

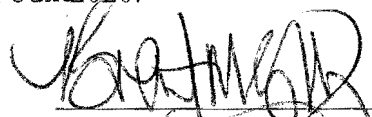
NOTICE OF SPECIAL TOWN MEETING
TOWN OF SHARON
JULY 16, 2020
ATTENDEES MUST WEAR MASKS AND SOCIAL DISTANCE


A Special Town Meeting of the Town of Sharon, Connecticut, will be held at the Sharon Town Hall, 63 Main Street, Sharon, Connecticut, on July 16, 2020 at 6:30p.m. for the following purpose:


To see what action the will take regarding the following:

1. To accept the Town of Sharon's financial report for fiscal year ending June 30, 2019. Copies are available at the Town Hall and on the Town Website
2. To approve (retroactive) for the fiscal year commencing July 1, 2020 through June 30, 2021, regarding the following as approved by the Board of Finance:
 - a. To authorize the acceptance and expenditure of TOWN AID ROAD funds for the maintenance, construction and reconstruction of our Town roads and bridges;
 - b. To authorize expenditures of up to \$8,800.00 from the Sharon Cemetery Fund;
 - c. To authorize the acceptance and expenditure of any state, federal or other funds or grants for educational purposes;
 - d. To authorize the expenditure of up to \$1,000.00 in interest from the Virginia Brown Fund for Nature's Classroom;
 - e. To authorize the acceptance and expenditure of any funds or grants for general municipal purposes;
 - f. To authorize expenditures not to exceed \$250,720.00 from the Equipment Replacement Fund; and
 - g. To authorize expenditures of up to \$5,000.00 from the 67 Main Street Account for general maintenance of that building
3. To adopt the proposed Five-Year Capital Improvement Plan, as approved by the Board of Finance. Copies are available at the Town Hall and on the Town Website
4. To approve an additional appropriation of up to \$36,000.00 to the 2019-2020 budget Line Item 8a – Labor Counsel, out of the Undesignated Fund, as approved by the Board of Finance
5. To authorize an allocation of \$100,000.00 from the Undesignated Fund balance to provide a reserve for any potential liability that the Town may have to pay on the Sharon Housing Authority promissory note from Eversource that the Town has acted as a grantor on as approved at the December 13, 2019 Town Meeting
6. To adopt a Revision to the Town Highway Construction Ordinance. Copies are available at the Town Hall and on the Town Website

Dated at Sharon, Connecticut, this 23rd day of June 2020.


Brent M. Colley


Dale Jones


Casey T. Flanagan
Selectmen

RECEIVED To appear in: Lakeville Journal: JULY 9

2020 JUL -2 A 11: 01
SHARON TOWN CLERK

**TOWN OF SHARON
FIVE YEAR CAPITAL IMPROVEMENT PLAN**

Approved by Board of Selectmen (05/26/2020)

Approved by Board of Finance (06/16/2020)

This **5 year Capital Improvement Plan** for the Town of Sharon includes those identified capital needs in Town and at Sharon Center School. The following addresses other municipal buildings, and facilities.

Project A Town Hall Parking Lot Phase 1- Drainage (2020/21)

- \$10,000.00 (Drainage)

Project B Town Hall Parking Lot Phase 2- Paving (2022/23)

- \$115,000.00 (Paving)

Project C Sharon Center School Projects

- \$115,000.00 (Paving Front Parking Lot) (2020/21)
- \$75,000.00 (HVAC Rooftop Units) (2020/21)

Project D 67 Main Street Repairs/Updates

- HCA Ramp & Back Deck (2021/22)
- Drainage (2020/21)

Project E Town Sidewalks (2021/22)

- \$140,000.00

Project F Drainage and Town Garage Roof/Addition (2020/21)

- \$100,000.00 (Roof)
- \$100,000.00 (Cold Storage Building)

Project G Paving of Garage Driveway and Parking Area (2023/24)

- \$130,000.00

Project H Town Hall Building (2022/23)

- \$60,000.00 (Repointing Bricks on Original Building)
- Registrar of Voters Probate Vault Roof Repair

HIGHWAY CONSTRUCTION REQUIREMENTS

The determination whether and when to accept any road and add it to the roster of Sharon Public Highways is the province of the Board of Selectmen, in its discretion, and further subject to Town Meeting approval. All highways to be accepted by the Town of Sharon shall be constructed in accordance with the following specifications which shall be considered a minimum standard. The Town reserves the right to add to or elaborate on these requirements, at the discretion of the Selectmen. The Selectmen shall inspect and *may* approve any highways to be accepted by the Town, their approval to be based on compliance with this ordinance, and further, if they approve acceptance, the Selectmen shall issue a signed statement certifying as to the date of inspection and approval a copy of which, shall be filed with the Town Clerk of the Town of Sharon and one copy given to the individual or individuals requesting acceptance of the highway.

Any existing road that is proposed for acceptance as a public road must conform to the regulations in force at the time the road was constructed and must be in good and immediately usable condition at the time of tender, in accordance with its class of service.

Section 1 **Right of Way**

A minimum width of 66 lineal feet of right of way will be required, 20 feet of which shall be paved travel portion and shoulder as stated below. All boundaries of the right-of-way and changes of courses shall be marked by monuments of stone or four-inch-square reinforced concrete, two feet long and set flush with proposed grades. All dead end streets shall terminate in a circle not less than 100 feet in diameter to the outside of the right-of-way.

All highways to be presented to the Town for acceptance must connect with existing public highways now in use.

Section 2 **Site Considerations**

It is the responsibility of the developer to determine, pre-construction, whether and where curbing, sidewalks, guiderails and traffic studies will be required.

Site preparation shall conform to the Connecticut Department of Transportation (Conn DOT) Form 816 "Specifications for Roads Bridges and Incidental Construction" as revised (Form 816) and the ConnDOT Manual for Rural Highways and Roads as revised (MRH Manual) and the Conn DOT Drainage Manual and Conn DOT Erosion and Sedimentation Guidelines as revised except where specifically and expressly modified by this Ordinance.

Section 3

Curbing, Sidewalks and Guide Rails

Curbing and sidewalks shall be emplaced in the following circumstances:

1. Where sidewalks are used;
2. where road grade exceeds 7%
3. when road fills exceed five (5) feet in height;
4. in non-residential area, and
5. in such other circumstances in which the BOS, in consultation with the Road Foreman, determines in its discretion that curbing is necessary.

Curbing material shall be asphalt, precast concrete, poured concrete or granite.

Sidewalks:

The BOS, in consultation with the Road Foreman, may require sidewalks where it determines that sidewalks ancillary to the road being proposed are necessary or appropriate for public safety or convenience or where the road is within reasonable walking distance of schools or retail areas or the town center.

Sidewalk material shall be pre-cast or poured concrete and ADA compliant.

Guide Rails: Guide rails shall be installed in the following circumstances:

1. Where the centerline of the proposed road is four feet or higher over the adjacent ground and the side slope is 4:1 or greater measured horizontal to vertical;
2. where water bodies over 3 feet deep are located along the shoulder.

Section 4

Design, Materials and Construction

Except where specifically and expressly modified by this Ordinance, in which case the values and requirements set forth in this Ordinance shall prevail, all road design, site work, material and methods of construction shall conform to Connecticut Department of Transportation (Conn DOT) Form 816 "Specifications for Roads Bridges and Incidental Construction" as revised (Form 816) and the ConnDOT Manual for Rural Highways and Roads as revised (MRH Manual). Drainage material shall conform to the Conn DOT Drainage Manual and Conn DOT Erosion and Sedimentation Guidelines as revised.

Section 5

Subbase

Subbase grades shall be established parallel to the finished grade and twelve (12) inches below it. Where fill is required it shall be compacted and brought to a true grade before the first course of gravel is placed thereon. In constructing the subbase where poor material is encountered, such as muck, etc., such material shall be removed and replaced with sand or gravel fill as directed by the Selectmen. *Construction shall conform to Form 816.*

Section 6
Gravel Courses

Upon a subbase, at least ten (10) inches of well compacted bank run gravel shall be laid. Upon this base course, a finished course of at least two (2) inches of fine gravel shall be applied and compacted to give a total final thickness of twelve (12) inches of road measured after compacting.

Section 7
Street Grades, and Cross slopes

Street grades and cross slopes shall not be less than one-half of one percent. The cross slope of the completed highway surface shall be at rate per foot as recommended in Chapter 4, Figures 4 through 4E in the MRH Manual, and shall conform to the arc of a circle.

Section 8
Width of Pavements

The center line of the travelled portion of the pavement shall be in the center of the right-of-way and shall be asphalt-paved to a width of not less than twenty feet, with shoulders at least two feet in width on both sides of travelled portion of such street or highway.

Section 9
Street Alignment and Intersections

When street deflects in a direction by more than ten degrees, the tangents shall be joined by a curve. The radius for the inner right-of-way shall not be less than one hundred (100) feet. The curve of the outer street line shall be concentric with the inner street line. Whenever possible, reverse curves shall be separated with tangents at least fifty (50) feet long.

At intersections of streets, travelled portion of the pavement shall be turned with a curve having a minimum radius of thirty (30) feet. Additionally, intersections must be designed and constructed in conformity to the following

- Street intersections shall have a minimum of 500 feet from another street intersecting the same side of a connecting roadway/common road.
- At an intersection, an unobstructed sight line of 250' shall be maintained. In the sound discretion of the BOS, such required sight line may be modified to the distance required to accommodate a safe stopping distance for vehicles traveling at the 85 percentile speed, being the speed at or below which 85 percent of all vehicles are observed to travel under free-flow conditions past a monitored point as determined by a licensed professional engineer or traffic engineer.
- At right angle intersections, the minimum radius for roads other than dead

end roads shall be thirty (30) feet.

- Centerline angle shall be in conformity to the MRH Manual or as close to 90 degrees for at least 50 feet from the connecting road as is practicable. Depending on topography or ownership limitations, such angle may be modified to not less than 60 degrees.
- Maximum gradient of the travel portion of the road at the centerline for all intersecting streets shall be three percent (3%) for a distance of fifty feet (50') from the proximal pavement line of the road intersected by the new street.

Section 10

Dead-End Streets and Turnarounds

Dead-end streets may be accepted in the event the BOS, in its discretion, determines and recommends that future through access or interconnecting streets are not required to improve or enhance the existing traffic patterns and circulation in town or that street continuity is not reasonable or prudent due to site conditions. A dead-end street will not be accepted if laid out from or off of another dead-end street.

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Dead-end streets may only be permitted in one of the following circumstances:

1. A cul-de-sac street terminating in a circular turnaround, serving no more than (ten) 10 lots and not exceeding 1,000 feet. OR
2. A loop street not greater than 3,000 feet enclosing an area of at least 600 feet in depth that is served by a single, connecting street that is not over 750 feet.

The minimum radius for dead-end streets shall be twenty-five (25) feet except that any street intersecting a major town or state highway shall be thirty (30) feet.

For a cul-de-sac terminus, the radius of the circle shall be fifteen (15) feet where the tangent of the road intersects,

Section 11

Surfacing

No unpaved street or road shall be accepted as a town highway.

After all streets are true to grade, the surface shall be laid of asphalt at a minimum width of 20 feet. The total compacted depth shall be at least 3 inches, the first course of Class I ¾" stones at a compacted depth of at least 2 inches; the finish course shall be of Class II 3/8" stones compacted to a depth of at least 1 inch.

Section 12
Gravel Roads

No unpaved street or road shall be accepted as a town highway.

Section 13
Drainage and Runoff Control

A complete drainage system shall be *designed by a licensed professional engineer and* installed to provide for the natural drainage throughout the area of development and for drainage *and underdrainage* conditions created by the construction of the highway or street. *Such design shall conform to The Conn. DOT Drainage Manual as revised (Manual).*

All culverts, *catch basins and pipes* installed shall be of a size and quality that will be sufficient to carry the volume of water for which it is intended; all drainage culverts and structures, catch basins, man holes, and walls, etc., shall be a type and quality consistent with standards *that conform to the Manual.*

Culverts shall be installed with not less than ¼ inch pitch per foot, with minimum cover of eighteen inches of gravel, and a twelve inch cushion of gravel beneath.

Where longitudinal grade of the highway shall not exceed five percent, an asphalt gutter shall be constructed wherever the highway may be in a cut; to specifications given by the Selectmen. Gutters shall run only for a specified distance without provision for removal of water by a catch basin, lead off, or other approved method to be determined at each location.

Section 14
Road Dedication and Conveyance

At the time the owner/developer dedicates the road and requests acceptance, and prior to presentation to the town meeting, the owner/developer and their professional engineer shall provide site data and detail including, without limitation, an “as-built” map containing information as to topography, locations of culverts, catch basins, drainage rip-rap channels and swales, slope measurements and the like together with such other information the BOS may reasonably request that provides adequate assurances that the road is built in conformity with the requirements of this Ordinance.

Prior to acceptance of a fee interest any road, the owner/developer must provide, to the satisfaction of the Town Attorney, a Certificate of Title from a licensed, Connecticut attorney certifying unencumbered ownership of the road together with a properly drawn warranty deed duly executed by the owner of record and conveyance tax statement.

History: *Voted: February 20, 1960. Revised, Board of Selectmen, July 6, 1978. Voted _____.*
Published _____. *Effective _____*