

AGENDA

Wednesday

August 5, 2015

**TOWN OF EASTHAM
BOARD OF SELECTMEN
WORK SESSION AGENDA
Wednesday, August 5, 2015
3:00 PM**

Location: Timothy Smith Room

- 3:00 p.m. National Seashore Governor Prentice Traffic Light & Safe Bike Crossings Program Update - Karst Hooeboom Chief of Facilities and Maintenance Cape Cod National Seashore
- 3:15 p.m. Draft Standards to Plow Private Roads and Maintain Private Ways – Neil Andres, DPW Superintendent

MINUTES:

November 6, 2014 – Joint Meeting with Orleans Board of Selectmen
April 16, 2015 – Joint Meeting with Orleans Board of Selectmen
June 10, 2015 – Joint Meeting with Orleans Board of Selectmen
June 15, 2015 – Regular Meeting
June 17, 2015 – Work Meeting
June 17, 2015 – Executive Meeting
June 22, 2015 – Work Meeting
July 8, 2015 – Work Meeting
July 8, 2015 – Executive Meeting
July 20, 2015 – Regular Meeting
July 20, 2015 – Executive Meeting

OTHER BUSINESS

Discussion of topics not reasonably anticipated by the Chair 48 hours before the meeting

POSSIBLE EXECUTIVE SESSION – To discuss strategy with respect to Superseding Order of Conditions and land acquisition strategy when an open meeting may have a detrimental effect on the position of the public body and the chair is so declaring

Upcoming Meetings

<i>Monday August 17, 2015</i>	<i>5:00 p.m.</i>	<i>Regular Session</i>
<i>Tuesday, September 8, 2015</i>	<i>5:00 p.m.</i>	<i>Regular Session</i>
<i>Wednesday, September 9, 2015</i>	<i>3:00 p.m.</i>	<i>Work Session</i>

**Per the Attorney General's Office: The Board of Selectmen may hold an open session for topics not reasonably anticipated by the Chair 48 hours in advance of the meeting.*

**If you are deaf or hard of hearing or are a person with a disability who requires an accommodation, contact Laurie Gillespie-Lee, 5900 x207*

National Park Service

CACO 223033

Bicycle Safe Crossings

Draft Alternatives

Eastham Selectmen Presentation

August 5, 2015

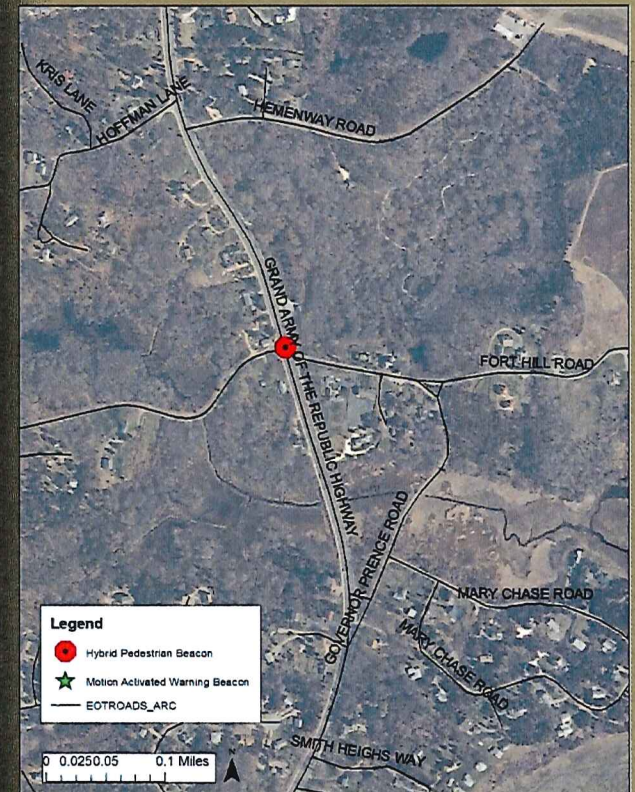
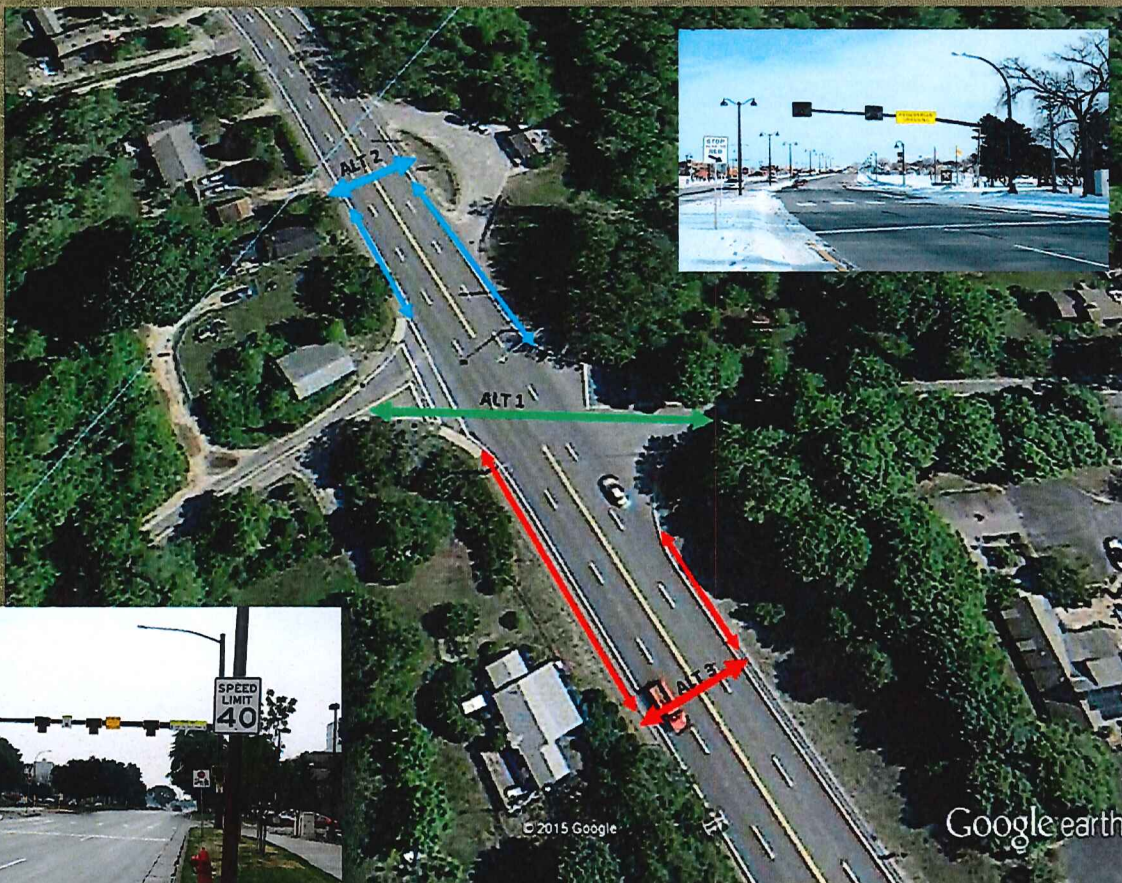


Cape Cod National Seashore



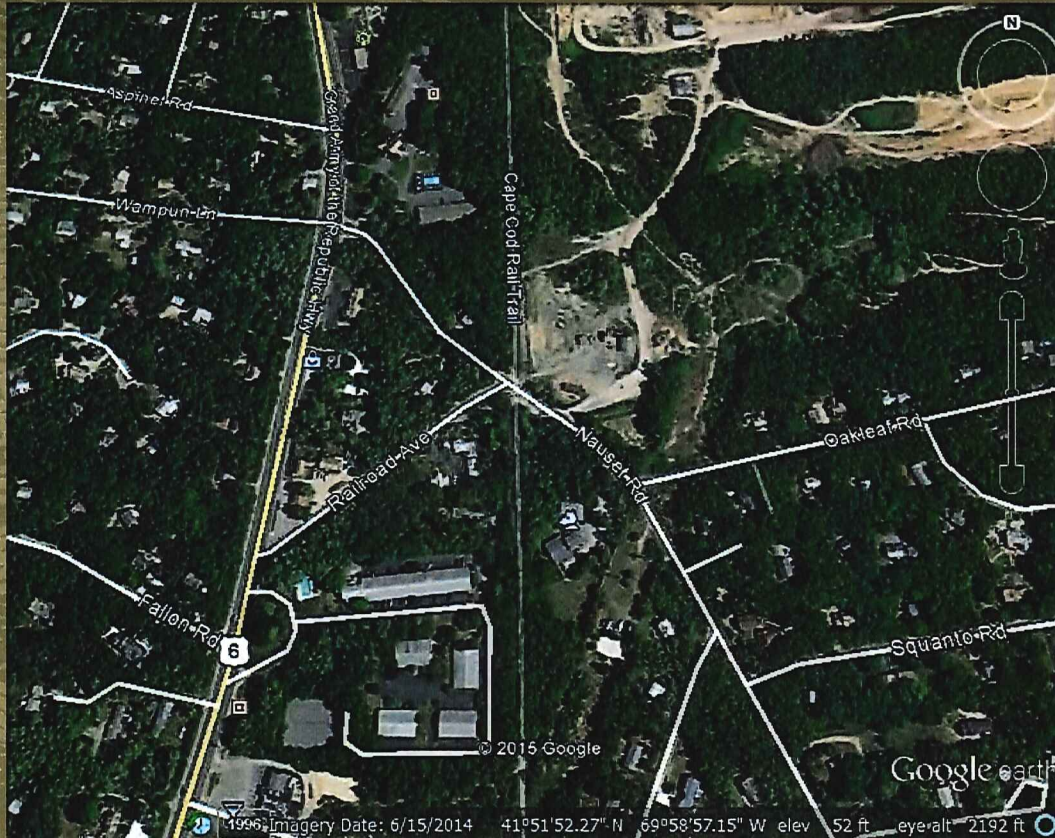
Pedestrian Hybrid Beacon Highway 6 and Governor Prence Road

The pedestrian hybrid beacon is proposed at the intersection of Governor Prence Road and Route 6 in Eastham, MA. The DBC Team will be responsible for producing design options for the pedestrian hybrid beacon including and all necessary accompanying elements, including, but not limited to, mast arm(s) for signal(s), two (2) pedestrian signal heads, two (2) push-buttons for activation and associated fixtures, crosswalk treatment, pavement markings including stop bars, signage, advance warning beacon(s), and curb cuts or other modifications to existing sidewalks and roadway and drainage structures.



CACO 223033

Motion Activated Signal- Nauset Road and Railroad Ave



Signal will consist of two poles— each to include:

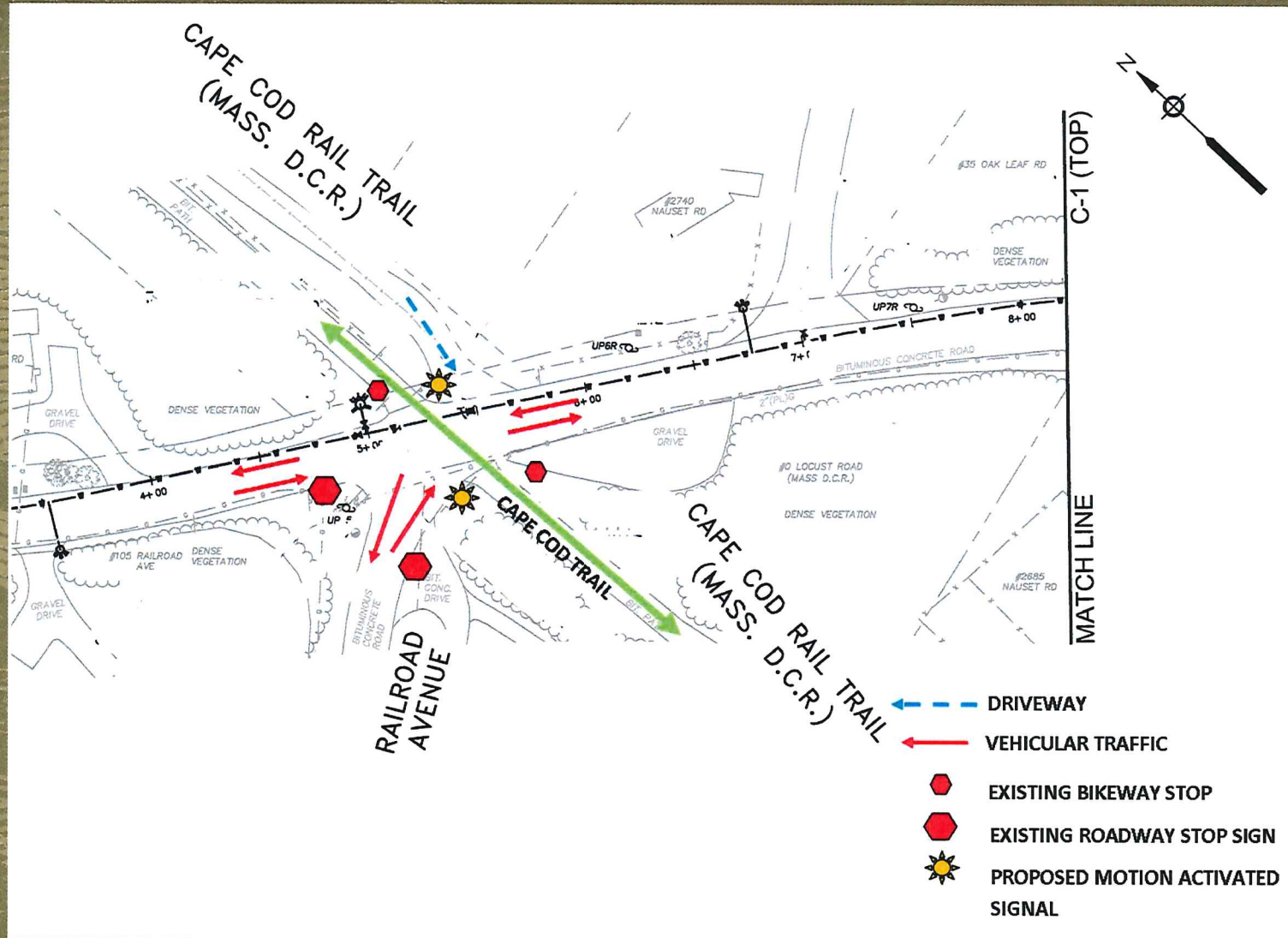
- Beacons
- Signage
- Motion-sensor
- 2-way radio communication
- Solar panel(s) to provide all necessary power
- Additional signage on roadways as needed to provide warnings to approaching motorists
- Additional signage on bike trail to provide warning for approaching trail users.



CACO 223033

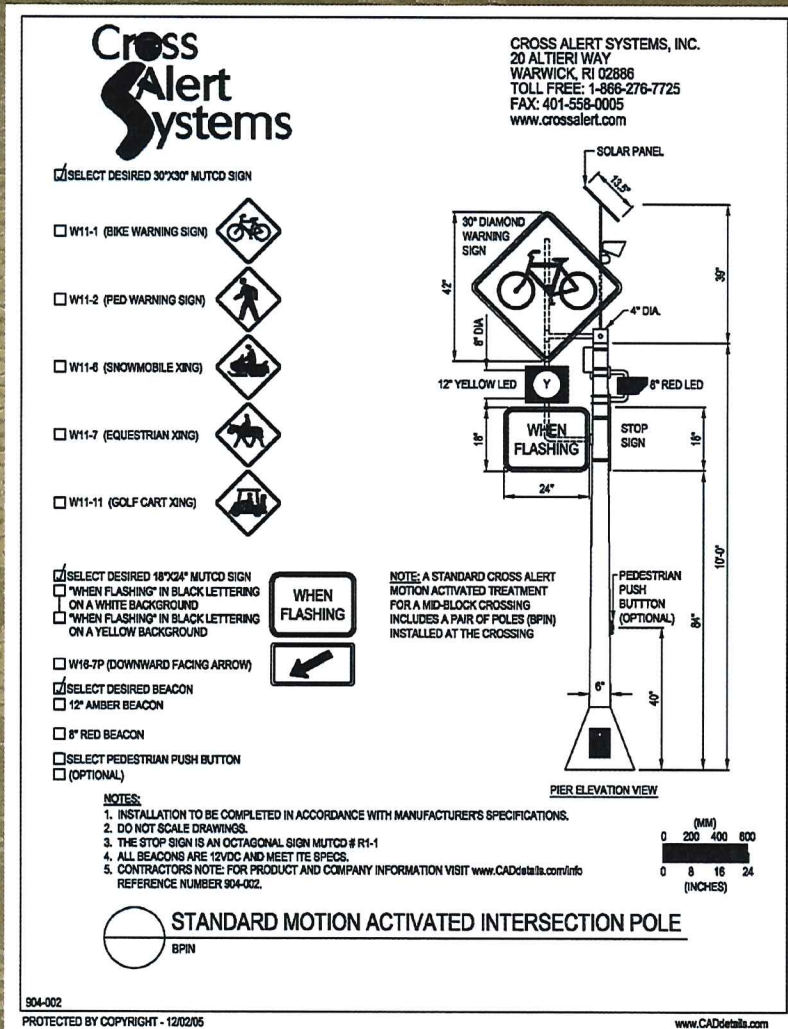


Motion Activated Signal- Nauset Road and Railroad Ave Draft Layout



CACO 223033

Typical Motion Activated Beacon



CACO 223033

Draft Schedule

The NEPA/106 process will be completed by the NPS. July, 2015.

30% Design Development Construction August 12, 2015.

NPS / Town of Eastham Review completed August 30, 2015.

95% Draft DB Construction Documents and Specifications submitted September 25, 2015.

NPS / Eastham Review completed October 9, 2015.

95% Complete DB Construction Documents and Specifications for approval October 19, 2015.

Engineering Study for DB Design Development Documents submitted no later than January 6, 2016
(Pedestrian Hybrid Beacon Only)

NPS and Town of Eastham Review completed no later than January 20, 2016.

Massachusetts Department of Transportation Permitting (Pedestrian Hybrid Beacon Only): TBD

Construction on Cape Cod Rail Trail crossing of Nauset Road at Railroad Avenue in Eastham to begin Spring, 2016

Construction of Pedestrian Hybrid Beacon completed no later than ninety (90) days of approval of 100% DB Construction Documents.

No construction shall occur during the peak visitor season from June 1 to Columbus Day.



Questions?



Bicycle Safe Crossings

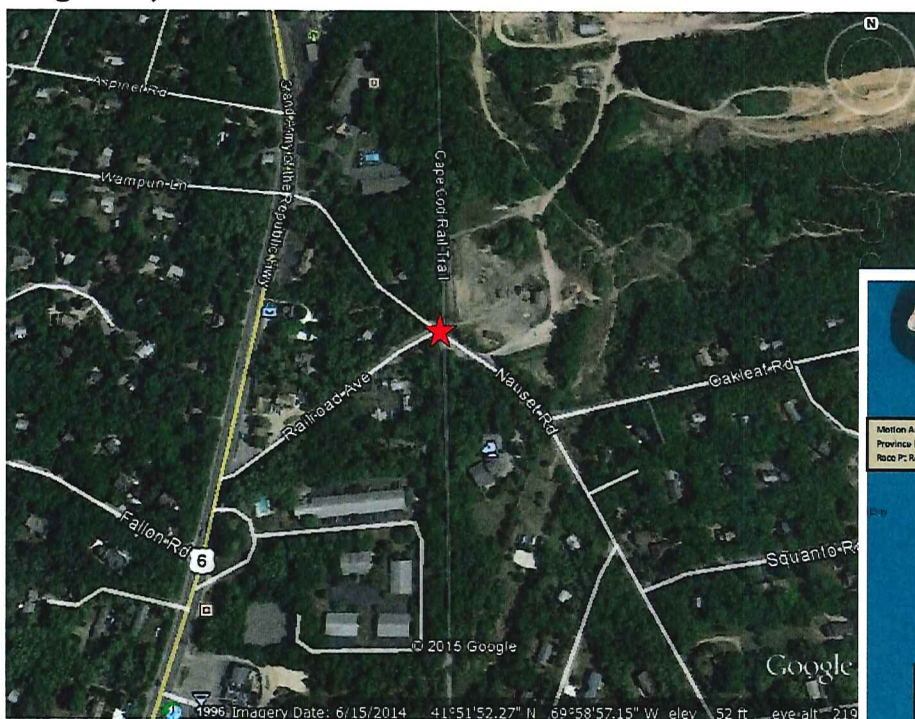
Draft Alternatives

Cape Cod National Seashore

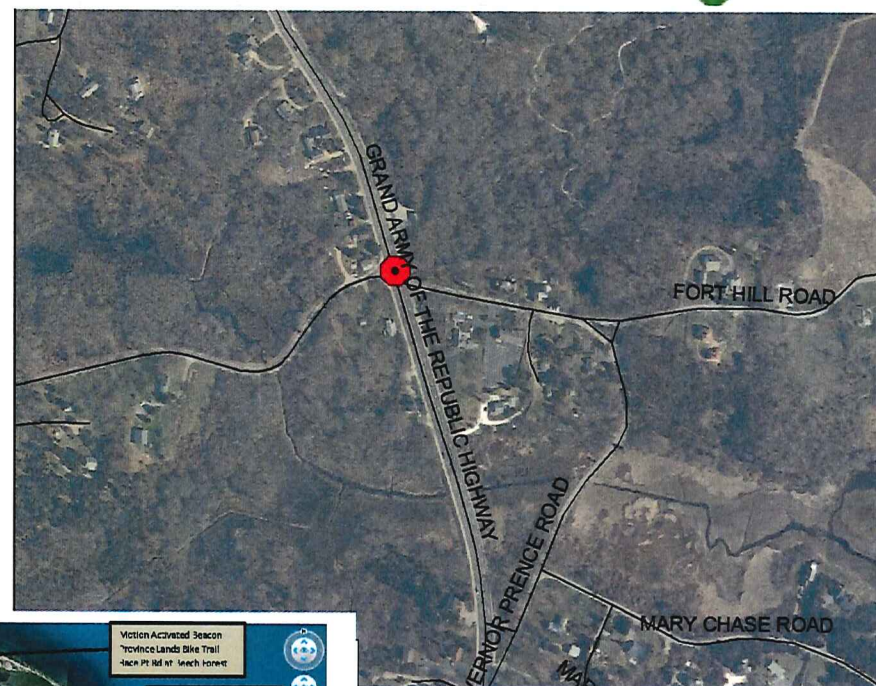
CACO 223033

Eastham Selectmen Presentation

August 5, 2015



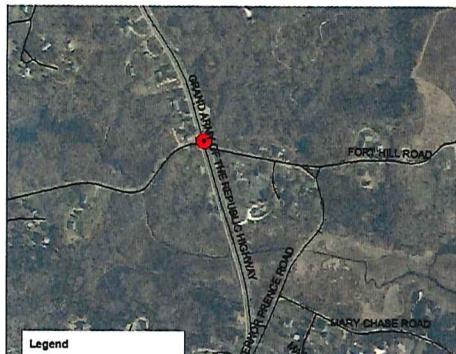
NAUSET ROAD AND RAILROAD AVENUE— MOTION ACTIVATED SIGNAL



RTE 6 AND GOVERNOR PRENCE ROAD
PEDESTRIAN HYBRID BEACON



SIGNAL LOCATIONS— NATIONAL SEASHORE-WIDE

**Scope:**

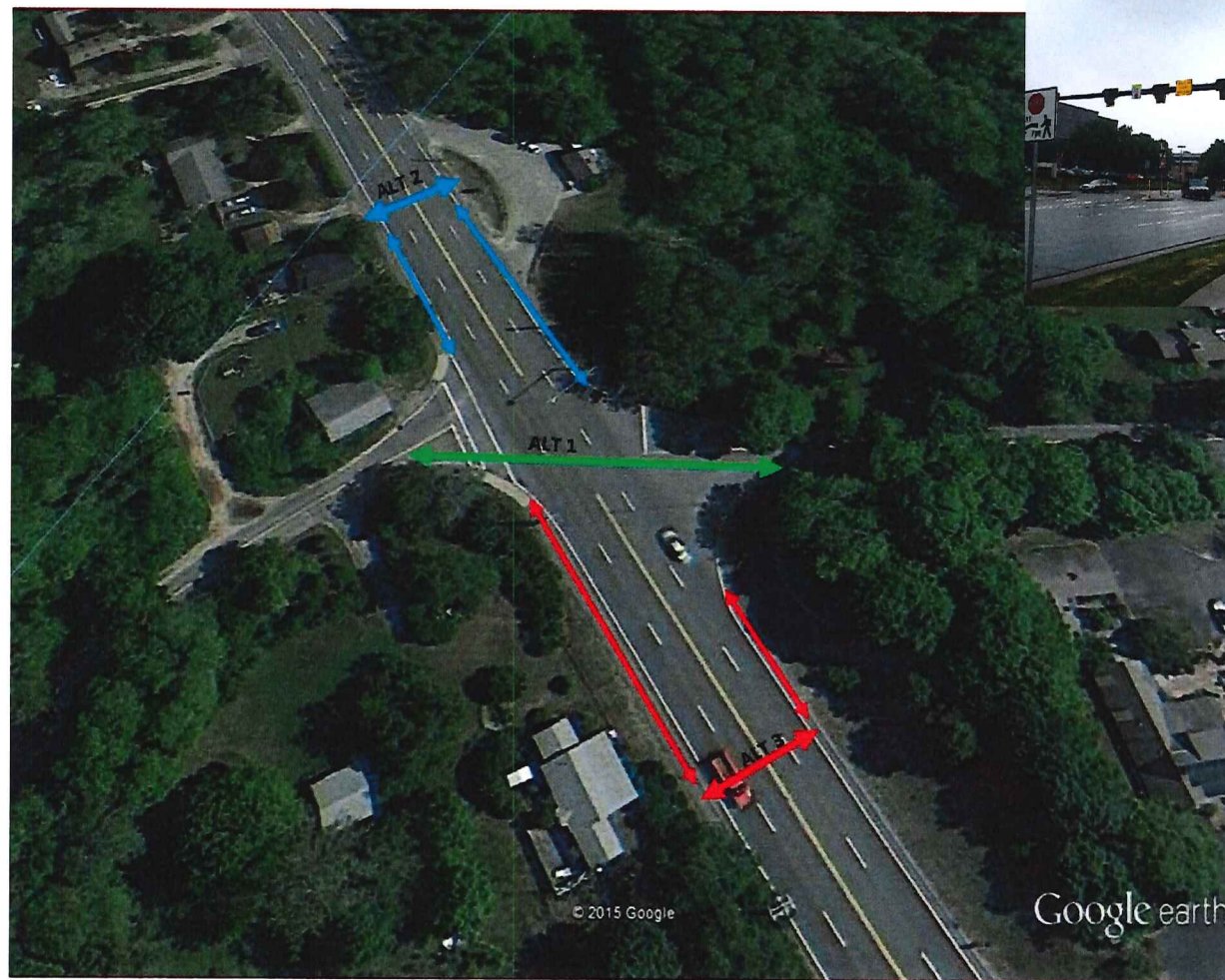
Provide design options for the pedestrian hybrid beacon mast arm(s) for signal(s),

Signal(s) will include:

- 1.two (2) pedestrian signal heads,
- 2.two (2) push-buttons for activation and associated fixtures
- 3.crosswalk treatment, pavement markings including stop bars, and signage,
- 4.advance warning beacon(s)
5. curb cuts or other modifications to existing sidewalks and roadway and drainage structures as needed



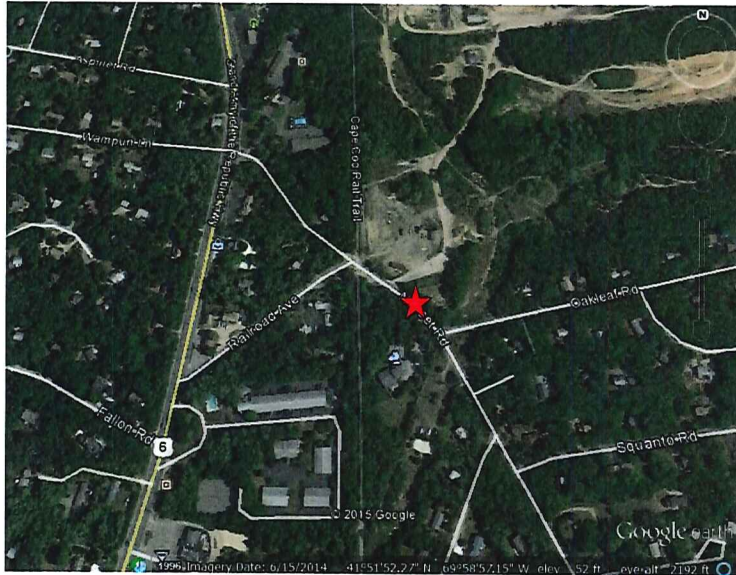
Typical Pedestrian Hybrid Beacon



RTE 6 AND GOVERNOR PRENTICE ROAD POTENTIAL ALIGNMENTS



PEDESTRIAN HYBRID BEACON- US 6 AND GOVERNOR PRENTICE ROAD-DRAFT



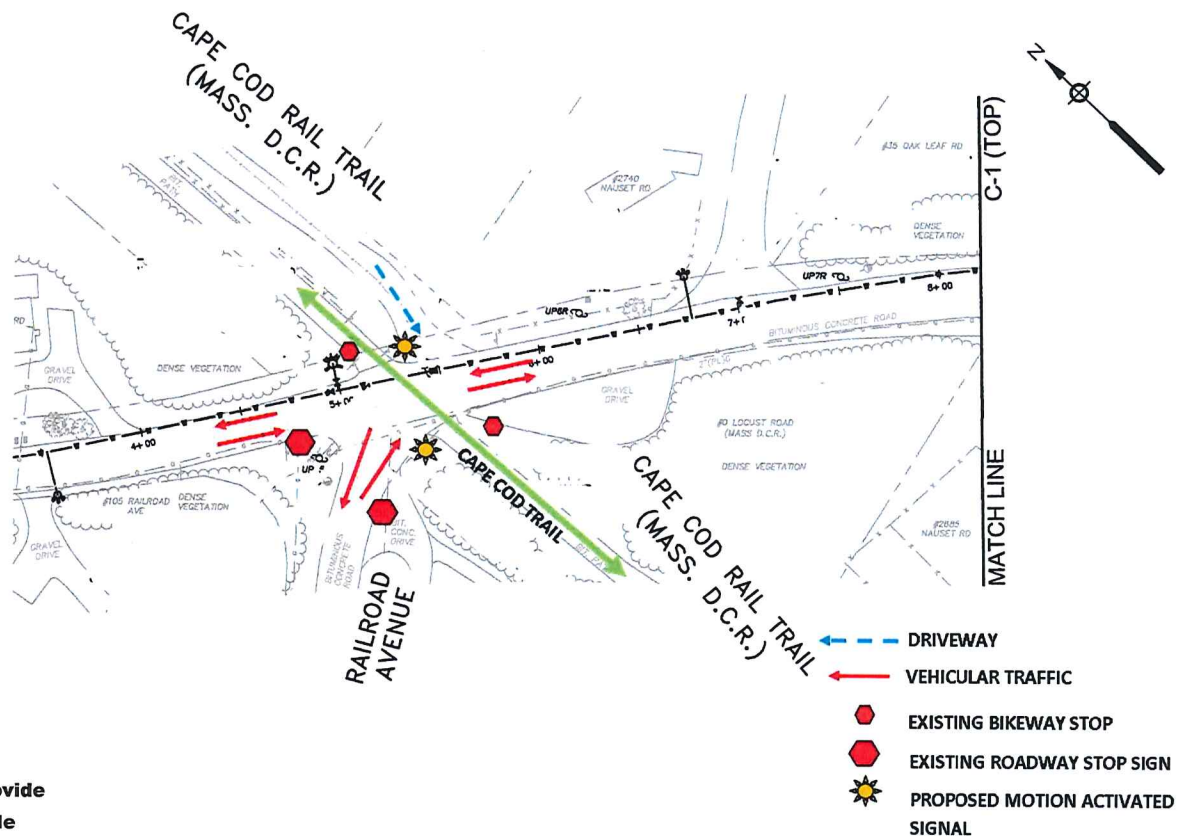
Scope:

Signal will consist of two poles— each to include:

1. beacons
2. Signage
3. motion-sensor
4. 2-way radio communication
5. solar panel(s) to provide all necessary power needs.

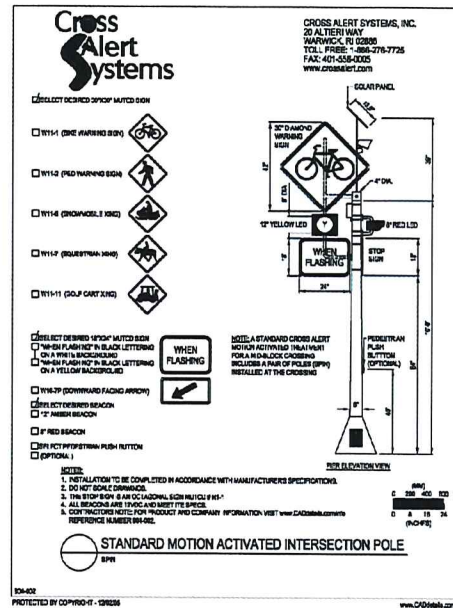
The signal will include additional signage on roadways as needed to provide warnings to approaching motorists and/or signage on bike trail to provide warning for approaching trail users.

MOTION ACTIVATED SIGNAL—NAUSET ROAD AND RAILROAD AVENUE-DRAFT





Typical Motion Activated Signal



Typical Motion Activated Signal



Cape Cd Trail /Nauset Road Intersction Facing NW



Cape Cd Trail /Nauset Road Intersction Facing N



Rail Road Ave Facing E



Cape Cd Trail /Nauset Road Intersction Facing S

MOTION ACTIVATED SIGNAL—NAUSET ROAD AND RAILROAD AVENUE



DRAFT PROJECT SCHEDULE

The NEPA/106 process will be completed by the NPS. July, 2015.

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Town of

Department of Public Works
555 Old Orchard Road
Eastham, MA. 02642



Eastham

508 240-5973
Fax 508 240-6687

see hrg 4/8 2:45 p.m.

To: Sheila Vanderhoef, Town Administrator
From: Neil Andres, Superintendent DPW
Date: February 23, 2015
RE: Plow Private Roads

Last year, an article authorizing the plowing of private ways which are open to the public was approved at town meeting and by ballot at the election. The article is attached. It allows the town to set standards for road conditions and number of parcels that use the roads for access. No funding was authorized in the FY 14 budget for plowing private roads.

Our current inventory indicates there are 59 miles of town roads and 62 miles of private roads. About 60% of private roads are unpaved. Obviously, the DPW cannot handle plowing twice as many road miles with the existing staff and equipment. Therefore, I recommend a phased approach to implementing this new service.

Phase 1 – Plow private roads which are a minimum of 20 feet wide, paved, in a minimal acceptable pavement condition so as not to destroy plows, with vegetation cleared a minimum of 2 feet off the pavement and 14 feet over the pavement so as not to rip mirrors and lights off trucks, with a turn-around at the end, which have been open to the public for at least a year and have a street sign. These are typical subdivision roads which have many year-round residents living on them.

This would result in adding approximately 12 miles of roads to the plow list which could be accomplished with the addition of some contracted equipment and on-call labor. It is an achievable goal for year one. A budget of \$30,000 (\$2,500 per mile) would be an appropriate starting budget

Phase 2 – Local communities such as Dennis, Harwich, Brewster, Chatham, and Wellfleet have adopted private road polices which allow the towns to plow private roads including unpaved single lane roads. These are the type of roads where we have had the most emergency issues this winter. These roadways can deteriorate rapidly, so annual inspections are a necessity.

A preliminary estimate based on travel lane width indicates that there could be 29 miles of eligible unpaved roads – all of which would need annual inspection and repairs. This will probably take at least a month of staff time in the beginning. This magnitude of roads would call for approximately six plow trucks and at least two inspectors. The town would also have to have more loaders under contract as they will be needed for storms of greater than 12". There is a potential for another 8 miles to be improved to minimum standards by residents.

Issues which will need to be resolved in implementing a private road plowing program include:

Level of service

Do private roads get sanded, swept, basins cleaned? Are private roads only plowed when a minimum level of snow accumulates? Will there be a "black road/bare pavement" policy. The standards can be different for paved and unpaved roads. If we do not plow paved private roads until there is at least 6" of snow we could have private contractors not wanting to commit equipment because of lack of regular work and a real mess when trying to plow fresh snow on top of frozen rutted ice.

Liability

Sanding, shoulder damage, sweeping, patching, catch basin cleaning – Once the town drives a vehicle down a road, the town can be subject to claims that we broke the road and need to fix it by sanding it, sweeping it, cleaning catch basins, patching potholes, grading, replacing failed drainage systems, in addition to direct damage to grass on shoulders. This could be a major commitment of staff time. Liability needs to be considered. A waiver of liability should be considered.

Public Safety

This past winter has highlighted the need for efficient public safety access to homes located on narrow, poorly, maintained private roads. The adoption of public funded plowing may be an incentive for residents to improve their roads to a minimum standard which will allow and ambulance, fire truck, or police car to have access in cases of emergencies. There is a cost to providing service to every road – including short roads with one or two houses - and the town Meeting Article allowed standards of a minimum number of parcels on a road to be considered.

Logistically, the implementation of the phased approach will allow the town to begin providing service to many residents at a reasonable cost. There will be issues such as finding contractors – the town currently has none and there is a shortage at other towns. The inspection and verification of repairs to unpaved roads will be a major undertaking of staff time. Expansion of plowing services without adequate resources and planning could result in a situation similar to that currently being faced by the MBTA.

Samples of Private Road Policies and inspection reports are attached.

ARTICLE 36

To see if the Town will vote to accept G.L. c.40, Section 6C, in the manner provided for in G.L. c.40, Section 6D, to allow the town to remove snow and ice from such private ways within its limits and open to public use, as may be designated by the Board of Selectmen, and further provided that for the purposes of Section 25, of chapter eighty four, the removal of snow and ice from such a way shall not constitute a repair of a way; or take any action relative thereto.

By Board of Selectmen

Summary:

The statute referenced above requires two separate actions, the first of which is acceptance by majority vote of Town Meeting. The effect of this vote is to allow the Selectmen to place a question on a town-wide election ballot, the form of which is specified by G. L. c. 40 §6D, as follows:

Shall the or town vote to accept the provisions of section six C of chapter forty of the General Laws, which authorize cities and towns to appropriate money for the removal of snow and ice from private ways therein open to public use?

YES.	
NO.	

Only after passage of the above ballot question is the town allowed, but not required, to plow private roads, and then only to the extent that such roads meet minimum construction standards including providing access to a minimum number of parcels, and further within the limitations of an annual town meeting appropriation to be made for this purpose.

BOARD OF SELECTMEN RECOMMENDATION: 5-0

FINANCE COMMITTEE RECOMMENDATION: At Town Meeting
(Majority vote required)

DENNIS

DENNIS

1/3

PRIVATE WAY SNOW REMOVAL POLICY

Minimum standards for private ways to be eligible for emergency winter maintenance, consisting of snow plowing and sanding only, in accordance with Massachusetts General Law Chapter 40 Section 6c; adopted by The Board of Selectmen, August 4, 2009.

1. This policy is in effect for private ways open to the public. Private ways restricted or closed to the public by signage or gates more than one week per year shall not be eligible for snow removal services from the Town in accordance with Mass. G. L. c40, s6c. Examples of signs posted on private ways closed to the public include "No Trespassing", "Private-Residents Only", or "Keep Out", etc.
2. The minimum width for the travel surface of any private way shall be no less than (10') feet wide and open to the public.
3. The height clearance shall be no less than fourteen (14') feet from the road surface. This is to ensure access to snow plows and emergency vehicles.
4. The roadside shoulder shall be free of any obstacles, on both side of the way, including vegetation, fences, mailboxes, stonewalls, rocks, shrubs, trees or any other object that may interfere with snow removal equipment. This shoulder shall be maintained no less than two (2') feet on both sides of the roadway.
5. There shall be an overall minimum of fourteen (14') feet by fourteen (14') feet corridor free from any vegetation and foreign objects. Shell and stone roadways will not be plowed.
6. There must be ample room for emergency vehicles to turn around if the road is a dead end. Space at the end of the road should be of sufficient size for emergency vehicles or town plows to be able to turn around in a safe manner.
7. Paved or unpaved private roads shall have no defects (potholes or ruts) exceeding two (2") inches in depth. Defects in the road surface such as potholes or ruts must not deviate from grade more than two (2") inches. Please contact the Department of Public Works (DPW) for possible remedy options (petition for grading, temporary repair, and acceptance of private way). When and if the Town appropriates funds, the Town may make emergency repairs to private roads that are integrated with the public road network at the discretion of staff in order to protect the Town's investment in snow removal equipment.
8. Manhole covers, catch basins and roots shall be at or below grade.
9. The DPW will perform yearly inspections of all private roads and post a list of roads on the Town's website and local newspaper by September 15th that do not meet the minimum requirements. The homeowners will be required to make repairs. When the

PRIVATE WAY SNOW REMOVAL POLICY

2/3

repairs are completed the DPW will, upon request, re-inspect a roadway to ensure that it complies with standards and notify homeowners of their findings. If all minimum standards are met plowing and sanding services will be provided.

10. The Town of Dennis, its employees or sub contractors shall not be held liable for any damage to private property improvements while performing snow removal operations. Improvements such as, but not limited to, stone walls, fences, irrigation lines, cobblestones, mailboxes, lawns, shrubs or trees adjacent to the way and damaged as a result of snow removal operations will not be repaired or replaced by the Town or its agents.

DENNIS

3/3

EXAMPLE INSPECTION

Road Name (LHL = LOW HANGING LIMBS) EX = EXPOSED BASINS/MANHOLES DNF = DID NOT FIND	Shrub Route	Town	Miles	Village	Surface	10' W ₂	14'X14' Vegetation	Grading	Pennies	Turn Around	COMMENTS
ONCE IMPROVEMENTS ARE MADE, THE UPDATES WILL BE POSTED, HERE ON THE TOWN OF DENNIS WEBSITE											
ALBION WAY (off Highway)	25	NO	0.040	SD	DIRT					NO	FAIL - NO TURN AROUND
ALLAIN WAY	31	NO	0.090	WD	DIRT						Do Not plow - per Owners Request (2011) - FAIL - LOOSE STONE
AMANDA'S TRAIL	25	NO	0.085	SD							FAIL - CRUSHED SHELL
AUBURN COURT	26N	NO	0.070	DP	PAVED						DO NOT PLOW - CONDO
BAMBI LANE	27	NO	0.130	DP	DIRT		F				FAIL - LHL
BARRISTERS WALK	13	NO	0.230	D	PAVED						REQ. TO NOT PLOW
BAY VIEW AVE (off D. Hwy)	12	NO	0.050	ED	DIRT					NO	FAIL - LOOSE PEA STONE, near #10
BAYBERRY LANE	27	NO	0.130	D	DIRT	F	F	F			FAIL - LHL
BAYBERRY LANE	27	NO	0.100	DP	DIRT						FAIL - LHL - NEEDS GRADING
BAYLEAF WAY	32	NO	0.090	WD	PAVED		F		F	NO	FAIL - LHL - BOULDERS ON ROAD
BEAGLE BY-WAY	30	NO	0.140	D	DIRT		F				PASS
BEVINS COURT	30	NO	0.050	WD	PAVED						PASS
BLEAK HOUSE CIRCLE	12	NO/P	0.440	D	PAVED						DO NOT PLOW - POSTED RESIDENTS ONLY
BOWSPRIT LANE	30	NO	0.090	WD	DIRT						DO NOT PLOW - RESIDENTS ONLY
CALICO CIRCLE	24	NO	0.050	SD	PAVED						DO NOT PLOW - CONDO
CANDLEWOOD LANE	26N	NO	0.080	DP	PAVED						DO NOT PLOW - CONDO
CAPTAIN HARRIS CIRCLE		NO	0.050	D	DIRT						DO NOT PLOW - OWNERS REQUEST
CAPTAIN HOWES STREET	14	NO	0.180	ED	DIRT		F			NO	FAIL - LHL
CEDAR LANE	24	NO	0.210	SD	DIRT		F			NO	FAIL - LHL - crater at end of road - portions surfaces with 1-1/2" stone, near #31
CHAPMAN ROAD	29	NO	0.080	WD	DIRT						POST - DO NOT PLOW
CHECKERBERRY LANE	14	NO	0.110	ED	PAVED						FAIL - LHL - off RTE 6A
COBBS GROVE	11	NO	0.160	ED	DIRT	3/4" STONE				NO	FAIL - LOOSE STONE - WIDTH RESTRICTION
COLE'S POND ROAD	11	NO	0.150	ED	DIRT						FAIL - DO NOT PLOW PER RESIDENTS LEGAL REP - COBBLESTONE
CRANBERRY ROAD	12	NO	0.060	ED	DIRT		F				FAIL - EXTENSIVE LHL - LOOSE STONE
CREEK'S END	11	NO	0.070	ED	DIRT						FAIL - LOOSE STONE
CROCKERS PATH	12	NO	0.400	ED	DIRT		F			NO	FAIL - WITH THE "COBBLE STONES" DO NOT PLOW - TOP COATING
DALTON LANE	11	NO	0.140	ED	DIRT		F			NO	FAIL - LHL
DANIELAND ROAD	23			SD	DIRT						FAIL - LHL - STONE, NARROW
DRISCOLL LANE	28	NO	0.030	DP	DIRT					NO	FAIL - NO TURN AROUND
EATON LANE	32	NO	0.060	WD	PAVED		F		Y	NO	FAIL - LHL
ELDRIDGE LANE	28	NO	0.040	DP	DIRT	NO				NO	FAIL - WIDTH RESTRICTION
ELKANAH HOWLAND ROAD	24	NO	0.050	SD	DIRT		F			F	FAIL - LHL

Harwich
8/2

HARWICH

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You are here : Departments > Highway > Snow And Ice Removal > PRIVATE ROADS

TENTATIVE SCHEDULES

SNOW & ICE REMOVAL POLICY FOR PRIVATE ROADS

SNOW AND ICE REMOVA

PRIVATE ROADS SNOW REMOVAL POLICY

DPW OFFICE HOURS

Monday - Thursday
8:30AM - 4:00PMFriday
8:30AM - 12:00PMSaturday, Sunday, & Holidays
CLOSED

CONTACT THE OFFICE STAFF

Director:
Lincoln HooperMailing Address:
P.O. Box 1543
273 Queen Anne Road
Harwich, MA
02645Phone Numbers:
(508) 430-7555 Main
(508) 430-7598 FaxGeneral Inquiries/comments:
Email Us

Minimum standards adopted by The Board of Selectmen, October 6, 2003

- The travel lane for any private road shall be no less than ten (10') feet wide. There must be at least one (1) travel lane for a plow to work that is a minimum width of ten (10') feet.
- Roadside clearance of any obstacles, including vegetation, shall be no less than two (2') feet either side. This includes, but is not limited to, fences, mailboxes, stonewalls, rocks, shrubs, trees or any other object that may be damaged by snow removal equipment. It also includes a shoulder that inhibits the movement of snow from the road to the shoulder during plowing.
- Height clearance shall be no less than fourteen (14') feet from the road surface. This is to ensure that branches or any other objects over hanging the roadway, when laden with snow, limit access of snowplows and emergency vehicles.
- There must be ample room for emergency vehicle to turn around if the road is a dead end. Space at the end of the road should be of sufficient size for emergency vehicles or town plows to be able to turn around in a safe manner
- Paved or unpaved private roads shall have no defects (potholes or ruts) exceeding two (2") inches in depth. Defects in the road surface must not deviate from grade more than two (2") inches. This includes, potholes, ruts, protruding manhole covers, catch basins and roots.
- All private roads shall have a visible street sign, which must be an acceptable Municipal Uniform Traffic Control Device. These are the six (6") inch standard green reflective metal signs with four (4") inch white letters. This sign is to be mounted on a round or square metal post with appropriate mounting cap. A new standard, adopted by the Commonwealth of Massachusetts, will require these signs to be nine (9") inches high with six (6") inch letters by January 2012. We recommend that any new installations adhere to this new standard. Please contact the Highway Department for information on companies that supply these materials.
- This department, each September, will perform yearly inspections of all private roads. Property owners will be notified as to the repairs required to bring their roads into compliance. Should a road not meet minimum requirements, all the homeowners will be notified through the various media outlets by the Highway Department of the deficiencies and be given the opportunity to make repairs. When the repairs are completed the Highway Department will, upon request, re-inspect a roadway to ensure that it complies with standards and notify homeowners of their findings. If it does, plowing and sanding services will be provided.

LINKS

[CLICK HERE for 2014 PRIVATE ROAD INSPECTION REPORT](#)

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HARWICH TOWN SAMPLE 3/2
PRIVATE ROAD INSPECTION REPORT
updated October, 2013

Any of the following private roads that have failed inspection must be brought up to these standards in order to receive snowplowing and sanding services this winter.

Road Name	Signage Needed	Height Pruning	Shoulder Pruning/Grading	Road Surface	Road Width	Emergency Vehicle Access	Not Identifiable	Pass/Fail
Aladoc Farm Lane								PASS
Alden Street	X	X	X	X	X			FAIL
Alexander's Chase								PASS
Allens Harbor Lane								PASS
Anderson's Boreen								PASS
Andrea Lane							X	FAIL
Andrews River Road							X	FAIL
Anns Way		X	X					FAIL
Apollo Road (Willow Lane)		X	X	X				FAIL
Auston Road								PASS
Barkley Way								NO PLOW
Bay Lane			X					FAIL
Bayberry Road		X	X	X				FAIL
Bay Breeze Lane								PASS
Beach Road								PASS
Beach Hill Road								PASS
Beach Plum Lane		X	X	X				FAIL
Bell's Neck Road Extension		X	X	X				FAIL
Belle Brook Lane		X	X					FAIL
Belmont Avenue	X							FAIL
Berry Lane (H.C.)								PASS
Bert's Way								PASS
Bishops Lane								PASS
Blitzer Way								NO PLOW
Bobwhite Lane								PASS
Bog Hill Road								PASS
Bog's End Road								PASS
Bonnie Lane		X	X	X				FAIL
Bowdoin							X	FAIL
Breezy Way								PASS
Brian Way								NO PLOW
Brora Drive							X	FAIL
Brothers Lane			X	X				FAIL
Cahoon Lane (N.H.)								PASS
Camelot Drive		X	X	X				FAIL
Cannon Hill Drive								PASS
Captain Jack Road								PASS
Captain Scott Road								PASS
Captain Todd Way								PASS

Brewster
1/1

**TOWN OF BREWSTER
SNOW REMOVAL FROM PRIVATE ROADS/WAYS
POLICY**

The following standards were compiled in an effort to address Snow and Ice removal operations on private roads/ways in the Town of Brewster. In particular, surface conditions, widths, clearances, and roadside obstacles are identified as obstructions to safe, cost-effective snow and ice removal operations. These issues inhibit emergency response for rescue personnel and can cause considerable damage to snow plow equipment. In some cases, damaged vehicles/equipment may need to be removed from the snow removal effort. Some of these items cause delays in the removal process, which in turn causes delays in our efforts in other parts of town. The minimum standards are as follows:

1. Inspections will be completed by July 31st of each year. Results (i.e. failed roads/ways) will be posted on the Town Website and in the Cape Codder in September. Re-inspection of failed roads/ways will be completed by November 1st of each year providing ample time to address deficiencies. Substandard roads/ways will not be plowed. A third inspection will be completed upon notice that the work is complete.
2. The minimum travel width shall be ten (10) feet.
3. Roadside clearances shall be two (2) feet from the edge of pavement on each side. Vertical clearance shall be no less than twelve (12) feet along the traveled portion of the road.
4. All roadways (paved and unpaved) shall be free of defects (potholes or rutting) exceeding three (3) inches in depth. All potholes shall be filled to the approximate level of the surrounding roadway.
5. All private roads/ways shall have a visible street sign and be open to the public.
6. There must be ample room for an emergency vehicle to turn around if the road is a dead end. Space at the end of the road should be of sufficient size for emergency vehicles or town snowplows to be able to turn around in a safe manner.
7. The entire length of road/way shall meet these standards. Sections of the road/way, beyond a location where any of these standards are not met, will not be plowed.

The minimum standards outlined above are meant to serve as a guideline. It is understood that there will be exceptions to these standards. Exceptions will be determined on a case-by-case basis, and must be in keeping with the general intent of this policy.

It is the town's intention to undertake inspections during the summer of 2008. The failed or deficient roads will be posted as described in the aforementioned plan. **However all roads will be plowed during the winter of 2008/2009.** We will again re-inspect these roads in the summer of 2009, following the procedure as laid out in the plan; and only plow those roads that meet these guidelines in the winter of 2010.

TOWN OF CHATHAM

CHATHAM
1/2

PRIVATE ROADS SNOW REMOVAL POLICY

The following are the minimum standards to prevent damage to Town equipment during snow and ice removal. If private roads do not meet these requirements for the winter of 2013 / 2014, plowing and sanding services will not be provided.

- The travel lane for any private road shall be no less than (12) feet wide.
- Roadside clearance of any obstacles including vegetation shall be no less than two (2) feet either side.
- Height clearance shall be no less than (12) feet from the road surface.
- There must be ample room for emergency vehicles to turn around if the road is a dead end.
- Paved or unpaved private roads shall have no defects (potholes or ruts) exceeding two (2) inches in depth.
- All private ways shall have a visible street sign, and be open to the public.
- The Highway Department will perform yearly inspections of all private roadways each September and a re-inspection in the first week of December which will be posted in the Cape Cod Chronicle.

The following roads have failed inspection and must be brought up to these standards in order to receive snowplowing and sanding services this winter.

Road Name	NOTED DEFICIENCIES			
	Grading	Trimming	Patching	MISCELLANIES
A. LEONARD WAY			x	
BALFOUR LANE EXT.			x	
BEACH PLUM LANE	x			"off Mills Road"
BOBBIES LANE	x			
BOG WAY	x			
BRIGGS WAY				Do not Plow or Sand Gate
BROKEN BACK HILL ROAD				
CAPTAINS RICHARDS WAY		x		
CHATHAM CREST DRIVE		x		
COMMERCE PARK NORTH		x		repair catch basin
COMMERCE PARK SOUTH		x		fix catch basin at rotary
CRANBERRY LANE	x	x		Ridgevale Rd, fill in pot holes
CRANBERRY WAY (SC)	x			
CROSBY LANE	x			
CROSS TREE HOLLOW			x	pot hole at entrance
CROSSWIND FARM ROAD		x		remove boat in turn around/ repair catch basin
CUTTER ROAD	x			
DEERING DRIVE		x	x	
EAST ROAD		x		make repairs to catch basin
ELDREDGE SQUARE S EXT	x			
EMERY LANE			x	
EVERGREEN LANE	x		x	
FAIRVIEW AVENUE (DIRT)	x			

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FAIRVIEW DRIVE NORTH (DIRT)	X			
FAIRWAY DRIVE				cobblestones
GEORGE STREET				make repairs to catch basin
GLENDON WAY	X			
GREAT HILL ROAD	X			
GREENWOOD LANE		X		
GRIST MILL LANE	X			fill in potholes and ruts
HARBOR VIEW LANE				no place to turn around
HOLLY DRIVE		X		boat trailer
HONEYSUCKLE LANE	X	X		
HONEYSUCKLE LANE SOUTH	X			
ISLAND VIEW LANE		X		over hanging limbs 12'
JEANETTE DRIVE	X			
JOHN STREET				catch basins, make repairs to George St
KENDRICK ROAD "DIRT"	X			
LANTERN LANE	X			
LIENAU DRIVE	X		X	
LIME HILL ROAD			X	
LINDA LANE			X	
LINNELL LANE	X			
MELODY LANE (DIRT)	X			
MILLS ROAD	X		X	
MOONPENNY LANE EXT			X	
MYRTLE DRIVE		X	X	
NAMELESS LANE		X		
NELLIE'S WAY				cobble stones
OLD QUEEN ANNE RD EXT		X		
PEPPER LANE	X			fix washout
PERKINS DRIVE			X	
PLEASANT PLACE	X			
SALT SPRAY LANE	X	X		
SEA MIST LANE		X		
SEARS POINT ROAD	X			fill in pot holes
SEAVIEW TERRACE			X	
SHADY ACRE DRIVE	X			
SHANNON LANE				make repairs to George Street Basin
SHATTUCK LANE				fill in pot holes
SMITH STREET "OFF ELLIS ST"		X		residents of Ellis St requested not to have ellis plowed
SMITH STREET OFF VINEYARD			X	
SNOWBERRY LANE		X		
STAGE COACH DRIVE		X	X	fix catch basin at entrance
STILLWATER ROAD			X	clean up rocks at turn a round
STOUGHTON LANE	X			
STRAWBERRY LANE			X	
SWIFT LANE			X	
TABITHA TERRACE	X	X		
THAYER LANE		X		private do not enter
TIDEMILL LANE				fill in pot holes
TREE TOP LANE				Do not plow
TWINE FIELD DRIVE		X	X	remove no trespassing sign
VALLEY ROAD	X			
WINTER HOME ROAD	X			
WOODS END DRIVE	X			
WOODLAND WAY EXT				move boat away from edge of road
YOUNGS ROAD EXT			X	
updated 12/9/2013				

WELLFLEET

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BOARD OF SELECTMEN

Policy for Maintenance of Paved Private Roads Eligible for Plowing by the Town

Original Date: November 13, 2012

Approved: December 11, 2012

2012-2

1. Purpose

- a. To provide standards for the maintenance of paved private roads that are eligible to be plowed by the Town to ensure safe and adequate access for Town vehicles. The following standards were compiled to address surface conditions, widths, clearances, and roadside obstacles that are identified as obstructions to safe, cost-effective snow removal operations. These obstructions can also inhibit or delay emergency response by EMS, fire and police personnel and can cause considerable damage to Town vehicles. Damaged vehicles or equipment may need to be removed from service, causing delays in the snow removal process throughout Town or delays in emergency response.

2. Minimum clearance and maintenance standards

- a. There must be at least one paved travel lane for a plow to work that is a minimum width of 10 feet.
- b. Roadside clearance of any obstacles, including vegetation, shall be maintained no less than 3 feet on either side. This includes, but is not limited to, fences, mailboxes, stonewalls, rocks, shrubs, trees or any other object that may be damaged by snow removal equipment. It also includes a raised shoulder that prevents snow removal.
- c. Height clearance shall be no less than 14 feet from the road surface. This is to ensure that branches or any other objects over hanging the roadway, when laden with snow, do not impede access of snowplows and emergency vehicles.
- d. Space at the end of the paved private road shall be of sufficient size for Town vehicles to be able to turn around in a safe manner.
- e. Paved private roads shall have no defects (potholes, ruts, etc.) exceeding 1 inch in depth. Manhole covers, catch basins, roots or other obstructions shall not protrude above the paved surface.
- f. All paved private roads covered by this policy shall have a visible street sign and be open to the public. Signs shall be of reflective material, blue in color, and measure 9 inches high with 6-inch letters. Owners shall contact the Wellfleet Dept. of Public Works for information on companies that supply these materials.
- g. These standards shall serve as basic requirements. Modest variations to these standards will be considered, upon written request, on a case-by-case basis. Certain sections of roads may require more stringent standards. These sections include, but are not limited to: intersections, sharp corners, cul-de-sacs and areas near water sources.

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3. List of paved private roads covered by this policy

- a. The current list of paved private roads covered by this policy is incorporated by reference as Appendix A.

4. Inspections for maintenance to minimum standards

- a. The DPW, Fire Department and Police Department will perform inspections of all paved private roads on the list of roads eligible for plowing by the Town. These inspections will be completed by July 1. The Town will post a listing of roads with any deficiencies in Town Hall, on the Town web site, and in a local newspaper.

5. Failure to maintain minimum standards

- a. Roads that do not meet the standards will be removed from the list of paved private roads eligible for plowing by the Town. A three-year window will be observed prior to the enforcement of this policy in 2014-2015. The most deficient roads will be removed from the eligibility list in 2014-2015.
- b. Homeowners are advised that failure to maintain these standards may result in a delayed response by emergency personnel.

6. Opportunity for corrective action

- a. Property owners will be given the opportunity to take corrective action for roads that fail to meet the minimum standards. When repairs or other necessary measures are completed, the DPW, Fire Department and Police Department will, upon request, re-inspect a road to ensure that it complies with the standards. If the road is brought up to standards, it will be added back to the list of roads eligible to be plowed.

7. Plowing of paved private roads

- a. The DPW will not plow any paved private road that is not maintained to the standards of Section 2. However, the maintenance of a paved private road to the standards of Section 2 does not obligate the DPW to plow the road. The final decision whether to plow a private paved road will be made by the DPW in consultation with the Fire and Police Departments.

8. Implementation

- a. Upon implementation of this policy, residents who live on paved private roads should contact the DPW, Fire and Police Departments to inquire whether their road meets the standards set in Section 2.

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ARTICLE 35

To see if the Town will vote pursuant to Chapter 40, Section 6N to adopt the following bylaw to provide for the making of temporary repairs on private ways;

CHAPTER 118 – Temporary Repairs on Private Ways

§118-1. Purpose and Authority

For the purpose of enabling safe and convenient passage for public safety vehicles and the public over private ways open to and serving the general public, the Selectmen may designate for temporary repairs in a particular year certain private roads that are open to the public, and town meeting may appropriate funds for said purpose, subject to the conditions set forth herein. No temporary repair may be made to any private way unless the Selectmen have previously determined that such repair is required by public necessity and an appropriation therefore is available.

§118-2. Regulations

The Selectmen may adopt regulations for the general administration of this bylaw and proscribing deadlines and procedures for submission of petitions, including official forms for petitions and indemnification, and may determine therein or by vote from time to time which, if any, private ways open to the public may receive temporary repair, and the extent and types of repairs that may be made, subject to the availability of an appropriation.

§118-3. Limits of repairs

Temporary repairs are limited to those as are determined by the Selectmen to be required as a public necessity, including but not limited to minor grading and patching, and shall not include installation, repair or maintenance of drainage or other work of a permanent nature or exceeding \$5,000 in value.

§118. 4. Road Conditions and Standards

At a minimum, each private road shall meet the following requirements

- Opened to and used by the public for a term of 5 or more years;
- With a travelled and improved width of at least 14' wide, clear of overhanging branches or other obstructions for at least such width, to a height of at least 14';
- A visible street sign at each terminus and significant intersections;
- Serving as access to 25 or more residences and/or businesses

§118-5. Petition requirements

- a. The signature of 100% of owners of property abutting the road is required;
- b. An executed indemnification of the town in form proscribed by the Selectmen must accompany each petition;
- c. A cash deposit in an amount determined by the Selectmen shall be made in an amount not less than 50% of the cost to the Town of the temporary repair.

§118-6. Betterments

The Selectmen may assess betterments, according to the circumstances of each private way, including but not limited to consideration of the extent of the use of the road by the public.

§118-Liability

The town shall not be liable for any damage to persons or property caused by such repairs, nor for a claim of public road status on account of such repairs.
or take any action relative thereto.

By Board of Selectmen