



CITY OF DANBURY

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August 17, 2004

Honorable Mark D. Boughton
Common Council
City of Danbury
155 Deer Hill Avenue
Danbury, CT 06810

Dear Mayor Boughton and Common Council Members:

Haley Street Paving

At the August 3, 2004 Common Council meeting, the July 15, 2004 letter from Robert J. Volz requesting that the Common Council let him know if Haley Street can be paved under the assessment road improvement process was forwarded to our office for a report within thirty days (reference is made to item 20 of the meeting minutes).

Haley Street is a private street approximately 355 feet in length with a width that ranges from approximately 20 feet to approximately 10 feet. The road right of way is approximately 25 feet in width. There is no existing storm drainage system in the road. The road surface is part pavement part dirt with many significant pot holes/depressions. There is no turnaround at the end of the road.

In order for the City to pave the road, the roadway must be improved to a condition that meets the road acceptance requirements of Section 17-34 of the Code of Ordinances. The improvements required for said acceptance can be made by the property owners along the street themselves or by the City for acceptance after improvement under the provisions of Section 2-143.1 of the Code of Ordinances Assessments for Public Improvements

In order to meet the minimum requirements for acceptance of this private road, the following improvements would be required before I could certify that the road "is adequate to support the traffic which is expected to use it and that the road is in condition such that it is reasonably safe for public travel" (Section 17-34(c)(3)).

1. The road right of way must be 30 feet in width. Approximately 5 feet of right of way width will need to be acquired by the City (all from one side of the street or split between the properties on both sides of the street). At this time it is not known if said takings will put properties in non-compliance with respect to zoning and if zoning variances will be required to accomplish the road improvement.
2. The paved travel way must be at least 20 feet wide. The entire length of the road will need to be properly rebuilt and widened where necessary. Some driveways may be shortened as a result of this road widening.

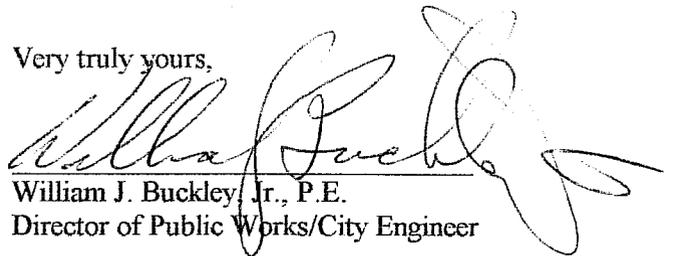
3. A turnaround will need to be constructed at the end of the road. Additional land will need to be acquired from the property owners at the end of the road for the construction of said turnaround.
4. A storm drainage system will need to be installed and a drainage easement(s) across private property acquired. At this time we do not know exactly to where this roadway drains.

From a conceptual point of view, this road improvement project could cost in the neighborhood of \$225,000.00 (engineering, construction, easement and property acquisitions, advertising, etc.). This cost would be shared by the owners of properties along the street. A legal opinion will be needed to determine whether the two corner properties that front both the private street and a City accepted street would derive a benefit from this project. The total project cost would be assessed against either 5 or 7 properties, depending on the legal opinion received.

If the Common Council would like this project to go forward for a mail survey and public hearing in accordance with the assessment project procedure, we will add this project to our list.

If you have any questions, please feel free to give me a call.

Very truly yours,



William J. Buckley, Jr., P.E.
Director of Public Works/City Engineer

C: Eric L. Gottschalk, Esq.
Dennis I. Elpern