

VILLAGE OF HOBART
LOCAL LAW FOR ROAD PRESERVATION

2009

SECTION I: PURPOSE

The purpose of this law is to maintain the safety and general welfare of the Village residents by regulating specific commercial activities that have the potential to adversely affect road right-of-ways. Well maintained roads are important to the economic well being and public safety of the Village residents. The intent is to protect the public right-of-ways from damage and, to the extent that damage occurs, to ensure that the party that caused the damage returns the road to the condition that existed prior to the damage. The Village Board of the Village of Hobart hereby enacts the following Road preservation Local Law pursuant to the provision of the Municipal Home Rule Law.

SECTION II: APPLICABILITY

The Hobart Village Board authorizes the Village Mayor, the oversight responsibility assuring Specific Contracted Activities do not have an adverse impact on the public right-of-way.

SECTION III: DEFINITIONS

1. **Specific Contracted Activity:** Commercially contracted activities as delineated in Section IV of this Local Law between Village landowners and commercial contractors that have the potential to significantly impact Village road right-of-ways due to the weight of the vehicle, the truck trips, and the potential route.

2. **Bond:** A commercial bond to ensure that the condition of the Village roads impacted by the job is left in as good or better condition at the completion of the job as they were at the start of the job.

3. Road Preservation Local Law Worksheet (Attachment A): Worksheet is to be completed by the owner or contractor, summarizing the job, site location, start and completion dates, expected max gross vehicle weight used for the project, truck routes, truck description, truck volume, inspection procedure, mitigation commitment, and any other items that the Village Mayor, deems necessary.

4. Bond Release: A bond release given by the Village Mayor based on satisfactory job site status at job completion.

5. Significant Impact on the Village Right-of-Way means that the activity could result in additional damage to the right-of-way due to truck and/or heavy equipment activity beyond normal wear and tear associated with commercial traffic.

SECTION IV: DESIGNATION CRITERIA

1. The Village Board has determined that the following activities constitute Specific Contracted Activities that will have the potential to have a Significant Impact on Village Right-of-Way:

A. Roads used during the construction and significant reconstruction of an Industrial Wind Tower Farm;

B. Roads used during the development and significant redevelopment of a natural gas mine; and

C. Roads used during the construction and significant reconstruction of major utility transmission lines.

SECTION V: GENERAL PROVISIONS

1. Prior to the start of any Specific Contracted Activity that could have a Significant Impact on Village right-of-ways, a road permit must be obtained. A completed Road Preservation Local Law (RPLL) Worksheet (the "Application") (Attachment "A"), available from the Village Clerk, must be submitted to the Mayor.

2. The Village Mayor reserves the right to have the Application reviewed by an independent civil or transportation engineer. The Applicant will be responsible for any out-of-pocket expense the Village incurs in order to retain professionals to review the Application, conduct inspections and to prepare a final report that are not otherwise addressed by the application fee set forth in Section VI.

3. The Village Mayor will decide if the scope of work as set forth in the Application is such that a Bond is required. The amount of the Bond shall be no greater than the anticipated potential cost of the necessary repairs upon completion of the Specific Contracted Activity. The Village Mayor will calculate the amount of the Bond based upon the information contained in the Application and his or her experience. If no Bond is needed, the Application, as modified and approved by the Village Mayor becomes the Work Permit.

4. If the Village Mayor determines that a Bond is required, the Bond must be submitted to the Village of Hobart. The Application will then be approved by the Village Mayor and becomes the Work Permit.

5. If as part of the engineering design of the Specific Contracted Activity and/or the permitting of the Specific Contracted Activity, a road maintenance plan is developed and otherwise accepted or approved by other involved agencies, the Applicant may submit the road maintenance plan as its Application. The Village Mayor shall, to the extent practical, accept the approved road maintenance plan as the Application, provided that it is at least as protective of the Village roads as an Application set forth in Section V.1 above.

6. If during the course of the Specific Contracted Activity the road is damaged in a manner that significantly impacts its drivability and/or creates a safety hazard, the Village Mayor may direct the applicant to make immediate repairs. If the applicant is not able or fails to make the repairs within the time period identified by the Village Mayor,

the Village may make the repairs. The applicant must reimburse the Village for its actual costs incurred in the implementation of the necessary repairs and the Village shall have access to the Bond, if any, if the Applicant fails to make prompt payment (no more than 15 days from issuance of the invoice).

7. At the conclusion of the construction activity, the Village Mayor will inspect all the potentially impacted Village roads. Based on that inspection, The Village Mayor will determine the repairs, if any, which are necessary to restore any damage to the Village roads from the construction activity beyond normal wear and tear. In lieu of the Village Mayor conducting this inspection, the applicant may fund an independent professional engineer selected by the Village to conduct the inspection and evaluation.

8 Upon completion of the contract, the contractor will apply to the Village Mayor for a Preliminary Bond Release. The Bond will be released upon the Village Mayor issuance of a determination of functional completion of necessary repairs, if any, were required. The applicant, at its expense, may choose to have the the functional completion determination made by the independent professional engineer that was selected by the Village Mayor to review the Application. If the release is not approved, the Village Mayor will specifically document the tasks that must be accomplished in order for the Bond to be released In this case, the Contractor will remedy the specified problem item(s) and then reapply for a Bond Release.

9. If the contractor does not comply and operates outside the parameters as specified on the RPLL Worksheet, the Village Mayor or Code Enforcement Officer has the authority to shut down the operation by submitting a cease and desist Order.

10. The contractor will be responsible for the repair of any damages that occur to the Village of Hobart road right-of-ways, when a project proceeds with a proper permit.

SECTION VI: FEE

In order to offset the cost of processing the Application and monitoring the activity under the permit, a non-refundable processing fee as depicted in the Village of Hobart Fee Schedule, payable to the Village of Hobart, must accompany each Application submitted to the Village Mayor.

SECTION VII: APPEALS

The applicant may appeal any determination made by the Village Mayor and/or Code Enforcement Officer ("CEO") under this Local Law to the Village of Hobart Board. The appeal must be in writing and filed with the Village Clerk within ten (10) days of the date of the Village Mayor's and/or CEO's determination. A copy of the appeal shall be provided to the Village Mayor and/or CEO at the same time it is filed with the Village Clerk. The Village Mayor and/or CEO shall provide the Village Board with a response no later than three (3) business days from the date of receipt of the appeal, and a copy of response shall be mailed to the Applicant. The Village Board will evaluate the appeal as soon as practicable at its next regular scheduled meeting. The Applicant is entitled to attend the aforementioned Hobart Village Board meeting and make a presentation in support of their appeal. The Village Board reserves the right to request additional information from the Mayor/CEO and/or the Applicant.

SECTION VIII: REQUEST FOR VARIANCE

Request for a variance from the standards set forth in this Local Law shall be made to the Village Mayor in writing and shall contain the grounds on which the applicant relies for requesting the variance, including allegation of any facts on which the applicant will rely.

The Village Mayor may elect to waive one or more of the requirements as stated in Section V of this Local Law. In implementation of the law, the Village Mayor should consider the satisfaction of the following criteria: (1) protection for the Village roads from damage beyond the wear and tear from normal commercial activity; (2) minimization of the administrative burden on both the Applicant and the Village; (3) the cost effectiveness of the implementation of this Local Law; and (4) the variance is the minimum necessary to accomplish the purpose. The Village Mayor should only waive requirements in Section V of this Local Law if they determine that the waiver is consistent with protection of Village roads from damage beyond normal wear and tear.

SECTION IX: INVALID SEGMENT

Should any section or provision of this Local Law contained herein or as amended hereafter be declared by a court of competent jurisdiction to be Invalid, such decision shall not affect the validity of the Local Law as a Whole or any part thereof other than the part declared to be Invalid.

SECTION X: EFFECTIVE DATE

This Local Law shall take effect twenty (20) days after filing a copy of this Law with the Secretary of the State of New York.

**ATTACHMENT A
FEE SCHEDULE**

Road Type	Dirt and/or Gravel	Chip Seal (gravel with tar)	Asphalt with base >7"	Asphalt with base <7"
Bond per mile traveled	\$3500	\$15,000	\$54,570	\$94,200
Multiply by Number of miles				
Multiply by Number of vehicles on the peak travel day of the project				
ROAD TOTALS:				
Structures (bridges and/or culverts by diameter)	60" up to 19'-11"		20' and greater*	
Bond per structure	\$ 500,000		\$1,500,000	
Multiply by number of structures				
STRUCTURE TOTALS:				
BOND TOTAL:				

*Multiple spans will require a bond for each span of \$1,500,000

Example Route:

Town of Maryland:

Sperry Hollow Rd (1.1 miles) to

Norton Rd (1.2 miles)

Road Type	Dirt and/or Gravel	Chip Seal (gravel with tar)	Asphalt with base >7"	Asphalt with base <7"
Bond per mile traveled	\$3500	\$15,000	\$54,570	\$94,200
Multiply by Number of miles	1.2	0	1.1	0
Multiply by Number of vehicles on the peak travel day of the project	25	0	25	0
ROAD TOTALS:	\$105,000	\$0	\$1,500,675	\$0
Structures (bridges and/or culverts by diameter)	60" up to 19'-11"		20' and greater*	
Bond per structure	\$ 500,000		\$1,500,000	
Multiply by number of structures	1		0	
STRUCTURE TOTALS:	\$500,000		\$0	
BOND TOTAL:				\$2,105,675