



## TOWN OF NEWTOWN

Ad Hoc Committee for Policy and Planning for Roads

### RECOMMENDATIONS

#### I. Remit

The Ad Hoc Committee for Policy and Planning for Roads is charged with making recommendations towards a long-term strategy for maintaining the Town's road infrastructure on an objective and general basis. It is not tasked with making recommendations in regard to particular named roads or individual circumstances.

#### II. Brief History/Status

- The Town officially accepted roads for the first time in 1749.
- The Town currently categorizes its road network as follows:

| Type*                         | Town | Private |
|-------------------------------|------|---------|
| 22' and above (paved)         | 344  | 5       |
| 18' to less than 22' (paved)  | 61   | 11      |
| 16' to less than 18' (paved)  | 10   | 6       |
| Less than 16' (paved)         | 32   | 29      |
| 22' and above (gravel)        | 0    | 0       |
| 18' to less than 22' (gravel) | 5    | 2       |
| 16' to less than 18' (gravel) | 4    | 3       |
| Less than 16' (gravel)        | 4    | 27      |

\*Due to road width variations within a road type as well as roads with sections of different surface types (i.e. paved and gravel), category totals do not match

- Approximately 50% of the Town owned roads meet current standards in terms of Right of Way, appropriate pavement material, and drainage standards.
- Due to a variety of factors including geography, building placement, etc. it is estimated that the Town can perhaps improve the road network to a point where 80% of the Town owned roads meet current standards.
- It is difficult to estimate cost per improvement (such as per linear foot of paving, etc.) due to the variety of physical circumstances present.
- It is estimated that maintaining gravel/dirt roads costs the Town three (3) times more than maintaining a paved road over its working life, including the cost of the initial paving.
- The Private Roads within the Town fall within a variety of categories depending upon the nature and activity level of the owner or private association running from "abandoned" to self-maintaining. Further, there are variances in title to the roads, in some instances the private association owns the roads, and in others

individual homeowners own the proportion of the road abutting their property to the midline.

- Town Ordinance permits the Town to plow and sand Private Roads with more than three homes.
- Town Policy permits the Town to:
  - Conduct emergency repairs on Private Roads at the Town's expense at the First Selectman's discretion
  - Patch holes, grade dirt roads, clear culverts, etc.
  - Install paving, rebuilding, drainage where private association pays 50% of costs of materials.

### **III. Recommendations**

- The Town's Policies regarding roads should be objective and although impacted home and business owners should have some input, the overriding goal of any decision involving treatment of roads, paving, etc. should be with a view to benefitting the entire Town and its residents.
- In light of the costs involved in maintaining unpaved roads, the Town should implement a plan to pave all such roads (subject to the Scenic Roads Ordinance).
- The Town should seek to take control of all roads deemed "abandoned" by private owners where it would to the benefit of the Town as a whole and serve the safety and welfare of the impacted homeowners.
- A Plan should be developed to cover a set time line, such as with the CIP for the Town's bridges, to set annual criteria and goals for paving unpaved roads and moving the Town's current estimate of 50% of fully conforming roads towards the perceived 80% maximum with agreed funding.
  - The Town Public Works and Engineer should be tasked with categorizing roads in a tiered system in furtherance of moving all roads to conformance with current standards
  - The Town Public Works and Engineer should provide such data as possible concerning practical timelines, perhaps over a ten year span, to accomplish this goal and estimated costs regarding same
  - Further categorization of necessary work to accomplish this goal should be made as to prioritizing roads by safety hazard, need, and overall convenience to the Town's residents.
  - A suggested general guideline to pursue the policy from an administrative standpoint is attached hereto as Appendix "C".
- The Town's Ordinances appear to be adequate to address most issues in moving towards Policy goals; however, as to Private Roads
  - The Town's current Ordinances only apply to the Town having authority to plow and sand such roads during the winter.
  - As to other actions currently undertaken by the Town involving Private Roads, such actions are covered by a Policy that has not been updated since 1976; as such an effort should be made to update and codify said Policy through Ordinance and to the extent permitted by law.

LEGISLATIVE COUNCIL

- In light of the above, discussions should be held with all active private associations in terms of moving forward.

**IV. Summary**

The above is meant as a brief overview of an extensive topic covered in a relatively short period of time by the Committee. It is noted that all such recommendations are subject to legal review. The Committee stands ready to expand upon any of the points above and conduct further research as necessary upon receipt of such guidance.

Anthony R. Filiato, Esq. – Chair  
Eva Bermudez – Vice Chair  
Anthony Klabonski  
Fred Hurley  
Rob Sibley  
Mary Ann Jacob, *ex officio*

| APPENDICES |   |
|------------|---|
| <b>A.</b>  | Meeting Minutes                             |
| <b>B.</b>  | Road Lists                                  |
| <b>C.</b>  | Pertinent Newtown Ordinances                |
| <b>D.</b>  | Pertinent Ordinances from Similar DRG Towns |
| <b>E.</b>  | Legal Questions/Advices                     |



**A**



## Tony Filiato

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**From:** eva bermudez <evalazu@hotmail.com>  
**Sent:** Friday, July 17, 2015 4:21 PM  
**To:** Susan Marcinek  
**Cc:** Jacob, Mary Ann; Hurley, Fred; Sibley, Rob; Tony Filiato  
**Subject:** Re: meeting - Ad Hoc committee  
**Attachments:** ATT00001.htm

Sue,

Can you post the minutes below on town letter head from the July 15th meeting.

Eva-

Present: Anthony Filiato, Chair

Eva Bermudez, Secretary

Mary Ann Jacob

Also Present: Fred Hurley

Rob Sibley, Deputy Director of Planning and Land use

Fred Hurley, Director of Public Works

Tony Klabonski

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning for Roads

The Ordinance Committee met on Wednesday July 15th, 2015 in Meeting Room 1 of the Municipal Center, 3 Primrose Lane, Newtown.

CALL TO ORDER: 6:30 pm

MINUTES: None.

PUBLIC COMMENT: None.

NEW BUSINESS: Motion made by Mary Ann Jacob to elect Tony Filiato as committee chair. Approved.

Motion made by Tony Filiato to elect Eva Bermudez as secretary. Approved.

Discussion on next steps. Need information on road specifications, standards, scenic road mandates, town mandates and right of ways. Fred Hurley and Rob Sibley will pull information to present at next committee meeting.

PUBLIC COMMENT: None

Adjournment: 7:10pm

Respectfully Submitted,

Eva Bermudez

Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.

*These are draft minutes and as such are subject to correction by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*



Anthony Filiato, Chair  
Eva Bermudez, Secretary  
Mary Ann Jacobs



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Newtown, CT. 06470  
Tel. (203) 270-4210  
www.newtown-ct.gov

## TOWN OF NEWTOWN

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The Roads Committee met on Wednesday, August 19, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:00pm.

Present: Anthony Filiato, Eva Bermudez,

Also in attendance: Director of Public Works Fred Hurley, Deputy Director of Planning Rob Sibley, Anthony Klabonski.

Absent: Mary Ann Jacobs

PUBLIC COMMENT: None.

APPROVAL OF MINUTES: Motioned made by Mr. Filiato Seconded by Ms. Bermudez, unanimous approval.

OIL BUSINESS: Discussion

Mr. Filiato opened the discussion on the first agenda item: Possibly create new objective guidelines of when and how we address problem areas in our ordinance and standards on roads taking into consideration cost effectiveness.

Review of documents sent.

Rob Sibley Presentation of Town Road History-

Mr. Sibley reviewed GIS and recordings for when roads were accepted by town with current subdivision process and the affect it has on projects. Explained when roads are necessary and the multiple ordinances by different committees on streets and sidewalks.

Example given: Private roads with three or more homes need to be plowed due to liability.

Reference to Scenic road ordinance adopted in 97' amended in 99'. Explains how roads come to be.

Each ordinance compliments the other each are constantly being updated ordinance with basic road frame work through zoning. Roads must have a certain pitch, width, right away established etc. all new roads currently follow these regulations. When repairing a road is important to maintain a low impact affect during development. New water regulations and studies show that you want sheet flow instead of underground drainage where ever possible to avoid water recapture in storm drain or sewers.

Further information on how sub-divisions improvements are dependent on status of each division rather than the entirety of the road. One section may be in more disrepair than anther. This section of the presentation leads to questions made by council on transfer of lands to connect the right of ways.

Review of Ordinances- The planning and zoning commission has the right to approve and deny request they could ask a developer to pave a road but by law could not demand the home owners to make improvements. The commission only makes reasonable request. If town choose to abandon a road its only in the section of the right of way, if you release the right of way for the road its released to owners ex: Intersection of Jeremiah Rd. and Filo Curtis Rd. a right of way was abandoned between two homes. Constituents could say no thank you but most accept the additional land. Taxes do go up but when the town gives up the land it comes with the surveying and assessment and any additional documents.

The town can also become the land owner and give up the right way for example prior to Aquarion coming in United Water wanted to take over roads and water systems in Sandy Hook. The water company took over a few roads that had failing water tanks that were creating a health hazard; any remaining roads are currently owned now by the town. This was signed off by PURA the town.

25% percent of the town still is mapped by hand on paper with no toll post and varying widths.

Fred Hurley Discussion on signs, regulations & paving procedure Presentation- DPW does not have the authority to decide to add a stop sign has to go through state DOT and police commission; local police control the speed limit. If a road does not have a speed limit sign posted by town regulations it currently is 25 miles an hour. Police has certain authority for traffic given by our town charter; there is no state standard on roads that we have to adhere to.

The town has paving plans are presented and reviewed in 4 quadrants, each team has a project leader also known as Crew Chief and they create a plan of priority per area and present it to DPW supervisors. At any giving time during the 6 month window they are paving and fixing an area in each quadrant.

Privately Owned Road Areas: Cedarhurst, Rolledge, Potatuck, ShadyRest

Home owners can put together a collection to fix a specific road and make a donation to the town to the GL24 acct for roads. Town has also gone half and half on the cost of a road in the past.

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Action items-

Rob- Creating a road map & list of comparable towns

Eva- Information request to CCM

Fred- Request of additional supporting documents and the reconfiguration of rd. width document

Tony K- Look into flow chart formats

Tony F- Reach out to Dave G, next meeting agenda and revision of ordinances that might conflict

NEW BUSSINESS: None

PUBLIC COMMENT: None.

Mr. Filiato motioned to adjourn at 7:50pm Ms. Bermudez seconded.

Respectfully Submitted,

Eva Bermudez

Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.

*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*

#10

MAP PREPARED AND PUBLISHED BY  
League of Women Voters of New  
Hampshire  
NOV. 1952  
DRAWN BY MARIE WOOD  
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HAMP

**NEWTON**  
TOWN OF

LEGEND

- MAIN HIGHWAYS
- IMPROVED LOCAL ROAD
- UNIMPROVED ROAD
- IMPASSABLE ROAD
- PRIVATE ROAD
- PONDS, BROOKS, RIVERS
- SCHOOL DISTRICTS

1 MILE

TO BRIDGEPORT

TO STEPHEN

TO READING

TO EASTON

TO MONROE

TO BOSTON

TO HATTIS

TO HUNTINGTOWN

TO BOTSFORD

TO SANDY HOOK

TO RIVERSIDE

TO SOUTHURBY

TO LAKE 2

TO CEDARBURST

TO BANGSSETT

TO STATE PARK

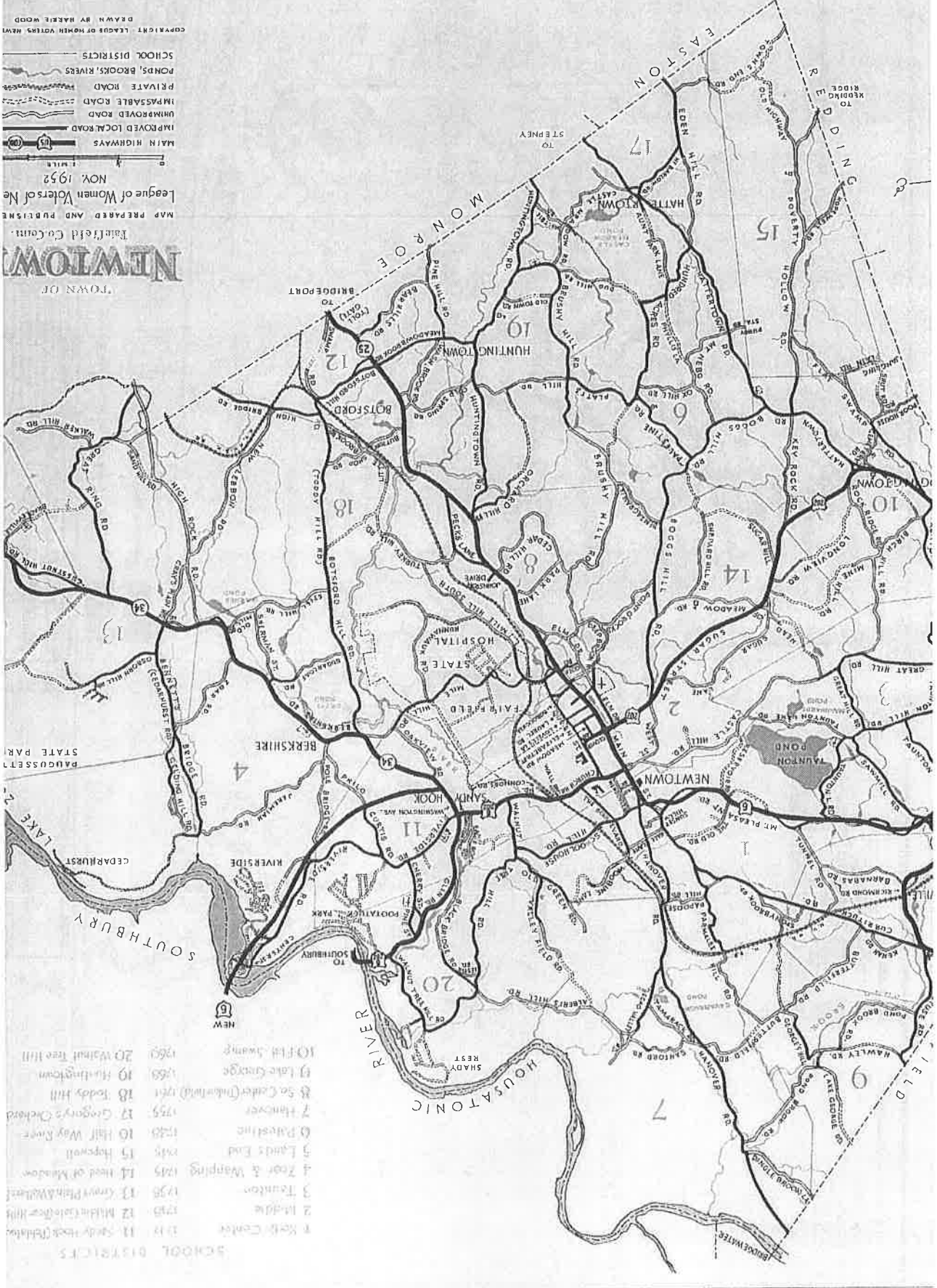
TO GREAT HILL

TO MONROE

TO BOSTON

SCHOOL DISTRICTS

|    |                     |      |
|----|---------------------|------|
| 1  | North Center        | 1911 |
| 2  | Madge               | 1910 |
| 3  | Trautman            | 1908 |
| 4  | Foot & Wapping      | 1905 |
| 5  | Lands End           | 1905 |
| 6  | Parkside            | 1900 |
| 7  | Hancock             | 1895 |
| 8  | 5th Center (Dunbar) | 1901 |
| 9  | Woods Hill          | 1890 |
| 10 | Half Way River      | 1880 |
| 11 | Gregory's Orchard   | 1875 |
| 12 | Walnut Tree Hill    | 1860 |
| 13 | Lake George         | 1850 |
| 14 | Swamp               | 1850 |





Town of Newtown, CT  
Monday, August 17, 2015

## Chapter 191. Scenic Roads

[HISTORY: Adopted by the Legislative Council of the Town of Newtown 6-18-1997 (Ord. No. 76) amended 2-17-1999. Subsequent amendments noted where applicable.]

### GENERAL REFERENCES

Road construction — See Ch. 185.  
Streets and sidewalks — See Ch. 304.  
Subdivision of land — See Ch. 560.

### § 191-1. Findings.

- A. Connecticut General Statutes § 7-493, enacted in 1981, states that the protection of scenic and historic resources is essential to the welfare of the people of Connecticut.
- B. The scenic and rural roads of the Town of Newtown are irreplaceable resources. The natural landscape and visual quality of a community provide it with a sense of pride and individuality, setting it apart from other places. The protection and preservation of these resources is of immeasurable benefit to the people of the Town of Newtown. It is the purpose of this chapter to provide a balance between the need to provide safe and convenient public transportation as well as other public safety needs along with preserving the scenic and rural values.

### § 191-2. Authority to designate; applicability.

The authority to designate Town roads as scenic roads rests with the Legislative Council. This chapter does not apply to private, state or federal roads.

### § 191-3. Designation criteria.

- A. In order to apply for this designation, a road must be free of intensive commercial development or an area with intensive vehicular traffic. It also must meet at least one of the next six criteria:
  - (1) The road is unpaved.
  - (2) The road is bordered by mature trees and stone walls.
  - (3) The road is no more than 20 feet in width.
  - (4) The road offers scenic views.
  - (5) The road blends naturally into its surrounding terrain.
  - (6) The road parallels or crosses lakes, ponds, rivers or streams.
- B. Other criteria to consider include whether:
  - (1) The section to be designated should have a minimal length of at least 30% of the length of the entire road.

- (3) The Legislative Council shall render a decision within 45 days of the hearing. Notice of the decision shall be posted in a newspaper having substantial circulation in the Town of Newtown. The Legislative Council is the final authoritative body.

### § 191-5. Rescission of designation.

The designation of a Town road or portion of a Town road as a scenic road may be rescinded by the Legislative Council using the same procedure required for designation, i.e., written application by owners of a majority of lot frontage and driveway access abutting the roadway, proof of majority, notification of proof, reports from Town agencies, public hearing and Legislative Council vote.

### § 191-6. Maintenance, repair or alterations.

- A. Maintenance, repair and routine alterations.
  - (1) The Town shall maintain the road, or any portion of the road, in good and sufficient repair and in passable condition within the requirements of maintaining public safety.
  - (2) The Town shall maintain the road, or any portion of the road, without alteration, to ensure public safety and preserve the highest degree of scenic characteristics.
  - (3) The Town, in the case of a natural disaster, shall repair the road to its original, pre-emergency condition.
  - (4) Routine care and alterations, to be carried out by the Town, shall include trimming vegetation, removal of dead or diseased trees, correcting drainage problems, minimal widening so the road does not exceed 20 feet, plowing, sanding, sweeping and catch basin cleaning.
- B. Nonroutine alterations.
  - (1) The Public Works Department must seek advance approval from the Legislative Council for any nonroutine alterations. The Board of Selectmen shall review nonroutine alterations to determine if they are in the best interest of the Town and shall pass on its recommendation to the Legislative Council. Improvements or nonroutine alterations such as paving of dirt or gravel roads, widening, change of grade, straightening, removal of structures or mature trees require approval of the Legislative Council. Upon receipt of a request by the Public Works Department to perform nonroutine alterations, the Board of Selectmen shall notify the owners of land with frontage and driveways abutting the road that alterations have been proposed and schedule a public hearing to discuss the alterations. Notification of the hearing also shall be published in a newspaper having a substantial circulation in the Town of Newtown. The Council shall grant such approval if it finds that such alterations are necessary to maintain public safety. Any work performed shall, to the extent possible, be done in a manner to ensure the preservation of the original rural and scenic values.
  - (2) Insofar as any alterations are performed, they shall be designed to conform to the following:
    - (a) Speed limits shall be low and posted.
    - (b) Curves shall be correlated with existing curves and would allow for a constant unfolding of new and change in views. Curves should not be eliminated unless unsafe.
    - (c) Grades shall be maintained and only changed if absolutely necessary for safety. The change in grade should not exceed 2%.
    - (d) Widths shall be narrow and preserved. Turnouts and wide sections shall be implemented instead of complete widening to maximize preservation.
    - (e) Side slopes shall be preserved. Existing steep slopes and naturally occurring rock formations are

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1952

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Town of  
**NEWTON**  
 Taunton Co. Mass.

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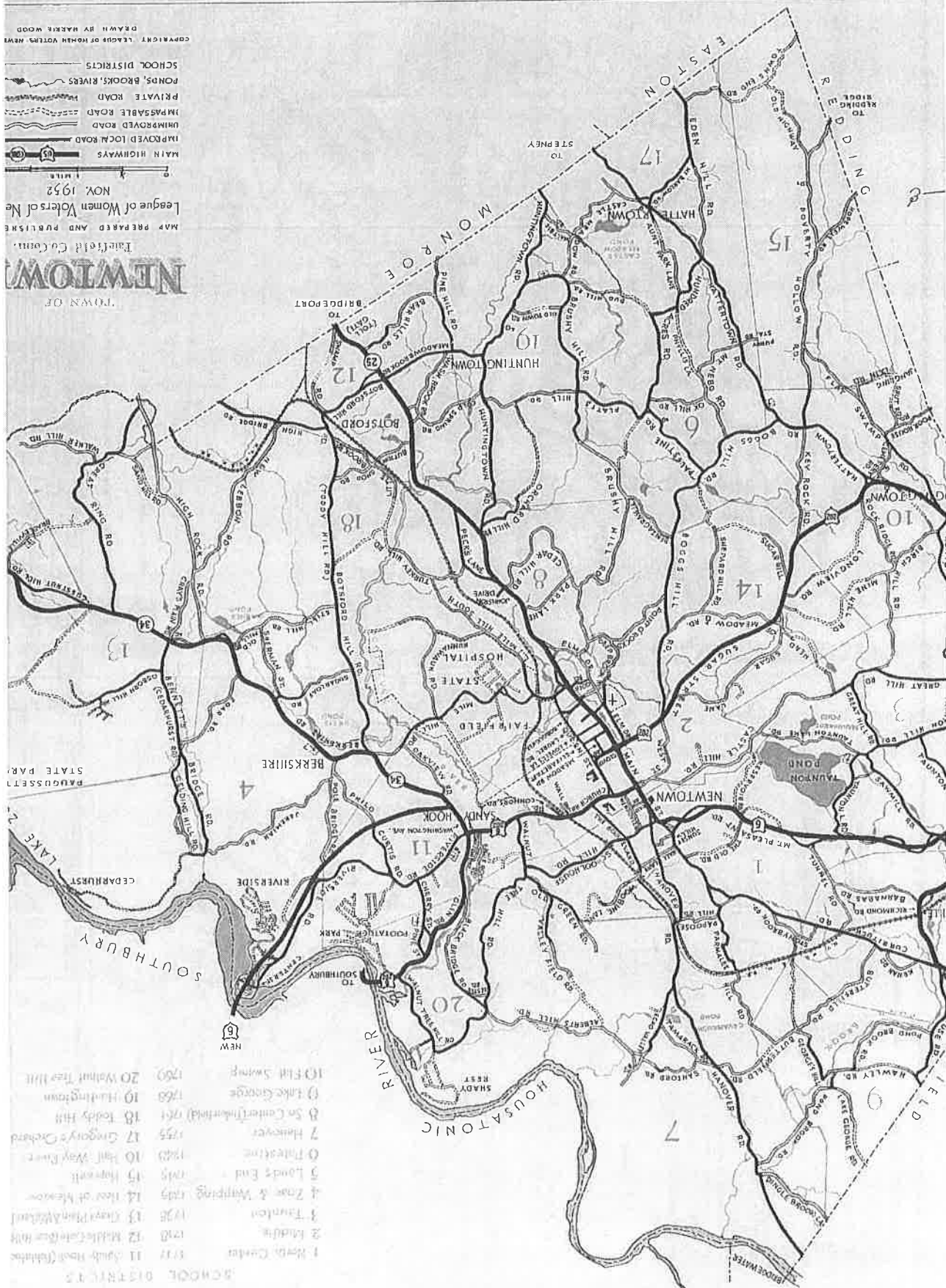
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 NOV. 1952

SCHOOL DISTRICTS

|    |                     |      |
|----|---------------------|------|
| 1  | Wood Center         | 1917 |
| 2  | Madge               | 1920 |
| 3  | Taunton             | 1928 |
| 4  | Zone & Whipping     | 1929 |
| 5  | Land's End          | 1935 |
| 6  | Palatine            | 1943 |
| 7  | Harvey              | 1955 |
| 8  | So Center (Timothy) | 1961 |
| 9  | So Center           | 1961 |
| 10 | Half Way Point      | 1963 |
| 11 | Gregory's Orchard   | 1955 |
| 12 | Madge               | 1920 |
| 13 | Wood Center         | 1917 |
| 14 | Zone & Whipping     | 1929 |
| 15 | Harvey              | 1955 |
| 16 | Palatine            | 1943 |
| 17 | Harvey              | 1955 |
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| 19 | Madge               | 1920 |
| 20 | Wood Center         | 1917 |

LEGEND

- MAIN HIGHWAYS
- IMPROVED LOCAL ROAD
- UNIMPROVED ROAD
- IMPASSABLE ROAD
- PRIVATE ROAD
- PONDS, BROOKS, RIVERS
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## Chapter 191. Scenic Roads

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  - (1) The Town shall maintain the road, or any portion of the road, in good and sufficient repair and in passable condition within the requirements of maintaining public safety.
  - (2) The Town shall maintain the road, or any portion of the road, without alteration, to ensure public safety and preserve the highest degree of scenic characteristics.
  - (3) The Town, in the case of a natural disaster, shall repair the road to its original, pre-emergency condition.
  - (4) Routine care and alterations, to be carried out by the Town, shall include trimming vegetation, removal of dead or diseased trees, correcting drainage problems, minimal widening so the road does not exceed 30 feet, plowing, sanding, sweeping and catch basin cleaning.
- B. Nonroutine alterations.
  - (1) The Public Works Department must seek advance approval from the Legislative Council for any nonroutine alterations. The Board of Selectmen shall review nonroutine alterations to determine if they are in the best interest of the Town and shall pass on its recommendation to the Legislative Council. Improvements or nonroutine alterations such as paving of dirt or gravel roads, widening, change of grade, straightening, removal of structures or mature trees require approval of the Legislative Council. Upon receipt of a request by the Public Works Department to perform nonroutine alterations, the Board of Selectmen shall notify the owners of land with frontage and driveways abutting the road that alterations have been proposed and schedule a public hearing to discuss the alterations. Notification of the hearing also shall be published in a newspaper having a substantial circulation in the Town of Newtown. The Council shall grant such approval if it finds that such alterations are necessary to maintain public safety. Any work performed shall, to the extent possible, be done in a manner to ensure the preservation of the original rural and scenic values.
  - (2) Insofar as any alterations are performed, they shall be designed to conform to the following:
    - (a) Speed limits shall be low and posted.
    - (b) Curves shall be correlated with existing curves and would allow for a constant unfolding of new and change in views. Curves should not be eliminated unless unsafe.
    - (c) Grades shall be maintained and only changed if absolutely necessary for safety. The change in grade should not exceed 2%.
    - (d) Widths shall be narrow and preserved. Turnouts and wide sections shall be implemented instead of complete widening to maximize preservation.
    - (e) Side slopes shall be preserved. Existing steep slopes and naturally occurring rock formations are

Anthony Filiato, Chair  
Eva Bermudez, Secretary  
Mary Ann Jacobs



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## TOWN OF NEWTOWN

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning of Roads Meeting

The Roads Committee met on Wednesday, August 19, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:00pm.

Present: Anthony Filiato, Eva Bermudez,

Also in attendance: Director of Public Works Fred Hurley, Deputy Director of Planning Rob Sibley, Anthony Klabonski.

Absent: Mary Ann Jacobs

PUBLIC COMMENT: None.

APPROVAL OF MINUTES: Motioned made by Mr. Filiato Seconded by Ms. Bermudez, unanimous approval.

OIL BUSINESS: Discussion

Mr. Filiato opened the discussion on the first agenda item: Possibly create new objective guidelines of when and how we address problem areas in our ordinance and standards on roads taking into consideration cost effectiveness.

Review of documents sent.

Rob Sibley Presentation of Town Road History-

Mr. Sibley reviewed GIS and recordings for when roads were accepted by town with current subdivision process and the affect it has on projects. Explained when roads are necessary and the multiple ordinances by different committees on streets and sidewalks.

Example given: Private roads with three or more homes need to be plowed due to liability.

Reference to Scenic road ordinance adopted in 97' amended in 99'. Explains how roads come to be.

Each ordinance compliments the other each are constantly being updated ordinance with basic road frame work through zoning. Roads must have a certain pitch, width, right away established etc. all new roads currently follow these regulations. When repairing a road is important to maintain a low impact affect during development. New water regulations and studies show that you want sheet flow instead of underground drainage where ever possible to avoid water recapture in storm drain or sewers.

Further information on how sub-divisions improvements are dependent on status of each division rather than the entirety of the road. One section may be in more disrepair than anther. This section of the presentation leads to questions made by council on transfer of lands to connect the right of ways.

Review of Ordinances- The planning and zoning commission has the right to approve and deny request they could ask a developer to pave a road but by law could not demand the home owners to make improvements. The commission only makes reasonable request. If town choose to abandon a road its only in the section of the right of way, if you release the right of way for the road its released to owners ex: Intersection of Jeremiah Rd. and Filo Curtis Rd. a right of way was abandoned between two homes. Constituents could say no thank you but most accept the additional land. Taxes do go up but when the town gives up the land it comes with the surveying and assessment and any additional documents.

The town can also become the land owner and give up the right way for example prior to Aquarion coming in United Water wanted to take over roads and water systems in Sandy Hook. The water company took over a few roads that had failing water tanks that were creating a health hazard; any remaining roads are currently owned now by the town. This was signed off by PURA the town.

25% percent of the town still is mapped by hand on paper with no toll post and varying widths.

Fred Hurley Discussion on signs, regulations & paving procedure Presentation- DPW does not have the authority to decide to add a stop sign has to go through state DOT and police commission; local police control the speed limit. If a road does not have a speed limit sign posted by town regulations it currently is 25 miles an hour. Police has certain authority for traffic given by our town charter; there is no state standard on roads that we have to adhere to.

The town has paving plans are presented and reviewed in 4 quadrants, each team has a project leader also known as Crew Chief and they create a plan of priority per area and present it to DPW supervisors. At any giving time during the 6 month window they are paving and fixing an area in each quadrant.

Privately Owned Road Areas: Cedarhurst, Rolledge, Potatuck, ShadyRest

Home owners can put together a collection to fix a specific road and make a donation to the town to the GL24 acct for roads. Town has also gone half and half on the cost of a road in the past.

About more than 50% of roads are at standard and would like to get up to at least 80% to standard. Continuing subdivision repairing is important to not lose the good roads we have.

Action items-

Rob- Creating a road map & list of comparable towns

Eva- Information request to CCM

Fred- Request of additional supporting documents and the reconfiguration of rd. width document

Tony K- Look into flow chart formats

Tony F- Reach out to Dave G, next meeting agenda and revision of ordinances that might conflict

NEW BUSSINESS: None

PUBLIC COMMENT: None.

Mr. Filiato motioned to adjourn at 7:50pm Ms. Bermudez seconded.

Respectfully Submitted,

Eva Bermudez

Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.

*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*

Anthony Filiato, Chair  
Eva Bermudez, Secretary  
Mary Ann Jacobs



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## TOWN OF NEWTOWN

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning of Roads Meeting

The Roads Committee met on Wednesday, September 2, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:05pm.

Present: Anthony Filiato, Eva Bermudez,

Also in attendance: Director of Public Works Fred Hurley, Deputy Director of Planning Rob Sibley and Anthony Klabonski.

Absent: Mary Ann Jacobs

PUBLIC COMMENT: None.

APPROVAL OF MINUTES: Motioned made by Mr. Filiato Seconded by Mr. Klabonski, unanimous approval.

NEW BUSINESS: Discussion

Mr. Filiato opened the discussion on the first agenda item, flow charts:

Mr. Klabonski presents flow chart examples of how to manage the road development process. Group discusses possible ways to reconfigure chart to condensed version. Global chart needs annual review by crew leaders and a format that could be updated periodically, while still maintaining easy access to the public.

Second agenda item, comparable ordinances:

Mr. Sibley passes roads ordinances from Glastonbury and New Milford. Conveniently Glastonbury recently completed a similar revision process. Comparing ordinances lead to the question what is the scope of the issue in ordinances document management and what do these examples have or do not have that we could learn from. Glastonbury ordinances had interesting details for how to maintain scenic roads and listed all private roads into their ordinances. Mr. Hurley pointed out that Newtown has close to triple the amount of private roads than Glastonbury has.

Third agenda item, further research:

Review of road width variation document. Mr. Hurley suggests we take one section at a time and create a plan around the most problematic areas road by road. For example paved and unpaved Pond Brook Rd., sections of it is soon to collapse into Lake Zoar that restoration is \$200,000.

We should look into our scenic roads and possibly consider giving home owner the option of making their own dirt road into a carriage road like other states and historic towns have already implemented. After it is approved as a carriage road the town could then collect an assessment fee to maintain that historical road. Newtown has two officially approved scenic roads: Zoar Rd. & Sandford Rd.

The Newtown scenic road ordinance does not state that a scenic road could never be paved.

OLD BUSINESS: Discussion

Overview of current road status, further review of current ordinances & Legal research:

- We currently have standards for acres of development or difficult parcels.
- We have some roads that are extremely small and un-used so the town removed them example old route 25 and route 6 a small road off of the intersection was removed.
- The town will not take financial interest on road that is currently not in use.
- Newtown has 275 miles of private and public roads in with an additional 25 miles that are managed by the state and have 1,100 outfalls (storm drains). In any emergency Newtown has to maintain the 25 mile state stretch cleared and clean if the state crew is delayed in doing so. The state of Connecticut does not reimburse the town for the cost incurred. Any permit needs a parcel study.

PUBLIC COMMENT: None.

Mr. Filiato motioned to adjourn at 7:05pm Ms. Bermudez seconded, unanimously passed.

Action items:

Rob- Look into flow chart formats, breakdown into sections.

Eva- Information request to CCM, is pending.

Fred- Site visits of problem roads pick a candidate road to flow chart and collect pictures.

Tony K- Review gravel roads in neighborhood and report back.

Tony F- Meeting agenda, notice and revision of ordinances that might conflict.

Respectfully Submitted,

Eva Bermudez

Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.

*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*



|                             | Town | Private |
|-----------------------------|------|---------|
| 22' and above paved         | 344  | 5       |
| 18' to less than 22' paved  | 61   | 11      |
| 16' to less than 18' paved  | 10   | 6       |
| Less than 16' paved         | 32   | 29      |
| 22' and above gravel        | 0    | 0       |
| 18' to less than 22' gravel | 5    | 2       |
| 16' to less than 18' gravel | 4    | 3       |
| Less than 16" gravel        | 4    | 27      |

\*Due to road width variations within a road type as well as roads that are paved and gravel, category totals are unevenly added



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## TOWN OF NEWTOWN

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning of Roads Meeting

The Roads Committee met on Wednesday, September 16, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:05pm.

Present: Anthony Filiato, Eva Bermudez.

Also in attendance: Anthony Klabonski.

Absent: Mary Ann Jacobs, Director of Public Works Fred Hurley & Deputy Director of Planning Rob Sibley.

PUBLIC COMMENT: None.

APPROVAL OF MINUTES: Motioned made by Mr. Filiato Seconded by Mr. Klabonski, unanimous approval.

NEW BUSINESS: Discussion

Mr. Filiato opened the discussion on the first agenda item:

Mr. Filiato presents flow charts examples that Mr. Sibley sent of how to manage the road development process.

Group gave examples of problematic roads to visit. Need to find solution to roads that cannot be paved and solve the contradiction of the town needed to maintain it but not allowed to pave it.

Mr. Filiato Reviews legal questions he listed to assist us in the review process, for example "Are there any Mr. Klabonski reviews Charter in regards to notification requirements, public notice and how long we may have to make a recommendation.

Discussion on next steps: Possibility 5 year and 10 year plan, further flow chart review, continuation of Carriage road and scenic dirt road options & would like to review cost of repair by miles. Is it feasible to pay for paving all roads with our current town budget CIP allocation?

PUBLIC COMMENT: None.

Mr. Filiato motioned to adjourn at 7:05pm Ms. Bermudez seconded, unanimously passed.

Action items:

Fred- Problem rd. site visit, candidate rd. to flow chart and collect pictures & general pricing by projects.  
Tony F- Meeting agenda, notice and revision of ordinances that might conflict.

Respectfully Submitted,

Eva Bermudez  
Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.

*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*



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## TOWN OF NEWTOWN



Robert Sibley  
Deputy Director of Land Use &  
Emergency Management

# Newtown Town Road Flow Chart

Assumption: All roads will conform and be built to Town Road Ordinance

| ROW  | PRIVATE  | TOWN-OWNED but not ROW |
|--|--|------------------------|
| 1. road is unpaved but conforms to ROW standards         | - Pave road to Town Road Ord. standards (unless Scenic Road Ord designation or privately owned permission and payment is secured - part of Ord?) |                        |
| 2. road is unpaved but does not conform to ROW standards | - Acquire road ROW standards then #1.  |                        |
| 3. road is paved but does not conform to road standards  | - Acquire road ROW standards   |                        |
| 4. road is unpaved but is privately owned                | - Acquire road ROW standards then #1.  |                        |
| 5. road is paved but is privately owned                  | - Acquire road ROW standards then #1.  |                        |
| 6. road is unpaved but is town-owned land                | - Then #1.   |                        |
| 7. road is paved but is town-owned land                  | - Then #1.   |                        |

Ad Hoc Committee for Policy and Planning for Roads

Suggested Legal Questions

- I. State Constitutional/Statutory Issues
  - A. Is the town under any Constitutional/Statutory impetus or restraints?
  - B. Are there Equal Protection implications in regard to a town's decision to pave a town-owned road or leave it unpaved?
  - C. Are there any duties a town owes to residents in regard to private roads?
  - D. Are there any legal issues raised when a town uses tax monies to plow/repair/pave private roads?
- II. Charter
  - A. Does the Town Charter properly and fully empower the town to act in regard to town-owned and private roads, including point I above?
  - B. Does the Town Charter currently limit the powers of the town to address issues regarding town-owned and private roads?
  - C. In short, are the pertinent Charter sections operative or simply enabling?
- III. Ordinances
  - A. Do the Town's current Ordinances properly and fully empower the town to act in regard to town-owned and private roads, including point I above?
  - B. Do the Town's current Ordinances limit the powers of the town to address issues regarding town-owned and private roads?
  - C. Is there value in consolidating road related Ordinances? (See attached Glastonbury example.)

Anthony Filiato, Chair  
Eva Bermudez, Secretary  
Mary Ann Jacobs



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## TOWN OF NEWTOWN

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning of Roads Meeting

The Roads Committee met on Wednesday, October 7, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:05pm.

Present: Anthony Filiato, Eva Bermudez, Mary Ann Jacobs

Also in attendance: Anthony Klabonski & Director of Public Works Fred Hurley

Absent: Deputy Director of Planning Rob Sibley.

**PUBLIC COMMENT:** The attached list of questions was presented by John Hensel of Shady Rest. Other Shady Rest residents: Gary Gilmore, Adam Zuckerman, Carey Schierloh, and Peter Cloudas participated in a general discussion involving the Town's plans for private roads. The Committee is only to make recommendations, but did not foresee any circumstances that would adversely impact homeowners in any serious manner. Mr. Cloudas is the President of the Shady Rest Association, which has a newly constituted Board, which is considering the question of whether to turn the Association's roads over to the Town. Ms. Jacob commented that the process of the Town acting on any recommendations coming out of the Committee would take at least a year so there would be plenty of time for homeowners to assess their status and comment.

**APPROVAL OF MINUTES:** Motioned made by Mr. Filiato Seconded by Ms. Jacobs, unanimous approval.

**NEW BUSINESS:** Discussion on site visits done by group. Gave examples of roads that are currently extremely narrow, Mr. Hurley reviewed width requirements again and gave examples of different scenarios. Mr. Filiato reviewed proposed legal language; the rest of the group did not have any additional examples.

Discussion on policy statement and guidelines, still a work in progress.

**OLD BUSINESS:**

Discussion of flow charts of road development process, waiting on new templates to be distributed to group.

Mary Ann reviews the charge of the group and what we can and can't do; again the goal of the group is to present a recommendation in regards to private and unpaved roads.

Discussion on next steps: prepare a new revamped draft of flow charts and possible language.

**PUBLIC COMMENT:** Question by Mr. Hansel in regards to next steps for the Shady Rest area, also present the Gallagher's from 58 Hilldale.

Mr. Filiato motioned to adjourn at 7:12pm Ms. Bermudez seconded, unanimously passed.

Action items:

All: Revision of ordinances that might conflict, revision of draft formats sent by Fred and Rob.

Respectfully Submitted,

Eva Bermudez  
Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.  
*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*

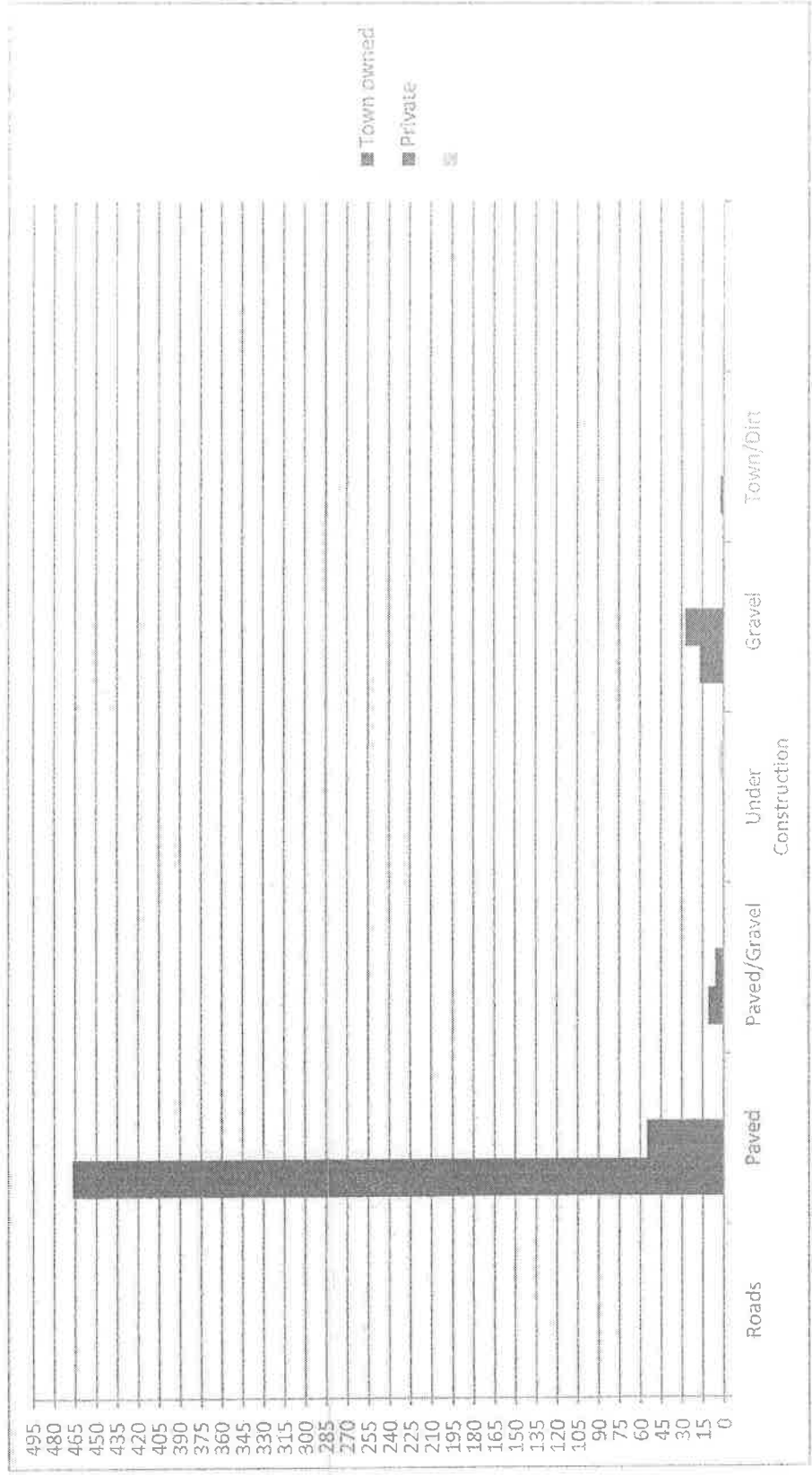


### Roads meeting questions

- What are the legal requirements for selling the roads to the town? Do we need to have every owner agree to turn over the roads?
  - We do not know but are being told that the deeds for some of the properties in Shady Rest state that the properties extend to the center of the road and that there is a deeded right of way that allows others to use the roads.
    - How do we determine if this is the case? Has the town already look into this?
    - Does the town need to take ownership of the land under the roads or can the town own and maintain a road without owning the land the road is on?
    - If the town needs to take ownership of the land, can the town do so if the particular owner does not agree to relinquish ownership? Will the town use a doctrine of eminent domain?
- Can the Shady Rest Association have the roads go public and keep the beach, boat ramp, public access areas to water, etc. private?
  - Would the right of the neighborhood association to set rules for the neighborhood be affected by the town ownership of the roads?
  - Will the fact that the town owns the roads mean that the Association has no right to restrict citizens not living in the neighborhood from entering the neighborhood?
- If the town takes ownership of the roads,
  - What will be the roadway design standards that will be used for repair and maintenance of the roads? Specifically, how wide will the travel-way of the roads be required to be? Will there be a shoulder or adjacent land to either side of the travel way that would be subject to the Municipalities authority regarding "Clearing the Right of Way." Will fences, mailboxes, detached structures, etc. need to be relocated if such are encroaching on the "right of way".
  - How would the establishment of municipal right of way effect current and future setback requirements for private owners developing, expanding, or modifying their private dwelling and detached structures on their private property?
  - Can current property setbacks and rights be grandfathered?
  - Has the town reviewed the specific impact these changes would have on the properties?
  - What would the designation of a road as a carriage road do? What are the requirements? What are the benefits and draw backs?
- Will the town ownership of the road improve the police coverage of the neighborhood? Currently some residents have indicated that police officers are reluctant to come into the neighborhood to enforce laws because it is private property. Are these police officers incorrectly interpreting their current duty?
- Are there any tax ramifications for the residents if the town takes ownership of the roads (plus or minus)? Currently are residents of Shady Rest effectively paying twice (once via taxes, and second via association dues) for road maintenance?
- How would the proceeds from a sale of the roads be distributed?
- What would happen to the Shady Rest Association funds currently held by the town for road repair in Shady Rest?
- Should the Shady Rest Association elect to keep the roads private are there any changes being contemplated by the town that would impact the resident of Shady Rest or the agreements they have with the town?
- What is the timing on this? When would decisions Need to be made by?



| Newtown Roads      |            |         |   |
|--------------------|------------|---------|---|
| Roads              | Town owned | Private |   |
| Paved              | 467        | 55      |   |
| Paved/Gravel       | 11         | 6       |   |
| Under Construction |            |         | 3 |
| Gravel             | 17         | 27      |   |
| Town/Dirt          | 2          |         |   |







## TOWN OF NEWTOWN

Draft Minutes of the Legislative Council Ad Hoc Committee for Policy and Planning of Roads Meeting

The Roads Committee met on Wednesday, November 4, 2015 in the Municipal Center, 3 Primrose Lane, Newtown Room 1. Committee Chairman Anthony Filiato called the meeting to order at 6:00pm.

Present: Anthony Filiato, Mary Ann Jacobs & Eva Bermudez,

Also in attendance: Director of Public Works Fred Hurley, Anthony Klabonski & John Hatedt.

PUBLIC COMMENT: None.

APPROVAL OF MINUTES: Motioned made by Mr. Filiato Seconded by Mr. Klabonski, unanimous approval.

NEW BUSINESS: Discussion

Mr. Filiato opened the discussion:

The charge we were given, the topic is extremely large and the best we could do to guide the questions for further inquiry. Mary Ann agreed that we had no authority to act in terms of writing ordinances or drafting policy that would be up to Board of Selectman and Legislative Council.

Three main recommendations:

- a. The Town should pave all the unpaved roads
- b. The Town should assess the current legal status of the private associations and take the "abandoned" roads
- c. Public Works and the Town Engineer should develop a tier categorization of Town roads and develop a long term plan for moving the needle from 50% to 80% of all roads meeting current standings

Overall the Town needs to act objectively in best interest of all residents and economics and roads should be prioritized by Mr. Hurley at DPW by condition and overall convenience to the town and budget availability.

Mr. Filiato mentioned that he will make sure that all the supporting documents and research will be included to the recommendation binder including Mr. Sibley's flow chart example that was presented during a previous Roads committee meeting.

Ms. Bermudez requested that the recommendation include clear next steps to the public and what this recommendation does and doesn't do.

Mr. Hurley assured that land use and engineering will be involved in the process.

Mr. Filiato was able to talk to Jared Schwartz from legal Cohen & Wolfe for draft revision, the requested more time for a comprehensive review of draft recommendation.

Ms. Jacobs discussed next steps, we aim to approve final draft recommendation by November 17, after approval it will then go for approval of the Board of Selectmen. The BOS can either accept and approve, reject or send back to the Ad Hoc Roads committee for modification of the recommendation. Ms. Jacobs reminded the group that we have to make sure we leave the work to the professionals and recommendation should guide the process.

Mr. Filiato inquired about the makeup of the board after the recent elections. Mary Ann responded that since the board is appointed everyone could despite new political appointments until the Board of Selectmen had relived the group of their charge.

OLD BUSINESS: Discussion

There was mention of what will happen to the Bridges and funding, Mr. Hurley explained that the Bridges are no longer bonded. Mary Ann mentioned that neither this group nor Legislative Council has the authority to make bonding decisions.

The roads plans will be done in phases and it may be a long time before the roads are completed and paved.

DPW needs the flexibility to do the work they need to do and whichever ordinance is crafted should allow this.

Mr. Filiato mentioned that other towns do it differently and add roads dirt and private language in there charter for example Glastonbury; our charter is fine and does not create any conflicts.

Mr. Klabonski inquired about the current way roads are prioritized to be worked on he also asked that once this recommendation is in motion how do you prioritize the projects that will be worked on.

Mr. Hurley explained that the department has a master "book of roads" with regulations and ordinances made by the town and the state that he follows and they decide on which projects to work on are always: main drags, bus routes, commuter routes, and connectors. Then there are always the unknowns and emergencies that may come up.

Further conversations of Associations: In regard to Association roads each group will have to review their own bylaws on how they update and pave roads. Some associations own all roads in there designated are others for liability reason request each home owner be in charge of the plot in form of them and other areas are part private part town owned. The town is willing to work with each association individually once they make decisions in regards to what they would like to do. Ms. Jacobs and Mr. Filiato both pointed out that this is costly to the town adding additional roads to service and it wouldn't be a benefit but either was options are available.

PUBLIC COMMENT: None.

Mr. Filiato motioned to adjourn at 7:00pm Ms. Jacobs seconded, unanimously passed.

Action items: After all parties review extensively the draft recommendation and committee completes it the goal is recommendation to be submitted to Board of Selectman by at least November 18<sup>th</sup> for the possible approval. This includes review for legal Cohen & Wolfe.

Respectfully Submitted,

Eva Bermudez  
Ad Hoc Committee on Roads Secretary

Attachments: Supporting documents on roads passed out during meeting.  
*These minutes are subject to approval by the Legislative Council at the next regular ad hoc Roads Committee meeting. All corrections will be determined in minutes of the meeting at which they were corrected.*







**B**



| Road Name          | Length    | Width | Town/Private       | Paved/Gravel |
|--------------------|-----------|-------|--------------------|--------------|
| Abbey Lane         | 634.3447  |       | 22 Town            | Paved        |
| Abbotts Hill Road  | 2887.7726 |       | 22 Town            | Paved        |
| Academy Lane       | 577.2348  |       | 20 Town            | Paved        |
| Acorn Drive        | 906.5004  |       | 22 Town            | Paved        |
| Adahi Trail        | 854.255   |       | 16 Private/Gravel  | Paved        |
| Adams Hill Lane    | 2202.5094 |       | 22 Town            | Paved        |
| Albert's Hill Road | 8098.8599 |       | 22 Town            | Paved        |
| Alder Lane         | 1558.976  |       | 22 Town            | Paved        |
| Algonquin Trail    | 1614.9764 |       | 18 Private         | Paved        |
| Alpine Circle      | 1421.6548 |       | 17 Private         | Paved        |
| Alpine Drive       | 3954.0077 |       | 22 Town            | Paved        |
| Andras Road        | 1055.7937 |       | 16 Private         | Paved        |
| Anthe's Avenue     | 398.0791  |       | 12 Private         | Paved        |
| Anthony Ridge      | 1655      |       | Under construction |              |
| Antler Pine Road   | 1593.644  |       | 24 Town            | Paved        |
| Appleblossom Lane  | 4718.9095 |       | 23 Town            | Paved        |
| Arlyn Ridge Road   | 1420.4199 |       | 22 Town            | Paved        |
| Arrowhead Lane     | 2497.5657 |       | 19 Town            | Paved        |
| Arthur's Court     | 1314.0313 |       | 22 Town            | Paved        |
| Ashford Lane       | 3136.2812 |       | 22 Town            | Paved        |
| Aspen Lane         | 606.7086  |       | 22 Town            | Paved        |
| Aunt Park Lane     | 4653.3967 |       | 18 Town            | Paved        |
| Autumn Ridge       | 1215.2762 |       | 22 Town            | Paved        |
| Avalon Way         | 1504.1722 |       | 22 Town            | Paved        |
| Baldwin Road       | 2515.8458 |       | 24 Town            | Paved        |

| Road Name             | Length     | Width | Town/Private | Paved/Gravel |
|-----------------------|------------|-------|--------------|--------------|
| Bancroft Road         | 1945.9843  | 34    | Town         | Paved        |
| Bankside Trail        | 413.4876   | 10    | Private      | Gravel       |
| Bari Drive            | 1146.0523  | 24    | Town         | Paved        |
| Barker Drive          | 516.8854   | 22    | Private      | Paved        |
| Barnabas Road         | 4218.1342  | 30    | Town         | Paved        |
| Bayberry Drive        | 1055.4024  | 29    | Town         | Paved        |
| Beacon Drive          | 223.3105   | 10    | Private      | Gravel       |
| Beagle Trail          | 480.6542   | 22    | Town         | Paved        |
| Bear Hills Road       | 4264.1812  | 22    | Town         | Paved        |
| Beaver Dam Road       | 3917.9015  | 18    | Town         | Gravel       |
| Beckett Village       | 867.6976   | 22    | Town         | Paved        |
| Beechwood Drive       | 2257.7357  | 24    | Town         | Paved        |
| Benjamin Drive        | 973.7098   | 24    | Town         | Paved        |
| Bennett's Bridge Road | 11295.9545 | 22    | Town         | Paved        |
| Bentagrass Lane       | 2464.8409  | 12    | Town         | Paved        |
| Birch Hill Road       | 7817.4486  | 23    | Town         | Paved        |
| Birch Rise Drive      | 1035.4554  | 23    | Town         | Paved        |
| Bishops Circle        | 1306.7353  | 22    | Town         | Paved        |
| Black Bridge Road     | 2868.0267  | 22    | Town         | Paved        |
| Black Cherry Lane     | 1203.8723  | 21    | Town         | Paved        |
| Black Walnut Road     | 976.9486   | 22    | Town         | Paved        |
| Blackman Road         | 1773.1598  | 21    | Town         | Paved        |
| Blakeslee Drive       | 1689.2915  | 22    | Town         | Paved        |
| Blanches Walk         | 1384.7649  | 22    | Town         | Paved        |
| Blue Spruce Drive     | 1460.1511  | 24    | Town         | Paved        |

| Road Name              | Length     | Width   | Town/Private | Paved/Gravel |
|------------------------|------------|---------|--------------|--------------|
| Bobcat                 | 967.3132   |         | Town         | Paved        |
| Boggs Hill             | 16441.6548 |         | 23 Town      | Paved        |
| Bonnie Brae Drive      | 3262.2258  |         | 24 Town      | Paved        |
| Borough Lane           | 1787.5278  | 0.86957 | Town         | Paved        |
| Botsford Hill Road     | 6191.7013  |         | 30 Town      | Paved        |
| Botsford Lane          | 891.3697   |         | 16 Town      | Paved        |
| Boulder Creek          | 1202.6257  |         | Town         | Paved        |
| Bradley Lane           | 5421.7789  |         | 22 Town      | Paved        |
| Bramble Trail          | 997.1353   |         | 22 Town      | Paved        |
| Brandywine Lane        | 2406.3713  |         | 22 Town      | Paved        |
| Brassie Drive          | 695.0842   |         | 24 Town      | Paved        |
| Brennan Road           | 1529.3096  |         | 21 Town      | Paved        |
| Bresson Farms Road     | 1586.7358  |         | 22 Town      | Paved        |
| Briarwood Lane         | 1657.867   |         | 22 Town      | Paved        |
| Bridge End Farm Lan    | 2813.6399  |         | 22 Town      | Paved        |
| Bridle Path Trail      | 1436.9942  |         | 22 Town      | Paved        |
| Bristle Lane           | 1254.5576  |         | 22 Town      | Paved        |
| Brookbridge            | 1119.4712  |         | 20 Private   | Paved        |
| Brookwood Drive        | 4868.5934  |         | 24 Town      | Paved        |
| Brushy Hill Road       | 21411.3211 |         | 27 Town      | Paved        |
| Bryan Lane             | 3531.0169  |         | 22 Town      | Paved/Gravel |
| Buck Trail             | 1097.1783  |         | Town         | Paved        |
| Budd Drive             | 1436.6451  |         | 21 Town      | Paved        |
| Bungalow Terrace       | 433.9347   |         | 18 Private   | Paved        |
| Butterfeild (Currituck | 10729.9927 |         | 19 Town      | Paved        |

| Road Name                       | Length    | Width | Town/Private | Paved/Gravel |
|---------------------------------|-----------|-------|--------------|--------------|
| Butterfeild Road (Hanover Side) |           |       | Town         | Paved        |
| Butternut Ridge                 | 1948.6882 |       | Town         | Paved        |
| Buttonball Rd                   | 3161.9565 | 22    | Town         | Paved        |
| Buttonsop Road                  | 4143.4946 |       | Town         | Paved        |
| Cadey Lane                      | 539.8403  | 22    | Town         | Paved        |
| Camelot Crest                   | 727.113   | 24    | Town         | Paved        |
| Cannon Drive                    | 2270.5794 | 22    | Town         | Paved        |
| Canterbury Lane                 | 2410.4991 | 22    | Town         | Paved        |
| Capital Drive                   | 1615.3184 | 14    | Private      | Paved/Gravel |
| Carol Ann Drive                 | 1262.8814 | 24    | Town         | Paved        |
| Castle Hill                     | 10843.229 | 22    | Town         | Paved        |
| Castle Lane                     | 814.0589  | 22    | Town         | Paved        |
| Castle Meadow Road              | 6541.7647 | 18    | Town         | Paved        |
| Cedar Circle                    | 839.2821  | 22    | Town         | Paved        |
| Cedar Hill Road                 | 6872.5663 | 21    | Town         | Paved        |
| Cedarhearst Trail               | 717.7235  | 13    | Private      | Paved        |
| Cemetery Road                   | 1810.813  | 24    | Town         | Paved        |
| Center St                       | 666.1036  | 20    | Town         | Paved        |
| Charlies Circle                 | 1080.9022 | 22    | Town         | Paved        |
| Charter Ridge Road.             | 6394.0769 | 22    | Town         | Paved        |
| Checkerberry Lane               | 874.1074  | 12    | Private      | Paved        |
| Cherry Heights                  | 762.9185  | 21    | Town         | Paved        |
| Cherry St                       | 2953.0392 | 22    | Town         | Paved        |
| Chestnut Hill                   | 4048.4561 | 22    | Town         | Paved        |
| Chestnut Knolls                 | 1451.309  | 22    | Town         | Paved        |

| Road Name            | Length     | Width | Town/Private | Paved/Gravel |
|----------------------|------------|-------|--------------|--------------|
| Chimney Swift        | 1583.4053  |       | 25 Town      | Paved        |
| Chipmunk Trail       | 1421.6313  |       | 12 Private   | Paved        |
| Cider Mill Road      | 1650.1403  |       | 22 Town      | Paved        |
| Clapboard Ridge      | 2339.0938  |       | 22 Town      | Paved        |
| Clearview Drive      | 3604.365   |       | 22 Town      | Paved        |
| Cobblers Mill Road   | 5630.4652  |       | Town         | Paved        |
| Cobblestone Lane     | 2566.4756  |       | 22 Town      | Paved        |
| Coldspring Road      | 3954.7427  |       | 22 Town      | Paved        |
| Commerce Road        | 4017.4667  |       | 30 Town      | Paved        |
| Concord Ridge Road   | 1481.764   |       | 24 Town      | Paved        |
| Connors Road         | 466.6966   |       | 12 Town      | Paved        |
| Cornfield Ridge Road | 514.3434   |       | 22 Town      | Paved        |
| Cottonwood Trail     | 492.1384   |       | 12 Private   | Gravel       |
| Country Club Road    | 1057.7644  |       | 15 Town      | Paved        |
| Country Squire Road  | 1927.1335  |       | 22 Town      | Paved        |
| Covered Bridge Road  | 862.1216   |       | 44 Town      | Paved        |
| Crabapple Lane       | 1805.712   |       | 22 Town      | Paved        |
| Crestwood            | 1067.398   |       | 17 Private   | Paved        |
| Cricket Trail        | 1517.2026  |       | 12 Private   | Gravel       |
| Crossbrook Road      | 1691.0824  |       | 19 Town      | Paved        |
| Crosswind Court      | 937.938    |       | Town         | Paved        |
| Crown Hill Road      | 457.3403   |       | 26 Town      | Paved        |
| Crown View Road      | 1002.2753  |       | 22 Town      | Paved        |
| Crows Nest Lane      | 691.5748   |       | 22 Town      | Paved        |
| Currituck Road       | 14794.2376 |       | 24 Town      | Paved        |

| Road Name             | Length    | Width | Town/Private | Paved/Gravel |
|-----------------------|-----------|-------|--------------|--------------|
| Curry Drive           | 953.3406  |       | 23 Town      | Paved        |
| Cypress Trail         | 362.7339  |       | 10 Private   | Paved        |
| D. G. Beers Blvd.     | 1076.4002 |       | Town         | Paved        |
| Daniels Hill Road     | 1471.526  |       | 22 Town      | Paved        |
| Daves Lane            | 541.8176  |       | 24 Town      | Paved        |
| Dayton St             | 1337.0679 |       | 15 Town      | Paved        |
| Deepbrook Road        | 4343.4196 |       | 1.5 Town     | Paved        |
| Deer Trail            | 363.4064  |       | 12 Private   | Paved        |
| Deerfield Drive       | 1283.0669 |       | 26 Town      | Paved        |
| Diamond Drive         | 1976.7817 |       | 22 Town      | Paved        |
| Dickenson Drive       | 1106.7711 |       | 24 Town      | Paved        |
| Dinglebrook Lane      | 3770.0796 |       | 24 Town      | Paved        |
| Dock Drive            | 538.8735  |       | 15 Private   | Paved        |
| Dogwood Terrace       |           |       | 24 Town      | paved        |
| Dover Circle          | 835.4789  |       | 22 Town      | Paved        |
| Driftway Drive        | 505.1047  |       | 19 Town      | Paved        |
| Drummers Lane         | 1034.9739 |       | 22 Town      | Paved        |
| Dug Hill Road         | 1887.8884 | 15-22 | Town         | Gravel       |
| Dusty Lane            | 1564.5521 |       | 22 Private   | Paved        |
| Dylan Drive           | 115.56    |       | 22 Town      | Paved        |
| Eagle Rock Road       | 299.9838  |       | 10 Town      | Gravel       |
| East Street           | 479.8447  |       | 16 Town      | Paved        |
| Echo Valley Road      | 4834.1546 |       | 22 Town      | Paved        |
| Eden Hill             | 7698.0831 |       | 22 Town      | Paved        |
| Edge Lake Drive (dirt | 2281.9433 | 12-14 | Private      | Gravel       |



| Road Name                         | Length    | Width   | Town/Private | Paved/Gravel |
|-----------------------------------|-----------|---------|--------------|--------------|
| Edge Lake Drive (off Brookbridge) |           |         | Private      | Paved        |
| Edgewood                          | 1752.9671 | 28      | Town         | Paved        |
| Edmond Road                       | 4828.6717 | 31      | Town         | Paved        |
| Elana Lane                        | 1682.1753 | 22      | Town         | Paved        |
| Elizabeth Street                  | 1103.8684 | 24      | Town         | Paved        |
| Elm Drive                         | 6314.7104 | 1.04167 | Town         | Paved        |
| Elmwood Trail                     | 492.8815  | 12      | Private      | Paved        |
| Engleside Terrace                 | 1102.6954 | 12      | Private      | Paved        |
| Equestrian Ridge Road             | 4571.8911 | 22      | Town         | Paved        |
| Erin Lane                         | 946.9394  | 22      | Town         | Paved        |
| Ethan Allen Road                  | 1455.8425 | 30      | Town         | Paved        |
| Evergreen Road                    | 2192.3521 | 20      | Town         | Paved        |
| Fairchild Road                    | 1786.7161 | 22      | Town         | Paved        |
| Fallen Leaf Road                  | 900       |         | Town         |              |
| Far Horizon Drive                 | 737.0894  | 22      | Town         | Paved        |
| Farm Field Ridge Road             | 4630.5326 | 22      | Town         | Paved        |
| Farm Meadow Road                  | 2850.9061 | 22      | Town         | Paved        |
| Farmery Lane                      | 906.2808  | 22      | Town         | Paved        |
| Farrell Road                      | 4875.9317 | 23      | Town         | Paved        |
| Farview Drive                     | 1840.7495 | 22      | Town         | Paved        |
| Fawnwood                          | 3339.8812 | 22      | Town         | Paved        |
| Fern Lane                         | 1347.0298 | 22      | Town         | Paved        |
| Ferris Road                       | 878.3813  | 23      | Town         | Paved        |
| Fieldstone Drive                  | 1569.4823 | 22      | Town         | Paved        |
| Firtree Lane                      | 722.8484  |         | Private      | Paved        |

| Road Name                     | Length    | Width | Town/Private | Paved/Gravel |
|-------------------------------|-----------|-------|--------------|--------------|
| Flat Swamp Road               | 8319.7004 | 24    | Town         | Paved        |
| Fleetwood Road                | 596.6162  | 25    | Town         | Paved        |
| Flintlock Rd                  | 810.0519  | 22    | Town         | Paved        |
| Floral Heights                | 704.465   | 22    | Town         | Paved        |
| Ford Road.                    | 875.6696  | 18    | Town         | Paved        |
| Forest Drive                  | 1805.5338 | 15    | Private      | Paved/Gravel |
| Forest View Road              | 656.7273  | 22    | Town         | Paved        |
| Founders Road                 | 1633.3147 |       | Town         | Paved        |
| Fox Hollow Lane               | 1518.1653 | 22    | Town         | Paved        |
| Fox Run Lane                  | 1302.9175 | 21    | Town         | Paved        |
| Fox Run Lane South            | 1453.5277 | 24    | Town         | Paved        |
| Freedom Defenders v 1176-9311 |           |       | Town         | Paved        |
| Frontage Road                 | 1118.8885 | 30    | Town         | Paved        |
| Galilee Way                   | 1725.3027 | 22    | Town         | Paved        |
| Gelding Hill Road             | 5235.5371 | 22    | Town         | Paved        |
| Georges Hill Road (B          | 3109.0996 | 24    | Town         | Paved        |
| Georges Hill Road (of         | 2981.3901 | 20    | Town         | Paved        |
| Glenmor Drive                 | 1846.4125 | 22    | Town         | Paved        |
| Glover Ave                    | 1438.5403 | 31    | Town         | Paved        |
| Golden Pond Road              | 947.891   | 22    | Town         | Paved        |
| Goodyear Road                 | 531.0282  | 14    | Private      | Gravel       |
| Gopher Road                   | 1738.7745 | 21    | Town         | Paved        |
| Grace Moore Road              | 1010.4572 | 22    | Town         | Paved        |
| Grand Place                   | 3526.3665 | 24    | Town         | Paved        |
| Grays Plain Road              | 2521.9608 | 21    | Town         | Paved        |

| Road Name                                   | Length     | Width    | Town/Private | Paved/Gravel |
|---|------------|----------|--------------|--------------|
| Great Hill Road                             | 7886.9092  |          | 21 Town      | Paved        |
| Great Quarter East                          | 6932.2424  |          | Private      | Paved        |
| Great Quarter Road.                         |            |          | 20 Town      | Paved        |
| Great Quarter West                          |            |          | Private      | Paved        |
| Great Quarter West                          |            |          | Town         | Gravel/Paved |
| Great Ring Road Ext                         | 1108.5205  |          | 12 Town      | Paved/Gravel |
| Great Ring Road.                            | 11028.6633 |          | 24 Town      | Paved        |
| Green Knolls                                | 861.6494   |          | 24 Town      | Paved        |
| Greenbriar Lane                             | 2223.2484  |          | 24 Town      | Paved        |
| Greenleaf Farm                              | 4730.2961  |          | 22 Town      | Paved        |
| Guneva Drive                                | 339.3628   |          | 15 Private   | Paved        |
| Hall Lane                                   | 2110.7319  |          | 21 Town      | Paved        |
| Hanover Road                                | 21882.6886 | 20-22    | Town         | Paved        |
| Harvest Common Road                         | 1257.6527  |          | 22 Town      | Paved        |
| Hattertown Road                             | 20474.2449 |          | 24 Town      | Paved        |
| Hawley Road                                 | 566.6668   |          | 24 Town      | Paved        |
| Hawthorne Hill Road                         | 1425.932   |          | 22 Town      | Paved        |
| Head O Meadow                               | 10598.148  | 22/24/23 | Town         | Paved        |
| Head O Meadow (Off of Boggs Hill and Rt 302 |            |          | Town         | Paved/Gravel |
| Head-O-Meadow                               |            |          | Town         | Paved        |
| Hearthstone Lane                            | 363.608    |          | 22 Town      | Paved        |
| Hedge Meadow                                | 1084.849   |          | 22 Town      | Paved        |
| Hemlock Road                                | 908.8015   |          | 22 Town      | Paved        |
| Hemlock Trail                               | 1456.0853  | 1.04762  | Private      | Paved/Gravel |
| Hi Barlow Road                              | 3331.9215  |          | 23 Town      | Paved        |

| Road Name           | Length     | Width | Town/Private     | Paved/Gravel |
|---------------------|------------|-------|------------------|--------------|
| Hickory Lane        | 504.0435   |       | 20 Town          | Paved        |
| High Bridge Road    | 4942.3471  |       | 23 Town          | Paved        |
| High Rock Road      | 10765.946  | 30-30 | Town             | Paved        |
| Hillcrest Drive     | 742.4537   |       | 22 Town          | Paved        |
| Hilldale Drive      | 880.4938   |       | 12 Private       | Gravel       |
| Hillside Lane       | 570.8606   |       | 12 Private       | Paved        |
| Hitfeild            | 1578.9714  |       | 22 Town          | Paved        |
| Holmes Farm Road    | 803.8315   |       | Under constructi | Paved        |
| Homer Clark         | 1449.2318  |       | 13 Private       | Paved        |
| Homestead Lane      | 556.5928   |       | 10 Town          | Paved/Gravel |
| Honey Lane          | 2731.9652  |       | 20 Town          | Paved        |
| Hopewell Road       | 3023.8914  |       | 20 Town          | Paved        |
| Horseshoe Ridge Roa | 5586.9217  |       | 22 Town          | Paved        |
| Hoseye Coach        | 5269.6686  |       | 14 Town          | Paved        |
| Housatonic Drive    | 2309.1755  |       | 14 Private       | Paved        |
| Hucko Trail         | 271.9367   |       | 18 Private       | Gravel       |
| Hulls Road.         | 156.9659   |       | 12 Private       | Paved        |
| Hundred Acres       | 8279.6147  |       | 30 Town          | Paved        |
| Hunting Ridge Road  | 503.9896   |       | 24 Town          | Paved        |
| Huntingtown Road    | 16186.2817 |       | 23 Town          | Paved        |
| Hyvue               | 1750.469   |       | 23 Town          | Paved        |
| Indian Hill Lane    | 2177.3938  |       | 26 Town          | Paved        |
| Ironwood Drive      | 820.5003   |       | 22 Town          | Paved        |
| Irvin Lane          | 963.6906   |       | 16 Town          | Paved        |
| Ivy Brook Lane      | 830        |       | 12 Private       | Gravel       |

| Road Name            | Length    | Width | Town/Private | Paved/Gravel |
|----------------------|-----------|-------|--------------|--------------|
| Jacklin Road         | 1125.6666 |       | 23 Town      | Paved        |
| Jacobs Road          | 1120.0242 |       | 22 Town      | Paved        |
| Jangling Plains Road | 1531.7096 |       | 15 Town      | Paved        |
| Jeremiah Road        | 6921.8946 |       | 23 Town      | Paved        |
| Jet Brook Road       | 1820.5446 |       | 16 Town      | Paved        |
| Jo Mar Drive         | 4212.557  |       | 22 Town      | Paved        |
| Joan Drive           | 1586.6403 |       | 24 Town      | Paved        |
| John Beech Road      | 3842.7066 |       | 24 Town      | Paved        |
| Johnnie Cake Lane    | 1230.1602 |       | 22 Town      | Paved        |
| Johnny Appleseed Rd  | 1893.2373 |       | 22 Town      | Paved        |
| Johnson Drive        | 559.0999  |       | 19 Private   | Paved        |
| Jordan Hill Road.    | 1814.0772 |       | 19 Town      | Paved        |
| Julia Road           |           |       | Private      | Gravel       |
| Juniper              | 1986.2353 |       | 24 Town      | Paved        |
| Kaechele Drive       | 1524.9633 |       | 21 Town      | Paved        |
| Kale Davis           | 1210.7573 |       | 22 Town      | Paved        |
| Karen Blvd           | 925.1913  |       | 21 Town      | Paved        |
| Kay Lane             | 1098.2684 |       | 15 Town      | Paved        |
| Keating Farm Road    | 3140.4491 |       | Town         | Paved        |
| Kelly Court          | 2174.3583 |       | 22 Town      | paved        |
| Kenan Road-Dirt      |           |       | 21 Town      | Gravel       |
| Kenan Road-Paved     | 1673.1678 |       | Town         | Paved        |
| Kent Road            | 2958.069  |       | 22 Town      | Paved        |
| Key Rock Road        | 4498.4756 |       | 23 Town      | Paved        |
| King Phillip Trail   | 595.4755  |       | 12 Private   | Gravel       |

| Road Name            | Length    | Width | Town/Private | Paved/Gravel |
|----------------------|-----------|-------|--------------|--------------|
| King Street          | 994.2282  | 22    | Town         | Paved        |
| Kip Lane             | 870.8982  | 14    | Private      | Gravel       |
| Knollwood Drive      | 883.4804  | 21    | Town         | Paved        |
| Lafayette Trail      | 690.7189  | 22    | Town         | Paved        |
| Lake Drive           | 314.6943  | 11    | Private      | Gravel       |
| Lake George Road P   | 1551.2916 | 15    | Town         | Paved/Gravel |
| Lake Road            | 3706.7127 | 22    | Town         | Paved        |
| Lakeview Terrace     | 8002.5353 | 18    | Private      | Paved        |
| Lakeview Terrace Ext |           |       | Private      | Paved        |
| Lands End            | 517.8597  | 22    | Town         | Paved        |
| Lantern Drive        | 1150.9299 | 24    | Town         | Paved        |
| Laurel Road          | 442.2284  | 24    | Town         | Paved        |
| Laurel Trail         | 1583.6815 | 14    | Town         | Paved/Gravel |
| Lazy Brook           | 1466.2172 | 22    | Town         | Paved        |
| Leopard Drive        | 1693.8551 | 22    | Town         | Paved        |
| Lester Road          | 1163.1128 | 12    | Town         | Gravel       |
| Liberty Drive        | 768.9592  | 22    | Town         | Paved        |
| Lincoln Road         | 1773.402  | 22    | Town         | Paved        |
| Linden Drive         | 344.6131  | 23    | Town         | Paved        |
| Littlebrook Lane     | 4572.6839 | 18    | Town         | Paved        |
| Locust Lane          | 479.0891  | 11    | Private      | Paved        |
| Lone Oak Meadows     | 1723.5517 | 22    | Town         | Paved        |
| Longview Heights     | 2596.9756 | 22    | Town         | Paved        |
| Longview Road        | 1166.4977 | 20    | Town         | Paved        |
| Longview Terrace     | 352.0958  | 11    | Private      | Paved/Gravel |

| Road Name                    | Length     | Width | Town/Private | Paved/Gravel |
|------------------------------|------------|-------|--------------|--------------|
| Lookout Drive                | 758.6606   |       | Private      | Gravel       |
| Lori Lynne Circle            | 468.5918   | 24    | Town         | Paved        |
| Lorraine Drive               | 334.1152   | 22    | Town         | Paved        |
| Loveland Drive               | 886.7515   | 22    | Town         | Paved        |
| Lovells Lane                 | 996.6007   | 24    | Town         | Paved        |
| Lyrical Lane                 | 2942.9561  | 23    | Town         | Paved        |
| Mackenzie Circle             | 797.7353   | 14    | Private      | Paved        |
| Madison Drive                | 621.7443   | 23    | Town         | Paved        |
| Maltbie Road (Lower          | 4250.0863  | 20    | Town         | Paved        |
| Maltbie Road (Upper section) |            |       | Town         | Paved        |
| Maple Drive                  | 1432.9997  | 22    | Town         | Paved        |
| Maplewood Terrace            | 1268.0098  | 22    | Private      | Paved        |
| Marlin Road                  | 10053.1347 | 22    | Town         | Paved        |
| Martin Drive                 | 459.7971   | 25    | Town         | Paved        |
| Meadow Road                  | 810.3814   | 22    | Town         | Paved        |
| Meadowbrook Road             | 4853.6695  | 28    | Town         | Paved        |
| Meadows Woods Lar            | 638.353    | 22    | Town         | Paved        |
| Megan Circle                 | 964.0972   | 22    | Town         | Paved        |
| Melody Lane                  | 656.2673   | 25    | Town         | Paved        |
| Meridian Ridge Drive         | 3073.0259  |       | Town         | Paved        |
| Merlins Lane                 | 2607.4222  | 22    | Town         | Paved        |
| Middleton Road               | 1926.3182  | 22    | Town         | Paved        |
| Mile Hill Road South         | 8083.4801  | 20    | Town         | Paved        |
| Misty Vale Road              | 2123.4078  | 22    | Town         | Paved        |
| Miya Lane                    | 1250.1007  | 22    | Town         | Paved        |

| Road Name            | Length    | Width | Town/Private | Paved/Gravel |
|----------------------|-----------|-------|--------------|--------------|
| Moccasin Trail       | 908.1845  | 12    | Private      | Paved        |
| Mohawk Trail         | 1082.9958 | 12    | Private      | Paved        |
| Monitor Hill         | 2135.9273 | 22    | Town         | Paved        |
| Morgan Drive         | 461.4956  | 20    | Town         | Paved        |
| Morris Road          | 1917.4664 | 20    | Town         | Paved/Gravel |
| Mountain Laurel Lane | 2084.912  | 22    | Town         | Paved        |
| Mountain Manor Road  | 3874.287  | 22    | Town         | Paved        |
| Mountain View Drive  | 1220.5161 | 16    | Private      | Paved        |
| Mt Nebo              | 5928      | 24    | Town         | Paved        |
| Mt Pleasant Terr     | 749.6864  | 20    | Town         | Paved        |
| Narragansett Trail   | 2941.9059 | 22    | Town         | Paved        |
| Nearbrook Drive      | 1264.3003 | 15    | Private      | Paved        |
| Nelson Lane          | 1397.735  | 22    | Town         | Paved        |
| Nettleton Ave        | 845.743   | 15    | Private      | Gravel       |
| New Lebbon Road      | 9069.3156 | 25    | Town         | Paved        |
| Newbury Road         | 1811.9414 | 20    | Town         | Paved        |
| Newbury Road 2       |           | 15    | Town         | Paved        |
| Newfield Road        | 1006.9675 | 22    | Town         | Paved        |
| Nicholina Way        | 585       |       | Town         | Paved        |
| Nighthawk Lane       | 1506.3616 |       | Town         | Paved        |
| North Branch         | 2133.9418 | 21    | Town         | Paved        |
| North Ridge Drive    | 1729.6535 | 22    | Town         | Paved        |
| Nunnawauk Road       | 3694.9229 | 18    | Town         | Paved        |
| Nutmeg Lane          | 1880.2286 | 26    | Town         | Paved        |
| Oak Drive            | 677.8861  | 26    | Town         | Paved        |



| Road Name                  | Length    | Width | Town/Private | Paved/Gravel |
|----------------------------|-----------|-------|--------------|--------------|
| Oak Ridge Drive            | 5606.0808 |       | 22 Town      | Paved        |
| Oak Trail                  | 259.0491  |       | 14 Private   | Gravel       |
| Oakview Road               | 3317.4778 |       | 20 Town      | Paved        |
| Obtuse Road                | 6135.8306 |       | 30 Town      | Paved        |
| Old Bethel Road            | 5259.6755 |       | 21 Town      | Paved        |
| Old Bridge Road            | 1195.1096 |       | 16 Town      | Paved        |
| Old Castle Drive           | 1782.5282 |       | Town         | Paved        |
| Old Castle Hill            | 1111.6905 |       | 16 Town      | Paved        |
| Old Currituck Road         | 443.0916  |       | Town         | Paved        |
| Old Echo Valley            | 392       |       | 11 Town      | Dirt         |
| Old Farm Hill Road         | 4396.0334 |       | 22 Town      | Paved        |
| Old Farm Road              | 1657.2725 |       | 26 Town      | Paved        |
| Old Gate Lane              | 866.4989  |       | 22 Town      | Paved        |
| Old Green Road             | 4778.9242 |       | 22 Town      | Paved        |
| Old Hawleyville            | 6103.1092 |       | 24 Town      | Paved        |
| Old Mill Road              | 1652.4502 |       | 14 Town      | Gravel       |
| Old Parmalee Hill          | 174       |       | 20 Town      | Paved        |
| Old Purdy Station Ro       | 1378.0437 |       | 22 Town      | Paved        |
| Old Rt 34 (Junk Yard Road) |           |       | 12 Town      | Gravel       |
| Old Station House Road     |           |       | 14 Town      | Paved        |
| Old Stream                 | 1020.6041 |       | 22 Town      | Paved        |
| Old Tavern Road            | 958.9486  |       | 22 Town      | Paved        |
| Old Town Road              | 1446.3674 | 14-16 | Town         | Gravel       |
| Orange Pippin              | 2590.2439 |       | 22 Town      | Paved        |
| Orchard Hill Road          | 7165.4117 |       | 23 Town      | Paved        |

| Road Name           | Length    | Width | Town/Private | Paved/Gravel |
|---------------------|-----------|-------|--------------|--------------|
| Orchard Lane        | 451.1448  |       | 23 Town      | Paved        |
| Osborne Hill Ext    | 872.3143  |       | 12 Private   | Paved        |
| Osborne Hill Road   | 6874.596  |       | 22 Town      | Paved        |
| Overlook Drive      | 1212.2467 |       | 22 Town      | Paved        |
| Overlook Knolls     | 908.6963  | 18/12 | Private      | Paved        |
| Owl Ridge           | 569.8764  |       | 22 Town      | Paved        |
| Ox Hill Road        | 2585.7863 |       | 16 Town      | Gravel       |
| Palestine Road      | 4022.3074 |       | 24 Town      | Paved        |
| Papoose Hill        | 1788.071  |       | 14 Town      | Paved/Gravel |
| Park Lane           | 2460.9418 |       | 24 Town      | Paved        |
| Parmalee Hill       | 8505.2783 |       | 34 Town      | Paved        |
| Parmalee Park Place | 697.1057  |       | 14 Private   | Gravel       |
| Partridge Lane      | 1159.0116 |       | 23 Town      | Paved        |
| Pastors Walk        | 1151.4341 |       | 29 Town      | Paved        |
| Patricia Lane       | 1556.1817 |       | 22 Town      | Paved        |
| Patriot Ridge Road  | 746.0402  |       | 23 Town      | Paved        |
| Paugussett          | 3697.0188 |       | 22 Town      | Paved        |
| Pearl Street        | 3426.6541 |       | 22 Town      | Paved        |
| Pebble Road         | 2292.6702 |       | 26 Town      | Paved        |
| Pecks Lane          | 4244.2742 |       | 26 Town      | Paved        |
| Pepperidge Road     | 2447.3767 |       | 22 Town      | Paved        |
| Pequot Path         | 484.7164  |       | 12 Private   | Paved        |
| Pheasant Ridge Road | 1768.9282 |       | 22 Town      | Paved        |
| Philo Curtis Road   | 6521      | 22-18 | Town         | Paved        |
| Phyllis Lane        | 2821.9515 |       | 22 Town      | Paved        |

| Road Name           | Length    | Width | Town/Private | Paved/Gravel |
|---------------------|-----------|-------|--------------|--------------|
| Pilgrim Lane        | 1474.494  |       | 23 Town      | Paved        |
| Pine St             | 1491.2894 |       | 21 Town      | Paved        |
| Pine Tree Hill      | 4807.1755 |       | 24 Town      | Paved        |
| Pinnacle Drive      | 631.6315  |       | 22 Town      | Paved        |
| Platts Hill Road    | 7860.9961 |       | 24 Town      | Paved        |
| Pleasant Hill       | 1685.5719 |       | 19 Town      | Paved        |
| Plumtrees Road      | 3212.0298 |       | 22 Town      | Paved        |
| Pocono Road         | 3124.6679 |       | 25 Town      | Paved        |
| Point O Rocks       | 3418.4753 |       | 16 Town      | Gravel       |
| Pole Bridge Road    | 8563.8321 |       | 24 Town      | Paved        |
| Pomperaug Road      | 818.7186  |       | 16 Private   | Paved        |
| Pond Brook (paved p | 6499.65   | 16/22 | Town         | Paved        |
| Pondbrook (dirt)    | 5057      |       | Town         | Dirt         |
| Pondveiw Drive      | 781.6179  |       | 22 Town      | Paved        |
| Poorhouse           | 2287.1443 |       | 23 Town      | Paved        |
| Pootatuck Park Road | 709.8596  |       | Town         | Paved        |
| Pootatuck Trail     | 764.7219  |       | 12 Private   | Paved/Gravel |
| Popular Drive       | 542.5951  |       | 13 Private   | Paved        |
| Possum Ridge Road   | 943.5975  |       | 22 Town      | Paved        |
| Post Lane           | 1000      |       | 12 Private   | Gravel       |
| Poverty Hollow Road | 14394.717 |       | 24 Town      | Paved        |
| Primrose Street     | 531.6428  |       | Town         | Paved        |
| Prospect Drive      | 734.7199  |       | 22 Town      | Paved        |
| Pumpkin Lane        | 490.8203  |       | 22 Town      | Paved        |
| Purdy Station       | 1408.2156 |       | 22 Town      | Paved        |

| Road Name                      | Length     | Width | Town/Private | Paved/Gravel |
|--------------------------------|------------|-------|--------------|--------------|
| Putnam Drive                   | 1156.0478  |       | 21 Private   | Gravel       |
| Quail Hollow Lane              | 789.0943   |       | Town         | Paved        |
| Quail Trail                    | 742.4288   |       | 12 Private   | Gravel       |
| Quaker Lane                    | 726.8502   |       | 22 Town      | Paved        |
| Quarry Ridge                   | 1369.247   |       | 22 Town      | Paved        |
| Queen Street                   | 55286.9795 |       | 30 Town      | Paved        |
| Reservoir Road                 | 1096.7191  |       | 12 Town      | Paved        |
| Richmond Road                  | 655.5169   |       | 15 Town      | Paved        |
| Ridge Road                     | 3679.1666  |       | 24 Town      | Paved        |
| Ridge Valley                   | 2721       |       | Town         | Paved        |
| River Run Road                 | 1603.4053  |       | 24 Town      | Paved        |
| Rivers Edge                    | 844.1734   |       | 22 Town      | Paved        |
| Riverside Road                 | 13853.1232 |       | 24 Town      | Paved        |
| Robin Hill (off of 302)        | 2621.0437  |       | 16 Town      | Paved        |
| Robin Hill (off of Rock Ridge) |            |       | 15 Town      | Paved        |
| Rock Ridge Road                | 3540.2191  |       | 23 Town      | Paved        |
| Rocky Wood Road                | 2018.2425  |       | 22 Town      | Paved        |
| Rolling Meadows                | 1019.8759  |       | 22 Town      | Paved        |
| Roosevelt Drive                | 877.1617   |       | 25 Town      | Paved        |
| Rooster Ridge                  | 616.4698   |       | Town         | Paved        |
| Rose Lane                      | 2380.4792  |       | 22 Town      | Paved        |
| Rosemere Drive                 | 594.2426   |       | 12 Private   | Gravel       |
| Round Hill Road                | 693.5662   |       | 14 Private   | Paved        |
| Rowledge Pond                  | 3500.9138  |       | 18 Private   | Paved        |
| Russett Road                   | 4272.7501  |       | 24 Town      | Paved        |

| Road Name            | Length    | Width | Town/Private       | Paved/Gravel |
|----------------------|-----------|-------|--------------------|--------------|
| Saddle Ridge Road    | 1966.4769 |       | 22 Town            | Paved        |
| Sand Hill Road       | 1921.4252 |       | 23 Town            | Paved        |
| Sanford Road         | 3118.893  |       | 11 Town            | Gravel       |
| Saw Mill Ridge Road  | 2060.7765 |       | 21 Town            | Paved        |
| Sawmill Road         | 4971.3765 |       | 25 Town            | Paved        |
| Scenic View Road     | 1657.8203 |       | 22 Town            | Paved        |
| School House Hill Ro | 6827.8523 |       | 22 Town            | Paved        |
| Scudder Road         | 5543.9957 |       | 23 Town            | Paved        |
| Sealand Drive        | 857.2329  |       | 26 Town            | Paved        |
| Sebastian Trail      | 1713      |       | Under construction |              |
| Serene Way           | 3171.8037 |       | Town               | Paved        |
| Serenity Lane        | 2281.5078 |       | 25 Town            | Paved        |
| Settlers Lane        | 2140.732  |       | 22 Town            | Paved        |
| Shadblow Trail       | 378.5059  |       | 14 Private         | Gravel       |
| Shadow Ridge Circle  | 1211.8205 |       | 22 Town            | Paved        |
| Shady Rest Blvd      | 2169.0879 |       | 19 Private         | Paved        |
| Shamrock Lane        | 558.8669  |       | 22 Town            | Paved        |
| Shelley Road         | 551.6424  |       | 22 Town            | Paved        |
| Shepard Hill         | 6470.9186 | 15/17 | Town               | Gravel       |
| Shepaug Road         | 1750.5171 |       | 14 Private         | Paved        |
| Sherman Street       | 3200.4504 |       | 18 Town            | Paved        |
| Short Hill Road      | 509.5517  |       | Town               | Paved        |
| Shut Road            | 2541.2429 |       | 24 Town            | Paved        |
| Signal Post          | 758.5158  |       | 16 Private         | Gravel       |
| Silo                 | 429.2804  |       | 22 Town            | Paved        |

| Road Name                    | Length    | Width | Town/Private | Paved/Gravel |
|------------------------------|-----------|-------|--------------|--------------|
| Silver City                  | 2193.4871 |       | 22 Town      | Paved        |
| Simpson St                   | 1071.3534 |       | Town         | Paved        |
| Skidmore Lane                | 1313.2601 |       | 22 Town      | Paved        |
| Sky Top Drive                | 1108.9805 |       | 22 Town      | Paved        |
| Sleepy Hollow                | 2319.2998 |       | 22 Town      | Paved        |
| Smoke Rise Ridge             | 974.8776  |       | 25 Private   | Paved        |
| Somerset                     | 775.7114  |       | 22 Town      | Paved        |
| South Lake Drive             | 284.2887  |       | Town         | Gravel       |
| Southbrook Lane              | 640.461   |       | Town         | Paved        |
| Split Rock Road              | 2330.6368 |       | 22 Town      | Paved        |
| Spring St (Road)             | 457.9097  |       | 24 Town      | Paved        |
| Spring Trail                 | 842.402   |       | 18 Private   | Paved        |
| Spruce Drive                 | 522.7686  |       | 21 Town      | Paved        |
| Steck Drive                  | 945.3806  |       | 16 Private   | Gravel       |
| Still Hill                   | 3680.5123 |       | 18 Town      | Paved        |
| Stone Bridge Trail           | 2036.6818 |       | 11 Town      | Gravel       |
| Stone Fence Lane             | 1077.1827 |       | 22 Town      | Paved        |
| Stone Gate Drive             | 1514.5494 |       | 22 Town      | Paved        |
| Stonewall Ridge Road         | 1238.053  |       | 22 Town      | Paved        |
| Stony Brook Road             | 1111.8175 |       | 13 Town      | Paved        |
| Storm Ridge Road             | 630.6907  |       | 22 Town      | Paved        |
| Strawberry Lane              | 664.2347  |       | 22 Town      | Paved        |
| Stuart Drive                 | 1180.6171 |       | 22 Town      | Paved        |
| Sturges Road (dirt se        | 3086.9997 |       | 21 Town      | Gravel       |
| Sturges Road (paved section) |           |       | Town         | Paved        |

| Road Name                      | Length     | Width    | Town/Private | Paved/Gravel |
|--------------------------------|------------|----------|--------------|--------------|
| Sugar Hill                     | 2622.0546  |          | 18 Town      | Paved        |
| Sugar Lane                     | 6133.7642  |          | 23 Town      | Paved        |
| Sugarloaf                      | 3028.9129  |          | 18 Town      | Paved        |
| Summit Road                    | 360.4774   |          | 15 Private   | Paved        |
| Sunnyveiw Ter                  | 1304.1532  |          | 22 Town      | Paved        |
| Sunset Hill                    | 1550.2386  |          | 15 Private   | Paved        |
| Surrey Trail                   | 2439.2554  |          | 22 Town      | Paved        |
| Susan Lane                     | 1417.8853  |          | 22 Town      | Paved        |
| Sutherland Drive.              | 606.1746   |          | 22 Town      | Paved        |
| Swamp Road                     | 4602.4265  |          | 23 Town      | Paved        |
| Sweet Meadow                   | 1911.413   |          | 22 Town      | Paved        |
| Sweetbriar Road                | 1809.2973  |          | 22 Town      | Paved        |
| Sycamore Road                  | 1055.1474  |          | 24 Town      | Paved        |
| Tamarack Road                  | 3011.0727  | 16/20    | Town         | Paved/Gravel |
| Tanglewood Road                | 1050.5339  |          | 21 Town      | Paved        |
| Taunton Hill Road              | 14843.3146 |          | 23 Town      | Pave         |
| Taunton Lake Drive             | 3118.0217  | 20/21/15 | Town         | Paved        |
| Taunton Lake Road              | 8661.2528  |          | 22 Town      | Paved        |
| Taunton Lane                   | 3733.9755  |          | Town         | Paved        |
| Taunton Ridge Road             | 3856.9056  |          | 23 Town      | Paved        |
| Teachers Ridge                 | 868.7911   |          | 22 Town      | Paved        |
| The Boulevard Road             | 7207.2345  |          | 22 Town      | Paved        |
| The Old Road                   | 3174.0131  | 20/24    | Town         | Paved        |
| The Old Road (Mt Pleasant end) |            |          | Town         | Paved        |
| Thomas Circle                  | 304.4164   |          | 22 Town      | Paved        |

| Road Name             | Length     | Width | Town/Private | Paved/Gravel |
|-----------------------|------------|-------|--------------|--------------|
| Thunder Ridge         | 937.3117   | 22    | Town         | Paved        |
| Tilson Lane           | 649.4296   | 22    | Town         | Paved        |
| Timber Lane           | 760.981    | 24    | Town         | Paved        |
| Timber Mill           | 2062.6026  | 23    | Town         | Paved        |
| Todds Road            | 973.2191   | 18    | Private      | Paved        |
| Toddy Hill Road       | 12698.6624 | 30    | Town         | Paved        |
| Tomahawk Trail        | 1106.707   | 12    | Private      | Gravel       |
| Topside La            | 588.1166   | 15    | Private      | paved        |
| Tory Lane             | 1538.6886  | 20    | Town         | Paved        |
| Totem Trail           | 1124.1211  | 12    | Private      | Gravel       |
| Tower Road            | 675.7741   |       | Town         | Paved        |
| Towns End             | 4304.9628  | 16    | Town         | Gravel       |
| Trades Lane           | 1344.8047  | 30    | Town         | Paved        |
| Trumbull Drive        | 474.9658   | 23    | Town         | Paved        |
| Tunnel Road           | 5681.043   | 22    | Town         | Paved        |
| Turkey Hill Road      | 5008.4239  | 22    | Town         | Paved        |
| Turkey Hill Terrace   | 2059.983   | 15    | Private      | Paved        |
| Turkey Roost Road     | 2692.6498  | 16    | Town         | Paved        |
| Turnberry Lane        | 1299.7245  |       | Town         | Paved        |
| Twist Hill Lane       | 1867.1846  |       | Town         | Paved        |
| Twist Hill Road       | 1056       | 23    | Town         | Paved        |
| Underhill             | 2537.161   | 20    | Private      | Paved        |
| Valley Field Road No  | 1136.1972  | 22    | Town         | Paved        |
| Valley Field Road Sou | 4818.2135  | 22    | Town         | Paved        |
| Valley View           | 3393.3316  | 22    | Town         | Paved        |



| Road Name             | Length    | Width | Town/Private | Paved/Gravel |
|-----------------------|-----------|-------|--------------|--------------|
| Vining Road           | 1349.3407 |       | 20 Town      | Paved        |
| Violette Road         | 744.1459  |       | 24 Town      | Paved        |
| Vona Way              | 817.7066  |       | 22 Town      | Paved        |
| Walker Hill Road      | 2694.7023 |       | 17 Town      | Paved        |
| Walnut Trail          | 1183.2238 |       | 22 Private   | Paved        |
| Walnut Tree Hill Road | 17152.244 |       | 22 Town      | Paved        |
| Washbrook             | 3093.8997 |       | 18 Town      | Paved/Gravel |
| Washington Ave        | 2249.0061 |       | 28 Town      | Paved        |
| Washington Hill       | 411.483   |       | 13 Private   | Gravel       |
| Watch Hill Road       | 915.8074  |       | 22 Town      | Paved        |
| Waterveiw Drive       | 5954.1609 |       | 14 Private   | Paved        |
| Webster Pl            | 1904.0436 |       | 22 Town      | Paved        |
| Wedgewood Court       | 1798.8918 |       | 22 Town      | Paved        |
| Wendover Road         | 1596.9443 |       | 20 Town      | Paved        |
| Wentworth             | 651.2174  |       | 22 Town      | Paved        |
| West Farm Ridge       | 826.0398  |       | 22 Town      | Paved        |
| West St.              | 4734.5399 |       | 28 Town      | Paved        |
| Westwood Terrace      | 1206.6613 |       | 22 Town      | Paved        |
| Whippoorwill Hill     | 1785.3415 |       | 22 Town      | Paved        |
| White Oak Farm Road   | 1945.5069 |       | 22 Town      | Paved        |
| Whitewood Road        | 3997.1481 |       | 22 Town      | Paved        |
| Wildcat Road          | 1159.2815 |       | 14 Town      | Paved        |
| Wilderness West       | 1125.2171 |       | 16 Town      | Paved        |
| Wiley Road            | 959.7654  |       | 14 Private   | Gravel       |
| Williams Lane         | 1095.1858 |       | 22 Town      | Paved        |

| Road Name                 | Length    | Width | Town/Private | Paved/Gravel |
|---------------------------|-----------|-------|--------------|--------------|
| Willow Brook Lane         | 1862.6607 | 22    | Town         | Paved        |
| Wills Road                | 2849.1387 | 19    | Town         | Paved        |
| Winding Brook Road        | 2019.0508 | 22    | Town         | Paved        |
| Windy Woods Circle        | 1299.8953 | 24    | Town         | Paved        |
| Winesap Road              | 1030.9872 | 22    | Town         | Paved        |
| Winslow Road              | 857.5463  | 18    | Town         | Paved        |
| Winter Ridge Road         | 1144.1608 | 22    | Town         | Paved        |
| Winton Farm Road          | 4335.1077 | 22    | Town         | Paved        |
| Woodbine (Edgewood)       | 1403.8439 | 15    | Town         | Paved        |
| Woodbine (old green side) |           | 20    | Town         | Paved        |
| Yearling Lane             | 1539.5757 | 22    | Town         | Paved        |
| Yogananda Street          | 4514.0884 | 22    | Town         | Paved        |
| Zoar Road                 | 4316.6811 | 18    | Town         | Gravel       |

## LIST OF TOWN ROADS BROKEN IN THE MIDDLE

### BENTAGRASS LANE

Short stretch needs grading and a few yards of gravel.

Convenience High.

### BLACKBRIDGE ROAD

Good walking trail into the Pootatuck River Gorge.

### BRIAN LANE / WASHBROOK ROAD

Short flat stretch undeveloped. Would need grading and a few yards of gravel. Not difficult but Convenience Low.

### CHAMBERS ROAD into Paugussett State Forest

Good walking trail.

### DAYTON STREET BRIDGE

Walking only - Historical interest

### DUG HILL ROAD AND MALTBIE ROAD

One of these roads should be opened to permit travel from Castle Meadow Road to Hundred Acres Road. The road bed from Maltbie to Dug Hill is easily improvable. A significant shortcut. Convenience Very High.

### EAST STREET

Someday!

### ECHO VALLEY ROAD

Leads into Upper Paugussett State Forest. Used to lead a long way north to the Housatonic River at what I understand was a ford. Cut off by Lake Lillinonah. Good walking trail.

### HEAD OF MEADOW ROAD

Break in the road is hilly and narrow. Lots of residents on each end of the road so probably some opposition. Would be another access to Taunton area but can use Scudder to Ashford Lane instead. Good walking trail. Too difficult to open for the benefit achieved.



#### LAKE GEORGE ROAD

Steep hill washout. Convenience Moderate.

#### LITTLE BROOK LANE

Was cut off by D'Addario who blocked a public highway. Now have a gate which should be removed for safety. Convenience Very High.

#### MORRIS ROAD

Leads into BHC land. May or may not have been abandoned beyond a gate. Good walking trail.

#### OLD TOWN ROAD

Runs from Huntingtown Road uphill to Brushy Hill Road. This is a spectacular drive negotiable only in a four wheel drive vehicle with the excitement that if you veer a little to the left you will roll down a significant gorge. It is a great walking trail. Too difficult to open for the benefit achieved.

#### PLATTS HILL ROAD

Cut off because of steep section where the dirt road washes out. Should be repaired because Convenience Very High. If necessary, the steep section should be paved.

#### RESERVOIR ROAD

Cuts between Mt. Pleasant and Castle Hill Road through the "Gretsch Property." The town may be able to influence how development of that property occurs if its status as a public highway is maintained. Need to cut out the brush and trees at least to avoid argument of abandonment by non-use, although it may be too late. A very good way around Taunton Lake without having to come all the way into the center of town. Convenience Very High

#### ROBIN HILL ROAD

Runs up through the Ferris property over to Rock Ridge Country Club. Same as Reservoir Road as to the ability to influence development. Convenience Moderate.

#### SHEPARD HILL ROAD

Residents might not like it but the unpaved section does not appear difficult to open. Convenience High.



#### STONEBRIDGE ROAD

Good access into Paugussett Forest. My 1854 town map shows it "T-ing" into the road running from Great Quarter Road uphill into what becomes Osborne Hill Road. The original Osborne Hill Road is not developed and was relocated to connect with Paugussett Road. Historical interest. Keep open to its current ending.

#### STURGES ROAD

Runs from Taunton Hill Road to Old Bethel Road. The undeveloped section is relatively short. Convenience High.

#### SUGAR HILL ROAD

This road "T's" into Shepard Hill Road. The undeveloped portion is quite flat. Would provide excellent access as a westerly approach to Boggs Hill Road from Route 302 if Shepard Hill were opened as suggested. Convenience High.

#### THE OLD ROAD

Was a short cut from Mt. Pleasant Road to Currituck.. Too difficult to open for the benefit achieved.

#### TOWN'S END ROAD

Runs from Eden Hill Road through BHC property to Redding. Roadbed is not bad. Should be improved to allow vehicular traffic. Convenience Very High.

#### VALLEY FIELD ROAD

The ends approach the railroad running from Hawleyville to Waterbury. A relatively steep hill but the roadbed of sorts is still there. Convenience Moderate.

#### WILDCAT ROAD

Connects Plumtrees Road with Sturges Road. Convenience Low.

#### WOODBINE LANE (East of I-84)

This one is beyond hope. Walking trail only.





## LIST OF TOWN ROADS BROKEN IN THE MIDDLE

### BENTAGRASS LANE

Short stretch needs grading and a few yards of gravel.

Convenience High.

### BLACKBRIDGE ROAD

Good walking trail into the Pootatuck River Gorge.

### BRIAN LANE / WASHBROOK ROAD

Short flat stretch undeveloped. Would need grading and a few yards of gravel. Not difficult but Convenience Low.

### CHAMBERS ROAD into Paugussett State Forest

Good walking trail.

### DAYTON STREET BRIDGE

Walking only - Historical interest

### DUG HILL ROAD AND MALTBIE ROAD

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Someday!

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#### STONEBRIDGE ROAD

Good access into Paugussett Forest. My 1854 town map shows it "T-ing" into the road running from Great Quarter Road uphill into what becomes Osborne Hill Road. The original Osborne Hill Road is not developed and was relocated to connect with Paugussett Road. Historical interest. Keep open to its current ending.

#### STURGES ROAD

Runs from Taunton Hill Road to Old Bethel Road. The undeveloped section is relatively short. Convenience High.

#### SUGAR HILL ROAD

This road "T's" into Shepard Hill Road. The undeveloped portion is quite flat. Would provide excellent access as a westerly approach to Boggs Hill Road from Route 302 if Shepard Hill were opened as suggested. Convenience High.

#### THE OLD ROAD

Was a short cut from Mt. Pleasant Road to Currituck.. Too difficult to open for the benefit achieved.

#### TOWN'S END ROAD

Runs from Eden Hill Road through BHC property to Redding. Roadbed is not bad. Should be improved to allow vehicular traffic. Convenience Very High.

#### VALLEY FIELD ROAD

The ends approach the railroad running from Hawleyville to Waterbury. A relatively steep hill but the roadbed of sorts is still there. Convenience Moderate.

#### WILDCAT ROAD

Connects Plumtrees Road with Sturges Road. Convenience Low.

#### WOODBINE LANE (East of I-84)

This one is beyond hope. Walking trail only.



## LIST OF TOWN ROADS BROKEN IN THE MIDDLE

### BENTAGRASS LANE

Short stretch needs grading and a few yards of gravel.

Convenience High.

### BLACKBRIDGE ROAD

Good walking trail into the Pootatuck River Gorge.

### BRIAN LANE / WASHBROOK ROAD

Short flat stretch undeveloped. Would need grading and a few yards of gravel. Not difficult but Convenience Low.

### CHAMBERS ROAD into Paugussett State Forest

Good walking trail.

### DAYTON STREET BRIDGE

Walking only - Historical interest

### DUG HILL ROAD AND MALTBIE ROAD

One of these roads should be opened to permit travel from Castle Meadow Road to Hundred Acres Road. The road bed from Maltbie to Dug Hill is easily improvable. A significant shortcut. Convenience Very High.

### EAST STREET

Someday!

### ECHO VALLEY ROAD

Leads into Upper Paugussett State Forest. Used to lead a long way north to the Housatonic River at what I understand was a ford. Cut off by Lake Lillinonah. Good walking trail.

### HEAD OF MEADOW ROAD

Break in the road is hilly and narrow. Lots of residents on each end of the road so probably some opposition. Would be another access to Taunton area but can use Scudder to Ashford Lane instead. Good walking trail. Too difficult to open for the benefit achieved.





#### LAKE GEORGE ROAD

Steep hill washout. Convenience Moderate.

#### LITTLE BROOK LANE

Was cut off by D'Addario who blocked a public highway. Now have a gate which should be removed for safety. Convenience Very High.

#### MORRIS ROAD

Leads into BHC land. May or may not have been abandoned beyond a gate. Good walking trail.

#### OLD TOWN ROAD

Runs from Huntingtown Road uphill to Brushy Hill Road. This is a spectacular drive negotiable only in a four wheel drive vehicle with the excitement that if you veer a little to the left you will roll down a significant gorge. It is a great walking trail. Too difficult to open for the benefit achieved.

#### PLATTS HILL ROAD

Cut off because of steep section where the dirt road washes out. Should be repaired because Convenience Very High. If necessary, the steep section should be paved.

#### RESERVOIR ROAD

Cuts between Mt. Pleasant and Castle Hill Road through the "Gretsch Property." The town may be able to influence how development of that property occurs if its status as a public highway is maintained. Need to cut out the brush and trees at least to avoid argument of abandonment by non-use, although it may be too late. A very good way around Taunton Lake without having to come all the way into the center of town. Convenience Very High

#### ROBIN HILL ROAD

Runs up through the Ferris property over to Rock Ridge Country Club. Same as Reservoir Road as to the ability to influence development. Convenience Moderate.

#### SHEPARD HILL ROAD

Residents might not like it but the unpaved section does not appear difficult to open. Convenience High.



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#### WILDCAT ROAD

Connects Plumtrees Road with Sturges Road. Convenience Low.

#### WOODBINE LANE (East of I-84)

This one is beyond hope. Walking trail only.



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**C**



Town of Newtown, CT  
Monday, August 17, 2015

## Chapter 560. Subdivision of Land

### Article IV. Substantive Provisions

#### § 560-23. Proposed streets.

- A. Proposed streets shall be appropriate to the topography and location, giving due consideration to contours, natural features, historic factors, and existing streets, and shall conform to the objectives of the Plan of Conservation and Development. Proposed streets shall be in harmony with existing or proposed principal thoroughfares shown in the Plan of Conservation and Development as amended from time to time, especially in regard to safe intersections with such thoroughfares. When required by the Commission, provision shall be made for future extension of streets into the adjoining land. Construction and layout of proposed streets shall conform to Chapter 185, Road Construction, including, without limitation, a minimum width of 50 feet and adequate storm drainage facilities. All stormwater drainage shall be designed to incorporate best management practices that are consistent with the Connecticut Department of Environmental Protection (DEP) nonpoint source management program and guidelines for pollution controls and shall be consistent with the DEP 2004 Connecticut Stormwater Quality Manual, as amended. If such drainage crosses land not owned by the applicant, easements must be provided to the Commission with the application.  
[Amended effective 8-11-2003; effective 4-1-2008]
- B. When a proposed subdivision adjoins undeveloped land capable of being subdivided, street rights-of-way (outlet streets) shall be provided from the streets in the proposed subdivision to the boundary with adjoining property at locations acceptable to the Commission. Outlet streets shall be deemed streets for purposes of establishing setback lines but shall not provide sole frontage for any lot shown in the proposed subdivision, need not contain a temporary turnaround and the improvement thereof shall not be considered a subdivision improvement of the proposed subdivision nor be required as part of the proposed subdivision bond filed for the proposed subdivision.
- C. Where it is possible for a street in a proposed subdivision to connect with a temporary dead-end street in an existing subdivision or to an unimproved street in an existing subdivision left for future improvement as an outlet street to adjoining property, the plan-profiles of the proposed subdivision shall show, and the application for final approval shall include, all work required to connect and complete the outlet street within the existing subdivision and the improvements and utilities between the proposed and the existing subdivisions.
- D. Dead-end streets.
- (1) A permanent dead-end street is a street the end of which is blocked from further extension by lots within the proposed subdivision. Temporary dead-end streets are those which terminate at the boundary of the proposed subdivision or for which an outlet street has been provided from the end of the portion to be improved to the boundary of the proposed subdivision.
  - (2) Dead-end streets shall terminate in a turnaround 100 feet in diameter with a completely paved level area 80 feet in diameter. The segments of the turnaround on a temporary dead-end street outside the normal street right-of-way width shall be dedicated to the Town for highway purposes but with the restriction that said segments shall revert to adjoining lot owners when the temporary dead-end street is extended and the extension is accepted by the Town.

- (3) Permanent dead-end streets shall provide sole access to a minimum of four lots.
  - (4) No permanent or temporary dead-end street or series of dead-end streets intersecting with each other shall provide the required street frontage or provide sole access to an existing street for more than 15 dwellings total. This restriction shall apply to a series of streets or a street making a loop with itself, provided that such streets have only one intersection with an existing street. For the purposes of this regulation, the term "existing street" is defined as a roadway which has received all the necessary municipal and state approvals to carry vehicular traffic as a street on or before October 2, 1967, the date of adoption of these regulations. The applicant has the burden of proving that the street existed on October 2, 1967 and that it continues to exist.  
[Effective 11-29-1999]
- E. Where the Commission classifies a proposed street pursuant to Chapter **185**, Road Construction, as other than a local residential street, then the right-of-way of that street shall have the width required by Chapter **185**, Road Construction, for the particular classification made. Where a proposed street may now or in the future carry other than neighborhood traffic, and where the location of such a street is shown on the plan of development, a right-of-way greater than 50 feet in width may be required by the Commission.
- F. Proposed subdivision streets shall intersect existing and other proposed streets at right angles for a distance of at least 100 feet from the intersecting street lines unless otherwise approved by the Commission. Street lines at intersections shall be connected by a curve having a minimum radius of 25 feet. Final approval will not be given where streets are shown on the final subdivision plan intersecting with each other at an angle of less than 60°.
- G. Where a proposed street or storm drainage system is to be integrated or connected in any manner with a Connecticut state highway, final approval will not be granted until the Connecticut Highway Department has expressed its approval of said connection in writing to the Commission, and all necessary permits have been secured by the applicant.

## § 560-24. Existing streets.

- A. No land shall be subdivided nor final approval given until or unless:
- (1) The right-of-way of the existing street or streets which provide frontage to proposed lots or access for proposed streets is one which has been established as a Town street or state highway, and the right of the public to use said street shall not have been lost by abandonment. Subdivision of land on private streets, roads or rights-of-way is prohibited.
  - (2) The final subdivision plan shows a street right-of-way dedicated for public highway purposes at least 25 feet in width, measured at right angles from the center line on either side of the center line of the existing street right-of-way at all points where land in the proposed subdivision abuts said existing street or streets. Unless there is physical evidence such as well-defined stone walls, the center line of the existing traveled portion of the street shall be presumed to be the center of a street right-of-way. Where land on the opposite side of the existing street from the proposed subdivision has been subdivided subsequent to October 2, 1967, the twenty-five-foot measurement shall be taken from the same center line as used by the prior subdivider in showing the existing street right-of-way so that the resulting width of the existing street right-of-way will be at least 50 feet.
  - (3) No steps required by the General Statutes for the discontinuance or realignment of streets or public highways shall have been taken with reference to any existing street which provides frontage to proposed lots or access to proposed streets.
  - (4) Any application that proposes to direct the stormwater discharge to enter the storm drainage disposal facilities on any existing street shall be required to illustrate to the Town Engineer's satisfaction that the storm drainage disposal facilities into which such drainage will flow are adequate to carry the additional storm drainage from the proposed subdivision. Where there are no existing storm drainage facilities or if they are inadequate to carry the additional storm drainage to be created by the

development of said subdivision, the Commission may disapprove the subdivision unless the legislative body of the Town approves the expenditures for the construction or improvement of said storm drainage disposal facilities or construction or improvement of said facilities is included in the application for final approval.

[Amended effective 4-1-2008]

- B. Where a subdivision, in the opinion of the Commission, would require unreasonably large expenditures by the Town to grade and improve existing streets to serve vehicular and pedestrian traffic to be generated by the proposed subdivision in a safe manner, the Commission may disapprove said subdivision unless such expenditure has been approved by the legislative body of the Town, or the grading or improvement of said existing street or streets is included in the application for final approval, or the subdivider has entered into a contract with the Town for a nominal consideration to improve said existing streets to serve the traffic to be generated by the proposed subdivision in a safe manner. In the event that the subdivider intends to enter into such a contract with the Town, a copy thereof and a plan and profile showing the work to be done shall be submitted to the Commission prior to final approval.





Town of Newtown, CT  
Monday, August 17, 2015

## Chapter 204. Streets and Sidewalks

[HISTORY: Adopted by the Town of Newtown as indicated in article histories. Amendments noted where applicable.]

### **GENERAL REFERENCES**

Road construction — See Ch. 185.

Scenic roads — See Ch. 191.

Subdivision of land — See Ch. 560.

## Article I. Town Plowing of Private Roads

[Adopted 2-2-1968 STM (Ord. No. 27)]

### § 204-1. Plowing in order to provide emergency services.

The Board of Selectmen is hereby empowered and directed to provide snow removal and sanding services on private roads to the extent necessary to provide residents of the Town of Newtown wherever situated with police, fire, ambulance and other emergency protection throughout those portions of each year that such road services are required to maintain suitable access to such residents by emergency vehicles. The foregoing shall not be construed as authorizing such services for any private road on which there are fewer than three occupied residences or which is in such condition as to create a hazard to Town equipment; nor shall the Board of Selectmen be required to provide such services beyond the last inhabited house on any private road. Such services shall in no way adversely affect the clearing of accepted Town roads and shall be performed on a schedule to be established by the Board of Selectmen in its discretion.

## Article II. Burning on Public Highways

[Adopted by the Board of Selectmen 11-4-1969 (Ord. No. 31)]

### § 204-2. Burning on highways prohibited.

No person, partnership or corporation shall burn or cause to be burned any substance whatsoever on the paved portion of any public highway maintained by the Town of Newtown, whether or not said paved portion is part of the traveled portion, or upon the traveled portion of any highway maintained by the Town of Newtown, whether or not said traveled portion is paved.

### § 204-3. Penalties for offenses.

- A. Any person, partnership or corporation which violates this article shall be fined not more than \$100.
- B. Any person, partnership or corporation having violated this article shall be liable to the Town of Newtown for the cost of repairing any damage caused as a result of said violation.

- C. Notwithstanding any language above to the contrary, the maximum fine for each violation under this article shall be \$90 or the amount set forth above, whichever is less. Each violation subject to a fine shall be considered an infraction which, in the discretion of the issuing violation, may be enforceable by citation. The fine(s) imposed shall be payable to the Town of Newtown. Any individual fined for a violation of this article may appeal that fine to the Town hearing officer following the procedures set forth in the ordinance authorizing said officer and herein setting forth the appeals process.  
[Added 9-17-2003]

## § 204-4. Citation hearing officer.

[Added 9-17-2003]

The First Selectman, with the approval of the Board of Selectmen, shall appoint one citation hearing officer, other than police officers or employees or persons who issue citations, to conduct the hearing authorized by § 204-5.

## § 204-5. Appeals procedure.

[Added 9-17-2003]

- A. Newtown, at any time within 12 months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to C.G.S. § 7-148 or 22a-226d, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited:
- (1) Of the allegations against him and the amount of the fines, penalties, costs or fees due;
  - (2) That he may contest his liability before a citation hearing officer by delivering in person or by mail written notice within 10 days of the date thereof;
  - (3) That if he does not demand such a hearing an assessment and judgment shall be entered against him; and
  - (4) That such judgment may issue without further notice.
- B. If the person who is sent notice pursuant to Subsection **A** of this section wishes to admit liability for any alleged violation, he may, without requesting a hearing, pay the full amount of the fines, penalties, costs or fees admitted to in person or by mail to an official designated by such municipality. Such payment shall be inadmissible in any proceeding, civil or criminal, to establish the conduct of such person or other person making the payment. Any person who does not deliver or mail written demand for a hearing within 10 days of the date of the first notice provided for in Subsection **A** of this section shall be deemed to have admitted liability, and the designated municipal official shall certify such person's failure to respond to the hearing officer. The hearing officer shall thereupon enter and assess the fines, penalties, costs or fees provided for by the applicable ordinances and shall follow the procedures set forth in Subsection **D** of this section.
- C. Any person who requests a hearing shall be given written notice of the date, time and place for the hearing. Such hearing shall be held not less than 15 days nor more than 30 days from the date of the mailing of notice, provided the hearing officer shall grant, upon good cause shown, any reasonable request by any interested party for postponement or continuance. An original or certified copy of the initial notice of violation issued by the issuing official or policeman shall be filed and retained by the municipality, and shall be deemed to be a business record within the scope of C.G.S. § 52-180 and evidence of the facts contained therein. The presence of the issuing official or policeman shall be required at the hearing if such person so requests. A person wishing to contest his liability shall appear at the hearing and may present evidence on behalf of the municipality. If such person fails to appear, the hearing officer may enter an assessment by default against him upon a finding of proper notice and liability under the applicable statutes or ordinances. The hearing officer may accept from such person copies of police reports, investigatory and citation reports, and other official documents by mail and may determine thereby that the appearance of such

person is unnecessary. The hearing officer shall conduct the hearing in the order and form and with such methods of proof as he deems fair and appropriate. The rules regarding the admissibility of evidence shall not be strictly applied, but all testimony shall be given under oath or affirmation. The hearing officer shall announce his decision at the end of the hearing. If he determines that the person is not liable, he shall dismiss the matter and enter his determination in writing accordingly. If he determines that the person is liable for the violation, he shall forthwith enter and assess the fines, penalties, costs or fees against such person as provided by the applicable ordinances of the municipality.

- D. If such assessment is not paid on the date of its entry, the hearing officer shall send by first class mail a notice of the assessment to the person found liable and shall file, not less than 30 days nor more than 12 months after such mailing, a certified copy of the notice of assessment with the clerk of a superior court facility designated by the Chief Court Administrator together with an entry fee of \$8. The certified copy of the notice of assessment shall constitute a record of assessment. Within such twelve-month period, assessments against the same person may be accrued and filed as one record of assessment. The clerk shall enter judgment, in the amount of such record of assessment and court costs of \$8, against such person in favor of the municipality. Notwithstanding any provision of the general statutes, the hearing officer's assessment, when so entered as a judgment, shall have the effect of a civil money judgment, and a levy of execution on such judgment may issue without further notice to such person.
- E. A person against whom an assessment has been entered pursuant to this section is entitled to judicial review by way of appeal. An appeal shall be instituted within 30 days of the mailing of notice of such assessment by filing a petition to reopen assessment, together with any entry fee in an amount equal to the entry fee for a small claims case pursuant to C.G.S. § 52-259, at a Superior Court facility designated by the Chief Court Administrator, which shall entitle such person to a hearing in accordance with the rules of the judges of the Superior Court.

## Article III. Excavations and Openings

[Adopted 5-20-1981 (Ord. No. 58A); amended 11-16-1991]

### § 204-6. Title and purpose.

- A. This article shall be known and may be cited as "Newtown Road Excavation Ordinance."
- B. This article shall be liberally construed and applied to promote its underlying purposes and policies which are:
  - (1) To ensure that all Town roads, streets and highways will be restored to their former condition, in proper and orderly fashion, immediately following any excavation therein:
  - (2) To protect the Town of Newtown against expenses which might be incurred in such restoration in the event of failure or improper performance of such restoration; and
  - (3) To ensure that the proper agents of the Town will have knowledge of all such excavations and the scope and extent thereof.

### § 204-7. Permit required; fee; bond; insurance.

- A. Before making any opening, aperture, or excavation for any purpose in any Town road, street or highway, the person making such excavation shall obtain a permit therefor from the First Selectman. The form of application for the permit and the permit shall be in such style as the First Selectman or his designee shall designate. A fee, as may be established from time to time by the Board of Selectmen, shall be paid to the Town of Newtown for each permit issued hereunder.
- B. Before any such permit may be issued by the First Selectman, the person making such excavation shall file

with said First Selectman a bond, consisting of either a certified check or a letter of credit. Said letter of credit shall be in a form satisfactory to the Town Attorney, issued by a recognized financial institution authorized to do business in the State of Connecticut. The amount of the guarantee will be equal to 100% of the cost of the work to be performed and shall secure to the Town of Newtown the actual cost of the work to be performed necessary to restore the subject road, street or highway to a condition the equivalent of that prior to any such excavation; provided, however, that no bond shall be accepted in an amount less than \$500. The cost of the excavation work shall be estimated by the professional engineer of the applicant for a road excavation permit. Estimates shall be prepared in detail for all phases of the work, and where there is a difference between the professional opinions of the engineer of the applicant and the Town Engineer as to the cost estimate, the opinion of the Town Engineer shall prevail. Said bond shall continue to be held by the Town of Newtown for a period of six months following the restoration of any such road, street or highway, during which time all or any part of said bond shall be paid over to the Town of Newtown in the event that said restoration be not properly and completely performed; provided, however, that no greater amount shall be paid over than as necessary for such Town to expend for such restoration. For the purpose of this section, the aforesaid six-month period shall begin to run upon notification in writing to the First Selectman of completed restoration.

- C. Before any such permit may be issued by the First Selectman, the applicant shall also provide the First Selectman with a certificate of insurance showing minimum liability coverage of \$500,000; provided, however, that the above requirements shall be waived for public utility companies who have filed with the Secretary of State a certificate of solvency. The Town shall be named as a co-insured on the certificate of insurance.

## § 204-8. Protection of excavations; restoration of highway.

- A. Whenever any person shall make any excavation in any Town road, street, or highway, such person shall erect such signs, signals, guard rails and other devices which the First Selectman shall deem necessary to protect the users of such road, street, or highway from the danger occasioned by the existence of such excavation. During the course of such excavation, no person shall cause any road to be closed to traffic without prior permission in writing from the First Selectman.  
[Amended 10-16-2002]
- B. Whenever any excavation shall be made in any road, street or highway, the person making such excavation shall, as soon thereafter as practicable, fill in such excavation and stamp and puddle the earth therein so that the same shall not settle, restore the portion of the street so excavated to the condition in which it existed before such excavation was made, and from time to time for a period of six months thereafter make such repairs as may be necessary to maintain the portion of the street so excavated at the level of the roadway. If the excavation is made in a paved road, street or highway, the person making such excavation shall, after filling in such excavation as hereinbefore provided to a point within six inches of the surface of the street, fill in the remaining portion thereof with such paving materials as shall result in a paved surface for such excavation of the same quality and type as theretofore existed, and shall from time to time thereafter make such repairs as may be necessary to maintain the portion of the street so excavated at the level of the roadway for a period of six months. If any such excavation shall not be so repaired and maintained in repair. It shall be the duty of the First Selectman to cause such repairs to be made and to charge the expense thereof against the person making such excavation, which expense shall be collected from the bond posted and filed as aforesaid.

## § 204-9. Enforcement; penalties for offenses.

- A. This article shall be enforced by the First Selectman or his agent. Any person violating any provision of this article shall be fined \$100 for each day that such violation shall continue.
- B. The imposition of a fine shall not be a bar to the enforcement of such other legal or equitable remedies as might exist to enforce compliance with this article.

- C. Notwithstanding any language above to the contrary, the maximum fine for each violation under this article shall be \$90 or the amount set forth above, whichever is less. Each violation subject to a fine shall be considered an infraction which, in the discretion of the issuing violation, may be enforceable by citation. The fine(s) imposed shall be payable to the Town of Newtown. Any individual fined for a violation of this article may appeal that fine to the Town Hearing Officer following the procedures set forth in the ordinance authorizing said officer and herein setting forth the appeals process.
- [Added 9-17-2003]

## § 204-10. Citation hearing officer.

[Added 9-17-2003]

The First Selectman, with the approval of the Board of Selectmen, shall appoint one citation hearing officer, other than police officers or employees or persons who issue citations, to conduct the hearing authorized by § 204-11.

## § 204-11. Appeals procedure.

[Added 9-17-2003]

- A. Newtown, at any time within 12 months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to C.G.S. § 7-148 or 22a-226d, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited:
- (1) Of the allegations against him and the amount of the fines, penalties, costs or fees due;
  - (2) That he may contest his liability before a citation hearing officer by delivering in person or by mail written notice within 10 days of the date thereof;
  - (3) That if he does not demand such a hearing an assessment and judgment shall be entered against him; and
  - (4) That such judgment may issue without further notice.
- B. If the person who is sent notice pursuant to Subsection **A** of this section wishes to admit liability for any alleged violation, he may, without requesting a hearing, pay the full amount of the fines, penalties, costs or fees admitted to in person or by mail to an official designated by such municipality. Such payment shall be inadmissible in any proceeding, civil or criminal, to establish the conduct of such person or other person making the payment. Any person who does not deliver or mail written demand for a hearing within 10 days of the date of the first notice provided for in Subsection **A** of this section shall be deemed to have admitted liability, and the designated municipal official shall certify such person's failure to respond to the hearing officer. The hearing officer shall thereupon enter and assess the fines, penalties, costs or fees provided for by the applicable ordinances and shall follow the procedures set forth in Subsection **D** of this section.
- C. Any person who requests a hearing shall be given written notice of the date, time and place for the hearing. Such hearing shall be held not less than 15 days nor more than 30 days from the date of the mailing of notice, provided the hearing officer shall grant, upon good cause shown, any reasonable request by any interested party for postponement or continuance. An original or certified copy of the initial notice of violation issued by the issuing official or policeman shall be filed and retained by the municipality, and shall be deemed to be a business record within the scope of C.G.S. § 52-180 and evidence of the facts contained therein. The presence of the issuing official or policeman shall be required at the hearing if such person so requests. A person wishing to contest his liability shall appear at the hearing and may present evidence on behalf of the municipality. If such person fails to appear, the hearing officer may enter an assessment by default against him upon a finding of proper notice and liability under the applicable statutes or ordinances. The hearing officer may accept from such person copies of police reports, investigatory and citation reports, and other official documents by mail and may determine thereby that the appearance of such

person is unnecessary. The hearing officer shall conduct the hearing in the order and form and with such methods of proof as he deems fair and appropriate. The rules regarding the admissibility of evidence shall not be strictly applied, but all testimony shall be given under oath or affirmation. The hearing officer shall announce his decision at the end of the hearing. If he determines that the person is not liable, he shall dismiss the matter and enter his determination in writing accordingly. If he determines that the person is liable for the violation, he shall forthwith enter and assess the fines, penalties, costs or fees against such person as provided by the applicable ordinances of the municipality.

- D. If such assessment is not paid on the date of its entry, the hearing officer shall send by first class mail a notice of the assessment to the person found liable and shall file, not less than 30 days nor more than 12 months after such mailing, a certified copy of the notice of assessment with the clerk of a superior court facility designated by the Chief Court Administrator together with an entry fee of \$8. The certified copy of the notice of assessment shall constitute a record of assessment. Within such twelve-month period, assessments against the same person may be accrued and filed as one record of assessment. The clerk shall enter judgment, in the amount of such record of assessment and court costs of \$8, against such person in favor of the municipality. Notwithstanding any provision of the general statutes, the hearing officer's assessment, when so entered as a judgment, shall have the effect of a civil money judgment, and a levy of execution on such judgment may issue without further notice to such person.
- E. A person against whom an assessment has been entered pursuant to this section is entitled to judicial review by way of appeal. An appeal shall be instituted within 30 days of the mailing of notice of such assessment by filing a petition to reopen assessment, together with any entry fee in an amount equal to the entry fee for a small claims case pursuant to C.G.S. § 52-259, at a Superior Court facility designated by the Chief Court Administrator, which shall entitle such person to a hearing in accordance with the rules of the judges of the Superior Court.

## Article IV. Liability for Ice and Snow on Public Sidewalks

[Adopted by the Legislative Council 12-19-1990 (Ord. No. 70)]

### § 204-12. Purpose.

The purpose of this article is to assure safe public sidewalks, clear of ice and snow.

### § 204-13. Statutory authority.

The provisions of Connecticut General Statutes § 7-163a are hereby adopted as an ordinance of the Town of Newtown as set forth below.

### § 204-14. Limitations on Town liability.

Notwithstanding the provisions of § 13a-149 of the Connecticut General Statutes or any other General Statute or special act, the Town of Newtown shall not be liable to any person injured in person or property caused by the presence of ice or snow on a public sidewalk unless the Town of Newtown is the owner or in possession and control of land abutting such sidewalk, other than land used as a highway or street, provided the Town of Newtown shall be liable for its affirmative acts with respect to such sidewalk.

### § 204-15. Owner's responsibilities.

The owner or person in possession and control of land abutting a public sidewalk shall have the same duty of care with respect to the presence of ice or snow on such sidewalk toward the portion of the sidewalk abutting

his/her property as the Town of Newtown had prior to the effective date of this article and shall be liable to persons injured in person or property where a breach of said duty is the proximate cause of said injury.

## **§ 204-16. Statute of limitations.**

No action to recover damages for injury to the person or to property caused by the presence of ice or snow on a public sidewalk against a person who owns or is in possession and control of land abutting a public sidewalk shall be brought but within two years from the date when the injury is first sustained.





Town of Newtown, CT  
Monday, August 17, 2015

## Chapter 191. Scenic Roads

[HISTORY: Adopted by the Legislative Council of the Town of Newtown 6-18-1997 (Ord. No. 76); amended 2-17-1999. Subsequent amendments noted where applicable.]

### GENERAL REFERENCES

Road construction — See Ch. 185.

Streets and sidewalks — See Ch. 204.

Subdivision of land — See Ch. 560.

### § 191-1. Findings.

- A. Connecticut General Statutes § 7-149a, enacted in 1981, states that the protection of scenic and historic resources is essential to the welfare of the people of Connecticut.
- B. The scenic and rural roads of the Town of Newtown are irreplaceable resources. The natural landscape and visual quality of a community provide it with a sense of pride and individuality, setting it apart from other places. The protection and preservation of these resources is of immeasurable benefit to the people of the Town of Newtown. It is the purpose of this chapter to provide a balance between the need to provide safe and convenient public transportation as well as other public safety needs along with preserving the scenic and rural values.

### § 191-2. Authority to designate; applicability.

The authority to designate Town roads as scenic roads rests with the Legislative Council. This chapter does not apply to private, state or federal roads.

### § 191-3. Designation criteria.

- A. In order to apply for this designation, a road must be free of intensive commercial development or an area with intensive vehicular traffic. It also must meet at least one of the next six criteria:
  - (1) The road is unpaved.
  - (2) The road is bordered by mature trees and stone walls.
  - (3) The road is no more than 20 feet in width.
  - (4) The road offers scenic views.
  - (5) The road blends naturally into its surrounding terrain.
  - (6) The road parallels or crosses lakes, ponds, rivers or streams.
- B. Other criteria to consider include whether:
  - (1) The section to be designated should have a minimal length of at least 30% of the length of the entire road.

- (2) The road fronts areas designated as parks, forests or conservation areas.
  - (3) The road fronts farmland.
- C. The owners of a majority of lot frontage and driveway access abutting the road to be designated must petition for designation of the road as scenic. This petition must be filed with the Town Clerk. The petitioners must prove to the Legislative Council that they do in fact constitute such a majority. Such proof may include information already maintained by the Town of Newtown, but also may require new information such as surveys. The total responsibility and expense rests with the owners filing the petition.
- D. Meeting one of these six criteria is a threshold requirement to be eligible for scenic road status but does not mean that scenic road status will automatically or necessarily be conferred by the Legislative Council. Further, note that only three of the six criteria are totally objective, and therefore it is possible that the Council may not agree with the petitioner's contention as to which criteria are met.
- E. The Legislative Council shall consider the petition, application, comments received at public hearing, and recommendations of Town agencies in deciding whether to designate a road as scenic. The Council shall be guided by the best interests of the Town.

## § 191-4. Designation procedure.

- A. Once a petition has been filed with and validated by the Town Clerk, the petitioning group must provide an application in duplicate to the Board of Selectmen that includes the following:
- (1) Signatures and addresses of the abutting landowners and landowners with driveway access abutting the road.
  - (2) The name and description of the road.
  - (3) A written statement providing and describing facts about the road.
  - (4) A written statement providing those characteristics of the road that qualify it for scenic road status.
  - (5) Pictures of the road.
  - (6) The name and address of the circulator of the application, along with a date of application.
  - (7) Written proof, i.e., return receipt, of notification to all owners of land abutting the road and landowners with driveway access abutting the road of the intention to designate the road as scenic.
- B. The following procedure shall take place after the application has been accepted:
- (1) The Board of Selectmen or First Selectman's office shall notify the Chairman of the Legislative Council and the Chairman of its Ordinance Committee of the date on which it receives any complete application, within three business days of that date. The Board of Selectmen will review any application at one of its next two regular meetings following the date of submission of the application and will notify the applicant of the date, time, and place of that meeting. In addition, within three business days of receiving the application, the Board of Selectmen or First Selectman's office shall submit copies of the application and petition to the Conservation Commission, Planning and Zoning Commission, Police Department and Fire Department and request it be provided with comments or recommendations from each on the application within 45 days of receipt. It is not expected that the applicant make formal presentations to any of these agencies; rather, each agency should provide any comments or recommendations based upon its particular area of expertise.
  - (2) The Legislative Council shall hold a public hearing, which shall take place within 65 days from the date the application has been received by the Board of Selectmen. Legal notice shall be published in a newspaper having substantial circulation in the Town of Newtown at least 10 days prior to the public hearing.

- (3) The Legislative Council shall render a decision within 45 days of the hearing. Notice of the decision shall be posted in a newspaper having substantial circulation in the Town of Newtown. The Legislative Council is the final authoritative body.

## § 191-5. Rescission of designation.

The designation of a Town road or portion of a Town road as a scenic road may be rescinded by the Legislative Council using the same procedure required for designation, i.e., written application by owners of a majority of lot frontage and driveway access abutting the roadway, proof of majority, notification of proof, reports from Town agencies, public hearing and Legislative Council vote.

## § 191-6. Maintenance, repair or alterations.

### A. Maintenance, repair and routine alterations.

- (1) The Town shall maintain the road, or any portion of the road, in good and sufficient repair and in passable condition within the requirements of maintaining public safety.
- (2) The Town shall maintain the road, or any portion of the road, without alteration, to ensure public safety and preserve the highest degree of scenic characteristics.
- (3) The Town, in the case of a natural disaster, shall repair the road to its original, pre-emergency condition.
- (4) Routine care and alterations, to be carried out by the Town, shall include trimming vegetation, removal of dead or diseased trees, correcting drainage problems, minimal widening so the road does not exceed 20 feet, plowing, sanding, sweeping and catch basin cleaning.

### B. Nonroutine alterations.

- (1) The Public Works Department must seek advance approval from the Legislative Council for any nonroutine alterations. The Board of Selectmen shall review nonroutine alterations to determine if they are in the best interest of the Town and shall pass on its recommendation to the Legislative Council. Improvements or nonroutine alterations such as paving of dirt or gravel roads, widening, change of grade, straightening, removal of structures or mature trees require approval of the Legislative Council. Upon receipt of a request by the Public Works Department to perform nonroutine alterations, the Board of Selectmen shall notify the owners of land with frontage and driveways abutting the road that alterations have been proposed and schedule a public hearing to discuss the alterations. Notification of the hearing also shall be published in a newspaper having a substantial circulation in the Town of Newtown. The Council shall grant such approval if it finds that such alterations are necessary to maintain public safety. Any work performed shall, to the extent possible, be done in a manner to ensure the preservation of the original rural and scenic values.
- (2) Insofar as any alterations are performed, they shall be designed to conform to the following:
  - (a) Speed limits shall be low and posted.
  - (b) Curves shall be correlated with existing curves and would allow for a constant unfolding of new and change in views. Curves should not be eliminated unless unsafe.
  - (c) Grades shall be maintained and only changed if absolutely necessary for safety. The change in grade should not exceed 2°.
  - (d) Widths shall be narrow and preserved. Turnouts and wide sections shall be implemented instead of complete widening to maximize preservation.
  - (e) Side slopes shall be preserved. Existing steep slopes and naturally occurring rock formations are

characteristic with scenic roads and are preferable to extensive removal of soil and rock.

- (f) Vistas shall be preserved and maintained.
- (g) Rock walls shall be preserved.
- (h) Vegetation shall be preserved and managed to preserve the character. Overhanging or overarching trees are characteristic of scenic roads.
- (i) Nonscenic uses and structures, such as billboards and other unsightly visions, shall be prohibited.

## § 191-7. Rights of landowners.

- A. Nothing in this chapter shall be deemed to prohibit a person owning or occupying land abutting or owners with driveway access abutting a scenic road from maintaining or repairing the land which abuts the scenic road if the repair or maintenance occurs on the land not within the right-of-way, paved or unpaved, of the scenic road.
- B. Nothing in this chapter shall be deemed to prohibit a person owning land abutting a scenic road from improving his or her land or gaining access to his or her property in accordance with all other Town regulations and ordinances.

HIGHWAY ACTION RECORDED IN TOWN JOURNAL

- Vol. 1 & 2 P. 82 - Jan. 25, 1719/20: Voted to accept highway from Common Road to Castle Meadow Brook, as described on page 86A, in detail.
- Vol. 1 P.R. P. 76 - Dec. 15, 1740: Layout of Walnut Tree Hill Rd.
- P. 110 - Mar. 5, 1749: Voted to accept all highways previously laid out, even though not laid out in due form, and if not already encroached upon by any division of land they shall stand good "from this time forward to the end of the world" as to their width as shown in the public records of Newtown or of its proprietors.
- P. 124 - Feb. 13, 1758: Voted to lay out highways in the following widths: Town Street 8 rods wide from Eb. Bristol's house to Lt. Heth Peck's; highways on each side of the Ram's Pasture to be 6 rods wide; highway from the Meeting House to Gideon Baldwin's meadow east of his house to be 6 rods; all other designated country roads to be 6 rods; all other roads within 2 miles from Meeting House to be 4 rods, except private roads or roads not much used to be 2 rods wide.
- Vol. 4 P. 93 - Jan. 4, 1768: Appointed a committee to represent the town before the County Court at Fairfield for a convenient highway from Newtown to the Narrows at Stevens' Ferry.
- P. 97 - Sept. 20, 1768: Appointed Oliver Tousey et al a committee to meet with a Stratford committee and agree on a new road to the Narrows.
- P. 100 - Apr. 12, 1784: Voted to build a bridge over Pototook Brook at Mile Hill Rd.
- P. 106 - Dec. 18, 1769: Appointed Oliver Tousey a committee to clear new road to Narrows by Abel Booth as far as Barrows Pt.
- P. 119 - Dec. 18, 1786: Voted to shift Redding Rd. to south of Cyrus Beers' house (instead of north).
- Vol. 5 P. 4 - Dec. 13, 1790: Voted to build a bridge over Pototook Brook.
- P. 21 - Dec. 9, 1793: Authorized the Selectmen to build a road thru Huntingtown from Deodate Silliman's to Newtown line near Daniel Sherwood's on Pine Swamp Hill.
- P. 51 - Dec. 18, 1797: Authorized Selectmen to make a road from Capt. Morris's at Grays Plain thru Judson's to meet a road from Huntington.
- P. 71 - Dec. 14, 1801: Accepted 4 highways for record as follows:
- a. Alteration of highway near Peter Foot's per survey 12/14/1801.
  - b. Highway up Gelding Brook per survey 12/24/01.
  - c. Alteration of highway from Sandbar Bridge to Newtown Church, per survey 11/24/01.
  - d. Alteration of highway from pole bridge to Thomas Sanford's, per survey 10/6/01.
- Voted to refer a petition for a road across Gregory's Orchard to the Selectmen for action at their discretion.
- Voted to accept and record alteration of highway from George Shepard's towards Flat Swamp per survey 12/15/01.
- P. 76 - Dec. 13, 1802: Voted to accept and record the 1/5/02 survey of road from Gregory's Orchard to Peck's Sawmill.
- Voted to accept and record the 11/30/02 survey of road east of Lemuel Nichols towards Huntington.
- Voted to accept and record the 1/21/02 survey of road by Tardis Skidmore's.
- Voted to accept and record the 12/27/02 survey of road from Andrew Shepard's barn to Andrew Griffin's house.

P. 80 - Apr/ 11, 1803 Voted to discontinue road back of the burial ground to Lamson Birch house.

P. 71 - Dec. 14, 1801: Voted to accept and record  
a. Dec. 24, 1801 survey of road near Peter Foot's.  
b. Dec. 24, 1801 survey of road up Gelding Brook.  
c. Nov. 24, 1801 survey of road from Sandbar Bridge to Newtown Church.  
d. Oct. 6, 1801 survey of road from pole bridge to Thomas Sanford's.

P. 84 - Feb. 6, 1804: Voted to accept and record alteration of road near David Starling's leading from river to Danbury line, per survey of 12/26/1803.

P. 85 - Dec. 10, 1804: Voted to accept and record survey 6/20/1804 of road from Gregory's Orchard to Good Hill.

P. 73 - Dec. 14, 1801: Voted to accept and record alteration of highway from George Shepard's towards Flat Swamp, per survey 12/15/01.

P. 76 - Dec. 13, 1802: Voted to accept and record 1/5/02 survey of road from Gregory's Orchard to Peck's Saw Mill.

Voted to accept and record 11/30/02 survey of road east of Lemuel Nichols towards Huntingtown.

P. 96 - Dec. 15, 1806: Voted to accept and record survey of 12/2/06, alteration of road from Mile Hill to Zoar.

Voted to accept and record survey of 5/20/06 of alteration of highway by Collin Chapman's.

Voted to accept and record survey of about 30 rods thru land of Sherman Botsford from Half Way River, opposite highway on Huntington side of river.

P. 91 - Dec. 9, 1805: Voted to accept and record road laid out by Selectmen from the stone bridge in Hanover to the top of Bear Swamp Hill.

Voted to accept and record road from the top of Bear Swamp Hill to the head of Main Street near the schoolhouse.

P. 94 - Oct. 6, 1806: Voted to accept and record alteration to highway east of Asa Winton's on the Newtown Danbury Rd.

Voted to accept survey of a road from Daniel Hard's, intersecting the Middle Turnpike near Poll Bridge.

P.110 - Dec.12, 1806: Voted to accept and record layout of road from Jonathan Goodsell's, intersecting the Bridgeport-Newtown Turnpike a little north of Widow Phebe Summers'.

P. 113 - Oct. 2, 1809: Voted to accept and record 3/20/09 survey of road near Half Way River thru land of Kneeland Townsend, Henry Tomlinson, Josiah Tomlinson and Beach Tomlinson.

P. 103 - Dec. 7, 1807: Voted to accept and record 4/3/06 survey of road west from Capt. Asa Winton's dwelling to the Danbury line. (See NLR vol. 23, p.603).

P. 114 - Dec. 4, 1809: Voted to accept and record survey of 9/17/09, road "for the use and benefit of Philo Curtis".

P. 117 - Aug. 27, 1810: Voted to discontinue old road from Philo Curtis's dwelling west to intersention with Middle Road Turnpike to Daniel Hard's; also to approve sale of same to Philo Curtis.

Voted to alter (if possible) road laid by County Court Committee from Daniel Hard's by Sherman's Saw Mill to Middle Gate on Bridgeport-Newtown Turnpike, so that road would go over Botsford Hill rather than by the original layout.

P. 120 - Dec. 10, 1810: Voted to discontinue road near Jotham Hawley's new dwelling.

- P. 121 - Dec. 23, 1811: Voted to accept and record 4/15/10 survey of road below the dwelling of Daniel Morris.
- P. 124 - Dec. 30, 1811: Voted to accept and record 6/15/11 survey of road at Hog Pen Brook.
- P. 125 - Apr. 13, 1812: Voted to accept and record 6/15/11 survey of road across Toddy Hill.
- P. 126 - Dec. 14, 1812: Voted to accept and record 10/6/12 survey of road near Taunton Hill.
- P. 127 - Dec. 28, 1812: Voted to accept and record 12/28/12 survey of road near Miles Brook thru land of Cyrenius Hard.
- P. 130 - Dec. 6, 1813: Voted to accept alteration of road near the dwelling of Daniel B. Roberts.
- P. 139 - Dec. 12, 1814: Voted to accept and record 4/20/14 survey of road near dwelling of Turney Peck.
- P. 142 - Dec. 11, 1815: Voted to accept and record Selectmen's survey of a road from near Benjamin Hard's on Toddy Hill to near the dwelling of Elijah Sherman towards Zoar.
- P. 143 - Feb. 26, 1816: Voted to accept and record alteration of highway near Pine Swamp thru land of Ebenezer Beers, per survey 2/26/16.
- P. 145 - Nov. 4, 1816: Voted to accept and record survey 11/25/16 of road a little south of Castle Meadow Brook thru land of John French.
- P. 142 - Dec. 11, 1815: Voted to accept 12/11/15 survey of road from Amos Shepard's towards Taunton.
- Voted to discontinue part of old highway north of Amos Shepard's towards Taunton.
- Voted to discontinue old highway from Stephen Shepard's towards Taunton.
- Voted to accept and record 11/27/15 survey of road at Job's Falls.
- P. 149 - Dec. 1, 1817: Voted to accept 11/12/17 survey of road near Joseph Bennett's dwelling.
- P. 163 - Dec. 20, 1819: Voted to accept 12/13/19 survey of road at Ragged Corner.
- P. 165 - Jan. 24, 1820: Voted to accept alteration of road back of Gelding Hill.
- P. 179 - Dec. 23, 1822: Voted to accept and record 12/23/22 survey of alteration of highway near the dwelling of Lyman Sherman heirs.
- P. 208 - Jan. 28, 1828: Voted to accept and record survey altering road in Taunton from Wheeler Fairchild's to Flat Swamp.
- P. 217 - Dec. 21, 1829: Voted to accept and record survey 12/12/29 of road from Union Bridge to near the dwelling of Benjamin C. Glover.
- P. 226 - Nov. 26, 1831: Voted to accept and record 11/16/31 survey altering highway from Union Bridge thru land of Benjamin C. Glover.
- P. 244 - Nov. 25, 1833: Voted to accept survey 11/25/33 altering road beginning near the dwelling of Charles C. Warner.

Vol. 5

P. 255 - Dec. 22, 1834: Voted to accept the Selectmen's report re road from Elias & Lemuel Beers' to intersect old road by Daniel Briscoe's to Monroe line.

P. 259 - Oct. 5, 1835: Accepted 6/20/35 survey by Selectmen of road from near the dwelling of Damon Blackman to near Sanford's factory in Sandy Hook.

P. 302 - Oct. 7, 1839: Voted to discontinue road called "the back side" leading to Taunton Pond.

P. 310 - May 11, 1840: Voted to accept survey of road at Land's End from Tyrus Hawley's to R. R. Depot. Survey dated 12/6/39.

Vol. 6

P. 13 - May 11, 1841: Authorized Selectmen to straighten road at Pappoose (on west side of R. R.) to Hawley's Bridge.

P. 24 - May 23, 1842: Voted to accept and record survey dated 4/1/1842 of road thru land of Benjamin Hawley and S. Blackman in Land's End and Lake George.

Voted to accept alteration dated 5/23/42 of road from Bennett's Bridge to Sandy Hook.

Voted to accept and record alteration dated 5/23/42 of road from Pole Bridge west past Philo Curtis's dwelling.

P. 24 - Oct. 3, 1842: Authorized Selectmen to use their discretion re building a road from Hawleyville Depot to Brookfield, as laid out by the County Court.

P. 62 - May 30, 1846: Voted to accept highway beginning near the dwelling of Joseph Booth and running north to intersect old road near Brick Kiln of Amos G. Peck (near R. R.).

P. 124 - Oct. 1, 1850: Voted to discontinue part of old road in Land's End from dwelling of Lawrence Farrel and running west.

Voted to discontinue part of old road in Head of Meadow from old Norwalk Road southwesterly 15 rods to Hart Shepard's Mill House, intersecting road to Flat Swamp.

Voted to re-route old road from south abutment of stone bridge 4 to 5 rods Northwest from the dwelling of George Beers, 2 1/2 rods wide.

P. 133 - July 7, 1851: Voted to accept new road beginning near dwelling of Bennett Platt and intersecting Newtown & Norwalk Turnpike at Key Hole.

Voted to accept alteration of highway at Hawleyville.

P. 165 - Oct. 3, 1853: Voted to discontinue old road from Merwin house to top of hill to main road to Bethel. Abel Botsford to pay the town \$50.00 for said land.

P. 160 - May 2, 1853: Voted to accept road at R. R. crossing between Newtown Street and Hanover.

Voted to accept road from Middle Gate District to Huntingtown District.

P. 170 - Nov. 26, 1853: Voted to accept road at Lake George near dwelling of Charles Skidmore.

P. 172 - Dec. 10, 1853: Voted to rescind vote (11/26/53) re road laid out near dwellings of Charles Skidmore and James Blackman.

P. 174 - June 12, 1854: Voted to discontinue old road from Reuben



- P. 174 - June 12, 1854 (cont'd):  
Shepard's by Zera Judson's to Dodgingtown, - except  
4 rods of old road to be reserved from where new road crosses.
- P. 185 - Feb. 3, 1855: Voted to accept road near Josiah Booth's house,  
terminating at Hanover Rd. (full description on pages 185-6).
- = Voted to accept road near Robert N. Hawley's (see Vol.  
40, page 621).
- Voted to accept road near Cyrus D. Fairchild's (see  
Vol. 40, page 621.)
- Voted to discontinue old road in Taunton, from East  
& West Road to Abijah Road near Cyrus Fairchild's, known as Horsebeat Rd.
- Voted to discontinue old road near Stiles S. Smith's  
house.
- Voted to discontinue old road near Julius Sanford's  
house.
- P. 165 - Oct. 3, 1853: Voted to discontinue old road near late residence  
of William Platt.
- P. 192 - Sept. 8, 1855: Voted to accept lay of road laid out by Selectmen  
8/29/55 near lower Rubber Factory.
- Voted to discontinue old road near Rubber Factory  
(recorded in Vol. 40, page 642).
- P. 230 - Sept. 25, 1858: Voted for Capt. Hart Shepard as agent to build bridge  
over Pootatuck River near Beecher's factory, at least 18' in the clear,  
with sidewalks outside the walls of bridge.
- P. 238 - June 18, 1859: Voted to discontinue old road near Hubbell's fording  
place, and to accept lay of new road, provided Lawrence Mitchell, his heirs  
and assigns furnish a bond.
- P. 239 - Sept. 3, 1859: Voted to discontinue old road from David Underhill's  
to junction of Norwalk Turnpike.
- Voted to discontinue old road from Hanover Road past  
Weldon's to Housatonic R. R.
- P. 249 - Oct. 14, 1859: Authorized the Selectmen to lay a road 10' wide from  
Union Bridge Road near the bridge over Rubber Pond to Pootatuck Road near  
School House.
- P. 268 - Oct. 7, 1861: Voted to discontinue road from R. Hawley's to its in-  
tersection with new road about 8 rods south of R. R.
- P. 314 - Apr. 1, 1865: Voted to accept alteration of highway near former  
residence of Charles Warner at Otter Bridge on the Housatonic River, and  
ordered to be recorded in Newtown Land Records.
- P. 330 - Oct. 23, 1865: Voted to permit Trinity Church to occupy as a portion  
of the site for a new church edifice, the highway running between the old  
church and the homestead now occupied by Isaac Beers. Also directed the  
Selectmen to discontinue said highway by metes and bounds and record in N.L.R.
- P. 356 - Oct. 5, 1868: Voted to abandon old road to Hubbell's fording place  
and to accept new road as laid out by the Selectmen.
- P. 361 - Nov. 16, 1868: Voted to accept new road beginning near former home  
of Edward Taylor and ending near house of Lewis H. Fairchild.
- Voted to abandon old highway from Boston, Hartford &  
Erie R. R. to house of Lewis Fairchild. R. R. Co. to build 48.84 rods new road.

Vol. 7

P. 24 - Oct. 3, 1870: Voted to accept new highway from Huntingtown District to Middle Gate, as laid by Selectmen in Sept., 1869.

P. 69 - Oct. 6, 1873: Voted to accept layout of new highway from near brick house of Glover Hawley in Land's End to near Pond Brook.

Voted to abandon that part of Union Bridge Road beginning near Benjamin Glover barn, and ending at new road on west side of river in Hanover District.

P. 78 - Nov. 1, 1873: Voted to accept layout of new highway from old Lebanon Road northeast 400 rods to High Rock Road "a little south of Alonzo Sherman's house".

P. 111 - Oct. 4, 1875: Voted to accept new highway beginning on right side of old highway from Turner Road to Hawleyville Depot, and ending near Shepaug R. R.

Voted to abandon unused portion of Turner Road, running in rear of D. B. Hawley's dwelling in Hawleyville.

P. 152 - Jan. 5, 1878: Voted to accept road from highway to Martin Keating's. See Vol. 49, p. 320 for survey.

Voted to abandon road from corner near James P. Barnum's.

P. 156 - Oct. 7, 1878: Voted to accept new highway past Charles Dayton's house, provided he gives deed to town.

P. 203 - Apr. 28, 1881: Voted to abandon highway from Patrick Ready's west to Turnpike.

P. 316 - Apr. 16, 1887: Voted to open highway in North Center School District or build new one from near John Shannon's to highway leading toward Sandy Hook near William Repka's barn.

P. 493 - Dec. 15, 1894: Voted to build highway from near residence of Mrs. John Clarkin Sandy Hook to near residence of the late George Katzmeyer in Walnut Tree Hill District.

Vol. 8

P. 453 - Mar. 11, 1911: Voted to discontinue portions of Cold Spring Road.

Vol. 9

P. 96 - Aug. 16, 1919: Voted to enter agreement with Conn. Light & Power Co. re roads to be flooded when Stevenson Dam is completed.

P. 154 - Oct. 6, 1924: Voted to name "truck" line from Sandy Hook to Stevenson "Platt's Road" -- State Highway Commissioner and the National Geographical Society in Washington to be notified.

P. 222 - July 22, 1931: Voted to close Mile Hill Road from the Railroad bridge east to the Jones residence, when State shall have conveyed to the Town "ready to use" an approved substitute road.

P. 103 - Aug. 14, 1920: Voted to discontinue old highway from Route 34 past S. Curtis & Son factory to Botsford Hill Road

P. 277 - May 10, 1933: Voted to discontinue highway connecting Hopewell Road at Morgan's Four Corners.

Voted to discontinue a certain piece of highway extending from residence of Thomas Bailey in Dodgingtown, easterly to the State Road near the homestead formerly of Jeremiah Maroney.

Voted to discontinue a certain piece of highway extending from the estate of Margaret Bradley southerly to the present State Highway.

P. 277 - Aug. 19, 1933: Voted to discontinue section of road running from

Vol. 9

P. 277 - Aug. 19, 1933 (cont'd): Route 25 opposite Harry Van Horn residence to Mile Hill Road.

Voted to discontinue old right of way on Shepard Hill known as "highway" or "Crooked Spring Lane".

Voted to close Newtown's half of bridge over Half Way River.

P. 448 - Feb. 4, 1938: Voted to discontinue highway east from Queen St. to former home of Michael J. Keating. - *Borough Lane*

P. 568 - Oct. 6, 1941: Voted to abandon that part of old highway running from old Norwalk Turnpike near Key Hole Rock past property of Stephen Zoltai to Route 202.

Vol. 10

P. 8 - Mar. 13, 1942: Voted that Town would maintain Queen St. - Glover Ave. cut-off after State had constructed macadam pavement 22' wide.

Vol. 11

P. 79 - Feb. 2, 1951: Voted to re-locate portion of Taunton Lake Road adjoining Route 6 ( for traffic safety).

P. 105 - Aug. 3, 1951: Voted to accept *Laurel* Elm Road and Johnston *Drive* Terrace.

P. 110 - Sept. 7, 1951: Voted to accept Elizabeth St. & Meadow Road.

P. 172 - Dec. 5, 1952: Voted to accept Button Ball Drive.

P. 173 - Dec. 19, 1952: Voted to abandon certain portions of all branches of Union Bridge Road.

P. 178 - Feb. 20, 1953: Voted to accept Wills Road, Knoll Wood Drive, Vining Road and Long View Road.

Voted to abandon "portion of road extending northerly from Butterfield Road to Hanover Road.

P. 229 - Apr. 30, 1954: Voted to accept the following roads:

- |                           |                             |
|---------------------------|-----------------------------|
| Mt. Pleasant Terrace      | High <del>W</del> idge Road |
| Orchard Lane              | Maple Drive                 |
| Taunton Lake Drive (part) | Spruce Drive                |
| <del>B</del> irch Drive   | Button Ball Drive           |
| Oak Drive                 | Valley View Road            |
| Spring Road               | Ridge Road                  |
| Taunton Ridge Road        |                             |

P. 247 - Oct. 4, 1954: Voted to abandon old road north from Route 202, (beginning near Key Hole Rock.)

Vol. 12

P. 48 - Dec. 30, 1955: Voted to accept Sunny View Terrace (Sandy Hook) as a public highway.

P. 82 - Sept. 7, 1956: Voted to accept a deed from the State for a road 50 x 2600' thru Paugussett State Forest, as an extension of Great Quarter Road.

Voted to Accept Taunton Lake Drive (extension of) as a public highway.

P. 106 - Oct. 26, 1956: Voted to extend Johnston Drive 150' east and 106' northward.

Vol. 12

P. 162: Voted to accept as town roads -

Diamond Drive  
Hillcrest Ave.  
Sycamore Drive  
Pine Tree Road

Tanglewood Lane  
Lisa Drive  
Fern Lane

NEWTOWN ROAD ORDINANCE

Adopted December 6, 1989

#48 2-2-51  
1-12-56 Amended  
Above repealed 10-3-60  
#48A 10-3-60  
11-24-78  
3-16-83 Amended (Sec. 8.02)  
10-19-88 Amended (Sec. 8.02)  
Above repealed 12-6-89  
#48B Effective 1-6-90  
Amended 11-6-91  
Effective 11-21-91  
Town Journal 21  
Page 187

(Adopted by Legislative Council  
December 6, 1989, effective  
January 1, 1990)  
Town Journal 20 Page 468

TOWN OF NEWTOWN  
STREET CLASSIFICATION AND DESIGN STANDARDS

| Highway Type   | Local<br>Residential<br>Streets   | Minor<br>Collector<br>Streets  | Major<br>Collector<br>Streets                                 |
|--|---|--|---|
| Minimum Right of Way   | 50 ft.  | 50 ft.   | 80 ft.  |
| Pavement Width   | 22 ft.  | 30 ft.   | 30 ft. Min.   |
| Pavement Type  | Bit. Conc.  | Bit. Conc.   | Bit. Conc.  |
| First Course   | Class 1   | Class 1  | Class 4   |
| See Note #4  | 2" Course   | 2" Course  | 3" Course   |
| Second Course  | Bit. Conc.  | Bit. Conc.   | Bit. Conc.  |
| See Note #4  | Class 2<br>1 1/2" Course  | Class 2<br>2" Course   | Two Courses<br>Class 1 1 1/2" Course<br>Class 2 1 1/2" Course |
| Subbase  |   |  |   |
| 10" of 1 1/4" Process Stone<br>2" of 3/4" Process Stone<br>On Top (Total 12")  | 12" of 1 1/4" Processed<br>Stone; 3" of 3/4"<br>Processed Stone<br>On Top (Total 15") | 15" of 1 1/4" Processe<br>Stone; 3" of 3/4"<br>Processed Stone<br>On Top (Total 18")<br>SEE NOTE #2 OR | 18" (Min) Bank Run<br>Gravel<br>3" of 3/4"<br>Processed Stone |
| OR   | OR  |  |   |
| 12" (Min.) Bank Run<br>Gravel, Top<br>2" of 3/4"<br>Processed Stone  | 15" (Min) Bank Run<br>Gravel, Top<br>3" of 3/4"<br>Processed Stone                    |  |   |
| See Note #1  |   |  |   |
| See Note #3  |   |  |   |
| Gradient (min.)  | 1.0%  | 1.0%   | 1.0%  |
| Stopping Sight Distance  | 200' at 25mph   | 200' at 25 mph   | 350' at 35 mph  |
| Passing Sight Distance   | -0-   | -0-  | 1700' at 35 mph   |
| Turnarounds  | 50' radius<br>(40' paved)   | 75' radius<br>temporary only   | None<br>allowed   |
| Minimum Radius   |   |  |   |
| At Centerline  | 150 ft.   | 600 ft.  | 1200 ft.  |
| Minimum Tangent<br>between Curves  | 100 ft.   | 200 ft.  | 200 ft.   |
| Design Speed   | 30 mph  | 30 mph   | 40 mph  |
| Guiderail and/or single posts are to be installed where directed by the Selectman or his Agent or the Town Engineer. |   |  |   |

- Note #1: Subbase thickness in areas where ledge or unsuitable material is encountered at the subgrade shall be increased a minimum of six (6") inches or as directed by the Town Engineer.
- Note #2: Subbase thickness for major collector streets shall be a minimum of eighteen (18") inches and may require stabilization of base materials as directed by the Town Engineer.
- Note #3: Subbase material shall be placed and compacted in five (5") inch maximum layers. At the direction of the Town Engineer, field density tests to determine degree of compaction may be required.
- Note #4: All Paving Courses shown are compacted thicknesses.

## NEWTOWN ROAD ORDINANCE

This ordinance shall be known and may be cited as the Newtown Road Ordinance and is enacted pursuant to the powers granted by the General Statutes of Connecticut (rev. 1958), as amended to the present date and particularly, but without limitation, under the authority of Sections 7-118, 7-148, 7-194, 8-27, 8-29, 13a-48 and 13a-71.

## ARTICLE ONE

## DEFINITIONS

1. As used in this Ordinance the words stated below shall have the meanings given. Said meanings shall extend to the plural.
  - 1.01 "COMMISSION" shall mean the Newtown Planning and Zoning Commission.
  - 1.02 "OWNER" shall mean a person, partnership or corporation, which holds a Road Permit issued under the provisions of this Ordinance.
  - 1.03 "PERSON" shall mean a person, partnership or corporation and shall include persons undertaking a joint venture.
  - 1.04 "PRIVATE WAY" shall mean any right of way which has not become a Town Highway.
  - 1.05 "ROAD" shall mean that portion of a street surfaced and improved for vehicular traffic.
  - 1.06 "ROLLER" shall mean either self powered mechanical roller, vibrating roller or compactor weighing a minimum of ten tons, having a minimum of two wheels.
  - 1.07 "SELECTMAN" shall mean the First Selectman and Selectmen shall mean Board of Selectmen.
  - 1.08 "SELECTMAN'S AGENT" or "Agent" shall mean a qualified inspector as appointed by the Selectman.
  - 1.09 "STREET" shall mean any right of way or portion of land to be developed for vehicular traffic excluding driveways.
  - 1.10 "STREET LINE" shall mean the boundary of the street right of way.
  - 1.11 "SUBGRADE" shall mean existing ground surface prepared as specified and brought to grades indicated to receive Subbase course.
  - 1.12 "TOWN" shall mean the Town of Newtown, Connecticut.
  - 1.13 "TOWN ENGINEER" shall mean a professional engineer employed by the Town either on a consulting or a full time basis.
  - 1.14 "TOWN HIGHWAY" shall mean any street or right of way maintained by the Town of Newtown over which the general public has the right to pass and repass.

## ARTICLE TWO

## GENERAL REGULATIONS

- 2.01 No road, drainage structure, bridge, sidewalk or appurtenance to any of the foregoing items shall be constructed by any person other than the Town of Newtown except in accordance with the terms of this Ordinance and after obtaining the permit required by 5.02.
- 2.02 Roads shall have a minimum grade of one percent (1%) with a maximum grade of ten (10%) percent. Upon the written recommendation of the Town Engineer, when special circumstances require, the Selectmen may modify the maximum grade in order to better conform with existing natural ground slopes.
- 2.03 Roads shall have a cross slope of 3/8" inch per foot each side of the centerline, except on curves where the design bank shall be as suggested by the Town Engineer or Selectman's Agent.
- 2.04 Where appropriate to the description of materials, methods of construction or design, the State of Connecticut, Department of Transportation Standard Specifications for Roads, Bridges and Incident Construction Form 814, 1989 hereinafter referred to as Form 814, are hereby incorporated by reference, except where inconsistent with the terms of this Ordinance, and its successor, in which event this Ordinance shall govern. A copy of Form 814 and its successor shall be available for inspection in the office of the First Selectman during business hours.
- 2.05 All thicknesses required by this Ordinance are compacted thicknesses.
- 2.06 Curbs shall be installed 6" (six inches) high on both sides of all roads on first course of pavement prior to placing second course of pavement or curbs will be installed after the second course when done simultaneously.
- 2.07 STREET CLASSIFICATION. All proposed streets shall be designated as major collector, minor collector or local residential by the Commission prior to granting of the Road Permit and, where applicable, approving the final subdivision plan. Standards are set forth herein for all such streets.
- 2.07.1 MAJOR COLLECTOR STREET
- 2.07.1.1 The proposed street is a direct and logical continuation of the State and Local Arterial Highway System that carries or can be expected to carry a heavy volume of traffic.
- 2.07.1.2 The proposed street may also provide a shorter or more convenient through route, so that it can be reasonably expected to collect traffic from other streets.
- 2.07.1.3 The proposed street is the particular collector of vehicles from 150 or more potential or existing homes in the area.



- 2.07.1.4 The proposed street could logically be expected to become a major street because of Proposed Development or other foreseeable circumstances.
- 2.07.2 MINOR COLLECTOR STREETS
- 2.07.2.1 The proposed street is in an area zoned for business or industry, or is near the dividing line between a residential and business or industrial area that it may reasonably be expected to carry substantial volume of commercial or industrial traffic.
- 2.07.2.2 The proposed street is the particular collector of vehicles from 50 to 150 potential or existing homes in the area.
- 2.07.2.3 The proposed street creates a shorter or more convenient route between a commercial or industrial area or the area containing 75 or more homes and a major traffic artery.
- 2.07.2.4 The proposed street for any other reason may reasonably be expected to carry a substantial volume of traffic.
- 2.07.3 LOCAL RESIDENTIAL STREETS.
- 2.07.3.1 The proposed street will serve only the residential subdivision in which it is laid out and is not reasonably expected to become a major or minor collector street.
- 2.07.4 After classification by the Commission, each street shall have the design and shall be built to the specifications set forth in the table of "Street Classification and Design Standards" found hereon and made a part hereof. (See street classification and design standards).
- 2.08 SIDEWALKS shall be constructed on both or either side of all streets where specified by the Selectman and/or the Commission as needed for the public health and safety.
- 2.09 DRAINAGE.
- 2.09.1 All roads shall be properly drained and shall have sufficient culverts, manholes and catch basins installed as approved. No portion of any road shall drain in one direction more than 300 feet (three hundred) without catch basins on both sides of the road. In cases of extremely steep or flat grades or excessively large drainage areas, the Commission and/or the Selectman may require installation of catch basins at lesser intervals. Wherever water will discharge from a proposed street onto land outside the street whether or not owned by the Owner a drainage easement in favor of the Town will be required. Said drainage easement shall be a minimum of 30' (thirty feet) wide with adequate access provided to the drainage easement. Said easement shall be in a form acceptable to the Town Counsel and where the construction is incidental to a subdivision, shall be clearly delineated on the subdivision plan to be placed on the Land Records following approval.

Where conditions apparent in the field after the start of construction indicate that additional or larger drainage pipes and structures (including, without limitation, underdrains, catch basins and manholes) are necessary in order to drain the street properly and in accordance with the intent of the application then the Selectman or his Agent may order such additional or larger drainage pipes or structures installed. If the Owner objects to such order he may stop work and appeal to the Commission which shall determine whether or not such additional or larger drainage pipes or structures would have been required before issuance of the permit had the circumstances causing the Selectman or his Agent to issue the order originally been known to the Commission.

2.09.2 Where drainage is tributary to a portion of a Connecticut Highway Department drainage system, such drainage shall be approved by the Connecticut Highway Department and such approval shall be submitted to the Commission along with other required documents.

2.09.3 All drainage shall be designed utilizing the following minimum storm frequencies.

|                           |           |
|---------------------------|-----------|
| (a) In-Road Storm Drains  | 10 years  |
| (b) Outlet Culverts       | 25 years  |
| (c) Major Storm Crossings | 100 years |
| (d) Minor Crossings       | 100 years |

2.10 DOCUMENTS TO BE SUBMITTED:

2.10.1 Plan and profile drawings of all streets shall be submitted including the following information.

(a) Layout of proposed streets in both plan and profile indicating right of way dimensions as shown on the Final Subdivision Plan, width of right of way and paving. Existing grades at 50' (fifty foot) intervals at centerline and 25' (twenty-five feet) right and left of centerline, and proposed grades every 50' (fifty feet) vertical curve data and percent of grade.

(b) Typical cross-section of the streets with paving, shoulders, curbs and sidewalks in detail.

(c) All utility lines, encroachment lines, easements for utilities, drainage and other rights of way, and the size and location of all existing and new drainage structures required pursuant to 2.09.

2.10.2 Plan and profiles shall be at a scale of 1" equal 40' in plan and 1" (one inch) equal 4' in profile. Elevations shall refer to USGS datum.

Where required in the judgment of the Commission, Town Engineer or Agent, street intersections shall be developed at a larger scale,

showing catch basins, gutter, road centerline, curb and sidewalk elevations.

- 2.10.3 If considered advisable by the Commission, Town Engineer or Agent due to the terrain as determined from contours and the proposed profile showing original and final grades, cross sections of the proposed road shall be furnished by the applicant for the road permit at intervals of every fifty (50') feet showing the original ground, top and toe of slopes, culverts or bridges. These sections shall extend at least (40') forty feet left and right of centerline and shall be based upon elevations obtained by field survey.
- 2.10.4 A drainage analysis map shall be submitted showing the watershed area of all culverts, bridges and roadways, the rate of flow which can be expected at the invert of each such culvert and bridge and at each discharge point of the storm drainage system, and the downstream area affected by the run off from the street and subdivision drainage system. All criteria and computations used to determine rates of flow, pipe, culvert and bridge sizes shall be submitted on 8 1/2" x 11" sheets, certified by a Professional Engineer, and be subject to review by Town Engineer. In case of a difference between the professional opinions of the engineer of the Applicant for a Road Permit and Town Engineer as to the size of the pipe, culvert or bridge required, the opinion of the Town Engineer shall control.
- 2.10.5 All of the above documents shall bear the appropriate seal as recommended by the Board of Registration for Professional Engineers and Land Surveyors of the State of Connecticut.
- 2.10.6 The above information and documents shall be submitted to the Commission and shall be referred to the Selectman and Town Engineer by the Commission. Seven (7) copies of the plan profile drawing and drainage analysis map will be submitted except that the Commission may increase or decrease said number by amendment to the Newtown Land Subdivision Regulations.
- 2.11 All streets shall be developed to their full width in accordance with the set of plans designated "Typical Street Cross Sections, Town of Newtown". Copies of said plans are on file in the office of the Town Engineer and may be obtained during normal business hours.
- 2.12 The following reference manuals shall govern as the Town's specifications where this Regulation is silent.
1. State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction - Form 814, 1989 (as amended).
  2. State of Connecticut Guidelines for Soil Erosion and Sediment Control (1985, as amended).
  3. Connecticut Department of Transportation Drainage Manual (1973, as amended).

4. A Policy on Geometric Design of Rural Highways, AASHO (1965, as amended).

## ARTICLE THREE

- 3.00 The Owner shall provide specifications of the materials to the Selectman and/or his Agent upon request by either one.
- 3.01 PROCESSED STONE/BANK RUN GRAVEL SUBBASE. Form 814, and its successors and the Town of Newtown Street Classification and Design Standards.
- 3.02 BITUMINOUS CONCRETE: Shall be Class 4 Course, Class 1 Binder Course, Class 2 Wearing Surface, Class 3 Asphalt Curb, Form 814 and its successors.
- 3.03 CATCH BASINS AND MANHOLES: Form 814 and its successors, in entirety. Cast iron specialties shall be State of Connecticut standard and shall bear 10-year written guarantee, which shall be turned over to the Town of Newtown at completion of project. Catch basin frames and grates shall be type C or where necessary type CL. Frames shall be appropriate with the type of curb used.
- 3.04 CULVERTS AND UNDERDRAIN PIPE: Form 814 and its successors, in entirety. In general, solid wall pipe will be used. However, at the direction of the Selectman, his Agent or the Town Engineer perforated pipe shall be used in areas where high water table or other problem conditions exist. If metal pipe used, paved inverts are required. Headwalls for culverts shall be constructed of Class A Portland Cement concrete, either reinforced or gravity type, solid concrete block or stone rubble masonry.
- 3.05 CONCRETE:
- 3.05.1 All concrete specified herein shall be Class A concrete Form 814 and its successors, unless otherwise noted. All concrete materials and methods of all concreting operations shall be in conformance with Form 814 and its successors.
- 3.05.2 BAR AND MESH REINFORCING: Form 814, and its successors, in entirety.
- 3.06 GUIDE RAILS, FENCE, AND POSTS: With the exception of bridge railing, all guide rails shall be Two-Cable Guide Railing in accordance with Form 814 and its successors, in entirety. For Bridge railings see Section 9.04 of Form 814 and its successors.
- 3.07 MONUMENTS: Shall be set on all right of way lines of streets, at all intersections, angle points, and points of curvature. There shall be a clear foresight and backsight to adjacent monuments on the right of way line or lines on which a monument is set. Monuments shall be at least (36") thirty-six inches long and shall be at least (4") four inches square. Monuments shall be of concrete with a center reinforcing rod of a type approved by the Selectman or Agent or the Town Engineer. The monuments shall not be set before the final wearing course has been completed nor shall they be set while frost is in the ground. They shall be set so that the top is one inch above the finished grade, and they shall be so set and tamped as to prevent shifting.

The engineer and/or surveyor of the Owner shall certify that the location of all monuments is accurate before acceptance of the street by the Town of Newtown.

- 3.08 STREET SIGNS: Street signs shall identify both intersection streets, shall conform to the Town's standards and be installed by the Owner.
- 3.09 CURBS: Curbs shall be Bituminous Concrete, its equivalent or better and shall conform to Form 814 and its successors. All curbs shall be backed up full height with solidly packed earth.

## ARTICLE FOUR

## CONSTRUCTION METHODS AND REQUIREMENTS

- 4.01 CLEARING AND GRUBBING: Form 814 and its successors.
- 4.02 ROADWAY EXCAVATION AND FORMATION OF EMBANKMENT: Form 814 and its successors.
- 4.03 TRENCH EXCAVATION: Form 814 and its successors.
- 4.04 PREPARATION OF SUBGRADE: Form 814 and its successors. No processed stone or bank run gravel shall be placed on the prepared subgrade until the Selectman or his Agent has approved the condition of the subgrade.
- 4.05 SLOPES: Form 814 and successors. Earth slopes shall be a minimum of 2:1 ratio and subject to inspection and approval prior to placement of topsoil. Slopes shall be loamed to a minimum depth of four (4) inches, fertilized and seeded with a satisfactory grass seed mixture and mulched.
- 4.06 PROCESSED STONE/BANK RUN GRAVEL: Reference Town of Newtown Street Classification and Design Standards.
- 4.07 GRAVEL FILL: Form 814 and its successors.
- 4.08 WEARING SURFACE: The wearing surface will be Bituminous Concrete Pavement, constructed in two courses to the thicknesses as indicated in the Town of Newtown Street Classification and Design Standards. No surfacing shall be installed until adequate compaction of the subbase and base course has taken place. Where required by the Town Engineer, Field Density Tests of the subbase shall be performed at the Owner's expense. These tests shall be done in locations designated by the Town Engineer or Selectmen's Agent by a qualified testing laboratory or professional engineer. The results of said tests shall indicate percent of maximum dry density achieved and shall be based on modified Proctor density.

The placement of the first course of Bituminous concrete pavement may not be placed until approval has been received from the Town Engineer or Selectmen's Agent. The final wearing surface shall be placed only at the discretion of the Town Engineer or Selectman's Agent and only after all patches and repairs, if necessary have been made to the base course as directed. In no case shall Bituminous concrete be placed after November 15th unless specific written approval is granted by the Town Engineer or Selectmen's Agent.

- 4.09 DRAINAGE: All drainage pipe shall be at least fifteen (15") inches in diameter, except as noted below, and installed with a minimum cover of thirty (30") inches. All installation and construction shall be to the line and grade indicated on the submitted drawings as required elsewhere herein, and in accord with Form 814 and its successors.

Class A Concrete Headwalls approved by Town Engineer shall be located at culvert ends. The under drain must be a minimum of six (6") inches.

Curb Type Catch Basins, various types of Endwalls, CL Type Catch Basins Manholes, Wing Type Endwalls and Underdrain shall be constructed according to the dimensions, methods and materials shown in detail on Connecticut Department of Transportation Standard Sheets Numbers 228-A, 228-D, 228-C, 228-E, 223-A, 221-1, 221-F, 221-H, 217-B and 221-G. A copy of these Standard Sheets, will be kept on file in the Town Engineer's office and may be inspected during normal business hours.

#### 4.10 UTILITIES

4.10.1 Electric, Telephone, and Cable TV, shall be placed between the edge of pavement and the and the Right of Way Line, placed in conduit, with the proper size being designated by each custodian of their service. The location will be of mutual agreement between the assigned custodian and the Town of Newtown, as the intent is not to interfere with future drainage.

4.10.2 Where Sand Backfill is required, it is necessary to tie into parallel Catch Basins, with perforated pipe and (3/4") three-quarter inch trap rock.

4.10.3 WATER: Public or community water mains shall be laid in accordance with specifications of the local Water Company, not conflicting herewith. In no case shall any pavement of roadways be started until all water mains and laterals are completed under affected portion of the roadway.

HYDRANTS shall be installed on all roadways where water is available at such locations and in such number as the Selectman directs. Cost of provisions and installation of hydrants shall be borne by the Owner.

#### 4.10.4 SANITARY SEWERS

A. MATERIALS: Gravity Flow mains shall be constructed of PVC pipe per specification ASTM D3032 or D3033, D3034, SDR35, ASTM F789 or equivalent material as approved by the Town Engineer. Pressure mains shall be constructed of Mechanical Joint Cast Pipe or equal material as approved by the Town Engineer. Minimum pipe size shall be (8") eight inches for street sewers and six (6") inches for laterals to buildings.

B. LOCATION: Pipeline should lie at centerline of the road. Alternate location must have Town Engineer approval, prior to construction. Depth of the pipe shall be below all other utilities, where possible. Cover over the pipe will be a minimum of six (6') feet.

C. MINIMUM GRADE: The pipe shall be laid at a grade which will insure self-cleaning. This grade shall be a minimum of 0.4 percent.



D. MANHOLES: Manholes shall be spaced at a distance no greater than (300) three hundred feet and at angle points, intersections and grade changes of pipe or where pipe increases in size.

E. DRAWINGS: In all cases proposed, Sanitary Sewer Plans and Profiles shall be submitted to the Selectman or Commission on plan profile paper.

- 4.10.5 Where utilities are installed the Owner shall bear the expense of raising all Manholes, Valve Boxes, etc., up to the final road grade. These utility appurtenances shall be clearly visible and shall be so set that a true line and grade is maintained.
- 4.10.6 In all cases, the installation of all utilities, within the right of way, shall be under the inspection of the Selectman or his Agent. Water, Electric and Telephone lines shall be run to each and every lot at the time of initial installation of the Distribution Main. Said service to extend to a minimum point twenty-four (24") inches inside the lot line and shall be terminated with a valve and curb box. In the case of water service up to the finished grade of the lot.
- 4.10.7 Before the construction of curbs is started, either all service lines for underground utilities, or conduits for underground utilities, shall have been installed to every lot in the proposed subdivision. The intent of the above, is to require that, all underground construction work under the area to be paved be finished prior to the first course of paving.
- 4.11 BRIDGES: Where bridges are to be built, they shall be designed to satisfy the requirements of H-20 wheel loading, and the applicable section of Form 814 and its successors. Drawings and design calculations shall be submitted to the Selectman and shall be certified by a Professional Engineer, registered in the State of Connecticut.
- 4.12 Upon suspension or completion of any work under permit the Owner shall remove from all public or private property all temporary structures, tools and equipment, rubbish or waste materials resulting from his operation. All ditches shall be filled, all sewers, drains, catch basins, manholes cleaned and flushed. Streets, walks, curbs and other structures cleaned, repaired and the entire work area left in a neat and clean condition.
- 4.13 The Owner/Contractor shall establish and clearly mark, on site, centerline of the proposed roadway. The stakes may be an off-set from the centerline. He shall also indicate the location of drainage structures and easements in the same manner.

Line and grade stakes shall be spaced not more than fifty (50') feet apart for road construction. They shall be set and maintained in good order during construction and until the street is approved by the Town Engineer or the Selectman's Agent.

TWO COPIES OF ALL CUTSHEETS SHALL BE SUBMITTED TO TOWN ENGINEER OR  
SELECTMAN'S AGENT PRIOR TO THE CONSTRUCTION INVOLVED.

4.14

In case of conflict on any of the specifications contained herein  
the ruling of the Selectman shall be deemed final.

ARTICLE V  
ADMINISTRATION

5.01 Performance Guaranty.

5.01.1 Before any road permit is issued a Performance Guaranty must be provided for all improvements required by this Ordinance, including without limitation any underground utilities not already secured by the Owner to a recognized public utility, sanitary sewers and water supply systems to be installed and, where the road is to be constructed in a subdivision for which approval is being or has been sought from the Commission, any improvements required by said Commission. Where such approval is being sought, the same Performance Guaranty may be used to satisfy the requirements of both this Ordinance and the subdivision regulations.

5.01.2 Such Performance Guaranty shall assure to the Town the installation and completion of the road and other improvements in accordance with the specifications contained in this Ordinance before an agreed date, not to exceed two years unless otherwise extended by the Town Engineer, and/or the Selectman on recommendation by the Town Engineer or the Selectman's agent, and shall also assure that said road and other improvements still meet the specifications of this Ordinance on the date when the Owner seeks acceptance pursuant to Section 6.01.3 hereof. The aforesaid agreed date for the completion of the road and other improvements may be extended by the Selectmen to a later specific date provided in the case of a letter of credit securing the Performance Guaranty said letter of credit has been amended prior to its original expiration date to cover the period of said extension.

5.01.3 The Performance Guaranty shall consist of certified check or a letter of credit. Said letter of credit shall be in a form satisfactory to the Town Attorney and issued by a recognized financial institution doing business in the State of Connecticut.

5.01.4 The amount of the Guaranty shall be equal to 100 percent of the cost of roads and improvements.

The cost of roads, bridges and drainage structures shall be estimated by the Professional Engineer of the Applicant for a Road Permit. Estimates shall be prepared in detail for all phases of the work. Where there is a difference between the professional opinions of the Engineer of the Applicant for a Road Permit and the Town Engineer as to the cost estimate, the opinion of the Town Engineer shall control.

5.01.5 The Guaranty may be released or returned to the Owner only in accordance with Section 5.05 hereof.

5.01.6 Where a certified check is utilized as the Performance Guaranty said check shall be deposited by the Financial Director of the Town in an account separate from accounts containing funds of the Town. The proceeds of said account shall be returned to the Owner only in accordance with 5.05.3 hereof. When a default has occurred and the Town becomes entitled to payment as set forth in 5.04.4 hereof, the Finance Director shall transfer the amount

required to the general funds of the Town and give written notice of said transfer to the Owner. In the case of a certified check, the Financial Director may, in his sole discretion, invest the funds in a savings or other income producing account. To the extent that income is earned, it shall belong to the Owner and shall be payable to him when the Performance Guarant is entirely released or fully paid to the Town, or earlier at the convenienc of the Financial Director.

#### 5.02 Road Permit.

5.02.1 All documents required to be submitted by an Applicant for a Road Permit (See Secs. 2.10.2, 2.11, 2.12 and 5.01) shall be submitted to th Commission. Copies of the documents shall be referred to the Selectman and the Town Engineer for review. After review of the documents referred by the Commission, the Selectman and the Town Engineer shall transmit their suggestions and recommendations to the Commission as to whether or not, or i what respect, the proposed road conforms to the provisions of this Ordinance Thereafter, the Commission shall act upon the subdivision application and where said Commission determines to issue a road permit it shall direct the Selectman to do so upon payment of the fee set forth in Sec. 5.02.2.

5.02.2 The applicant shall pay a road permit fee which shall be 1% (one percent) of the amount of the Performance Guaranty. The applicant shall also file his mailing address with the Selectman. Any written notice shall be deemed sufficient if it is sent postage prepaid to the Owner at said address Said one percent may be used to offset and defray the cost of inspections required hereunder.

5.02.3 The road permit shall evidence the agreement by the Owner thereof to abide by all the terms of this Ordinance and shall grant him the right to construct the roadways for which the permit was granted in accordance with the approved documents.

### 5.03 Inspection.

5.03.1 The road shall be inspected at such intervals as shall be determined by the Town Engineer and/or Selectman's agent. The Town Engineer and the Selectman's Agent shall jointly develop Regulations as to the stages at which the road shall be inspected and the procedures for said inspections

5.03.2 Any work being performed subject to the provisions of this Ordinance may be halted by the Selectman, his Agent or the Town Engineer, if at any time, he shall find that said work does not comply with the provision of this Ordinance. In case it becomes necessary to halt such work, the Selectman shall notify the Owner in writing certified mail, return receipt requested. Said writing shall briefly set forth the manner in which the work fails to comply with this Ordinance. Construction shall not be recommenced until compliance with the provisions of this Ordinance is accomplished.

Should the Owner desire to close down the project for a length of time exceeding one week, due to weather conditions or other unforeseen circumstances, the Selectman shall be notified in writing by certified mail return receipt requested, of the close down date. When the project is reopened, the Selectman shall be notified at least three (3) days in advance of the proposed starting date.

### 5.04 Enforcement.

5.04.1 The Owner shall be deemed to be in default on the Performance Guaranty:

(a) If the road and other improvements have not been completed within the agreed period; or

(b) If the Owner does not complete the work listed to be done before acceptance pursuant to 6.01.4 hereof within ninety (90) days during which weather conditions permit the doing of such work.

(c) If the Road Permit is revoked pursuant to Section 5.03 above.

When default occurs and the Owner fails, refuses or is unable to end said default, then the Selectman shall notify the Owner of the default. Such notice shall generally describe the nature of the work which is required to be done.

5.04.2 The Selectman may cause said work to be done at any time after giving notice of the default to the Owner pursuant to Section 5.04.1. Said work shall be done by independent contractors. The cost for the performing of said work shall be paid for out of the Performance Guaranty. The Financial Director shall be directed to withdraw said funds from the account established or the Selectman shall call the letter of credit and deduct said amounts from the proceeds thereof.

5.04.3 For purposes of completing said work following default, contractors hired by the Town may enter upon the property of the Owner even though said proposed street is not a Town Highway, and application for a Road Permit under this Ordinance shall constitute specific and irrevocable

agreement to this provision by the Owner, his successors, assigns and personal representatives.

5.04.4 Where the Road Permit was not sought as part of a subdivision application, the Selectman shall, immediately after default, close and physically block said road pursuant to the General Statutes and shall only cause the work to be completed if the Board of Selectmen votes to lay out the proposed street as a Town Highway or if the proposed street is shown as a proposed street on a pre-existing subdivision plan which is still an effective subdivision plan under the Zoning Regulations and Land Subdivision Regulations then in effect in the Town of Newtown.

5.05.1 Release During Construction. (Note: The Subdivision Regulations do not permit partial releases)

When the drainage, utilities, foundation course, first course of pavement, curbing, sidewalks (if applicable) and shoulder slopes have been completely installed according to this ordinance and so certified by the owner's professional engineer, and inspected by the Town Engineer and/or the Selectman's Agent, and upon recommendation by the Commission; the Selectmen may, upon written request signed by the Owner, release up to seventy (70%) percent of the Performance Guaranty.

When the final wearing surface and all other final construction requirements have been completely installed and so certified by Owner's professional engineer and inspected by the Town Engineer and/or the Selectman's Agent, and upon recommendation by the Commission; the Selectmen may, upon written request signed by the Owner, release up to an additional twenty (20%) percent of the Performance Guaranty.

No part of any Performance Guaranty shall be released unless there are sufficient funds remaining to cover the cost of the remainder of the improvements covered by said Guaranty.

5.05.2 Release Upon Completion. The Performance Guaranty shall not be wholly released following completion of the road until all of the provisions of Section 3.05.3 of the Subdivision Regulations have been complied with, and until the road or roads have been legally accepted as Town Highways by the Town, and the Maintenance Guaranty required by 5.06 has been provided. Application for acceptance of portions of the total road may be made upon completion of such portions. If any such portion is accepted as a Town Highway, a pro rata reduction of the Performance Guaranty based on the number of linear feet accepted will be allowed, except that where the Selectman finds that the cost of completing the remainder of the road and other improvements is not proportionate to the linear footage, he may release the balance obtained by subtracting the Town Engineer's cost estimate of the work to be completed from the original total amount of the Performance Guaranty.

5.05.3 Release of all or any portion of a Performance Guaranty shall be in writing, signed by a majority of Selectmen, state the amount of the Performance Guaranty being released, and mailed to the Owner.

5.06 Maintenance Guaranty and Maintenance Period.

5.06.1 The Owner shall keep and maintain the work in good repair for a period of one (1) year from the date of final acceptance by the Town. Prior to final acceptance of the road by the Town, the Owner shall file with the Selectman a Maintenance Guaranty which shall consist of a certified check or a letter of credit. In the event a letter of credit is utilized, said letter of credit shall be in a form satisfactory to the Town Attorney and issued by a recognized financial institution doing business in the State of Connecticut. Said Maintenance Guaranty shall be in the amount of ten percent (10%) of the original face amount of the Performance Guaranty. Said Maintenance Guaranty shall be held by the Financial Director on the same terms and conditions as the Performance Guaranty is held as set forth in 5.01.6 hereof.

5.06.2 The Maintenance Guaranty shall assure to the Town that the road and other improvements shall remain in a state of good repair under normal usage for a period of one year from the date of acceptance as a Town Highway

5.06.3 The Owner shall, when notified by the Selectman, promptly and at his own expense repair all failures in the construction and operation of the drains, pipes, mains, conduits, curbs, gutters, sidewalks, road surfacing, land turfing or any other structures or improvements constructed by said Owner occurring from normal usage during said one year period.

5.06.4 Notice of such failures shall be in writing, sent at any time during said year or within thirty days thereafter, shall generally describe the repairs needed and shall state a reasonable time within which such work shall be completed. Danger to persons and property resulting from said failures shall be considered in determining the reasonableness of the period within which the repair is to be accomplished.

5.06.5 The Owner's failure, refusal or inability to complete said repair within the time required shall constitute a default of the Maintenance Guaranty.

5.06.6 Upon default, the Selectman may cause said work to be done and the Selectmen may authorize whatever collection procedures are necessary, including the institution of suit, to recover the reasonable value of said work for the Town.

5.06.7 If no repairs are required at the end of the one year maintenance period, the Selectmen shall release the Maintenance Guaranty as set forth in 5.05.3 hereof.

## ARTICLE VI

## ACCEPTANCE AS TOWN HIGHWAYS

6.01 The following shall be the method by which streets constructed by persons other than the Town of Newtown may be accepted for public use as a Town Highway.

6.01.1 No street on which all or part of the Performance Guaranty, required by 5.01 of the ordinance, or by any prior Newtown Road Ordinance is still in effect, may be accepted by the Town, until the provisions of ordinance or said prior ordinance, have been met

6.01.2 The proposed street shall be accepted as follows:

1. The street must be constructed in accordance with all provisions of this Ordinance.
2. The Owner is responsible for the proposed street until it is accepted as a Town Highway.

6.01.3 When such a street is ready to be accepted for public use as a Town Highway, the Owner shall notify the Selectman or Selectman's Agent for final inspection.

6.01.4 The Selectman or his Agent shall conduct a semi final inspection and submit to the Owner a list of work to be accomplished, if any, to meet the provisions of this ordinance.

6.01.5 Upon completion of the above as listed by the Selectman the following items shall be delivered to the Selectman:

1. "As Built" Mylar or Linen Drawing showing all above and underground improvements, utilities.
2. Maintenance Guaranty as required by 5.01.
3. Warranty Deed for roads, drainage easements, other easements appurtenant to said street, free of all defects and encumbrances, as provided in the Newtown Charter and in such form as prescribed by Town Attorney.
4. Current Certificate of Title signed by a practicing attorney in the State of Connecticut.
5. Paid Property Tax Statement.
6. Conveyance Tax Statement and Commissioner of Revenue Form.
7. Letter from the Town Engineer or Selectman's Agent that the road meets all the provisions of the Road Ordinance.

6.01.6 Following the submission of the aforesaid documents, the Selectman upon the written recommendation of the Town Attorney, recommend to Legislative Council the acceptance of the street as a Town Highway



- 6.01.7 Following affirmative action by the Legislative Council the Warranty Deeds and Easements, Conveyance Forms, Tax Statements, shall be forwarded to Town Clerk for recording with an approval letter from Town Attorney. Certificate of Title with date of acceptance and Maintenance Guaranty returned to the Selectman's office. "As Built" drawing will be filed with the Town Engineer. The Chairman of the Legislative Council shall notify the Selectman in writing of the acceptance of said Road.
- 6.01.8 The Selectman shall notify Owner of Record, Highway Department, Finance Department, Traffic Division of Police Department, Fire and Ambulance, Assessor's Department, of the acceptance of the street as a Town Highway.
- 6.01.9 Nothing herein shall be construed as lessening the powers of the Commission to lay out proposed highways, order improvements thereon and of existing Town Highways, and to assess the damage and benefits of such action pursuant to Section 8-29 of the Connecticut General Statutes, as amended, shall remain with the Commission, which is authorized to adopt Regulations governing applications made thereunto and the procedures which it will follow in acting on such applications.

## ARTICLE VII

(Article Six in Original Ordinance has been separated creating Article Seven.)

## 7.01 MODIFICATIONS IN ROAD ORDINANCE STANDARDS.

7.01.1 These modified standards apply only to residential private roads to be accepted by the Town which were originally laid out and developed prior to the existence of a Newtown Road Ordinance.

## 7.01.2 MODIFIED DESIGN STANDARDS

- a. MINIMUM RIGHT OF WAY twenty-five (25') feet.
- b. MINIMUM PAVEMENT WIDTH between curbs shall be determined by the Town Engineer.
- c. SUBBASE COURSE minimum six inches (6") Processed Stone unless more required by Town Engineer.
- d. WEARING SURFACE COURSE (2") two inch Class (1) and (1 1/2") one and one half inch Class (2).
- e. DRAINAGE STRUCTURES: Required only where Town Engineer determines they are needed to prevent destruction of the road from normal surface water.
- f. CURVES: The standard 150' radius is not required, but the desirable radius shall be determined by the Town Engineer considering the design and physical characteristics of the road and all pertinent safety factors.
- g. INTERSECTIONS: Twenty-five (25') feet radius not required, but radius shall permit full size automobiles to turn without crossing the center line of the intersecting roads.
- h. GRADES: Grades shall be determined by the Town Engineer considering all pertinent safety factors.
- i. TURNAROUNDS: In the absence of an ordinary turnaround or loop, an apron shall be provided, adequate to permit emergency vehicles to reverse direction by backing once.
- j. CURBS: Required only where the Town Engineer so determines.

## 7.02 ACCEPTANCE PROCEDURES

7.02.1 The Selectmen is the Town agency to which a request for take over of a private road shall be directed.

7.02.2 PRIVATE ROAD ACCEPTANCE procedure shall be initiated by filing a signed petition with the Selectmen. Petitions may be filed by a majority of landowners fronting on the road in question.

- 7.02.3 Upon the filing of a petition for private road acceptance, engineering and legal work necessary for take over shall be accomplished within the monies appropriated by the Town for that purpose. The engineering and legal work may be done on the initiative of and at the expense of a private road association, a group of interested landowners. In such a case, the engineer doing the work must be a licensed professional in the State of Connecticut and meet the approval of the Selectmen.
- 7.02.4 Engineering studies relative to Town acceptance shall include and establish:
- a. The location of the existing right of way.
  - b. What land, if any, need be taken to accommodate the traveled way.
  - c. Drainage easements and radii at intersections.
  - d. Present grades and required work in the nature of drainage structures, base course and surface course.
  - e. An estimate of the costs of improvements necessary to take over.
- 7.02.5 LANDOWNERS "benefitted" by Town take over of private roads shall be expected to equitably share the cost of acceptance and improvement of private roads. "Benefitted" landowners include:
- a. Owners fronting on the road in question
  - b. Owners who must travel on the road in question in order to obtain access to their properties and have no other access to a public highway.
- 7.02.6 Benefitted landowners can expect a potential appreciation in property values from Town acceptance of private roads. Benefitted owners shall bear, at a maximum, fifty (50%) percent of the cost of road acceptance and improvement. A proposal for an equitable allocation of costs shall be determined by negotiation between the Selectmen and the landowners. A competent real estate appraiser may assist in the negotiations.
- 7.02.7 UPON AGREEMENT relative to the allocation of acceptance and improvement costs to be borne by the Town and benefitted landowners, the Town shall complete the engineering and legal work and take all steps necessary to take over of the road and completion of the improvements.
- 7.02.8 The Selectmen may seek out and apply for any State or Federal funds available for Town acceptance and improvement of private roads where such funds would be beneficial to the Town in the opinion of the Selectmen.

- 7.02.9 AS AN ALTERNATIVE to the Town doing the improvements, the petitioning landowners may improve the road and present it to the Town for acceptance, without the landowners being charged for any increase in property value. Similarly, if the Town obtained special funding for acceptance and improvements from the Federal State governments, there shall be no need or a reduced need for the Town to obtain special funding to assess benefits.
- 7.02.10 FOLLOWING COMPLETION of the work, and if not already provided, Warranty Deeds to all streets, drainage easements or other easements appurtenant to said streets, free from all defects and encumbrances, shall be submitted, together with a current certificate of title signed by a practicing attorney in the State of Connecticut.
- 7.02.11 FOLLOWING THE SUBMISSION of the aforesaid documents the Selectmen upon finding them in order, shall sign a certificate certifying that the Road Modified Design Standards of the Road Ordinance has been met and they shall recommend to the Legislative Council acceptance of the street as a Town Highway.
- 7.02.12 FOLLOWING AFFIRMATIVE action by the Legislative Council, said deed and certificate shall be recorded in the Newtown Town Clerk's office. Such affirmative action by the Legislative Council shall constitute acceptance of such street as a Town Highway.
- 7.02.13 Pursuant to Sec. 13a-82 of the Connecticut General Statutes, the Selectmen may implement and enforce the acceptance procedure by assessing the benefits accruing to any landowner by Town acceptance and improvement of any road, upon the giving of written notice to the parties to be benefitted of the time, and place of a meeting therefor, and order such benefits to be paid by the parties assessed, within such time as they appoint, such benefits may be collected in the same manner as Town taxes are collected.
- 7.02.14 Where the Town is going to file a lien for acceptance and improvement costs to be borne by benefitted landowners, the Selectmen shall undertake all legal work necessary to the filing of said liens. Liens shall be filed in either the amount agreed upon through negotiation or following appraisal by the appraiser, pursuant to statute.
- 7.02.15 The Selectmen may delegate the acceptance of the residential private roads as hereinbefore set forth to the Commission who may proceed in accordance with Section 8-29 of the Connecticut General Statutes.

## ARTICLE EIGHT

## DISCHARGE OF WATER AND DAMAGE TO ROADS

- 8.01 No person shall perform any act which creates or increases to any extent the discharge of water or other substance onto Town Highways. No person shall cause any damage to the roadway, drainage structure or any appurtenance of a Town Highway, including without limitation, damage caused by vehicles which are overweight or which have improper treads or tires.
- 8.02 Adherence to 8.01 during construction shall be considered a condition of all building or other permits issued by any agency of the Town. Any act creating or increasing the discharge of water or other substances, or causing damage as set forth in said 8.01 shall be sufficient cause to revoke any permit issued by any agency of the Town for work which was being furthered by said acts.
- 8.03 Where 8.01 has been or is being violated, the Selectman may, at his option:
- a. When the Town Highway or the safety of persons using said highway is threatened, take all measures necessary to protect the Town Highway from said discharge, to remove any accumulated substances, and to repair any damage for the account of the violator and;
  - b. Issue a written order specifying the nature of said violation, the substances to be removed and/or the repair work to be performed, and setting a date by which said violation shall cease and any removal or repair work be accomplished; or
  - c. Take action under both a. and b. above, specifying in said order the measures taken or to be taken by the Town and the action to be taken by the violator.
- Said order shall be sent to the violator by certified mail, return receipt requested. If said order is not complied with the Selectman may then, without further notice, take all measures necessary to protect the Town Highway from said discharge, to remove any accumulated substances and to repair any damage for the account of the violator. The Town, acting through the Selectmen, may accept payment for and/or institute suit to recover the costs of any work to protect the Town Highways from said discharge, for removal of accumulated substances, and repair of damage.
- 8.04 If any permits are revoked because of a violation of 8.01 the authority causing such revocation shall, as a condition of the reinstatement of said permits, require full payment for any costs incurred by the Town as a result of said violation, and may require a guaranty in cash or letter of credit to the Town in an amount not to exceed the costs incurred by the Town as a result of the violation for which the permit was revoked, said guaranty to be released when the work under permit has been completed without further cost to the Town as a result of subsequent violations.

- 8.05 Where storm drains exist in the street, all roof and building drains, drainage trenches and other structures, ditches and devices used to affect the natural flow or percolation of water, which are created or constructed subsequent to the effective date of this Ordinance and which would otherwise discharge directly or indirectly into said street, shall be connected with said storm drains in a manner satisfactory to the Selectman.
- 8.06 Where storm drains exist on the effective date of this section or are subsequently installed in any Town Highway, the Selectman may order any person owning and/or controlling any such drain, trench, structure, ditch or device which is capable of discharging water upon said Town Highway to connect with said storm drains in a manner satisfactory to the Town Engineer. Said order shall be in writing, shall be mailed to such person by certified mail, return receipt requested, and shall specify the date, not less than thirty (30) days after mailing, when such connection shall be completed. Upon agreement between the Selectman and the person so ordered, or upon the failure of said person to complete the connection as ordered, the Town may make said connection for the account of said person and, acting by the Selectmen, may accept payment therefor and/or institute suit to recover the costs of said connection from said person.

## ARTICLE IX

## SIDEWALKS AND DRIVEWAYS

- 9.01 Where any sidewalk has been or is in the future constructed on any existing street or where sidewalks are installed pursuant to the terms of this Ordinance, then it shall be the duty of the owner and the occupant of the land adjacent to said sidewalk to remove snow, ice, sleet, debris or any other obstruction therefrom and to keep it safe for use by all persons lawfully using it. In the event that neither the landowner nor the occupant removes the snow, ice, sleet, debris or other obstructions from said sidewalk, then the Selectmen may cause such removal and the Selectmen may charge the reasonable cost thereof to the landowner. In the event that such charges are not paid by the landowner, then the Selectmen shall, within sixty (60) days from the date of the removal, cause a Certificate of Lien to be recorded in the Town Clerk's office in the name of such landowner and the cost thereof shall become a lien on the property pursuant to the General Statutes.
- 9.02 DRIVEWAYS: No driveway shall be constructed or created intersecting with a Town Highway, street or private way until the person owning the land upon which said driveway is being constructed or created has obtained a driveway permit from the Selectman or his Agent and has filed a cash bond with the Selectmen in the amount of five hundred (\$500.00) dollars or an amount equal to the cost of the improvements required by Section 9.03 whichever is greater. Where the person on whose land the driveway is being created or constructed and the Selectman cannot agree on the amount of the bond, an estimate of the cost of the required improvements shall be obtained from the Town Engineer, and the cash bond filed shall be in that amount. Driveway permits will be issued for a period not to exceed one and one half (1 1/2) years from the date of issuance or one (1) year from the date of the issuance of the certificate of occupancy, whichever date is sooner. The Selectmen shall have the authority to extend the permit for additional periods of six (6) months in the event of exceptional hardship demonstrated by the owner. In the event that the improvements are not completed within such time period said bond shall be forfeited to the Town and a new application and fee must be filed and a permit issued and a new bond filed. Any person who fails to complete the improvements within thirty (30) days of the expiration of the initial driveway permit shall be fined the sum of one hundred (\$100.00) dollars per month until such improvements are completed. After completion of said improvements to the satisfaction of the Selectman or his Agent and upon recommendation of the Selectman, the Selectmen shall release said driveway bond.

9.03 Driveways shall enter streets only in locations where a sight distance of one hundred fifty feet (150') in each direction can be obtained along the street or, if a one hundred and fifty foot (150') line of sight cannot be obtained, due to the fact that the person constructing or creating the driveway does not own a sufficient amount of frontage, then said driveway shall enter said street at the point where the maximum sight distance can be obtained. Within the triangle formed by the curb line, the edge of the driveway, and a line from the point where the edge of the driveway and the street line intersects to the point in the curb line to which sight distance is required, the Holder of the driveway permit shall regrade and/or remove trees, brush, stones and any other objects obstructing vision. Driveways, where they meet the roadway, shall flare to a sufficient width so that the vehicles entering and leaving said driveways under normal conditions may do so without crossing to the opposite side of the road, and they shall be paved with bituminous concrete or other equal all-weather surface to at least a point that lies twenty five feet (25') from the centerline of the road, if the roadway itself is paved or proposed to be paved.



## ARTICLE X

## BUILDING ON UNACCEPTED STREETS

- 10.01 No building or structure shall be erected nor shall any building permit be issued for the erection of any building or structure on any lot abutting or having sole access to any street which has not been accepted for public use or as a town highway in accordance with Article VI except as provided in Article 8.02.100 and 8.02.101 of the Newtown Zoning Ordinance. The Selectman shall certify in writing to the building official when a proposed road meets the requirement of this ordinance for "public use". For the purpose of this paragraph "public use" shall mean that the first course of pavement for a street in an approved subdivision shall have been installed and approved by the Selectman or his Agent.
- 10.02 Any person, firm or corporation which erects a building or structure in violation of section 10.01 above shall be fined not more than two hundred (\$200) dollars for each building or structure so erected in addition to any penalties or relief granted to the municipality which may be provided by any other regulations, ordinances or statute.
- 10.03 Sections 10.01 and 10.02 hereof shall not apply to private street and ways which were laid out prior to February 8, 1956, or to streets shown on maps approved by the Commission (or Newtown Planning Commission) prior to October 2, 1967, where the intention that such streets remain forever private was set forth on the approved subdivision map and/or in the deeds of conveyance of the lots from the subdivider.

## ARTICLE XI

## ROAD LAYOUT AND IMPROVEMENT FUND

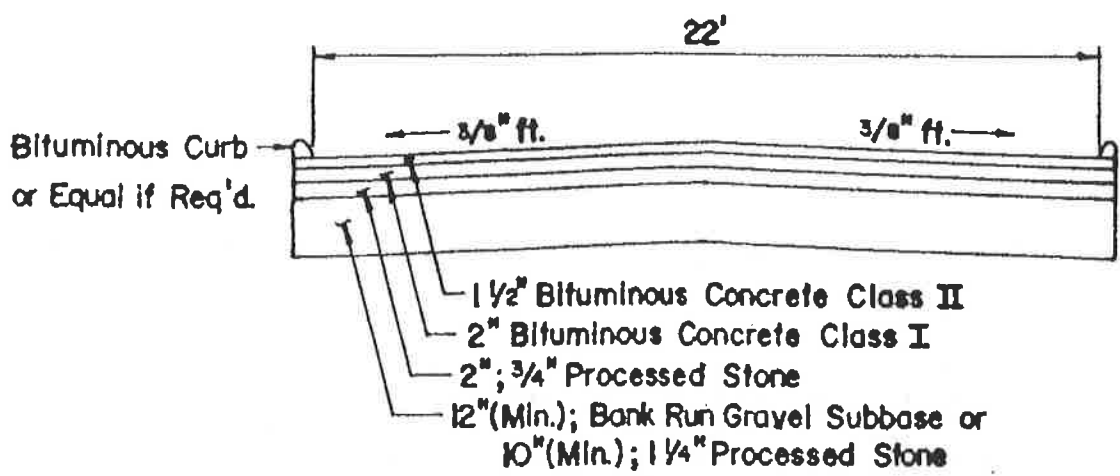
- 11.01 The procedures established by this Article shall relate solely to the collection of benefits assessed and payment of damages appraised and other expenses incurred as a result of action taken by the Commission pursuant to the powers vested in it by Sec. 8-29 of the General Statutes of Connecticut (rev. 1958).
- 11.02 There is hereby established a revolving account to be held by the Director of Finance separate from the Town General Fund to be known as the "Road Layout and Improvement Fund". All amounts received from the Town from the assessment of benefits for the Layout and Improvement of roads by the Commission pursuant to the powers vested in it by Sec. 8-29 of the General Statutes of Connecticut (rev. 1958) shall be paid into such fund by the Tax Collector. All sums held in such fund shall be used solely for the engineering and legal fees, construction costs, payment of damages and other expenses incurred in action taken or recommended pursuant to said Sec. 8-29. Expenditure of the money held in such fund shall be authorized in the same fashion as any annual or special appropriation, but such appropriation shall be only for the purposes specified in this section. Nothing herein shall be deemed to limit the power of the Town to make additional annual or special appropriations to pay for projects undertaken pursuant to said Sec. 8-29, nor shall this section be a limitation on any powers which the Town or its Boards or Commissions may have to acquire, lay out, maintain or improve streets and highways pursuant to sections of the General Statutes other than Sec. 8-29, or to make appropriations therefor.
- 11.03 If by amendment or repeal of this Ordinance the Road Layout and Improvement Fund ceases to exist for the purposes for which it is created, then all sums held therein not lawfully appropriated shall be added to the General Fund.

## ARTICLE XII

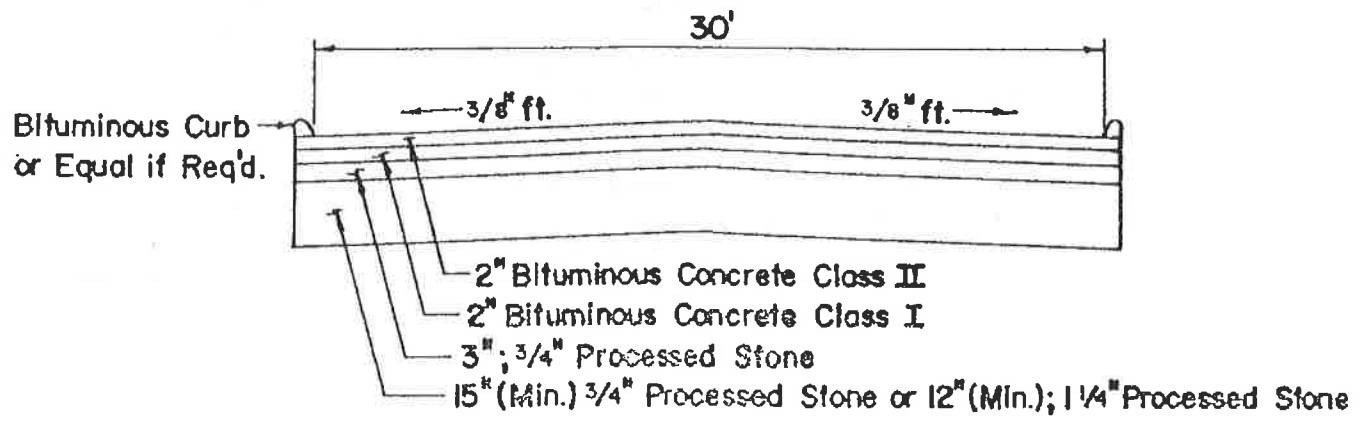
## MISCELLANEOUS PROVISIONS

- 12.01.1 SEPARABILITY. All articles, sections, paragraphs, clauses and phrases of this ordinance are intended and declared to be separable from each other.
- 12.01.2 If a court of competent jurisdiction finds any such provision to be invalid or ineffective in whole or in part, the effect of such decision shall be limited to the article, section, paragraph, clause or phrase expressly stated in the decision to be invalid or ineffective, and all other provisions of this ordinance shall continue to be separately and fully effective.
- 12.02 EFFECT ON OTHER REQUIREMENTS: It is not intended that the requirements of any other law or ordinance except as herein stated be repealed or otherwise made ineffective by this ordinance, and in case of conflict the strictest of the relevant provisions of this ordinance and other laws and ordinances shall apply.
- 12.03 APPLICATION TO EXISTING ROAD PERMITS. The provisions of this ordinance shall not apply to any road, bridge, drainage structure or appurtenant facility for which a road construction permit, under bond, has been issued pursuant to any prior road ordinance, provided that construction of said road, bridge, drainage structure or appurtenant facility is substantially completed prior to January 1, 1990.
- 12.04 The articles concerning discharge of water and damage to roads, sidewalks and driveways, and building on unaccepted streets shall apply to all persons as of the effective date of this ordinance.
- 12.05 The provisions of this ordinance supersedes and repeals the road ordinance adopted November 24, 1978, except that the provisions of said road ordinance which have been incorporated by reference into the Newtown Land Subdivisions Regulations by the Commission shall remain in effect as part of said regulations until changed by the Commission.
- 12.06 This ordinance shall take effect fifteen (15) days after its publication in full in a newspaper having circulation in the Town of Newtown, provided that a copy has been filed in the Office of the Newtown Town Clerk.

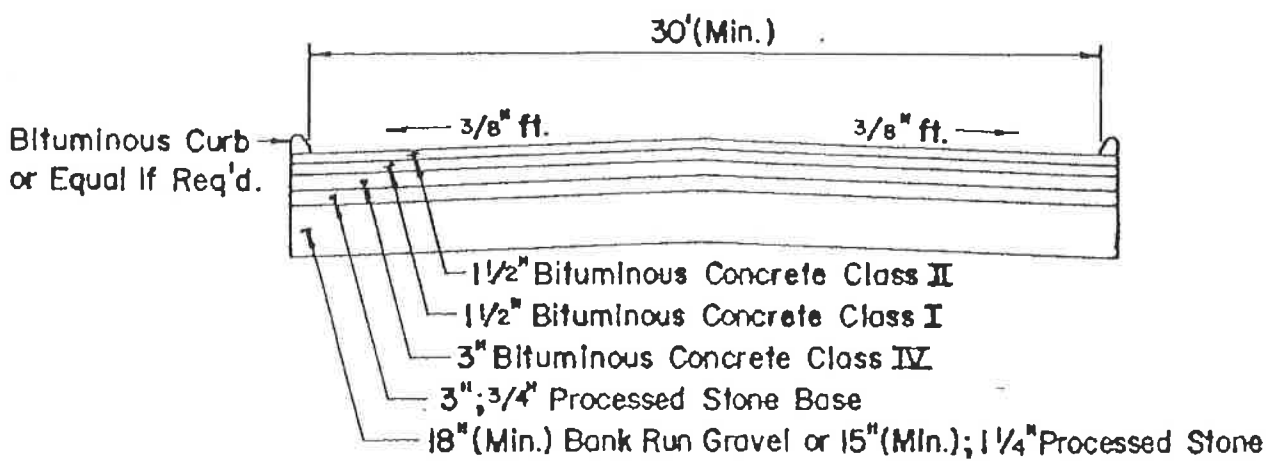
### LOCAL STREET



### MINOR COLLECTOR



### MAJOR COLLECTOR



## TYPICAL ROAD SECTIONS

**D**



Town of New Milford, CT  
Wednesday, September 2, 2015

## Chapter 18. Streets and Sidewalks

### CROSS REFERENCES

Charter, Section 405  
Rules of construction and definitions generally, § 1-2  
Planning, Ch. 16  
Traffic, Ch. 20  
Subdivision regulations, Appendix A  
Zoning regulations, Appendix B

### STATE LAW REFERENCES

Powers of town regarding streets and sidewalks, General Statutes Section 7-148  
Municipal liability for snow and ice on sidewalks, Section 7-163a  
Highways and bridges, Section 13a-1 et seq.  
Acceptance of roads from state, General Statutes Section 13a-48  
Snow emergencies, Sections 14-150 and 7-148(b), (c)(6) and (7)B and (10)

018a Appendix A 

018b Table 1 

018c Images 

## ARTICLE I. Snow Emergencies

### § 18-1. Definitions.

[Ord. of 11-21-2006]

As used in this article the following terms shall have the meanings indicated:

**Owner**

means the owner, registrant or lessee in of a motor vehicle as defined in Connecticut General Statutes Section 14-1(51).

**Snow emergency**

means any snowfall or ice event that is expected, is in progress or has occurred that will require road plowing, sanding, salting and/or snow and ice

[Ord. of 11-21-2006]

The owner of any motor vehicle parked on a snow emergency route during a declared snow emergency shall be in violation of this article. A police officer discovering such vehicle may issue a notice of violation in accordance with the provisions and procedures set forth in Code of New Milford Chapter 20. The owner of the vehicle shall be fined \$100 for each violation. Additionally, if a police officer determines that a motor vehicle parked in violation of this article is an obstruction to traffic, hindrance to road treatment or a threat to public health and safety, the officer may order such motor vehicle taken to and stored at a suitable place at the expense of the owner pursuant to the provisions of Code of New Milford § 20-6 and Connecticut General Statutes Section 14-150.

### **§ 18-7. Payment of fines and expenses of removal and storage; hearing.**

[Ord. of 11-21-2006]

An owner to whom a notice of violation has been issued shall pay the fine or request a hearing to contest the claimed violation within 10 days of the issuance of the notice. Removed and stored vehicles shall be disposed of and expenses satisfied in accordance with Connecticut General Statutes Section 14-150. In the event a vehicle owner wishes to contest a notice of violation and/or removal authority, a hearing and disposition following hearing, including collection of fines and vehicle removal and storage expenses shall be provided for and conducted in accordance with Code of New Milford Section 20-5 and Connecticut General Statutes Section 14-150.

### **§ 18-8. Appeal.**

[Ord. of 11-21-2006]

Any owner aggrieved by a decision of a hearing officer appointed to hear and dispose of a contested notice of violation may appeal such decision to the Superior Court for the Judicial District of Litchfield within 30 days of the issuance of the hearing officer's decision.

### **§ 18-9. through § 18-22. (Reserved)**

## **ARTICLE II. Road Acceptance Requirements**

### **§ 18-23. Definitions.**

[Ord. of 6-15-1978, § 1]

As used in this article, the following terms shall have the meanings indicated:

*Arterial road*

shall mean any road which moves a large volume of vehicles from one part of town to another,

*Base course*

shall mean that material placed directly below the wearing surface.



shall mean the limits of that portion dedicated for highway purposes.

**Subbase**

shall mean that course of material placed directly above the prepared subgrade as specified.

**Subgrade**

shall mean existing ground surface prepared as specified and brought to grade as indicated to receive a subbase course.

**Surety**

shall mean that corporate body which is bound with and for the subdivider or contractor, who is primarily liable to the Town of New Milford and which engages to be responsible for the subdivider or contractor for his payment of all debts covering all materials and labor used or employed in the execution of the contract or proposal and for his acceptable performance of the work for which he has contracted or proposed.

**Town**

shall mean the Town of New Milford, Litchfield County, Connecticut.

**Watercourse**

shall mean any channel for the drainage of water, such as a canal, river, brook, stream or swale.

**Watershed**

shall mean that portion of land surrounding a watercourse or paved road which sheds its ground and/or surface water into or onto the watercourse or paved road. Final decision as to the limits of any given watershed shall rest with the Selectman or his duly appointed agent.

**Wearing surface**

shall mean that visible section of the roadway which comes in direct contact with vehicular movement.

**§ 18-24. General regulations.**

[Ord. of 6-15-1978, § 2]

(a) *Applicability.* This article 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 New Milford, and excavation, diversion of water runoff and other activities pertaining to town highways and streets. This article specifically exempts work done by the Town of New Milford.

(b) *Repealer.* All ordinances or parts of ordinances conflicting with the provisions of this article, including the Road Ordinance of the Town of New Milford dated June 1, 1962, as amended, and the Ordinance Governing Certain Activities on Town Roads, Highways and Sidewalks, dated April 1, 1966, are hereby repealed.

(c) *Standards.* The construction of roads, drainage structures, appurtenances and bridges shall be governed by standards contained in **Table I** following.<sup>[1]</sup>  
<sup>[1]</sup> *Editor's Note: Table I is included at the end of this chapter.*

(d) *Applicable state standards.* Except where the terms of this article may alter them, the latest State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction or revision thereof shall apply and govern and are hereby made part of this