

TOWN OF BOZRAH

TOWN HALL

1 RIVER ROAD

BOZRAH, CT. 06334

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Ordinance 2012-2

At a Town Meeting held on 10 July 2012 in the cafeteria at Fields Memorial School the following ordinance was adopted

An Ordinance Regulating the Addition of Any New Street or Highway to the Highway System of the Town of Bozrah

Section 1. This ordinance shall, after adoption, replace any other regulatory requirement for the addition of any new street or highway or the re-construction of the same. Additionally, this ordinance includes the attached Figures 1 & 2.

Section 2. **Definitions.**

- 2.1 Street. An improved right-of-way open to public use and suitable for two-way vehicular travel; or a proposed street shown on a subdivision plan approved by the Planning & Zoning Commission.
- 2.2 Subdivision. The division of a tract or parcel of land into three (3) or more parts or lots made subsequent to the adoption of subdivision regulations by the Planning & Zoning Commission, for the purpose, whether immediate or future, of sale or building development, expressly excluding development for municipal, conservation or agricultural purposes, and includes resubdivisions, or as the definition of "subdivision" is used in Chapter 126 of the General Statutes or as it may hereafter be amended.
- 2.3 Person. The term "person" as used in this ordinance shall include individuals, firms, and corporations.
- 2.4 Right-of-way. As used in any part of this ordinance shall denote land, property, or an interest therein, usually a strip of land acquired for or devoted to a highway or road use.
- 2.5 Board. The term Board refers to the Town of Bozrah Board of Selectmen.

Section 3. Design and Construction Specifications.

3.1 **Street Design.** All street improvements shall be designed and constructed in accordance with this ordinance. No subdivision of land, requiring the layout and establishment of new streets, shall be made, unless the proposed layout of new streets is in harmony with existing or proposed streets, particularly in regard to safe intersections, and so arranged as to provide an adequate, safe, and convenient system for present and future traffic and access needs. The Board of Selectmen, acting as the Local Traffic Authority, will approve the proposed layout of streets. **Prior to any decision the Board of Selectmen shall receive and consider a report from the Planning & Zoning Commission regarding the acceptability of the proposed roads layout, design, safety, and other related considerations. Any negative Planning & Zoning Commission report shall require a unanimous decision by the Board of Selectmen for approval.**

3.1.1 All proposed streets shall connect with one (1) or more approved Town streets or state highways, and, with the exception of a dead-end street, shall be accessible from at least two (2) directions.

3.1.2 Streets shall be laid out to provide connections with existing streets on adjacent properties, where possible. Consideration shall be given to connecting with future streets on adjacent property where future subdivision appears probable.

3.1.3 All new streets shall have a minimum right-of-way width of fifty feet (50'), which shall be deeded to the Town of Bozrah in fee simple by warranty deed free of all encumbrances and certified by an attorney. The paved wearing surface shall be as follows:

A) Local Residential Street: A street primarily providing access to abutting lots used for residential purposes, including dead-end streets shall have a paved wearing surface of twenty-eight (28) feet as measured between the curb backs.

B) Collector Street or Commercial or Industrial Street: A through street which carries traffic from local streets to highways or other principal destinations, or streets which primary function is to serve commercial or industrial establishments, shall have a paved wearing surface of thirty-two (32) feet as measured between the curb backs.

The road width required shall be determined based on the assessment of the future traffic patterns and future density of the area.

3.1.4 A dead-end street shall be provided with a circular turn-around area at the closed end having a radius of at least fifty feet (50'), of which forty feet (40') is paved. Such streets will be permitted only where an alternative street layout is deemed to be impractical because of the dimensions, shape or physical conditions

of the property. A dead-end street shall not exceed 700 feet in length unless it is of a temporary nature and is planned for extension and can reasonably be expected to connect with an existing or proposed road on adjoining land. The measurement of the length shall commence at the street line of the intersected through street and shall be measured along the centerline of the street. All dead-end streets approved without a deeded right-of-way for future extension shall be classified as permanent.

3.1.5 Curvilinear street arrangements which follow the contour of the natural terrain shall be used where practicable in preference to street patterns which follow the slope, in order to improve the control of storm water runoff and to facilitate bad-weather driving conditions.

3.1.6 The tangent distance between reverse curves shall not be less than one hundred feet (100'). Except for intersections and turnarounds on dead-end streets, no curve shall have a radius of less than one hundred feet (100'), as measured on the curb line.

3.1.7 Except where impractical because of topography or other conditions, streets shall be perpendicular to intersections for a distance of at least one hundred feet (100'). All corners shall be rounded, with a radius of not less than twenty-five feet (25'). Centerlines of alternate side streets shall not be closer than one hundred twenty-five feet (125'), measured along the centerline. Wherever a proposed subdivision street intersects with a state highway or major Town road, a minimum sight distance of three hundred fifty feet (350') shall be required in each direction along the state highway or major Town road. Additional site distances may be required where indicated by minimum site distance standards contained in "Geometric Highway Design Standards" of the Connecticut Department of Transportation. The Board may require that a strip of land adequate to maintain the sight distance along a state highway or major Town road be deeded to the Town.

3.1.8 Where the proposed subdivision contains lots fronting on an existing street that does not meet the dimensional and improvement requirements of these Regulations, the applicant shall be required to deed sufficient land to the Town of Bozrah to permit widening of the street and shall be required to make such improvements within the right-of-way of the street, as deemed appropriate by the Board to maintain public safety.

3.1.9 No duplication of street names is permitted except where a proposed street extends an existing street. The Board shall approve all street names.

3.1.10 New streets shall be arranged, to the extent possible, in a manner that allows lots fronting on them to provide maximum opportunity for future buildings to use the sun for active and passive solar energy and heating systems. (Maximum

exposure is usually achieved when a building axis is oriented east/west, which, in turn, normally requires predominantly east/ west street directions.)

3.2 Street Grading. All streets shall be located in conformity with the contour of the land with a grade not less than 0.5% or greater than 10%. There shall be no abrupt change of grade of such streets and all side slopes shall be seeded to grass and have an angle of cut sufficiently shallow to permit maintenance. All roads shall be completely graded for the full fifty-foot (50') right-of-way.

3.3 Street Subgrade. All ledge rock must be removed to a depth of twenty-four inches (24") below sub-grade surface and then backfilled with suitable processed gravel passed through a three and one-half inch (3 1/2") sieve, provided, however, that the Commission may upon request approve a substitute gravel. All loam should be scraped and stripped to a depth of twelve inches (12") below sub-grade surface and backfilled with gravel and all trees and roots shall be removed from the full fifty feet (50') of the right-of-way, except as otherwise herein specifically provided. Soft spots, peat, and organic material shall be excavated to solid bottom and backfilled with stone, bank run or processed gravel. The First Selectman of the Town of Bozrah, or designee shall inspect any such roadbed, before any gravel is placed and a Certificate setting forth such inspection shall be a prerequisite to the release of any bond posted in connection with the subdivision improvements. If ordered by the First Selectman upon such inspection, the above subgrade shall be rolled with a ten (10) ton roller before the placing of the gravel subbase. The subgrade shall be graded to a cross section with a cross slope of one inch (1") per foot.

3.4 Street Subbase. Twelve inches (12") of processed gravel passed through a three and one-half inch (3 1/2") sieve shall be installed over the subgrade, unless as before mentioned twenty-four inches (24") of gravel shall be installed where ledge or rock is encountered. The subbase shall be installed the entire required road width and rolled with a ten (10) ton roller. Such gravel shall meet the State Highway Bureau's specifications currently in effect for construction of Town aid roads. Before the base course is added, the First Selectman, or designee shall inspect the subbase.

3.5 Street Base Course. The base course shall be laid over the subbase and shall be four inches (4") thick after compaction. This gravel shall be process gravel passed through a one and one-quarter inch (1-1/4") sieve. This surface shall be constructed to a cross section whose cross slope is one-fourth inch (1/4") per foot and the crown shall be one and one-fourth inches (1-1/4"). Before any wearing surface is placed, the First Selectman, or designee shall inspect the base course, and grades checked to insure that the full four-inch (4") required base course shall be placed. A certificate of such inspection shall be a pre-requisite to the release of any bond as foresaid.

3.6 Street Wearing Surface. All street-wearing surfaces shall be paved. The materials and construction methods for paved streets shall conform to the requirements of the current issue of the Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction. Such paved wearing

surface shall be constructed in courses over the base course and shall be of bituminous concrete totaling five and one-half (5 1/2") inches after compaction with a ten (10) ton roller. The paved base course shall be four inches (4") thick while the paved finish course shall be one and one-half (1 1/2") thick after compaction with a ten (10) ton roller.

3.7 **Street Curbs.** Curbs shall be machine-laid bituminous concrete lip curbing installed along all streets and turnarounds. The Board may require portland cement concrete curbing due to the anticipated traffic type or volume, or may require no curbing due to the type of drainage design.

3.8 **Guide Rails.** Guide rails shall be placed along all streets as deemed necessary by the Board and Commission and shall consist of such quantity and quality, as it shall direct.

3.9 **Signs.** Street name signs are required at all street intersections and are the responsibility of the applicant. One (1) sign shall be located at each T-intersection and two (2) signs at each four-way intersection, located on diagonally opposite corners.

3.9.1 Street name signs shall be clearly legible and durable and shall be securely mounted in an appropriate manner, subject to the approval of the Board and compatible with the prevailing standards for street markers in the Town of Bozrah.

3.10 **Drainage.** The subdivider shall provide adequate facilities for the control, collection, conveyance and acceptable disposal of storm water, other surface water and subsurface water utilizing piping, open channels, infiltration systems, detention, or other appropriately engineered methods.

Drainage pipes, culverts, headwalls, catch basins, and ditches shall be installed where deemed necessary by the Board. All required drainage pipes shall have a diameter of not less than fifteen inches (15"); such pipes to be of RCP construction or other equivalent as approved by the Board. Catch basins to be located at least every three hundred feet (300') or at intervals determined by the Board based on conditions in the area, and at all corners of intersections. All drainage rights and easements which are considered necessary and of such width as is considered necessary in the opinion of the Board shall be procured by the subdivider requesting acceptance of any street and conveyed at no cost to the Town of Bozrah by warranty deed in fee simple.

3.10.1 The storm and surface water drainage system required by the Board shall be constructed so that it has an outfall to a natural watercourse or adequate existing storm drainage system. Special consideration shall be given to the possible impacts of increased runoff on downstream properties. Where such impacts can be reduced by the construction of retention basins or other measures, the Board shall require them.

3.10.2 Where land abutting a road slopes toward the road, a six-inch (6") under-drain shall be installed below the curb in the area of the slope to direct groundwater into the storm drain and prevent it from accumulating against the curb and spilling onto the road surface. The pipe shall be installed in accordance with the diagram for Curb Drainage presented in rear of these Regulations.

3.11 **Trees and Brush.** No trees or brush shall be left standing within six feet (6') of the shoulders of the roadbed unless authorized by the Board, except that existing trees and shrubs standing within the right-of-way which, because of their size, location, species or condition, are suitable for preservation shall be shown on the subdivision plans and may be preserved with the approval of the Board. The planting of new trees may be required by the Board which shall be planted along the streets, outside of the six-foot (6') cleared area above, at intervals of fifty feet (50') or as otherwise directed by the Board.

Section 4 **Other Requirements**

4.1 Any resident, developer or other party who desires to perform work of any type within a town right-of-way shall first obtain the authorization of the Board of Selectmen.

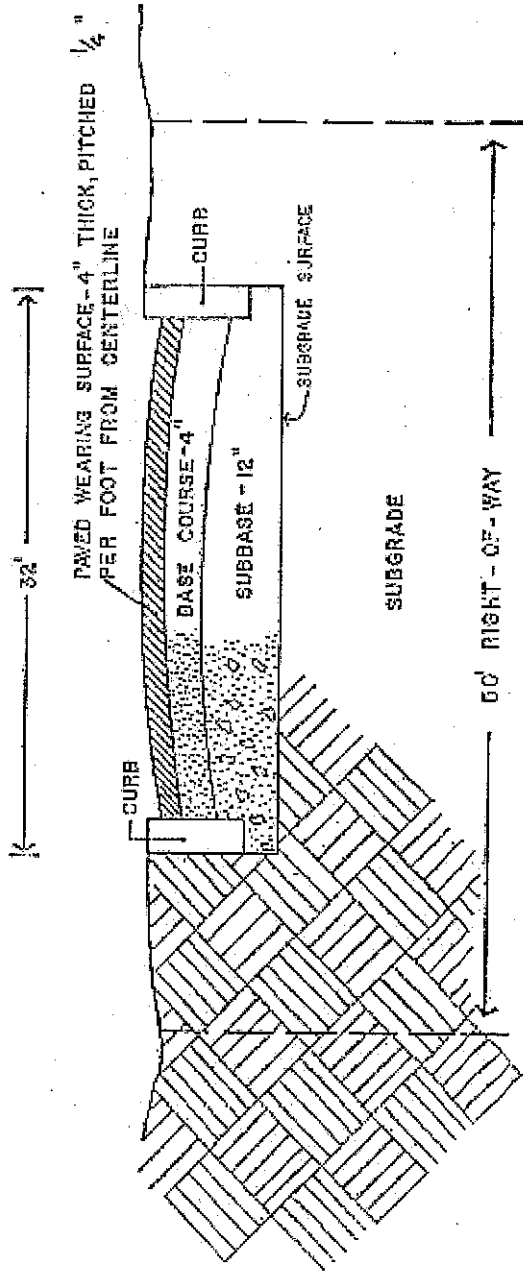
Section 5 **Bonding and Inspection**

- 5.1 The Board shall require a performance bond in an amount sufficient to cover the actual construction and installation of all improvements required by regulation and ordinance. The bond shall be in a form satisfactory to the Board. The amount of the bond shall be estimated by the applicant and submitted to the Planning & Zoning Commission as part of the application. The Board shall review the estimate with the Planning & Zoning Commission prior to approving the amount of the bond.
- 5.2 The Town shall hold the bond until improvements have been completed, until as-built plans are submitted to the Board, and, where new streets are involved, until the Town accepts such streets. Before release of the performance bond, a maintenance bond shall be submitted which shall be in an amount equal to ten percent (10%) of the performance bond or \$3,500, whichever is greater, and which shall be retained by the Town for one (1) year. The purpose of the maintenance bond is to guarantee correction of any construction failures related to the work completed.
- 5.3 The Selectmen, or their agent, have the right to inspect any street or other construction required by this ordinance to insure that all specification, standards and requirements are met. It shall be the responsibility and duty of the owner, or designee, to give such notice as may be required by the Selectmen so that appropriate inspection may be undertaken during construction. In addition, the owner, or designee, shall notify the Selectmen at least 5 working days prior to the time that any construction is to begin and when it is to be completed.

~~This Ordinance shall take effect Fifteen (15) days after publication in accordance with the Connecticut General Statutes~~

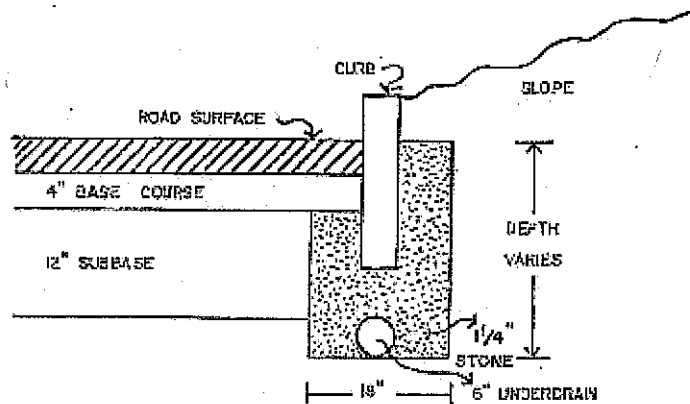
Effective Date: 1 August 2012 (Publication date in the Bulletin: 18 July 2012)

TYPICAL STREET CROSS SECTION



(NOT TO SCALE)

CURB DRAINAGE



(NOT TO SCALE)

STREET TREES

EACH TREE SHALL BE SECURELY STAKED OR GUYED ACCORDING TO STANDARD NURSERY PRACTICE

