

**TOWN OF HARWINTON  
SPECIAL TOWN MEETING  
TUESDAY, OCTOBER 28, 2003**

**ORDINANCE AMENDING THE HARWINTON HIGHWAY ORDINANCE**

**Sec. 1. Authorization.**

This amendment is adopted pursuant to Connecticut General Statutes, §§7-148(c)(6)(C), 8-24, 8-25(a), 8-26c, and 13a-48, as amended.

**Sec. 2. Amendments.**

The "Ordinance Concerning the Construction and Acceptance of Public Streets or Public Highways in the Town of Harwinton," also known as the "Harwinton Highway Ordinance," adopted January 12, 1999, as Ordinance No. 101, is hereby amended as follows:

**2.2 Grade and Alignment.**

The minimum grade for any street or highway shall be 1% and the maximum grade shall not exceed 10%, except where approved by the Town of Harwinton Planning Commission (hereafter referred to as the "Commission") in cases where topography warrants and safety will not be adversely affected. The minimum radius of curvature at the centerline of streets shall be 200 feet. Appropriate vertical curves for transition shall be established on any street and at street intersections to ensure adequate sight distance.

**2.3 Intersections.**

- a. [No Change]
- b. Proposed streets shall intersect other streets at right angles radially, or as approved by the Commission provided that, in no case, shall the angle of intersection between adjoining street lines be less than 60 degrees.
- c. Proposed streets shall intersect other streets such that pavement slope on the proposed street averages no more than 3 percent within 200 feet of the intersection. The Commission can increase the average slopes to 4 percent if deemed prudent.
- d. [No Change]
- e. Proposed streets shall intersect other streets such that the horizontal centerline of the proposed street shall be a straight line of at least 100 feet from the intersecting street lines unless otherwise approved by the Commission.
- f. [No Change]

## 2.4 Turnarounds.

A turnaround shall be provided at the closed end of a dead-end street. The turnaround shall be a cul-de-sac in a teardrop or circular shape with a paved radius of 50 feet, and shall have a center storm drain. The minimum radius for curvature for the right-of-way for turns shall be not less than 100 feet. A sufficient right-of-way for a turnaround on a temporary dead-end street, which may, at some future date, be projected into adjoining property, shall be provided by means of a temporary easement providing for automatic termination of the easement upon extension of the street.

## 3.4 Discharge.

The discharge of all storm water that has been collected or otherwise artificially channeled shall be into suitable natural streams or into Town or State drainage systems with adequate capacity to carry the discharge. There shall be no discharge onto or over private property within or adjoining the subdivision unless (a) proper easements and discharge rights have been secured by the applicant, (b) such easements and rights are transferable to the Town in the event that the discharge includes storm water from any street, and (c) proper provisions are made to safeguard against soil erosion and flood danger. No storm water shall be diverted from one watershed to another. Discharge shall be made in a manner that protects streams, ponds and swamps from pollution.

## 3.5 Drainage Construction.

- a. *Pipe Materials:* Corrugated Metal Pipe (CMP) or Corrugated Polyethylene Pipe (HDPE) (Type S smooth interior surface only) or Reinforced Concrete Pipe (RCP) joint sealants and bedding material shall conform to Article M.08.01 of the latest revision of the Connecticut Department of Transportation's "Standard Specifications for Roads, Bridges, and Incidental Construction.
- b. *Methods:* Trench excavation and back fill shall conform to Section 2.05 of the latest Connecticut Department of Transportation specifications. Corrugated Metal Pipe (CMP) or Reinforced Concrete Pipe (RCP) or Corrugated Polyethylene Pipe (HDPE), joint sealants and bedding installation shall conform to Section 6.51 of the latest revision of the Connecticut Department of Transportation's "Standard Specifications for Roads, Bridges, and Incidental Construction.
- c. *Appurtenances:* Catch basins, manholes, drop inlets, end walls, and other appurtenances to the storm drainage system shall be constructed in accordance with Section 5.07 and Article M.08.02 of the latest revision of the Connecticut Department of Transportation's "Standard Specifications for Roads, Bridges, and Incidental Construction.
- d. *Special Structures:* Bridges, box culverts, and other special structures shall be designed and constructed in accordance with sound engineering practice and the latest revision of the Connecticut Department of Transportation's

“Standard Specifications for Roads, Bridges, and Incidental Construction. Bridges shall be designed in accordance with latest revision of the Standard Specifications for Highway Bridges as adopted by the American Association of State Highway and Transportation Officials (AASHTO).

- e. *Underdrains:* At the base of uphill shoulder embankments and as elsewhere ordered by the Commission, a minimum 6 inch diameter perforated pipe continuous underdrain shall be installed behind the curbing in accordance with Section 7.51 of the latest Connecticut Department of Transportation Specifications, except that the aggregate shall be limited to Broken Stone of Screened Gravel conforming to Article M.01.01 for 3/8 inch stone.

The Harwinton Highway Ordinance shall be deemed to incorporate these amendments and revisions as of the effective date of this Ordinance, and henceforth, shall be amended and restated incorporating these amendments and revisions.

**Sec. 3. Effective Date.**

This Ordinance shall take effect fifteen (15) days after publication of a summary of its provisions in accordance with Connecticut General Statutes, §7-157(b).

ADOPTED AT TOWN MEETING ON: October 28, 2003

PUBLISHED IN THE: Republican-American ON October 30, 2003

EFFECTIVE DATE: November 14, 2003

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**AMENDED BY ORDINANCE 124**