

# Local Law Filing

**(Use this form to file a local law with the Secretary of State.)**

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

**County**

**City of** Florence

**Town**

**Village**

**Local Law No.** 2 **of the year 20** 08

**A local law** to provide regulations for standardized road design and construction elements  
*(Insert Title)*

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**Be it enacted by the** \_\_\_\_\_ **of the**  
*(Name of Legislative Body)*

**County**

**City of** Florence

**Town**

**Village**

**as follows:**

Please see attached

**(If additional space is needed, attach pages the same size as this sheet, and number each.)**

## **ARTICLE 1. INTRODUCTION**

### **Section 100. Enacting Clause**

Pursuant to the authority conferred by Section 10 of the Municipal Home Rule Law, the Town of Florence hereby adopts and enacts the following law.

### **Section 105. Title**

This law shall be known and may be cited as the “Town of Florence Road Standards Law”.

### **Section 110. Purpose**

The purpose of this Road Standards Law is to provide regulations for standardized road design and construction elements. To ensure roads shall be of sufficient width, suitably located, and adequately constructed to conform to the comprehensive plan, and to accommodate the prospective traffic and afford access for fire fighting, emergency vehicles, school buses, snow removal, and road maintenance equipment. These standards are not intended to provide for all situations but to be flexible in form or content. They are intended to assist, but not substitute for, competent work by design professionals. It is expected that land surveyors, engineers, architects, and contractors will bring to each project the best of the skills from their respective disciplines and trades.

### **Section 115. Authority**

By the authority of Article 16 of the Town Law of the State of New York, the Planning Board of the Town of Florence is authorized and empowered to approve roads in a proposed plat, or any road proposed for dedication to the town.

### **Section 120. Previous Regulations**

This law shall replace and supersede Part IV of the Town of Florence Rural Development Code, Local Law No. 2 of 1977, as subsequently amended.

## **ARTICLE 2. DEFINITIONS**

### **Section 200. General Definitions**

Except where specifically defined herein, all words used in this law carry their customary meanings. Words in present tense include the future, words in the singular include the plural and the plural the singular, and the word “shall” is intended to be mandatory.

## Section 205. Specific Definitions

**AASHTO:** American Association of State Highway and Transportation Officials.

**Adjacent Property:** Property lying near or close to; sometimes contiguous; neighboring or two properties that are not widely separated, though they may not actually touch.

**Approved Pit:** A pit licensed and permitted by the Department of Environmental Conservation.

**As-Built Plans:** The original project plans that have been updated showing all changes that occurred during construction.

**Average Daily Traffic (ADT):** The total two-directional volume of traffic passing through a given point during a given time period, divided by the number of days in that time period. When used as a threshold to determine classification (size) of the access point or road, ADT shall be based on the ultimate build out of all land, considering current zoning that will potentially be served by the access point or road.

**Bank-run Gravel Pit:** An on-site gravel pit containing clean gravel. All top soil from the pit site shall be removed before gravel is dug, and shall be replaced and the landscape reclaimed when the project is finished.

**Bituminous Pavement:** A pavement comprising an upper layer or layers of aggregate mixed with a bituminous binder, such as asphalt, coal tars, and natural tars.

**Centerline:** The established center point of a road.

**Compaction:** Mechanically compressing soil or rock, resulting in increased density in pounds per cubic foot.

**County:** Oneida County.

**Cross Slope:** The slope that is perpendicular to the direction of travel. Pavement cross slope is an important cross-sectional design element. The cross slope drains water from the roadway laterally and helps minimize ponding of water on the pavement. This prevents maintenance problems and also minimizes icing from occurring on poorly drained pavement.

**Crowned:** A road surface that is sloped from the center of the road to the inside and outside road edges. This is one method of achieving road surface drainage.

**Cul-de-sac:** Short road having one end open to traffic and the other temporarily or permanently terminated by a vehicle turnaround.

**Culvert:** A drainpipe that channels water across and off a road.

**Dead-End Road:** A road that terminates with no exit or possibility of advancement.

**Design Life:** The time in years from original construction until the present serviceability index has dropped to two point zero (2.0).

**Design Speed:** The typical operating speed on a roadway. Also, the speed used to determine the various design features of a roadway based on terrain, traffic volume, and roadway classification.

**Downspout:** A trough attached to a culvert outlet that carries water beyond the fill slope to control erosion.

**Driveway:** Access to one or two individual lots.

**Driving Lane:** The portion of the roadway for the movement of vehicles, exclusive of shoulders. This is the total distance from one edge of the pavement to the other.

**Easement:** A right to use or control the property of another for designated purposes.

**Embankment:** Soil, aggregate, or rock material placed on a prepared ground surface and constructed to grade. The embankment is the fill material on the downhill side of the road, or on through fill sections, the entire road.

**Grade:** Rate or percent of change in slope, either ascending or descending from or along the roadway. It is measured along the centerline of the roadway or access point.

**Gravel:** A mix of stone, sand and fine-sized particles used as sub-base, base or surfacing on a road. In some regions, it may be defined as aggregate.

**Highway Department:** The Town of Florence Highway Department.

**Horizontal Curve:** A circular curve used to change horizontal direction, left or right, of a road.

**Intersection:** The general area where two or more roadways join or cross. Minor approaches to roadways such as private driveways are also defined as an intersection.

**Land Surveyor:** A professional land surveyor currently licensed by the State of New York.

**Lane:** The portion of the roadway for the movement of vehicles.

**Low Volume Roadway:** A road with maximum Average Daily Traffic of 400 vehicles per day.

**Maintenance Plan:** A plan showing how the road will be maintained at a level which allows such road to remain passable and functional. The level of maintenance will be the minimum necessary to permit use of the road, consistent with its classification. (Example maintenance would include items such as: cleaning, mowing, drainage, brush control, slope maintenance, etc.)

**Planning Board:** The Town of Florence Planning Board.

**Plastic Fines:** Fine sand or clay particles in gravel soil that add a plastic or “binding” characteristic.

**Plasticity Index:** An engineering term measuring the plasticity of gravel soil.

**Present Serviceability Index – p** (also known as the terminal serviceability index =  $p_t$ ):

The ability of a roadway to handle traffic as defined by the AASHTO *Guide for the Design of Pavement Structures*.

**Private Street:** Any street that appears on the official map or a map filed with the county clerk, but which has not been accepted for dedication or taken by condemnation by the municipality.

**Project Engineer:** A professional engineer currently licensed by the State of New York, retained by the applicant, and acting on the applicant's behalf as a project designer and/or project construction administrator.

**Public Right-of-Way:** Any land which the public at large has a right to traverse. A street, by definition is always a public right-of-way.

**Public Street:** A street that has been accepted for dedication or taken by condemnation by a municipality.

**Relief Culvert:** A pipe that carries water from road ditches across a road, discharging beyond the fill slope.

**Right-of-Way:** The width of land owned or controlled by a highway agency for the purpose of maintaining or constructing roads and streets.

**Road:** A strip of land, improved or unimproved, used for purposes of travel between two points. If the public has the right to use a road then it may also be termed a street.

**Roadway:** The portion of a highway, including shoulders, for vehicular use.

**Shall:** Mandatory standards are those most essential to the achievement of overall design objectives. Mandatory standards use the word "shall".

**Shoulder:** That portion of the roadway contiguous with the traveled way for accommodating stopped vehicles, for emergency use, and for lateral support of base and surface courses.

**Stopping Sight Distance:** The sum of the brake reaction distance (the distance traversed by a vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied) and the braking distance (the distance needed to stop a vehicle from the instant brake application begins).

**Street:** Any highway, road, avenue, lane, or alley, which the public has a right to use and which appears on the official map or a map filed with the county clerk.

**Sub-grade:** The layers of roadbed on which the base or surface course are placed. On an unsurfaced road, the finished base course is the wearing surface (top layer of the road's surface).

**Subdivision:** The division of any parcel of land into two or more lots or parcels, including any remainder of the original parcel, with or without roads, and including reallocation and resubdivision.

**Surface Course:** The top layer of a road surface.

**Tangent:** A straight section of road between two horizontal curves.

**Total Roadway Width:** The portion of a highway, including shoulders, for vehicular use.

**Town:** The Town of Florence, New York.

**Town Board:** The Town of Florence Town Board.

**Traveled Way:** The portion of the roadway for the movement of vehicles, exclusive of shoulders. This is the total distance from one edge of the surface course to the other.

**Utility:** A business providing public service such as gas, electric power, telephone, telegraph, water, sewer, or cable television, whether or not such business is privately owned or owned by a governmental entity.

**Vertical Curve:** A curve that makes a transition between two road grades (such as between uphill and downhill grades). Unlike horizontal curves, which are designed as portions of a whole circle, vertical curves are designed with flatter parabolic, or non-circular, curves.

**-Year Storm:** A runoff event with a probability of occurring in a given year equal to the inverse of the value of the year. For example, a 50-year storm would have a 1 in 50 or 2% chance of occurring in a given year.

## **ARTICLE 3. ROAD STANDARDS**

### **Section 300: General Standards**

1. The Town of Florence, herein referred to as the Town, has adopted these standards for construction of new roadways in the Town.
2. All new roadways constructed in the Town shall be certified they are in compliance with these standards by a Professional Engineer licensed to practice in New York State, herein referred to as the Project Engineer.
3. Before any roadway is taken over by the Town, a set of as-built plans approved by the Project Engineer shall be submitted to the Florence Highway Superintendent and the Town Board. Prior to acceptance by the Town Board, approval from the Highway Superintendent that the project meets these road standards shall be required. Both the Highway Superintendent and the Town Board must accept the roadway before it is accepted as a part of the Town road system. The Town of Florence reserves the right to not accept a roadway, notwithstanding that all portions of these standards have been met. No part of this law shall

be construed to prevent the Town Board from imposing a stricter standard, where circumstances require, for any roadway proposed for acceptance by the Town

4. All applications for the dedication of a roadway shall be accompanied by a proposed warranty deed conveying said highway to the Town, with all necessary releases from mortgages or other claimants. All deeds and plans must meet requirements for filing with the County Clerk. In addition, there shall be:
  - A. A complete release of all liens arising out of the construction of the dedicated improvements, or receipts in full lieu thereof, and if required in either case, an affidavit that so far as the Developer has personal knowledge or information, the releases and receipts include all labor and materials for which a lien could be filed.
  - B. An abstract of title showing the property free and clear of liens and/or an owner's title insurance policy insuring the Town.
  - C. An as-built survey of the road showing the dimensions of the right-of-way and the location of the improvements within that right-of-way.
5. For disturbances of one acre or more, a Stormwater Pollution Prevention Plan, must be in place which is consistent with the requirements and standards of the New York State Department of Environmental Conservation.
6. Roadway plans must be submitted prior to start of construction and shall include the following, as a minimum:
  - A. The design criteria used.
  - B. The names of all roads, subject to the approval of the Planning Board.
  - C. A location and alignment survey performed by a licensed Surveyor that includes:
    - (1) The original and finished grades.
    - (2) The layout and locations of all roads, streets and their metes and bounds.
    - (3) The location of any property lines and their metes and bounds.
    - (4) The location of the Town's right-of-way.
    - (5) The location of other rights-of-way and easements including a statement of their allowable uses.
    - (6) The location of all drainage structures.
    - (7) The location of any utilities in the right-of-way.
    - (8) The names of adjacent property owners to the roadway.
  - D. A maintenance plan for the roadway.
  - E. The locations of all signs and traffic control devices.
  - F. A cross section of a typical tangent section.

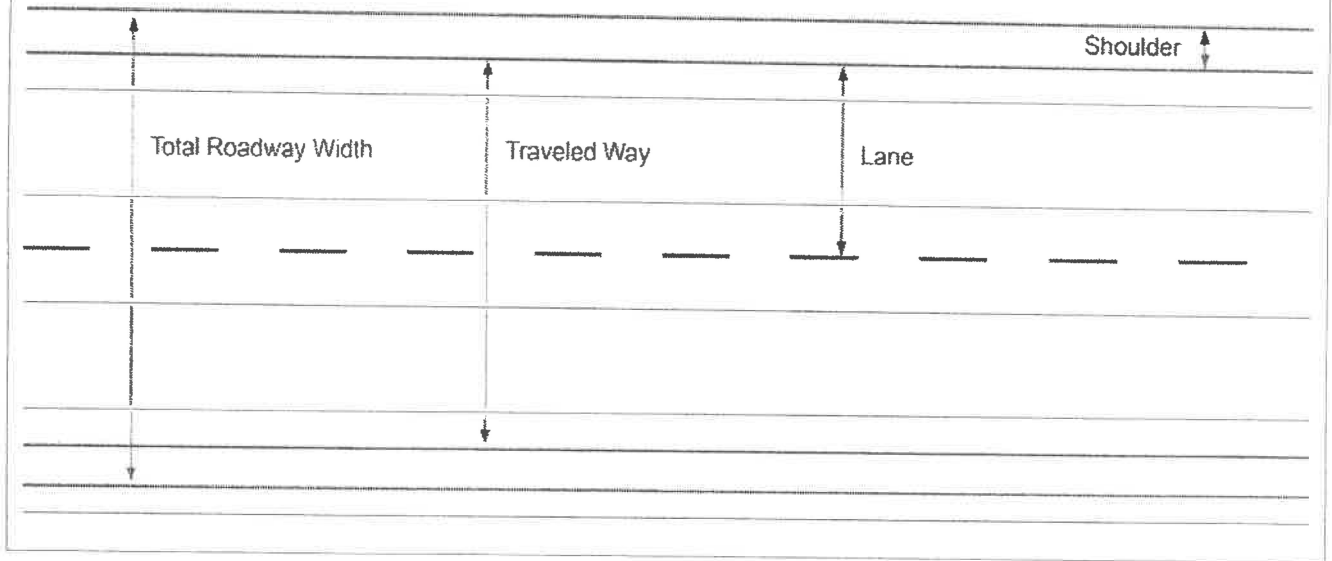
- G. A construction plan detailing erosion control, when necessary.
  - H. Any other pertinent information as required or requested.
7. Exceptions to these standards shall not be considered.

**Section 305: Design and Construction**

1. The roadway shall be certified to meet the requirements of the most recent edition of one of the following documents, listed here in order of precedence:
  - A. *Guidelines for Geometric Design of Very Low-Volume Local Roads*, American Association of State Highway and Transportation Officials.
  - B. *Manual Guidelines for Rural Town and County Roads*, Local Roads Research and Coordination Council.
  - C. *Standard Specifications for Construction and Materials*, New York State Department of Transportation.
  - D. *Highway Design Manual*, New York State Department of Transportation.
  - E. *Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials.
2. The requirements listed in these specifications are for low-volume roads and streets with a maximum Average Daily Traffic of 400 vehicles per day.
  - A. Any roadway not classified as a low-volume roadway will require standards that are more stringent than those defined in these specifications. In such a case, the entire design must meet the applicable more stringent standard before construction.
  - B. All new bridges shall meet the applicable criteria in the most recent addition of the *AASHTO Policy on Geometric Design of Highways and Streets*. Existing bridges will be certified free of safety issues.
  - C. All design criteria shall be listed on the roadway plans and any criteria not listed above shall be determined using current engineering practice.
  - D. The plans shall designate the source of any design assumptions.
3. The roadway or street shall meet the following criteria, as a minimum:  
*(Reference Figure 1: Measurements of Roadway Widths)*
  - A. A total roadway width of not less than 20 feet.
  - B. A traveled way or total driving lane width of not less than 16 feet.

- C. A shoulder width of not less than two feet on each side of the road.
- D. A design life of not less than 20 years with routine maintenance.
- E. A minimum design speed of 30 miles per hour.
- F. A right-of-way of not less than 50 feet.
- G. The total roadway width plus five feet on each side, for a minimum of 30 feet, shall be kept clear of shrubbery, trees, and other elements of landscaping which would obstruct visibility or become potential obstacles or fixed hazards.
- H. Grade not greater than 10%, nor greater than 3% within 50 feet of an intersection.
- I. The combined thickness of the base and surface courses shall be a minimum of 18 inches.
- J. Horizontal curves shall have a minimum radius of 150 feet measured from the center line.
- K. Vertical curves shall be such that at least a 275 foot line of sight exists measured at three feet above the surface of the roadway.
- L. Drainage facilities designed to handle a 50-year storm under the roadway and 25-year storm on all other facilities. The minimum size opening of any pipe is 18 inches in diameter or equivalent and must meet specifications for the minimum of a 15 ton load.
- M. In general, all roads shall join each other so that for a distance of at least 100 feet the road is approximately at right angles to the road it joins. Roads shall not intersect at angles of less than sixty degrees.
  - (1) Intersections of minor roads with collector or major roads shall, in general, be at least 200 feet apart.
  - (2) Road jogs with centerline offsets of less than 125 feet shall be avoided.
  - (3) Road right-of-ways at intersections shall be rounded by curves of at least 20 feet radius.
  - (4) All corner lots shall be cleared of all growth and other obstructions, except for isolated trees, a level of three feet or higher above the centerline of the road, so as to achieve safe visibility for traffic entering the intersection.
  - (5) No intersection of more than two roads is allowed.
- 4. The Highway Superintendent may specify additional right-of-ways where deep cuts and fills exist, in areas adjacent to drainage structures, and otherwise with discretion and consideration for the terrain. (*Reference Figure 2: Calculating the Extended Right-of-Way*)
- 5. Should the road terminate short of the adjacent property line, the right-of-way shall be extended to the adjacent property line and the additional right-of-way shall meet all right-of-way specifications.

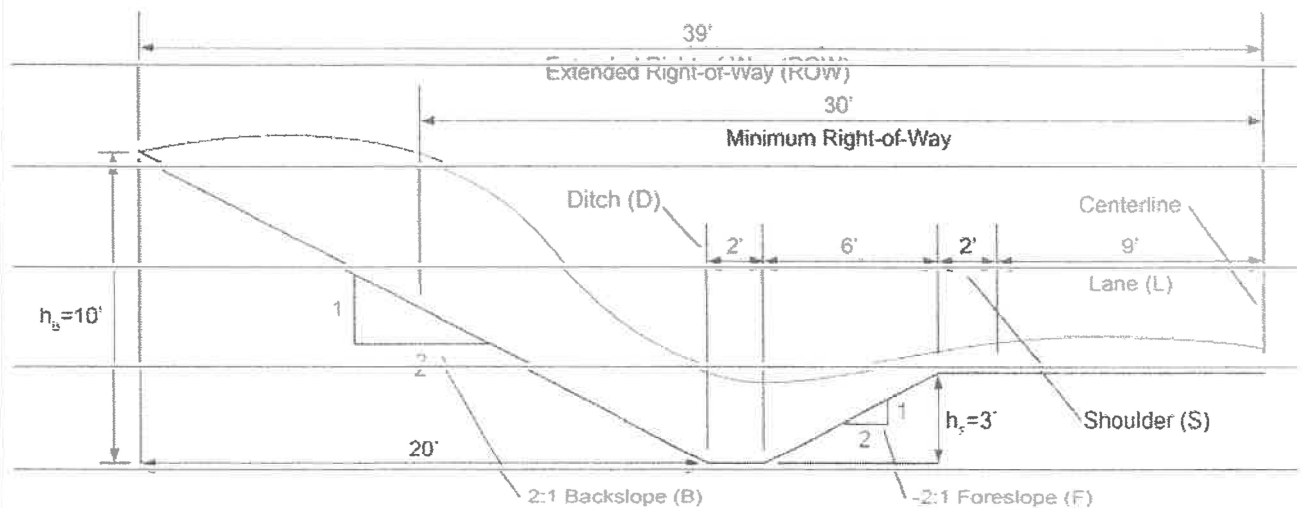
**Figure 1: Measurements of Roadway Widths.**



**Figure 2: Calculating the Extended Right-of-Way.**

Example of a deep cut used to provide the recommended grading. The back slope extends beyond the minimum right-of-way to the point at which it intersects the natural elevation of the terrain. The town's right-of-way should also extend to that point of intersection as shown in the diagram.

Existing Terrain \_\_\_\_\_  
 Maximum Desired Grading \_\_\_\_\_



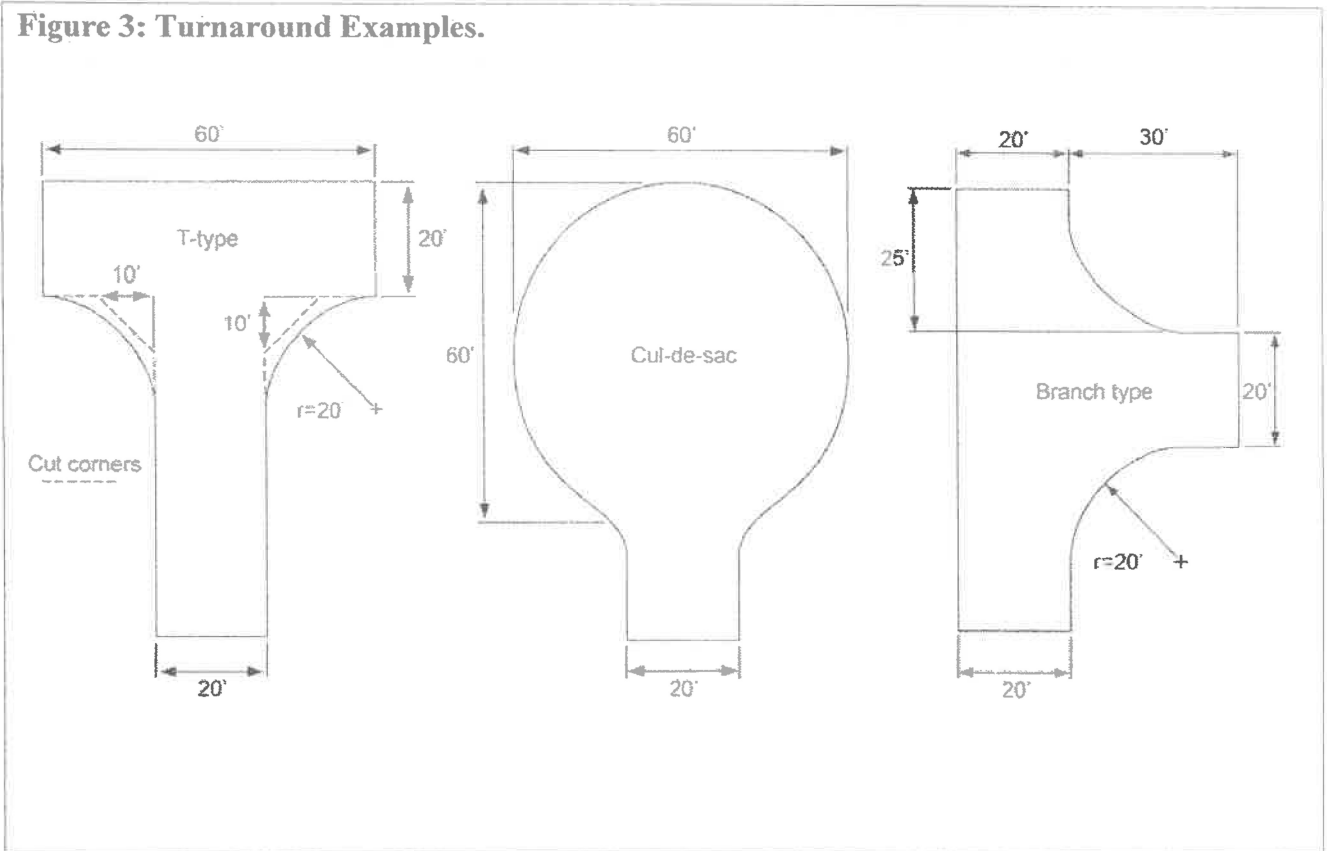
Not drawn to scale.

The necessary right-of-way (ROW) width *from the centerline* of the road can be calculated by adding the lane width (L), the shoulder width (S), the foreslope (F) multiplied by its height ( $h_f$ ), the width of the ditch or swale (D), and the backslope (B) multiplied by its height ( $h_b$ ) as shown in the equation below.

$$ROW = L + S + F \times H_f + D + B \times H_b \quad (\text{Example values are: } ROW = 9 + 2 + 2 \times 3 + 2 + 2 \times 10 = 39)$$

6. Dead-end road designs will terminate with an approved turnaround appropriate for the type of traffic and designed in accordance with the dimensions of one of the options below. Roads designed to be dead-ends shall have a “No Outlet” or “Dead-End” sign posted at the entrance. *(Reference Figure 3: Turnaround Examples)*
  - A. T-type turnarounds are named for their shape and require drivers to make a three-point, or “k,” turn. These are preferable where space is at a premium, or where traffic volumes are especially low. Where the approaching roadway meets the perpendicular section of the turnaround, the inside corners may be either curved or cut diagonally. The standard width of a T-type dead-end is 60 feet, with the width of the roadway maintained throughout. This width is needed to accommodate emergency services vehicles such as fire trucks and snow plows.
  - B. Cul-de-sacs offer the ability for drivers to turn around without having to reverse or make unnecessary turning movements, but require a larger area of land. The minimum diameter of a cul-de-sac shall be no less than 60 feet.
  - C. For even smaller areas, branch type turnarounds may be used, and have largely the same advantages as T-type turnarounds. The perpendicular sections shall extend at least 30 feet from the edge of the roadway, and the roadway shall continue 25 feet past that. The width of the roadway shall be maintained throughout all sections of the turnaround.

**Figure 3: Turnaround Examples.**



7. Construction specifications for all roadways shall consist of the following, as a minimum:

A. Rough Grading.

The contractor shall remove all rock, earth, and other materials, according to the plans, for the total roadway width plus five feet on each side, for a minimum of 30 feet, and shall properly dispose of this material. Earth embankments shall be constructed to established lines and grades for the total width of the roadway at the locations shown on the plans. Embankment materials shall be:

- (1) Natural soil, free from excessive moisture, frost, stumps, trees, roots, sod, mulch, marl, vegetable matter or other unsuitable materials.
- (2) Obtained from approved pits or be clean bank-run gravel.
- (3) Well graded, with a minimum silt content.
- (4) Suitable for compaction in layers not exceeding six inches in thickness.
- (5) Remain stable when wet.

B. Sub-grade preparation.

The contractor shall prepare the subgrade to receive the bases and drainage ways in conformity with the plans. Before the base material is placed upon the subgrade, it shall be shaped to line, grade compacted and free from hollows, mounds, and wet or soft spots.

C. Placing of layers.

Embankment materials shall be placed in horizontal layers not greater than six inches in thickness after compaction. Each layer shall be tamped or rolled in succession. Heavy equipment shall not be operated over pipelines or culverts until at least 18 inches of backfill has been placed and properly compacted over the crown of the pipe or over the top of the culvert.

D. Drainage.

Drainage ditches shall be constructed in conjunction with the new road, as specified on the plat, in such a way that all surface waters neither inundate any private property nor affect any existing roads. Ditches shall be designed to have a minimum water carrying capacity equal to the peak runoff rate from the 5-year heavy rainfall for one day. Drainage culverts shall be adequately sized and located to maintain pre-construction surface drainage patterns.

E. Sub-base Course.

The sub-base course shall consist of gravel with stones not to exceed five inches in diameter to a depth of six inches.

F. Base Course.

The base course shall be constructed of gravel with stones not to exceed one and one half inches in diameter to a depth of six inches. If surface is to be sealed by bituminous pavement, the base course may be constructed of gravel with stones not to exceed three inches in diameter.

G. Surface Course.

The surface course, as a minimum, shall consist of a compacted gravel surface on top of the approved base courses. It shall consist, as a minimum, of six inches of a blend of stone, sand and good plastic fines which make a strong, tightly bound gravel surface. A bituminous pavement may also be used.

H. Cross Slope:

The recommended cross slope for an unpaved road is 6%, with 10% being the maximum acceptable grade. Having the proper cross slope will ensure that water is moved off the roadway and into drainage facilities.

8. All materials and all work shall meet the requirements of the most recent edition of the New York State Department of Transportation *Standard Specifications for Construction and Materials*, including any Engineering Instructions or Bulletins, unless alternatives are approved by the Project Engineer in writing, in advance. All costs for obtaining suitable material shall be borne by the contractor.

**Section 310: Road Names and Signs**

Road names are subject to approval by the Town Planning Board. Signs shall, as a minimum, be in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*.

**ARTICLE 4. PROJECT COMPLETION**

**Section 400: Project Engineer Certification**

1. For all road and drainage work the applicant shall obtain certification from a Project Engineer to document and certify all inspections and testing during the construction process. A set of as-built plans, approved by the Project Engineer, shall be submitted to the Planning Board before final approval and approved before any building permits may be issued.
2. It is the responsibility of the applicant and Project Engineer to provide the day-to-day inspection of such work, perform inspections and testing of materials and their placement as may be required, and to certify all such inspections and testing including compliance with the approved plans and these standards. A daily activity diary shall be kept, by the Project Engineer or their designee, for all days that there is road or drainage work performed on site and submitted to the Planning Board along with the set of as-built plans.

### **Section 405: Time Limit of Acceptance**

The acceptance of plans shall be valid for a time period of three years from the date of acceptance. Construction in accordance with the approved plans must be completed within this time period. If not completed within this time period, the plans shall be resubmitted for review and any revisions or modifications necessary to meet the current Standards shall be made. Re-submittal fees shall be equal to new application fees.

## **ARTICLE 5. MISCELLANEOUS PROVISIONS**

### **Section 500: Interpretation**

Interpretation and application of the provisions of this law shall be held to minimal requirements, adopted for the promotion of the public health, safety, or the general welfare. Whenever the requirements of this law differ from the requirements of any other lawfully adopted rules, regulations, or ordinances, the most restrictive, or imposing the higher standards, shall govern.

### **Section 505: Separability**

Should any article, section, subsection, sentence or clause of this law be decided by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the law as a whole or any part thereof other than the part so decided to be unconstitutional or invalid.

### **Section 510: Effective Date**

The provisions of this law shall take effect upon filing with the Secretary of State.

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

**1. (Final adoption by local legislative body only.)**

I hereby certify that the local law annexed hereto, designated as local law No. 2 of 20 08 of the ~~(County)(City)(Town)(Village)~~ of Florence Town Board was duly passed by the (Name of Legislative Body) on December 8 20 2008, in accordance with the applicable provisions of law.

~~**2. (Passage by local legislative body with approval, or approval or repassage after disapproval by the Elective Chief Executive Officer\*.)**~~

~~I hereby certify that the local law annexed hereto, designated as local law No. \_\_\_\_\_ of 20 \_\_\_\_\_ of the (County)(City)(Town)(Village) of \_\_\_\_\_ was duly passed by the \_\_\_\_\_ on \_\_\_\_\_ 20 \_\_\_\_\_, and was (approved)(not approved) (repassed after disapproval) by the \_\_\_\_\_ and was deemed duly adopted (Elective Chief Executive Officer\*) on \_\_\_\_\_ 20 \_\_\_\_\_, in accordance with the applicable provisions of law.~~

**3. (Final adoption by referendum.)**

I hereby certify that the local law annexed hereto, designated as local law No. \_\_\_\_\_ of 20 \_\_\_\_\_ of the (County)(City)(Town)(Village) of \_\_\_\_\_ was duly passed by the \_\_\_\_\_ on \_\_\_\_\_ 20 \_\_\_\_\_, and was (approved)(not approved) (repassed after disapproval) by the \_\_\_\_\_ on \_\_\_\_\_ 20 \_\_\_\_\_ (Elective Chief Executive Officer\*)

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special)(annual) election held on \_\_\_\_\_ 20 \_\_\_\_\_, in accordance with the applicable provisions of law.

**4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)**

I hereby certify that the local law annexed hereto, designated as local law No. \_\_\_\_\_ of 20 \_\_\_\_\_ of the (County)(City)(Town)(Village) of \_\_\_\_\_ was duly passed by the \_\_\_\_\_ on \_\_\_\_\_ 20 \_\_\_\_\_, and was (approved)(not approved) (repassed after disapproval) by the \_\_\_\_\_ on \_\_\_\_\_ 20 \_\_\_\_\_ (Elective Chief Executive Officer\*) law was subject to permissive referendum and no valid petition requesting such referendum was filed as of \_\_\_\_\_ 20 \_\_\_\_\_ in accordance with the applicable provisions of law.

\* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

~~(If local law concerning Charter adoption proposed by petition.)~~  
I hereby certify that the local law annexed hereto, designated as local law No. \_\_\_\_\_ of 20 \_\_\_\_\_ of the City of \_\_\_\_\_ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on \_\_\_\_\_ 20 \_\_\_\_\_, became operative.

**6. (County local law concerning adoption of Charter.)**

I hereby certify that the local law annexed hereto, designated as local law No. \_\_\_\_\_ of 20 \_\_\_\_\_ of the County of \_\_\_\_\_ State of New York, having been submitted to the electors at the General Election of November \_\_\_\_\_ 20 \_\_\_\_\_, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the \_\_\_\_\_ electors of the towns of said county considered as a unit voting at said general election, became operative.

**(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)**

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1, above.

*Joan E. Salmon*

Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

Date: December 9, 2008

(Seal)

**(Certification to be executed by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)**

STATE OF NEW YORK  
COUNTY OF Oneida

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.

*Mark G. Gebo*

Signature  
Mark G. Gebo, Town Attorney

Title

~~City~~ of Florence  
Town  
~~Village~~

Date: December 9, 2008