

V. GENERAL REQUIREMENTS

- A. All private and public utility agencies will be required to obtain a permit for utility work in the County right-of-way. They will be responsible for maintaining the pavement in the cut area until such roadway is reconstructed or resurfaced. Likely need to revise based on pavement maintenance fee...
- B. Open pavement cuts will only be allowed where specified in the Open Cut Policy. (See Appendix A-1, Policy – Open Pavement Cuts). The County requires all utility crossings at highways be performed by boring method unless the conditions of the Policy - Open Pavement Cuts are met.
- C. To guarantee performance for construction within the County right-of-way a security deposit may be required. (See Appendix A-3, Security Deposit Policy, for the amount to be charged). The security deposit will not be released until all County, town and village requirements are met.
- D. When storing materials and/or equipment within the right-of-way and using the right-of-way for any purpose to install utilities outside the right-of-way, a right-of-way access permit shall be required.
- E. If the subdivision plat map is to be filed at the Monroe County Clerk's Office, it must conform to the Monroe County Monumentation Law. The MCDOT Permit Section, and the Monroe County Department of Finance Real Property Office are responsible for subdivision plat map review. If the subdivision has frontage on a County highway, signatures on the plat map are required from the Monroe County Department of Finance Real Property Office, then from the County Superintendent of Highways before the map can be filed at the County Clerk's Office. All official signatures verifying approval must be recorded on the plat map before the County Superintendent of Highways signs off. A minimum of 30' of frontage on the county road is required for all subdivided lots. Any applicable site plans for a specific property must be approved by MCDOT permits office before the plat map can be approved by County Superintendent of Highways.
- F. It is recommended that the building setback distance be measured from the right-of-way line or 40' off the centerline of the right-of-way, whichever is greater, to allow for future highway widening and improvements. For single lot subdivisions being built adjacent to existing homes, the setback may be the same as the adjacent homes, to allow for a consistent lot line setback based on town approval.
- G. A standard County highway permit note is required on the plans as follows: "After MCDOT approves this project, a 136 Highway Permit and 239-F Permit will be required. Inspection of all construction in the right-of-way will be a condition of these permits."
- H. A standard County highway drainage note is required on the plans as follows: "Highway drainage along the County highway must be maintained. The applicant will be responsible for all required grading in the County right-of-way. The applicant

will place a culvert and/or storm sewer of a type and size approved by the Monroe County Department of Transportation."

- I. A standard County materials note is required on the plans as follows. "All materials installed in the County right-of-way shall be in accordance with the Monroe County Department of Transportation Standard Specifications and Details in effect when installed."). In instances where a Monroe County Department of Transportation Standard Specification or Detail does not exist, the applicable New York State Department of Transportation Standard Specification or Detail will be adhered to.
- J. It is required that all new driveways fronting on County roads be paved to the right-of-way line. The driveway grade shall slope away from the outside edge of the pavement at a minimum rate of 1/2 inch per foot to the centerline of drainage. Driveways shall be constructed in accordance with Monroe County Department of Transportation Standard Specifications and Details.
- K. When enclosed drainage systems are being constructed for roadway drainage, existing storm drainage systems from private residences will be connected to the County system provided the runoff is storm drainage only and does not contain household or sanitary runoff. Individual driveway culverts and enclosed drainage systems that encompass less than 3 properties must be maintained by the property owner. MCDOT will assume maintenance responsibility for all permitted enclosed drainage systems that encompass three or more properties once they are constructed to MCDOT standards.
- L. Monroe County and Federal Law requires that all construction of curbs, sidewalks and other applicable features conform to the Americans with Disabilities Act of 1990 Accessibility Guidelines (Sections 4.5, 4.6, 4.7, 4.8), most current edition.
- M. Proposed accesses should be located so that they meet intersection sight distance requirements. Where there is no available location with adequate intersection sight distance along the frontage, the access shall be located such that sight distance is optimized in each direction and the location should be checked to see if stopping sight distance requirements can be met.

Intersection sight distances for all accesses and/or proposed accesses shall be computed in accordance with the latest revision of American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets" (latest revision). Intersection sight distance is measured between two points, one being the vehicle driver's eye height (42" above ground) in the travel lane and the second being at a point 14.5' behind the white edge line also at the vehicle driver's eye height (42" above ground). See the latest revision of AASHTO, "A Policy on Geometric Design of Highways and Streets" for more information.

If necessary, stopping sight distance should be checked to determine if it is adequate as required by AASHTO (latest revision). Both the intersection sight

distance and stopping sight distance are based on the 85th percentile speed (the speed at which 85% of the motorists surveyed travel at or below) of the particular roadway. It should be noted that the posted speed limit may be different from the 85th percentile speed.

The consultant can check with MCDOT to see if we have current speed data available, which may include the 85th % speed for some roadway sections.

If the stopping sight distance is adequate, but intersection sight distance is less than the AASHTO minimum, we would approve the access, and if needed, install driveway warning signs with advisory speed panels. If both intersection and stopping sight distance are less than required, we will recommend to the town that the access be denied, or require that specific movements be physically restricted, due to inadequate sight distance.