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§ 166-2. Penalties for offenses.[1]

Any person violating the provisions of § 166-1 above may be fined not more than one hundred dollars ($100.) for each violation.

ARTICLE II
Street Specifications
[Adopted STM 9-29-1988 as Ord. No. 49]

§ 166-3. Permit for road construction required.

No road or street may be constructed without first obtaining a permit from the Board of Selectmen as provided hereinafter.

§ 166-4. Applicability.

The provisions hereof are applicable to the construction of streets in an approved subdivision. Nothing herein shall be construed to prohibit the development of private roads or streets in a subdivision, if approved by the Planning and Zoning Commission in accordance with its then-applicable subdivision regulations,[2] which private roads or streets are intended to remain private and not accepted town roads or streets.

§ 166-5. Maps and plans.

A. Maps showing rights-of-way for streets and highways and rights-of-way and easements for drainage shall be prepared in accordance with the standards for a subdivision map specified by the Board of Selectmen. Construction plans for streets, drainage and other improvements shall be prepared in accordance with the standards for construction plans specified by the Board of Selectmen, as the same may from time to time be amended.

B. Plans of improvements and profile maps shall be prepared on the same size sheets and of the same scale and quality as used for the rights-of-way maps and shall bear the seal of a

[1] Editor's Note: Amended during codification; see Ch. 1, General Provisions, Art. II.
[2] Editor's Note: See Ch. 170, Subdivision Regulations.

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professional civil engineer licensed to practice in the State of Connecticut.

§ 166-6. Permit application information.

Application for a road construction permit shall be made, in writing, to the Board of Selectmen and shall include the following documents:

A. Two (2) copies of the maps showing the street rights-of-way and drainage easements and two (2) copies of the construction plans for street, drainage and other related improvements. Plans and maps submitted to the Planning and Zoning Commission as part of a subdivision application may be substituted for the purpose of this requirement. Plans so submitted to the Selectmen shall conform to a scale of one (1) inch equals forty (40) feet in the plan, with one (1) inch equals four (4) feet in profile, and shall contain the following information:

(1) The proposed road layout, showing the location and width of travel pads, drainage structures, existing watercourses and rights-of-way for drainage.

(2) A profile of existing elevations over center lines of proposed roads and overlines parallel to said center lines and twenty-five (25) feet distant therefrom on each side of said center lines. The profile shall also show the proposed center-line grade of the road, the size, elevations and grade of proposed culverts, stormwater sewers, underdrain pipes, catch basins, manholes and header walls.

(3) Cross sections, showing existing and proposed grades, at fifty-foot stations and at any intermediate stations necessary to properly represent the earthwork volume, with a scale of one (1) inch equals ten (10) feet both horizontal and vertical.[3]

B. A fee of one hundred dollars ($100.).

[3] Editor's Note: Amended during codification; see Ch. 1, General Provisions, Art. II.

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C. In the event that such proposed construction is within or relates to an existing town street, evidence of workers' compensation and contractors' liability insurance in amounts and with carriers acceptable to the Board of Selectmen, with the town named as an insured.

§ 166-7. Conditions for issuance of permit.

A road construction permit shall be issued, in writing, by the Board of Selectmen, subject to:

A. The completion of plans for the construction of streets, drainage and other necessary plans requested and approved by the Board of Selectmen and which also may be required to be approved by the Planning Commission.

B. Payment to the Town of Barkhamsted of an inspection fee equal to not less than one percent (1%) nor more than three percent (3%) of the construction cost of streets, drainage and other improvements, based on cost estimates approved by the Board of Selectmen. The minimum inspection fee shall be one hundred dollars ($100.), and otherwise the percentage for computation of the fee shall be determined by the Board of Selectmen, taking into account the complexity of the project, the construction schedule and the estimated personnel requirements.

C. The filing of a performance guaranty in the amount specified by the Board of Selectmen and in a form approved by the Town Counsel.

§ 166-8. Period of permit validity.

The road construction permit shall be valid for a period of time that the Board of Selectmen deems necessary for the completion of construction. Permits may be extended for a period not to exceed one (1) year upon written approval of the Board of Selectmen. Upon the expiration of the extended time period, the Board shall either require reapplication for the uncompleted work or pay for the completion of the work by calling the performance guaranty.

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§ 166-9. Performance guaranty.

The applicant shall execute an agreement and file a performance guaranty with the Board of Selectman, said guaranty to be in an amount and with surety and conditions satisfactory to the Board, securing to the Town of Barkhamsted the actual construction, installation and completion of all improvements to the satisfaction of the Planning and Zoning Commission and the Board of Selectmen, including, without limitation, streets, drainage and the placing of monuments, within a period not to exceed two (2) years from the filing of the guaranty. Said guaranty shall be in a form and amount and with a surety acceptable to the Board, the Planning and Zoning Commission and the Town Counsel.

§ 166-10. As-built plans.

Upon the completion of any road or drainage improvements, the applicant shall file with the Board of Selectman construction plans showing the streets, drainage and other subdivision improvements as built and also showing the location of any water mains, underground electric and telephone utilities. In lieu of such submission, the applicant's engineer may update and certify the Mylar construction plans submitted under § 166-5A of this Article and approved by the Board of Selectmen. Such filing shall also include a certification, signed and sealed by an engineer licensed to practice in the State of Connecticut, that such engineer has inspected all construction work and that all improvements have been completed in accordance with the plans and specifications approved by the Board.

§ 166-11. Release of performance guaranty.

Before the release of the performance guaranty provided for in § 166-9 of these regulations:

A. The streets, street improvements and street drainage shall be inspected and approved by the Board of Selectmen or its agent.

B. As-built plans shall have been filed with the Board pursuant to § 166-10 and approved by said Board.

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C. The applicant shall execute an agreement and file a maintenance performance guaranty for the maintenance of streets, drainage and other improvements. Said guaranty shall be in a form and amount and with a surety acceptable to the Planning and Zoning Commission, the Board of Selectmen and the Town Counsel. In the case of improvements which are not to be offered for acceptance by the town, the maintenance guaranty must be in effect for a period of one (1) year from the release of the performance guaranty. In the case of improvements which are to be offered for acceptance by the town, the maintenance guaranty shall be in effect for a period of fifteen (15) months from the release of the performance guaranty or until acceptance of the improvements by the town, whichever period is lesser.

§ 166-12. Acceptance of streets.

A. One (1) year after the release of the performance guaranty, a petition may be made, in writing, to the Board of Selectmen for the acceptance of a street by the Town Meeting. Such petition shall be signed by the owner(s) of the street and shall include the following:

(1) A copy of a map, to be filed in the Town Clerk's office, showing all street and drainage rights-of-way.

(2) A Mylar tracing showing as-built street, drainage and other improvements, certified by a professional civil engineer.

(3) A warranty deed and a certificate of title for the rights-of-way of the street and drainage structures and of any easements in support thereof. The deed and certificate of title shall include:

(a) A waiver of mechanics' liens or title insurance insuring against mechanics' liens.

(b) A letter from the Tax Collector indicating full payment of taxes due.

(c) Any other certificates and documents required by the Town Counsel.

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B. Upon receipt of the required documents, the Board shall refer said documents to the Planning and Zoning Commission for its review under C.G.S. § 8-24, as amended. The board shall then place the petition for acceptance on the call of the next regular Town Meeting; provided, however, that all requirements of this Article and, if applicable, Chapter 170, Subdivision Regulations, have been fulfilled.

§ 166-13. Liability insurance.[4]

A. The manufacturers' and contractors' liability insurance specified under § 166-6C shall include public liability and property damage coverage, including blasting and underground damage resulting from the use of mechanical equipment, on work covered by this document, in reasonable amounts as specified by the Board of Selectmen.

B. Coverage with respect to all subcontractors doing any part of the work covered by the permit shall be required.

C. If the policy is changed or canceled during the policy period, the policy shall provide that written notice will be given to the First Selectman of the Town of Barkhamsted at least fifteen (15) days before the effective date of such change or cancellation period.

D. The Town of Barkhamsted shall be named as an additional insured.

E. The Board of Selectmen may request additional coverage.

§ 166-14. Street design.

The following standards apply to the construction of streets:

A. General requirements for road construction.

(1) Standards. The road shall be constructed in conformance with the requirements and standards of the Town of Barkhamsted and the Connecticut Department of Transportation Form 813, or latest revisions.

[4] Editor's Note: Amended during codification; see Ch. 1, General Provisions, Art. II.

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(2) Supervision and inspection. Construction shall be subject to the approval of and shall be carried out under the supervision of the First Selectman or his/her authorized agent. No pipe, catch basin, manhole or structure shall be backfilled until inspected and approved by the First Selectman or his/her authorized agent. The First Selectman or his/her authorized agent shall have free access to the construction work at all times and shall be authorized to take material samples, cores and other tests as deemed necessary to determine compliance with these regulations. The First Selectman or his/her authorized agent may require the applicant, at his own expense, to have such tests made and certified by a professional engineer licensed to practice in the State of Connecticut.

B. Right-of-way. Streets shall have a width of fifty (50) feet for the right-of-way.

C. Turnaround. A turnaround with a diameter of one hundred (100) feet for the right-of-way shall be provided at the closed end of all dead-end streets.

D. Width of travelway.

(1) Streets shall be designed with the following width of pavement, measured between curb faces:

(a) Streets: twenty-six (26) feet of pavement with four-foot shoulders in both cut and fill areas, constructed and centered between the limits of a fifty-foot right-of-way.

(b) Turnarounds: a ninety-foot diameter.

(2) A greater width of pavement may be required to accommodate the amount and type of traffic and turning movements to be generated by the intended use of the lots. Alternative designs for turnarounds compatible with site conditions which will minimize environmental impact while providing a functional and maintainable turnaround may be proposed, subject to review and approval by the Board of Selectmen and the Planning and Zoning Commission.

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E. Gradient. The minimum grade for all streets shall be one and zero-tenths percent (1.0%). The maximum grade for any street shall not exceed the following:

(1) All streets: ten percent (10%).

(2) Turnarounds: three percent (3%).

F. Vertical curvature. Appropriate vertical curves for transition, including superelevated curves meeting acceptable engineering standards, shall be established on all streets and at street intersections to ensure adequate sight distance in accordance with the classification of street. Except at intersections, vertical curves shall provide a minimum sight distance of two hundred (200) feet along the edge of the pavement. Where any street approaches an intersection at a grade of four percent (4%) or more, a transition area having a maximum grade of two percent (2%) shall be provided for a minimum of fifty (50) feet measured from the right-of-way line of the street intersection.

G. Horizontal alignment.

(1) Connecting curves between tangents shall be provided for all deflection angles in excess of five degrees (5°). Suitable tangents shall be provided between curves, and the minimum radius of curvature at the center line of streets shall be as follows:

(a) Vertical gradient less than five percent (5%): one hundred fifty (150) feet.

(b) Vertical gradient greater than five percent (5%): two hundred fifty (250) feet.

(2) Tangents between curves shall not be less than one hundred (100) feet in length.

H. Intersections.

(1) New road intersections.

(a) New road intersections shall be at least two hundred (200) feet from any existing intersection or other proposed intersection or shall be part of an existing or proposed intersection.

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(b) Minimum stopping sight distances shall be two hundred (200) feet in each direction from the proposed intersection.

(c) Minimum intersection sight distances shall be three hundred fifty (350) feet and shall be established by current accepted engineering standards. Greater distances may be required by the Board of Selectmen.

(2) Roads shall intersect at ninety-degree angles where feasible. Where unusual topographic conditions warrant, the Board of Selectmen may, through written approval, allow modification of this standard.

(3) Intersections of right-of-way lines shall be connected with a curve having a radius of thirty-five (35) feet. Edges of pavement at intersections shall be connected with a radius of twenty-five (25) feet.

I. Cross sections. Local streets and collector streets shall be designed with a cross section in accordance with the drawing entitled "Typical Street Cross Section, Town of Barkhamsted," which drawing is hereby made a part of these regulations.[5]

§ 166-15. Street construction.

Streets shall be constructed in accordance with the following standards and procedures:

A. The road shall be constructed in conformance with the requirements and standards of the Town of Barkhamsted.

B. Survey and field layout. Instrument surveys shall be made, maintained and recorded as follows:

(1) A center-line survey of the street shall be run in the field and suitable construction ties established to all control points. Stations shall be established at all control points. Stations shall be established at fifty-foot intervals and at all points of curvature and points of tangency. The beginning of this line shall be designated as Station

[5] Editor's Note: This drawing is on file in the Building and Zoning Office.

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0 + 00 and shall be the intersection point of the proposed center line with the center line of the connecting street. Offset hubs shall be provided as part of the center-line survey.

(2) A construction stake shall be placed perpendicular to the tangent or radial, in the case of curves, at each station on both sides of the street and clear of all construction. The construction stake shall be marked with the station, offset to center line and cut or filled to profile the grade as measured from the top of the stake.

(3) A stake sheet showing the stations, profile grade, stake offsets and grades and cuts or fills shall be prepared and presented to the Board of Selectmen before construction starts.

(4) Permanent bench marks shall be established and recorded with the Board of Selectmen throughout the length of the project at one-thousand-foot intervals or as directed by the Board. The datum for bench marks shall be town, state or United States datum. An assumed datum may be used only with permission, in writing, from the Board.

(5) Grade stakes shall be protected and preserved until the construction work is approved by the Board of Selectmen.

C. Clearing and grubbing. The entire area of the right-of-way required to be graded in accordance with the standard cross section shall be cleared of trees, stumps, brush, roots, large rocks, ledge and other unsuitable materials, except that trees suitable for street trees shall be left standing as directed by the Board of Selectmen.

D. Preparation of subgrade. The subgrade will be prepared as follows:

(1) All trees and roots shall be stripped to below the base course of the pavement and for the full width of the pavement. All soft spots, peat, loam, organic material, spongy soil, boulders, ledge and other unsuitable material shall be removed and replaced by material conforming to State of Connecticut Department of Transportation

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Standard Specifications for Roads, Bridges and Incidental Construction, Form 813-1985, hereinafter referred to as "Form 813, Section M.02.07." Where ledge rock is encountered, it shall be removed to a depth of twenty-four (24) inches below subgrade and the area backfilled with gravel.

(2) Embankments shall be constructed of suitable fill material deposited in successive layers not exceeding twelve (12) inches in depth after compaction. Embankments to an elevation of three (3) feet above the free water surface at the time of filling shall be constructed of rock and/or free draining material conforming to Form 813, Section M.02.07. No stone over five (5) inches in its greatest dimension shall be placed within twelve (12) inches of the elevation of the subgrade.

(3) The subgrade shall be shaped and compacted with blade graders and three-wheel rollers weighing eight (8) to twelve (12) tons. Vibratory compactors may be used upon approval. The subgrade shall be brought to surface uniform with and shall not vary more than one-half (1/2) inch from the required cross section.

(4) Where rock fill is used, fill shall be installed in lifts no greater than three (3) feet to the desired depth.

(5) The Board of Selectmen may require the installation of underdrains beneath the street pavement or in the right-of-way where necessary to protect the stability of the pavement.

E. Base course. The base course shall be constructed as follows:

(1) The road base shall consist of twelve (12) inches of approved processed gravel or processed stone placed in two thoroughly compacted six-inch layers.

(2) The final surface shall not vary more than three-eighths (3/8) inch from the established grade and standard cross section.

(3) The base course shall not be constructed during freezing weather or on a wet or frozen subgrade.

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F. Surface course. On the prepared and approved base course, there shall be constructed a two-course surface of bituminous concrete, a two-inch Class 1 bituminous binder course and a one-inch Class 2 bituminous surface course. Construction methods and materials shall conform to Form 813, entire Section M.04 and Section 4.06, Bituminous Concrete. The surface course shall be installed when the temperature is forty degrees Fahrenheit (40 ° F.) and rising, except that it shall be installed only between April and October 1, unless written permission is obtained from the Board of Selectmen and unless a period of at least sixty (60) days has elapsed with the drainage subgrade and base course in place where deemed necessary.

G. Curbs. Bituminous curbing is required on all roads unless otherwise directed by the Selectmen. The paved portion of the road shall be increased to twenty-eight (28) feet in width in order to receive the bituminous curbing. Curbs shall be machine-formed, having a cross section approved by the Board of Selectmen, a height of six (6) inches and a base width of nine (9) inches. The curb material method of construction shall conform to Form 813, Section M.04 and Section 8.15. Where driveways exist or are planned, depressed curbing must be installed. The surface of the pavement where the curbing is to be contracted shall be cleared of all loose and foreign material, shall be dry and shall be coated with an R.C.-2 or other bitumen just before placing the material. The material shall be properly compacted to the required cross section by use of a suitable machine specifically designed for the purpose. After completion of the curbing, traffic shall be kept at a safe distance for a period of not less than twenty-four (24) hours and until the curbing has set sufficiently to prevent injury to the work. The requirements of C.G.S. § 7-118a shall be complied with wherever applicable.

H. Slopes; restoration; sight distance.

(1) Slopes. All roads shall be graded to a total width of thirty-four (34) feet. Road cross slopes shall be minus two hundredths (0.02) foot per foot to form a crown; the four-foot shoulder cross slope shall be plus zero and four-hundredths (0.04) foot per foot, allowing the shoulder to

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drain to the road. Road embankments are to be sloped in this manner: cut areas not less than one (1) on two (2) (slope vertical on horizontal); fill areas four (4) feet or less in depth, one (1) on four (4), and four (4) feet or more in depth, one (1) on two (2).

(2) Restoration. All earth slopes and areas of distributed soil shall be fertilized, seeded and hay mulched. The areas to be seeded shall be made viable and receptive. Fertilizer shall spread at the rate of twenty (20) pounds per one thousand (1,000) square feet and agricultural lime at the rate of fifty (50) pounds per one thousand (1,000) square feet. Perennial grass seed shall be sown at the rate of six (6) pounds per one thousand (1,000) square feet. The entire seeded area shall be given a complete cover of hay mulch. All areas and spots that do not show a prompt catch shall be reseeded at ten-day intervals until a growth of grass is established over the entire area.

(3) The Board of Selectmen may require the removal or lowering of embankments adjacent to street intersections in order to assure adequate sight distance at the intersection. No cut or fill sections beyond the right-of-way shall extend into property outside the subdivision or property not owned by the applicant, unless appropriate slope rights are obtained for the town.

I. Guiderails or single posts. Guiderails or single posts shall be installed along all streets where there will be an embankment which has a depth of four (4) feet or more occurring within twenty (20) feet of the proposed pavement. Posts shall conform to Form 813, Section M.10 and shall be installed in accordance with Form 813, Section 9.01, spaced ten (10) feet on center with a minimum tip diameter of six (6) inches and a minimum length of six (6) feet six (6) inches and a maximum length of six (6) feet eight (8) inches.

J. Site cleanup. All large rocks, boulders, felled trees, stumps, brush or other debris shall be removed from the street right-of-way and shall be deposited and properly disposed of under the supervision of the Selectmen.

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§ 166-16. Storm drainage design standards.

Storm drainage for streets shall be planned and designed in accordance with the standards of Article VII of Chapter 170, the Barkhamsted Subdivision Regulations, and the following specific standards and requirements:

A. General. Sufficient pipe shall be installed to carry existing watercourses in the street right-of-way and to drain both the proposed street or streets and extensions thereof or other streets which, based on topography, will be served by the same drainage system. No open ditches or channels shall be provided in the street right-of-way unless sufficient additional right-of-way in excess of the minimum standard width is provided so as to maintain the standard cross section and proper provision is made for protective guide-posts or rails. Street drainage systems shall take into account the effects upon downstream systems, shall be coordinated with general drainage requirements for the use and development of the abutting land and shall provide for the following:

(1) The use, protection and improvement, if needed, of the natural drainage system.

(2) The interception of channel drainage coming from any adjoining property or street.

(3) The protection of locations, both in use or proposed, necessary for on-site sewage disposal and water supply facilities.

(4) The prevention of flooding and soil erosion.

B. Runoff calculations. (See Article VII of Chapter 170, Subdivision Regulations.) The method of determining runoff shall be as specified in Article VII of Chapter 170, Subdivision Regulations. If requested by the Board of Selectmen, the applicant's consultant shall provide the Commission with drainage computations to determine the adequacy of stormwater systems, including the spacing of catch basins and the need for double basins in roadway sags.[6]

[6] Editor's Note: Amended during codification; see Ch. 1, General Provisions, Art. II.

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C. Pipe design. The minimum size of stormwater pipe shall be fifteen (15) inches in diameter. Coefficients used in the design for reinforced concrete pipe shall be N = 0.013, and for asphalt-coated corrugated metal pipe, N = 0.021. The minimum slope of pipes shall be five-tenths percent (0.5%). Pipe size and slope shall be such that the head on the invert shall be contained without damage to any adjacent property. Pipe, except for underdrains, shall be laid on straight alignments, both horizontally and vertically, with catch basins or manholes spaced no more than four hundred (400) feet apart, providing access at all deflection points or at the junction of two (2) or more lines. The open end cover over the top of the pipe shall be twenty-four (24) inches. Culverts under streets shall extend to the edge of the right-of-way.

D. Discharge.

(1) The discharge of all stormwater that has been collected or otherwise artificially channeled shall be into suitable natural streams, wetlands or into town or state drainage systems with adequate capacity to carry the discharge. Otherwise, there shall be no discharge onto or over private property within or adjoining the street unless proper easements and discharge rights have been secured by the applicant, such easements and rights are transferable to the town and there will be adequate safeguards against soil erosion and flood danger.

(2) Easements shall be at least thirty (30) feet in width, offset ten (10) feet and twenty (20) feet, respectively, from the storm drain and extended to a suitable existing storm drain or an adequate natural watercourse or wetland. Greater easement width may be required for ditches/channels or unusual site conditions. No stormwater shall be diverted from one (1) watershed to another. Discharge shall be made in a manner that protects streams, ponds and wetlands from pollution.

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§ 166-17. Storm drainage construction standards.

Storm drainage shall be constructed in accordance with the following standards:

A. Pipe. All storm drainage pipe within paved road areas shall be Class 4 reinforced concrete pipe (RCP) unit and shall conform to the requirements of Form 813, Section 6.51. The minimum cover over all storm drainage within the paved road areas shall be three (3) feet. Where water is encountered in the pipe trenches or where the Selectmen shall direct, underdrains shall be either slotted RCP, perforated ACCMP or perforated aluminum pipe or perforated PVC pipe and shall conform to the requirements of Form 813, Section 7.51. In general, underdrain shall be installed on the uphill side of the road. Reinforced concrete pipe (RCP), Class IV, shall normally be specified for storm drainage systems, except when fill heights require Class V.

B. Methods. Storm drainage pipe shall be laid in accordance with Section 6.51.03 of the Connecticut Department of Transportation Form 813.

(1) Prior to laying pipe, the trench shall be excavated to the required depth, the bottom of which shall be graded to afford a uniformly firm bearing for the pipe throughout its length. Where rock is encountered, it shall be excavated to not less than twelve (12) inches below the bottom of the trench, and this depth shall be refilled with crushed stone and thoroughly tamped and shaped. Where the nature of the foundation material is poor, it shall be removed and backfilled with gravel or crushed stone approved by the Board of Selectmen or its agents.

(2) All pipe shall be carefully laid, true to the lines and grades given, hubs upgrade and with the ends fully entered into adjacent hubs.

(3) Line and grade stakes shall be set by a Connecticut-licensed land surveyor or professional engineer and shall be maintained in good order until the work has been inspected and approved by the Board of Selectmen. Where necessary, three (3) batter boards shall be

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maintained in place at all times when laying pipe and shall not be spaced more than thirty (30) feet apart. The use of pipe lazers is preferred.

(4) In sandy, silty or other soil in which there is a danger of washing or cave-ins, the joints of concrete pipe shall be thoroughly wetted and caulked.

(5) All metal pipe shall be carefully joined and firmly clamped together by approved connecting bands which shall be properly bolted in place before any backfill is placed.

(6) Backfill underdrain shall be three-eighths-inch broken stone (Form 813, Section M.01.01) around and to eight (8) inches above the top of the pipe. The remainder of the trench shall be filled with sand (Form 813, Section M.03.01-2) to the subgrade. The top of the underdrain trench shall be protected by a six-inch layer of subbase material or gravel placed over the underdrain trench immediately after its completion.

(7) Riprap conforming to the requirements of Form 813, Sections 7.03 and M. 12.02-3, shall be placed at inlets, outlets and in channel beds at bends or curves as required to prevent scouring, erosion and/or siltation of streams and culverts. Computations shall be submitted for sizing riprap.

(8) The inlets and outlets of all exposed drainage culverts shall be protected by concrete or mortared stone headwalls, endwalls and, where necessary, appurtenant wingwalls. All endwalls shall conform to the requirements of Form 813, Section 5.06. Culvert ends may be used if approved by the Board of Selectmen.

(9) Catch basins, manholes, drop inlets, endwalls and other related drainage structures shall be constructed in accordance with Form 813, Section 5.07.

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§ 166-18. Street signs; monuments and pins.

A. Street signs. Street name signs shall be installed at all street intersections in locations approved by the Board of Selectmen. Such signs shall be of a design and material approved by the Board of Selectmen.

B. Monuments and pins.

(1) Monuments shall be provided on both street right-of-way lines at the beginning and termination of each street and at each deflection or tangent point in between. Monuments shall be made of prestressed concrete or granite and shall be not less than five (5) inches square by forty-two (42) inches in length with a suitably marked top. Each monument shall be set in place, after all street construction is complete, with the marked point set on the point of reference and shall be installed in a manner conforming to the standards of the Connecticut Association of Land Surveyors.

(2) In addition to required monuments, iron pins not less than three-fourths (¾) inch in diameter and thirty-six (36) inches in length consisting of a suitable rod or pipe shall be placed at each point of intersection of a lot line and the right-of-way line of a street and at all other lot corners and shall be installed in a manner conforming to the standards of the Connecticut Association of Land Surveyors. Monuments may be substituted for iron pins. Pins, however, are not required at each change in direction of an irregular lot line, such as along a stream or stone wall.

§ 166-19. Underground utilities.

Electric and telephone lines and facilities in new streets shall be installed underground unless the Commission has determined that such underground installation is, in whole or in part, inappropriate or infeasible. Where possible, such lines and facilities shall not be located under the street pavement; however, any necessary crossing under the pavement, if allowed, must be done before the formation of the subgrade is completed. The lines and facilities shall be installed after

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the street right-of-way has been graded but prior to installation of the base course for the street pavement.

ARTICLE III
Excavations
[Adopted ATM 12-11-1991 as Ord. No. 57]

§ 166-20. Conditions for granting permit.

The First Selectman may issue a permit to any person wishing to open or excavate any part of any road or street maintained by the Town of Barkhamsted if the following conditions have been met:

A. A plan for traffic patterns must be submitted to the First Selectman or his agent showing a satisfactory plan for handling and protecting traffic by the permittee during the excavation.

B. The permittee may be required to show proof of satisfactory liability insurance and financial responsibility to cover the cost to properly restore the road or street to satisfactory condition. This proof of financial responsibility may include but is not limited to the posting of a bond with surety. Any public utility company meeting the bond requirements of C.G.S. § 16-230 shall be deemed to automatically satisfy this section.

C. A fee in the amount of one hundred dollars ($100.) must be paid with the application for a permit.

D. The application will state, at a minimum, the location, purpose and area of such opening and the date and length of time required to continue such opening.

E. The First Selectman may grant such permit conditional upon changes in the permittee's proposed plan.

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§ 166-21. Specifications.

All work in opening, excavating and repairing a town street or road under these regulations must conform to the following specifications:

A. Prior to excavating in any bituminous concrete or bituminous-surface-treated road, the trench limits will be defined by cutting the existing pavement. Cuts will extend through the road surface and shall be made by sawing or pneumatic cutters.

B. Backfill for the trench or opening shall be of a quality satisfactory to the First Selectman and shall be free from large or frozen lumps, wood and other extraneous material. Backfill shall be placed in layers of not more than six (6) inches in depth after compaction. Compaction shall be obtained by the use of mechanical rammers or vibrators or by pneumatic tampers.

C. Backfill shall extend to within fifteen (15) inches of the road surface to allow for twelve (12) inches of subbase gravel and three (3) inches of temporary patch. The subbase gravel shall conform to State of Connecticut Department of Transportation specifications.

D. Subbase gravel shall be placed in six-inch well-compacted layers. Temporary bituminous concrete patch will be placed and compacted to bring the excavation to the existing road surface.

E. A permanent bituminous concrete patch will be installed when directed by the First Selectman. New cuts shall be made at least one (1) foot wider on each side of the initial trench width in order to provide an undisturbed shoulder to receive the permanent bituminous concrete. After the removal of the temporary patch, plus the new additional two-foot minimum, the newly cut edges will be treated with emulsion, and the permanent bituminous concrete will be installed to the proper grade and compacted.

F. The permittee shall be responsible for maintaining the temporary bituminous concrete patch until the installation of the permanent patch.

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166-14c

For streets constructed after 11/ 1 /05:

A reserved area for snow deposition of forty (40) feet wide, twenty (20) feet deep on the turnaround, must be designated on the road plan. The location must be approved by the First Selectman and be free of driveways, landscaping, mailboxes, utility poles, hydrants and other obstructions. The reserved area must pitch towards the street at 2% to 4%. If there is a 50 foot right-of-way for future development on the road plan, the snow deposition should be located within such right-of-way.

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