Selectmen's Office
Durham Town Hall

DURHAM CONNECTICUT 06422

Minutes

Board of Selectmen Meeting, Dec. 14, 1972

Present: Mr. Kerschner
A. Reed Hayes
Joel N. Davis

Approximately ten residents attended the Board Meeting to discuss plans for winter care of Foot Hills Road. First Selectman, Ira Kerschner indicated his resolve to provide adequate winter maintenance throughout the Town even if it is necessary to borrow funds from other budget accounts.

Additional formal offers proposing professional money management for the Town have been received. A final discussion will be made before the first of the year. The Board is anxious to improve on it's last year's record. Three years ago, no interest was earned on the invested funds of the town. Two years ago, $1200 was earned. Last year, $3700 was earned. Plans being made by the Board are for interest income in excess of $10,500. per annum.

Revenue Sharing Funds amounting to $23,070. have been received by the town for the first six months of 1972. Serious consideration will be given over the next few months to the disposition of these funds. Particular attention will be given to improved road maintenance and winter service. It was agreed that a plan for disposition of these funds will be presented to a town meeting for approval.

Town Clerk, Marjorie Hatch was appointed to serve as the Board of Admissions at the December 28th meeting. The vote was 3-0.

Final approval of new road specifications for all new roads built in the Town was approved by the Board by a vote of 3-0. Copies are available at the Town Hall and will be distributed to interested town boards and agencies.

Support of the tree re-cycling program will be given, as soon as details can be worked out.

Executive Session was held concerning personnel matters. Meeting was adjourned to Thursday, December 21, 1972.

Note: The Board of Selectmen extend their thanks to the Durham Garden Club for decorating the Town Hall inside and out, and also thanks go out to the Durham Brownie Troops who decorated, and made their own decorations for the Town Hall Christmas Tree.

TOWN OF DURHAM

Office of the Selectmen · Connecticut 06422

Ira N. Kerschner, First Selectman
A. Reed Hayes, Selectman
Joel N. Davis, Selectman

12-14-72

SPECIFICATIONS FOR ROAD AND STREET CONSTRUCTION

TOWN OF DURHAM, CONNECTICUT

The following shall be known as Road Specifications of the Town of Durham, Connecticut.

SCOPE

These Specifications shall govern the construction of all roads, drainage structures, appurtenances and bridges presented or designed to be presented for acceptance and maintenance by the Town of Durham; and parking areas for commercial uses.

No road constructed for private use may be presented to the Town for acceptance at any time after the effective date of these Road Specifictions, unless constructed in accordance with the terms of the Specifications.

These specifications shall be considered to be the minimum acceptable and the Board of Selectmen shall have the right to vary these requirements as the situation requires. Nothing in these specifications shall be deemed to supercede the subdivision regulations.

INSPECTION

The First Selectman shall be notified so that inspection may be made at the following stages of construction:

a. At completion of drainage structures.

b. At completion of preparation of subgrade.

c. During construction of wearing surface.

No work shall be started on succeeding stages of construction until required inspection has been made and approval of the First Selectman or his designated representative, given in writing. Additional inspections may be made at any time and if discrepancies are found, corrections shall be made immediately or all work will be stopped.

SUBMISSIONS

The following drawings and data shall be submitted for approval prior to the clearing or grading of any land for/or the construction of any roadways.

a. Accurate layout of existing and proposed streets, easements or rights-of-way, including those for utilities, sewers, drainage either on or off site, with accurate bearings and distances including arc length, radii and central angle of all curves.

b. Accurate location of monuments with accurate references to an established governmental marker or to the Connecticut coordinate system.

SUBMISSIONS *(continued)*

c. The location of all existing and proposed storm water sewers, catch basins, manholes, bridges and culverts. Pipe sizes and invert elevations of all drainage structures shall be shown together with outfall into existing sewers or natural watercourses.

d. Road profiles, showing accurate existing and finished grades, cross sections and other detailed road construction plans, including drainage structures.

e. Watershed data and calculations for the design of drainage structures.

The above shall be prepared by a professional engineer, registered in the State of Connecticut and in the case of subdivision roads, shall be submitted for approval to the Planning & Zoning Commission.

Upon final approval of the above listed submissions for any proposed roadway and auxilliary structures, a number of copies of said documents will be required for filing with the Planning & Zoning Commission. After completion and approval of all work, one copy of "as-built" drawings shall be filed with the First Selectman.

STREET DESIGN

The purpose of this section is to assure that the proposed streets shall be in harmony with existing or proposed principal thoroughfares, especially in regard to safe intersections with such thoroughfares. As far as practicable, streets shall follow natural contours. Where the land to be subdivided does not abut an accepted town street or state road, the subdivider shall provide and construct a street from the subdivision to such a town or state road. Streets designed to accomodate presently or at any future time traffic other than that generated in the area, as well as streets in a commercial or an industrial development, shall be classified as thoroughfares.

The full width of street right-of-way shall be brought to required grades. No banks adjoining a street right-of-way shall have a slope greater than 3:1, except when modified in rock formation. No permanent or temporary dead end street shall give the required frontage to more than twelve lots,nor exceed 600' in length, and all permanent or temporary deadend streets shall terminate in a turnaround 100' in diameter. The following standards shall apply to the design of streets.

Thoroughfare: The minimum width of right-of-way for this classification of street, defined as a street serving as an artery for inter-communication between large areas or towns, or receiving traffic from more than two collector streets, or giving direct access to, or circulation within commercial or industrial areas. The minimum width of right-of-way for this classification of street shall be 60' with a maximum grade of 5%. The paved portion of the street shall be at least 40' wide and the minimum radius of curvature at the center line shall be 8 degrees.

Collector Street: This classification of street, defined as a street receiving traffic from more than two access streets, shall have a minimum width of right of way of 50' with a maximum grade of 6%. The paved portion of the street shall be at least 30' wide and the minimum radius of curvature at the center line shall be 10 degrees.

Access Street: The width of right-of-way of this type of street shall be at least 50' and the maximum grade shall not exceed 8%. The paved portion of the street shall be at least 30' and the minimum radius of curvature at center line shall be 60'.

No street grades shall be less than ½%. All change in grade shall be connected by vertical curves with a minimum length of 200' . Except at inter-sections, vertical curves shall provide a minimum site distance of 200' along the edge of pavement. Where any street approaches an intersection at a grade of 4% or more, a transition area, having a maximum grade of 2%, shall be provided for a minimum of 50' measured from the right of way line of the street

STREET DESIGN *(continued)*

No more than two streets shall intersect at one point. Intersections shall be spaced not less than 400' apart and streets shall intersect one another as near to a right angle as practicable, but no intersections shall be at an angle of less than 60 degrees. At street intersections, property line corners shall be rounded by an arc having a minimum radius of 25 degrees.

Streets shall be designed with a cross section providing for grading of the entire right-of-way and for a cross pitch of ¼" per foot for the pavement constructed on a parabolic curve. The sidewalk area or shoulder, between the edge of pavement and the right of way line, shall be graded to an elevation 6" above the top of the crown of the pavement.

MATERIALS AND WORKMANSHIP

Form 810, as referred to hereinafter refers to the Connecticut State Highway Department "Standard Specifications for Roads, Bridges and Incidental Construction", Form 810, as amended, which shall apply to all materials and workmanship used in the construction of required improvements.

Monuments shall be of stone or reinforced concrete, not less than 36" long, with a brass or copper plug or drill hole, or cross marking the center of the 4 inch square and be set flush with finished grades. All monuments shall be located by a registered surveyor.

CONSTRUCTION OF ROADS

Preparation of subgrade: All soft and yielding material, along with loose rock and boulders and other portions of the subgrade which will not compact readily when rolled shall be removed. All holes or depression made by the removal of unsuitable material shall be filled with suitable material and the whole surface compacted uniformly with roller. If the surface of an existing road is one foot or less below the proposed subgrade surface, it shall be scarified for the full width of the roadbed. All rock shall be removed 12 inches below subgrade.

Gravel Base: The sub-base shall consist of at least 8" of Bank Run Gravel constructed in accord with Section 2.12, Form 810. Where ledge-rock (bedrock) is encountered, it shall be excavated as above and the gravel subbase shall be 12" minimum.

Base Course: The base course shall consist of one 4-inch course of Processed Gravel constructed in accord with Section 3.04 of Form 810 for roads under 6%. For paved roads over 6%, crushed stone shall be substitued for processed gravel and shall be placed in accord with Section 3.01 of Form 810.

Wearing Surface: The wearing surface will be 3 inches of bituminous concrete pavement, constructed in two courses and in accord with Section 4.02 and 4.05 of Form 810.

As an alternative to the above, the wearing surface shall be 3" of bituminous macadem pavement (penetration) constructed in accord with section 4.08 of Form 810. When this bituminous macadem pavement alternate is used, the base course shall be 6" of crushed stone.

6" curbs shall be constructed on both sides of all roads, of bituminous concrete. 6" curbs shall be placed by an approved bituminous concrete curb machine true to line and grade indicated on the plan-profile drawings. Immediately prior to placement of the 6" curb, the surface of the road receiving the 6" curb shall be coated with an approved bitumen. All 6" curbs shall be backed up full height with solidly packed earth.

SIDEWALKS

Wherever sidewalks are required by the Planning & Zoning Commission, they shall be four feet wide. In front of commercial properties, places of assembly or other places which generate large amounts of pedestrian traffic, sidewalks shall be of a 5" cement concrete slab on an 8" gravel base, constructed in accordance with section 9.21 of Form 810. In other areas, where sidewalks are required by the Planning & Zoning Commission, they shall be constructed of 2½" bituminous concrete on an 8" gravel base in accordance with Section 9.22 of Form 810.

DRAINAGE AND DRAINAGE STRUCTURES

All roads shall be properly drained and sufficient culverts, manholes and catch basins installed. No portion of any road shall drain in one direction more than 350 feet without catch basins installed on both sides of the road. Culverts shall be sized to carry the flows, based on Connecticut Highway Department design standards.

All drainage pipe shall be at least 15 inches in diameter and installed with a minimum cover of 3 feet. All drainage structures shall be indicated as to size and location on plan profile sheets. In addition, drawings and calculations showing size of watershed area and quantity of water drained by each culvert that either crosses, or is a part of, the roadway drainage system or subdivision drainage system shall be submitted. Drainage right-of-way through lots shall be at least 20 feet wide, Concrete or stone masonry headwalls, or reinforced concrete culvert ends conforming to Section M. 08.01-22 of Form 810, shall be located at culvert ends.

WORK TO BE LEFT CLEAN

Upon suspension or completion of the work or of any portion thereof, the developer or contractor shall remove from all public or private property all temporary structures, tools and equipment, rubbish or waste materials resulting from his operations. All ditches shall be filled or covered, all sewers, drains, catch basins and manholes cleaned and flushed, streets, walks, curbs and other structures cleaned and repaired and the whole work left in a neat and clean condition. All work in process shall be protected by adequate barricades, planking, warning signs and night lights where needed.

GRADING AND SEEDING

Before completion of the work, all unpaved areas within the street lines, and excavated or filled areas on private property, shall be graded, covered with suitable top soil or loam, rolled, fertilized, and seeded with a good grade of grass seed.