



AGENDA

March 20, 2012

Town Hall BOS Meeting Room - 6:30 PM

SCENIC ROAD PUBLIC HEARING – Continued from February 21, 2012

1. In accordance with NH RSA 231:158, the Milford Planning Board will hold a Public Hearing at 6:30pm in the Board of Selectmen's meeting room at the Town Hall for the following:

Public Service of New Hampshire (PSNH) – Scenic Road Public Hearing for tree trimming and removal, as part of the annual maintenance program, on the following scenic roads: Emerson Rd, Federal Hill Rd, Foster Rd, Osgood Rd, Ponemah Hill Rd, Ruonala Rd, and Young Rd.

Hearing continued relative to resolution on removal of maple tree near pole 523/30.

MINUTES:

2. Approval of minutes from the 02/21/12 meeting.

OTHER BUSINESS:

3. Election of Officers

WORKSESSION:

1. Approve Final Draft: Residential and Non-Residential Driveway Regulations – Schedule for Public Hearing
2. 2013-2018 Capital Improvements Plan: Process, recommendations, membership of Citizens' Advisory Committee
3. Update on Ambulance Facility Planning
4. Representative for SoRLAC – Tom Sloan
5. Input for the Economic Development Advisory Council – areas of Planning Board concern and priorities
6. Transportation Updates: South Street/Oval Area and Route 13/Emerson Road/Armory Road CMAQ project
7. Planning Board membership
8. NRPC membership –recommendations for open position
9. Pending:
 - a. Traffic and Transportation Chapter – finalize draft in April, public hearing May
 - b. Winter Parking Regulations – pending interdepartmental review and consensus
 - c. Impact Fee review – finalize any ordinance changes and fee revisions; discussion with Board of Selectmen - May
 - d. Other

MILFORD PLANNING BOARD MEETING
February 21, 2012 Board of Selectmen's Meeting Room, 6:30 PM

Members Present:

Janet Langdell, Chairperson
Kathy Bauer, BOS Representative
Chris Beer
Steve Duncanson
Judy Plant
Susan Robinson, Alternate member

Excused:

Tom Sloan, Vice Chairman
Paul Amato

Staff:

Sarah Marchant, Town Planner
Bill Parker, Director of Community Development
Shirley Wilson, Recording Secretary

SCENIC ROAD PUBLIC HEARING:

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MINUTES:

2. Approval of minutes from the 1/17/11 meeting.

OTHER BUSINESS:

3. TIF and Commerce & Community District Presentation

Chairperson Langdell called the meeting to order at 6:34PM and introduced the Board members. This meeting was not televised or videotaped.

SCENIC ROAD HEARING:

Public Service of New Hampshire (PSNH) – Scenic Road Public Hearing for tree trimming and removal, as part of the annual maintenance program, on the following scenic roads: Ball Hill, Emerson Rd, Federal Hill Rd, Foster Rd, Jennison Rd, Joslin Rd, Mason Rd, McGettigan Rd, Melendy Rd, Mile Slip Rd, Osgood Rd, Ponemah Hill Rd, Ruonala Rd, Savage Rd and Young Rd.

Chairperson Langdell read the notice into the record and recognized Brian Salas, regional arborist with Public Service of New Hampshire who described the annual maintenance program proposed for Milford. There was some confusion between the notice and PSNH's letter regarding the roads where the work will be done. B. Salas explained that they will be trimming all of Milford this year, including all scenic roads. S. Marchant noted that all the scenic roads are listed on the Staff Report dated 2/21/12 and all trees to be removed have been properly noticed and are noted by an X on the submitted map.

B. Salas said they are working on several power circuits in the area and the veins of all those circuits happen to meet in Milford. J. Langdell noted this was another example of Milford being a hub of the area. B. Salas stated that the letter explains all the specifications for trimming and all trees on the list are still subject to customer permission after Town permission. We try to work with the towns and we asked DPW if there were any other hazardous trees to be included in this scenic road hearing, but none were included. A brief discussion on how other communities and road agents handle the scenic road process followed. B. Salas added that Milford has a lot of scenic roads. J. Langdell said it is again a balancing act as we also have a lot of scenic vistas and our intent is to try to preserve the rural character along some of these roads and vistas. B. Salas said, as a certified arborist, he wants to keep as many trees as possible, but there is a difference between healthy and hazardous. J. Langdell noted that any stone walls would need to be put back in place during this process. B. Salas said they tend to not alter stone walls as that is more for transmissions and poles; our main goal for the maintenance program is to remove the brush and the stone walls become more visible and scenic. We will trim branches that interfere with the line within the 8/10/15 zone; located within eight (8) feet to the side of, ten (10) feet below or fifteen (15) feet above our lines and we are just trying to maintain that zone.

K. Bauer referenced the letter from PSNH dated 1/20/12 and asked if the landowners were notified when chips were dispersed into the woods in undeveloped locations. B. Salas answered that they no longer use that practice. It was too difficult to remove the chips if the owner didn't give permission. We don't chip in the winter because we don't know if there might be a culvert under the snow and we can't leave piles but the owner's permission is not always required. K. Bauer then inquired how the chips were dispersed. B. Salas said crews would broadcast the chips from the chipper at the roadway. With everything on private property, we would only do so if the customer asked us to. That statement should really be deleted from the letter.

S. Duncanson inquired about the 28" maple tree listed on Ponemah Hill Rd. The Board members didn't get the opportunity to look at the trees prior to the meeting and this is a very large tree, why is it scheduled to come down. B. Salas said if approved today, the Board can look at the tree and then rescind their vote afterwards and he would take the ribbon down and leave the tree alone. J. Langdell asked if there was a specific hazard or sight issues. B. Salas said he is not sure why it is on the list, but we don't remove healthy trees. He said maple trees have large cavities and can compartmentalize really well. The problem is, if you deny that tree tonight we would need another scenic road hearing to remove it.

S. Robinson inquired about holding cavities. B. Salas explained that maple trees are a soft wood and compartmentalize their wounds so they can rot from the inside while putting fresh growth on the outside. The heartwood rots quickly in a maple and although they are a very beautiful tree, they don't age well. B. Salas reiterated that they do not want to remove any healthy maple tree.

B. Parker noted that Ponemah Hill Rd is fairly narrow and based on that one tree Public Works removed a few years ago, there could be a hazard with this one. B. Salas said there would have been some hazard in the tree

itself, not necessarily a sight issue. He offered to take a photo of the tree and email it to the Board. B. Salas also clarified that they can remove trees on private property that are not in the Right of Ways.

J. Langdell opened the discussion to the public; there being none, the public portion of the meeting was closed.

S. Duncanson made a motion to grant approval for the removal of all the trees on the list presented, with the exception of the 28" maple tree on Ponemah Hill Rd and to table consideration of the remaining tree to the March 20, 2012 meeting to allow the applicant to present a reason why the 28" maple tree located at pole 523/30 is a hazard to the lines. K. Bauer seconded and all in favor.

MINUTES:

S. Duncanson made a motion to accept the January 17, 2012 minutes as presented. C. Beer seconded. J. Langdell abstained and all else in favor.

OTHER BUSINESS:

The TIF and Commerce & Community District Presentation by Bill and Sarah will be recorded tomorrow in order to be televised on PEG Access.

The meeting was adjourned at 6:55pm.

MINUTES OF THE FEBRUARY 21, 2012 PLANNING BOARD MEETING APPROVED

Motion to approve:

Motion to second:

Signature of the Chairman/Vice-Chairman:

Date: _____



STAFF MEMO

Planning Board Meeting

March 20, 2012

Agenda Item # 1: Public Service of New Hampshire (PSNH) – Ball Hill, Emerson, Federal Hill, Foster, Jennison, Joslin, Mason, Melendy, Mile Slip, Osgood, Ponemah Hill, Ruonala, Savage and Young Roads

**Scenic Road Hearing for Tree Trimming
Public Hearing Continued from February 21, 2012**

Background:

The Planning Board held a scenic road public hearing on the above referenced PSNH tree trimming request. All trimming of brush and trimming of trees was allowed, with conditions, except for a 28” maple, located near Pole 523/30 on Ponemah Hill Road.

The Board questioned the rationale for the removal of the 28” maple, and asked that further information be brought to the March Planning Board meeting.

Update:

Shirley Wilson, Community Development Office Administrative Assistant, in following up on the tree, received word from the Department of Public Works that the tree had already been taken down, and the DPW indicated that it did not know who had done the work. Subsequent to that, it was confirmed via email from Brian Salas, PSNH representative, that the 28” maple was taken down and he was unaware of who had removed it, and the maple could be removed from the list. See attached copy of email correspondence.

Staff Recommendation:

The Planning Board will want to close the public hearing and indicate that no further action on the scenic road tree trimming request is needed, and that the conditional approval granted on February 21, 2012 holds.

Shirley Wilson

From: brian.salas@nu.com
Sent: Thursday, February 23, 2012 9:04 AM
To: Shirley Wilson
Subject: Re: Tree on Ponemah Hill Rd - Found word(s) free guaranteed in the Text body

Yes this was the tree. It was a hazard. If you look at the stump it was hollow. I am not sure who removed it at this time. It could have fallen and the homeowner cleaned it up. All the wood is gone.

We can remove it from the tree list.

Thank you

From: "Shirley Wilson" <swilson@milford.nh.gov>
To: Brian A. Salas/NUS@NU
Cc: "Sarah Marchant" <smarchant@milford.nh.gov>, "Bill Parker" <bparker@milford.nh.gov>
Date: 02/22/2012 12:49 PM
Subject: Tree on Ponemah Hill Rd

I just received word from our DPW office that the tree on Ponemah Hill Rd at pole #30 has already been taken down. Was this the 28" maple discussed at last night's Planning Board meeting? And do you have any information on when or who might have removed it?

Shirley Wilson

Office of Community Development

One Union Sq

Milford, NH 03055

603 249-0620

603 673-2273 (fax)

swilson@milford.nh.gov



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March 19, 2012

MEMO

TO: Planning Board
FROM: Bill Parker, Community Development Director
RE: Residential and Non-Residential Driveway Regulations – Final Draft



Attached is the final draft of the Residential and Non-Residential Driveway Regulations which reflect Planning Board comments and suggestions from the February 21st meeting. Specifically, the revised regulations include two changes:

1. Section VI, Non-Residential Access Points – the Board suggested working added to allow additional access drives for non-residential properties if approved as part of the site plan. The suggested wording allows additional curb cuts upon review and recommendation by the Public Works Director, which would occur during the interdepartmental review process with recommendations then provided to the Planning Board.
2. Section VII, Design Requirements, K. Driveway Design Features – S. Marchant added a new #3:

“Driveway design features for the Commerce and Community District shall be based upon the approved Master Regulating Plan and/or Site Regulating Plan.”

This allows for more specific review based on the Commerce and Community District site design flexibility.

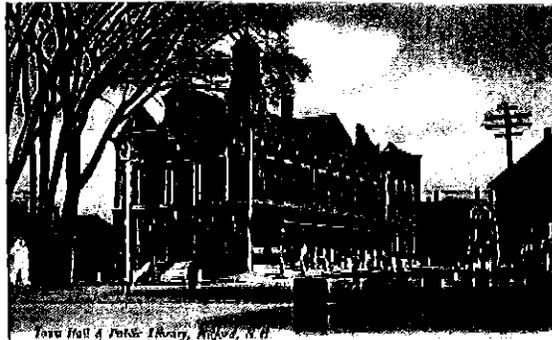
Both myself and Rick Riendeau, DPW Director, reviewed these changes and feel they will adequately address the situations noted by the Planning Board.

In reviewing this draft prior to the March 20th meeting, I did note several spelling and typographical errors. Prior to advertising for the public hearing a thorough proofreading will be done.

It is my understanding that if the Planning Board is comfortable with these revisions, then a public hearing can be scheduled and the regulations formally adopted.

TOWN OF MILFORD, NEW HAMPSHIRE

DRIVEWAY PERMIT REGULATIONS



Adopted August 19, 2008

*Revised: March 30, 2010
March XXX, 2012*



*March 20, 2012
DRAFT*

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SECTION I. AUTHORITY

The Town of Milford Planning Board hereby adopts the following regulation pursuant to its authority as set forth at RSA 236:13.V, and establishes that hereafter no driveway accessing private property to a public way owned and maintained by the Town of Milford shall be constructed without compliance with this regulation.

SECTION II. PURPOSE

In as much as driveways and entrances are in effect, intersections, they require certain controls as to size, location and construction in order to provide safe and efficient access to property fronting on the public way, as well as surface drainage in and around said driveway, and for the purpose of such control this regulation is enacted.

SECTION III. PERMIT

Anyone desiring to construct, alter, or relocate a driveway in order to obtain access to an existing public way or a proposed street or public way, shall first apply for and obtain a permit from the Director of Public Works or designated agent. This permit shall provide for the approved location, construction, alteration or relocation of such driveway in accordance with the specifications provided in the driveway permit form, which is available at the Department of Public Works and Community Development Office’s and websites. The driveway location as indicated on the approved permit (in accordance with the approved site plan or septic plan, as applicable) is the ONLY driveway to be utilized unless the Director of Public Works or the Planning Board authorizes a change in writing. If a permanent house or structure number is assigned by the Building Department at the time of

driveway permit issuance the number shall be located so as to be clearly visible from the roadway at start of construction.

Please note if the roadway to be accessed by a proposed driveway is maintained by the State of NH, the applicant shall apply for and receive a driveway permit from the State of NH and will not require a Driveway Permit from the Town of Milford. Applicants can obtain a permit and information for driveway permits on State maintained roadways at [www. NH.gov/DOT](http://www.NH.gov/DOT) or by calling the Department of Transportation (DOT) directly at 603.271.3734. A copy of the final, signed DOT Permit shall be submitted to the Town of Milford.

SECTION IV. PERMIT PROCESS

- A. Prior to submitting an application for a driveway permit:
 - a. The applicant shall clearly mark and flag the location of the proposed driveway with a centerline stake at the edge of the right-of-way (ROW).
 - b. The applicant shall submit completed applications at the Community Development Department or Department of Public Works.
- B. Applications will be reviewed with a site inspection (as necessary) and approved by the Department of Public Works within five (5) business days. The approved permit and any additional documentation will be sent to the Community Development Department.
- C. Once the driveway permit has been approved by the Director of Public Works or designated agent, the driveway can be installed.
- D. A construction exit/entrance shall be in place prior to the start of on-site activity (see Appendix, Figure 4).
- E. Upon completion of the driveway or a minimum of fourteen (14) days prior to the issuance of a Certificate of Occupancy (CO) by the Building Department, the DPW will perform a post-construction inspection and issue a Certificate of Compliance (CC) for the driveway. A copy of the CC will be sent to the Community Development office. (Note: A Certificate of Occupancy will not be issued unless a driveway Certificate of Compliance has been issued by the Department of Public Works or security is in place as specified in Section IV.F).

SECTION V. RESIDENTIAL ACCESS POINTS

- A. If a property is adjacent to a side road the access to the main road should be via the side road.
- B. Curb cuts shall be limited to one per residential lot, except where the Director of Public Works has determined that a second cut is warranted and can be safely accommodated. A scale drawing indicating the features necessitating the second access must be submitted for the DPW Director to make a determination. A second cut may be granted under the following conditions:
 - 1. A second curb cut is necessary for access to a secondary use or structure, or if the physical constraints of the lot, including natural features, unusual lot shape, size, or elevation change necessitates the second access.
 - 2. A second curb cut is necessary to allow handicapped access for an individual who is a permanent resident of the property.
- A. A permit is required from the Department of Public Works for any temporary access entrance. A security in an amount to be determined by the Director of Public Works may be required at

the discretion of the Director of Public Works (See Section VI: Easement and Security). If a security is required, the applicant shall submit an itemized detail estimate of the cost to complete the driveway to the Director of Public Works to determine required amount of security.

- B. A construction exit/entrance is required for all driveways (See Appendix, Figure 4). The public right-of-way shall be cleared daily of debris such as mud, stone, earth and all construction supplies, vehicles and equipment. Said maintenance of the exit/entrance shall be the responsibility of the permittee.

SECTION VI. NON-RESIDENTIAL ACCESS POINTS

- A. Curb cuts shall be limited to one per lot, except where the Planning Board thorough Site Plan approval or the Director of Public Works has determined additional curb cuts are warranted and can be safely accommodated. If the driveway(s) are not shown on an approved Site Plan a scale drawing indicating the features necessitating additional access points must be submitted for the DPW Director to make a determination. Additional cuts may be granted for access to a secondary use or structure, corner lots, increase access safety or if the physical constraints of the lot, including natural features, unusual lot shape, size, or elevation change necessitates the additional access.
- B. A permit is required from the Department of Public Works for any temporary access entrance. A security in an amount to be determined by the Director of Public Works may be required at the discretion of the Director of Public Works (See Section VI: Easement and Security). If a security is required, the applicant shall submit an itemized detail estimate of the cost to complete the driveway to the Director of Public Works to determine required amount of security.
- C. A construction exit/entrance is required for all driveways (See Appendix, Figure 4). The public right-of-way shall be cleared daily of debris such as mud, stone, earth and all construction supplies, vehicles and equipment. Said maintenance of the exit/entrance shall be the responsibility of the permit applicant.

SECTION VII. DESIGN REQUIREMENTS

- A. The design of the proposed driveway construction shall conform in all aspects to the "Typical Driveway Detail" Residential or Non-Residential as applicable shown in Appendix I, and the Department of Public Works, Infrastructure Design, Construction and Administration Standards. It is understood that the applicant shall confer with the Director of Public Works who shall determine specifications as to sloping, culverts, headwalls and other aspects of construction of said driveway only when it deviates from the typical profile and standards. The deviations shall be noted in writing on the Driveway Permit. Upon written application, the Director of Public Works may waive any of the design requirements when it is shown that strict compliance would cause undue or unnecessary hardship, so long as such waiver shall not result in any injury to the public health or welfare.
- B. All driveways shall be a minimum of ten (10') feet in width. Residential entrances shall flare as it approaches the pavement to a maximum width of twenty four (24') feet measured at the existing edge of roadway. A Non-residential entrance shall flare as it approaches pavement to a maximum width of fifty (50') feet.

- C. Flat driveway side-slopes (4:1 to 6:1) are required to minimize hazards to vehicles which leave the pavement for any reason.
- D. All paved roads shall require an asphalt apron. The asphalt apron shall be paved twenty (20') feet from the edge of pavement, said apron being constructed of a minimum of three (3") inches of asphalt with emulsion applied at the joint with the town roadway surface.
- E. All new driveways established to serve structures intended for human occupancy shall have a maximum grade of ten (10%) percent. The purpose of the maximum grade requirement is to ensure public safety and accessibility for emergency vehicles. This standard shall not apply to driveways intended to serve non-occupancy structures, such as utility service buildings, and other private ways intended for purposes such as logging, silviculture, agriculture, and recreational access.
- F. All driveways shall have not more than 4% negative grade from the edge of the traveled way to the center of the ditchline and no more than 4% positive grade from the center of the ditch line back to the end of the apron, to ensure the driveway does not drain into the street.
- G. All driveways shall intersect the Town's roadway at a perpendicular angle to the center line.
- H. Where required, culverts shall be at least fifteen (15") inches in diameter and shall be constructed of reinforced concrete, high density polyethylene pipe or approved equal. The driveway will have a minimum of three (3') foot shoulders on each side where it meets the culvert. Culverts shall have a minimum of 12" of cover above the crown.
- I. Headwalls shall be constructed of either pre-cast or cast-in-place concrete. The culvert cover shall be equal to or greater than two (2') feet. No stone and mortar headwalls shall be permitted. Where headwalls are not applicable, pre-manufactured flares will be placed on each pipe end.
- J. Safe sight distance shall be maintained and is defined as a line which encounters no visual obstruction between two points, each at a height of three (3') feet, (9") inches above the pavement, and ten (10') feet from the back from the road pavement, to represent the critical line of sight between the operator of a vehicle using the access and the operator of a vehicle approaching from either direction for a distance of 200 feet.
- K. Driveway Design features:

1. Driveway design features for Residence "R" district:

Minimum tangent between drives	100 feet
Minimum distance from intersection	100 feet

Note: the dimensions of the minimum tangent between drives and distance from intersection shall be detailed on the driveway plan.

2. Drive way design features for Residence "A" & "B", C, I, LCB, ICI, ICI-2 and Open Space Conservation Subdivisions:

Minimum tangent between drives	50 feet
Minimum distance from intersection	50 feet

Note: the dimensions of the minimum tangent between drives and distance from intersection shall be detailed on the driveway plan.

3. Driveway design features for the Commerce and Community Districts shall be based upon the approved Master Regulating Plan and/or Site Regulating Plan.
4. Safe sight distance shall be compatible with the maximum speed limit posted on the road:

SPEED LIMIT (mph) SIGHT DISTANCE (feet)

15 – 25 MPH	200 feet
26 – 35 MPH	300 feet
36 – 55 MPH	400 feet

- L. In cases of rear lots with private ways to local streets, the above requirements for minimum tangent between drives and maximum frontage drives shall not apply.
- M. Any driveway impacting a wetland or wetlands buffer shall have all permits required by the state and Town posted on-site until a CC is issued or all on-site work is completed, whatever comes last.
- N. Two way driveways, divided driveways and alternate major entrances shall be constructed to state DOT standards and shall be approved by the Planning Board or the Director of Public Works.

SECTION VIII. MAINTENANCE RESPONSIBILITY

- A. Temporary and permanent erosion and sedimentation control measures shall be provided before, during and after construction, in accordance with the best management practices as described in the "New Hampshire Stormwater Manual", by NH Department of Environmental Services, 2008, as amended, a copy of which is available in the Office of Community Development.
- B. The applicant, or its grantees, successors and assigns served by the driveway shall be responsible for:
 - a. Maintenance of the driveway from the edge of the roadway pavement or paved shoulder, if existing
 - b. Maintenance of all approved and/or required upstream and downstream drainage alterations including but not limited to: pipe extensions, open ditches, swales, drainage systems and detention ponds, with the exception of connecting catch basins, manholes or other specified structures at roadway cross culverts
 - c. All driveway pavement markings and all traffic control signs on the drive with the exception of the stop sign or yield sign; and
 - d. Operational costs of electric service for traffic signals and street lights that are required by the permit.
- C. The Department of Public Works main also specifically maintain the following drainage structures:
 - a. The driveway culverts carrying surface water in roadside ditches under driveways within the Town right-of-way, provided said driveway culverts were initially installed according to permit conditions;
 - b. Drainage systems within the roadway limits, serving existing state highways, constructed for the purpose of controlling highway and surface water run-off; and

- c. Catch basins, manholes or other specified connecting drainage structures constructed at the end of cross roadway culverts or parallel culverts serving the state highway system.

SECTION IX. EASEMENT AND SECURITY

- A. The applicant shall, at the discretion of the Director of Public Works, be required as a condition of the granting of the Driveway Permit, to provide to the Town of Milford, its successors or assigns, an easement for the purpose of entering upon the premises of the applicant to control or maintain surface drainage on the property and do all things necessary for, and incidental to, such drainage easement in question.
- B. A security in an amount to be determined by the Director of Public Works, may be required at the discretion of the Director of Public Works, to guarantee the proper construction of any culverts, piping, ditching or other efforts incidental to and necessary for the proper discharge and control of surface drainage in and around the vicinity of the proposed driveway as well as the proper construction of the driveway entrance both on the property of the applicant or on the property of the Town of Milford as deemed necessary by the Director of Public Works.
- C. If a security is deemed necessary, the applicant shall submit an itemized detail estimate of the cost to complete the driveway to the Director of Public Works to determine required amount of security. The security shall be provided to the Department of Public Works accompanied by the necessary securities form and W-4, to be held in an escrow account and released within one year of obtaining a CC. Failure to begin construction within one year of application approval will render the driveway permit null and void. Failure to complete construction within one calendar year from date of posting of a security shall result in the automatic calling of the security, unless specifically extended by the Director of Public Works for a period of one additional year.
- D. Funds may be withdrawn from the security by the Town of Milford and applied against the cost of said construction which the Town of Milford is obliged to complete. No funds shall be expended at any site in excess of the amount of the security pertaining to said site.
- E. Driveways which have not received a CC at the time of the issuance of a CO will be required to provide a security to ensure completion of the approved driveway to Town of Milford specifications. If a security is provided in lieu of obtaining a CC for the driveway, DPW shall submit documentation to the Community Development Department notifying them of the security.

SECTION X. SEPARABILITY

The invalidity of any provision of these regulations shall not affect the validity of any other provisions.

SECTION XI. ENFORCEMENT

The Milford Board of Selectmen and the Director of Public Works are charged with the power and authority to enforce the provisions of these regulations.

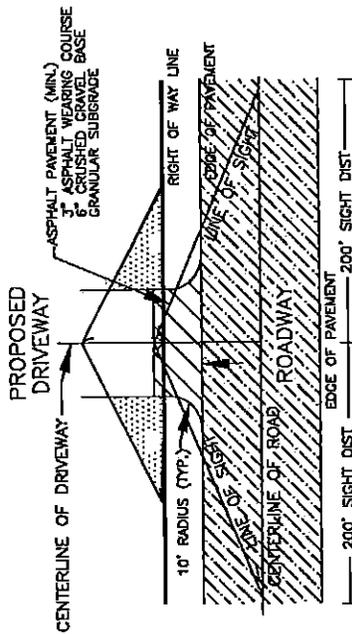
SECTION XII. AMENDMENT

These Regulations may be amended by the Planning Board following a noticed public hearing on the proposed amendment. All amendments will take effect upon approval by a majority of the Planning Board and filed with the Milford Town Clerk.

SECTION XIII. APPENDIX
Figure 1: Driveway Detail

DRIVEWAY CONSTRUCTION REQUIREMENTS:

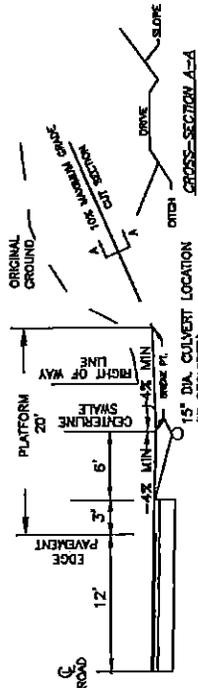
1. ALL DRIVEWAYS CONNECTED TO TOWN ROADS MUST BE BUILT AND MAINTAINED BY THE HOMEOWNER OR HIS/HER REPRESENTATIVE IN ACCORDANCE WITH THESE SPECIFICATIONS.
2. DRIVEWAYS CAN NOT DIVERT OR INTERRUPT THE NATURAL OR DITCHLINE FLOW OF RUNOFF IN MOST CASES. THIS CAN BE ACCOMPLISHED THROUGH THE INSTALLATION OF A REINFORCED CONCRETE PIPE OR HIGH-DENSITY POLY-ETHYLENE PIPE CULVERT (15" MINIMUM OR AS SPECIFIED HEREIN) UNDER THE DRIVEWAY WITH PROPER ALIGNMENT AND GRADE.
3. WHERE SHALLOW DITCHLINES EXIST AT THE CREST OF A TOWN ROAD OR NATURAL DRAINAGE COURSES DISCHARGE RUNOFF FROM THE TOWN ROADWAY. DRIVEWAYS MAYBE REQUIRED TO BE DEPRESSSED AT A POINT BEYOND THE ROAD SHOULDER TO ACCOMMODATE THE FLOW OF SURFACE WATER. (SEE TYPICAL DRIVEWAY PROFILE DETAILS BELOW).



TYPICAL DRIVEWAY PLAN VIEW

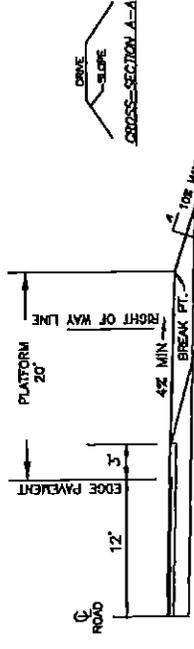
NOT TO SCALE

4. LINE OF SIGHT SHALL COMPLY WITH SECTION V.H OF THESE STANDARDS
5. THERE SHALL BE NO PERMANENT STRUCTURE CONSTRUCTED, BELOW OR ABOVE THE FINISH GRADE, THAT IS CONTAINED WITHIN THE TOWN RIGHT-OF-WAY. IT SHALL BE THE APPLICANT'S RESPONSIBILITY TO DETERMINE THE LOCATION OF THE RIGHT-OF-WAY LINE (PROPERTY LINE).



TYPICAL DRIVEWAY - CUT CROSS SECTION

NOT TO SCALE



TYPICAL DRIVEWAY - FILL CROSS SECTION

NOT TO SCALE



TYPICAL DRIVEWAY DETAILS

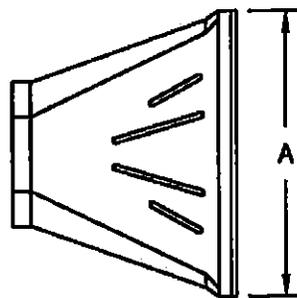
NOT TO SCALE

DEPARTMENT OF PUBLIC WORKS

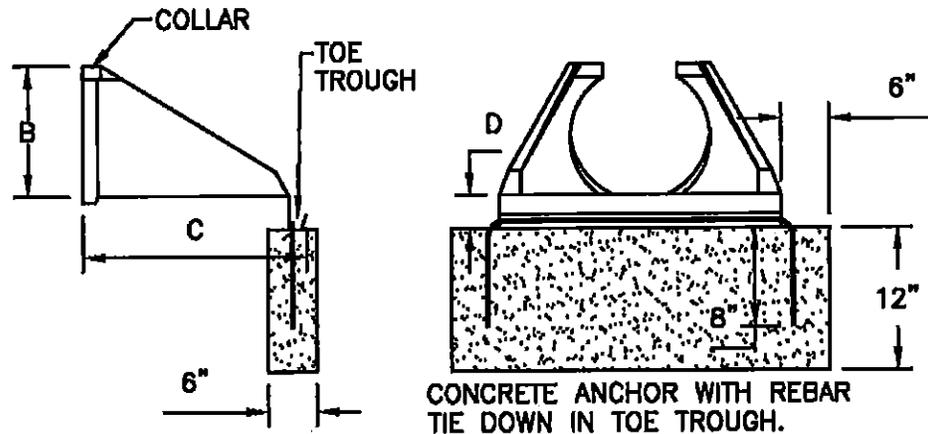
REV. 3/2/11

Figure 2: Flare End Detail

PIPE DIAMETER (INCHES)					
DIMENSION	15	18	24	30	36
A	41	49	59.5	88	88
B	19	22	28	36	43
C	34	43	48	63.5	66.5
D	6	6	6	6	6



THE INVERT OF THE PIPE AND THE END SECTION SHALL BE AT THE SAME ELEVATION.

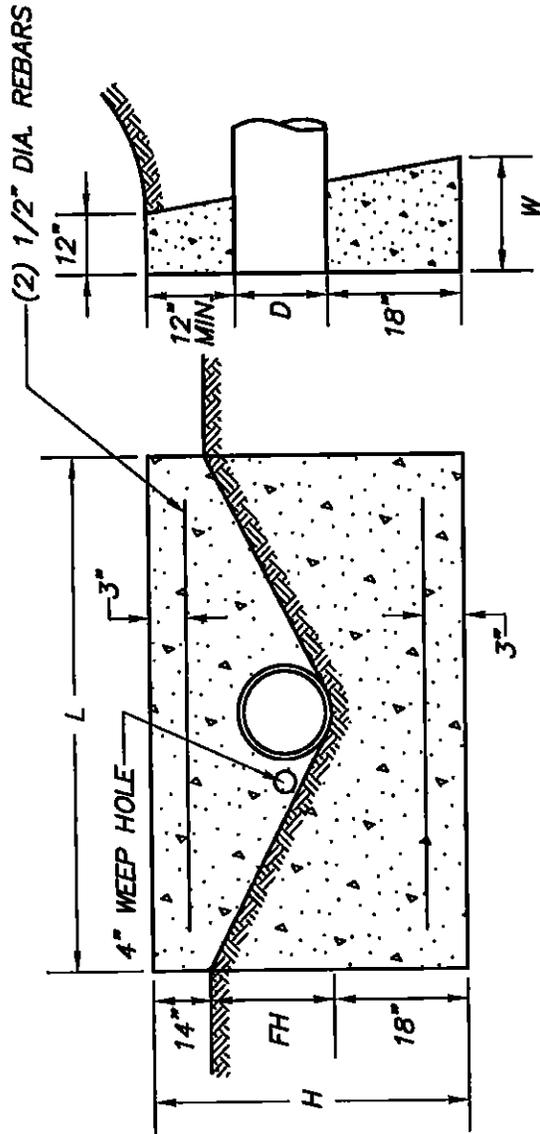


FLARED END SECTION – HDPE

HANCOR HI-Q FLARED END SECTION OR EQUAL

JUNE 6, 2002
SCALE: NONE

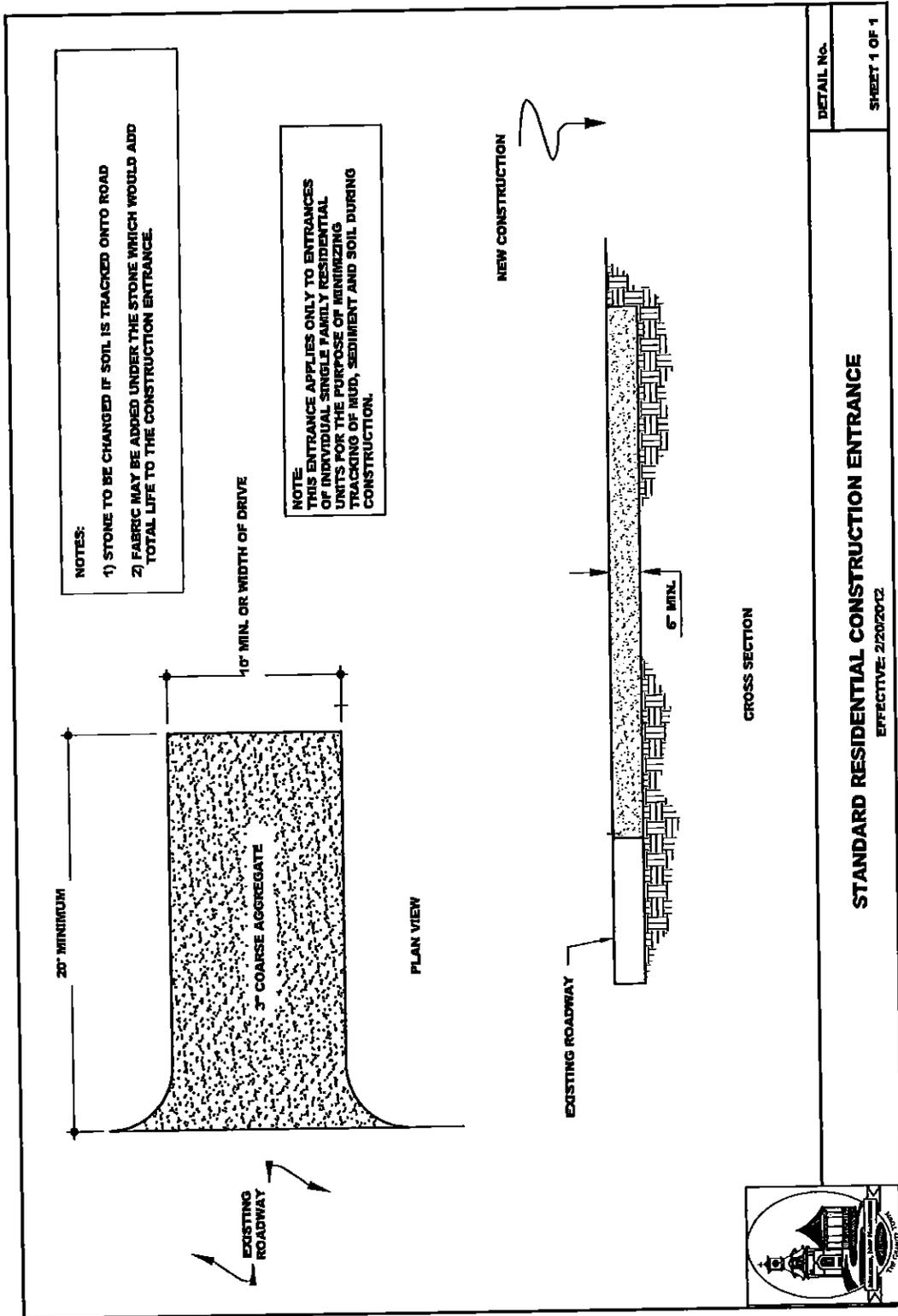
Figure 3: Headwall Detail



D	MAS. PER STD. HDR. CU. YD.	STEEL PER STD. HDR. LB.	LENGTH OF BARS	L	H	FH	W
12	.61	9	3'-2"	3'-6"	3'-6"	0'-10"	1'-10.5"
15	.85	11	3-10	4-6	3-9	1-1	1-11.25
18	1.13	14	5-2	5-6	4-0	1-4	2-0
24	1.78	20	7-2	7-6	4-6	1-10	2-1.5
30	2.58	25	9-2	9-6	5-0	2-4	2-3
36	3.53	31	11-2	11-6	5-6	2-10	2-4.5
42	4.65	36	13-2	13-6	6-0	3-4	2-6
48	5.95	42	15-2	15-6	6-6	3-10	2-7.5

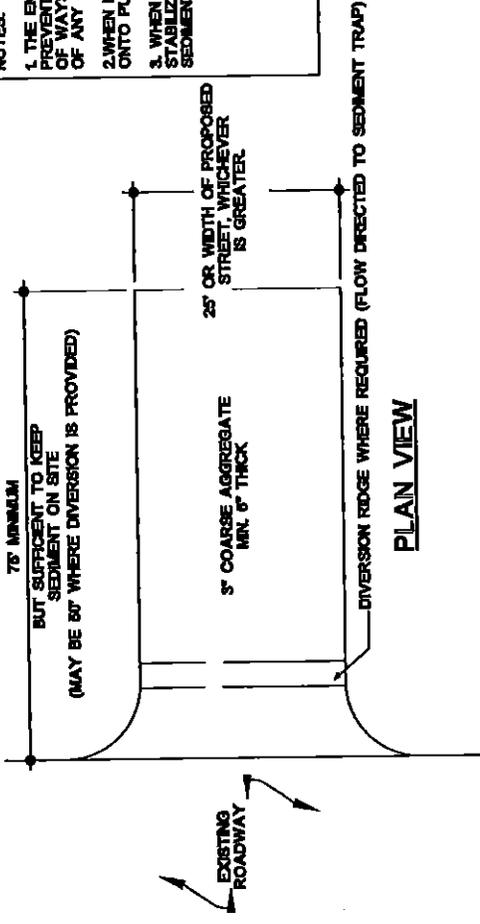
16
02630
Typical Headwall
 N.T.S.

Figure 4: Construction Exit/Entrance – Residential and Non-Residential

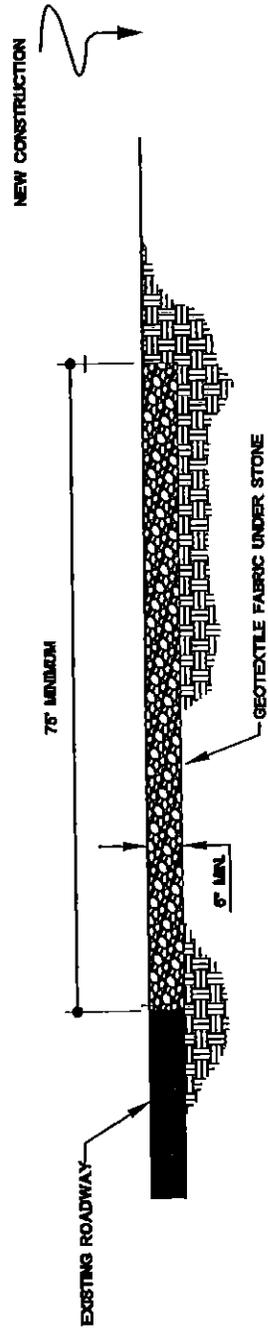


NOTES:

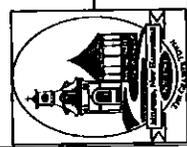
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO THE PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR, AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



PLAN VIEW



CROSS SECTION



DETAIL No.
SHEET 1 OF 1

STANDARD CONSTRUCTION ENTRANCE
EFFECTIVE: 2/20/2012