



**Connecticut Siting Council  
Docket No. 272**

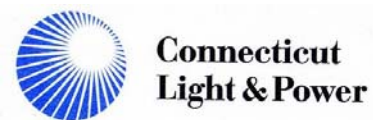
**Development & Management Plan  
for the**

**Middletown-Norwalk  
345-kV Transmission Line Project**

**Segment 3 – East Devon Substation to  
the Housatonic River Crossing**

**Volume 3 of 3**

**January 2006**





**TRAFFIC INVENTORY REPORT FOR  
MAINTENANCE AND PROTECTION OF TRAFFIC**

**MIDDLETOWN TO NORWALK  
345-kv TRANSMISSION PROJECT**

**CITY OF MILFORD, CONNECTICUT**

Prepared By:  
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October 2005 - Revised January 24, 2006

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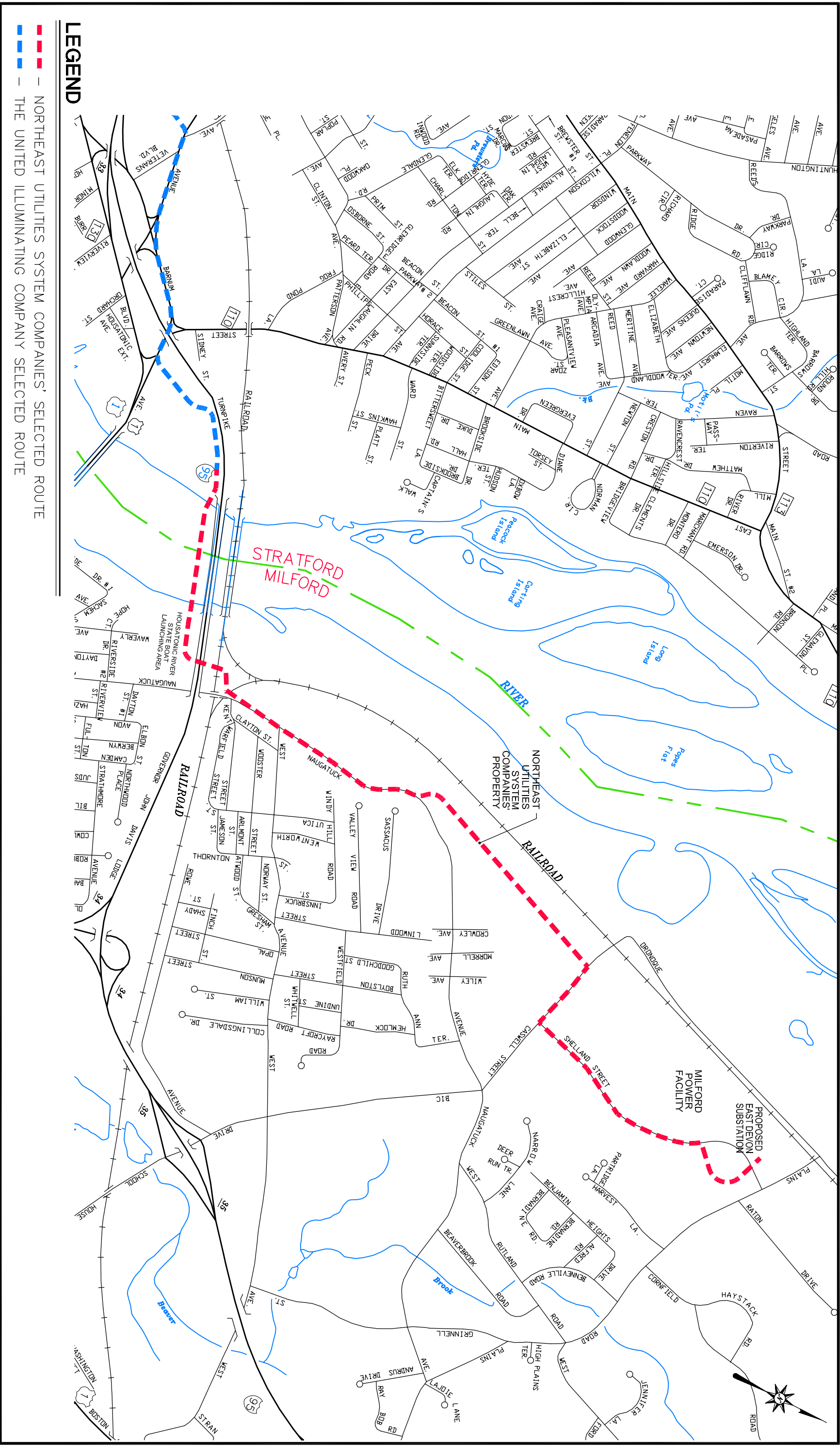
## I. INTRODUCTION

Northeast Utilities System Companies, in conjunction with the United Illuminating Company, will be constructing approximately 25 miles of a double circuit 345-kilovolt underground transmission line through Norwalk, Westport, Fairfield, Bridgeport, Stratford, Milford and Cheshire. As approved by the Connecticut Siting Council, most of the route is in the public right-of-way, primarily along the State Highway System. The Northeast Utilities System Companies' section in Milford does not directly impact any State highways.

This report, prepared for Northeast Utilities System Companies, focuses on the 2.1 miles of transmission line located in the City of Milford as illustrated in Figure M.1. The remaining municipalities will be addressed in separate documents. The selected route crosses the Housatonic River from private property in Stratford to the Housatonic River State Boat Launching area immediately south of I-95. The proposed route travels along an unnamed access road (parallel to I-95) and then crosses Interstate 95 and the Amtrak-Metro North Railroad tracks, intersects Naugatuck Avenue across from Kent Street, and continues along Naugatuck Avenue to the Northeast Utilities System Companies' Property. The proposed route then travels north through the Northeast Utilities System Companies' property to Caswell Street. The proposed line continues east down Caswell Street until the intersection with Shelland Street, where it follows Shelland Street in a northerly direction. The selected route then travels off of Shelland Street, in a northeasterly direction, through the unpaved Connecticut Light & Power (CL&P) easement area and then travels west to the proposed East Devon Substation, adjacent to the Milford Power Company property.

This report provides a recommended strategy for maintenance and protection of traffic; for example, where standard Connecticut Department of Transportation templates can be utilized; where more specific maintenance and protection of traffic plans should be developed; and what hours of operation should be permitted. Recommendations are based on a detailed field inventory of the selected routes, traffic volumes, and the type and duration of construction. Local and State agencies were contacted for pertinent

traffic data, roadway improvement projects, development projects, yearly local events, transit and bus routes and other data that may affect maintenance and protection of traffic planning. This report discusses the traffic/transportation environment along the route, the proposed construction, key locations, and traffic issues. It forms the basis for the development of detailed traffic control plans (TCP) and a detailed maintenance and protection of traffic report to be implemented for construction of the transmission line segment through the City of Milford.



**LEGEND**

- - - - NORTHEAST UTILITIES SYSTEM COMPANIES' SELECTED ROUTE
- - - - THE UNITED ILLUMINATING COMPANY SELECTED ROUTE

ARCHITECTURE  
ENGINEERING  
PLANNING  
LANDSCAPE ARCHITECTURE  
LAND SURVEYING  
ENVIRONMENTAL SCIENCES

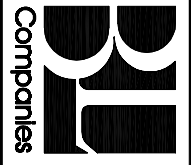
355 Research Parkway  
Meriden, CT 06450  
(203) 630-1406  
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**SELECTED ROUTE**

345 KV TRANSMISSION LINE  
MIDDLETOWN – NORWALK  
MILFORD, CONNECTICUT

Scale  
Project No. 05C1314  
Date 1/15/06  
CAD File 083\_TPR105C1314\_FIG.M1

**FIGURE M.1**



XREF(s): NONE

## II. CORRIDOR INVENTORY AND DESCRIPTION

An investigation of the existing traffic/transportation conditions of the roadways along the selected transmission line route formed the basis for preparing a recommended strategy for maintenance and protection of traffic. This investigation included a detailed field reconnaissance and preliminary research of pertinent planning and traffic data at local and State agencies.

### **Selected Transmission Line Route**

As illustrated in Figure M.1, the selected route crosses the Housatonic River from Stratford to the Housatonic River State Boat Launching Area and continues to the proposed East Devon Substation (adjacent to the existing Milford Power Facility). Specifically, the selected route crosses the Housatonic River from private property in Stratford to the Housatonic River State Boat Launching area in Milford, immediately south of I-95. The proposed route travels east along an unnamed access road (parallel to I-95) and then crosses Interstate 95 and the Metro North Railroad tracks and the Metro North Railroad Waterbury Branch and intersects with Naugatuck Avenue immediately north of Kent Street. The transmission line then continues north along Naugatuck Avenue to the Northeast Utilities System Companies' Property. Then the proposed route travels north through the Northeast Utilities System Companies' property until Caswell Street. The proposed transmission line continues east down Caswell Street until the intersection with Shelland Street, where it follows Shelland Street in a northerly direction. The route then travels off of Shelland Street, in a northeasterly direction, through the unpaved Connecticut Light & Power (CL&P) easement area and then travels northwest, re-crossing Shelland Street, to the site of the proposed East Devon Substation, adjacent to the Milford Power Company property.

For description and maintenance and protection of traffic purposes, the route was divided into segments of generally uniform characteristics. The following graphic/charts are included in this report to aid in the understanding of these characteristics:

- Figure M.2, located in the body of the report, depicts average daily traffic volumes (ADT's).
- A route inventory sheet is located in Appendix I. The sheet summarizes, in tabular format, items such as number of travel lanes, roadway widths, speed limit, sidewalk and on-street parking locations, illumination, bus routes, ADT's, peak hour volumes and abutting land use types.
- Figure M.5, located in Appendix I, pictorially summarizes land use classification along the route as well as typical roadway widths.
- Hourly traffic volume graphs for selected locations can be found in Appendix II.
- Aerial photographs of each vault are provided in Appendix V.

#### **A. From the Housatonic River to Naugatuck Avenue**

The selected transmission line route crosses the Housatonic River and travels 0.4 miles from the Stratford/Milford town line (the town line bisects the river), travels east along the Housatonic River State Boat Launching Area access road, travels north crossing both I-95 and the Metro North Railroad tracks and the Metro North Railroad Waterbury branch and intersects Naugatuck Avenue immediately north of Kent Street. The unnamed access road in the Housatonic River State Boat Launching Area is an east/west Connecticut Department of Environmental Protection (DEP) controlled roadway with a varying pavement width (averaging 26') with no delineated travel lanes or shoulders. There is parking adjacent to the entire road. The posted speed limit is 20 mph.

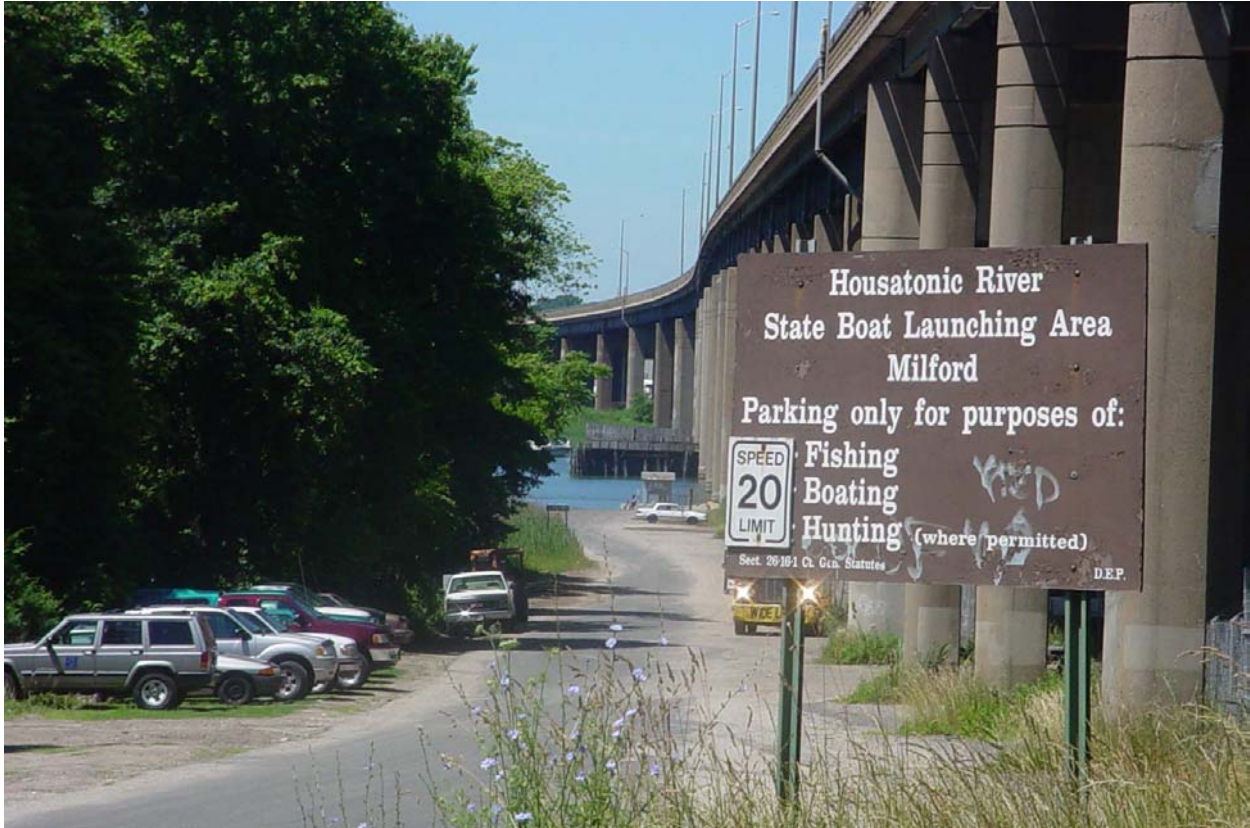


Photo 1: From Naugatuck Avenue, looking west at the unnamed access road in the Housatonic River State Boat Launching Area.

**B. Naugatuck Avenue from Kent Street to Northeast Utilities System Companies' Property**

The proposed transmission line route travels north along 0.5 miles of Naugatuck Avenue in Milford from immediately north of Kent Street to the Northeast Utilities System Companies' Property. This segment of Naugatuck Avenue is a north/south, City-maintained road that has one travel lane in each direction. The roadway has the following characteristics:

- The curb-to-curb width varies significantly, with a 22' minimum and a maximum of 40'. See Figure M.5 for more detail.
- Posted speed limit is 25 miles per hour.
- Illumination is provided along the east side of Naugatuck Avenue from the boat launch access road to West Avenue and on the west side of the road from West Avenue to the Northeast Utilities System Companies' Property.



- The road is part of a Milford bus route, although there are no posted bus stops in the project area.



Photo 2: Naugatuck Avenue on the railroad tracks overpass, looking west at the New Haven Line railroad tracks.

There are no signalized intersections along this portion of the road.

Land use is a mix between commercial businesses and residences. On Naugatuck Avenue, the area from the railroad tracks overpass to Kent Street is primarily commercial. From Kent Street to the Northeast Utilities System Companies' property, land use is mainly residential, with houses on both sides of the road. There are no land uses of specific concern in this segment.





Photo 3: Naugatuck Avenue, on the railroad tracks overpass, looking north at commercial buildings.

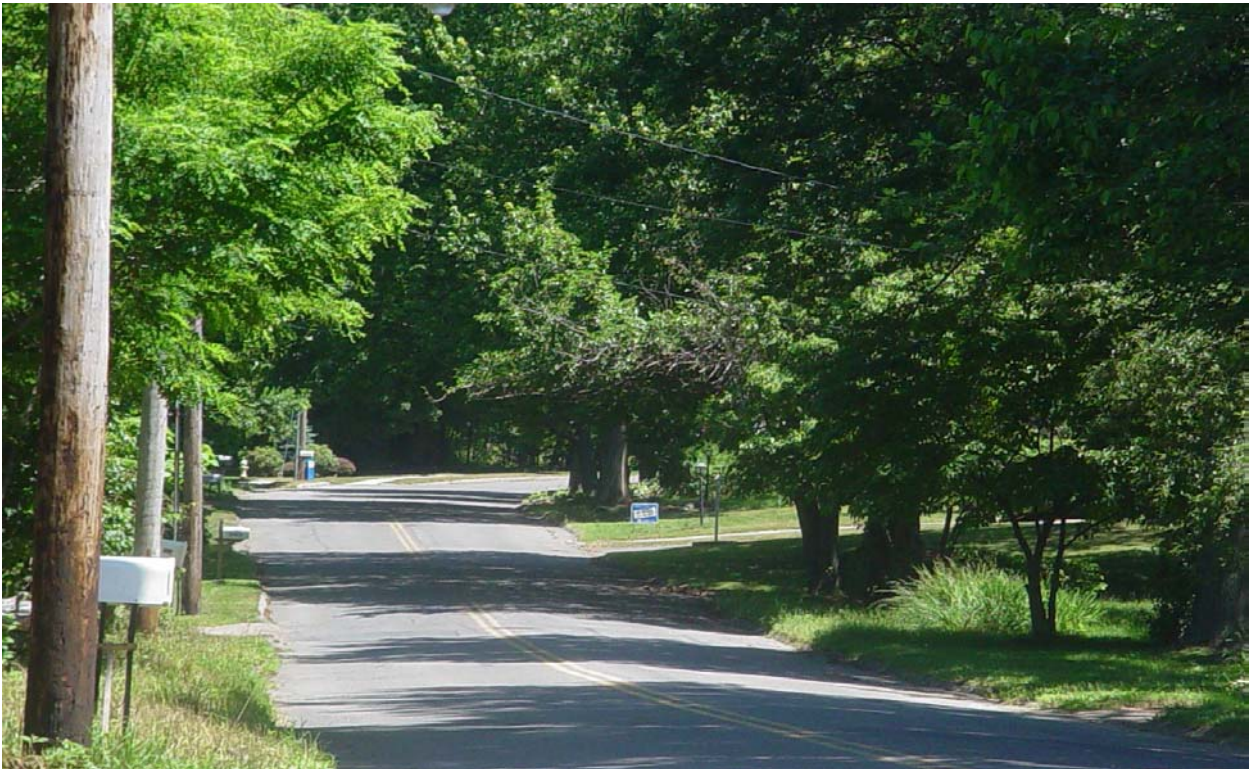


Photo 4: Naugatuck Avenue, looking north towards the Northeast Utilities System Companies' property.



Average daily traffic volume (ADT's) along the segment is 4,300 vehicular trips.

**C. Northeast Utilities System Companies' Property from Naugatuck Avenue to Caswell Street**

The selected transmission route travels 0.5 miles through the Northeast Utilities System Companies' property from Naugatuck Avenue to Caswell Street. This segment of the proposed transmission line runs entirely through private property and is out of the scope of this report.

**D. Caswell Street from the Northeast Utilities System Companies' Property to Shelland Street**

The selected transmission route travels along 0.2 miles of Caswell Street in Milford from the Northeast Utilities System Companies' property to the intersection with Shelland Street. This segment of Caswell Street is an east/west, City-maintained road that provides one travel lane in each direction. The roadway has the following characteristics:

- The typical curb-to-curb width for both directions of travel is 41'.
- Illumination is provided along the south side of the facility for the entire segment.
- There are "No Parking on This Street" signs posted on Caswell Street between Shelland Street and Naugatuck Avenue.
- Posted speed limit is 25 miles per hour.



Photo 5: Caswell Street, looking west.

There are no signalized intersections along this portion of the road.

Land use is made up of commercial and industrial businesses. In the project area, the Bic Factories are a major presence, as is the Milford Power Company. There are no further land uses of concern in this segment.

There is no information for average daily traffic volume (ADT's) along Caswell Street.

**E. Shelland Street from Caswell Street to the Proposed East Devon Substation:**

The selected transmission line route travels along 0.7 miles of Shelland Street from Caswell Street to a portion of Connecticut Light & Power (CL&P) Easement area and then crosses Shelland Street again to the proposed East Devon Substation. Shelland Street is currently a private road but, according to the City, will be a public City road by

the time of the proposed transmission line construction. Shelland Street runs in a north/south direction.

- The typical curb-to-curb width for both directions of travel is 30 feet. (*Currently Shelland Street has no delineated travel lanes or shoulders.*)
- Illumination is provided along the entire segment.
- There is no on-street parking for the entire length of Shelland Street.
- There is no posted speed limit for this segment of Shelland Street.

There are no signalized intersections along this portion of the road.

Land use is made up of mostly industrial buildings, Bic Consumer Products Manufacturing Company and Milford Power Company are both major presences. On the northeast corner of Caswell Street and Shelland Street, there is a maintenance building owned by Kingdom Life Christian Church. There are no further land uses of concern in this segment.

There is no information for average daily traffic volume (ADT's) along Shelland Street.

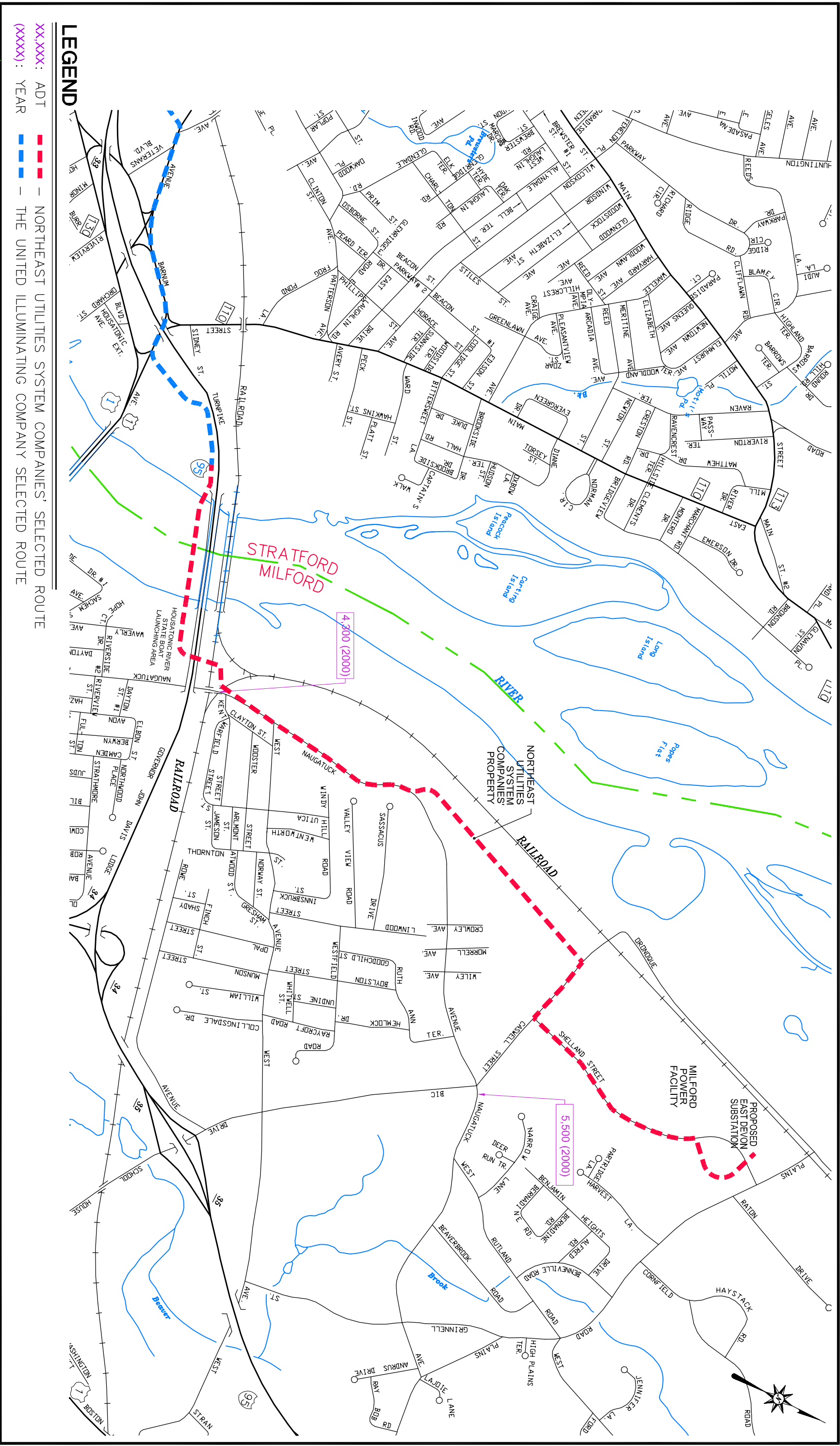


Photo 6: Shelland Street, looking southwest towards intersection with Caswell Street.



Photo 7: From Shelland Street, looking northeast at the Connecticut Light & Power (CL&P) Easement area.





XXXXX: ADT  
 (XXXX): YEAR  
 — NORTHEAST UTILITIES SYSTEM COMPANIES' SELECTED ROUTE  
 — THE UNITED ILLUMINATING COMPANY SELECTED ROUTE

**LEGEND**



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**TRAFFIC SIGNAL LOCATIONS AND ADT'S**

345 KV TRANSMISSION LINE  
 MIDDLETOWN – NORWALK  
 MILFORD, CONNECTICUT

Scale 1"=1000'  
 Project No. 05C1314  
 Date 1/15/06  
 CAD File 083\_TRP1050314\_FIG.M2

**FIGURE M.2**

XREF(s): NONE

### III. WORK BY OTHERS

#### **Public Roadway Improvement Projects**

Information regarding public roadway improvement projects has been requested from the State of Connecticut and the City of Milford. Preliminary information was received regarding projects that are slotted for the next five years and their anticipated start dates. Since these projects' schedules and funding sources vary and are not necessarily guaranteed, the discussion in this report will be based on existing conditions, but the possible ramifications of the following projects should be considered.

- Town Project – Milford, Sanitary sewer installation for Milford, Raton Drive, a portion of Shelland Street and a portion of Plains Road from Harvest Lane to Shelland Street. (2010-2011)
- Town Project – Milford, Wastewater Facility Upgrade on Oronoque Road (2005 – 2010)
- Town Project – Milford, Plains Road Railroad Crossing/Oronoque Road Improvements. (2005-2007) *Rail and road improvements that would facilitate reopening the crossing at Plains Road. Project also includes reconstruction and drainage improvements from the transfer station (on Plains Road) to Bic Drive.*
- Town Project – Milford, Plains Road cul-de-sac. (2006-2007) *The construction of a cul-de-sac on Plains Road west of Harvest Lane.*

## IV. CONSTRUCTION SEQUENCE AND UNDERSTANDING

The construction of the 345-kV underground transmission line is a five (5) step process. The steps are performed sequentially, but not necessarily continuously. Therefore, periods of no visible construction activity or traffic disruption may occur between steps.

### 1. Splice-vault Excavation and Installation.

Large splice-vaults will be installed at intervals of approximately 1,650 feet on center. The vaults are installed in pairs, with 7 pairs anticipated in Milford. Each vault measures 32' long, 9' wide and 10' high. An excavation of about 36' long, 14' deep and 13' wide is needed for each vault.

For any vaults in the roadway, the duration of construction for each pair is expected to be 7-14 days working nights only, or 2-4 days working 24 hours a day. Depending on the exact location and the task being performed, 1-2 traffic lanes will have to be closed for installation. The installation of the pre-cast concrete vault sections will at times require the use of a crane, effectively using two lanes for the outriggers and swing clearance. This installation will typically occur in the timeframe of one night. Backfilling, etc., may use a narrower work area. Should the excavation have to remain "open" when work is not in progress, protective barrier will be required if traffic is not maintained in the lane(s) of the excavation. If traffic is maintained in the lane(s) of the excavation, a special design for bridging the excavation will be required.

### 2. Duct-bank Excavation and Installation.

The pavement will be saw cut to the width of the excavation. The excavation and duct-bank will be approximately 4' wide with a minimum 30" deep cover. The depth of the trench will vary depending on underground conflicts. The duct-bank will contain 10 conduits and will be encased in concrete, cast in place. The trench will be backfilled and temporary pavement installed. In general, two travel lanes will be required for this work.

Steel plates will be required if the trench can not be backfilled at the end of the work day and the travel lanes must be opened. It is anticipated that 50-150 feet of duct-bank installation can be done per day, per crew.

3. Cable Pulling.

Cable reel carts and pulling machines will be set up over the vaults. Assuming a normal work shift, it is anticipated that six (6) work days will be required to pull cable between each pair of vaults. In general, one to two lanes of traffic will have to be closed for this activity.

4. Cable Splicing.

This is a time consuming activity requiring a controlled environment in the vaults. As such, a specially designed trailer is parked over the vault. Cable splicing will require 24 days per set of vaults, assuming a 12-hour work shift. For vault locations within the roadway, one to two traffic lanes will be occupied by this activity.

5. Pavement Restoration

The final task is to restore the pavement. The trench will be temporarily repaired in accordance with temporary trench repair details to be developed. Typically two travel lanes will be occupied by this operation. At completion of the project, a mill and overlay will be constructed in accordance with City of Milford standards to a width agreed to by Northeast Utilities System Companies and the City of Milford.



## **V. RECOMMENDATIONS FOR MAINTENANCE AND PROTECTION OF TRAFFIC**

This project is a utility infrastructure improvement. However, from the perspective concerning the impact of construction on traffic, two of the construction elements, vault and duct installation, are similar to major roadway corridor reconstruction and thus have the need for detailed maintenance and protection of traffic procedures. Although the cable pulling and splicing may be less intrusive than the duct-bank and vault construction, the location of the vaults and duration of the splicing dictate the need to address maintenance and protection of traffic.

This section of the report is divided into two parts; General Recommendations applicable to the entire project; and Specific Recommendations developed for the individual areas of work.

### **General Recommendations**

1. Temporary traffic control plans shall be developed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), Part 6, and ConnDOT specifications.
2. Where appropriate, the ConnDOT standard Construction Traffic Control Plans shall be used. Non-standard traffic control plans shall be developed where the standard Construction Traffic Control Plans do not apply, and submitted for review and approval by the City of Milford.
3. Traffic control devices shall meet the requirement of NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features.
4. Flaggers shall have completed training through ATSSA (American Traffic Safety Services Association) or other organizations, as approved by ConnDOT.

5. The Contractor shall have at least one person trained as a work zone safety supervisor through ATSSA, or other organization approved by ConnDOT.
6. The Contractor shall maintain access for emergency vehicles through the work zone at all times.
7. Access accommodations shall be made for pedestrians at all times except in areas as noted under Specific Recommendations. Pedestrian access to businesses shall be maintained during those times when the businesses are open unless permission is granted from the business owner to close access.
8. The Contractor shall maintain vehicular access to and egress from all commercial and residential driveways. The Contractor will be allowed to close driveways to perform the required work during those periods when the businesses are closed unless permission is granted from the business owner to close the driveway during business hours. If a temporary closure of a residential driveway is necessary, the Contractor shall coordinate with the owner to determine the time period of the closure.
9. Roadway occupancy will be scheduled during off-peak hours where possible, and where necessary, at night. Local noise ordinances will be investigated for nighttime activities.
10. During night work, existing roadway lighting must be maintained. Temporary lighting may have to be provided.
11. No work shall be permitted on Sunday mornings between 9:00 a.m. and noon on any block with a place of worship.

12. Steel plates will be required if the duct-bank trench cannot be backfilled at the end of the allowable work period. No more than 300 feet of trench length shall be plated. Such plates shall be inspected and maintained on a daily basis.
13. The Contractors work schedule should be coordinated on a daily basis, with at a minimum: any inspection personnel and local police and fire departments.
14. The Contractor's work schedule shall be made available on a weekly basis to other impacted road users and local officials, such as: local elected officials, public works personnel, emergency service providers, hospitals, public transit providers, Board of Education transportation coordinators, US Postal Service, etc.

### **Specific Recommendations**

#### **A. Housatonic River State Boat Launching Area**

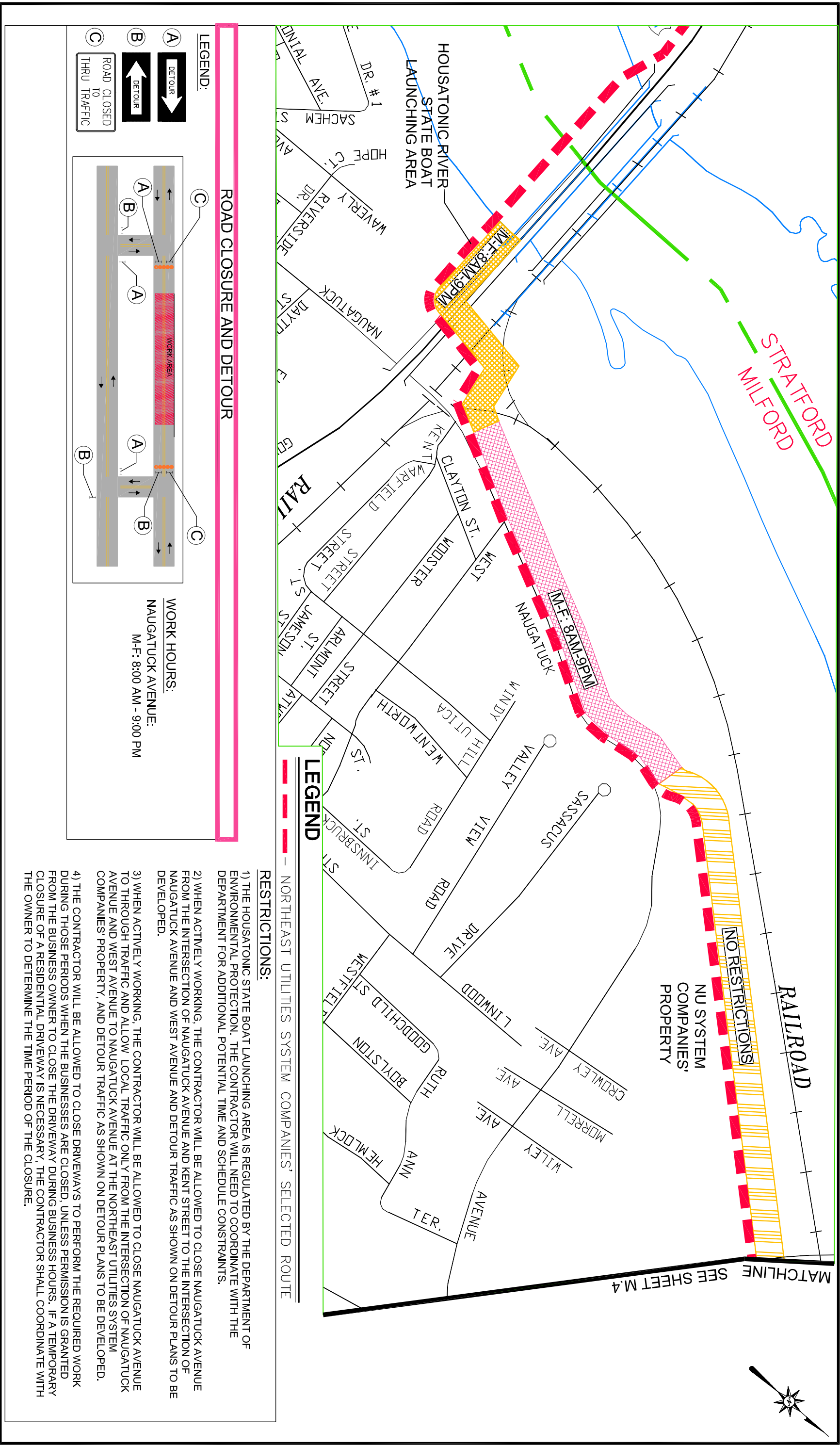
The Housatonic River State Boat Launching Area is regulated by the Department of Environmental Protection.

The following are specific recommendations for the trench construction:

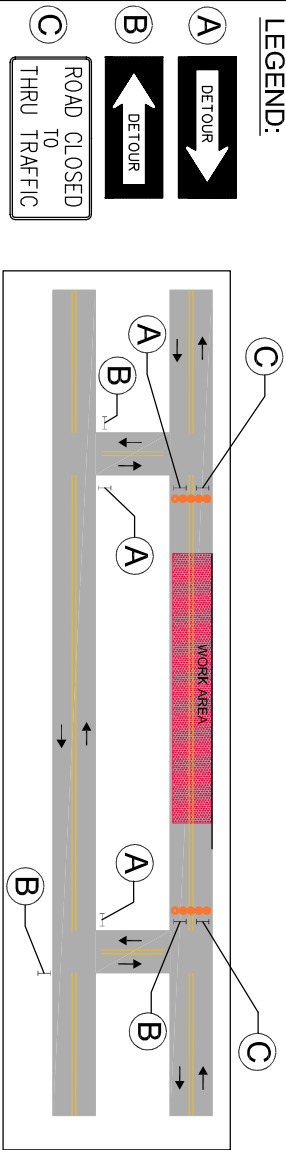
- Due to nearby residences, trench construction will be done between the hours of 8:00 AM and 9:00 PM.

With regards to necessary access considerations, parking, etc. and for all other time and schedule constraints, the Engineer will need to coordinate with the Department of Environmental Protection.

See section E for vault recommendations.



**ROAD CLOSURE AND DETOUR**



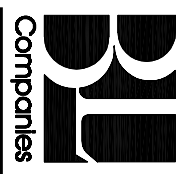
**WORK HOURS:**  
**NAUGATUCK AVENUE:**  
 M-F: 8:00 AM - 9:00 PM

**LEGEND**

--- NORTHWEST UTILITIES SYSTEM COMPANIES' SELECTED ROUTE

**RESTRICTIONS:**

- 1) THE HOUSATONIC STATE BOAT LAUNCHING AREA IS REGULATED BY THE DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE CONTRACTOR WILL NEED TO COORDINATE WITH THE DEPARTMENT FOR ADDITIONAL POTENTIAL TIME AND SCHEDULE CONSTRAINTS.
- 2) WHEN ACTIVELY WORKING, THE CONTRACTOR WILL BE ALLOWED TO CLOSE NAUGATUCK AVENUE FROM THE INTERSECTION OF NAUGATUCK AVENUE AND KENT STREET TO THE INTERSECTION OF NAUGATUCK AVENUE AND WEST AVENUE AND DETOUR TRAFFIC AS SHOWN ON DETOUR PLANS TO BE DEVELOPED.
- 3) WHEN ACTIVELY WORKING, THE CONTRACTOR WILL BE ALLOWED TO CLOSE NAUGATUCK AVENUE TO THROUGH TRAFFIC AND ALLOW LOCAL TRAFFIC ONLY FROM THE INTERSECTION OF NAUGATUCK AVENUE AND WEST AVENUE TO NAUGATUCK AVENUE AT THE NORTHEAST UTILITIES SYSTEM COMPANIES' PROPERTY, AND DETOUR TRAFFIC AS SHOWN ON DETOUR PLANS TO BE DEVELOPED.
- 4) THE CONTRACTOR WILL BE ALLOWED TO CLOSE DRIVEWAYS TO PERFORM THE REQUIRED WORK DURING THOSE PERIODS WHEN THE BUSINESSES ARE CLOSED. UNLESS PERMISSION IS GRANTED FROM THE BUSINESS OWNER TO CLOSE THE DRIVEWAY DURING BUSINESS HOURS. IF A TEMPORARY CLOSURE OF A RESIDENTIAL DRIVEWAY IS NECESSARY, THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO DETERMINE THE TIME PERIOD OF THE CLOSURE.



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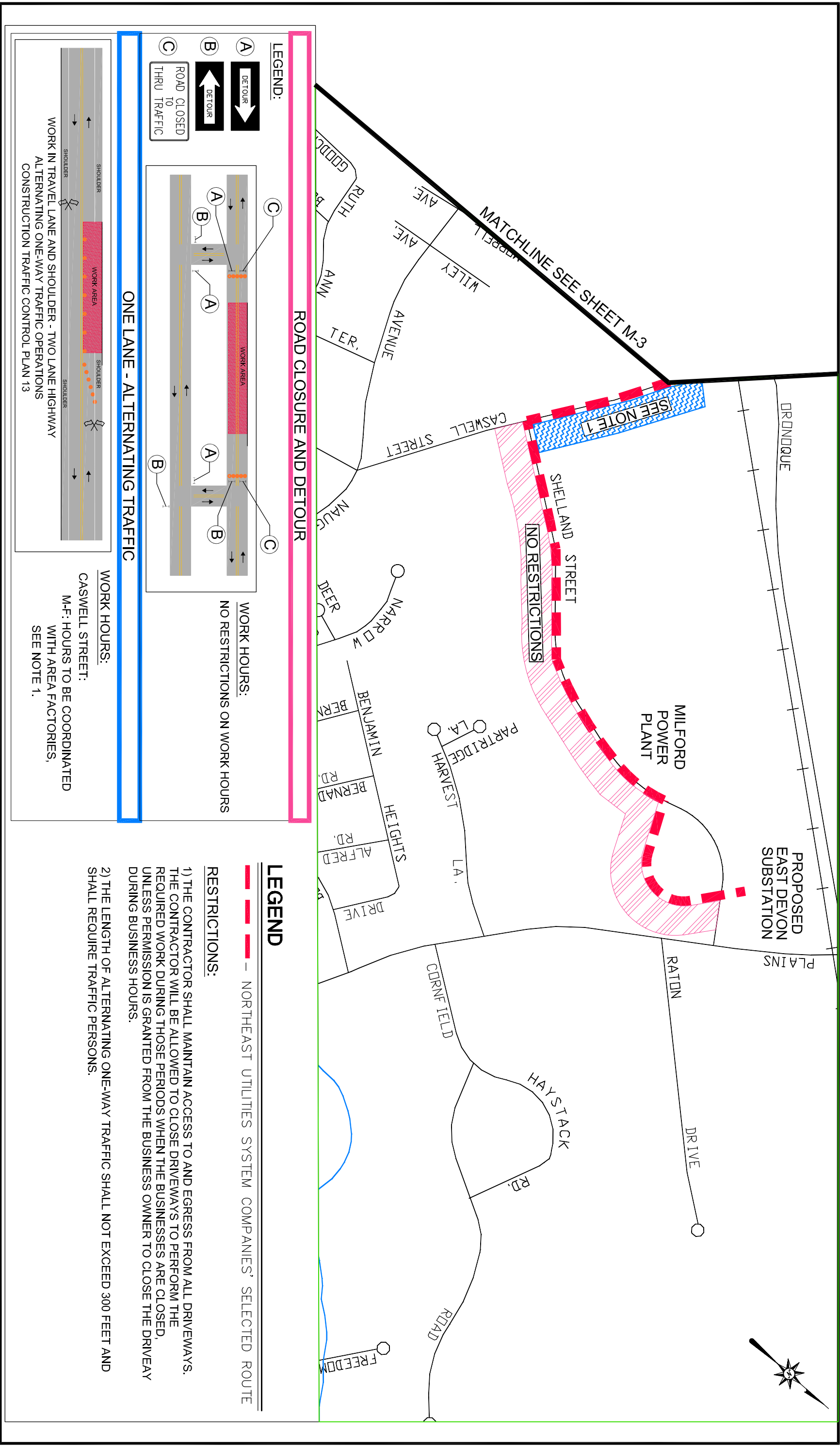
**ALLOWABLE WORK HOURS MAP**

MIDDLETOWN TO NORWALK  
 345 KV TRANSMISSION PROJECT  
 MILFORD, CONNECTICUT

Scale 1"=500'  
 Project No. 05C1314  
 Date 1/15/06  
 CAD File 083\_TBP105C1314 FIG M3.dwg

**FIGURE M.3**

XREF(s): NONE



**LEGEND:**

- (A)** DETOUR
- (B)** DETOUR
- (C)** ROAD CLOSED THRU TRAFFIC

**ROAD CLOSURE AND DETOUR**

**ONE LANE - ALTERNATING TRAFFIC**

**WORK HOURS:**  
NO RESTRICTIONS ON WORK HOURS

**WORK HOURS:**  
M-F: HOURS TO BE COORDINATED WITH AREA FACTORIES, SEE NOTE 1.

**WORK HOURS:**  
CASWELL STREET:  
M-F: HOURS TO BE COORDINATED WITH AREA FACTORIES, SEE NOTE 1.

**WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY ALTERNATING ONE-WAY TRAFFIC OPERATIONS CONSTRUCTION TRAFFIC CONTROL PLAN 13**

**LEGEND**

**RESTRICTIONS:**

- 1) THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND EGRESS FROM ALL DRIVEWAYS. THE CONTRACTOR WILL BE ALLOWED TO CLOSE DRIVEWAYS TO PERFORM THE REQUIRED WORK DURING THOSE PERIODS WHEN THE BUSINESSES ARE CLOSED, UNLESS PERMISSION IS GRANTED FROM THE BUSINESS OWNER TO CLOSE THE DRIVEWAY DURING BUSINESS HOURS.
- 2) THE LENGTH OF ALTERNATING ONE-WAY TRAFFIC SHALL NOT EXCEED 300 FEET AND SHALL REQUIRE TRAFFIC PERSONS.

**RESTRICTIONS:**

- NORTH EAST UTILITIES SYSTEM COMPANIES' SELECTED ROUTE

## **B. Naugatuck Avenue**

No night work (9:00PM to 8:00AM) shall be permitted between Kent Street and the Northeast Utilities System Companies' Property due to abutting residential developments.

When the Contractor is not actively working s/he shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 22 feet in width.

When actively working between Kent Street and West Avenue, the Contractor will be allowed to close Naugatuck Avenue from the intersection of Naugatuck Avenue and Kent Street to the intersection of Naugatuck Avenue and West Avenue, and detour traffic as shown on detour plans to be developed.

When actively working between West Avenue and The Northeast Utilities System Companies' property, the Contractor will be allowed to close Naugatuck Avenue to through traffic and allow local traffic only, from the intersection of Naugatuck Avenue and West Avenue to the intersection of Naugatuck Avenue and Caswell Street/Bic Drive, and detour traffic as shown on detour plans to be developed.

The Contractor shall maintain access to and egress from all driveways. The Contractor will be allowed to close driveways to perform the required work during those periods when the businesses are closed, unless permission is granted from the business owner to close the driveway during business hours. If a temporary closure of a residential driveway is necessary, the Contractor shall coordinate with the owner to determine the time period of the closure.

Temporary signs, markings, barricades, etc. shall be inspected by the Contractor on a daily basis.

See Section E for vault recommendations.

### **C. Caswell Street**

When the Contractor is not actively working s/he shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 24 feet in width.

When actively working, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width, in accordance with standard traffic control plan 13. The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons.

The Contractor shall maintain access to and egress from all driveways. The Contractor will be allowed to close driveways to perform the required work during those periods when the businesses are closed, unless permission is granted from the business owner to close the driveway during business hours

Temporary signs, markings, barricades, etc. shall be inspected by the Contractor on a daily basis.

See Section E for vault recommendations.

### **D. Shelland Street**

When the Contractor is not actively working s/he shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 22 feet in width.

When actively working, the Contractor will be allowed to close Shelland Street to through traffic, from the intersection of Shelland Street and Caswell Street/Bic Drive to the intersection of Shelland Street and Plains Road, and detour traffic as shown on detour plans to be developed.

The Contractor shall maintain access to and egress from all driveways. The Contractor will be allowed to close driveways to perform the required work during those periods

when the businesses are closed, unless permission is granted from the business owner to close the driveway during business hours.

Temporary signs, markings, barricades, etc. shall be inspected by the Contractor on a daily basis.

See Section E for vault recommendations.

### **E. Vault Installation/Construction**

The following are recommendations specific to vault installation and construction and are in addition to those listed above. From west to east along the selected route the following provides specific recommendations for each vault location:

**Vaults 5801 and 4901 (Formerly Vault Location MN-M-53)** are located in the Housatonic River State Boat Launching Area (under Department of Environmental Protection regulation).

The following are specific recommendations for the vault construction:

- Because of nearby residences in the area of vault construction, work hours are limited to the hours of 8:00 AM and 9:00 PM.

For all other time and schedule constraints, the Engineer will coordinate with the Department of Environmental Protection.

**Vaults 5802 and 4902 (Formerly Vault Location MN-M-54)** are located on Naugatuck Avenue, between Kent Street and West Avenue. The following are specific recommendations for the vault construction:

- Because of nearby residences in the area of vault construction, work hours are limited to the hours of 8:00 AM and 9:00 PM.



- Road closure of Naugatuck Avenue between Kent Street and West Avenue and detour, in accordance with detour plans to be developed. Coordinate with abutting property owners regarding access.

**Vaults 5803 and 4903 (Formerly Vault Location MN-M-55)** are located on Naugatuck Avenue, immediately south of the Northeast Utilities System Companies' property driveway. The following are specific recommendations for the vault construction:

- Because of nearby residences in the area of vault construction, work hours are limited to the hours of 8:00 AM and 9:00 PM.
- Road closure to through traffic, allowing local traffic only, from the intersection of Naugatuck Avenue and West Avenue and the intersection of Naugatuck Avenue and Caswell Street/Bic Drive, with detours in accordance with detour plans to be developed.

**Vaults 5804 and 4904 (Formerly Vault Location MN-M-56)** are located on the private property west of Naugatuck Avenue and south of Caswell Street/Bic Drive. Because of the surrounding residential area, no night work will be permitted. Since the construction area is outside of the public right-of-way, for the purposes of this report no further traffic recommendations are needed for this location.

**Vaults 5805 and 4905 (Formerly Vault Location MN-M-57)** are located on the private property south of Caswell Street/Bic Drive. Since the vault construction area is outside of the public right-of-way, for the purposes of this report no further traffic recommendations are needed for this vault location. The duct-bank connectors, however, extend onto Caswell Street. When actively working on these duct-bank connectors, the Contractor will be allowed to maintain alternating one-way traffic operations with on-street parking prohibited.

**Vaults 5806 and 4906 (Formerly Vault Location MN-M-58)** are located on Shelland Street, approximately 750' north of Caswell Street/Bic Drive. The following are specific recommendations for the vault construction:

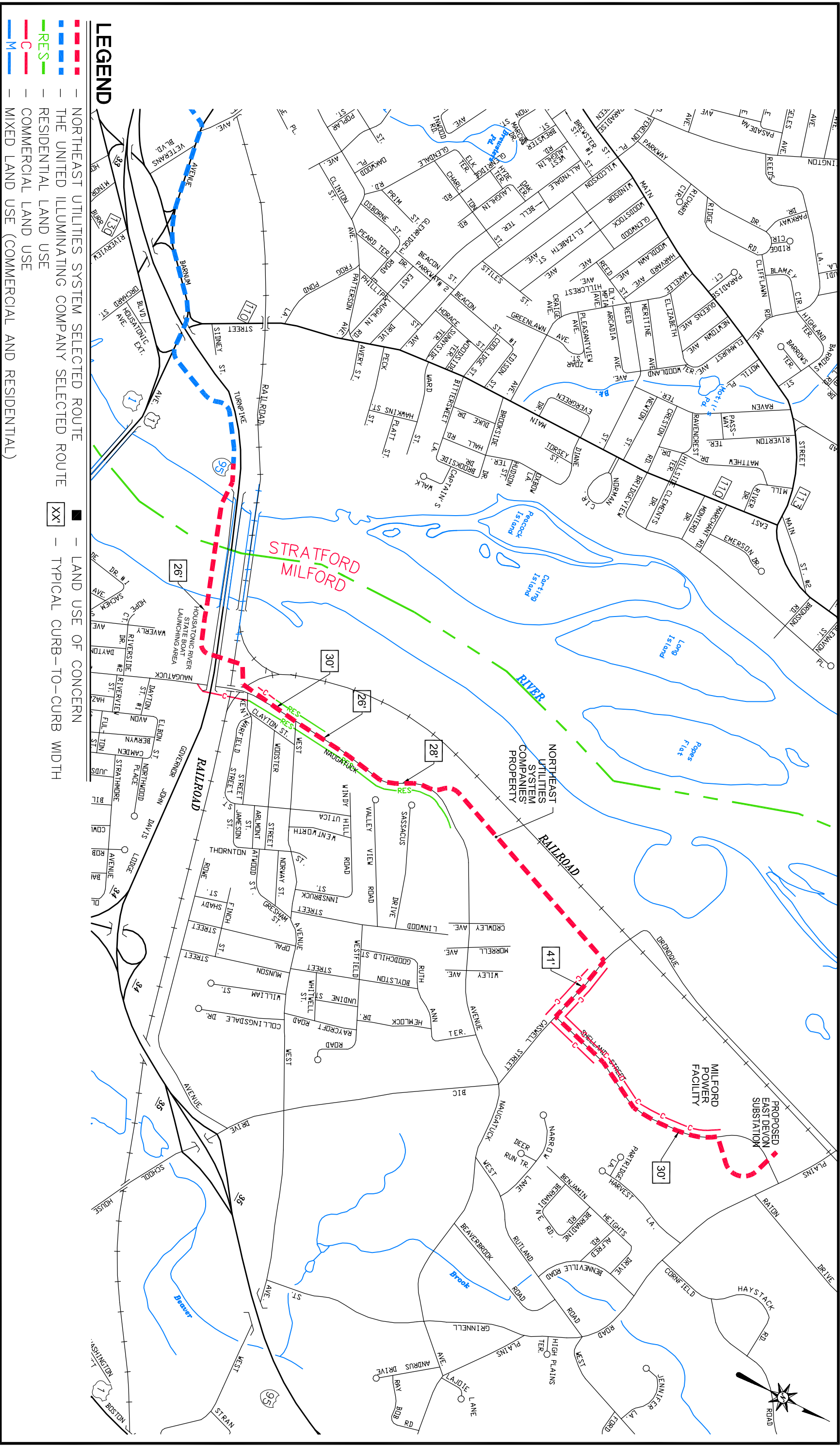
- There are no adjacent residential properties to restrict nighttime work.
- Road closure of Shelland Street to through traffic from the intersection of Shelland Street and Caswell Street/Bic Drive to the intersection of Shelland Street and Plains Road, with detours in accordance with detour plans to be developed.

**Vaults 5807 and 4907 (Formerly Vault Location MN-M-59)** are located on Shelland Street, approximately 750' southwest of Plains Road. The following are specific recommendations for the vault construction:

- There are no adjacent residential properties to restrict nighttime work.
- Road closure of Shelland Street to through traffic from the intersection of Shelland Street and Caswell Street/Bic Drive to the intersection of Shelland Street and Plains Road, with detours in accordance with detour plans to be developed.

**APPENDIX I**  
**ROUTE INVENTORY**





- LEGEND**
- NORTHEAST UTILITIES SYSTEM SELECTED ROUTE
  - THE UNITED ILLUMINATING COMPANY SELECTED ROUTE
  - RESIDENTIAL LAND USE
  - COMMERCIAL LAND USE
  - MIXED LAND USE (COMMERCIAL AND RESIDENTIAL)

- - LAND USE OF CONCERN
- XX - TYPICAL CURB-TO-CURB WIDTH

**LAND USE AND ROADWAY WIDTHS**



ARCHITECTURE  
ENGINEERING  
PLANNING  
LANDSCAPE ARCHITECTURE  
LAND SURVEYING  
ENVIRONMENTAL SCIENCES

365 Research Parkway  
Meriden, CT 06450  
(203) 630-1406  
(203) 630-2615 Fax

345 kV TRANSMISSION LINE  
MIDDLETOWN - NORWALK  
MILFORD, CONNECTICUT

Scale 1"=1000'  
Project No. 05C1314  
Date 1/15/06  
CAD File 083\_TRP1050314\_FIG.M5

**FIGURE M.5**

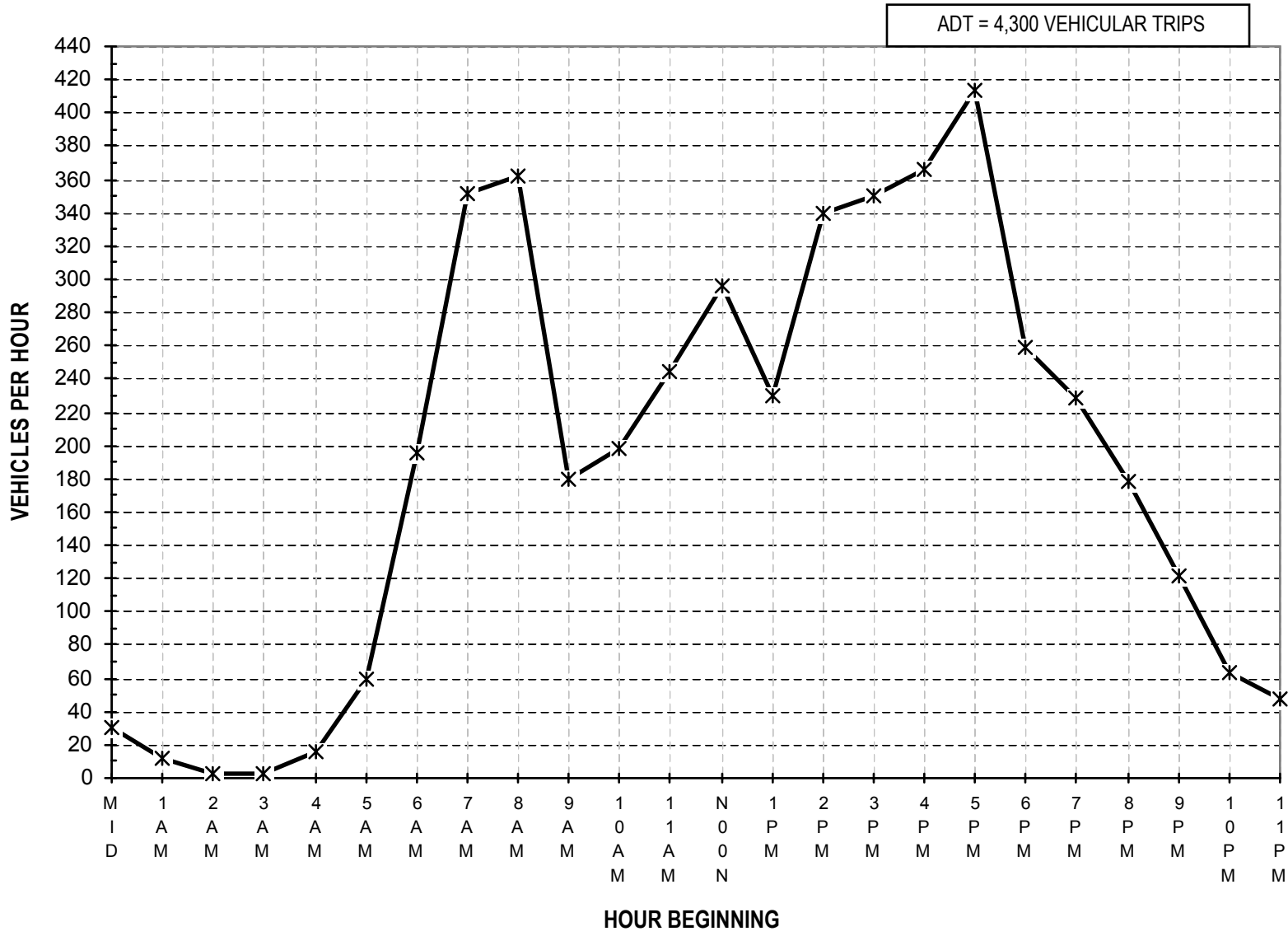
XREF(s): NONE

## **APPENDIX II**

### **SELECTED HOURLY TRAFFIC VOLUME GRAPHS**

**Naugatuck Avenue**

# HOURLY TRAFFIC VOLUMES - NAUGATUCK AVENUE (S/O KENT STREET) MILFORD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION YEAR 2001



## **APPENDIX III**

### **RELEVANT ConnDOT STANDARD CONSTRUCTION TRAFFIC CONTROL PLANS**

### NOTES FOR TRAFFIC CONTROL PLANS

1. IF A TRAFFIC STOPPAGE OCCURS IN ADVANCE OF SIGN (A), THEN AN ADDITIONAL SIGN (A) SHALL BE INSTALLED IN ADVANCE OF THE STOPPAGE.
2. SIGNS (AA), (A) AND (D) SHOULD BE OMITTED WHEN THESE SIGNS HAVE ALREADY BEEN INSTALLED TO DESIGNATE A LARGER WORK ZONE THAN THE WORK ZONE THAT IS ENCOMPASSED ON THIS PLAN.
3. SEE TABLE #1 FOR ADJUSTMENT OF TAPERS IF NECESSARY.
4. A CHANGEABLE MESSAGE SIGN MAY BE UTILIZED ONE HALF TO ONE MILE IN ADVANCE OF THE LANE CLOSURE TAPER.
5. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 72 HOURS, THEN TRAFFIC DRUMS SHALL BE USED IN PLACE OF TRAFFIC CONES.
6. ANY LEGAL SPEED LIMIT SIGNS WITHIN THE LIMITS OF A ROADWAY / LANE CLOSURE AREA WILL BE COVERED WITH AN OPAQUE MATERIAL WHILE THE CLOSURE IS IN EFFECT AND UNCOVERED WHEN THE ROADWAY / LANE CLOSURE IS REOPENED TO ALL LANES OF TRAFFIC.
7. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 36 HOURS, THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ERADICATED OR COVERED AND TEMPORARY PAVEMENT MARKINGS THAT DEPICT THE PROPER TRAVEL PATHS SHALL BE INSTALLED.
8. DISTANCES BETWEEN SIGNS IN THE ADVANCE WARNING AREA MAY BE REDUCED TO 200' ON LOW SPEED URBAN ROADS (SPEED LIMIT < 40 MPH).
9. FOR LANE CLOSURES ONE (1) MILE OR LONGER, A "REDUCE SPEED TO 45 MPH" SIGN SHALL BE PLACED AT THE ONE MILE POINT AND AT EACH MILE THEREAFTER.
10. IF THIS PLAN IS TO REMAIN IN OPERATION DURING THE HOURS OF DARKNESS, INSTALL BARRICADE WARNING LIGHTS - HIGH INTENSITY ON ALL POST-MOUNTED DIAMOND SIGNS IN THE ADVANCE WARNING AREA.
11. A CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE HALF TO ONE MILE IN ADVANCE OF THE LANE CLOSURE TAPER.

REV'D 1-02



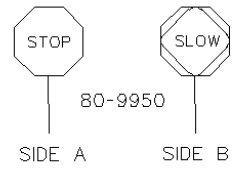
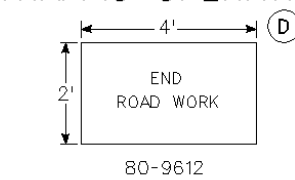
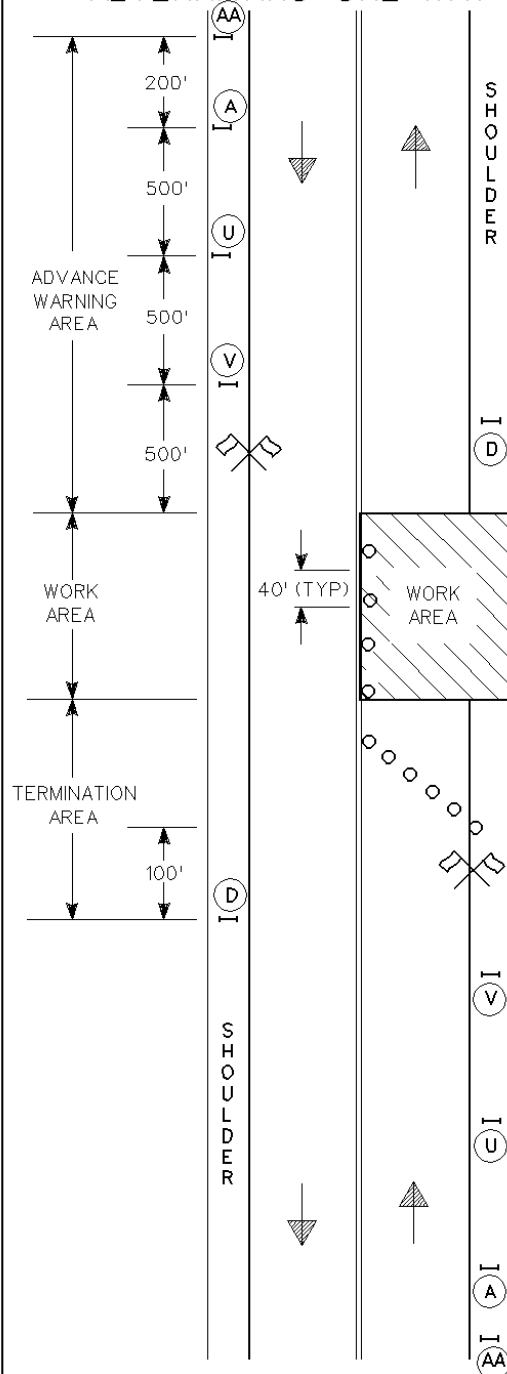
CONNECTICUT  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING &  
HIGHWAY OPERATIONS  
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION  
TRAFFIC CONTROL PLAN  
NOTES

NOTES.DGN

# WORK IN TRAVEL LANE AND SHOULDER TWO LANE HIGHWAY ALTERNATING ONE-WAY TRAFFIC OPERATIONS

SIGN FACE  
98 SQ. FT (MIN)

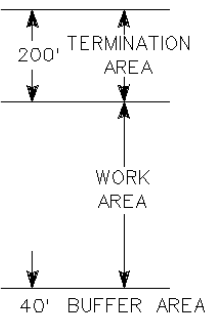


○ DENOTES TRAFFIC CONE OR TRAFFIC DRUM  
 ┆ DENOTES PORTABLE SIGN SUPPORT

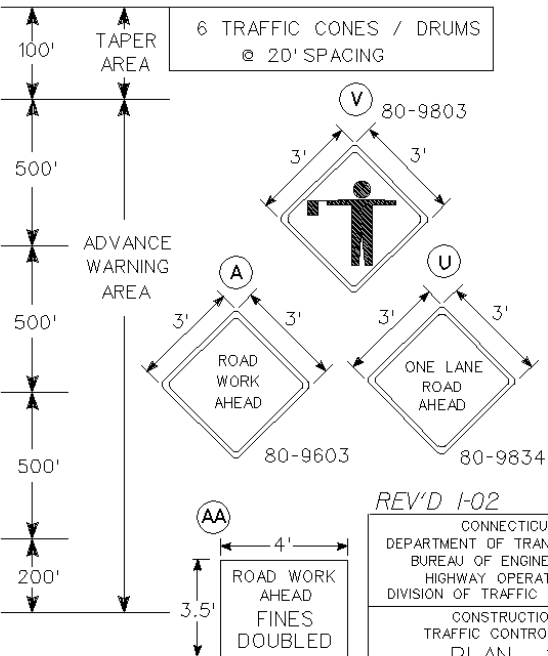
⚑ DENOTES APPROXIMATE LOCATION OF UNIFORMED FLAGGER. TRAFFICPERSON OTHER THAN POLICE OFFICERS SHALL USE SIGN 80-9950 MOUNTED ON A 6' MIN. STAFF.

FROM THE MUTCD:  
 Table 6E-1. Distance of Flagger Station In Advance of the Work Space

Posted Speed (mph)	Distance (ft)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335



6 TRAFFIC CONES / DRUMS  
 @ 20' SPACING



SEE NOTES 1, 2, 5, 7, 8 & 10

REV'D 1-02

CONNECTICUT  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF ENGINEERING &  
 HIGHWAY OPERATIONS  
 DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION  
 TRAFFIC CONTROL PLAN  
 PLAN 13

31-1906

SHEET 1 OF 2      SCALE NONE

APPROVED J. Carey DATE 1-02  
 PRINCIPAL ENGINEER

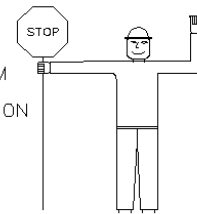
# WORK IN TRAVEL LANE AND SHOULDER TWO LANE HIGHWAY ALTERNATING ONE-WAY TRAFFIC OPERATIONS

## HAND SIGNAL METHODS TO BE USED BY UNIFORMED FLAGGERS

THE FOLLOWING METHODS FROM SECTION 6E.04 FLAGGER PROCEDURES IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE USED BY UNIFORMED FLAGGERS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE ( SIGN NO. 80-9950) SHOWN ON THE TYPICAL DETAIL SHEET ENTITLED "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

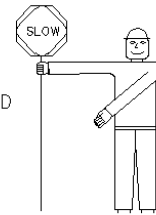
A. TO STOP TRAFFIC

TO STOP ROAD USERS, THE FLAGGER SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.



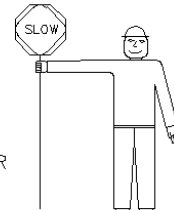
B. TO DIRECT TRAFFIC TO PROCEED

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FLAGGER SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.



C. TO ALERT OR SLOW TRAFFIC

TO ALERT OR SLOW TRAFFIC, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE FLAGGER HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.



SEE NOTES 1, 2, 5, 7, 8 & 10

REV'D 1-02



CONNECTICUT  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING &  
HIGHWAY OPERATIONS  
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION  
TRAFFIC CONTROL PLAN  
PLAN 13  
SHEET 2 OF 2      SCALE NONE

APPROVED J. Carey DATE 1-02  
PRINCIPAL ENGINEER

**APPENDIX IV**

**RELEVANT CITY OF MILFORD ORDINANCES**

Chapter 20

**STREETS, SIDEWALKS AND PUBLIC  
PLACES\***

- Art. I In General, §§ 20-1—20-21
- Art. II Construction, Maintenance and Repair of Curbs, Sidewalks, Gutters, Driveway Approaches and Grass Snow Shelf Area, §§ 20-22—20-58
- Div. 1. Generally, §§ 20-22—20-43
- Div. 2. Permits, §§ 20-44—20-58
- Art. III Opening and Excavations, §§ 20-59—20-82
- Div. 1. Generally, §§ 20-59—20-71
- Div. 2. License and Permits, §§ 20-72—20-82

**ARTICLE I. IN GENERAL**

**Sec. 20-1 Selling, etc., from sidewalk.**

(a) No person, occupying or using any premises adjoining any sidewalk, shall use, and no person occupying or using any such premises shall permit or suffer anyone to use any part of any such sidewalk within six (6) feet from the curb thereof, for the purpose of selling or offering for sale, or inducing the sale of any article of food, or any goods, wares or merchandise displayed or maintained on the premises occupied or used by such person, unless a special permit for same shall have been obtained as authorized by the board of police commissioners.

(b) No permit issued to an individual shall be for a period longer than two (2) days. No individual shall be entitled to receive more than one such permit per month and no more than

\* Charter references—Assessment of property owners for public improvement benefits, Art. I, § 4; department of public works, Art. V, § 4.

Cross references—Administration generally, Ch. 2; motor vehicles and traffic, Ch. 14; parks and recreation, Ch. 16; planning, Ch. 18; subdivision regulations, and zoning regulations, see separate volumes.

State law reference—Authority generally, G.S. §§ 7-118, 7-119, 7-194(8), (10)—(12), (15), (17), (18).

two (2) permits may be issued to different individuals for the same period of time. No permit issued to a group or association shall be for a period longer than three (3) days. No group or association shall be entitled to receive more than four (4) such permits per calendar year. (Ord. No. 65-7, § 3, 6-24-65; Ord. of 6-18-86; Ord. of 12-6-04)

**Sec. 20-2. Same—Delivery of goods.**

No person, in making delivery to any place of any article of food, or of any goods, wares or merchandise or of any other thing, shall deposit and permit any such articles to remain upon any street or sidewalk. (Ord. No. 65-7, § 4, 6-24-65; Ord. of 12-6-04)

**Sec. 20-3. Same—Exceptions to sections 20-1 through 20-2.**

(a) Nothing contained herein shall apply to or forbid the maintenance of any sidewalk stand for the sale of newspapers, nor to any receptacle for the deposit of refuse or rubbish maintained for the use of the public by or with the permission of the city; nor to refuse or garbage deposited for collection by the department of public works, provided such refuse or garbage is deposited in such manner and form, in such receptacles and at such places as are approved by the director of public works, nor to lawful picketing in any bona fide labor dispute.

(b) Nothing contained herein shall apply to those activities of the Milford Chamber of Commerce from Railroad Avenue south to Milford Harbor, and Harborside Drive west to Seaside Avenue during their annual event known as the Milford Oyster Festival. All activities conducted by the Milford Chamber of Commerce on city streets and sidewalks for the Milford Oyster Festival shall be under the sole jurisdiction of the Milford Parks, Beaches and Recreation Commission and the ordinance regulating the conducting of a carnival, amusement show, festival or public exposition on any city park or playground.

(c) The passage of subsection (b) shall only apply to those vendors permits issued by the City of Milford after August 1,

1978. (Ord. No. 65-7, § 6, 6-24-65; Ord. of 7-10-78, §§ 1, 2; Ord. of 12-6-04)

**Editor's note**—Ord. of July 10, 1978, § 1, amended § 20-5 by adding thereto subsection (b). Section 2 of the ordinance has been added as subsection (c) at the discretion of the editor.

**Secs. 20-4—20-6. Reserved.\***

**Sec. 20-7. Required visibility at intersection.**

On any corner lot in the city, no planting, structure, fence, wall or obstruction to vision more than three (3) feet in height above the center line of the road shall be placed or maintained within the triangular area formed by the intersecting street lines and a straight line connecting points on such street lines each of which points is twenty-five (25) feet distant from the point in intersection. (Ord. of 2-5-73, § 1)

**Sec. 20-8. Maintenance of railroad roadways.**

The city and its proper agents are hereby empowered to provide for the maintenance of railroad roadways owned by the New Haven Railroad that run on either side of the railroad station buildings from High Street to River Street and from High Street to West Town Street within the city limits. (Ord. of 3-4-68)

**Sec. 20-9. Removal of snow and ice from sidewalks—  
Duty of abutting property owners.**

All snow and ice shall be removed from the sidewalks of the city by the owner, tenant or occupant of the premises adjoining and fronting every such sidewalk within twenty-four (24) hours after the storm, during which such snow or ice was precipitated, shall have ceased. Every owner, tenant or occupant of the premises adjoining and fronting on any sidewalk which has not been cleared of snow and ice shall be subject to punishment as

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\***Editor's note**—Section 20-6. Trucks transporting certain substances over streets to be adequately covered, previously codified herein and containing portions of Code 1962, § 9-1 and Ordinance of 9-9-74 was repealed by an Ordinance of 9-10-90.

provided in section 1-9 of this Code of Ordinances. (Code 1962, § 14-32)

**Cross reference**—Responsibility of owners in regard to housing, Ch. 11, Art. II, Div. 6.

**Sec. 20-10. Same—Removal by city; collection of costs.**

The city, as provided in section 7-118, of the General Statutes of the state, may remove snow and ice upon default or neglect of the owner, tenant or occupant of such premises to comply with the removal of section 20-9 of this chapter.

The expense of such removal of snow and ice shall be a lien upon the premises adjoining such sidewalk upon the filing of a certificate of lien to be recorded in the city clerk's office within sixty (60) days from completion of such removal of snow and ice. (Code 1962, § 14-32)

**Charter reference**—Authority to assess for benefits from any public work or improvements, Art. I, § 4.

**Sec. 20-11. Same—Limitation on municipal liability.**

(a) Notwithstanding the provisions of Section 13a-149 of the General Statutes or any other general statute or special act, the city shall not be liable to any person injured in person or property due to the presence of ice or snow on a public sidewalk unless the city is the owner or person in possession and control of land abutting such sidewalk, other than land used as a highway or street, provided the city shall be liable for its affirmative acts with respect to such sidewalk.

(b) 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 property as the city had prior to October 1, 1981, and shall be liable to persons injured in person or property where a breach of said duty is the proximate cause of said injury.

(c) 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 (2) years from the date when the injury is first sustained. (Ord. of 8-3-81, §§ 1, 2)

**Editor's note**—An Ord. of Aug. 3, 1981, did not specifically amend this Code; hence, codification of §§ 1 and 2 of said ordinance as § 20-11 is at the discretion of the editor. The preamble of the ordinance stated that same was enacted pursuant to Public Act 81-340 which permits municipalities to limit their liability for injury to persons or property caused as a result of snow and ice on public sidewalks.

**Secs. 20-12—20-21. Reserved.**

**ARTICLE II. CONSTRUCTION, MAINTENANCE  
AND REPAIR OF CURBS, SIDEWALKS,  
GUTTERS, DRIVEWAY APPROACHES AND  
GRASS SNOW SHELF AREA**

**DIVISION 1. GENERALLY**

**Sec. 20-22. Definitions.**

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

*Driveway approach.* The term "driveway approach" shall mean any means of ingress and egress from a public highway to adjoining property, whether improved or in its natural state.

*Sidewalks.* The term "sidewalks" shall mean cement, concrete sidewalks or bituminous concrete sidewalks. (Code 1962, § 14-17)

**Cross reference**—Rules of construction and definitions generally, § 1-3.

**Sec. 20-23. Construction required—In conjunction with building construction.**

(a) Any persons constructing or arranging for the construction of a building or dwelling or any addition thereto within the city shall also comply with whichever of the following requirements may be applicable:

(1) In the event that the director of public works determines that curbs, gutters and sidewalks are currently required, said persons shall provide for the construction of curbs, gutters and sidewalks in accordance with the specifications applicable thereto made, prescribed or determined by the director of public works or his authorized representative. The cost of such construction shall be paid for by such persons so constructing or arranging for the construction of such buildings or dwellings or additions thereto; or

(b) All funds received by the city under former subsection 20-23(a)(2) and deposited in that certain special account in



## STREETS, SIDEWALKS, PUBLIC PLACES

§ 20-23

the capital and nonrecurring capital expenditure fund known as the new curb, gutter and sidewalk account shall be used for the construction of new curbs, gutters and sidewalks where determined necessary by the director of public works or the public safety and welfare committee of the board of aldermen in accordance with sections 20-24 through 20-26 of this Code.

- (c) The director of public works or his authorized representative shall have the authority to provisionally waive the construction of such curbs, gutters and sidewalks under appropriate conditions, subject to the right of the public safety and welfare committee of the board of aldermen to require said construction in the future if such construction is deemed necessary and is directed in accordance with the provisions of section 20-24. In such cases, the director of public works shall so notify the zoning enforcement officer of such provisional waiver, if granted, in writing. The zoning enforcement officer shall be charged with the enforcement of this section and shall not approve the issuance of a certificate of occupancy unless such curbs, gutters and sidewalks are installed, or suitable arrangements are made for their later installation by agreement or said construction is provisionally waived.
- (d) In the event of the neglect or refusal of the owner, builder, or his agent to install such curbs, gutters and sidewalks, or the neglect and refusal to make the necessary deposit of funds, unless the requirements for curbs, gutters and sidewalks have been waived by the director of public works, the city, through the department of public works, or its assignee, shall have the authority to complete same at the expense of the owner, builder or his agent.
- (e) Appeals from such findings shall be in accordance with section 7-119 of the General Statutes of the state.
- (f) For the purposes of this article, the term "addition" shall mean any expansion of any existing improvement located on commercial or industrial property, which expansion when completed will result in a specific percentage

increase in total floor area of the improvement as defined herein. Any expansion of the total floor of an existing commercial or industrial improvement by ten (10) percent [or more] shall be considered an addition for the purposes of this article.

(Code 1962, § 14-10; Ord. of 5-6-68; Ord. of 2-3-86; Ord. of 6-18-86; Ord. of 10-33-88, § 1; Ord. of 4-2-90; Ord. of 5-7-90; Ord. of 6-1-98, §§ 2, 3)

Cross reference—Buildings and building regulations, Ch. 6.

**Sec. 20-24. Construction ordered by public works director; notice; hearing procedure for orders to construct, repair or replace sidewalks, curbs, gutters, driveway approaches, and grass snow shelf area.**

(a) Every owner of land abutting on any highway or street within the city and in front of whose premises no sidewalk, curb, gutter, driveway approach, or grass snow shelf area has been constructed may be directed to construct such sidewalk, curb, gutter, driveway approach or grass snow shelf area by the city after notice from the public works director. Such notice shall:

- (1) Be in writing;
- (2) Include a general description of the premises affected for purposes of identification;
- (3) Include a statement of the reasons it is being issued;
- (4) Contain the specifications for construction prescribed by the public works director;
- (5) Allow a reasonable time for performance of construction;
- (6) Be served upon the owner or his agent or the occupant as the case may be, provided that such notice shall be deemed to be properly served upon such owner or agent, or upon such occupant, if a copy thereof is served upon him personally or is sent by certified mail to his last known address or posted in a conspicuous place in or about the premises affected by the notice or at least one

publication of such notice in a local newspaper of general circulation.

- (7) Provide for notification of a right to a hearing before the public safety and welfare committee of the board of aldermen within fifteen (15) days to appeal the decision of the public works director.

(b) At the request of any person aggrieved by the decision of the public works director to require construction, repair or replacement of sidewalks, curbs, gutters, driveway approaches and/or grass snow shelf area, a hearing shall be held on such construction, repair or replacement. Such hearing shall be before the public safety and welfare committee of the board of aldermen. If, after such hearing, the committee shall find that the public necessity and convenience requires such construction, repair or replacement, a copy of such findings shall be mailed to the abutting property owner(s) who shall be directed to construct, repair or replace such sidewalks, curbs, gutters, driveway approaches and/or grass snow shelf area upon default or neglect as provided for in section 20-23 et seq.

(c) The city may construct such sidewalks, curbs, gutters, driveway approaches and/or grass snow shelf area upon default or neglect of the abutting property owner to comply with the notice and directive as provided for in paragraph (b) of this section.

(Ord. of 6-1-98, § 4)

**Sec. 20-25. Maintenance of existing sidewalks, curbs, gutters and driveway approaches; maintenance of grass snow shelf area; liability for injuries.**

(a) Every owner of property in the city upon or adjacent to which is a sidewalk, curb, gutter, driveway approach or grass snow shelf area shall at all times maintain same in a safe and suitably repaired condition, including the removal of obstructions or other impediments to safe use by the public such as gravel, leaves, debris and the like.

(b) The owner of land which fronts on highways or streets shall maintain the ground surfaces of the grass snow shelf between the edge of the roadway surface and the property line in a neat and graded manner free and clear of all bushes, fences, planters and litter of every sort and free and clear of holes and defects which would endanger pedestrians.

(c) Failure by such property owner to adequately maintain such sidewalk, curb, gutter, driveway approach or grass snow shelf area shall result in liability by the property owner in the event of personal injuries arising as a result of failure to maintain.

(Ord. of 6-1-98, § 4)

**Sec. 20-26. Public works director to order correction of defects; penalty; performance by city upon failure of property owner; costs to be lien on property.**

(a) Owners of land fronting upon any street or highway may be ordered by the public works director to maintain, replace, repair or otherwise correct defects in any sidewalks, curbs, gutters, driveway approaches or grass snow shelf adjacent to their land. Notice of the work required shall be provided in the same manner as notice provided for in Section 20-24. Every such owner shall comply with the order of the public works director within thirty (30) days of receipt of such notice or be subject to penalty pursuant to Section 1-9 of this Code of Ordinances and shall be liable for any injuries or damages arising from a failure to maintain.

(b) The city may construct, repair or replace such sidewalk, curb, gutter, driveway approach or maintain the grass snow shelf area upon default or neglect of the owner, tenant or occupant to so construct, repair, replace or maintain, as provided in the preceding sections. The expense of such work by the city shall be a lien upon the premises adjoining such sidewalk upon the filing of a certificate of lien to be recorded in the city clerk's office within sixty (60) days after the completion of such construction.

(Ord. of 6-1-98, § 4)

**Sec. 20-27. Supervision and inspection of work—  
Generally.**

All work performed under any permit issued pursuant to this article shall be subject to the supervision and inspection of the director of public works or his authorized agent, who shall have full power to halt all work being done in violation of this article, and require all work to be completed in conformance herewith. In the event of the neglect or the refusal of the permittee or his agent to conform to such requirements, the director of public works shall have the power to revoke such permit and to complete such work at the expense of the permittee. Such supervision and inspection, however, shall not relieve the contractor from any obligation to perform the work strictly in accordance with the provisions of this article and with such rules, regulations and specifications as may be adopted hereunder or from full responsibility for the proper performance and quality of such construction. (Code 1962, § 14-22)

**Sec. 20-28. Same—Director of public works' authority to  
adopt rules and regulations.**

The director of public works may adopt such rules, regulations and specifications, not inconsistent with this article, for the conduct of the work to be performed under permits issued pursuant to this article as he may deem necessary to effectuate the provisions of this article. Such specifications may incorporate current approved standards and practices as the same may now exist or hereafter develop regarding dimensions and quality of curbs, walks and combined curbs and gutters, stating the proportions and quality of materials to be used in various types of construction. (Code 1962, § 14-23)

**Sec. 20-29. Driveway approaches—Rules, regulations  
and specifications of construction; deviations  
or waiver of same in certain cases.**

Except as otherwise provided in this article, all driveway approaches shall be limited to a maximum width of twenty (20) feet at the sidewalk or, if there is no sidewalk, at such point as the director of public works or his authorized agent shall then or

later designate and no two (2) driveway approaches for the same property shall be closer together, measured along the sidewalk or street line, than twenty-five (25) feet at their closest limits. All driveway approaches for business and industrial premises shall have raised curbs on both sides extending from the roadway to the sidewalk or, if there is no sidewalk, to such point as the director of public works or his authorized agent shall then or later designate. Such raised curbs shall be so placed that the requirements of this section will not be violated by vehicular traffic driving across or over land outside the limits of the driveway proper. Any person desiring a waiver of any of the requirements of this section shall submit to the superintendent of police a written application accompanied by a definite plan showing the location and ownership of the property, existing sidewalks, curbs, drives and roadways, the lengths and location of the proposed or existing driveway approach or approaches, existing and proposed grades that affect the proposal, the type of proposed

construction, the purpose for which such property is to be used and such other information as may be necessary to present clearly the problem or that the superintendent of police may require. The superintendent of police and the director of public works shall consider such plan and shall, within ninety (90) days from the date presented, grant or deny the application of such waiver. Such a waiver may be granted if to is in harmony with the general purpose and intent of the requirements of this section, having due consideration for conserving the public health, safety, convenience and welfare and if strict enforcement of the requirements of this section would result in exceptional difficulty or unusual hardship so that substantial justice will be done and the public safety and welfare secured. (Code 1962, § 14-25)

**Sec. 20-30. Same—Number allowed limited to amount of frontage.**

No parcel of land having less than a two hundred (200) foot frontage shall have more than two (2) driveway approaches on each street fronting the property. Land with more than a two hundred (200) foot frontage may have one additional driveway approach for each one hundred (100) feet of additional frontage. (Code 1962, § 14-26)

**Sec. 20-31. Same—Curbing requirement where access necessary in other than designated points of driveway approaches.**

If the physical condition of any property is such that, in the opinion of the superintendent of police, ingress or egress are likely to be made at points other than the designated driveway approaches, then a curb shall be required, without cost to or claim against the city therefor, which shall be parallel with the street or property lines and two (2) feet inside the sidewalk or if there be no sidewalk, at such point as the director of public works or his authorized agent may designate. Such curb shall extend across such portion of the frontage of the property as will effectively prevent, to the satisfaction of the superintendent of police, any ingress or

egress to such property at any points other than by the designated driveway approaches. (Code 1962, § 14-27)

**Sec. 20-32. Curbing—When required generally.**

If parking space is provided or parking allowed between the sidewalk and the traveled portion of the road, a curbing shall be required, without cost or claim against the city therefor, two (2) feet outside the sidewalk, where in the opinion of the superintendent of police, such would be necessary to prevent vehicles from driving upon the sidewalk and to prevent the ends of vehicles from extending over the sidewalk. If the sidewalk is seven (7) feet or more in width, the curbing provided for in this section may be placed immediately against the sidewalk. (Code 1962, § 14-28)

**Sec. 20-33. Same—Curb corners at street intersections; specifications, etc.**

(a) All curb corners at street intersections shall be maintained as safety zones for pedestrians. A curb corner shall constitute an area as follows:

- (1) The area lying between the street lines extended, where the angle between such extended street lines is ninety (90) degrees or greater; or
- (2) The area lying between lines drawn at right angles to the street lines at the point of intersection of such street lines, where the angle between the street lines extended is less than ninety (90) degrees.

(b) There shall be no lowering of the curb nor shall any driveway approach encroach within the bounds of any curb corner. (Code 1962, § 14-29)

**Sec. 20-34. Certain changes or alterations of property whereby vehicles allowed to cross any sidewalk, curb, etc., deemed a driveway approach.**

No person shall maintain, grade, construct, surface or in any other manner change his property or the sidewalks,

curbs, roadways, roadway shoulders or planting strip or suffer any condition to exist so as to create a condition encouraging the passage by vehicular traffic from the traveled roadway across any sidewalk, curb, planting strip or the area reserved for the same. Such a condition is hereby declared to constitute a driveway approach within the meaning of this article and hence to be subject to the provisions of this article. (Code 1962, § 14-30)

**Sec. 20-35. Application of article to construction or reconstruction generally.**

(a) As sidewalks, curbs and driveway approaches are constructed or reconstructed, the provisions of this article shall apply and conditions inconsistent with the requirements of this article shall be corrected to comply herewith.

(b) Such of the regulations set out in this article as are not inconsistent with the requirements of the state highway department shall apply within the limits of highways under state jurisdiction. State approval, limitations and decisions shall be obtained and exhibited to the proper city officials before the city shall approve or issue permits under this article for construction along state-controlled roads. (Code 1962, § 14-31)

**Sec. 20-36. Collection of sidewalk, gutter or curbside assessments.**

(a) When the City of Milford causes a sidewalk, gutter or curbside to be constructed or repaired in accordance with the provisions of this Code, the engineering department shall, immediately upon completion of construction or repair affecting an individual's parcel of property, notify the tax collector in writing the name of the property owner, the property description and the amount of assessment. The tax collector shall, within thirty (30) days of receipt of such notice, cause a lien to be filed with the city clerk as provided by the general statutes.

(b) The tax collector shall, on April first of any year, bill the owner of record appearing on the grand list then in effect the full amount of such assessment. Such bill will be

payable within one month from due day and shall carry a penalty as provided by the general statutes. In the event that the bill is not paid within one month of due date, the tax collector shall add a lien fee as provided by the general statutes, in addition to the aforementioned penalty, to the balance of the assessment. (Ord. of 10-6-75, §§ 1, 2)

Secs. 20-37—20-43. Reserved.

**DIVISION 2. PERMITS\***

**Sec. 20-44. Required; deviations from approved lines and grades deemed construction without permit.**

No person shall construct in any street in the city any driveway approach or any curb, sidewalk or combined curb and gutter without first obtaining a permit to do so from the director of public works, nor shall any construction work thereon be done until such a permit has been issued to the applicant. Such permit shall be good only for construction work which conforms to the lines and grade, if any, established and given by the director of public works or his authorized agent and any deviation from such line and grade shall be deemed construction without a permit. A permit shall be required for each separate piece of property. (Code 1962, § 14-18)

**Sec. 20-45. Application; information required.**

Application for a permit as required in the section 20-44 shall be made upon a form prescribed by the director of public works and shall specify the ownership and location of the property where the work is to be done and the nature and dimensions of such work. Such application shall contain a statement to the effect that the applicants thereby release and agree to save harmless the city from any claim or action that may arise as a result of such construction activities or because of lines or grades that may be then or

\*Cross reference—Licenses and miscellaneous business regulations, Ch. 13.

thereafter given and that such conditions are accepted by the applicant. Such application shall be signed by the owner of the property where such work is to be done in the street adjacent thereto and also by the person who is to accomplish such work. (Code 1962, § 14-19)

**Sec. 20-46. Exhibition to authorized persons; fees; expiration.**

The permit required in section 20-45 must be at the site of the work during its accomplishment and must be exhibited to all authorized persons on request. All such permits shall expire sixty (60) days after date of issuance unless sooner revoked. All construction work shall be accomplished within such period. The fee for such permit shall be two dollars (\$2.00) for either or both sidewalk and curb. (Code 1962, § 14-20)

**Sec. 20-47. Not required for existing curbs, sidewalks and driveway approaches.**

The provisions of this article shall not prohibit the making of repairs to any curb, sidewalks, combined curbs and gutters or driveway approaches in existence on February 7, 1955, without a permit provided the requirements of sections 20-29 and 20-31 to 20-34 are complied with. (Code 1962, § 14-21)

**Sec. 20-48. Driveway approaches.**

No fee shall be charged for any permit solely for a driveway approach and no line and grade shall be furnished. Application for a permit solely for a driveway approach shall be accompanied by a written statement signed by the owner stating that such driveway approach will be removed, replaced or regraded to meet the line and grade of any future sidewalk, curb or road construction thereat without cost, claim or suit therefor against the city. No permit shall be required for a driveway approach made solely by grading the natural surface, but such driveway approach shall conform to the requirements of sections 20-29 to 20-34. (Code 1962, § 14-24)

**Secs. 20-49—20-58. Reserved.**

**ARTICLE III. OPENINGS AND EXCAVATIONS\***

**DIVISION 1. GENERALLY**

**Sec. 20-59. Inspection; correction of defects.**

(a) The director of public works, or his designated agent, is empowered to inspect, or cause to have inspected, at any time, any or all work being performed under a permit issued under this article.

(b) If, in the opinion of the inspector, the work being performed does not meet the specifications and conditions approved or required, the permittee shall correct such conditions, commencing work within twenty-four (24) hours of notification to make such correction, unless a longer period of time is allowed by the director.

(c) Work that has been completed and from which equipment and material have been removed will be subject to the same conditions as those cited in paragraph (b) of this section. If the permittee fails to comply, the director may cause such work to be done and the permittee shall be liable for the full expense of such work. (Ord. of 1-6-69, § 8)

**Sec. 20-60. Notice to director and police and fire department of highway closing; provision for traffic flow.**

(a) In the event the work of a permittee under this article requires the closing of a public highway for any period of time, notice shall be given in writing on forms provided, to the director of public works twenty-four (24) hours in advance.

(b) The permittee shall provide the name, address and telephone number of person who may act as his agent for the period that the highway may be closed in case of an emergency.

\*Cross reference—Excavations for purposes of building sewer connections, § 23-43.

(c) The director may determine the need for closing the highway and may require the work or work method to be so altered as to provide for traffic flow.

(d) The permittee shall notify the police and fire departments twenty-four (24) hours in advance of the closing of the highway, except in case of emergencies. (Ord. of 1-6-69, § 10)

#### Sec. 20-61. Permittee regulations.

All permittees under this article shall conform to the following regulations:

- (1) *Tunneling restricted.* Excavations shall be in open cut and no tunneling will be allowed except by special permission of the director of public works and under such conditions as he may impose.
- (2) *Trench bracing and sheeting.* Trenches shall be braced and sheeted whenever it is deemed necessary by the director.
- (3) *Pavement surface area.* The pavement surface shall only be disturbed within the area requiring excavation for repair, replacement or new installation.
- (4) *Excavation area.* The area to be excavated shall be precut in straight lines with ninety-degree angles at the point of intersection.
- (5) *Backfilling.* In the backfill process, the backfill shall comprise suitable material (subject to approval of director of public works or his authorized representative) and compacted in six-inch layers to within four (4) inches of pavement surface or thickness of pavement, whichever is greater. All edges shall have a clean cut vertical face. Any structures shall be leveled to the adjacent surfaces.
- (6) *Barricades; street opening.* The excavation will then be properly barricaded to ensure safety to the traveling public and immediately reported to the department of public works. Temporary patching will be done by a contract

representative of the city and billed to the permittee. No later than twenty-four (24) hours after permittee's report of street opening to the department of public works, the permittee's barricades shall be immediately removed.

The permittee shall be responsible for street opening and protection thereof during the twenty-four-hour period or any extension thereof caused by extenuating circumstances and be responsible for any settlement of the street opening for a period of six (6) months. Any settlement of a street opening will be corrected by the city's contract representative and charged to the permittee during the six-month period.

- (7) *Heat treatment.* After a proper settling period, the excavation shall be infra-red heat treated by the contract representative of the city. This work shall be the financial obligation of the permittee.
- (8) *Patching.* Any excavation left less than four (4) inches or the thickness of existing pavement (whichever is greater) will be temporarily patched by the city's contractor. At a later date, the excavation shall be permanently infra-red patched (by city contractor). Permittee will be responsible for temporary and permanent patching.
- (9) *Responsibility for trench settlement.* The installation of permanent patch does not alleviate the permittee from responsibility for trench settlement for a period of two (2) years from the date of excavation.
- (10) *Revocation of license.* Excavations opened without a permit may be subject to license revocation.
- (11) *Security.* Police protection, if required, shall be the responsibility of the permittee.
- (12) *Cash deposits.* A cash deposit of one thousand five hundred dollars (\$1,500.00) must be maintained at all times to cover cost of street opening repairs. As the account is drawn down to fifty (50) per cent or less, no additional permits shall be issued until the account is returned to required amount. A deposit in excess of the minimum required may



be made to cover several anticipated excavations or trench excavations.

- (13) *Director's right to repave entire area of existing pavement in certain instances.* When a permittee under this article destroys sixty-five (65) per cent of the existing paved surface in a public right-of-way, the director may resurface or repave the entire area of existing pavement and the expense shall be collected from the permittee or his surety by any proper action. (Ord. of 1-6-69, § 11; Ord. of 11-12-85, § 1)

**Sec. 20-62. Licensed contractors to file information on persons to be contacted in emergency.**

All licensed contractors shall file with the director of public works the names of persons, together with their telephone numbers and addresses, who may be contacted in case of emergency after regular working hours. (Ord. of 1-6-69, § 4)

**Sec. 20-63. Reserved.**

*Editor's note*—Section 2 of an ordinance of Nov. 12, 1985, repealed § 20-63, concerning repaving deposit and public utilities' right to restore pavement, as derived from Ord. of Jan. 6, 1969, § 6.

**Sec. 20-64. Director's authority to assign duties.**

The director of public works may assign any of the duties specified in this article to a designated agent. (Ord. of 1-6-69, § 13)

**Sec. 20-65. Exemptions from article.**

All of the provisions of this article shall apply to:

- (1) The public works department of the city; or
  - (2) Any work performed by the employees of any public service company in connection with the installation, maintenance, repair, replacement or relocation of utility poles owned by any public service company;
- OR

- (3) The erection of any temporary protective warning signs or devices; or
- (4) Minor repairs, by the owner of abutting property, to the curb, planting area, sidewalk or driveway approach, provided a permit is obtained, as provided in this article, for such repairs. (Ord. of 1-6-69, §§ 1, 9, 12; Ord. of 11-12-85, § 3)

**Secs. 20-66—20-71. Reserved.**

**DIVISION 2. LICENSES AND PERMITS\***

**Sec. 20-72. License—Required; exception.**

No one but a contractor licensed under this division or a public utility company shall do any work upon any public right-of-way within the city. (Ord. of 1-6-69, § 4)

**Sec. 20-73. Same—Application.**

Any person desiring the license required by section 20-72 shall make proper application therefor to the director of public works. (Ord. of 1-6-69, § 2)

**Sec. 20-74. Same—Prerequisites to issuance.**

Before the license required by section 20-72 is granted, the applicant shall:

- (1) Satisfy the director of public works that he is competent and intends to perform his work in accordance with all applicable conditions, rules, regulations and specifications contained in this article or hereafter adopted.
- (2) File with the director of public works a surety bond up to the sum of ten thousand dollars (\$10,000.00) from an indemnity company or surety company authorized to do business in the state, except public utility companies which are exempt under the statutes of the state.

\*Cross reference—Licenses and miscellaneous business regulations, Ch. 13.



- (3) File with the director of public works a certificate of liability insurance showing the city as a named insured and having policy limits as follows: general liability—two million dollars (\$2,000,000.00) general aggregate; one million dollars (\$1,000,000.00) personal injury; five hundred thousand dollars (\$500,000.00) each occurrence; and five thousand dollars (\$5,000.00) medical per person; automobile liability—five hundred thousand dollars (\$500,000.00) combined single limit; workers' compensation and employers' liability—one hundred thousand dollars (\$100,000.00) bodily injury each accident; five hundred thousand dollars (\$500,000.00) bodily injury by disease policy limit; and property damage insurance up to two hundred fifty thousand dollars (\$250,000.00) as required by the director.

- (4) File his business address with the director of public works and notify the director of any change. Any orders or notices the director's office may have to give to such applicant, mailed to the address so filed, shall be considered as due notice delivered to him personally. (Ord. of 1-6-69, §§ 2—4; Ord. of 11-9-94)

**Sec. 20-75. Same—Fee.**

A fee of fifteen dollars (\$15.00) shall be charged for the license required by section 20-72. (Ord. of 1-6-69, § 2)

**Sec. 20-76. Same—Cancellation, suspension or refusal to issue.**

(a) The director of public works may, at any time, cancel or suspend any license required by section 20-72 for cause. Cancellation of the bond or insurance required by section 20-74(2) and (3) automatically suspends the license.

(b) The director of public works may revoke or refuse to issue a license required by section 20-72 if the applicant or licensee will not certify that the following minimum equipment is available for emergency work after normal working hours, Sundays and holidays:

- (1) One backhoe,
- (2) One dump truck,
- (3) Two (2) barricades.  
(Ord. of 1-6-69, § 4; Ord. of 11-13-73; Ord. of 11-12-85, § 4)

**Sec. 20-77. Same—Expiration; renewal.**

All licenses required by section 20-72 shall expire on the thirtieth day of June following the date of issuance unless sooner revoked as provided by section 20-76. The license may be renewed by compliance with the provisions of this article. (Ord. of 1-6-69, § 4)

**Sec. 20-78. Permit—Required; exceptions.**

(a) No person or public utility company shall make any opening or excavation in any public street, highway or sidewalk, except a state highway, for any purpose, except under the direction of the director of public works after receipt of a permit issued by such director pursuant to the terms and provisions of this article.

(b) Any person or public utility company making any opening or excavation in a public street within the Borough of Woodmont shall secure a permit for such work from the warden and burgesses of the borough.

(c) Emergency openings or excavations may be made whenever it is essential to public health or safety without first securing a permit, but immediate notice shall be given to the police and fire departments by the person or public utility company making such opening or excavation, of the intent to make such emergency openings. It shall be necessary, however, to secure a permit as provided for pursuant to his article at the earliest possible time. All other provisions of this article must be complied with in such emergencies.

(Ord. of 1-6-69, § 1)

**Sec. 20-79. Same—Application.**

The application for a permit required by section 20-78 shall be upon a form provided and shall include the following information, or any other information as may reasonably be required from the applicant:

- (1) The exact location of the proposed opening or excavation;
  - (2) An accurate estimate of the area of the excavation;
  - (3) The purpose of the opening or excavation;
  - (4) The date and time when work will commence and the period within which such work will be completed.
- (Ord. of 1-6-69, § 5)

**Sec. 20-80. Same—Fee.**

The fee for the permit required by section 20-78 shall be two dollars (\$2.00). (Ord. of 1-6-69, § 7)

**Sec. 20-81. Same—To be accessible at location of work.**

No work shall commence or be continued unless the permit required by section 20-78 is readily accessible at the location of the work. (Ord. of 1-6-69, § 7)

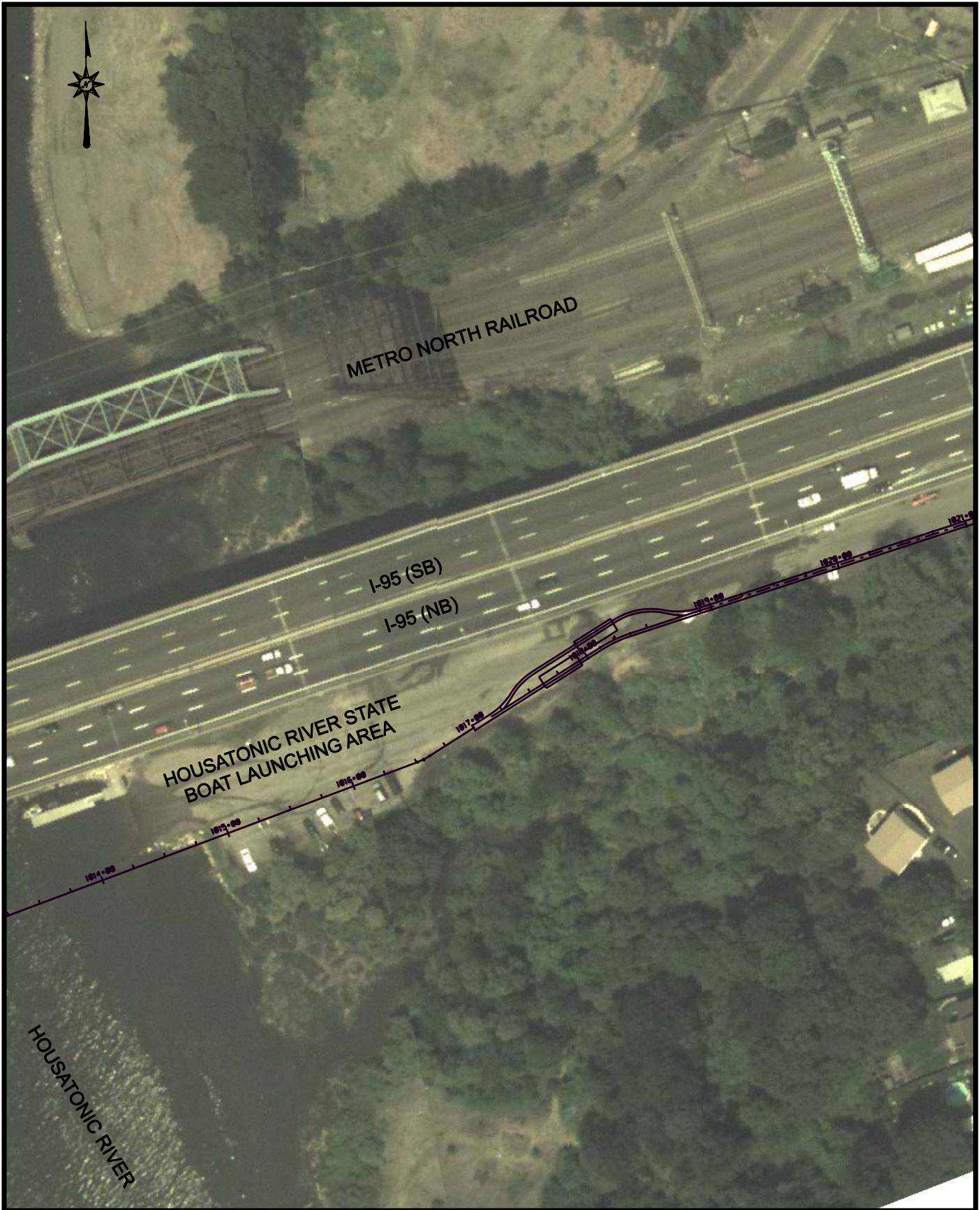
**Sec. 20-82. Same—Voidance upon failure to perform work.**

All permits required by section 20-78 shall be void within one (1) month after issuance in the event no work is performed. (Ord. of 1-6-69, § 8)

[The next page is 1331]

## **APPENDIX V**

### **VAULT LOCATIONS AERIAL PHOTOGRAPHS**

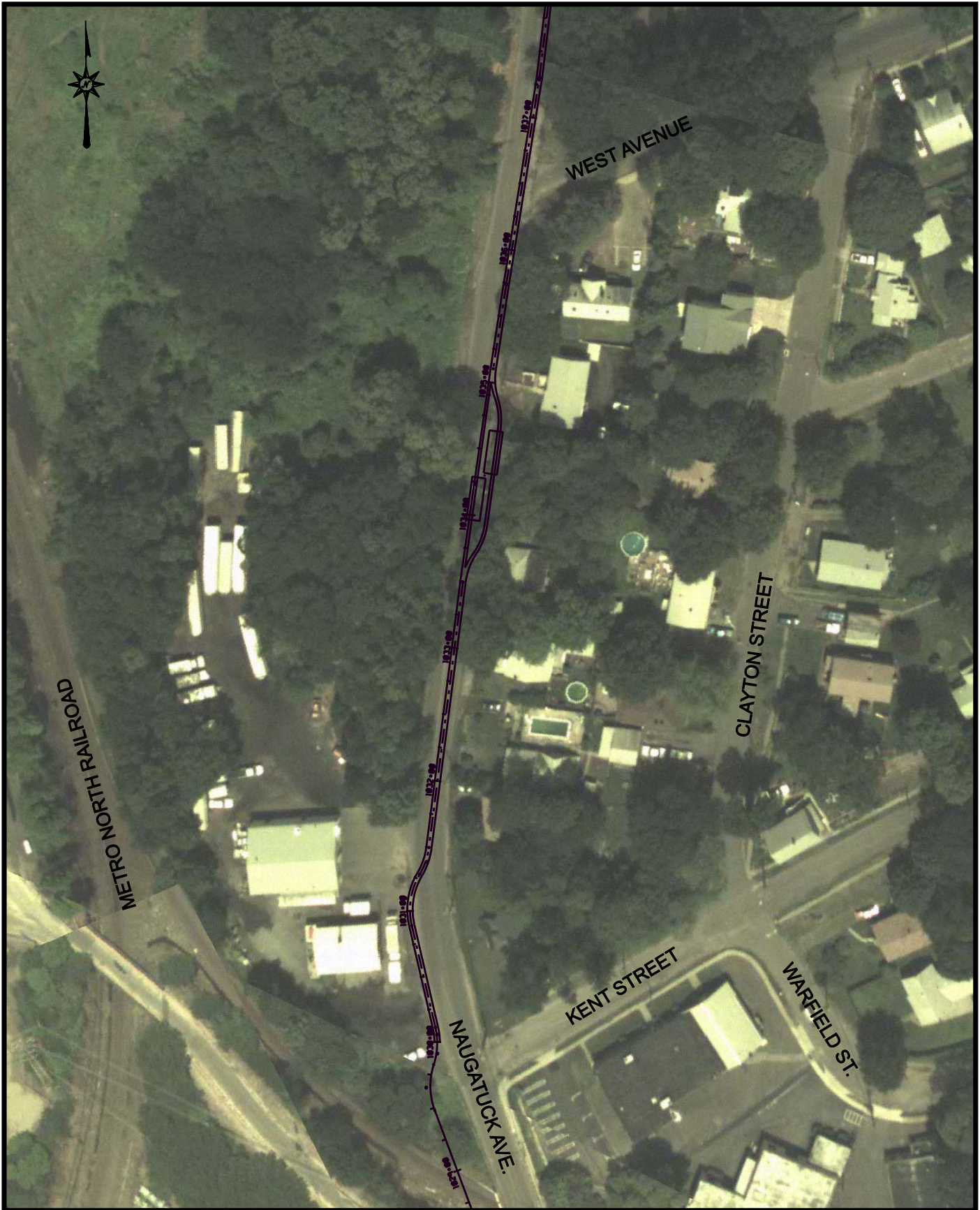


**VAULTS 5801 and 4901 (FORMERLY VAULT #MN-M-53)  
HOUSATONIC RIVER STATE BOAT LAUNCHING AREA  
MILFORD, CONNECTICUT**

SCHEMATIC, NOT TO SCALE

**FIGURE MV1**





**VAULTS 5802 and 4902 (FORMERLY VAULT MN-M-54)  
 NAUGATUCK AVENUE  
 MILFORD, CONNECTICUT**

SCHMATIC, NOT TO SCALE

**FIGURE MV2**





**VAULTS 5803 and 4903 (FORMERLY VAULT #MN-M-55)  
NAUGATUCK AVENUE  
MILFORD, CONNECTICUT**

SCHMATIC, NOT TO SCALE

**FIGURE MV3**



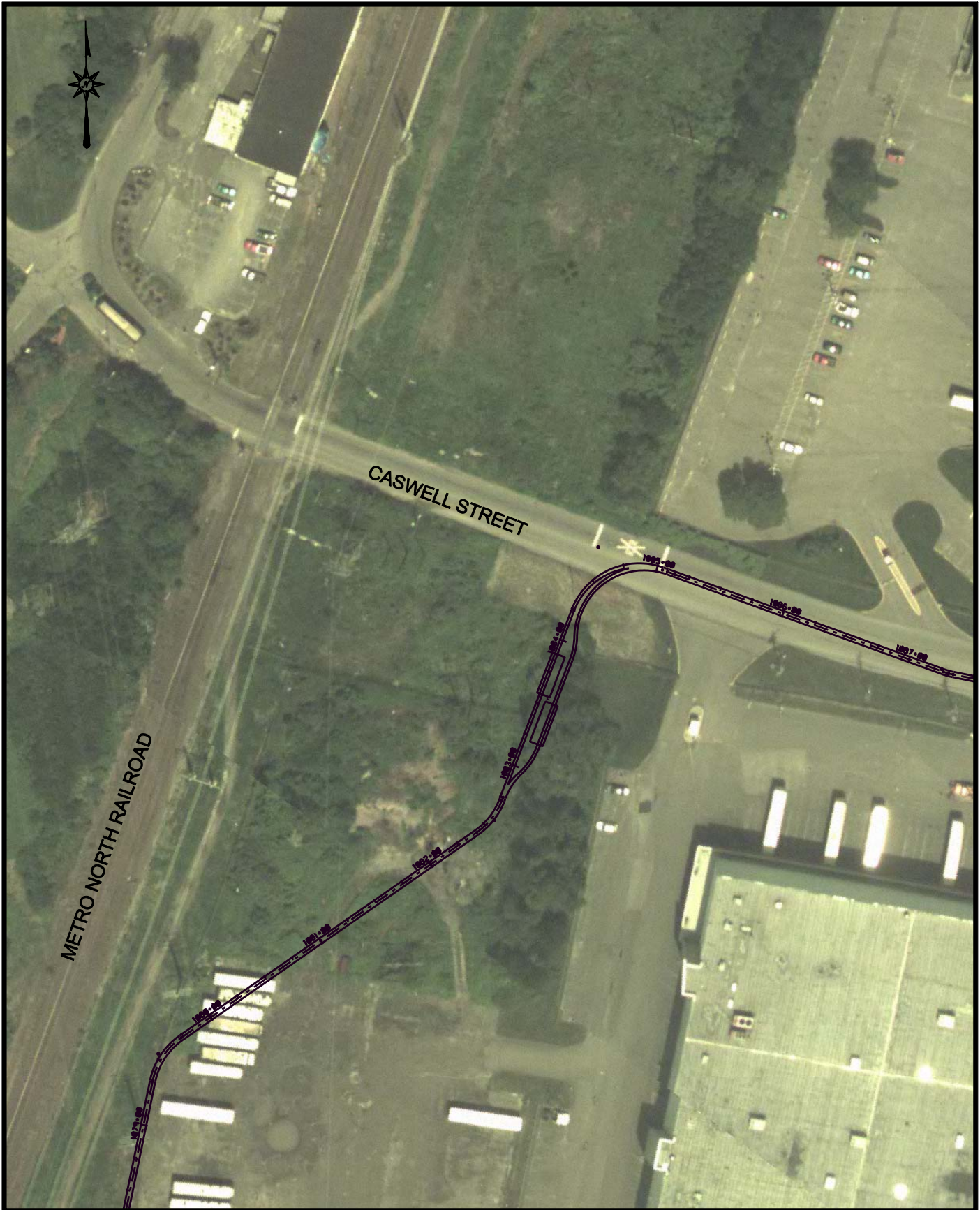


**VAULTS 5804 and 4904 (FORMERLY VAULT #MN-M-56)  
 NORTHEAST UTILITIES SYSTEM COMPANIES' PROPERTY  
 MILFORD, CONNECTICUT**

SCHEMATIC, NOT TO SCALE

**FIGURE MV4**



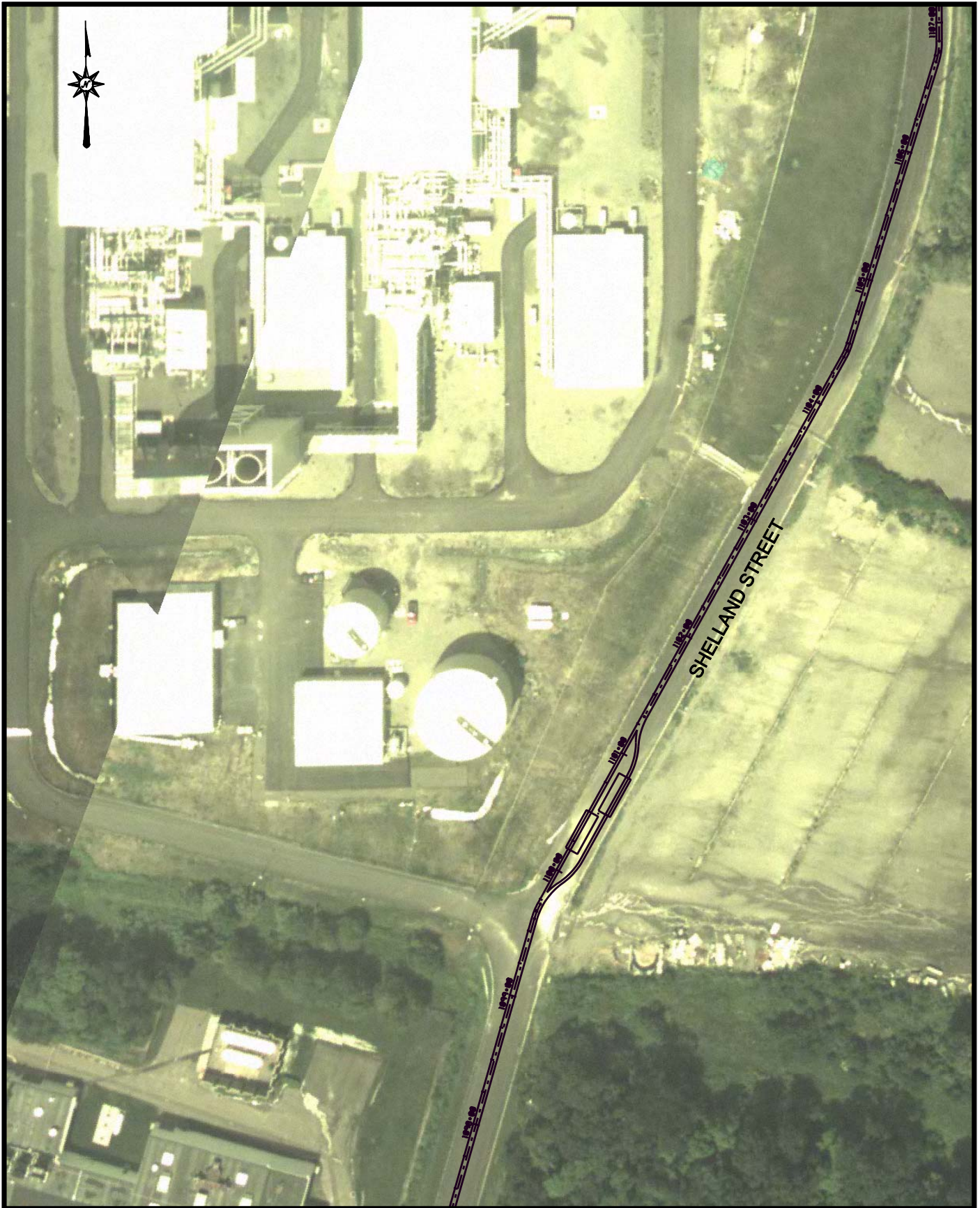


**VAULTS 5805 and 4905 (FORMERLY VAULT #MN-M-57)  
BIC COMPANY PROPERTY  
MILFORD, CONNECTICUT**

SCHEMATIC, NOT TO SCALE

**FIGURE MV5**





**VAULTS 5806 and 4906 (FORMERLY VAULT #MN-M-58)  
SHELLAND STREET  
MILFORD, CONNECTICUT**

SCHMATIC, NOT TO SCALE

**FIGURE MV6**





**VAULTS 5807 and 4907 (FORMERLY VAULT #MN-M-59)  
CONNECTICUT LIGHT AND POWER EASEMENT AREA  
MILFORD, CONNECTICUT**

SCHEMATIC, NOT TO SCALE

**FIGURE MV7**