Town of Seymour

Seymour Road Maintenance Program 2014

W. Kurt Miller, First Selectman

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Executive Summary

Nafis & Young Engineers, Inc. evaluated many of the Seymour Town roads. The purpose for the evaluation was to identify improvements needed to bring these roads up to current standards. This report is provided to the Town of Seymour to support the decision making process in implementing their road improvement program. We have separated the list of roads into three (3) categories for funding purposes.

The first Category (A) lists work to be performed in the Summer / Fall of 2014 in the amount of \$350,000.00.

The second Category (B) lists work to be performed after approval of a Road Bond by the Town in the amount of \$5,000,000.00.

The third Category (C) lists work to be performed after future funding approval in the amount of \$6,835,000.00.

James H. Galligan, P.E. Nafis & Young Engineers, Inc.

INTRODUCTION:

Many of the roads in the Town of Seymour are in need of upgrade and repair. Various conditions such as little or no drainage, inadequate road base and poor pavement structure have been contributing to deterioration. The purpose of this report is to identify the deficient roads, evaluate their condition, determine the degree of deficiency, prioritize roads, estimate the costs for repairs and establish a schedule for maintenance.

Nafis & Young Engineers, Inc. (NYE) inspected and evaluated several roads in the Town during the first three (3) weeks in June 2014 (see appendix A). Work included taking samples of surface and base, inspected catch basins, sumps, basin tops and identified surface drainage patterns to determine need for additional drainage. NYE also established the types of road reconstruction needed to create a sound long-term pavement.

One of the main contributors to deteriorating pavement is lack of drainage piping and catch basins. Rainwater and melted snow penetrate the pavement and freeze at night during the winter. The freeze and thaw process causes potholes, seam separation, alligator cracking, heaves and pavement fracture. Adequate drainage piping and catch basins remove the water from the paved area quickly and interrupt the freeze-thaw cycle.

Underdrain piping is also recommended where high groundwater and/or bleeding is observed. Underdrains are connected to the catch basins so as to drain freely. Perforated storm drainage piping can be substituted for underdrains where both types of problems occur.

FINDINGS:

Most of the road widths were adequate for the traffic level that currently exists. Curbing, while not present everywhere, was in place where road slopes were steep enough to create soil erosion at the gutter and cause undermining. New curbing should be installed in areas where existing curbing is damaged. Most of the catch basin tops are aged and need replacement.

This road improvement recommendations are divided into three (3) categories; short term (Category A), major reconstruction (Category B) and long-term maintenance program (Category C). The logic behind this division is to complete repairs to Category A roads which do not require major road construction to correct in Summer / Fall of 2014. Category B roads are projects which may require major reconstruction requiring design, permitting and Town referendum, will be schedule for 2015. Category C are roads that are grouped together for future funding. It should be noted that many of the

Category C roads need the same level of attention as Category B, however future funding is necessary to correct these deficiencies.

Recommendations for road repair have been broken down into three (3) types, Milling and Paving, Reclaiming and Repaving, and total reconstruction.

Milling and repaving (M & F) is a process of mechanically peeling up the top two (2) inches of pavement and replacing it with a new coat of pavement. This process is only effective if the pavement under the mill zone is sound and in good condition. Typically driveway aprons and curbing that are in good condition are left in place. The new pavement surface is placed exactly where the old pavement was.

Reclaiming and repaving (R & R) is a process where the surface pavement is mechanically pulverized into small pieces and mixed with the processed stone below the pavement to make a homogenous mix. This mix is then reshaped, rolled and compacted to make a sturdier base prior to repaving with four (4) inches of new pavement. Additional processed stone can be added to this mix in areas where the stone base are deemed insufficient. Typically, new curbing and driveway aprons are needed with this process due to the change in elevation from the additional pavement.

Total reconstruction (RECON) is proposed where the existing road does not meet any standard for road classification. In this case, the road must be totally excavated, new drainage installed, new sub-base and base installed and new pavement, curbs and aprons constructed. The Town may have to purchase Right-of-way property from abutting land owners to create a standard roadway width.

In all cases NYE recommends that the existing catch basin tops be replaced with new galvanized tops prior to placement of the new pavement. Installation of the new tops will eliminate the need to open up the new pavement in the future and contribute to a finished appearance.

ROUTINE MAINTENANCE:

Chip sealing is a process of covering an oil emulsion with stone chips. This process extends the life of the wearing surface of roads three (3) to five (5) years depending on their use volume.

Crack sealing is a process of pouring an oil emulsion into surface cracks in the pavement on roads, that otherwise are in good condition and have a sound base. This process can extend the life of a sound road up to ten (10) years if applied early enough before cracks become severe. (i.e. alligator cracking and/or pavement fracture)

These routine maintenance items should be performed annually on an as needed basis. Based on the size of the road system and the observed condition of the roads in Town, NYE recommends that a separate line item be included in the Public Works budget for chip sealing / crack sealing and general road maintenance.

<u>RECOMMENDATIONS:</u>

Category A

Patton Avenue and Jay Lane are both scheduled to be reclaimed and repaved. The pavement section on these roads show significant signs of base failure. These roads were chip sealed last year to extend the useful life of the wear surface over the winter. Their condition warrants reclaiming and repaving. *LOCIP funds and Roadway Improvement funds are available to complete this work in the Summer / Fall of 2014/. Several neighboring roads (Woodcrest Drive, Oakwood Road....etc.) were also chip sealed in 2013. These roads should be considered first if a road improvement bond is approved.

Category B

These roads need major repair, significant amount of drainage, curb replacement and/or installation and new aprons at each driveway. It is

anticipated that the Town will use a combination of LOCIP funds and a Road Bond to fund these projects. For the purpose of this report, a cap of \$3,500,000 has been established to cover the cost for the roads in this category.

Category C

These roads also need major reconstruction, significant amount of drainage and other improvements similar to Category B. However, a separate funding stream has to be established to cover the costs for these roads.

* Local Capital Improvement Program Funding from the State of Connecticut

2014 Road Maintenance Program- CATEGORY A

Street Name	Length in FEET	**Repair Type	Est.	Const. Cost
Jay Lane	600	R&R, BCLC,CBT,AP	\$	90,000
Patton Avenue	2300	R&R, BCLC, CBT, AP	\$	260,000
Total: CATEGORY A	2900		\$	350,000

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M & F - Mill and Repave R & R - Reclaim & Repave BCLC- Replace / Install New Curbs

CBT- Replace Catch Basin Tops

NCB- Install New Catch Basins

DRA- Install New Drainage Piping

AP- Install New Aprons

Recon- Reconstruct Roadway

2014 Road Maintenance Program- CATEGORY B

Street Name	Length in FEET	**Repair Type	Est. (Const. Cost
Botsford / Bungay Road to Brookfield Road	3500	R&R,CBT,BCLC	\$	400,000
Church Street	1400	R&R, BCLC, CBT, NCB, DRA	\$	190,000
Colony Street	4000	R&R. BCLC. CBT. NCB. DRA	\$	480.000
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Colony Street Extension	1500	R&R, BCLC, CBT	\$	170,000
Davis Road (Gary Park to CT RTE 334)	2000	R&R, BCLC, CBT, AP	\$	250,000
Deforest Street	300	M&F, CBT	\$	50,000
Elm Street	1100	R&R, BCLC, NCB, DRA	\$	150,000
Falbo Drive	1300	R&R, CBT, NCB, DRA, AP	\$	200,000
Garden Street	1300	R&R, BCLC, CBT, AP	\$	200,000
George Street	1000	R&R, BCLC, NCB, DRA, AP	\$	140,000
Glenbrook Drive	400	R&R, BCLC, CBT	\$	60,000
Grand Street (Third & Washington)	1000	R&R, BCLC, NCB, DRA, AP	\$	150,000
Farrell Street	500	R&R, BCLC, AP	\$	60,000
Halsey Street	640	R&R, BCLC, CBT, AP	\$	85,000
Henry Street	300	R&R, BCLC, CBT, AP	\$	50,000

Hill Street*	400	R&R, BCLC, CBT, NCB, DRA, AP	\$ 70,000
Hine Street	600	R&R, BCLC, NCB, DRA, AP	\$ 120,000
Johnson Avenue	1200	R&R, BCLC, AP	\$ 140,000
Knorr Avenue (partial)*	400	R&R, BCLC, NCB, AP, DRA	\$ 80,000
Martha Street	700	R&R, BCLC, AP	\$ 90,000
Meadow Street	2000	R&R, BCLC, CBT, AP	\$ 240,000
New Street*	1400	R&R, BCLC, CBT, NCB, AP, DRA	\$ 190,000
Oakwood Drive	1500	R&R, BCLC, CBT	\$ 180,000
Omar Street	750	R&R, BCLC, CBT, AP	\$ 90,000
Pershing Avenue	1800	R&R, BCLC, NCB, DRA, AP	\$ 210,000
Shelton Street	700	R&R, BCLC, NCB, DRA, AP	\$ 130,000
Stoddard Street	1000	R&R, AP	\$ 100,000
Swan Avenue	1100	R&R, BCLC, CBT, AP	\$ 125,000
Third Avenue	1400	R&R, BCLC, CBT, NCB, AP, DRA	\$ 180,000
Woodcrest Road	2200	R&R, BCLC, CBT	\$ 250,000
Wycliff Terrace	1200	R&R, BCLC, CBT, AP	\$ 170,000
Total: Category B	38590		\$ 5,000,000

M & F - Mill and Repave R & R - Reclaim & Repave BCLC- Replace / Install New Curbs CBT- Replace Catch Basin Tops NCB- Install New Catch Basins DRA- Install New Drainage Piping AP- Install New Aprons Recon- Reconstruct Roadway

* These roads are on the watermain schedule with Aquarion Water Co. Cost sharing savings are not included in the Construction Cost Estimate

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2014 Road Maintenance Program- CATEGORY C

Street Name	Length in FEET	**Repair Type		th in FEET **Repair Type Est		. Const. Cost
Anne Avenue	400	R&R, BCLC,CBT,NCB,AP	\$	50,000		
Argyle Circle	1400	R&R, BCLC,CBT,NCB,AP	\$	200,000		
Birchwood Road	4200	R&R, BCLC,CBT,NCB,AP,DRA	\$	560,000		
Dreadhiour Arranue	400		¢	80.000		
Broadview Avenue	400	R&R, BCLC,CBT,NCB,AP,DRA	Ð	60,000		
Buckingham Road	5000		\$	600,000		
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Bungay (School-Seymour Ave)	2200	M&F. BCLC. CBT	\$	190.000		
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Bunting Road	3300	R&R, BCLC, CBT,NCB,DRA,AP	\$	310,000		
Canfield (Botsford - Mountain)	2640	R&R, CBT,NCB,BCLC	\$	210,000		
Clifton Road	2200	R&R, BCLC, CBT, AP, DRA	\$	290,000		
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Cogwheel Lane	5900	M&F, BCLC, CBT, AP	\$	550,000		
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French Street	4200	R&R, BCLC, CBT, NCB, DRA, AP	\$	500,000		
Highland Street	400	R&R BCI C NCB DRA AP	\$	80,000		
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Holbrook Road	8500	R&R, BCLC, NCB, AP, DRA	\$	2,000,000		
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Karlak Avenue (partial)	640	R&R, BCLC, NCB, AP, DRA	\$	85,000		
Maiden Lane	1500	RECON	\$	300,000		
Nichols Street	800	R&R, NCB, AP, DRA	\$	130,000		

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Prospect Avenue	500	R&R, BCLC, NCB, DRA, AP	\$	100,000
Union Street	600	R&R, BCLC, CBT, AP	\$	90,000
Roberts Street	700	R&R, BCLC, CBT, AP, DRA	\$	130,000
Wood Street	600	RECON	\$	230,000
Wooster Street	1100	R&R, BCLC, AP	\$	150,000
Total: Category C	47180		\$	6,835,000

M & F - Mill and Repave

R & R - Reclaim & Repave

BCLC- Replace / Install New Curbs

CBT- Replace Catch Basin Tops NCB- Install New Catch Basins

DRA- Install New Drainage Piping

AP- Install New Aprons

Recon- Reconstruct Roadway

APPENDIX A- Road Inspection Report

ANNE AVENUE:

This is a low volume, residential street that runs between Birchwood Road and Bunting Road. The pavement is in poor condition showing signs of fracture and alligator cracking indicating that the base is inadequate.

NYE recommends that this road be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base material. Two (2) new catch basins should be installed at the intersection of Birchwood Road to accept runoff at this intersection. New aprons will be required at the abutting driveways.

ARGYLE CIRCLE:

This is a low volume, residential street that runs between Charles Road and Birchwood Road. No drainage exists on this road. New drainage piping and catch basins are required to properly drain runoff from the road surface. Inadequate drainage and poor road base are evident. This road shows significant pavement stress, cracking and fracture.

NYE recommends that this road be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base material. New drainage piping, catch basins need to be installed. New aprons will be required at the abutting driveways.

BIRCHWOOD ROAD:

This road is a moderately used residential street with several connecting side roads that connect to Bunting Road. Very little drainage exists. The pavement condition varies from poor to moderate. Lack of good road base is evident by numerous fractures and alligator cracking. Most curbing is damaged or missing.

NYE recommends that this road be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base material. Reconstruction of this road should be preceded with installation of drainage piping and catch basins. New curbing and aprons will be required.

BOTSFORD ROAD (from Bungay Road to Brookfield Road):

This road is a highly traveled road used by students, teachers, buses and residents in this school area. The drainage system adequately removes water from the surface. Consequently, the road shows little sign of stress from water / ice. The pavement does have numerous potholes and pitting in the surface course. Some areas have damaged curbing.

NYE recommends that the catch basins tops on this road be replaced with newgalvanized tops. The pavement in this area should be reclaimed and repaved. Damaged bituminous curbing should be replaced.

BROADVIEW AVENUE / HIGHLAND STREET / PROSPECT AVENUE:

These roads are short dead-end roads off Walnut Street with no potential for future extension. There is no drainage piping or catch basins on these streets. The existing pavement has deteriorated and the gutter shows signs of undermining. Pavement base appears inadequate.

NYE recommends that this road be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base materials. Supplemental New drainage piping and catch basins should be installed. New curbing and driveway aprons will be needed.

BUCKINGHAM ROAD:

This road is a connector road between CT RTE 34 and CT RTE 334. This road is winding and has several narrow sections. Recent drainage installation by Seymour Public Works has alleviated some of the existing water / icing problems. Pavement condition varies from fair to poor. Some areas have been recently overlaid. Little curbing exists and roadway edges show undermining in areas.

NYE recommends a combination of reconstruction and overlay to standardize the pavement width. Drainage piping and catch basins need to be installed. Several areas need new curbing.

BUNTING ROAD (partial):

This road is a highly traveled feeder road that connects Skokorat Road and Birchwood Road. The pavement in the section between Edward Road and the road terminus is in poor condition with numerous utility repairs, settlement, fracture and cracking. The roadway base appears inadequate. Very little drainage piping and catch basins exist in this area. Curbing is damaged or missing in most areas.

NYE recommends that the drainage piping and catch basins be installed prior to road reconstruction. Existing catch basin tops should be replaced with new-galvanized basin tops. Road reconstruction should consist of reclamation and repaving, new curbing and new driveway aprons.

CANFIELD ROAD (from Mountain Road to Botsford Road):

This is a moderately traveled residential road. The existing pavement shows signs of wear with surface potholes. Some drainage exists. This road was overlaid in the past. The base condition appears good. Most curbing is in good condition.

NYE recommends that two (2) catch basins be installed at the lower intersection with Patrick Lane. Pavement reconstruction can be achieved by milling two (2) inches of pavement and replacing it with two (2) inches of bituminous concrete. Missing or damaged curbing should be replaced.

CHURCH STREET (from CT RTE 67 to West Street):

This street is a highly traveled road. Drainage exists only at the intersections. There are numerous utility patch repairs. The base condition appears good. This road has aged curbing and sidewalk that should be replaced.

NYE recommends that drainage piping and catch basins be installed on the CT RTE 67 end of this road. Pavement repair can be achieved by milling two (2) inches of pavement and replaced with two (2) inches of Class 1 bituminous concrete. New sidewalk and curbing also needs to be installed.

CLIFTON STREET:

This is a lightly traveled residential road that connects Swan Avenue and Rimmon Street. Very little drainage exists. The pavement is in poor condition showing signs of age cracking and fracture indicating that the base is inadequate.

NYE recommends that drainage piping and catch basins be installed prior to road reconstruction. This road should be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base material. New curbing and driveway aprons will be required.

COLONY STREET:

These roads are major connector roads used by most of the residents in their respective neighborhoods as well as pass through traffic. Various sections of each of the roads are in need of repair. The roadway bas material is in good condition. However, the surfaces of these roads are cracked, have potholes and / or seam separation.

NYE recommends that this road be reclaimed and repaved. Supplemental processed stone will be needed in some areas to fortify the base. New curbing and aprons will be needed.

COLONY STREET EXTENSION:

This road is a medium traffic volume residential road. There is very little drainage and the roadway shows signs of water / ice damage with numerous heaves and cracks. This road has recently been chip sealed. However, the road condition has deteriorated to a state where chip sealing will not extend the life of the road.

NYE recommends that drainage piping and catch basins be installed prior to reclaiming and repaving. New curbing and driveway aprons will be required.

DAVIS ROAD:

This road is a high volume road that connected the Mountain Road / Botsford Road area with CT RTE 334. The area adjacent to Brookfield Subdivision is in fair condition. The area between Gary Park Road and CT RTE 334 is in poor condition. The pavement shows significant signs of age including potholes, fractures, alligator cracking and joint failure. Most curbing in this area is damaged or missing.

NYE recommends that this section of Davis Road be reclaimed and repaved. New curbing and aprons will be needed.

DEFOREST STREET:

This road is a Downtown road that connects Wakelee Avenue with Main Street. The drainage piping and catch basins appear adequate. The pavement has been patch repaired after utility work in several locations. Concrete curb and sidewalks scheduled for replacement in Summer / Fall 2014.

NYE recommends that the existing catch basin tops should be replaced with newgalvanized basin tops. Pavement repair can be achieved by milling two (2) inches of pavement and replaced with two (2) inches of Class 1 bituminous concrete.

ELM STREET:

This street is a residential street that connects Pearl Street with Walnut Street, parallel to CT RTE 313. The pavement is in poor condition showing cracks, fractures, potholes and alligator cracking. The base appears good.

NYE recommends that this road be reclaimed and repaved. New driveway aprons will be required.

FALBO DRIVE:

This is a low volume residential road that connects Wycliff Terrace to Colony Road Extension. Some drainage exists to keep water / ice off the road. This road has been chip sealed several times. Some curbing is damaged or missing. The roadway base appears to be in good condition. This road has recently been chip sealed.

FARRELL STREET:

This is a low volume residential street off of Martha Street. No drainage exists. The pavement is in poor condition. New curbing and sidewalks have been installed.

NYE recommends that this roadway be reclaimed and repaved. New driveway aprons will be needed.

FRENCH STREET:

This is a moderately well traveled residential road connecting Skokorat Road and Chestnut Street. There is very little drainage piping or catch basins. The pavement has several utility repairs, cracks fractures and alligator cracking. The base appears poor.

NYE recommends that the road have drainage piping and a catch basin installed prior to reclaim and repave. New curbing and driveway aprons will be required.

GARDEN STREET:

This is a light traffic residential street. There is very little drainage on this street. The pavement is in poor condition. The base appears good. Curbing needs replacement.

NYE recommends this road be reclaimed and repaved. New catch basin tops, curbing and aprons will be required.

GEORGE STREET:

This road is a low traffic volume residential road. Most of the roadway has deteriorated concrete curbing and poor pavement. The base appears good with no sign of failure. This road is wider than most. (approx. 40')

NYE recommends that the drainage pipe and catch basins be installed in this road prior to road reconstruction. Pavement repairs will be achieved by reclaim and repave. New concrete curbing and aprons will be required.

GLENBROOK DRIVE:

This road is a low traffic volume cul-de-sac that connects to Woodcrest Road. This road has been chip sealed.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

GRAND STREET (between Third Avenue & Washington Avenue):

This road is a low traffic road with a relatively steep grade. No drainage piping or catch basins exist. The pavement is in extremely poor condition with numerous potholes, fractures and undermining.

NYE recommends installation of drainage piping and catch basins prior to road reconstruction. This road should be reclaimed and repaved. New curbing will be required.

HALSEY AVENUE:

This road is a short, low traffic residential street that intersects with Colony Street. This road has been recently chip sealed.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

HENRY STREET:

This is a light traffic residential street located between Washington Avenue and First Avenue. No drainage exists. Most curbing is damaged or missing. The base appears poor.

NYE recommends the road be reclaimed and repaved. Process stone will be required to fortify the base. New curbing and driveway aprons will be required.

HILL STREET:

This road is a short, low volume residential street that connects New Street and Knorr Avenue. The pavement shows signs of water damage, with heaves, fractures and large cracks. There are no drainage piping or catch basins. There is deteriorated sidewalk on one side.

NYE recommends that the road have drainage piping and catch basins installed prior to road repair. The pavement should be reclaimed and repaved. Processed stone will be needed to fortify the base. New curbing and driveway aprons will be required.

HINE STREET:

This is a short low traffic volume road that runs between Lane Street and CT RTE 313. There is no drainage or curbing on this road. The pavement is in poor condition with cracks, patches and heaves. The base shows signs of water / ice damage.

NYE recommends that drainage piping and catch basins be installed. The pavement should be reclaimed and repaved. Process stone supplement will be required to fortify the base.

HOLBROOK ROAD:

This road is a major artery connecting CT RTE 67 with CT RTE 188. The drainage system for this road is totally inadequate. Several intermittent watercourses discharge runoff into the road or into informal roadside swales. The shoulder is undermined in several locations. There is little or no curbing to protect the roadway edge. The pavement has numerous patch repairs and potholes. The pavement seam is open in several areas.

NYE recommends installation of extensive drainage piping and catch basin system be installed to control the run off coming from adjacent properties. Pavement shall be reclaimed and repaved with processed stone to fortify the existing base where needed. New curbing and guide rail will be required. The Town should contact the CT DOT through the Valley Council of Governments to secure road improvement funds to reconstruct this road.

JAY LANE:

This road is a short cul-de-sac that intersects with Colony Street. The pavement is in very bad condition. Drainage piping and catch basins are present. The basin tops are old, pitted and damaged. The pavement base appears very bad. There is no curbing and water appears to be getting under the pavement at the gutters.

NYE recommends that this road be reclaimed and repaved. Process stone will be needed to fortify the base. New curbing and driveway aprons will be required.

JOHNSON AVENUE:

Johnson Avenue is a light volume residential street that connects Prospect Street to CT RTE 67. The lower end of which is a one-way street. The CT RTE 67 intersection study has recommendations for the one-way section of the road.

NYE recommends that drainage piping and catch basins be installed prior to road reconstruction. This road should be reclaimed and repaved. Supplemental processed stone will be needed to fortify the existing base material. New curbing and driveway aprons will be required.

KNORR AVENUE:

This is a light volume traffic cul-de-sac that intersects with Karlak Avenue. There is no drainage piping or catch basins at the North end of this roadway. The lack of drainage has caused major pavement deterioration.

NYE recommends that a drainage piping system be installed at the North end of this cul-de-sac. This road should be reclaimed and repaved. New curbing and aprons will be required.

MEADOW STREET:

This road is a light traffic residential street that connects North Main Street and Roberts Street. The Town is currently planning to replace some of the concrete curbing and sidewalk on this street. The pavement is poor and the base appears good.

NYE recommends that this road be reclaimed and repaved after the curbing and sidewalk contract is complete. Additional curbing and driveway aprons will be required.

NEW STREET:

This road is a light volume residential road that connects New Street to West Road. The roadway is very wide (40 ft \pm) and slopes to one side. Numerous utility repairs mark this road. It has been chip sealed / sand sealed several times. Some areas have storm drainage piping and catch basins. Some curbing is missing or damaged. The sidewalk has numerous cracks and heaves. The base condition appears good.

NYE recommends that new drainage piping and catch basins be installed at the intersections of Hill Street and Karlak Street. New curbing, sidewalk and aprons will be required. This road is on the watermain replacement list with Aquarion Water Company. The Town should take advantage of their schedule and combine funds for cost sharing for final paving. Reclaiming and repaving should be performed after the utility work is complete.

MAIDEN LANE:

This road is a low volume residential dead end road off CT RTE 34. There is no drainage, curbing or catch basins. The pavement width varies greatly and is mostly less than 24 feet. The pavement surface has many patches, heaves, cracks and fractures.

NYE recommends that the road be totally reconstructed. New base, sub-base, drainage and pavement is required. The right-of-way needs to be defined and easements and/or property takes will be necessary.

MARTHA STREET:

This road is a medium volume residential road that connects CT RTE 67 with George Street. New curbing and sidewalks have been installed on this road. The pavement is in very poor condition with numerous cracks, sinks and fractures.

NYE recommends that the road be reclaimed and repaved. New aprons will be required.

OAKWOOD DRIVE:

This is a lightly traveled circle that connects to Woodcrest Road. There is drainage piping and catch basins in place. The surface has recently been chip sealed. Most curbing is in good condition.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

OMAR STREET:

This road is a low traffic volume residential road that connects Colony Road with Patton Avenue. There is drainage in this street. This road has recently been chip sealed.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

PATTON AVENUE:

This road is a medium traffic volume residential road that connects Colony Road with Wycliff Terrace and Omar Street. There is adequate drainage. This road has recently been chip sealed. However, the road base has deteriorated to a point where chip sealing can only extend the useful life of this road one (1) to two (2) years.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

PERSHING AVENUE:

This is a low traffic volume residential road that connects Rimmon Street with Shelton Street. The East end of this road needs new drainage piping and catch basins to alleviate residential flooding. Some curbing is damaged or broken. The pavement is cracked and fractured. The base appears adequate.

NYE recommends that drainage piping and catch basins be installed in the East end of Pershing Avenue. Once drainage is complete, the road should be reclaimed and repaved. New curbing and aprons will be required.

PROSPECT STREET:

This is a low traffic volume residential street that connects Rimmon Street and Swan Avenue. Very little drainage exists. The pavement surface is cracked and fractured. Curbing is damaged or missing.

NYE recommends that drainage piping and catch basins be installed. The pavement surface should be reclaimed and repaved. New curbing and driveway aprons will be required.

ROBERTS STREET:

This is a medium traffic volume residential street used as a cut through to CT RTE 67 from North Street. The pavement is extremely wide (40 ft \pm). There is very little drainage and the pavement surface and base show signs of water / icing damage. New concrete curbing and sidewalk is scheduled to be installed in the Summer of 2014.

NYE recommends that additional drainage piping and catch basins be installed and the pavement be reclaimed and repaved.

ROSCO STREET:

This road is a light traffic volume residential road that runs between Moss Avenue and Bryson Avenue. The grade of this road is very flat with no curbs and little drainage. The pavement is in poor condition with cracks, fractures and utility patches. The base appears good.

NYE recommends that this road be reclaimed and repaved. New driveway aprons will be required.

SHELTON STREET:

This road is a low traffic volume residential street with a dead end that connects George Street and Pershing Avenue there is no drainage on this street. The road is very wide (40 ft \pm). Concrete curbing exists on this street. The pavement is cracked and fractured.

NYE recommends that new drainage piping and catch basins be installed. The pavement surface should be reclaimed and repaved.

SOUTH BENHAM ROAD:

This is a very light traffic volume dead end road off Buckingham Road. There is very little drainage and the pavement width varies greatly down to 20 ft \pm . The pavement surface is cracked and shows signs of undermining. Curbing is damaged or missing.

NYE recommends that this road be maintained by chip sealing. Any edge undermining should be repaired with bituminous concrete patch.

STODDARD STREET:

This is a lightly traveled residential street that connects Pearl Street with Grand Street. Curbing and sidewalk have recently been replaced. The drainage system adequately removes water from the road surface. The pavement surface is cracked and fractured. The base material appears good.

NYE recommends reclaiming and repaving. New aprons on the South side of Stoddard Street will be required.

SWAN AVENUE:

This road is a light traffic volume road that connects CT RTE 67 and Prospect Street. There is no drainage on this street. The pavement is in poor condition. The gutter shows signs of deterioration due to excessive runoff. The curbing is damaged or missing.

NYE recommends they drainage piping and catch basins be installed. The pavement should be reclaimed and repaved. Supplemental process stone will be required to fortify the base. New curbing and aprons will be required.

THIRD AVENUE (between Grand Avenue and Day Street):

This road is a light traffic volume road that connects Grand Avenue to Day Street. The road is moderately steep and has drainage piping and catch basins. The pavement surface is deteriorated and shows signs of water / ice damage. The curbing is deteriorated also.

NYE recommends reclaiming and repaving. New curbing and aprons will be required. New curbing is also needed North of Grand Avenue.

UNION STREET:

This is a low traffic volume residential street that connects Elm Street to CT RTE 313. This road has concrete curbing and sidewalks. Both need replacement. The drainage system appears adequate as this road drains to the Steele Brook. The pavement surface has been chip sealed several times over the years.

NYE recommends that the curbs and sidewalks on this road be replaced following reclaiming and repaying.

WOOD STREET:

This is a light volume residential road that connects Grand Street and Culver Street. The width of this road is totally inadequate. The pavement and base conditions are poor. There is no drainage and the curbing is damaged or missing.

NYE recommends that this road be reconstructed with new drainage, base, sub-base and pavement. Additional right-of-way may be needed.

WOODCREST ROAD:

This is a medium volume residential street that connects Moss Avenue with the Wycliff Terrace and Falbo Drive areas. Some drainage piping and catch basins exist. Most curbing is in good condition. The pavement surface has been chip sealed in the past.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.

WOOSTER STREET:

This is a low traffic volume residential street that runs between CT RTE 313 and Pond Street. The only drainage present is two (2) catch basins at Steele Brook. The road surface has been chip sealed several times. Some areas have concrete curbing or bituminous curbing others are missing curbing. The roadway is in fair condition with some cracks and fractures.

NYE recommends drainage piping and catch basins be installed to remove water from the road. The road should be reclaimed and repaved once drainage is complete.

WYCLIFF TERRACE:

This is a medium volume residential street that connects the Woodcrest Road, Patton Avenue, and Falbo Drive areas. Some drainage piping and catch basins exist. Most curbing is in good condition. The pavement surface has been chip sealed in the past.

NYE recommends that this road be reclaimed and repaved. New catch basin tops curbing and apron will be required.