)</td>
<td></td>
</tr>
<tr>
<td>1” or less (25mm)</td>
<td>50°F (10°C)</td>
</tr>
</tbody>
</table>
   
   c. Seasonal limitations and weather conditions shall be strictly enforced unless a written waiver is received from the Town Engineer and countersigned by the Town Superintendent of Highways prior to paving stating that the above conditions shall be waived.

B. **Curbing:** All wing curbing shall be constructed in accordance with the Town of Malta Typical Construction Details attached.
   i.

C. **Guiderails:** All guiderails shall be constructed in accordance with the Town of Malta Typical Construction Details attached, and NYSDOT Standard Specifications, Section 606.
   i. **Box Beam:**
      a. Steel Rails and Posts:
         i. Rail Element: 6” x 6” hollow structural steel tube galvanized (ASTM A123).
         ii. Posts: S3 x 5.7 ASTM A36 galvanized (ASTM A123)
      b. Hardware:
         i. Steel Shapes and Plates: ASTM A36
         ii. Bolts and Nuts: ASTM A307
         iii. Galvanized Finish: ASTM A153
      c. Installation
         i. Posts: Drive posts using approved equipment that will set posts in final position free of distortion, burning, or other damage.
ii. Rails: Attached to posts as indicated with the alignment resulting in a smooth continuous rail.

II. Corrugated Beam:
   a. Steel Rails and Posts:
      i. Rail Element: 12 gage, semi-spring corrugated galvanized (ASTM A123) steel plate. Minimum width 12 inches, minimum depth 3 inches.
      ii. End Section: 12 gage corrugated galvanized (ASTM A123) steel plate curved to extend a minimum of 12 inches in back of rail face.
   b. Hardware:
      i. Steel Shapes and Plates: ASTM A36
      ii. Bolts and Nuts: ASTM A307
      iii. Galvanized Finish: ASTM A153
   c. Installation
      i. Posts: Drive posts using approved equipment that will set posts in final position free of distortion, burning or other damage. Paint exposed portions of railroad rails with two coats of aluminum paint (FS TT-P-28D) prior to attaching rail element.
      ii. Rails: Attached to posts as indicated with the alignment resulting in a smooth continuous rail.

D. Pavement Marking: All pavement markings within a road shall be constructed in accordance with the Town of Malta Typical Construction Details attached.
   I. Materials:
      a. Paint: DOT Section 640-2, yellow or white as indicated, or if not indicated as directed by the Town Engineer and/or Town Highway Superintendent.
   II. Preparation:
      a. Remove dust, dirt, and other foreign material detrimental to paint adhesion.
      b. Mark layout of stripes and lines with chalk or paint.
   III. Application:
      a. Apply paint in accordance with DOT Section 640-3.02, delete references to Glass Beads.
2. Product Submittals

A. Prior to installation of any materials associated with road construction, the contractor and/or engineer of record must furnish the Town Engineer or other agent designated by the Building and Planning Coordinator, the Highway Superintendent and the Building and Planning Coordinator, copies of any and all submittals that document compliance with these specifications.

3. Testing Requirements

A. Sub-grade:
   i. Testing will determine maximum density and optimum moisture content for compaction in accordance with ASTM D1-1557 (one test for each type of material for each source). Field density testing will be conducted in accordance with ASTM D1-1556 and/or D-2922 and D-3017. Minimum frequency for field testing shall be two (2) acceptable tests per roadway or as follows, whichever number is greater:
      a. One moisture/density test per 100’ of roadway.
   
   ii. Additional density testing may be required under the following conditions:
      a. Soil Density does not meet project requirements.
      b. Change in method of compaction.
      c. Change in source or quality of soil or aggregate.
      d. Disturbed cut areas.

B. Asphalt (Binder and Top Courses):
   i. Acceptable compaction of the hot mixed asphalt will be determined by comparing the finished product to a laboratory compacted specimen obtained from the same asphalt mix as used on the project. Final compaction or density shall be achieved before the material cools to 185°F (85°C) or below. The target density shall be 96% of the laboratory compacted specimen with 4% air voids. Air void content of the finished product must be within a 3% to 7.5% range of the laboratory compacted sample as a condition for acceptance of new roads. The burden of proof for compliance and the associated expenses shall be the sole responsibility of the developer/contractor.

C. Core Samples:
   i. Upon completion and compaction of the initial top course pavement, core samples shall be taken to verify the depth, compaction and type of materials placed.
   
   ii. Core sampling and testing shall be performed by an independent laboratory approved by the Town. All expenses associated with the taking and testing of the core samples shall be borne by the owner/developer.
   
   iii. Core samples shall be taken along the road/street near the beginning and ending points and at intervals of approximately five hundred (500) feet in each pass of the paving machine. The exact location shall be determined in the field by the Town Engineer, Superintendent of Highways, and the Building and Planning Coordinator, or their designated representative.
   
   iv. Stamped and signed results of the core samples shall be submitted to the Town Engineer, the Superintendent of Highways, and the Building and Planning Coordinator, for approval before the street can be recommended for acceptance by the Town Board.
   
   v. The average thickness of all core samples taken on any new street shall be equal to or greater than the approved thickness for each type of material. A deficiency of more than ¼ inch in the asphalt dense binder base course thickness will be made up by increasing the top course pavement by a corresponding amount. Any deficiencies in the subbase materials of ½ inch or more of thickness, compaction or the type of material placed shall be grounds for rejection or remedial procedures as determined by the Town Engineer or Superintendent of Highways.
   
   vi. All core holes shall be filled in with Hot Mix Asphalt and compacted in a manner satisfactory to the Highway Superintendent.
4. Performance Standards

A. All of the requirements enumerated in this specification shall be performed and all of the utilities and work shall be installed in accordance with standards, specifications and procedures acceptable to the Town Engineer, or other agent designated by the Building and Planning Coordinator, and Highway Superintendent.

5. Inspection and Certification

A. Adequate inspection shall be provided during all phases of construction and shall be done under the direction of the Highway Superintendent, Town Engineer or other agent designated by the Building and Planning Coordinator, or the Building and Planning Coordinator.

B. Inspection Requirements for Town Roads:
   I. Any road intended for conveyance to the Town shall be required to have full time construction observation. The observations shall typically commence from embankment placement (if required) up through top course pavement placement.
   II. The service may be provided either by the Town or by an agency approved by the Town. However, the engineer hired by the owner/developer to perform the design may not inspect his or her own work on behalf of the Town due to a conflict of interest. In either case, the cost of inspection shall be the responsibility of the developer. If the inspection service is provided by the Town, the cost will be based on the actual costs of Town payroll plus overhead incurred by the Town.

C. Inspection Requirements for Other Roads:
   I. Any road intended to be retained by a private entity other than the Town, the frequency and duration of construction observation is not mandated.
   II. The service may be provided either the Town, by an adjacency approved by the Town or the engineer hired by the owner/developer to perform the design. In all instances, the cost of inspection shall be the responsibility of the developer. If the inspection service is provided by the Town, the cost will be based on the actual costs of payroll plus overhead incurred by the Town.

D. Upon completion of the roads up through the initial top course pavement, the Town shall be provided with a written certification by a New York State licensed engineer certifying to the Town that the road was constructed in accordance with approved plans and the Town’s standard specifications.

E. An as-built plan shall be provided to the Town for all roads intended to be offered for Town ownership. Please refer to the Town’s “Standard Procedures for Acceptance and Dedication of Roads” for as-built requirements.

6. Modification or Waiver Requirements

A. When the designated Town official regarding review of the Application (Planning Staff, Planning Board, ZBA, Town Board, THS) determines that extraordinary hardship would result from strict compliance with the provisions of this specification because of an unusual circumstance of topography or other physical condition in the proposed location of a road, it may modify the requirements for said road. Financial hardship is not considered and not applicable to this provision. In addition, for good cause, the Town Board, in consultation with the Highway Superintendent, may waive compliance with the provisions of any part of this specification in connection with the construction of a proposed road.
STANDARD CONSTRUCTION DETAILS FOR ROADS AND HIGHWAYS
GENERAL NOTES:
1. ALL THICKNESS SHOWN FOR PAVEMENT COURSES ARE COMPACTED THICKNESS.
2. ALL MATERIAL SHALL CONFORM TO NYSDOT, SECTION 400.
3. ASPHALT PAVEMENT SHALL BE IN ACCORDANCE WITH NYSDOT SECTION 401-3
4. TACK COAT COMPOSITION SHALL CONFORM TO NYSDOT SECTION 407-2
5. TACK COAT BETWEEN EACH COURSE OF PAVEMENT IF MORE THAN 48 HOURS HAVE ELAPSED SINCE PRIOR COURSE WAS INSTALLED.
6. THE ENGINEER OF RECORD SHALL SUBMIT SHOP DRAWINGS FOR ALL MATERIALS PROPOSED AND ALL MATERIAL SHALL COME FROM APPROVED NYSDOT SOURCES AND SHALL BE DONE PRIOR TO ANY AND ALL INSTALLATIONS.
7. SUBBASE MATERIAL MAY BE INCREASED BEYOND THE MINIMUM STATED TO PROVIDE A STABILIZED SURFACE AND SHALL BE DONE UNDER THE DIRECTION OF THE TOWN HIGHWAY SUPERINTENDENT AND/OR TOWN ENGINEER.
8. ALL MAILBOXES IN SUBDIVISION TO BE CLUSTERED UNLESS POSTMASTER REQUIRES OTHERWISE.
9. ALL NEW LIGHTS, TREES AND OTHER OBSTRUCTIONS WITHIN STREET SIGNS SHALL BE AT LEAST 13 FEET FROM THE BACK OF THE CURB & SHALL BE BEHIND BACK OF SIDEWALK.
GENERAL NOTES:

1. ALL THICKNESS SHOWN FOR PAVEMENT COURSES ARE COMPACTED THICKNESS.

2. ALL MATERIAL SHALL CONFORM TO NYS DOT, SECTION 400.

3. ASPHALT PAVEMENT SHALL BE IN ACCORDANCE WITH NYS DOT SECTION 401-3

4. TACK COAT COMPOSITION SHALL CONFORM TO NYS DOT SECTION 407-2

5. TACK COAT BETWEEN EACH COURSE OF PAVEMENT IF MORE THAN 48 HOURS HAVE ELAPSED SINCE PRIOR COURSE WAS INSTALLED.

6. THE ENGINEER OF RECORD SHALL SUBMIT SHOP DRAWINGS FOR ALL MATERIALS PROPOSED AND ALL MATERIAL SHALL COME FROM APPROVED NYS DOT SOURCES AND SHALL BE DONE PRIOR TO ANY AND ALL INSTALLATIONS.

7. SUBBASE MATERIAL MAY BE INCREASED BEYOND THE MINIMUM STATED TO PROVIDE A STABILIZED SURFACE AND SHALL BE DONE UNDER THE DIRECTION OF THE TOWN HIGHWAY SUPERINTENDENT AND/OR TOWN ENGINEER.

8. SLOPES OF 1V:3H OR FLATTER ARE PREFERRED. SLOPES STEEPER THAN 1V:3H MAY BE USED, PROVIDED THE ENHANCEMENT STABILITY AND FOUNDATION SOILS ARE DEEMED ADEQUATE BY THE TOWN ENGINEER. TOWER SLOPES OF 1V:2H OR STEEPER WITH HEIGHTS OF 3 FEET OR GREATER MUST BE PROTECTED BY RAILING.

9. IN THE SHOULDER / VERGE AREA SUBBASE TO EXTEND OUT A MINIMUM OF 4 FEET FROM THE EDGE OF ROAD. IN THE REMAINING 10 FEET OF SHOULDER / VERGE AREA AN UNDERDRAIN SYSTEM MAY BE SUBSTITUTED FOR SUBBASE. HOWEVER THIS SHALL BE APPROVED BY THE TOWN HIGHWAY DEPARTMENT AND TOWN ENGINEER PRIOR TO CONSTRUCTION. UNDERDRAIN SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 605 OR NYS DOT STANDARD SPECIFICATIONS.

REVISION DATE
MARCH 01, 2017

RURAL STREET CROSS SECTION
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK
AUGUST 2014
BOULEVARD ENTRANCE CROSS SECTION

GENERAL NOTES:
1. ALL THICKNESS SHOWN FOR PAVEMENT COURSES ARE COMPACTED THICKNESS.
2. ALL MATERIAL SHALL CONFORM TO NYS DOT, SECTION 403.
3. ASPHALT PAVEMENT SHALL BE IN ACCORDANCE WITH NYS DOT SECTION 403-3.
4. TACK COAT COMPOSITION SHALL CONFORM TO NYS DOT SECTION 407-2.
5. TACK COAT BETWEEN EACH COURSE OF PAVEMENT IF MORE THAN 48 HOURS HAVE ELAPSED SINCE PRIOR COURSE WAS INSTALLED.
6. THE ENGINEER OF RECORD SHALL SUBMIT SHOP DRAWINGS FOR ALL MATERIALS PROPOSED AND ALL MATERIAL SHALL COME FROM APPROVED NYS DOT SOURCES AND SHALL BE DONE PRIOR TO ANY AND ALL INSTALLATIONS.
7. SUBBASE MATERIAL MAY BE INCREASED BEYOND THE MINIMUM STATED TO PROVIDE A STABILIZED SURFACE AND SHALL BE DONE UNDER THE DIRECTION OF THE TOWN HIGHWAY SUPERVISOR/ENGINEER.

BOULEVARDS ACCESSING DEVELOPMENTS NOT SUBJECT TO THE RESIDENTIAL BUILDING CODE OF NYS:
1. WHEN THE BOULEVARD ENTRANCE IS THE ONLY MEANS OF INGRESS/EGRESS TO THE PARCEL AT LEAST ONE OF THE ENTRANCES SHALL BE A MINIMUM OF 20 FEET WIDE TO PROVIDE APPROPRIATE FIRE ACCESS IN ACCORDANCE WITH THE FIRE CODE OF NEW YORK STATE.
2. NO BUILDINGS IN EXCESS OF 20 FEET IN HEIGHT SHALL BE LOCATED ALONG THE BOULEVARD ENTRANCE UNLESS THE ADJACENT BOULEVARD ENTRANCE IS INCREASED TO 20 FEET IN WIDTH.

REVISION DATE
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK
AUGUST 2011
G3
GENERAL NOTES:
1. ALL THICKNESS SHOWN FOR PAVEMENT COURSES ARE COMPACTED THICKNESS.
2. ALL MATERIAL SHALL CONFORM TO NYS DOT, SECTION 400.
3. ASPHALT PAVEMENT SHALL BE IN ACCORDANCE WITH NYS DOT SECTION 401-3
4. TACK COAT COMPOSITION SHALL CONFORM TO NYS DOT SECTION 407-2.
5. TACK COAT BETWEEN EACH COURSE OF PAVEMENT IF MORE THAN 48 HOURS HAVE ELAPSED SINCE PRIOR COURSE WAS INSTALLED.
6. THE ENGINEER OF RECORD SHALL SUBMIT SHOP DRAWINGS FOR ALL MATERIALS PROPOSED AND ALL MATERIALS SHALL BE CONFORM TO APPROVED NYS DOT SPECIFICATIONS.
7. SUBBASE MATERIAL MAY BE INCREASED BEYOND THE MINIMUM STATED TO PROVIDE A STABILIZED SURFACE AND SHALL BE DONE UNDER THE DIRECTION OF THE TOWN HIGHWAY SUPERINTENDENT AND/OR TOWN ENGINEER.

REVISION DATE
MARCH 01, 2017

LOCAL COLLECTOR CROSS SECTION
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK
AUGUST 2012
GENERAL NOTES:

1. THE 80 FOOT ROW INCLUDES A 20 FOOT WIDE VERGE, 5 FOOT WIDE SIDEWALK, AND 2 FOOT WIDE STRIP BETWEEN THE SIDEWALK AND ROW LINE.

2. THE 166 FOOT ROW INCLUDES A 10 FOOT WIDE VERGE, 5 FOOT WIDE SIDEWALK, AND 2 FOOT WIDE STRIP BETWEEN THE SIDEWALK AND ROW LINE.
HAMMER HEAD
TURN-AROUND DETAIL

5' WIDE SIDEWALK
5' CROSS WALK
5' WIDE SIDEWALK TERMINATES @ 8" DIA. PAD TURN AROUND

5' WIDE SIDEWALK CONTINUED FOR BOTH SIDES

REVISION DATE
MARCH 01, 2017

TOWN OF MALTA
SARATOGA COUNTY, NEW YORK
AUGUST 2011
NOTE:
1. NO DRIVEWAYS FOR VEHICLE ENTRIES OR EXITS SHALL BE PERMITTED WITHIN THE BOULEVARD ENTRANCE AREA.

THIS LAYOUT SHALL BE USED FOR ANY PROJECT THAT:

1. DOES NOT HAVE A SECOND MEANS OF EMERGENCY ACCESS TO THE PROJECT SITE THAT COMPLIES WITH THE FIRE CODE OF NYS, AND

2. IS INTENDED TO ACCESS ANY USES NOT SUBJECT TO THE RESIDENTIAL BUILDING CODE OF NYS.
NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

RESIDENTIAL DRIVEWAY STANDARDS
(Based on: Policy and Standards for the Design of Entrances to State Highways)

November 24, 2003
5A.3.6 Maintenance Responsibility

Property owners having access to a State highway shall be fully responsible for maintenance of their driveway and channelization including the portion from the highway right of way line to the outside edge of the highway shoulder or curb. This maintenance responsibility includes removal of snow and ice and keeping the portion within the highway right of way in a safe condition for the general public.

The property owner shall be responsible for the maintenance of ditches, pipes, catch basins, grates, detention ponds, and other drainage structures constructed in connection with providing access to his property, unless other legally binding arrangements, acceptable to the Department, are made. The property owner shall also trim brush and maintain his/her property in such a manner as to maintain optimal sight distance. A maintenance agreement requiring the owner and his/her successors to maintain the above features specified should be filed as appropriate with the deed in the County Clerk’s office.

5A.4 GENERAL DESIGN REQUIREMENTS, AND GUIDELINES

The following general design requirements apply to all types of entrances. The design requirements set forth in this section are intended to maintain traffic service and safety on the roadway and convenience for the traveling public and the permittee and are based on the premise that the rights of highway users and abutting property owners can be mutually satisfied. The Department reserves the right to impose any additional requirements it deems necessary for public safety.

A driveway or a driveway system shall be so located as to provide:

- The most favorable vision (sight distance), and horizontal and vertical alignment conditions for users of the proposed driveway and the highway.
- No undue interference with nearby driveways, intersections, interchanges, and turning or acceleration and deceleration lanes.
- Maximum safety and convenience for vehicles, cyclists, pedestrians, and other users of highway right of way.
- Consistency with driveway spacing standards presented in this section.
- Consistency with any local adopted driveway spacing standards or arterial corridor management plan.

In the interest of public safety and traffic flow and convenience, the Department may restrict the placement of a driveway to a particular location along the owner's frontage, restrict the type of access, or require shifting of an existing driveway. When a property fronting on a State highway also fronts on and has access to any other public street, road, or highway that intersects the State highway, the Department may restrict access to the State highway if it determines that such access would be detrimental to the safety and/or operation of the State highway.

11/24/03
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

STANDARD SPECIFICATIONS
FOR
STORM DRAINAGE SYSTEMS

ADOPTED: December 4, 2017
Resolution # 193 of 2017

Town of Malta
2540 Route 9
Malta, New York
PART 1 - GENERAL

1.1 Description:

A. The following subsections establish the construction requirements for and the sequence in which new drainage systems are to be constructed.

B. The Drainage Design Standards set forth in the following paragraphs shall be employed in the development of a Storm Water Management Plan and/or Storm Water Pollution Prevention Plan for a proposed project. This plan will be considered an integral part of all development plans submitted for Town approval.

1.2 Requirements:

A. It shall be the responsibility of the Contractor to supply and install all materials in accordance with these Standards. The Superintendent of Highways and/or his representative reserves the right to conduct any testing to verify that the material and/or installation is within the requirements of the sections of these Standards. Should any material and/or installation be determined not to be in accordance with all the requirements the sections of Standards, the Contractor shall, at his own expense, correct the unacceptable material and/or installation. The Contractor shall also reimburse the Town for all costs associated with the testing of materials and/or installations that is determined not to be in accordance with the requirements of the sections of these Standards. Prior to installation of any stormwater structure, shop drawings shall be reviewed and approved by the Superintendent of Highways or his designee.

PART 2 - DESIGN STANDARDS:

2.1 Storm Sewer Drainage Structures

A. Junction Boxes:
   1. Placement shall be at the property line corners to provide a point of connection for the sump pump discharge line of each house or building into the sewer system, as required.
   2. The junction box shall be square precast concrete, 2’-6” x 2’-6” x 3’-0” I.D. Catch Basin as manufactured by The Fort Miller CO., or an approved equivalent.
3. Following installation of junction boxes, all lift hooks shall be cut and voids mortared.
4. All storm sewer connections to all new or existing structures (including, but not limited to, catch basins, manholes, drywells, junction boxes, stormwater features, etc.) shall be installed with a flexible rubber boot. Refer to the standard details for more installation information.

B. Catch Basins:
1. Placement shall be such that the maximum distance which storm water run-off is allowed in an open gutter flow shall not exceed three (300) hundred lineal feet. A shorter distance than this maximum limit may be necessary due to site specific conditions.
2. Catch basins shall be installed at all intersections such that no storm water run-off shall accumulate in or pass through the intersection.
3. The catch basin shall be square precast concrete, 2'-6" x 2'-6" x 3'-6" I.D. Catch Basin as manufactured by The Fort Miller CO., or an approved equivalent.
4. The maximum height for a catch basin shall be four (4) feet as measured from the finished top of frame and grate (rim) elevation to the invert out elevation.
5. All catch basins are required to have a minimum twelve (12) inch sump except that, when an entering or exiting pipe diameter is equal to fifteen (15) inches, then a nine (9) inch sump pump shall be required.
6. When a catch basin exceeds four (4) feet in height (as determined in 4.) above or when any of the entering or exiting pipe diameters exceed fifteen (15) inches, the type of storm sewer drainage structure must be changed from a catch basin to a storm sewer manhole as per CONCRETE DRAINAGE MANHOLE DETAIL (D2).
7. All catch basins shall meet the requirements of Section 706-04 of the NYSDOT standard specification for concrete structures.
8. Following installation of catch basins, all lift hooks shall be cut and voids mortared.
9. All storm sewer connections to all new or existing structures (including, but not limited to, catch basins, manholes, drywells, junction boxes, stormwater features, etc.) shall be installed with a flexible rubber boot. Refer to the standard details for more installation information.

C. Storm Sewer Manholes:
1. The storm sewer manhole inside diameter shall be a function of the storm sewer pipes that enter and exit the specific manhole.
2. The storm sewer manholes shall be round precast concrete, in accordance with the 4'-0", 5'-0", 6'-0", 6'6", 7'-0" and 8'-0" I.D. Manhole Sections as manufactured by The Fort Miller Co., Inc. or an approved equivalent.

3. All storm sewer manholes shall have a standard monolithic base, unless otherwise approved by the Superintendent of Highways or his representative.

4. All storm sewer manholes are required to have a minimum twelve (12) inch sump.

5. All manholes shall meet the requirements of Section 706-04 of the NYSDOT standard specification for concrete structures.

6. Following installation of catch basins, all lift hooks shall be cut and voids mortared.

7. All storm sewer connections to all new or existing structures (including, but not limited to, catch basins, manholes, drywells, junction boxes, stormwater features, etc.) shall be installed with a flexible rubber boot. Refer to the standard details for more installation information.

2.2 Storm Pipes:

A. Material:

1. AASHTO M 294, Type S, with smooth waterway for coupling joints. All pipes shall be bell and spigot and only new complete sections shall be used for each installation. Couplings will only be allowed for connections to existing storm sewers (not between two new lengths of pipe).
   a. Soil tight Couplings: AASHTO M 294, corrugated, matching pipe and fittings to form soil tight joints.
   b. Silt tight Couplings: PE sleeve with ASTM D 1056, Type 2, Class A, Grade 2 gasket material that mates with pipe and fittings to form silt tight joints.

2. Solid corrugated polyethylene pipe and end sections shall be 12”, 15”, 18”, 24”, 30”, 36”, 48”, etc. N-12 pipe.

B. Pipe Size:

1. The minimum pipe diameter for any storm sewer shall be twelve (12) inches.

C. Pipe Placement:

1. Vertical alignment shall provide for a minimum depth of cover from the finished ground elevation to the top of pipe equal to two and one half (2-1/2) feet.
2. When pipe sizes of different diameters enter a drainage structure at a straight through grade condition, the crown elevations of the pipe shall be matched. Underdrain pipe (excluding perforated storm sewer pipe) shall be excluded from this requirement.

3. When more than one pipe enters a drainage structure, at no time will an elevation difference between inverts exceed three (3) feet. Underdrain pipe (excluding perforated storm sewer pipe) shall be excluded from this requirement.

4. All storm sewer connections to all new or existing structures (including, but not limited to, catch basins, manholes, drywells, junction boxes, stormwater features, etc.) shall be installed with a flexible rubber boot. Refer to the standard details for more installation information.

2.3 Sump Pump Collector System:

A. This system shall provide a point of connection for the sump pump discharge line (known as sump pump lateral) of each house or building as required.

B. Sump pump laterals shall be installed into a junction box. Sump pump laterals directly connected to a catch basin or manhole shall be reviewed on a case-by-case basis only. The Town does not take responsibility for sump pump laterals.

C. The minimum pipe diameter and material for any sump pump lateral shall be four (4) inch polyvinyl chloride (PVC) SDR 35 Sewer Pipe.

D. Whenever possible, all sump pump laterals shall be gravity flow.

E. Junction boxes shall be inter-connected with a collector pipe.

F. The minimum pipe diameter and material for any collector pipe shall be six (6) inch PVC SDR 35 Sewer Pipe.

G. The collector pipe shall have a minimum slope of one half percent (0.50%), a minimum depth of cover of two and one half (2-1/2) feet, and shall be connected into the storm sewer system at either a catch basin or storm sewer manhole only.

H. Floor drains from garages or any drains with the potential to be contaminated by any prohibited substances, cannot be connected to stormwater systems.
2.4 Underdrain Pipe:

A. When the ground water and/or soil conditions are such that sub-surface highway drainage becomes necessary, a perforated underdrain pipe shall be installed at low points along the highway profile.

B. This underdrain pipe will connect directly into any drainage structure at the edge of pavement.

C. The minimum pipe diameter for underdrain pipe shall be six (6) inches.

D. The Superintendent of Highways under special circumstances may allow portions of the storm sewer to be utilized as underdrain pipe through the use of perforated rather than solid-wall storm sewer pipe.

2.5 Stormwater Management Areas

A. All proposed stormwater management areas intended for ownership by the Town shall be contained on their own parcel. It shall be noted that these lots do not necessarily have to conform to zoning relative to bulk lot requirements, however the lot shall have direct access to a public right of way. Such lots will be designated as a “utility lot” in accordance with Town of Malta zoning regulations for special use permits, §167-22.

B. All design elements of the stormwater basin shall be in conformance with the NYSDEC guidelines in effect at the time of construction. Notwithstanding, the following additional elements shall be included which are specific to the Town’s ability to access and maintain the facilities.

1. Access to basin:
   a. All basins shall have an access way from an approved town/county/state paved right of way and into the fenced area of the basin. The access shall be a minimum of 12-feet in width and shall be constructed of 12” of NYSDOT Section 304 compliant Subbase Course placed on woven geotextile over the compacted subgrade, Type 2, and 2” of Asphalt Concrete Binder Course, Type 3 compliant with NYSDOT Section 403. Subgrade and subbase shall be compacted to 95% of modified proctor density.
   b. The access shall have a vertical slope not exceeding 10%.

2. Access external and internal to basin:
   a. Suitable access shall be provided both interior and exterior of the perimeter fence for mowing. These areas shall not have a land slope in excess of 25%.

3. Perimeter Fencing & Gate:
a. All basins shall be provided with a 6-feet high chain link fence which shall surround the entire stormwater management area, when the Highway Superintendent determines that it necessary for public safety.

b. The gate shall be constructed of the same material as the fence with locking access, if fencing is required.

2.6 Easements

A. A thirty (30) foot permanent utility easement shall be dedicated to the Town to be maintained by the Town whenever utility lines, which are required for the mutual benefit of adjoining property owners, pass through private property. A permanent easement shall also be dedicated for stormwater basins, established at the limits of grading for the facility. The easement for the stormwater basin shall include a width of fifteen feet (15') for the access drive to the facility. The timing of the filing of drainage easements by the project sponsor shall be at the discretion of the Town Attorney. All costs associated with preparation, approval and filing of drainage easements shall be borne by the project sponsor. Generally, drainage systems to be dedicated to the Town and which serve Town highways should be dedicated the same time as the associated highways.

2.7 Performance Standards

A. All of the requirements enumerated in this specification shall be performed and all of the utilities and work shall be installed in accordance with standards, specifications and procedures acceptable to the Town Engineer, Highway Superintendent, and the Building and Planning Coordinator.

2.8 Inspection and Certification

A. Adequate inspection shall be provided at all times and during all phases of construction and shall be done under the direction of the Town Designated Engineer, unless such inspections are determined by the Superintendent or Building & Planning Coordinator to not be required.

B. All infrastructure proposed to be conveyed to the Town following construction, shall be inspected by a third party (which shall be the Town Designated Engineer, or Town Staff), and not the engineer hired by the owner/developer to perform the design, to avoid a conflict of interest. Any changes to the design based upon field conditions or other circumstances shall be memorialized on the plans/specification by the design engineer and resubmitted to the Town for approval. All costs of inspection shall be the
responsibility of the developer. If the inspection service is provided by Town Staff, the cost will be based on the actual costs of payroll plus overhead incurred by the Town.

C. Written certification by a New York State licensed engineer will be required from the owner/developer certifying to the Town (and any other Authority Having Jurisdiction) that infrastructure not to be conveyed to the Town for final ownership, was constructed in accordance with project plans and specifications.

2.9 Modification or Waiver Requirements

A. When the Town Highway Superintendent, Town Engineer or the Building and Planning Coordinator determines that extraordinary hardship would result from strict compliance with the provisions of this specification because of an unusual circumstance of topography or other physical condition in the proposed location, it may modify the requirements for said street. In addition, for good cause, the Town Board, in consultation with the Highway Superintendent or Building and Planning Coordinator may waive compliance with the provisions of any part of this specification in connection with the construction of the same.
STANDARD DETAILS FOR STORM DRAINAGE SYSTEMS
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

STANDARD SPECIFICATIONS
FOR
STORM DRAINAGE SYSTEMS

ADOPTED: December 4, 2017
Resolution # 193 of 2017

Town of Malta
2540 Route 9
Malta, New York
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1.1 Description:
   A. The following subsections establish the construction requirements for and the sequence in which new drainage systems are to be constructed.
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1.2 Requirements:
   A. It shall be the responsibility of the Contractor to supply and install all materials in accordance with these Standards. The Superintendent of Highways and/or his representative reserves the right to conduct any testing to verify that the material and/or installation is within the requirements of the sections of these Standards. Should any material and/or installation be determined not to be in accordance with all the requirements the sections of Standards, the Contractor shall, at his own expense, correct the unacceptable material and/or installation. The Contractor shall also reimburse the Town for all costs associated with the testing of materials and/or installations that is determined not to be in accordance with the requirements of the sections of these Standards. Prior to installation of any stormwater structure, shop drawings shall be reviewed and approved by the Superintendent of Highways or his designee.

PART 2 - DESIGN STANDARDS:

2.1 Storm Sewer Drainage Structures
   A. Junction Boxes:
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      2. The junction box shall be square precast concrete, 2’-6” x 2’-6” x 3’-0” I.D. Catch Basin as manufactured by The Fort Miller CO., or an approved equivalent.
3. Following installation of junction boxes, all lift hooks shall be cut and voids mortared.
4. All storm sewer connections to all new or existing structures (including, but not limited to, catch basins, manholes, drywells, junction boxes, stormwater features, etc.) shall be installed with a flexible rubber boot. Refer to the standard details for more installation information.

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A. Material:
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      a. Soil tight Couplings: AASHTO M 294, corrugated, matching pipe and fittings to form soil tight joints.
      b. Silt tight Couplings: PE sleeve with ASTM D 1056, Type 2, Class A, Grade 2 gasket material that mates with pipe and fittings to form silt tight joints.

2. Solid corrugated polyethylene pipe and end sections shall be 12”, 15”, 18”, 24”, 30”, 36”, 48”, etc. N-12 pipe.

B. Pipe Size:
   1. The minimum pipe diameter for any storm sewer shall be twelve (12) inches.

C. Pipe Placement:
   1. Vertical alignment shall provide for a minimum depth of cover from the finished ground elevation to the top of pipe equal to two and one half (2-1/2) feet.
2. When pipe sizes of different diameters enter a drainage structure at a straight through grade condition, the crown elevations of the pipe shall be matched. Underdrain pipe (excluding perforated storm sewer pipe) shall be excluded from this requirement.

3. When more than one pipe enters a drainage structure, at no time will an elevation difference between inverts exceed three (3) feet. Underdrain pipe (excluding perforated storm sewer pipe) shall be excluded from this requirement.

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C. The minimum pipe diameter and material for any sump pump lateral shall be four (4) inch polyvinyl chloride (PVC) SDR 35 Sewer Pipe.

D. Whenever possible, all sump pump laterals shall be gravity flow.

E. Junction boxes shall be inter-connected with a collector pipe.

F. The minimum pipe diameter and material for any collector pipe shall be six (6) inch PVC SDR 35 Sewer Pipe.

G. The collector pipe shall have a minimum slope of one half percent (0.50%), a minimum depth of cover of two and one half (2-1/2) feet, and shall be connected into the storm sewer system at either a catch basin or storm sewer manhole only.

H. Floor drains from garages or any drains with the potential to be contaminated by any prohibited substances, cannot be connected to stormwater systems.
2.4 Underdrain Pipe:

A. When the ground water and/or soil conditions are such that sub-surface highway drainage becomes necessary, a perforated underdrain pipe shall be installed at low points along the highway profile.

B. This underdrain pipe will connect directly into any drainage structure at the edge of pavement.

C. The minimum pipe diameter for underdrain pipe shall be six (6) inches.

D. The Superintendent of Highways under special circumstances may allow portions of the storm sewer to be utilized as underdrain pipe through the use of perforated rather than solid-wall storm sewer pipe.

2.5 Stormwater Management Areas

A. All proposed stormwater management areas intended for ownership by the Town shall be contained on their own parcel. It shall be noted that these lots do not necessarily have to conform to zoning relative to bulk lot requirements, however the lot shall have direct access to a public right of way. Such lots will be designated as a “utility lot” in accordance with Town of Malta zoning regulations for special use permits, §167-22.

B. All design elements of the stormwater basin shall be in conformance with the NYSDEC guidelines in effect at the time of construction. Notwithstanding, the following additional elements shall be included which are specific to the Town’s ability to access and maintain the facilities.

1. Access to basin:
   a. All basins shall have an access way from an approved town/county/state paved right of way and into the fenced area of the basin. The access shall be a minimum of 12-feet in width and shall be constructed of 12” of NYSDOT Section 304 compliant Subbase Course placed on woven geotextile over the compacted subgrade, Type 2, and 2” of Asphalt Concrete Binder Course, Type 3 compliant with NYSDOT Section 403. Subgrade and subbase shall be compacted to 95% of modified proctor density.
   b. The access shall have a vertical slope not exceeding 10%.

2. Access external and internal to basin:
   a. Suitable access shall be provided both interior and exterior of the perimeter fence for mowing. These areas shall not have a land slope in excess of 25%.

3. Perimeter Fencing & Gate:
a. All basins shall be provided with a 6-feet high chain link fence which shall surround the entire stormwater management area, when the Highway Superintendent determines that it necessary for public safety.

b. The gate shall be constructed of the same material as the fence with locking access, if fencing is required.

2.6 Easements

A. A thirty (30) foot permanent utility easement shall be dedicated to the Town to be maintained by the Town whenever utility lines, which are required for the mutual benefit of adjoining property owners, pass through private property. A permanent easement shall also be dedicated for stormwater basins, established at the limits of grading for the facility. The easement for the stormwater basin shall include a width of fifteen feet (15’) for the access drive to the facility. The timing of the filing of drainage easements by the project sponsor shall be at the discretion of the Town Attorney. All costs associated with preparation, approval and filing of drainage easements shall be borne by the project sponsor. Generally, drainage systems to be dedicated to the Town and which serve Town highways should be dedicated the same time as the associated highways.

2.7 Performance Standards

A. All of the requirements enumerated in this specification shall be performed and all of the utilities and work shall be installed in accordance with standards, specifications and procedures acceptable to the Town Engineer, Highway Superintendent, and the Building and Planning Coordinator.

2.8 Inspection and Certification

A. Adequate inspection shall be provided at all times and during all phases of construction and shall be done under the direction of the Town Designated Engineer, unless such inspections are determined by the Superintendent or Building & Planning Coordinator to not be required.

B. All infrastructure proposed to be conveyed to the Town following construction, shall be inspected by a third party (which shall be the Town Designated Engineer, or Town Staff), and not the engineer hired by the owner/developer to perform the design, to avoid a conflict of interest. Any changes to the design based upon field conditions or other circumstances shall be memorialized on the plans/specification by the design engineer and resubmitted to the Town for approval. All costs of inspection shall be the Town of Malta

Standard Specifications for Storm Drainage Systems

Amended/Adopted December 4, 2017
responsibility of the developer. If the inspection service is provided by Town Staff, the cost will be based on the actual costs of payroll plus overhead incurred by the Town.

C. Written certification by a New York State licensed engineer will be required from the owner/developer certifying to the Town (and any other Authority Having Jurisdiction) that infrastructure not to be conveyed to the Town for final ownership, was constructed in accordance with project plans and specifications.

2.9 Modification or Waiver Requirements

A. When the Town Highway Superintendent, Town Engineer or the Building and Planning Coordinator determines that extraordinary hardship would result from strict compliance with the provisions of this specification because of an unusual circumstance of topography or other physical condition in the proposed location, it may modify the requirements for said street. In addition, for good cause, the Town Board, in consultation with the Highway Superintendent or Building and Planning Coordinator may waive compliance with the provisions of any part of this specification in connection with the construction of the same.
STANDARD DETAILS
FOR
STORM DRAINAGE SYSTEMS
1. CATCH BASINS HAVING A DEPTH GREATER THAN 48" FROM FINISHED SURFACE TO THE FLOOR OF THE CONCRETE BASE SHALL BE PROVIDED WITH STEPS.
2. BACKFILL WITH TRENCH BACKFILL MATERIAL COMPACTED TO 95% MODIFIED PROCTOR.
3. COMPACTION TESTING, AROUND CATCH BASINS, BY DEVELOPER IS REQUIRED AS ORDERED BY ENGINEER TO CONFIRM CONFORMANCE WITH COMPACTION REQUIREMENTS.

PRECAST REINFORCED CONC.
GRADE ADJUSTMENT W/ OPENING TO MATCH FRAME AND GRATE

PRECAST REINFORCED CONC.
FLAT HD W/ OPENING TO MATCH FRAME AND GRATE
2'-6" X 2'-6"
CATCH BASIN AS MANUFACTURED BY THE FORT MILLER CO. INC. OR APPROVED EQUAL
ALL STRUCTURES TO MEET SECTION 706-04 OF THE NYSDOT STANDARD SPECIFICATIONS

HEAVY DUTY FRAME AND GRATE
TO BE CAMPBELL NO. 1396 OR APPROVED EQUAL (BICYCLE SAFE)
SHAPE & SIZE OF OPENING TO MATCH FRAME & GRATE
INSIDE JOINTS NEATLY STROCK AND POINTED
5.5" MIN 12" MAX
GRADE ADJUSTMENT

FILL OPENING WITH NON-SHRINK WATERPROOF CEMENT AFTER PIPE IS INSTALLED
BUTYL ROPE GASKET

SERIES 304 STAINLESS STEEL BAND CLAMP & SERIES 305 STAINLESS STEEL ADJUSTMENT SCREW
FORMED HOLE WITH FLEXIBLE RUBBER BOOT SEAL ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND

12" NO. 2 CRUSHED STONE SUBBASE OR TYPE 3 SUBBASE GRAVEL

UNDISTURBED EARTH OR ROCK

TYPICAL SECTION

CONCRETE CATCH BASIN

STANDARD DETAIL
DRAINAGE SYSTEM
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

PREPARED BY:
THE Chazen COMPANIES
ENGINEERS • SURVEYS • PLANNERS • DESIGN SPECIALISTS
ENVIRONMENTAL PLANNING • LANDSCAPE ARCHITECTS

REVISION DATE: MARCH 2017

D1
STANDARD CAST IRON OR ALUMINUM MANHOLE STEPS AT 12’ OC REQ’D WHEN MANHOLE DEPTH FROM TOP OF FRAME TO BOTTOM FLOOR ELEV. EXCEEDS 4”-0”.

A” PRECAST LID WITH OPENING CAST IN CENTER 36” SQUARE OPENING FOR STANDARD FRAME & GRATE 24” ROUND OPENING FOR SOLID FRAME AND COVER.

NOTE:
- PRECAST LID TO BE DESIGNED TO WITHSTAND MAX AASHTO H20 TRUCK LOADINGS (MAX WHEEL LOADING 16,000LBS)

STORM SEWER PIPE OF SIZE AND TYPE REQ’D

MANHOLES
- FRAME AND COVER NO.1009 AS MANUFACTURED BY CAMPBELL FOUNDRY COMPANY, HARRISON, NJ. OR APPROVED EQUAL MUST BE CLEARLY LABELED “STORM SEWER”

CATCH BASINS
- HEAVY DUTY FRAME AND GRATE NO.1395 AS MANUFACTURED BY CAMPBELL FOUNDRY COMPANY, HARRISON, NJ. OR APPROVED EQUAL

NOTES:
1. BACKFILL WITH TRENCH BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
2. COMPACTION TESTING, AROUND MANHOLE, BY DEVELOPER IS REQUIRED AS ORDERED BY ENGINEER TO CONFIRM CONFORMANCE WITH COMPACTION REQUIREMENTS.

SECTION

FRAME AND GRATE/COVER OF TYPE SPECIFIED

SHAPE & SIZE OF OPENING TO MATCH FRAME & GRATE

INSIDE JOINTS NEATLY STRUCK AND POINTED

FINISHED GRADE

5” MIN WALL

5 1/2” MIN 12” MAX
GRADE ADJUSTMENT

PRECAST REINFORCED CONC. GRADE ADJUSTMENT W/ OPENING TO MATCH FRAME AND GRATE

PRECAST REINFORCED CONC. FLAT LID W/ OPENING TO MATCH FRAME AND GRATE

4”-0” I.D. CONCRETE MANHOLE AS MANUFACTURED BY THE FORT MILLER CO., INC. OR APPROVED EQUAL

FILL OPENING WITH NON-SHRINK WATERTIGHT CEMENT AFTER PIPE IS INSTALLED

4”-0” DIA MIN

2” MAX 2” MAX

UNDISTURBED EARTH OR ROCK

12” NO. 2 CRUSHED STONE SUBBASE OR TYPE 3 SUBBASE GRAVEL

TYPICAL SECTION

SERIES 304 STAINLESS STEEL BAND CLAMP & SERIES 305 STAINLESS STEEL ADJUSTMENT SCREW

FLEXIBLE RUBBER BOOT SEAL ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND

THE CHAZEN COMPANIES
ENGINEERS · SURVEYORS · PLANNERS · LANDSCAPE ARCHITECTS

CONCRETE MANHOLE

Prepared by:

Revision Date:

STANDARD DETAIL
DRAINAGE SYSTEM
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

MARCH 2017

D2
JUNCTION BOX
GRAVITY CONNECTION

6" NO. 2 CRUSHED STONE SUBBASE
OR TYPE 3 SUBBASE GRAVEL

6" PVC SDR 35
COLLECTOR PIPE

2" MAX
24" DIA

FORMED HOLE WITH FLEXIBLE RUBBER BOOT SEAL
ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND. RUBBER BOOT TO BE A MULTI-CONNECTOR TO ACCOMMODATE VARIOUS PIPE SIZES.

4" PVC SDR 35
SUMP PUMP LATERAL

FILL OPENING WITH NON-SHRINK WATERPROOF GROUT AFTER PIPE IS INSTALLED.

6" PVC SDR 35
COLLECTOR PIPE

2" MAX
24" DIA

FORMED HOLE WITH FLEXIBLE RUBBER BOOT SEAL
ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND. RUBBER BOOT TO BE A MULTI-CONNECTOR TO ACCOMMODATE VARIOUS PIPE SIZES.

4" PVC SDR 35
SUMP PUMP LATERAL

FILL OPENING WITH NON-SHRINK WATERPROOF GROUT AFTER PIPE IS INSTALLED.

6" PVC SDR 35
COLLECTOR PIPE

2" MAX
24" DIA

FORMED HOLE WITH FLEXIBLE RUBBER BOOT SEAL
ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND. RUBBER BOOT TO BE A MULTI-CONNECTOR TO ACCOMMODATE VARIOUS PIPE SIZES.

4" PVC SDR 35
SUMP PUMP LATERAL

FILL OPENING WITH NON-SHRINK WATERPROOF GROUT AFTER PIPE IS INSTALLED.

6" PVC SDR 35
COLLECTOR PIPE

2" MAX
24" DIA

FORMED HOLE WITH FLEXIBLE RUBBER BOOT SEAL
ASSEMBLY CAST INTO CATCH BASIN WALL OR PRECAST FORMED HOLE WITH BOOT AND BAND. RUBBER BOOT TO BE A MULTI-CONNECTOR TO ACCOMMODATE VARIOUS PIPE SIZES.

4" PVC SDR 35
SUMP PUMP LATERAL

FILL OPENING WITH NON-SHRINK WATERPROOF GROUT AFTER PIPE IS INSTALLED.
Frame and cover no. 1009 w/o vent holes manufactured by Campbell Foundry Company, Harrison, N.Y. Or approved equal. Cover must be clearly labeled "Storm Sewer".

Finished grade

6" min
11" max

Precast reinforced conc.
Flat lid w/ opening to match frame and grate
2'-6" x 2'-6" x 2'-6" i.d.
Catch basin as manufactured
By the Fort Miller Co., Inc. or approved equal.
All structures shall meet section 706-04 of NYS DOT standard specification.

24" Dia

2" Max

4" PVC SDR 35
Sump pump lateral

6" No. 2 crushed stone subbase
Or type 3 subbase gravel

Junction box
Pressure connection

Fill opening with non-shrink waterproof grout after pipe is installed.
END SECTION WITH STONE LINED APRON

MIRAFI 700X FILTER FABRIC
UK EQUAL FOR SLOPES LESS THAN 5%
SAND CUSHION FOR SLOPES LESS THAN 5%
GROUT BED FOR SLOPES GREATER THAN 5%

RIP-RAP CONSISTING OF STONE DUMPED IN PLACE—SEE ROCK SIZE ON CHART. RIP-RAP SHALL MEET NYSDOT STANDARD SPECIFICATION SECTION 620, BANK AND CHANNEL PROTECTION

STORM SEWER
FILTER FABRIC

W=Do+La
WIDTH OF END SECT. APRON

END SECTION WITH STONE LINED APRON

STANDARD DETAIL
DRAINAGE SYSTEM
TOWN OF MALTA
SARATOGA COUNTY, NEW YORK

PREPARED BY:
THE CHAZEN COMPANIES

REVISION DATE:
MARCH 2017

D4
DRIVEWAY CULVERT INSTALLATION

- Road pavement
- Shoulder
- Drainage flow is intercepted by ditch and does not drain onto road
- 1" per foot
- 12" min. dia. HDPE - 30' min. length
- Inside flow line of pipe shall be at bottom of ditch and sloped true to ditch grade, allowing free and unobstructed flow
- Flared end section (typ)
- Rip-rap (typ)
- Rise in driveway grade shall occur on back side of ditch line to ensure
drainage flow is intercepted by ditch and does not drain onto road

PREPARED BY:

STANDARD DETAIL

DRAINAGE SYSTEM

TOWN OF MALTA

SARATOGA COUNTY, NEW YORK

MARCH 2017

D5
NOTES:

1. PIPE BEDDING & PIPE ZONE BACKFILL SHALL BE A NATURAL RUN-OF-BANK (R.O.B.) SAND OR A MIXTURE OF CRUSHED STONE AND GRAVEL, FREE OF SOFT, NONDURABLE PARTICLES, ORGANIC MATERIALS, AND ELONGATED PARTICLES, AND SHALL BE WELL GRADED FROM FINE TO COARSE PARTICLES. BEDDING GRADATIONS SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING GRADATION REQUIREMENTS:

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<tr>
<td>NO. 40</td>
<td>0–70%</td>
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2. TRENCH BACKFILL SHALL BE A NATURAL RUN-OF-BANK (R.O.B.) GRAVEL, FREE OF SOFT, NONDURABLE PARTICLES, ORGANIC MATERIALS, AND ELONGATED PARTICLES, AND SHALL BE WELL GRADED FROM FINE TO COARSE PARTICLES. TRENCH BACKFILL GRADATIONS SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING GRADATION REQUIREMENTS:

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IN UNPAVED AREAS, TRENCH BACKFILL CAN BE MATERIALS EXCAVATED FROM THE TRENCH AS APPROVED BY THE ENGINEER.

3. TRENCHING SHALL BE CONDUCTED IN ACCORDANCE WITH O.S.H.A. STANDARDS.

4. INSTALL CONTINUOUS DETECTABLE MARKING TAPE DURING BACKFILLING OF TRENCH FOR UNDERGROUND PIPING. LOCATE TAPE 12" BELOW FINISHED GRADE, DIRECTLY OVER PIPING, EXCEPT 6" BELOW SUBGRADE UNDER PAVEMENTS & SLAB

5. COMPACTION TESTING BY DEVELOPER IS REQUIRED AS ORDERED BY ENGINEER TO CONFIRM CONFORMANCE WITH COMPACTION REQUIREMENTS. COMPACTION TESTING AROUND CATCH BASINS IS REQUIRED TOO (SEE DETAIL D1).
SELECT GRANULAR FILL
FILTER MATERIAL NYSWOT TYPE I
FILTER FABRIC MATERIAL
ALL AROUND (MIRAFI 140N)
OVERLAP FABRIC FULL
WIDTH OF TRENCH AT TOP
6" DIA ADS (PVC) PERFORATED
UNDERDRAIN PIPE, PLACE
PERFORATIONS IN LOWER HALF
OR DOWN POSITION

NOTES:
1. PROVIDE AT LOCATIONS AS SHOWN ON THE PLANS, OR AS
   ORDERED BY THE ENGINEER DURING CONSTRUCTION.
2. FIELD CONDITIONS FOUND DURING CONSTRUCTION SHALL DETERMINE
   ACTUAL INSTALLATION DEPTH.
3. FINAL DETERMINATIONS RELATIVE TO CONSTRUCTION TYPE AND MATERIALS SHALL
   BE MADE BY ENGINEER, TOWN ENGINEER, TOWN DESIGNATED ENGINEER AND/OR SUPERINTENDENT
   OF HIGHWAYS. ALL DECISIONS SHALL BE STRICTLY ADHERED TO.

UNDERDRAIN (BELOW PAV'T)
PIPE MUST BE PLACED TO TRUE DITCH GRADE

10' TO 15' ASPHALT PAVING FROM ROAD EDGE

DRIVEWAY GRADE SHALL NOT RISE UNTIL IT IS APPROXIMATELY AT DITCH LINE DISTANCE FROM THE HIGHWAY, SO THAT DRAINAGE FROM THE DRIVEWAY WILL FLOW INTO THE DITCH AND NOT ONTO THE HIGHWAY

MINIMUM 12'' HOPE CULVERT

ROAD PAVEMENT

SHOULDER GRADE MUST NOT BE CHANGED FROM EXISTING GRADE

SLOPE 1'' PER FOOT

CROSS SECTION

PREPARED BY ZACH BAXTER

THE COMPANY

ENGINEERS • SURVEYSORS • PLANNERS • AGRICULTURAL CONSULTANTS • LANDSCAPE ARCHITECTS

REVISION DATE 05/17/2017

STANDARD DETAIL

STANDARD DRIVEWAY DITCH CROSSING

TOWN OF MALTA

SARATOGA COUNTY, NEW YORK

MAY 2017
STANDARD PROCEDURES
FOR
ACCEPTANCE AND
DEDICATION OF ROADS

Town of Malta
2540 Route 9
Malta, New York 12020
Acceptance of Roads by the Town of Malta
Town of Malta Highway Department Requirements

In order to prepare for the acceptance of roads by the Town of Malta, the following items must be completed at least 14 days prior to the Town Board meeting at which the roads will be considered for acceptance. Individuals who request that the Town accept roads shall do so with all items listed below completed prior to Nov. 1 of that year. It shall be to the discretion of the Town to accept roads between the months of Nov. 1 and April 1 of any year.

1. The developer must make a formal request to the Town for acceptance of roads in the form of the Developer’s Certification included in this document.

2. Survey monuments shall be in place as required by the Town Specifications, or the applicant shall provide the Town with an acceptable security. Monument locations shall correspond to the approved plans.

3. The applicant shall provide the Town with one digital copy and three paper copies of the as-built drawings.

4. The applicant shall provide the Town with an estimate of costs for top paving, truing and leveling, tack coating and cleaning of all streets to be accepted. The cost of the above items shall be estimated based upon completion of the above work in five (5) years.

5. The applicant shall provide the Town Designated Representative a Letter of Credit, Bond or escrow money in the amount necessary to complete items described in 3 and 4 above. The Letter of Credit shall have an automatic renewal clause until the project is completed.

6. The applicant shall pay all inspections fees, mapping fees, road sign fees, engineering fees and parkland fees associated with the subdivision.

7. All items on the Highway Department Checklist shall be completed.
Acceptance of Roads by the Town of Malta
Town of Malta Highway Department
Memorandum of Understanding

Prior to acceptance of any streets in the Town of Malta, it is necessary for the developer to agree to the following conditions:

1. The developer will be responsible for dust control during the construction of houses on the streets to be accepted.
2. The developer will be responsible for keeping roads free of dirt and soil during construction and grading operations.
3. The developer will be responsible for cleaning all dirt or soil that has been allowed to accumulate on the roadways(s) and/or has plugged any drainage structure. The Highway Superintendent will notify the developer, in writing, that clean-up is to be completed within three working days notification. If the developer does not comply within the required time period, the Highway Superintendent will begin cleaning storm sewers and roads at the expense of the developer.
4. The developer will be responsible for tack coating, truing and leveling, and clearing and cleaning of roads prior to the placement of the top course.
5. The developer will be responsible for the deterioration of the base course and trench settlement until the top pavement is in place.
6. The Town Highway Superintendent and Town Engineer shall determine the time when placement of the top course is required.
7. The developer shall correct any errant or directed surface water from entering upon Town highways in a manner satisfactory to the Town Highway Superintendent and Town Engineer.

This Memorandum of Understanding will not be considered valid until such time as it is signed by the Superintendent of Highways

Subdivision/Project Name: __________________________________________
Developer: ______________________________________________________

______________________________________________________________
Signature: Date:

TOWN OF MALTA:

______________________________________________________________
Superintendent of Highways: Date

Town of Malta
Standard Procedures for Acceptance and Dedication of Roads
Amended 12-4-17
As-Built Drawing Requirements for Roads to be Dedicated to the Town of Malta

Prior to the Town accepting any roads as a Town Highway, the developer shall submit to the Town Engineer a plan showing all underground utilities as actually installed. The requirement shall be satisfied in the following manner.

1. Pursuant to Town Specifications, all infrastructure that is conveyed to the Town will be inspected by a Town designated representative.

2. The project sponsor is responsible for furnishing as-builts of all roads including all utilities and other site features to be conveyed to the Town. Requirements for the as-built plans are as follows:

3. All drawings must be created in AutoCAD format, no hand sketches for final as-built drawings will be permitted. The maximum sheet size for as-built drawings shall be 24”x 36”. Additionally, drawings shall be submitted in PDF format on digital media.

4. The plan / profile sheets submitted as part of the subdivision must be updated as necessary to show the horizontal and vertical field location of structures and pipes including sanitary sewer, storm sewer and water mains.

5. All water service ends must be shown as they were installed by means of swing ties from at a minimum of two (2) structures or permanent features that exist both during the service installation and following the completion of construction with distances shown. The water tap at the water main must be shown and referenced to the center line road stationing as stated on the plan / profiles for the subdivision. The length of individual service from the main to the curb stop must be labeled.

6. All water valves, curb stops, fittings, deflection bends must be placed spatially based on swing ties from at a minimum of two (2) structures or permanent features that exist both during the service installation and following the completion of construction with distances shown.

7. All sanitary service ends must be shown as they were installed by means of swing ties from at a minimum of two (2) structures or permanent features that exist both during the service installation and following the completion of construction with distances shown. The sewer wye connection at the sewer main must be shown and referenced to the center line road stationing as stated on the plan / profiles for the subdivision. The length of individual service from the main to its terminus must be labeled. All manholes must be shown as they were installed by means of swing ties from at a minimum of two (2) structures that exist both during the manhole installation and following the completion of construction with distances shown.
8. All storm sewer ends must be shown as they were installed by means of swing ties from at a minimum of two (2) structures that exist both during the service installation and following the completion of construction with distances shown. All structures (including, but not limited to, catch basins, drywells, junction boxes, etc....) must be shown as they were installed by means of swing ties from at a minimum of two (2) structures that exist both during the structure installation and following the completion of construction with distances shown. If sump lines are installed, the length of individual collector lines from the house to junction box must be shown as they were installed by means of swing ties from a minimum of two (2) structures that exist both during the service installation and following the completion of construction with distances shown.
## Dedication of Roads to the Town of Malta

### Town of Malta Highway Department Checklist

**Subdivision/Project Name:**

To ready a roads or infrastructure for acceptance by the Town of Malta, it is the responsibility of the applicant to complete the following tasks in accordance with Town requirements. Streets must be completed prior to August 31st.

1. **All Punch Lists** prepared by the Town Highway Superintendent or Town Engineer have been satisfactorily completed by the developer

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2. **Water, sewer, storm drains completed and tested:**
   a. Water, storm drains approved by Town Highway Superintendent and Town Engineer
   b. Sanitary Sewers approved by SCSD or by Town Highway Superintendent and Town Engineer

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3. **Road Pavement Construction:**
   a. Approved by Town Highway Superintendent and Town Engineer
   b. Manholes, catch basins set at base course elevation
   c. Concrete monuments installed
   d. Letter of Credit, bond or cash provided for top course and manhole, catch basin grate adjustment
   e. Value of letter of Credit/Bond/Cash

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4. **Warranty Deeds for all conveyances:**
   a. Streets
   b. Open Space
   c. Parklands
   d. Easements

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5. **Surveyor's Descriptions** original, stamped set of surveyor's certified descriptions for all deeds and easements

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6. **Certifications:**
   a. Certification that water, sanitary sewers, or storm sewers NOT CONVEYED TO TOWN were constructed according to approved plans
   b. Memorandum of Understanding from Developer

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7. **Easements (Utility or Conservation):**
   a. Graded and seeded or escrow provided
   b. Additional soil erosion control or escrow provided

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8. **Unpaved Right of Way**
   a. Graded and seeded or escrow provided
   b. Additional soil erosion control or escrow provided

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9. **Parkland(s):**
   a. Site cleaned, prepared to finished grade and seeded as necessary or escrow provided
   b. Parkland Fee Paid by Developer

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10. **Detention Basin(s):**
    a. Site Cleaned, prepared to finished grade and seeded or escrow provided

    | $         |
    |-----------|

11. **As-built Drawings:**
    a. One digital copy provided
    b. Three (3) sets of paper copies.

    |            |
    |-----------|

12. **Fees to be Paid:**
    a. Inspection Services
    b. Street signs: ____ x 106.45 per sign
    c. Money in lieu of parkland
    d. Other Fees

    | $         |
    |-----------|

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Town of Malta
Standard Procedures for Acceptance and Dedication of Roads
Amended 12-4-17
Acceptance of Roads by the Town of Malta

Town of Malta Highway Department
Certification of Developer

We, the developers of __________________________, do hereby certify, that all requirements set forth in the Town of Malta’s Standard Procedures for Acceptance and Dedication of Roads have been complied within the construction of the following street(s) being offered to the Town of Malta for acceptance, said written certification to be filed with the Town Clerk prior to acceptance.

Streets being considered for acceptance:
1. __________________________
2. __________________________
3. __________________________
4. __________________________
5. __________________________
6. __________________________

List the utilities which reside within the right of way being dedicated which will not be conveyed as part of this dedication and the parties who will retain ownership.

1. __________________________
2. __________________________
3. __________________________
4. __________________________
5. __________________________
6. __________________________

By: __________________________
Name
Title: __________________________
Company: __________________________

Sworn to before me this_______
Day of _______________, 20____

__________________________ Notary Public