

§ 49-38. Repealer.

The provisions of any local law or local laws in conflict with any provision of this chapter are hereby repealed.

§ 49-39. Severability.

The invalidity of any section, clause, sentence or provision of this chapter shall not affect the validity of any other part of this chapter which can be given effect without such invalid part or parts.

§ 49-40. When effective.

This chapter shall take effect immediately subject to provisions of the Municipal Home Rule Law.

Chapter 51

STREET CONSTRUCTION

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[HISTORY: Adopted by the Board of Trustees of the Village of Port Dickinson 6-10-75 as Local Law No. 6-1975. Amendments noted where applicable.]

GENERAL REFERENCES

Sewers — See Ch. 49.
Streets and sidewalks — See Ch. 52.
Subdivision of land — See Ch. 53.

ARTICLE I Scope

- § 51-1. Purpose.

In order to provide adequate and uniform construction and to secure permanence of all village streets within the village, the Village Board of Trustees of the Village of Port Dickinson does hereby make and adopt the rules and regulations hereinafter set forth for new street construction as the street standards of said village. Plans entitled “Minimum Construction Standards for Streets Offered for Dedication” and duly adopted are a part of these street standards.

- § 51-2. Application of provisions.

These street standards shall apply to all streets hereafter tendered to the village for dedication as public highways. These street standards shall be considered as the minimum requirements. Materials, workmanship and/or other standards of equal or better merits, after written approval thereof by the Village Board, may be accepted.

§ 51-3. Extent of provisions.

These street standards are not intended to cover every detail of construction, but are adopted to indicate acceptable standards of materials, workmanship and construction in a general way.

ARTICLE II
Procedure

§ 51-4. Tender of proposed highway; submission of detailed map.

Every tender of a street as a proposed highway shall be by written application to the Village Board, duly verified by such applicant. The application shall be accompanied by a detailed map or survey, at a scale of not smaller than one (1) inch equals one hundred (100) feet, and profiles, both prepared and signed by an engineer licensed to practice in the State of New York, showing all property which is or may be affected thereby, all proposed roads and all connecting private and public streets, highways and/or other means of travel, the location of poles and other obstructions within the right-of-way, the edges of the traveled way, all culverts, together with the location and width of easements to be granted for the discharge of drainage water, profiles taken along the center line of each road and plotted at a scale of one (1) inch equals fifty (50) feet horizontal and one (1) inch equals ten (10) feet vertical; the approximate size of each plot or lot adjacent to said proposed highway; street frontage; and if in a development, it shall indicate which lots or plots have been sold, the name of the owner and the approximate date of any such sale. Any such application shall be made by the party or parties legally entitled to make such an application and shall state their respective interests and places of residence.

§ 51-5. Deeds and releases of affected property required.

If the Village Board shall approve of the construction of any proposed street, the Village Clerk shall so notify the applicant. Within thirty (30) days thereafter, such applicant shall deliver to the Village Clerk good and sufficient deeds (full covenant and warranty) and releases of any and all parcels and plots affected or interested, together with perpetual easements and maintenance rights for the discharge of water. The deeds and releases shall be accompanied by a letter from an attorney practicing in New York State stating that they are in proper form, they convey the land which they are purported to convey and title conveyed is adequate. The Village Board shall not give its consent to the laying out of any such street except upon approval thereof by the Village Attorney or other duly authorized attorney at law.

§ 51-6. Referral to Engineer.

Before the Village Board shall give its consent to the taking over of any such proposed highway, it shall refer the matter to the Village Engineer and receive his report thereon.

§ 51-7. Policy.

- A. In general, no tender of a highway will be accepted unless there is a minimum of one (1) residence or, in commercial or business areas, a minimum of one (1) commercial or business building, having

such highway as its sole means of ingress or egress to an established public highway for each five hundred (500) feet of highway tendered.

- B. Where a tendered highway is paved with an acceptable bituminous macadam or concrete pavement, an additional length up to five hundred (500) feet beyond the last building may be accepted if recommended by the Village Engineer.
- C. Where a tendered highway has previously been approved in writing by the Village Board of Trustees of the Village of Port Dickinson as having been constructed to the minimum construction standards of that body and where a residence or substantial commercial building using such highway as a means of ingress and egress has been erected for each five hundred (500) feet of length thereof, said highway may be accepted on recommendation of the Village Engineer even though said highway may not meet all of the requirements of these standards.
- D. No highway will be considered for acceptance as a public highway unless it has a paved surface equal to the double bituminous surface treatment hereinafter specified.

ARTICLE III Design Regulations

§ 51-8. Drainage easements.

- A. Permanent drainage easements not less than fifteen (15) feet in width and free from all encumbrances will be required at every point where water from the highway leaves the right-of-way and discharges onto private property. Such easements shall convey the perpetual right to discharge stormwater runoff from the highway and from the surrounding area onto and over the affected premises by means of pipes, culverts or ditches, or a combination thereof, together with the right to enter said premises for purposes of making such installations and doing such maintenance work as the village may deem necessary to adequately drain the highway and surrounding area.
- B. Where a drainage easement discharges onto or terminates at property of a third party, the consent of such third party must be obtained by the applicant.

§ 51-9. Drainage design.

Local drainage with small watersheds may be designed for a storm with an intensity likely to occur once in ten (10) years. For larger watersheds where flowing streams are involved, structures shall be designed for a storm with an intensity likely to occur once in a period of fifty (50) years.

§ 51-10. Rights-of-way; alignment; grades.

- A. The minimum right-of-way which can be accepted by the village is forty-nine and fifty-hundredths (49.50) feet, as prescribed by statute. For the sake of regularity, the standard width of the roads of the Village of Port Dickinson will henceforth be a minimum of fifty (50) feet, except that under special circumstances such additional width as deemed necessary or desirable shall be required. In commercial and industrial areas, this minimum width shall be sixty (60) feet. Additional right-of-way width may be required.
- B. The right-of-way lines shall be continuous lines of tangents and curves. A tangent not less than one hundred (100) feet long shall be provided between any two (2) curves which reverse directions except at intersections. The minimum center line radius, except at intersections, shall be two

hundred (200) feet and the minimum visibility measuring along the gutter on the inside of the curve shall be one hundred fifty (150) feet. Radii of less than two hundred (200) feet may be accepted under extremely unusual topographic conditions if the minimum visibility is provided. Returns having a minimum radius of ten (10) feet shall be provided in the right-of-way lines at all intersections, except that if the acute angle formed at any intersection is less than seventy degrees (70°), the return radius at such acute corner shall be not less than twenty (20) feet. At all intersections affecting property in the residential zones, the minimum return radius shall be twenty-five (25) feet. At intersections, except in business zones, visibility shall be provided along a line between points on the respective gutters seventy-five (75) feet distant from their intersection and three (3) feet above the respective gutter grades.

- C. Street grades shall be a series of straight lines connected by vertical curves. The maximum acceptable straight grade is twelve and zero-hundredths percent (12.00%). All changes in grade must be constructed with vertical curves of not less than one hundred (100) feet of horizontal length and not less than twenty (20) feet of horizontal length for each one percent (1%) of algebraic difference in the grades. Visibility at vertical curves must be at least two hundred (200) feet measured at points three (3) feet above the finished street grade.

ARTICLE IV Construction

§ 51-11. Gutters.

A separate concrete gutter or a stone gutter shall be provided where the quantity of surface water to be carried within the right-of-way lines appears sufficient to cause serious erosion, both as hereinafter specified.

§ 51-12. Excavation and grading.

- A. All excavating and filling required for construction of pavements, curbs, gutters, headwalls, drainage structures and installation of pipe drains shall be as specified herein and shown on the construction standards.
- B. The entire area of work shall be brought to the required lines and grades by excavation or filling. Excavated material, if suitable, shall be used in making embankments and filling the low areas of the work and at such other places as required.
- C. All muck, soft clay, spongy material and any other objectionable materials below the proposed subgrade shall be removed and the area filled with acceptable materials well tamped.
- D. All roots and stumps within the limits of area to be graded shall be grubbed and excavated to a depth of two (2) feet below the final finished grade, except in fills greater than two (2) feet, where they shall be cut flush with the ground surface.
- E. Walls, footings, etc., shall be removed to a depth at least two (2) feet below the proposed finished grades. Such areas shall be backfilled and graded over.
- F. All excavations for head walls shall be cut accurately to the required lines and grades and shall be large enough to provide adequate clearance for the proper execution of the work.

- G. Trenches for pipes shall be excavated to the required lines and grades and shall be of sufficient width to lay pipe and to permit thorough tamping of backfill under haunches and around pipe.
- H. Before any pipe is lowered into place, the finished bottom of all trenches shall be firm and unyielding, having a smooth, even surface, having the required grade and the same curvature as the pipe to be placed, and having necessary recess for hubs, bells, branches or other appurtenances as required by the Engineer to enable caulking and jointing to be done advantageously.
- I. Rock, where encountered in trenches, shall be removed below grade and replaced with suitable materials in such a manner as to provide a compacted earth cushion of minimum allowable thickness of eight (8) inches under the pipe.
- J. Backfill shall be made with selected materials free from large lumps, clods, stone or rock and placed in layers not exceeding six (6) inches in depth, and each layer shall be thoroughly compacted with heavy rammers.
- K. Embankments shall be formed of suitable and acceptable excavated materials and brought to the required lines and grades. The materials for embankments shall be placed in successive horizontal layers, not exceeding twelve (12) inches in depth, extending across the entire fill area. They shall be spread by a bulldozer or other acceptable methods and shall be thoroughly compacted by rolling with approved rollers to the satisfaction of the Engineer. Successive layers shall not be placed until the layer under construction has been thoroughly compacted. In places where the use of roller is impractical, the contractor shall use other means satisfactory to the village, for compacting the material.
- L. All hollows and depressions which develop during the process of rolling and compacting shall be filled with acceptable materials, and the subgrade shall again be compacted. This process of filling and compacting shall be repeated until no depressions result.
- M. Fill within eighteen (18) inches of finished grade shall be free of stone larger than six (6) inches in greatest dimension.
- N. If there is not sufficient excavated material of a suitable quality within limits of work to complete embankments grading and backfilling to required lines and grades, the material may be brought in from outside sources. The quality of the borrowed material shall be subject to the approval of the village.
- O. All suitable and acceptable materials from excavation shall be used for making embankments and backfilling, surplus and unsuitable materials shall be removed and shall be legally disposed of.
- P. All blasting work shall be done by persons skilled in such work. All blasts shall be properly covered and every precaution shall be taken to ensure the safety of persons and property. Explosives shall be stored and used as prescribed by state laws and local laws.

§ 51-13. Foundation course.

- A. Foundation course for all roads shall be of run-of-bank gravel placed on a properly prepared subgrade to the compacted thickness shown on the standard sections.

- B. All gravel shall be of hard, durable stones and well graded. The particles shall be of such size as will pass through a four-inch-square hole, with not more than ten percent (10%) passing a two-hundred-mesh sieve and shall be satisfactorily graded. All gravel shall be subject to the approval of the Village Engineer or his duly authorized representative.
- C. After the subgrade has been properly prepared, the gravel shall be spread evenly so that it will have, after rolling, the proper thickness. No segregation of large or fine particles will be allowed, but the gravel as spread shall be well graded with no pockets of fine material.
- D. When the finished thickness of the foundation course is more than six (6) inches, the gravel shall be spread, rolled and filled in separate layers, each not exceeding six (6) inches.
- E. After the gravel has been spread, it shall be thoroughly rolled with an approved roller weighing not less than ten (10) tons. All holes or depressions found in rolling shall be filled with gravel and the surface rerolled until it conforms to the lines and grades shown on the approved standards.
- F. In all cases, the foundation course shall be true to grade and section and so thoroughly compacted that it will not weave under a roller.

§ 51-14. Pavements.

The surface for all streets shall have, as a minimum finish, a double bituminous surface treatment or asphaltic concrete, of the compacted thickness shown on the standard section.

§ 51-15. Materials.

- A. Subbase for all village streets shall be a minimum of eight (8) inches thick, of concrete as approved by the Engineer, Item 503.01 of the New York State Department of Transportation Specifications. [Amended by Local Law 1-2002 on January 8, 2002]
- B. Binder course shall be New York State Department of Transportation Specification, Item 403.05, asphaltic concrete. Binder course thickness shall be a minimum of one and one-half (1½) inches.
- C. Top course shall be New York State Department of Transportation Specification, Item 403.3, asphaltic concrete. Top course thickness shall be a minimum of one (1) inch.

§ 51-16. Installation.

Installation shall be as per New York State Department of Transportation Specifications, latest edition.

§ 51-17. Concrete sidewalk.

- A. Concrete sidewalk shall be of the width shown on the standard section and shall be laid on a foundation four (4) inches thick.
- B. Sidewalk shall consist of a single course of concrete four (4) inches thick, except in driveways where it shall be six inches thick and reinforced.
- C. Material for foundation shall consist of run-of-bank gravel as specified under § 51-13, Foundation course. of specifications.

- D. Concrete shall have a minimum twenty-eight-day compressive strength of four thousand five hundred (4,500) pounds per square inch, as per New York State Department of Transportation Specifications, Item 608.01.
- E. Excavation shall be made to dimensions sufficient to permit the setting of forms. The earth subgrade, immediately before the foundation material is placed on it, shall be compacted, smooth and parallel to and the required depth below the finished sidewalk surface. The subgrade shall not be in a muddy or frozen condition, and unsuitable material shall be removed and replaced with acceptable material thoroughly compacted.
- F. Foundation material shall be placed on the prepared subgrade and thoroughly compacted into a course not less than five (5) inches thick. The top surface shall be parallel to the finished grade and at a distance below grade equal to the specified thickness of concrete.
- G. Forms shall be of substantial materials with suitable metal dividing plates and of sufficient strength to satisfactorily resist distortion when fastened together and secured in place. Forms and dividing plates shall be of a depth not less than that of concrete sidewalk, shall be properly located with tops set to the designated sidewalk surface and shall be left in place until concrete has hardened.
- H. Concrete sidewalk shall be built in independent rectangular slabs, approximately five (5) feet long and separated by joints approximately one-fourth (1/4) inch wide. Sidewalk at a driveway shall be of a length to suit the width of the driveway, as determined in the field, with the top surface scored at approximately five-foot intervals.
- I. The concrete shall be placed within the forms and thoroughly tamped until the surface is at the finished grade. At driveways, steel fabric reinforcement shall be placed midway between upper and lower surfaces. Steel fabric shall be No. 6 gauge wire at six-inch centers transversely and longitudinally and meeting the requirements of A.S.T.M. Specification A185.
- J. One-half-inch premoulded bituminous joints shall be placed at the ends of a driveway sidewalk.
- K. The top surface shall be finished to true smooth planes by troweling and finally by wooden floats. Each rectangular slab shall have edges neatly rounded with proper tools and bounded on all sides by a troweled border about one (1) inch wide.
- L. Concrete shall be cured by quilted covers. Quilted covers shall be held securely in place and weighted down to completely cover the edges, as well as top of the sidewalk. Adjoining quilts shall be lapped at least twelve (12) inches. These quilted covers shall be laid directly on the sidewalk as soon as it is completed. They shall be thoroughly wetted and kept wet for at least five (5) days.
- M. Concrete sidewalks shall be protected and kept in first-class condition until accepted by the village. Any sidewalk damaged at any time previous to final acceptance by the village shall be removed and replaced with satisfactory sidewalk.

§ 51-18. Concrete curb.

- A. Concrete curb shall be of the cross section as shown on the standard section.

- B. Concrete shall have a minimum twenty-eight-day compressive strength of four thousand five hundred (4,500) pounds per square inch, as per New York State Department of Transportation Specifications, Item 609.04.
- C. Excavation shall be made to dimensions sufficient to permit the setting of forms. The materials underlying concrete curbs shall be satisfactory and thoroughly compacted. If unsatisfactory, the unsuitable materials shall be removed and replaced with acceptable materials and be thoroughly compacted.
- D. Curbs shall be moulded in place in sections ten (10) feet long and provisions made at each joint for expansion of three-sixteenths ($3/16$) of an inch. Curbs shall be set across driveways with the top two (2) inches above the gutter line for the width of the driveway and the ends of the sections adjacent to a drop curb rounded or splayed as required. On curbs, the curb shall be constructed to true arcs with joints radial.
- E. All forms shall be set true to line and grade and held rigidly in position. They shall be either of metal or of planed and matched lumber and of such construction that a smooth surface will be provided.
- F. The forms shall be left in place until concrete has set sufficiently and they can be removed without injury to the curb. Upon removal of the forms, the curb shall be immediately rubbed down to a smooth and uniform surface, but no plastering will be allowed. For this work, competent and skillful finishes shall be employed.
- G. Concrete curb shall be cured by use of quilted covers. Quilted covers shall be held securely in place and weighted down to completely cover the curb. Adjoining quilts shall be lapped at least twelve (12) inches. These quilted covers shall be laid directly on the curb as soon as it is completed. They shall be thoroughly wetted and kept wet for at least five (5) days.
- H. Concrete curb shall be protected and kept in first-class condition until accepted by the village. Any concrete curb which is damaged at any time previous to the final acceptance by the village shall be removed and replaced with satisfactory curb.

§ 51-19. Concrete curb and gutter.

- A. Concrete curb and gutter shall be constructed of the cross section shown on the standard section.
- B. Concrete shall have a minimum twenty-eight-day compressive strength of four thousand five hundred (4,500) pounds per square inch, as per New York State Department of Transportation Specifications, Item 609.05.
- C. Concrete gutters shall be constructed in eight-foot sections of the shape shown on the standard section to the required line and grade. A steel separating plate one-eighth inch thick and cut to fit the section, shall be used in each joint and removed when concrete hardens; or the gutter may be constructed in alternate sections, twenty-four (24) hours to elapse before the construction of the intermediate sections. A straight edge shall be laid parallel to the line of the gutter to strike off the surface to conform accurately to the gutter section.
- D. Concrete gutters shall be cured by use of quilted covers. Quilted covers shall be held securely in place and weighted down to completely cover the gutter. Adjoining quilts shall be lapped twelve

(12) inches. These quilted covers shall be laid directly on the gutter as soon as it is completed. They shall be thoroughly wetted and kept wet for at least five (5) days.

- E. Concrete gutters shall be protected and kept in first-class condition until accepted by the village. Any gutter damaged at any time previous to final acceptance by the village shall be removed and replaced with satisfactory gutter.

§ 51-20. Catch basins.

- A. Catch basins shall be constructed in accordance with the details shown on the standard sections.
- B. Concrete for base shall have a minimum twenty-eight-day compressive strength of four thousand five hundred (4,500) pounds per square inch, as per New York State Department of Transportation Standard Specification for catch basins.
- C. Walls shall be constructed of concrete or brick. Concrete shall be as specified for base.
- D. Brick shall conform to A.S.T.M. Specification C-32-Grade NA.
- E. Brick shall be laid by a competent mason in a workmanlike manner in mortar composed of one (1) part portland cement and two (2) parts mortar sand.
- F. Frames, covers and gratings shall be of cast iron of the type shown on the standard section. Iron castings shall conform to the requirements of A.S.T.M. Specifications A48, Class 20.
- G. Catch basins shall be protected and kept in first-class condition until accepted by the village. Any catch basin damaged at any time previous to final acceptance by the village shall be removed and replaced with satisfactory catch basin.

§ 51-21. Culvert pipe.

- A. Reinforced concrete pipes of necessary sizes shall be placed where required in accordance with the details as shown on the standard section.
- B. Trench excavation and refill shall be done in accordance with the requirements as given under § 51-12, Excavation and grading.
- C. Pipe under twenty-four (24) inches in diameter shall be standard strength reinforced concrete culvert pipe conforming to the requirements of the standard specifications for reinforced concrete culvert pipe, designation C76, Table I, latest edition of American Society for Testing Materials.
- D. Pipe twenty-four (24) inches and above in diameter shall be extra-strength reinforced concrete culvert pipe conforming to the requirements of A.S.T.M. Specification, C-76, Table II.
- E. The pipe shall be bedded in an earth foundation of uniform density, carefully shaped by means of a template supported at the desired grade to fit the lower part of the pipe for at least ten percent (10%) of its overall height.
- F. Each pipe shall be laid with the bell facing upgrade in full conformity with lines and grades as shown on the plans.

- G. Joints shall be formed by caulking the hubs with a gasket of jute or oakum and then filling with mortar composed of equal parts portland cement and clean sharp sand.
- H. After a pipe has been laid in place and outside of the joint has been caulked and sealed with mortar, all surplus mortar and debris shall be removed from inside of the pipe.
- I. All pipe shall be clean and left in satisfactory working condition.

§ 51-22. Structures.

Structures and retaining walls shall be designed in accordance with the current issue of the specifications of the American Association of State Highway Officials. The minimum design load for bridge structures shall be H-10. Bridges on important streets or connecting highways shall be designed for heavier loads as required by the village. Existing structures for which plans are not available will not be accepted unless the safe load carrying capacity can be demonstrated to be H-10 or greater.

§ 51-23. Guide posts.

Guide posts shall conform to the latest edition of Department of Transportation Specifications.

§ 51-24. Headwalls and gutters.

- A. Rubble stone masonry headwalls and stone gutters, as necessary, shall be constructed in the manner shown on the standard section and as specified herein.
- B. All excavation and backfill shall conform to the requirements under § 51-12, Excavation and grading.
- C. Stone masonry for headwalls shall be built of clean stone, free from structural defects, laid in full cement mortar beds of one (1) part portland cement and three (3) parts mortar sand. Vertical joints shall be flushed with mortar. Selected stone, roughly squared and pitched to line, shall be used for the coping and ends of walls.
- D. The stone shall be laid on its natural bed to form substantial masonry presenting a neat and finished appearance. Spalls and panners shall not be allowed to show on the face of the wall and shall be used only where necessary. All stones shall be laid to break joints six (6) inches or more and to thoroughly bond the work.
- E. Flat stones shall be selected for the gutter and embedded in mortar composed of one (1) part of portland cement and three (3) parts fine aggregate. The stones shall be laid to line and grade with close joints by skilled workmen using regular paving tools. The whole shall then be thoroughly rammed in place and brought to a uniform surface.
- F. Stone gutter shall be laid on a six-inch bed of sand.

§ 51-25. Topsoil and seeding.

- A. All slopes and disturbed areas related in any way to roads being constructed shall be covered with topsoil to a depth of four (4) inches. Topsoil shall be stripped from road area for this purpose and shall be stockpiled in appropriate locations until needed. If there is not sufficient topsoil available from the road area, good quality topsoil shall be imported. Any topsoil to be removed from the property or any topsoil imported must be handled in accordance with all regulations and ordinances relating thereto.
- B. All topsoiled areas shall be seeded. The work shall be carried out in accordance with the requirements of the New York State Department of Transportation Specifications, latest edition.
- C. No tests or certified reports will be required unless the materials to be used appear to be of inferior quality.
- D. The seed used shall be fresh recleaned seed of the latest drop, mixed in the following proportions by weight and meeting the following standards of pure live seed content. The tolerance for P.L.S. (purity x germination) shall be those called official and tabulated on page 5, U.S. Department of Agriculture, Bulletin No. 480.

Grass	Maximum Weed Seed	P.L.S.
50% Creeping red rescue (Illahee strain)	0.50%	90%
30% Kentucky bluegrass	0.50%	85%
10% Redtop (fancy recleaned)	1.00%	85%
10% English perennial rye	0.50%	88%

- E. Seed shall bear the label of a responsible seed company with the mixture indicated thereon.
- F. The rate of seeding shall be one hundred fifty (150) pounds per acre. Seed shall be sown by hand or by approved machine in such a manner that a uniform stand will result. After seeding, the surface shall be evenly raked with a fine-toothed rake and rolled with an approved roller weighing at least three hundred (300) pounds.

§ 51-26. General.

All materials and/or methods of construction not described in these standards shall meet the requirements of the latest edition of the New York State Department of Transportation Specifications.

ARTICLE V
Penalties

§ 51-27. Penalties for offenses.

- A. Any person deviating from the standards set forth in this chapter or in any manner violating its provisions shall, upon conviction, be guilty of a violation pursuant to the Penal Law of the State of New York and be punishable by a fine not exceeding two hundred fifty dollars (\$250.) or by imprisonment for a term not exceeding fifteen (15) days, or by both such fine and imprisonment.

- B. In addition to the above provided penalties, the Village Board of Trustees may also maintain an action in the name of the village in a court of competent jurisdiction to compel compliance with or to restrain by injunction the violation of this chapter.

Chapter 52

STREETS AND SIDEWALKS

ARTICLE I Excavations

- § 52-1. Permit required.
- § 52-2. Applications.
- § 52-3. Fees.
- § 52-4. Liability insurance.
- § 52-5. Notice of excavation.
- § 52-6. Safety requirements.
- § 52-7. Regulations and specifications.

ARTICLE II Curbs and Sidewalks

- § 52-8. Construction according to grade.
- § 52-9. Construction requirements.
- § 52-10. Safety requirements.
- § 52-11. Sidewalk maintenance; violations,
- § 52-12. Installations between curb and property lines.
- § 52-13. Use of sidewalks.
- § 52-13A. Depositing snow onto streets or highways within the Village.
- § 52-13B. Replacement of sidewalks.

ARTICLE III Violations

- § 52-14. Penalties for offenses.

[HISTORY: Adopted by the Board of Trustees of the Village of Port Dickinson 9-10-74 as Local Law No. 6-1974. Amendments noted where applicable.]

GENERAL REFERENCES

Vehicles and traffic — See Ch. 60.

ARTICLE I