



*City of Bristol
Board of Public Works*

*INFORMATION TO ACCESS THIS MEETING
Public Works is inviting you to a scheduled Zoom meeting.*

*Topic: Board of Public Works
Time: Sep 17, 2026 06:00 PM Eastern Time (US and Canada)
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*Meeting ID: 820 4926 4944
Passcode: 933553*

The regular Board of Public Works Meeting will be held on September 17, 2026, at 6:00 p.m. in City Hall Council Chambers, 111 North Main Street, Bristol, Connecticut.

AMENDED AGENDA

1. Call to Order
2. Approval of Minutes
 - a. July Draft Minutes
3. Public Participation
4. Consent Agenda
 - a. Employee Anniversaries
 - b. Division Reports
 - c. DPW Project List
 - d. Directors Report
5. Old Business
 - a. Tuttle Road Sidewalks-South Side School Safety

6. New Business
 - a. BPW Resiliency Grant
 - b. BPW Responsibility on State Roads
 - c. NVCOG Vision Zero Update
 - d. NB CT DOT Sign Project
 - e. Snow Plow Fees
 - f. BOF Transfer
7. Any other matter to come before said meeting and Communications
 - a. Storm Clean up Thank you Note
 - b. Press Release: CTDOT Draft CT Statewide Freight Plan for Public Comment
8. Adjournment

PER ORDER OF THE CHAIRPERSON
Ellen Zoppo-Sassu, Mayor

City of Bristol
Board of Public Works
Draft Meeting Minutes
For July 16, 2026
With Zoom Access

Members Present: Mayor Ellen Zoppo-Sassu
Commissioner Michael Dumas
Commissioner David Hartley
Commissioner Frank Stawski
Council Member Steven Seymour
Council Member Erick Rosengren

Absent: Council Member Gregory Hahn

Staff Present: Raymond Rogozinski, P.E., Director of Public Works

1. Call to Order

Mayor Zoppo-Sassu called the meeting to order at 6:00 p.m.

2. Approval of Minutes

a. June Draft Minutes

MOTION: made by Commissioner Dumas and seconded by Council Member Rosengren to accept as presented and place on file. Motion passed.

3. Public Participation

None

4. Consent Agenda

- a. Employee Recognition
- b. Directors Report
- c. Division Reports
- d. PW Project List

MOTION: made by the Board of Public Works, to accept as presented and place on file. Motion passed.

5. New Business

a. Solid Waste Holiday Operations

Mayor Zoppo-Sassu stated that this is a reiteration of what we do and how we handle those types of things.

Raymond Rogozinski, P.E., Director of Public Works, reviewed the transfer station holiday schedule and the days it would be open and closed based on the holiday. The discussion point is when it falls on the observed holiday, and the two days of proposed change would be Juneteenth and on Veterans Day we would collect on the actual day which would mean time and a half instead of double time.

MOTION: made by Commissioner Hartley and seconded by Commissioner Dumas to approve the Transfer Station Holiday Operations Schedule as outlined, and authorize the Director of Public Works to implement the policy and make operational adjustments as necessary based upon staffing availability, processor operating schedules, weather conditions and public service needs. Motion passed.

b. Transfer Stations non chargeable items evaluation

Raymond Rogozinski, P.E., Director of Public Works, reviewed the nonchargeable items policy for the transfer station.

Commissioner Stawski stated that it is a very inclusive document, we sell the material, we should be making money taking it in.

Raymond Rogozinski, P.E., Director of Public Works stated that we don't make money on it as the cost to process exceeds the cost of the items. The pesticides contamination is a real concern.

Mayor Zoppo-Sassu stated that this is a summary of materials and they need to have a permit to bring them. These items are not charged off of their account. Also highlighted are the Connecticut Laws in terms of what we have to take versus what we don't have to take.

Commissioner Stawski stated that if we made the items free, he believes that very few homeowners would make the trip to move these items that are very heavy.

Mayor Zoppo-Sassu stated she was happy with the policy as it is.

Commissioner Dumas asked about the scrap metal being charged if it's over the 100-pound daily limit, and asked if people bring a lot of paint.

Council Member Rosengren stated that lots of times even if he has a mixed load, he won't make a different trip to drop off separately. I don't think anything should be changed.

MOTION: made by Commissioner Dumas and seconded by Council Member Rosengren to maintain the existing Transfer Station policy regarding chargeable and non-chargeable materials. Approval of this recommendation will continue the current list of materials accepted at no charge and those subject to disposal fees without modification. Motion passed.

c. DPW Policy for DPR Trucks Hitting Low Overhead Wires

Raymond Rogozinski, P.E., Director of Public Works, reviewed the policy for low overhead wires. We have had drivers hit wires. It's the height requirement of the service line, and it happens when the weather gets really hot and the lines sag. The policy is to establish a procedure for employees as to what needs to be done.

Mayor Zoppo-Sassu stated this is a new policy and should have a 3-year review done.

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski to adopt the policy and review every 3 years. Motion passed.

d. BOF Bid Waiver-MS4 Stormwater Testing

Mayor Zoppo-Sassu, stated the MS4 testing is fiscally prudent and expedites to do it this way and there is a motion to be made, then we can discuss.

MOTION: made by Commissioner Hartley and seconded by Council Member Seymour to authorize DPW to submit a request to the Board of Finance for a bid waiver to procure the services of Eurofins Drinking Water and Wastewater Central, LLC for specialized stormwater laboratory testing of Pharmaceuticals and Personal Care Products (PPCPs) required under the City's MS4 Permit and EPA Administrative Order, in an amount of \$30,000. Motion passed.

Mayor Zoppo-Sassu stated that we have the overarching issue of the EPA administrative order and now we have all of these pieces that the director has been putting in place to address them.

Commissioner Stawski asked if we are the only one in the state and while reading this, I was shocked there is no local company that does this testing.

Raymond Rogozinski, P.E., Director of Public Works, stated the current MS4 does require this testing and it's a series of components. The EPA told Bristol to follow the upcoming permit, but all communities will have to do this, we just happen to be the first one. I asked EPA that we can't find labs and they said to talk to DEEP, but I haven't heard anything from them. The local Connecticut labs we went to said they outsource it to the company in Indiana.

e. Transfer Station Recycling Bldg. Fire

Mayor Zoppo-Sassu, reviewed the fire at the transfer station and the scope of repairs needed after the fire and the funding of repairs.

Council Member Rosengren asked if they knew what caused the fire?

Raymond Rogozinski, P.E., Director of Public Works, stated no, they will probably never know what caused it.

MOTION: made by Commissioner Hartley and seconded by Council Member Rosengren to authorize the Department of Public Works to advertise for bids and proceed with repairs to the Transfer Station Recycling Material Processing Building resulting from the April 29, 2026 fire. The Base Bid shall include:

- a. Replacement of siding on the lower portion of the north (rear) elevation.
- b. Replacement of siding on the lower northern portion of the west elevation.
- c. Surface preparation and painting of fire-damaged structural steel framing members.

The bid shall also include the following Additive Alternate Items, in priority order:

- d. Paint the west elevation visible to Transfer Station users.
- e. Replace siding on the lower northern portion of the east elevation.
- f. Replace the northern portion of the roof.
- g. Paint the entire north and west building elevations.

The Board further authorizes DPW to return to the Board of Finance, if necessary, to request additional funding required to complete the Base Bid work (Items a through c). Motion Passed.

f. BOF Request Form- Brace and O'Sullivan

MOTION: made by Commissioner Dumas and seconded by Council Member Rosengren to approve the Board of Finance Transfer from the RIF municipal grant in aid revenue fund to the O'Sullivan Storm Drainage revenue fund, and the source of a portion of the projects funding was originally anticipated to be Connecticut LOCIP, however,

funding will now be provided with Connecticut Municipal Grant and aid funds in the amount of \$120,000.00.
Motion passed

7 Any other Matter to come before said meeting

Mayor Zoppo-Sassu asked for a motion to add to the agenda a Board of Finance Bid Waiver for the Matthews St Rail Road Crossing.

MOTION: made by Council Member Rosengren and seconded by Commissioner Stawski to add to the agenda the DPW request for Board of Finance bid waiver and additional appropriation for the Matthew Street at-grade railroad crossing. Motion passed.

Mayor Zoppo-Sassu, stated we have had some unsuccessful bids to try to keep the spur in place and now we are looking to transfer money from the Road Infrastructure Fund to supplement our existing appropriation. We advertised publicly for competitive bids, and none were received.

MOTION: made by made by Council Member Rosengren to approve the bid waiver authorizing the procurement of the Matthew Street Railroad Crossing Replacement project and to transfer \$130,000.00 from the road improvement fund to complete the Matthew Street Railroad Crossing Replacement Project.

Council Member Seymour stated that the bid amount was \$180,000.00

MOTION: to correct the amount to \$180,000.00 made by Commissioner Dumas and seconded by Council Member Rosengren. Motion passed.

Commissioner Stawski raised concerns about the city's ownership of the rail line. Commissioner Hartley and the Mayor noted it was a positive for the city's economic development initiatives for the businesses on Chippens Hill. Following discussion, it was moved to request communication from the Economic & Community Development Commission for their input. Motion was approved unanimously.

MOTION: made by Commissioner Stawski and seconded by Counsel Member Rosengren to refer to ECD for evaluation and cost benefit for the last five years. Motion passed.

Mayor Zoppo-Sassu asked for the state nipper funds \$32,135.00 to transfer into program supplies.

MOTION: made by Commissioner Hartley and seconded by Council Member Rosengren to transfer \$32,125.00 to transfer into program supplies. Motion passed.

Mayor Zoppo-Sassu discussed the memo with the request that we are purchasing 500 solid waste barrels, but the manufacturer of one of the models that we've used for a very long time, are no longer able to service the replacement parts.

Raymond Rogozinski, P.E., Director of Public Works, stated there are about 44,000 barrels out there between recycling and rubbish. We think 70% of them are these otto barrels. The main thing that breaks is the covers. We have had spare parts and honestly for 9 months we keep giving them a hard time about why we aren't getting them and they finally said we don't make them anymore. The main thing that breaks is the lid, and we won't be able to replace them. We have gone as far as contacting some injection molding companies but it starts at \$50,000 which is not feasible.

Mayor Zoppo-Sassu stated this is going to be a huge impact for us how we utilize these barrels.

Raymond Rogozinski, P.E., Director of Public Works, stated that we have the old and new models, the old models is about 70% of our inventory.

Commissioner Dumas asked if we take the new barrels to a neighborhood and keep their old barrels for parts for the ones we need.

Raymond Rogozinski, P.E., Director of Public Works, stated that we would have to increase it because we need the barrels for breakage and new houses that get built.

Mayor Zoppo-Sassu stated this is becoming a problem so we are going to order more barrels, so we will have them, and the nice thing is they are an allowed use for Nipper funds so it's not hitting the bottom line or taxpayers have to pay for them.

6 Old Business

Mayor Zoppo- Sassu spoke about the significance of the July 4th storm that was unexpected and unforecasted. The majority of that damage is on private property. With it being a holiday and supervisors on vacation, myself and Ray acted as supervisors that night. We had the tree crew out, a loader, a dispatcher and we were able to work effectively with Eversource by entering all of our data into the Eversource portal right away. We did have one medical emergency, which escalated Eversource's arrival. We had low hanging wires and trees that were on lines. It was horrible. In the dawn of the next day, it became more obvious that most of the damage was in people's backyards. We have been triaging this for the last week and we are doing storm debris pick up. A tree on Nelsons Farm Conservation Easement is a tree we are taking care of. Ray remembered about a fund he set up for removal of limbs from brooks, so a woman on Shrub Road was able to hire a contractor and because this program was put in place, she will get 50% reimbursement of that bill. Eric was helping people cut up trees and load generators. It was an all-hands-on deck situation. So, I would like to publicly say our staff did a great job and I will say that Eversource was extremely responsive and we were one of the first communities restored out of the band of communities that were hardest hit. These are the types of things that happen when you have a strong infrastructure and a strong leadership team it's evident when they have to respond to that.

Commissioner Hartley stated that Eversource was really looking to bring the maximum number of people back on. I was in one of the hardest hit areas on Jerome Ave and we were back on by 12:30 Monday. Sunday was a complete assessment day and built work packaged overnight and Monday morning the crews were out at the crack of dawn.

Mayor Zoppo-Sassu, stated, the first phase is to make safe and then its evaluation so that when the restoration crews come in, they actually have all the tools and equipment to do the work. We were fortunate that we were able to do as much as we could.

Council Member Rosengren stated people reached out to him about who should they contact if they have large branches that are right over the power lines?

Raymond Rogozinski, P.E., Director of Public Works, stated they can contact public works or the public works email or they can call Eversource, who has a tree warden.

Commissioner Hartley stated Eversource 800 numbers are trained to take the calls and create a list and a work order.

Mayor Zoppo-Sassu stated we have a great contact with Eversource and were in constant communication with them. They do have a system and I have zero complaints about them and how quickly we were restored and it's built on the fact that we have a very open and good conversation with them on all days of the year, not just on storm days. I also wanted this on record because the Brook removal policy that Ray authored years ago come in handy this weekend and we were able to help residents. Also, just because residents are outside of the debris pick up map, they

just need to call us and we send out for evaluation and we pick it up. We are a public service and we are just asking people to follow the process. There was a Coolidge Ave issue, are we going to talk about that?

Raymond Rogozinski, stated the city engineer was asked to contact the Coolidge resident property owner and we will be adding it to our fall paving program.

Mayor Zoppo-Sassu stated there will not be a public works meeting in August.

6. Adjournment

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski to adjourn at 6:45 p.m.
Meeting adjourned.

Raymond Rogozinski, P.E.
Director of Public Works

Employee Anniversaries

Justin Fiorito	10 years	Streets/ Heavy Truck Driver
Anthony Maki	6 Years	Light Equip. Operator
Keith Rondini	6 years	Engineering
Nicholas Vita	4 years	Streets Laborer
Kenneth Ouellette	4 years	Mechanic/ Fleet
Francisco Colon	2 years	Laborer Solid Waste
Anthony Mastroianni	1 years	Grounds Main/Bldg. Tech
Kendall Rivera	1 year	Laborer/streets



Department of Public Works | 860.584.6125

Board of Public Works
Public Works Department Activity Report: Administration – August 2026

Public Works Monthly Metrics:	
Number of Residential Transfer Station Visitors	4,219
Number of Bulk Collections	309

Current month activities:

- PAYT reporting and debt collection continues. In August our delinquent accounts total \$7,734.35.
- Communications, press releases, social media, website maintenance and enhancements are ongoing.
- Management of Street Light repair requests and Shopping Cart ordinance compliance.
- Educational outreach for Reduce & Reuse and training for the Recycle Coach application, which currently has 6,457 users.
- My office entered 303 work orders for the month of August 2026
- Pursued 27 abandoned shopping carts, \$180 fines were written.
- Welcome packets are now on the All-heart website <https://bristolallheart.com/welcome> these letters are sent out monthly. My office sent out zero in the month of August waiting on Assessors office for a new list.
- Assisting Solid Waste with Illegal Bulk letters and fines. 20 complaints were received in August 2026, resulting in \$540.00 in tickets.
- The 2026 Yard Waste season has begun. We have renewed 5,100 residents for 2026.
- We have renewed 69 Additional Rubbish barrels for 2026.
- Continue the Food Scrap Collection campaign started 2024. Eastern High School began food waste collection for every lunch wave. In August 0 pounds of food waste was collected. This is their 2026 project that the national honor society.
- The 2023 National honor society project is still going strong with bottle collection throughout the school weekly and they give the bottles and cans that would otherwise be thrown away to Brian's Angels.
- Plastic collection for our Trex benches is still going strong. In the month of August we have dropped of zero pounds. The city has received 7 benches since 2019. They are located at Page Park, Library, Senior Center and Pickle Ball courts.

111 North Main Street ♦ Ground Floor ♦ 860-584-6125

Next month activities:

- Enforcement of Illegal Bulk, Street light repair requests, welcome letters, PAYT debt collections, collecting additional barrels NOT paid for, shopping cart enforcement and monitor illegal dumping areas.
- Continue work on the Department's webpage, Facebook & Instagram accounts to enhance media presence. Everything is on our website and social media for residents to fill out or have their questions answered.

Administration staff or concerns: None

Administration Monthly OT Costs: \$387.59

Monthly Report

Engineering Division – July 2026

Summary of Work – June 2026

- **Park Street & Riverside Ave. Streetscape** – Currently under design by GM2. Two utility coordination meetings have been held with the City, GM2, Bristol Water, Eversource, and other utility providers to review relocation requirements and logistics. The project design remains on schedule. Park Street is planned for bidding in winter 2025 with construction in 2026. Riverside Avenue is scheduled for bidding in 2026 with construction in 2027.
- **Downtown Signal Modernization** – City's consultant VHB working toward final design.
- **East Street Bridge** – Project Complete.
- **Broad Street Retaining Wall** – Design plans complete. Project awarded to Dayton Construction. Preconstruction meeting held between the City and Contractor to discuss project coordination and means and methods. Test pits performed to confirm location of Gas main parallel to wall. The contractor is electing to proceed with the modular block wall option. Wall calculations finalized and precast wall components are in production.
- **Stream Gauge**: Stream Gauge installed and operational.
- **Lake Avenue Culvert** – Project Complete.
- **Field Street Culvert** – Currently under design by Cardinal Engineering. DPW has begun the structural design component of the culvert and is working toward 70% design with Cardinal Engineering. One of four easements obtained, DPW has engaged remaining property owners and has begun the process of procuring easements. State/Local Bridge Program funding in place.
- **Pleasant View / East Road Drainage** – DPW finalizing design plans. Proposed project includes installation of a new drainage outfall which will reroute water from the intersection of Pleasant View Avenue drainage system to an existing detention basin. This proposed outfall will significantly increase the overall capacity of the existing system. For the installation of the new 42" reinforced concrete pipe it will be necessary to relocate existing water mains at 3 crossings. The City plans to do initial test pits to relocate existing water mains mid to end of July.
- **Brace Avenue Drainage Improvements** – The Contractor continues to install pipe along Brace Avenue as well as address minor sink holes temporary pavement patches. Approximately 1,200 LF of pipe installed to date along Brace Avenue from the intersection of Vine Road to Vera Road.
- **Shrub Road Sidewalks and Road Diet** – Project awarded to Laviero. Project coordination and layout ongoing.
- **Senior Center Parking Lot Improvements** – Phase 1 construction complete. Phase 1 construction included installation of drainage infrastructure, new light post bases and associated conduit, placing subbase material, fine grading and paving first course pavement. Phase 2 construction underway. Phase 2 construction will include installation of sidewalks along the front of the building, placement of pavement substructure and first course pavement. Phase 3 will begin by mid-august will consist of milling and paving existing access drive and installing final pavement wearing surface

Monthly Report

Engineering Division – July 2026

Summary of Work – June 2026 Continued

- over the entire work area. Once final pavement is installed, line striping, curbing and signage will be installed and the parking area will be open to the public.
- **Proposed Community Connectivity ADA Sidewalk Ramps** – Contract awarded to Laviero Construction. Start date to be determined.
- **Design of Mellon Street Culvert** – WMC working on preliminary design report.
- **Design of Andrews Street Culvert** – City staff has selected the box culvert alternative and is actively working with consultants to coordinate utility relocations as will be required.
- **Mapping of Pequabuck River Outfalls** – DPW to locate, categorize, and develop testing schedule in support of MS4 permit.
- **City Wide Road Side Barrier Analysis** – Inventory and analysis by DPW is ongoing.
- **Bituminous Sidewalk Inventory** – Ongoing work by DPW.
- **Culvert Inventory and Preliminary Inspection** – Ongoing work by DPW.
- **Asset Management / GIS Upgrades** – DPW staff has begun using new GPS equipment to track asset data in the field. Integration of this data with our existing GIS is ongoing.

Engineering Division Staff or Concerns:

- Vacancies - Assistant City Engineer and Project Manager. Duties currently performed by City Engineer.

Facilities – August 2026

Building Maintenance current month (August 2026) activities:

- 2nd Shift City Hall Custodian Joseph Howson Jr. transitioned to 1st shift Police Complex Custodian on 8/2 (causing a Custodial vacancy on 2nd shift, Monday-Friday)
- Oakland LLC and AirTemp completed heating loop drawdown to facilitate the repairs and replacement of (5) dielectric plumbing unions at the Main Library on 8/6, in advance of heating system operations in mid-Fall
- Facilities Staff provided after-hours support to Registrar of Voters Early Voting including City Hall security sweeps and building closures from the start of August through 8/9
- Facilities & Energy Manager Oakes attending weekly project status meetings with Orlando Annulli & Sons, Department of Aging, Bristol-Burlington Health Department (BBHD), Phase Zero Design and Public Works Staff each Wednesday
- Facilities Staff continued 1st Floor painting within the Bristol Police Complex (funding in place via the FY25-26 City Building Project Account)
- Manager Oakes began documentation process and application updates to the City of Bristol SustainableCT filing in advance of the recertification process approaching in April 2027, including outreach to many City Departments and Divisions that have contributed in past certification efforts
- Facilities Staff provided traffic control support for street signs, traffic lights and other related matters pertaining to traffic duties now within the Public Works Engineering Division, including Hope Street Car Show traffic control measures on 8/8
- Manager Oakes attended a Travelers University Fire Sprinkler Inspection, Testing & Maintenance seminar on 8/19 pertaining to wet and dry sprinkler systems and normal operation and upkeep (Maintenance Technicians will be attending the next available offering, as this was a very informative day of hands-on learning and systems operations)
- Facilities Staff moved the office of Bristol Early Childhood School Readiness Liaison Donna Osuch from City Hall to Green Hills School on 8/20
- Accurate Insulation completed the abatement of limited mold that was identified above the suspended ceiling at Fire House #5 (Chief Hart has requested similar investigation and remediation if required at Fire Headquarters, Fire House #2 and Fire House #4)
- Facilities Staff installed a small APC Uninterruptable Power Supply (UPS) at Fire House #3 for emergency back-up service of radio systems with guidance from the IT Department

Building Maintenance next month (September 2026) activities:

- Continue daily worksite coordination and communication with Annulli & Sons renovation at Beals Community Center with Probate Court, Senior Center and BBHD Staff
- Overhead Door of Hartford to complete overhead door replacements at Fire House #5 to eliminate potential safety issue to Fire Department Staff
- Pro-Mech Mechanical Contractors to begin demolition and initial phases of the Police Complex HVAC Upgrade Project at 131 North Main Street (boiler and supply pump replacements)
- Facilities Staff to complete 1st floor hallway painting at Bristol Police Complex and then move onto complete extensive office renovation of the Sergeant's Office space (wallpaper removal, sheetrock repairs/painting, carpet removal/installation and ceiling tile replacements)
- Manager Oakes and Facilities Staff to assist in and facilitate the installation of an AXON Dredrone Tower at City Hall on 9/9, that will operate in conjunction with the existing Skydio Drones Systems recently installed for Bristol Police Department operations
- AirTemp to completed annual boiler preventative maintenance service of all City Building boiler systems in advance of the 10/15 heating season operational activation target date
- Manager Oakes to coordinate with IT Department Staff on bid for installation of security camera systems at all City Parking Garages (30 Hope, 80 Meadow & 131 North Main)
- Manager Oakes to coordinate with Public Works Engineer Division on the milling and repaving of the Visitor and Staff Parking Lots at Fire Headquarters
- Continue to work with Purchasing Department on the sale of 30 Cross Street and 81 Church Avenue

- Facilities Staff to coordinate with Fleet Division for the annual servicing of all snow blowers and plow systems in advance of the winter snow removal operations season
- Conduct RFP Bid Meeting and facility walk-through at former Fire House #3 (81 Church Avenue) on 9/10 with Purchasing Agent Nancy Haynes

Building Maintenance Staff or Concerns:

- Anticipate minimal levels of Vacation/Miscellaneous time off during September as most Staff Members had summertime vacations with their families prior to the start of the school year
- Lack of a Library Senior Maintenance Technician has added and shifted additional duties to Public Works Facilities Staff to keep both Libraries operationally sound
- Traffic Control Technician ending employment with the City on 9/29/25 which has caused overtime operations until a permanent replacement is hired, as existing contract relies on Facilities Staff in the absence of this position
- 2nd shift City Hall Custodian vacancy due to the shift of Staff to Police Custodian position on 8/2, generating minimal overtime fill-in shifts to provide minimal service coverage due to offset schedules

Building Maintenance OT Costs: \$5,249.77

Staffing coverage for after-hour maintenance service calls (repairs to Main Library water fountain, Police Gym sewage pump issue, Police Department electrical/lighting issue, City Hall conference room HVAC issue, City Hall sliding front doors unsecured response, Police Department PCB release response with CT DEEP resulting from a vehicle crash on Emmett Street), assist Public Work Engineering Division with signage/traffic signal lighting requests as required, Hope Street Car Show traffic control, overtime staffing at Police Complex for minimal coverage levels with Staff vacations/time-off and 2nd shift vacancy, Bristol Police interior painting project, Early Voting operations at City Hall afterhours (funded by Registrar of Voters Office)

Streets August 2026 Report

Streets current month activities:

- Continued with roadside maintenance of City properties, including litter and yard sign removal. This work will be on going throughout the seasons
Installed driveway aprons for engineering on new paved roads
- Serviced trees, including pruning, removals, and testing
 - **Tree take downs**- Boulevard-2, Birch and Oak Hill
 - **Started trimming and tree removal in the West St Cemetery**
- **Major Roads Engineering**- Apple Rd, Wynwood (tops)
- Finished installing drainage, utilities and rough grading at the Senior Center parking lot
- Installed conduit for Eversource street lights on Enterprise and Century
- Finished second round of detention pond maintenance
- Continuing small road repair
- Addressing street signs
- Curb repair
- Vactor Work
- Cleaned out culverts throughout the city
- **Milling and Paving** – Mill Pond
- Driveway Aprons
- Loam Feeder
- Patched Potholes
- Street Sweeping
- Storm Drainage
 - **Completed Basin Repairs/Sinkholes**- Chippanee, Birge, Tiffany and Mercier
- **Winter Operations-OFF SEASON**
- Salt deliveries
- Addressing mailbox work orders

Streets next month activities:

- Continue with roadside maintenance
 - Street Sweeping
 - Potholes
 - Curb repair
 - Loam
 - Tree removal
 - Tree trimming
 - Mowing
 - Driveway aprons
 - Milling and Paving
 - Catch basin repair
- Preparing for winter operations including plowing as well as snow removal-**OFF SEASON**
- Tilcon opening for asphalt
- Continue making salt brine-**OFF SEASON**
- Continuing Senior Center parking lot
- Permanent Patch List
- Milling and paving
- Winter Operations- **OFF SEASON**
 - Plowed and treated roads
 - Service Requests
 - Mailbox installations
- Continue addressing street road name signage replacement
 - Installing new poles and or signage
 - Look into printing other road signage of other Departments

- Fixing and installing signs for Police Department
- Maintenance of city properties
 - Litter clean up
 - Lawn Maintenance
 - Bridge clean up
- Continue tree take downs, trimming and stump grinding
- Continue to address seasonal maintenance activities, including preparation of seasonal operation equipment
- Assist other public work programs and departments as required

Streets staff or concerns:

Street Division is currently addressing service requests from the general public with our maintenance programs. We have been managing these requests throughout designated areas.

August OT Totals: \$13,679.94 Streets

Solid Waste August 2026 Report

Solid Waste current month activities:

- Continued illegal bulk inspection and enforcement activities. We sent 20 letters to residents for illegal bulk and cleaned up 5 stops. Residents cleaned up 13 stops, with 2 still pending.
- Continued curbside bulk collection, we collected 309 scheduled pick-ups.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels.
- We currently have 5,100 new or renewed yard waste participants.
- Continued cleaning up areas with high amounts of litter.
- Continued curbside yard waste collection, collecting 370 tons for the month.
- Delivered event barrels to Giamatti for Little League Tournament, the DK Movement 5k and St Joseph's event.
- Continue mowing the landfill.

Solid Waste next month activities

- Continue illegal bulk inspection and enforcement activities.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels
- Patrol known dumping areas for illegally dumped items.
- Continue cleaning up areas with high amounts of litter.
- Continue curbside yard waste collection.
- Continue mowing of the landfill.
- Continue brush cutting and weed whacking high vegetation on the landfill.
- Deliver event barrels to BAIMS for the Mum Fest and the Nexgen Car Show.
- Touch a Truck at the Mum Fest.
- Work Saturday the 12th to make up for Labor Day collections.

Solid Waste staff or concerns:

- Manage Solid Waste Division staffing levels.
- Manage Division vehicle equipment needs.
- Continue to cross train Division employees.

<u>OT Costs/Revenue Generated:</u>	
Solid Waste OT =	\$3,529.56
Transfer Station OT =	\$4,484.69
TS Revenue (PAYT) =	\$25,947.34
Residential Permits =	\$6,115.00
Commercial Permits =	\$150.00
Yard Waste Revenue =	\$5,090.00
Iron Liberty Recycling =	\$4,270.36
Aluminum Liberty Rec =	\$0.00
Batteries Liberty Rec =	\$267.14
Electronics NewTech =	\$1,893.26
Compost Sale =	\$0.00
Bulk Pick-Up Revenue =	\$0.00
Book Box =	\$0.00
Misc. Revenue, Lost YW Sticker =	\$0.00
Border Street =	\$235.00
Illegal Bulk Fines =	\$0.00
Clothing Recycling =	\$0.00
Additional Barrel Sale =	\$456.00
Damaged barrel =	\$201.00
Special Pick up – 2 nd =	\$1,800.00
<u>Rubbish Barrels</u>	
New Applications =	8
Retrieved =	5
Replacement Barrels =	85
Renewed =	1

Fleet Maintenance Current Activities:

Streets Div.

1. **C9** – (2019 street sweeper) New rubber guides for large broom shoes. New deflector rubbers for hopper. New side brooms. New underbody brooms slats. Repacked side broom valve body with new o rings. Faulty pressure switch for side brooms replaced with a new one.
2. Streets Div. took possession of they new L90 front end loader replacing the old 2000 model. New snowplow and debris collector to help with emergency operations.
3. **S27** – (1992 tri axle dump truck) New P.T.O assembly installed to replace the worn out old unit. New tank straps were ordered to prevent fuel tank spin from happening.
4. **S30** – (2018 trailer truck) New air tank for low boy trailer was ordered and installed. New air lines were added as well. New cab trailer air supply valve was ordered and replaced due to losing pressure.
5. **C16** – (2023 roadside mower) New side arm cradle bolts installed to replace broken ones. New arm stow safety proxy switch was ordered to replaced broken one.
6. **S26** – (2018 10 wheeled dump truck) New P.T.O is currently being installed due to old one rotting out. Rotted out fuel separator housing was replaced with new. Metal tarp lines under rear body rotted out. Need to be fabricated and replaced in house. Truck is in rough shape due to rot and rust.
7. **C41** – (2008 Vactor truck) Rear door is completely rotted out and unsafe to use or try to repair. New one had to be ordered at a cost of \$10,000.

Solid Waste Div.

1. **R18** – (2018 automated rubbish truck) Repairs are still underway to replaced rotted out floor in body. New packer rails and guides will also be installed once floor is complete.
2. **R15** – (2020 automated rubbish truck) Unit was sent to transmission vendor for an extensive leak. Transmission pump, convertor and fluid were replaced for a total of \$14,764 with parts and labor. Once truck was back, fleet replaced the air dryer assembly and brought it in for a complete service.
3. **R4** – (2003 front end loader) New Serpentine belt and idler pulley. New cutting edges for the bucket installed. Faulty transmission temp sensor replaced. Machine was also serviced while in shop.
4. **R5** – (2014 automated rubbish truck) 2 new fingers for lift arm installed. Coolant level sensor replaced.
5. **R13** – (2005 bulk crane truck) Extension for lift arm hydro lines replaced. Extension slide arm repaired due to overloading. Truck was serviced as well.
6. **R11** – (2017 automated rubbish truck) P.T.O shaft was replaced due to failure. Upon exam, new lift chains were installed on side arm.

7. **R14** – (2019 automated rubbish truck) Rear tires replaced due to blowout. Front wheel speed sensor replaced due to chaffed wire. Rear driveshaft carrier bearing replaced from wear and tear.

Fleet Maintenance Next Month's Activities:

- Continue scheduled service to our Fleet vehicles.
- Continue scheduled services to our other divisions including our P.D.
- Continue to keep Streets & Solid Waste Ops. Running strong.
- Samsura units are to be replaced with Geotab (T-Mobile) units.
- Looking into more used vehicles.
- Looking to replace 4 snow plows for our bigger trucks.
- EMS car due to be put in service. Fleet inspected and repaired. Repair list will be provided.

Fleet Maintenance Staff or Concerns:

- Eric Straun still out on comp.
- 1 helper was let go. 1 still under review.
- Struggling to stay on top of services with 1 helper on floor. (Other covering dispatch)
- Talks of PD services 2x a month. (Can't with lack of help now)
- Overtime expenditures and totals: **\$1,110.56**

Projects	Sept 2026 Project Schedule
Downtown Signal Modernization	Consultant working toward final design submission.
Downs St Bridge -Design	Design substantially complete & permits in place. DOT Encroachment comments received & responded to be Eng. consultant GM2. LOTCIP funding 100% of construction \$2,400,000
Field St Culvert - design	Project under design. DPW to complete structural portion of design.
Andrews Street Culvert	Alternatives Analysis Complete. Consultant working toward 30% Design Submission
Mellen Street Culvert	Consultant Working toward Preliminary Engineering Plans
Park St Streetscape	Under design with construction in the spring of 2027
Riverside Ave Streetscape	Under design with construction in the fall of 2027
Parking Garage Deck Rehab	Currently Preparing RFP
Projects	Active Construction & Other Projects
Brace & Osullivan Drainage	Construction underway. Installed to Vera Road to date.
Broad Street Retaining Wall	Contractor started, scheduled to complete by Nov 2026. Broad street traffic pattern (Todd to Central) one way east during construction.
Shrub Road - Sidewalk Improvements	Construction started, Jerome & Shrub (Jerome to Seymour Park) scheduled to be completed in 2026. Shrub Seymour Park to Cricket scheduled for construction in 2027.
Senior Center - Parking Lot Improvements	Scheduled to be paved on 9/11/26
Community Connectivity - Sidewalk Improvements	Under construction.



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 9, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works
RE: BPW September 17, 2026 Meeting – Director’s Report

Please find attached a summary report of the Department’s activities, issues, and concerns for the September 17, 2026 Board of Public Works meeting.

- 1. DPW Administration, Solid Waste & Bldg. Maintenance:** Fully staffed. **DPW Fleet Maintenance:** One Mechanic Helper position is vacant. **DPW Streets:** Five Laborer positions are vacant, including one anticipated retirement in December. The Streets Division has approximately 35 employees; therefore, the five vacancies represent approximately 14% of the division's staffing. Interviews for Laborer candidates have been conducted; however, it is anticipated that the current candidate pool will not be sufficient to fill all five vacancies. **DPW Land Use:** The Assistant City Planner position remains vacant. The job description has been finalized, and Human Resources anticipates posting and advertising the position during the week of September 13, 2026. The revised Assistant City Planner job description includes responsibilities as liaison to the Inland Wetlands and Watercourses Commission. **DPW Engineering:** The City Engineer, Civil Engineer, Excavation Inspector, and Traffic Signal Technician positions are currently vacant. A well-qualified Professional Engineer has been hired on a part-time basis to assist the Engineering Division; however, the employee is available only three days per week. With the elimination of the Project Manager position and the vacancy of the City Engineer position, the Engineering Division currently does not have a dedicated supervisor. As Director of Public Works, I am temporarily serving in this supervisory capacity. DPW is preparing an RFP to retain an engineering consultant to supplement staff and provide additional engineering services as needed. The City has received an application from what appears to be a qualified candidate for the Traffic Signal Technician position. The candidate is a licensed electrician.
- 2. PD Complex Boiler – Pro-Mech Inc. (\$4,486,000):** The contractor has ordered and received the new boilers; however, delivery of the pumps and variable frequency drives (VFDs) is not expected until October 11, 2026. Provisions for temporary perimeter heat will be implemented as necessary to maintain heat within the facility. City Council approved a change order in the amount of \$63,000 for required asbestos abatement at its September 8, 2026 meeting. See the attached DPW City Council change order request for additional information.
- 3. Shrub Road Sidewalks:** Martin Laviero Contractor Inc. (\$3,334,432), The retaining walls at Pigeon Hill and Jerome Avenue have been completed. Sidewalk preparation from Pigeon Hill east toward Oak Hill Drive is complete, with the concrete pour scheduled to begin on September 11, 2026. The contractor's current schedule anticipates completing the sidewalk along Shrub Road from the Seymour Park pedestrian bridge east to Jerome Avenue, as well as along Jerome Avenue from Shrub Road to Stevens Street, in 2026. The remaining Shrub Road sidewalk work, from the Seymour Park pedestrian bridge west to Cricket Hill Road, is scheduled for completion in 2027. Please note that small sections of sidewalk in the vicinity of existing utility poles may remain incomplete until the affected utility poles are relocated.
- 4. Street Light Repairs:** There are currently four streetlight locations known by DPW to be out of service, not including Enterprise Drive and Century Drive. On Enterprise Drive and Century Drive, DPW has installed new conduit; however, to date, Eversource has not installed the new conductors needed to energize the streetlights. See attached report for additional information.
- 5. Broad St Retaining Wall:** Dayton Construction (\$1,966,610) has begun construction. On **September 21, 2026** the section of Broad St from Todd St to Central Street will have one way traffic, east bound. Construction is anticipated to be completed by November 27, 2026.
- 6. Railroad Crossing Matthews St:** No bid was received to replace the at-grade rail crossing on Matthews St west of Clark Street and in response to DPW request the BOF approved AJ Belliveau Railroad Construction to perform the work. The purchase order is pending submission of the required bond and insurance documentation. Construction is anticipated to begin in October
- 7. Brace & O'Sullivan Storm Drainage Project:** The project is progressing, although the contractor's production has been slower than anticipated. The 36-inch storm drain on Brace Road, east of Vera Road, has been installed. Construction of the remaining section of Brace Road and Kozani Street to O'Sullivan Drive is expected to remain challenging due to site conditions. However, installation of the proposed 24-inch storm drain on O'Sullivan Drive is anticipated to progress more quickly.
- 8. City-Wide Roadway Condition Assessment:** The City's consultant is scheduled to begin a comprehensive inspection of all City roadways in October 2026 to update the pavement condition ratings for the City's roadway network. The assessment will evaluate approximately **234 centerline miles** of City-maintained roads. The current average pavement condition rating for the City's roadway system is **80**.
- 9. MS4 Stormwater:** DPW held a meeting with EPA and the City’s Corporation Counsel to review the draft Administrative Order. Minor revisions were agreed upon, and final EPA issuance of the Order is pending. EPA clarified that the required testing must comply with the **current State MS4 permit**, rather than the pending MS4 permit. As a result, the **cost per sample is expected to decrease; however, the total number of wet weather samples required will increase from 25 completed to date to 50.**
- 10. Flashing Stop Sign:** DPW will install flashing stop signs at the intersection of East Street and Hull Street. The signs will be similar to those currently installed at East Street and Willis Street and at Summer Street and Center Street. In addition, a standard **STOP AHEAD** warning sign will be installed. Flashing stop signs provide an enhanced safety measure by increasing driver

awareness and visibility of the stop condition. However, they are considerably more expensive than standard stop signs, with an estimated cost of approximately **\$3,000 per sign** (\$6,000 total for East & Hull). DPW recommends the installation of flashing stop signs at East Street and Hull Street. East Street is the primary roadway; however, due to the roadway grade and intersection configuration, traffic on Hull Street is not stop-controlled. The flashing stop signs will provide increased visibility and help alert motorists to the existing stop condition on East Street.

- 11. Landfill Solar:** CT DEEP approved DPW's request for a permit extension for the installation of a solar array on the landfill. CTSolar, the City's selected solar provider, has requested that the Metal Hydroxide Cell be separated into its own parcel. Creating a separate parcel would allow CTSolar to qualify for applicable federal tax credits. DPW supports the proposed parcel separation; however, CT DEEP approval is required. If the solar array is ultimately installed, the City will receive approximately **\$50,000 per year in lease revenue**.
- 12. Senior Center Parking Lot:** Phase 1 of parking lot paved, phase 2 graded on Sept 9 with paving scheduled for Sept 11. Lighting conduit installed and bid to installed lights issued. Pavement marking to follow paving.
- 13. Battle St Sidewalks:** A stream runs parallel to the west side of Battle Street. The property owner at **131 Battle Street** contacted the City requesting that DPW repair approximately 30 feet of damaged sidewalk that has been undermined and eroded by the adjacent stream. The property owner previously discussed the matter with the former City Engineer, who indicated that the City would repair the sidewalk. Pursuant to City ordinance, however, property owners are responsible for sidewalk repairs and replacement. The City previously replaced approximately 300 feet of sidewalk farther along Battle Street due to similar stream-related erosion; however, that work involved several properties, whereas the current issue at 131 Battle Street affects a single property. DPW has agreed to construct a small retaining wall to stabilize and support the sidewalk area at an estimated City cost of approximately **\$10,000**, provided the property owner participates in the cost of replacing the sidewalk through the City's **Sidewalk Repair Program**. The retaining wall addresses the **stream-related stabilization problem**, while the owner remains responsible for the sidewalk.
- 14. Draft Mad River Watershed Existing Condition Report Complete:** The report is a draft therefore DPW has not included it for BPW review, however based actual 2026 sampling presented the report **does not indicate a significant E. coli problem at the Cedar Lake outlet**. Nutrient concentrations also do not appear particularly high compared with several other sampled lakes and streams. Therefore, report characterizes Cedar Lake as a **waterbody with potential nutrient/eutrophication concerns that warrants protection and continued monitoring**, rather than as a demonstrated severely impaired waterbody. The report identifies several potential concerns:
 - Most properties rely upon **septic systems**.
 - Aging septic systems could potentially affect water quality.
 - Cedar Lake reportedly has concerns regarding **wake boats disturbing bottom sediments and resuspending nutrients**.
 - Commercial/industrial properties exist along **Route 69 and North Street**.
 - Municipal storm drainage exists along some roadways.
 - CTDOT drainage exists along Route 69.
- 15. Chimney Crest Detention Pond:** DPW is scheduled to perform maintenance on the pond in September. The pond is not maintained by the Stormwater Trust; however, it receives stormwater runoff from the adjacent subdivision. The proposed maintenance will provide one-time assistance and will include measures intended to prevent or reduce flooding of the adjacent property.
- 16. CTDOT Paving CT Route 69 Burlington Ave:** CTDOT scheduled to mill & pave Burlington Ave from Ct Route 6 to Henderson St starting October 11, 2026. Work is scheduled to occur at night 6:30 PM to 5:00 AM. See attached meeting minutes
- 17. DPW Fall Paving Program:** Tilcon Scheduled to start DPW's fall mill and pave program on September 28, 2026. See attached notice with streets scheduled to be paved.
- 18. City Alarm System:** City Hall is currently equipped with both burglar and fire alarm systems. There have been a number of false burglar alarms; therefore, DPW is proposing to routinely disarm the burglar alarm system. The fire alarm system will remain active at all times. Prior to the renovation of City Hall, the building was not equipped with a burglar alarm system. Other than false alarms, DPW is unaware of any instance in which the burglar alarm has been activated as a result of an actual unauthorized intrusion, with the exception of an incident on the Juneteenth holiday. On Juneteenth, the automatic locking system for the City Hall exterior doors was not programmed correctly for the holiday. As a result, the doors remained unlocked and members of the public entered City Hall while the building was closed. No damage occurred; however, the incident represented a security breach. DPW has since coordinated with IT to ensure that the automatic door-locking system is properly programmed for holidays and other days when City Hall is closed.

Please feel free to contact me with any questions or concerns at 860-584-6113.



MEMORANDUM

DATE: September 8, 2026

TO: Mayor Ellen Zoppo-Sassu
City Council

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: **CONTRACT Amendment 2C26-055 - HVAC Improvements Bristol Police Department Facility**

The HVAC contractor, Pro-Mech, Inc., is scheduled to begin installation of the new boilers at the Bristol Police Department Complex. The boilers, pumps, electrical variable frequency drives (VFDs), and associated equipment have been ordered. The boilers have been delivered to the contractor; however, delivery of the pumps and VFDs has been delayed until approximately October 11, 2026. DPW is working with the contractor to evaluate alternatives to provide heat to the Police Complex should the permanent system not be operational when heating is required.

In addition to the equipment delivery challenges, asbestos abatement is required to complete the HVAC improvements. Therefore, DPW requests the following City Council actions:

Motion No. 1:

To add approval of a change order to Contract 2C26-055, HVAC Improvements at the Bristol Police Department Facility, to the September 8, 2026 City Council agenda.

Motion No. 2:

Authorize the Mayor to execute a contract amendment to Contract 2C26-066, HVAC Improvements at the Bristol Police Department Facility, in the amount of **\$63,800** for asbestos abatement. Said contract amendment will increase the contract amount from **\$4,486,000 to \$4,549,800**.

Sufficient funds are available within the existing project budget; therefore, additional Board of Finance approval is not required. If approved, the asbestos abatement work is scheduled to be completed by September 25, 2026.

I will attend the September 8, 2026 City Council meeting to address any questions or concerns the Council may have.



Department of Public Works | 860.584.6125

NOTICE

SIDEWALK INSTALLATION SHRUB ROAD & JEROME AVENUE (Shrub Road to Stevens Street)

September 10, 2026

The City of Bristol Department of Public Works is providing the following update regarding the ongoing sidewalk and related construction work along **Shrub Road and Jerome Avenue**.

Shrub Road:

The retaining wall located between Seymour Park and Pigeon Hill has been completed.

Beginning Friday, the contractor is scheduled to begin pouring concrete sidewalk east of Seymour Park toward Oak Hill Road. Sidewalk construction will continue eastward as work progresses.

Jerome Avenue:

The retaining wall located south of the bridge at the intersection of Shrub Road and Jerome Avenue was completed this week. The contractor is currently completing cleanup and restoration work in this area.

Next week, the contractor is scheduled to begin construction of a concrete end block on the north side of the bridge. Once this work is complete, construction of the pedestrian bridge west of Seymour Park will begin.

Important Information for Residents:

Project personnel will make every reasonable effort to knock on doors and speak directly with property owners before construction begins on, or directly affects, their property frontage.

The Department of Public Works also reminds residents that **two lanes of traffic will remain open whenever possible**. When construction activities require a lane closure, a **one-lane alternating traffic pattern** will be implemented. Traffic will be controlled by either a **flagger or police officer**, as appropriate.

We appreciate your patience and cooperation as this important project continues. We understand that construction can be disruptive and will continue to provide updates as the work progresses.

Thank you for your continued patience and understanding.

Please contact **Collin Sulick** at **860-584-6125** with any questions or concerns.

9-9-2026

Street Light Report

Eversource Street Light Issues

- Enterprise Dr.
- Century Dr.

Shock Electrical Light Issues

- Ebert Drive
- Burlington Ave
- Uconn Dr
- Beths Ave

Revisions since last Report:

Since the last report, Shock Electric restored 7 street lights throughout the City of Bristol and installed 2 new wooden poles one on Mano Lane and one on Birchwood Dr. Eversource also restored power to 3 street lights by reconnecting electrical service to the cobra head fixtures. Shock Electric is scheduled to return to Bristol on 9/16/26 to address more street light issues. DPW Streets Division replaced approximately 500 LF of conduit on Enterprise Dr and Century Dr addressing the ongoing outage in that area. In addition an Eversource work order was placed on 9/1/2026, Eversource needs to run their new underground wire in our conduit and connect to power to restore multiple lights in that area.

-Joe Palmisano
Excavation Inspector



Department of Public Works | 860.584.6125

FOR IMMEDIATE RELEASE

Broad Street Traffic Restriction Scheduled for Retaining Wall Construction

BRISTOL, CT — September 9, 2026 — The City of Bristol is advising motorists of an upcoming traffic restriction on Broad Street related to the replacement of the retaining wall adjacent to the Pequabuck River.

To safely facilitate construction activities, **Broad Street will be restricted to one-way westbound traffic between Central Street and Todd Street beginning Monday, September 21, 2026.** The restriction is expected to remain in effect through **Friday, November 27, 2026**, weather and construction conditions permitting.

Motorists traveling through the area should plan accordingly, allow additional travel time, and use caution when approaching the construction zone. Drivers are encouraged to follow all posted traffic signs and directions from construction personnel.

The City of Bristol appreciates the public's patience and cooperation while this necessary infrastructure improvement project is completed.

Additional updates regarding the project and any changes to the traffic pattern will be provided as they become available.

Please contact Bristol Public Works with any questions or concerns. 860-584-6125.



Department of Public Works | 860.584.6125

August 7, 2026

Subject: Request for Extension of Time for Initiation of Disruption Activities

To Whom It May Concern:

On behalf of the City of Bristol, we respectfully request a one-year extension of the time allowed to initiate disruption activities under the **Authorization for the Disruption and Post-Closure Use of a Closed Solid Waste Disposal Area**, issued on **August 7, 2025**, for the Bristol Landfill Installation of Solar (685 Lake Ave).

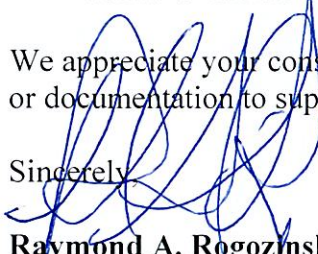
Despite our continued efforts to advance the project, we have not yet received final interconnection approval from the serving electric utility. As a result, the project cannot proceed to construction, and we have been unable to commence the approved disruption activities within the original authorization period. This delay is outside of our control and is solely attributable to the ongoing interconnection review and approval process.

The project remains active, and we remain fully committed to its development. We anticipate moving forward with construction promptly upon receipt of the required interconnection approval. No substantive changes have been made to the project as previously approved, and all work will continue to be performed in accordance with the conditions of the Authorization and all applicable regulatory requirements.

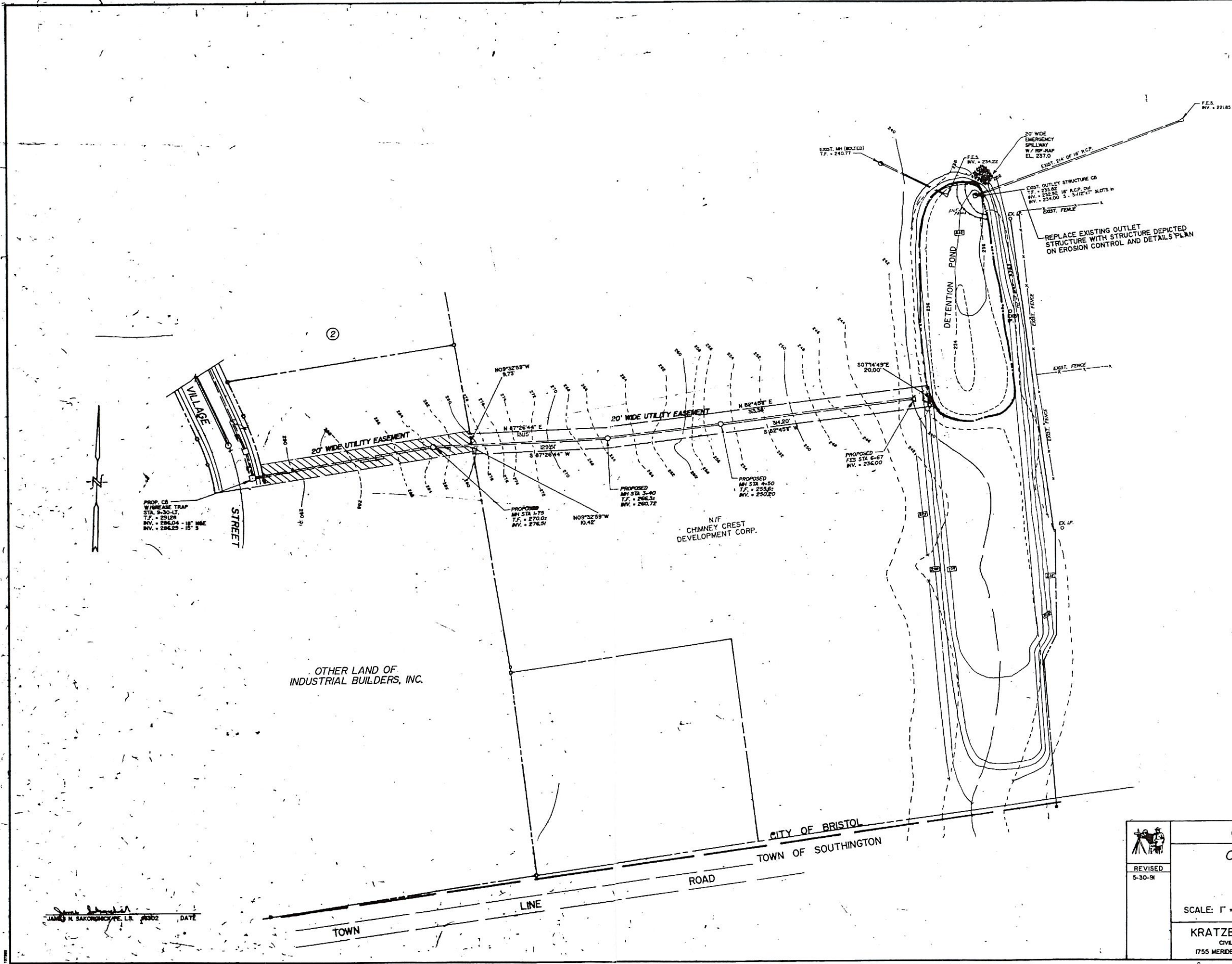
Accordingly, we respectfully request that the Department grant a **one-year extension**, extending the deadline to initiate disruption activities under the Authorization.

We appreciate your consideration of this request. Should you require any additional information or documentation to support this extension request, please do not hesitate to contact me.

Sincerely,


Raymond A. Rogozinski, P.E.
Director of Public Works
860-584-6113
raymondrogozinski@bristolct.gov

10



RECEIVED July 3, 1991
AT 668-6
RECORDED IN BRISTOL LAND RECORDS
Patricia A. Brown
TOWN CLERK



GRADING & EROSION PLAN

COLD SPRINGS FARM

OWNED BY
INDUSTRIAL BUILDERS, INC.
BRISTOL, CONNECTICUT

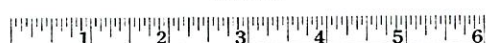
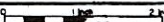
SCALE: 1" = 40' NOVEMBER 24, 1989

KRATZERT, JONES & ASSOCIATES, INC.

CIVIL ENGINEERS - LAND SURVEYORS - SITE PLANNERS
1755 MERIDEN-WATERBURY TURNPIKE MILLDALE, CONN. 06457

PHONE No. 203-625-3638

Dr. 126



BUREAU OF HIGHWAY OPERATIONS
DISTRICT 4 MAINTENANCE – DEPT ID 57281
REPORT OF PRECONSTRUCTION MEETING

Date of Meeting: September 3, 2026

State Project No: DOT01740473CN CC

Subject of Meeting: Mill & Fill RT 69 Bristol

Location of Meeting: Thomaston Maintenance Facility

<u>In Attendance:</u>	Daren Sileo	DOT Planner III District 4
	Pete DiCesare	DOT Maintenance Manager Section 43
	Darin Cables	DOT General Supervisor Thomaston Maintenance
	Krystal Ramos	DOT TSA Thomaston Maintenance
	Joe Signorelli	DOT Supervisor District 4 Bridge Maintenance
	Ryan Karabin	DOT District 4 Bridge Maintenance Engineer III
	William Sonnenberg	DOT General Supervisor District 4 Signs & Markings
	TJ VanBlaricom	Tilcon CT
	Mark Badeau	Tilcon CT
	Paul Almedia	Tilcon CT
	Pavlo Kostyk	Tilcon CT

Utilities / Municipalities: Bristol Mayor - Ellen Zoppo-Sassu, City of Bristol Water and Sewer Dept. - Robert Longo, The City of New Britain Water Department - Patrick Kearney, Comcast of Connecticut - Christopher Simone, Crown Castle Fiber - Mark Bonanno, CoxCom, LLC - Nick Gonsalves, Cellco Partnership DBA Verizon - John Gavaletz, GONETSPEED - Ken Lane, Level 3 Communications sks CenturyLink Comm. - David Vega, MCImetro Access Transmission Services - Eric Johnson, Mobilitie, LLC dba Boldyn Networks LLC - Dawn Laffoon, Frontier Communications of Connecticut - Lynne DeLucia, Eversource Electric Distribution - Mark Bonjuklian, Eversource Gas Distribution - Kenneth Cook, Pan Am Southern, LLC - Greg Breaston

Representatives Attending: Paul Keegan – City of Bristol

Representatives Not Attending: Bristol Mayor - Ellen Zoppo-Sassu, City of Bristol Water and Sewer Dept. - Robert Longo, The City of New Britain Water Department - Patrick Kearney, Comcast of Connecticut - Christopher Simone, Crown Castle Fiber - Mark Bonanno, CoxCom, LLC - Nick Gonsalves, Cellco Partnership DBA Verizon - John Gavaletz, GONETSPEED - Ken Lane, Level 3 Communications sks CenturyLink Comm. - David Vega, MCImetro Access Transmission Services - Eric Johnson, Mobilitie, LLC dba Boldyn Networks LLC - Dawn Laffoon, Frontier Communications of Connecticut - Lynne DeLucia, Eversource Electric Distribution - Mark Bonjuklian, Eversource Gas Distribution - Kenneth Cook, Pan Am Southern, LLC - Greg Breaston

Note: Those not attending are to be notified.

Transactions and Determinations

Certified Payroll will be emailed weekly to: Martha.Pedersen@CT.GOV, District IV

Mill & Fill Termini: Route 6 to Henderson St

Log Miles: 28.21- 28.91

2-Lane Miles: .70

ADT: 7600

Milling Vendor: Tilcon CT

Milling Purchase Order No: 314162 (Complete in Place)

Maximum Milling Machine Speed: 45 Feet per Minute

Depth/Type of Milling: 0.00-02.00" Fine Mill

Fine Milling- The variation of the top two ridges from the testing edge of the straightedge, between any two contact points must not exceed 1/4 inch. The Contractor shall perform random spot-checks at a minimum of five locations per working shift with a 10-foot straight edge (provided by the contractor)

Estimated Square Yards: 14,891

Estimated Cubic Yards: 827.27

Paving Vendor: Tilcon Ct

Paving Purchase Order: 314162 (Complete-in-Place)

Estimated Bituminous Tons: 1691 TN HMA SP L2 S0.5 Mix

Depth: 2"

~Project Summary Pre-Pave Form: Submitted – Yes Approved – Yes

Will Rap Be Used? Yes

If Yes %: 20

Use for Entire Job: Yes

Tentative Mill & Fill Starting Date: Sunday October 11, 2026

Tentative Paving Completion Date: Thursday October 15, 2026

Days/Nights for Machine Work: 3

Starting at: RT 6

Direction: North (with Traffic)

Material Source: New Britain

Back-up: North Branford

Tack Coat Type & Application Rate: Non-Tracking Tack or RS-1H; .04 to .06 gallons per square yard for non-milled surfaces and .05 to .08 gallons per square yard for milled surfaces.

Material Source: All States (Trackless Tack)

One Sample must be taken (1 -10,000 Gallons)

No. of Haul Trucks: 12

Haul Trucks: The inspector was reminded to write the name(s) of the trucking company on the Maint. 29 each day for every load received. The permit number for each truck will also be noted daily on its initial round on the Maint. 29. Clean trucks only in designated areas. Trucks must have a working back-up alarm and canvas tarp.

Work Hours State: Milling: 6:30 pm -5:30 am
Paving: 6:30 pm -5:30 am

Work Hours Vendor: Milling: 7:00 pm -5:00 am
Paving: 7:00 pm -5:00 am

Note: *Adjust hours if Traffic is heavy*

Vendor Contacts: Jamie Sirica – (860) 414-4008

State Contact: Darin Cables – 203 -592-4687

Transportation Supervisor's Aide: Krystal Ramos – (860) 283-4526
~For daily balancing and closing out of purchase order.

Plant Contact: Tel. Phone – (203) 224-6092

Cancellation Time: 4:00 pm

Bridges: - 06166 – Mill 2” Pave 2”

No. of Traffic Control Personnel: Mill & Fill - 4

Uniformed Certified Flaggers: Mill & Fill - 2

Uniformed Officers: Mill & Fill - 2

If additional Traffic control is needed, requests need to be approved by the Section Manager. Inspector will document hours on 021 for each additional Traffic controller.

Safety Equipment Required: Hardhats, vests, paddles, and traffic control signs supplied by the vendor. Only certified traffic personnel will be used. Vendors are responsible for PPE to OSHA Standards. Night Apparel Required

Lab Notification: The Manager's Aide will notify the DOT Central Lab. The vendor was reminded of his responsibility of calling the DOT Central Lab. Supervisor will call in anticipated tonnage to District 4 radio room prior to night of paving

Pavement Paint/Epoxy: Spring 2027

Pre-Mark: Torrington Signs & Markings will Coordinate with Maintenance

Press Release: by Planning Department to Central Maintenance

Other Discussions / Determinations:

- The vendor was reminded that they must submit a Project Summary Pre-Pave Form prior to the start of paving.
- MTV (Material Transfer Vehicle) will be used
- Miller & Paver must utilize automatic graded/slope controls
- Vendor was reminded of their obligation to provide traffic control (Cones)
- Milled area must be thoroughly swept, blown clean and dry before trackless tack applied
- Existing Pavement must be sealed with a rubberized joint seal material meeting the requirements of ASTM D6690 Type 2- will be applied before paving
- Discussed adjustments to Paving when temps are below 50 degrees
- Contractor will supply three infrared thermometers; Any HMA Material that falls outside the specified temperature range as measured by (2) of the three infrared thermometers may be rejected. Any rejected loads will be labeled REJECTED & signed by the Inspector, and by the Paving foreman. Inspector to keep a copy for the project folder.

- Discussed Material Testing and Density requirements, the Contractor was reminded that per the contract all cores must be cut within three (3) calendar days of placement. If contract terms are not adhered to it affects the ability to dispute them, and penalties could also be incurred. Each core hole shall be filled within 4 Hrs. upon extraction. Holes must be free of water, tacked and compacted to 1/8 inch above finished pavement.
- Traffic Control must be provided for the Core Inspector and core removal process.
- Manholes will be paved over if after milling existing grade cannot be met with paver. Contractor will mark manholes. Utilities will be inspected before Paving- Circle cut & raised to grade after Paving.
- Haul Trucks cleaning out anywhere other than designated clean-out area will be removed from jobsite
- The Contractors were reminded that they must review all the terms of their respective contracts and follow the items as described within those contracts. If not followed, they will be charged accordingly.
- Vendors were reminded of their responsibility to find overnight parking for their equipment . No additional environmental comments, standard Department BMP's are to be followed in and around regulated areas. Catch Basins must be covered.

Submitted By: _____

Transportation District Maintenance Special Services Section Manager

Date: _____

Approved By: _____

Transportation Maintenance Director

Date: _____

cc: Eoin McClure

Angela Elsdon - Eric Belanger – John D. Haggerty

Stephen P. Moran

Pete DiCesare – Darin Cables- Krystal Ramos

John Riddick – Scott Thibault – Ryan Karabin

William Sonnenberg - Casandra Ragalye

Aron Steeves- Daren Sileo- Martha Pedersen

Gabriel Gonzalez

Eliana Carlson – Dot.MatTesting@ct.gov

Jane Witherell -Gregg Shaffer -Dean Dickinson – Gregg Shaffer

Howard Weissberg

Al Iallonardo – Michael Cabelus

James R. Spencer – Alexander Finch – Joseph Brusznicki – David Horne

DOT.ConstrD4@ct.gov

Dave Hallgren – T.J. VanBlaricom - Jamie Sirica – Mark Badeau

Dept. ID-Project Files



Press Release
ROAD RESURFACING & ROADWAY REPAIRS

September 9, 2026

The City of Bristol is scheduled to start its Fall 2026 roadway resurfacing program on September 28, 2026. As part of the program the following streets will be milled and resurfaced:

Strawberry Hill Road	Marvin Street
Driftwood Road	Dorothy Road
Beechwood Lane	North Main Street (Center to Hope)
Redwood Drive	Center Street (West to North Main)
Jeffery Road	Thornside Drive
Intervale Road	Jasmine Street
Cricket Hill Road	Rosewood Drive
Sperry Road	Jacqueline Drive
Ashley Road (Sperry to Round Hill)	Sandra Street
Primrose Lane	

The work will be completed in two phases. The initial phase will consist of milling off the existing bituminous pavement of the road. The second phase will consist of installing a new bituminous roadway surface and will commence shortly after phase one. Once construction is complete, the City will repair any damaged driveway aprons.

There may be minor traffic delays during construction, however the road will remain open for mail delivery, emergency vehicles, and local traffic at all times. Temporary "No Parking" signs will be posted as needed during construction.

If you should have questions or concerns about this project, please feel free to contact Public Works Engineering Division at 584-6297.



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 10, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: DPW Installation of Sidewalks – Round Hill Road & Tuttle Road

The Department of Public Works (DPW) has recently been contacted by a resident of Rhoda Lane requesting the installation of sidewalks along a portion of the west side of Round Hill Road between Ashley Road and Rhoda Lane. In addition, with the start of the school year, pedestrian and traffic safety concerns have again been raised regarding Tuttle Road in the vicinity of South Side School. As a result, DPW is requesting that the Board of Public Works consider sidewalk installation at both locations, revisiting its previous decision regarding the extension of sidewalks on Tuttle Road.

DPW considers sidewalks an integral component of the City's roadway and pedestrian transportation network and an important means of improving pedestrian safety and connectivity. DPW also acknowledges that, in accordance with City ordinance, maintenance of sidewalks is generally the responsibility of the adjacent property owner, including snow and ice removal and future routine maintenance.

A. Round Hill Road – Proposed Sidewalk Installation, Rhoda Lane to Ashley Road

A resident of Rhoda Lane has requested the installation of sidewalks along the west side of Round Hill Road across the frontage of 75 and 85 Round Hill Road. As shown on the attached map, sidewalks currently exist along most of Rhoda Lane, Round Hill Road, and Ashley Road; however, there is an approximately 210-foot gap in the sidewalk network along Round Hill Road between Rhoda Lane and Ashley Road.

Installation of this sidewalk section would provide a continuous pedestrian connection between the surrounding sidewalks and improve pedestrian access within the neighborhood. The estimated cost of the work is approximately \$15,000.

DPW therefore recommends that the Board of Public Works approve the following action:

Authorize the Department of Public Works to install approximately 210 linear feet of concrete sidewalk along the property frontage of 75 and 85 Round Hill Road, at an estimated cost of \$15,000, with funding to be provided from the Road Infrastructure Fund.

Letters advising the property owners of 75 and 85 Round Hill Road of DPW's recommendation are attached. It should be noted that 85 Round Hill Road is a corner lot at Ashley Road and Round Hill Road and currently has sidewalk along its Ashley Road frontage.

DPW further recommends that the Traffic Authority evaluate the installation of a stop sign and pedestrian crosswalk on Round Hill Road at the Rhoda Lane intersection as an additional pedestrian safety improvement.

B. Tuttle Road – Reconsideration of Sidewalk Installation

DPW continues to receive concerns regarding pedestrian and vehicular safety on Tuttle Road in the vicinity of South Side School. Attached is previous correspondence dated February 8, 2025, regarding the proposed extension of sidewalks across the frontage of 93 Tuttle Road and the adjacent vacant parcel identified as Lot 07-30D.

Given the continued pedestrian safety concerns in this area, DPW recommends that the Board of Public Works reconsider its previous action regarding this sidewalk extension. Completing this section would close an existing gap in the sidewalk network and provide a more continuous pedestrian route in the vicinity of South Side School.

DPW therefore recommends that the Board approve the following action:

Authorize the Department of Public Works to install approximately 205 linear feet of concrete sidewalk along the property frontage of 93 Tuttle Road and Lot 07-30D, at an estimated cost of \$15,000, with funding to be provided from the Road Infrastructure Fund.

A letter advising the property owners of 93 Tuttle Road and Lot 07-30D of DPW's recommendation and the upcoming Board of Public Works consideration is attached.

Please feel free to contact me at 860-584-6113 with any questions or concerns.



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: February 8, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: **TUTTLE ROAD – REQUEST TO INSTALL SIDEWALKS (AREA OF
SOUTHSIDE SCHOOL)**

As the Board of Public Works is aware, the Board received the attached request from a resident to install sidewalks on a portion of Tuttle Road. The request was to extend the existing sidewalks along the frontage of Southside School, approximately 112 LF to the driveway of 93 Tuttle Road. In addition to speaking to the Board of Public Works, a resident, Mr. Hayden, also spoke at the January 14, 2025 City Council meeting.

The Department of Public Works has notified the adjacent property of the proposed request. A copy of the letter, a map of the proposed sidewalk area, correspondence with the property owner, and the original request are attached for Board review.

The estimated cost of the requested sidewalks is approximately \$15,000. The Department of Public Works sees sidewalks as an integral part of the City's roadway network, and therefore, recommends installation of the proposed sidewalks. Although the sidewalks will provide a benefit for vehicles dropping off students to Southside School, the benefit would be limited to five additional vehicles, and will not address vehicles dropping off students further south or on the west side of Tuttle Road.

The expansion of the currently proposed sidewalk extension of 112 LF, increasing sidewalks south, or installing sidewalks on the west side of Tuttle Road, would be beyond the scope of the department's annual operating budget. An expanded sidewalk project to the north and west of the proposed 112 LF limits would increase the required sidewalks to approximately 1,400 LF at a cost of approximately \$300,000. Sidewalks along the entire length of Tuttle Road would require approximately 3,300 LF of sidewalks at an estimated cost of \$610,000. Completion of a larger sidewalk project would necessitate the need of a full engineering design and funding through the City's Five Capital Improvement Program, if approved by the Board.

It should be noted that Tuttle Road was built in the 1960s, and does not have City sidewalks. Melinda Lane, located off the southern portion of Tuttle Road, was constructed in 1986, and in accordance with City Planning regulations has sidewalks.

Please feel free to contact me at 860-584-6113.

Raymond Rogozinski

From: Jeff Hayden <haydenjel@gmail.com>
Sent: Tuesday, January 14, 2025 10:41 AM
To: Raymond Rogozinski
Subject: Re: Tuttle Road - Requesting sidewalk installation

Ray,
Yes I understand about the limitations, I'm merely attempting to garner as much support as possible for this proposal.

Could you provide a rough cost per linear foot of new sidewalk installed, were the City to provide the funding? The proposed area would require no additional grading.

Thanks again for your help.

On Tue, Jan 14, 2025, 9:53 AM Raymond Rogozinski <RaymondRogozinski@bristolct.gov> wrote:

As a resident you are always welcomed to come to a City Council meeting, however typically your input would be limited to the "public comments" period. The Board of Public Works is the Board that along with DPW input has authority over sidewalk construction. There happens to be a BPW meeting this Thursday 1/16/25 at 6:00 PM in the Council Chamber. You can also participate in the Board of Public Works meeting virtually (link below). As I indicated in my previous email, the Board evaluates the public benefit/ safety and receives input from effected property owners (per City Ordinance property owners are required to maintain sidewalks) as part the project receive process to install sidewalks.

<https://bristolct.portal.civicclerk.com/event/3165/files/agenda/6413>

Your email and my response will be added to the BPW meeting under communication.

Please feel free to contact me to discuss 860-584-6113.

From: Jeff Hayden <haydenjel@gmail.com>
Sent: Tuesday, January 14, 2025 9:27 AM
To: Raymond Rogozinski <RaymondRogozinski@bristolct.gov>
Subject: Re: Tuttle Road - Requesting sidewalk installation

Raymond,

Please see attached email/statement of support from Lt. Krajewsky of the Traffic Division for this proposal. I will be attending the City Council meeting this evening to request a positive referral from their body, to be forwarded to Board of Public Works.

Thank you again for your attention on this,

Jeff Hayden



Virus-free. www.avg.com

On Mon, Jan 13, 2025 at 4:36 PM Raymond Rogozinski <RaymondRogozinski@bristolct.gov> wrote:

Land use forwarded me you email. DPW will review the request. If the Department pursues installation of sidewalks we will present the project to the Board of Public Works and contact the property owner.

Raymond A Rogozinski, P.E.

Director of Public Works

From: Robert Flanagan <RobertFlanagan@bristolct.gov>
Sent: Monday, January 13, 2025 2:41 PM
To: Raymond Rogozinski <RaymondRogozinski@bristolct.gov>
Subject: FW: Requesting sidewalk installation

FYI

From: Robert Flanagan
Sent: Monday, January 13, 2025 2:41 PM

To: Jeff Hayden <haydenjel@gmail.com>
Subject: FW: Requesting sidewalk installation

Good Afternoon Jeff:

Happy New Year.

I'm forwarding your email to the Director of Public Works, Mr. Rogozinski, so he can provide comment back to you.

Thanks.

Robert M. Flanagan, AICP

City Planner

860-584-6225

This electronic message is a public record as defined by the Connecticut Freedom of Information Act Section 1-200(5).

A copy of this message and any reply will be retained by the City of Bristol and will be accessible to the public unless exempted by law.

From: Jeff Hayden <haydenjel@gmail.com>
Sent: Thursday, January 9, 2025 9:33 AM
To: Robert Flanagan <RobertFlanagan@bristolct.gov>
Subject: Requesting sidewalk installation

Good Morning Bob!

I hope all is well and you're enjoying your new space, I'm sure its good to be back in one location haha. I was hoping you could provide some direction to me regarding requesting the town to complete sidewalks of approximately 100 LF

from the edge of city property at South Side School on Tuttle Rd, to the driveway of 93 Tuttle Rd. I have attached photos showing the overview and closeup of this area with the measure. This is not public property, but is in the public interest, as it would allow students and parents to safely connect to the school, as this area does not have any access to the sidewalk from the road. Further, cars routinely K turn every morning and afternoon just past the school driveway, which further creates hazard for pedestrians. Cars park past the upper boundary of lot of 93 Tuttle every day at pickup, causing



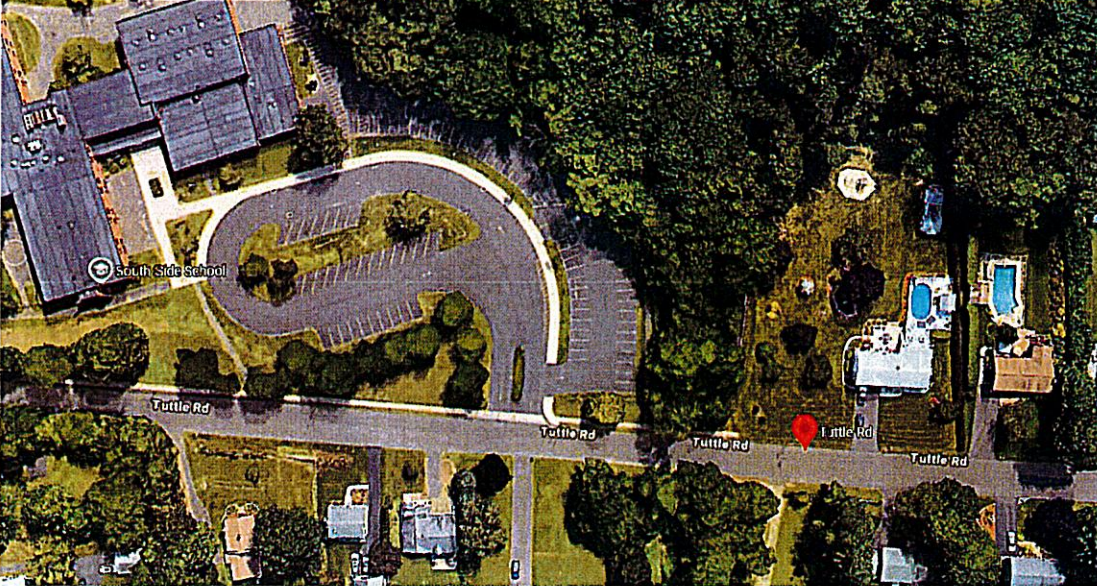
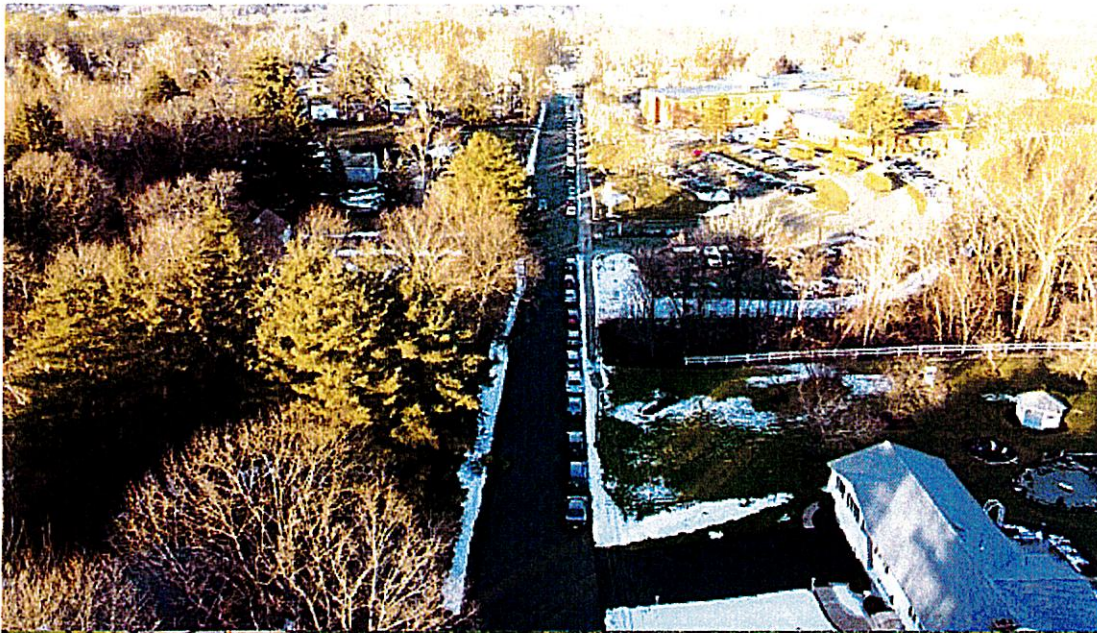
students to walk in the road, or on front lawns, which in the winter, are not clear.

Please let me know where I can go with this, it has been a long standing issue however the traffic at the school has only gotten worse with every year, as fewer and fewer students take the bus. I believe there is a city council meeting next week, I would be more than happy to come by and make a request during public comment, if that is something which might be beneficial.

Please see attached site photos and forward as you see fit. This is the only school in town that has sidewalks which terminate at school property, I do not see how this was ever allowed, but 50 years on, we should take the opportunity to fix it.

Thanks again and happy new year!







Property Information

Property Location	TUTTLE RD
Owner	COCKAYNE MARION
Co-Owner	
Mailing Address	93 TUTTLE RD BRISTOL CT 06010
Land Use	100 Vacant Land
Land Class	R
Zoning Code	R-25
Census Tract	04055

Neighborhood	50
Acreage	0.47
Utilities	Sewer
Lot Setting/Desc	Level
Book / Page	0946/0118
Additional Info	

Primary Construction Details

Year Built	0
Building Desc.	Vacant Land
Building Style	UNKNOWN
Building Grade	NA
Stories	
Occupancy	
Exterior Walls	
Exterior Walls 2	NA
Roof Style	
Roof Cover	
Interior Walls	
Interior Walls 2	NA
Interior Floors 1	
Interior Floors 2	

Heating Fuel	
Heating Type	
AC Type	
Bedrooms	0
Full Bathrooms	0
Half Bathrooms	0
Extra Fixtures	0
Total Rooms	0
Bath Style	NA
Kitchen Style	NA
Fin Bsmt Area	0
Fin Bsmt Quality	0
Bsmt Gar	0
Fireplaces	0

(*Industrial / Commercial Details)

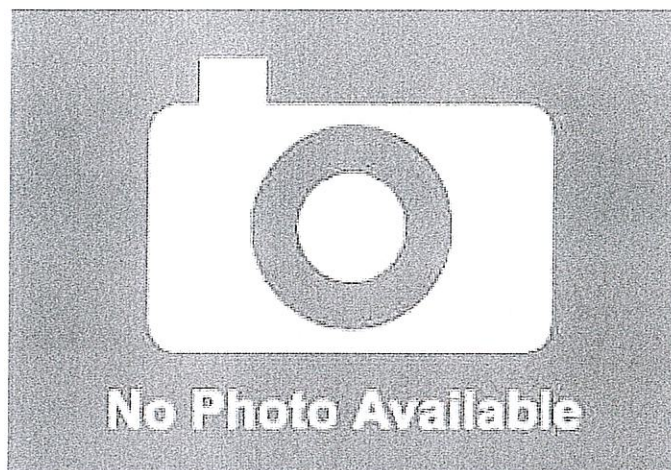
Building Use	Vacant
Building Condition	A
Sprinkler %	NA
Heat / AC	NA
Frame Type	NA
Baths / Plumbing	NA
Ceiling / Wall	NA
Rooms / Prtns	NA
Wall Height	NA
First Floor Use	NA
Foundation	NA

Photo

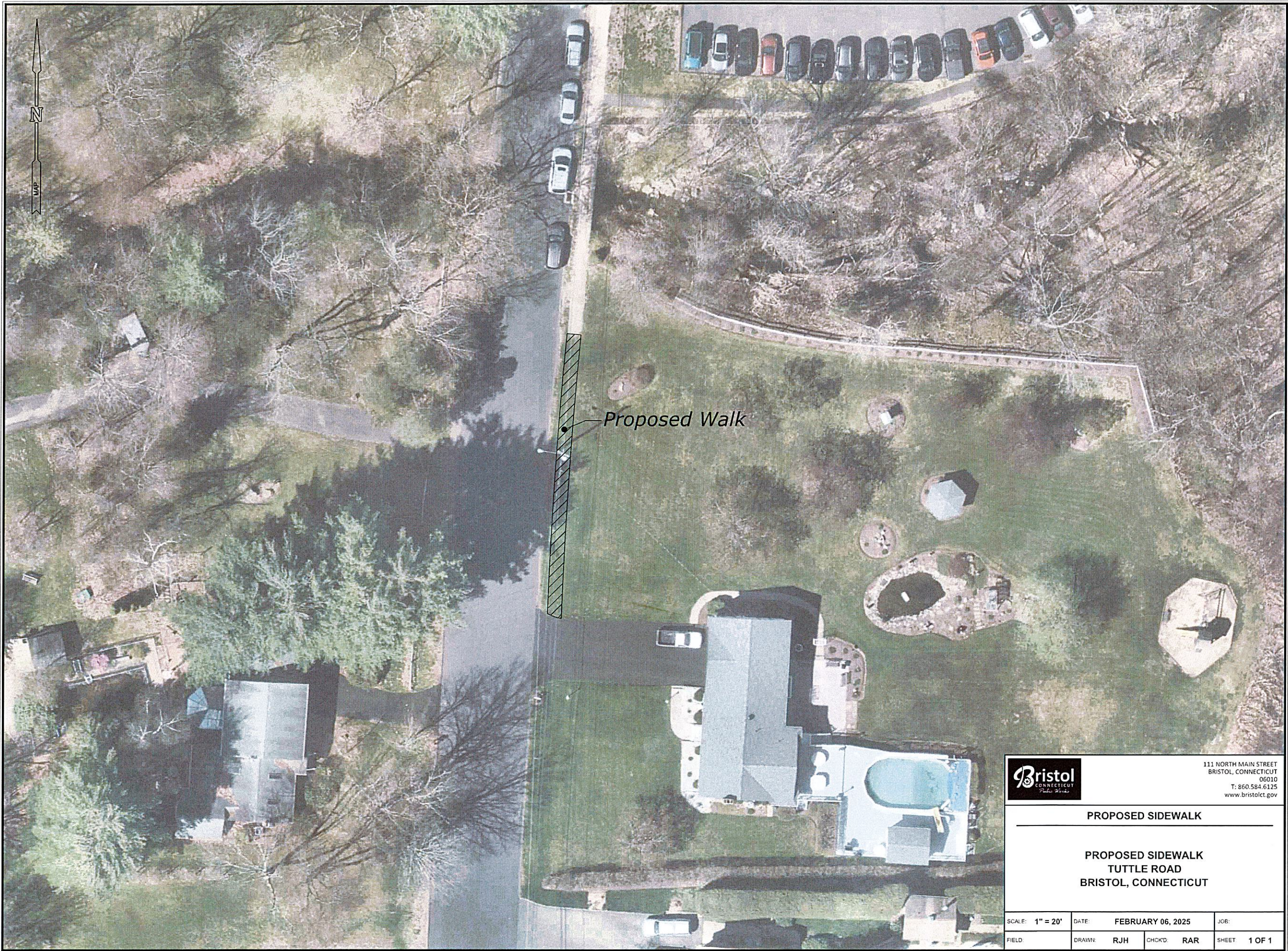


0033472 03/18/2016

Sketch



© 2025 Bristol, Connecticut. All rights reserved. This map is for informational purposes only and does not constitute a legal document. For more information, please contact the Bristol Planning & Development Department at 860.584.6125 or www.bristolct.gov.





Jeff Hayden <haydenjel@gmail.com>

RE: FW: Requesting sidewalk installation

1 message

Patrick Krajewski <PatrickKrajewski@bristolct.gov>
To: Jeff Hayden <haydenjel@gmail.com>

Tue, Jan 14, 2025 at 7:49 AM

Good morning Mr. Hayden,

In response to your email, I will always support sidewalks, as it is a safer means of pedestrian travel, especially in the case of South Side School, as I am aware of the parking situation there.

Good luck on your endeavor for additional sidewalks.

**Lieutenant P. Krajewski**

Bristol Police Department
Traffic Division Commander

Email: PatrickKrajewski@BristolCT.gov
Phone: 860 584-3030

This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, or an employee or agent responsible for delivering the message to the intended recipient, please contact the sender by replying to this e-mail and destroy all copies of the original message, including any attachments.

From: Jeff Hayden <haydenjel@gmail.com>
Sent: Monday, January 13, 2025 6:03 PM
To: Patrick Krajewski <PatrickKrajewski@bristolct.gov>
Subject: Fwd: FW: Requesting sidewalk installation

Good Evening Lt. Krajewski,

I am reaching out to see if prior to the City Council meeting tomorrow evening, yourself and Sgt. Ouellette could take a moment to review the below. I have submitted a request to Land Use/Public works regarding adding sidewalks to the Southern boundary of South Side School, up and along Tuttle Rd, to provide more pedestrian access outside of the roadway. It is my intention to speak with the city council tomorrow evening as this is a purse string issue. As you both well know, this school is a constant traffic concern during normal days, and especially so at time of school functions, and the beginning and ends of the school term.

I am simply looking for a response from the traffic department which would provide a positive referral, or support, for the installation of some amount of sidewalk to further student and parent safety. To my knowledge, South Side School is the only school in the district which does not have continuous sidewalks leading to and from, and is the only school built on a dead end road, which forces vehicles to K turn or otherwise perform unsafe U turns.

Thank you for your time and attention.

Sincerely,

Jeff Hayden

----- Forwarded message -----
From: Robert Flanagan <RobertFlanagan@bristolct.gov>
Date: Mon, Jan 13, 2025 at 2:41 PM
Subject: FW: Requesting sidewalk installation
To: Jeff Hayden <haydenjel@gmail.com>

Raymond Rogozinski

From: Collin Uryase <collinuryase@bristol12.org>
Sent: Tuesday, January 14, 2025 2:26 PM
To: Raymond Rogozinski; Stephen Cabelus
Subject: Re: Bristol DPW - Tuttle Road (Requesting sidewalk installation)

The area without a sidewalk extends all the way up to 113 so I'm guessing he only wants the sidewalks for where the cars are parked?

The statement that this is the only school in town with this issue is incorrect.

Greene Hills has the same issue on Daley St & Hepworth Street
Northeast has no sidewalks on Felice Road
Bristol Central High School has no sidewalks on Crown street

Additionally ,
Stafford School has no sidewalks across the street on Louisiana ave.
Ivy Drive School has no sidewalks across the road on Ivy Drive
Mountain View School has no sidewalks across the street on Beths Ave
Hubbell School has no sidewalks across the street on West Washington Street

On Tue, Jan 14, 2025 at 11:57 AM Peter Fusco <peterfusco@bristol12.org> wrote:

Good Morning Ray,
Happy new year!!!!!!
I have included our safety and security officer as well as our transportation director in this email.

From a facilities perspective we do not have any jurisdiction over the need for potential city sidewalks.

Thanks
Pete

On Mon, Jan 13, 2025 at 4:39 PM Raymond Rogozinski <RaymondRogozinski@bristolct.gov> wrote:

DPW received the attached email. Can you assist or direct me to the BOE staff who can offer a recommendation regarding if BOE supports the installation of sidewalks on the section of Tuttle Road?

Thanks for your help.

From: Raymond Rogozinski
Sent: Monday, January 13, 2025 4:36 PM
To: 'haydenjel@gmail.com' <haydenjel@gmail.com>
Cc: Robert Flanagan <RobertFlanagan@bristolct.gov>
Subject: RE: Tuttle Road - Requesting sidewalk installation



Department of Public Works | 860.584.6125

February 6, 2025

Marion Cockayne
93 Tuttle Road
Bristol, CT 06010

Re: Installation of Sidewalks on Tuttle Road (Lot 07-30D and a portion of 93 Tuttle Road)

Dear Ms. Cockayne:

The City of Bristol City Council received a request from a resident to install sidewalks on the portion of Tuttle Road along property that you own (Lots 07-30D and 07-30C). The request is to extend from Southside School south on Tuttle Road to your driveway at 93 Tuttle Road.

Installation of sidewalks on Tuttle Road will be considered by the Board of Public Works at its meeting on February 20, 2025 at 6:00 PM, Bristol City Hall, 111 North Main St. The Department of Public Works will be recommending installation of sidewalks, and is providing this notice in order in order to allow you an opportunity to provide information, or address the Board regarding this matter. Participation in the meeting is available virtually.

Construction of sidewalks will be at the City's expense, and the sidewalks will be located within the City's right of way. In accordance with City ordinance, as an adjacent property owner you will be responsible for maintenance of the sidewalk, including snow removal.

A map indicating the proposed location of the sidewalk is attached for your reference.

Please feel free to contact me with any questions or concerns.

Sincerely,

Raymond A Rogozinski, P.E.
Director of Public Works
860-584-6113

City of Bristol
Public Work Department
111 North Main Street
Bristol, CT 06010
www.bristolct.gov



Department of Public Works | 860.584.6125

September 10, 2026

Marion Cockayne
93 Tuttle Road
Bristol, CT 06010

RE: Proposed Sidewalk Installation – Tuttle Road

Dear Mrs. Cockayne:

The City of Bristol continues to receive concerns regarding pedestrian and vehicular safety on Tuttle Road in the vicinity of South Side School. In response to these concerns, the Department of Public Works (DPW) is recommending that the Board of Public Works revisit its previous decision regarding the extension of sidewalks along Tuttle Road, including the frontage of your property at 93 Tuttle Road (Lot 07-30D).

If the sidewalk extension is approved by the Board of Public Works, there would be **no cost to you for the installation of the sidewalk**. However, in accordance with City ordinance, adjacent property owners are responsible for the ongoing maintenance of sidewalks along their property frontage, including snow and ice removal.

For your reference, enclosed are copies of the previous correspondence provided to the Board of Public Works, along with a memorandum dated September 10, 2026 outlining DPW's current recommendation.

The purpose of this letter is to notify you of DPW's recommendation and to invite you to attend the September 17, 2026 Board of Public Works meeting. The Board will consider the proposed sidewalk extension at this meeting, and you will have an opportunity to express any concerns, comments, or support regarding the proposal.

Board of Public Works Meeting

Date: September 17, 2026

Time: 6:00 PM

Location: Bristol City Hall

111 North Main Street

City Council Chamber, First Floor

You may also participate in the meeting virtually. The virtual meeting information will be posted on the City's website in the Agenda Center prior to the meeting.

Please feel free to contact me at 860-584-6125 if you have any questions or would like to discuss the proposed sidewalk installation prior to the meeting.

Sincerely,

Raymond A. Rogozinski, P.E.
Director of Public Works



Department of Public Works | 860.584.6125

September 10, 2026

Christina & Kurt Lachowski
85 Round Hill Road
Bristol, CT 06010

Roger Plourde
75 Round Hill Road
Bristol, CT. 06010

RE: Proposed Sidewalk Installation – round Hill Road

Dear Property Owner:

The City of Bristol has receive concerns regarding pedestrian and vehicular safety on Round Hill Road in the area of your property due to the lack of a public sidewalk across your Round Hill Road property frontage. In response to these concerns, the Department of Public Works (DPW) is recommending that the Board of Public Works approve the installation of sidewalks, including the frontage of your property.

If the sidewalk extension is approved by the Board of Public Works, there would be **no cost to you for the installation of the sidewalk**. However, in accordance with City ordinance, adjacent property owners are responsible for the ongoing maintenance of sidewalks along their property frontage, including snow and ice removal.

For your reference, enclosed is a copy of a September 10, 2026 outlining DPW's current recommendation.

The purpose of this letter is to notify you of DPW's recommendation and to invite you to attend the September 17, 2026 Board of Public Works meeting. The Board will consider the proposed sidewalk extension at this meeting, and you will have an opportunity to express any concerns, comments, or support regarding the proposal.

Board of Public Works Meeting

Date: September 17, 2026

Time: 6:00 PM

Location: Bristol City Hall
111 North Main Street
City Council Chamber, First Floor

You may also participate in the meeting virtually. The virtual meeting information will be posted on the City's website in the Agenda Center prior to the meeting.

Please feel free to contact me at 860-584-6125 if you have any questions or would like to discuss the proposed sidewalk installation prior to the meeting.

Sincerely,

Raymond A. Rogozinski, P.E.
Director of Public Works



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 4, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works
Flood Erosion Control Board

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: **Flood Erosion Control Board - CT DEEP Climate Resilience
Grant Study Flooding**

The Department of Public Works is nearing completion of the City's Climate Resilience Study being prepared by Stantec, Inc. The study is fully funded through a \$250,000 grant from the Connecticut Department of Energy and Environmental Protection (CT DEEP), Account No. 3023011-432153-25G26. The purpose of the study is to evaluate existing and future flooding concerns within the Coppermine Brook and Pequabuck River watersheds and recommend potential capital improvements, regulatory changes, operational practices, and public-education initiatives. The final report is scheduled for completion in October 2026.

To date, Stantec has conducted a public information meeting, met with Police, Fire, Ambulance, Emergency Management, and other City personnel, hosted a public emergency preparedness workshop, and prepared draft recommendations addressing sediment removal, floodplain regulations, low-impact development, stormwater standards, emergency planning, and flood mitigation projects. The study has identified 15 flood-prone Areas of Concern based on City records, previous studies, and public input. Flooding at these locations is associated with riverine inundation, limited floodplain storage, sediment accumulation, bridge and culvert restrictions, and/or backwater effects within the stormwater system.

Flood Modeling and Alternatives Analysis

Stantec developed a two-dimensional HEC-RAS hydraulic model that integrates the Pequabuck River and Coppermine Brook watersheds and includes tributaries associated with the identified



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Areas of Concern. Previous studies generally evaluated the waterways separately. The integrated model provides a better screening-level tool for evaluating watershed interactions and determining how potential improvements may affect flooding elsewhere in the system.

The revised preliminary FEMA floodplain data was not available when Stantec developed the model. Accordingly, the model was based on the currently available flood information and was compared with the existing FEMA 1-percent-annual-chance floodplain. The model generally reproduced the FEMA-mapped floodplain and captured flooding at most of the documented Areas of Concern.

Stantec evaluated four conceptual flood-mitigation alternatives:

Alternative	Primary Purpose	Modeled Results
Sediment removal	Increase channel conveyance	Reduced flooding on approximately 226 acres and 187 parcels; benefits were localized and variable
Detention basins	Provide temporary flood storage	Reduced flooding on approximately 491 acres and 649 parcels; strongest benefits occurred along the Pequabuck River
Flood walls	Provide localized protection	Reduced flooding on approximately 104 acres and 614 parcels; benefits were concentrated near the wall locations
Detention basins and flood walls	Combine watershed storage with localized protection	Reduced flooding on approximately 544 acres and 702 parcels; produced the broadest overall benefit

The combined detention-basin and flood-wall alternative produced the greatest overall modeled benefit, including flood-elevation reductions of approximately 3.07 feet at Central Street and 3.0 feet at East Main Street. Detention basins alone also produced substantial modeled reductions along the Pequabuck River, including approximately 2.53 feet at Central Street, 2.37 feet at East Main Street, and 2.22 feet at Broad Street and Todd Street. The analysis indicates that detention and flood-storage measures are generally more effective along the Pequabuck River corridor than along Coppermine Brook.

Sediment removal produced the largest modeled reduction at a single location—approximately 3.08 feet at 72 Richard Court—but its benefits were not consistent throughout the watershed. In



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some locations, sediment removal resulted in minor increases in modeled flood elevations. Additional sediment-transport analysis would therefore be required to determine potential downstream impacts, the expected duration of any benefit, and the frequency at which future sediment removal would be required.

Flood walls provided localized protection but did not significantly reduce flooding throughout the larger watershed. Their location, height, and limits would need to be carefully evaluated to avoid redirecting floodwaters toward other properties. Several Areas of Concern—including Terryville Road, King Street, Sharon Street, Madison Drive, Hardwick Road, and 354 Divinity Street—showed little or no benefit from the alternatives evaluated. Additional analysis would be required to identify potential improvements for these locations. The model also indicated potential increases in flood elevation near Farmington Avenue and Mix Street under the flood-wall alternatives, requiring further investigation.

Interpretation of Findings

The analysis did not identify a single project or combination of projects that would eliminate flooding throughout Bristol. Instead, it demonstrates the complexity of the City's flooding problems and the need to evaluate improvements on a watershed-wide basis. The feasibility of the conceptual projects—particularly the proposed detention basins—remains uncertain due to their size, land requirements, environmental impacts, permitting considerations, property ownership, and anticipated cost.

The detention-basin locations shown in the study are conceptual and should not be interpreted as final recommended sites. The analysis demonstrates the potential value of providing additional flood storage within the general areas modeled. Any project selected for advancement would require additional survey, environmental review, geotechnical investigation, property coordination, hydraulic analysis, benefit-cost evaluation, public participation, and engineering design.

Flooding adversely affects the quality of life of Bristol residents and can disrupt roadways, emergency access, businesses, and private property. However, documented flooding generally has not resulted in first-floor structural damages of the magnitude necessary to make proposed projects competitive for many federal mitigation grants. Federal programs typically require projects to demonstrate that anticipated benefits exceed project costs. One objective of the Climate Resilience Study is to document existing conditions and recognize that climate change is expected to increase



Department of Public Works | 860.584.6125

the frequency and severity of future flooding so the City can plan for these conditions and improve its competitiveness for future grant opportunities.

Proposed Final Report Organization

The final Climate Resilience Study is expected to include the following sections:

1. **Introduction and Bristol's Approach to Flooding** – Establishes the City's philosophy regarding flood response, public infrastructure, private-property responsibilities, and assistance to residents and businesses.
2. **Baseline Conditions** – Documents the identified Areas of Concern, existing watershed conditions, prior studies, City records, and community input.
3. **Standards for Storm Sewer Improvements** – Recommends updated design criteria and standards for future stormwater improvements.
4. **Sediment Removal Plan** – Identifies potential sediment-removal activities, permitting requirements, priorities, and implementation considerations.
5. **Community Emergency Plan** – Establishes procedures informed by Police, Fire, Ambulance, Emergency Management, and other personnel responsible for responding to flooding and isolated neighborhoods.
6. **Flood Ordinance Recommendations** – Recommends potential revisions to the City's floodplain-management requirements.
7. **Low-Impact Development Recommendations** – Provides examples of green-infrastructure practices that can reduce runoff and improve stormwater management on public and private property.
8. **Flood Intervention Recommendations** – Presents conceptual improvements for specific locations, including sediment removal, detention or flood-storage areas, flood walls, and combinations of these measures.
9. **Program and Operational Resources** – Addresses public education, City and private-property responsibilities, FEMA assistance, routine maintenance documentation, pre-storm inspections, unauthorized filling, and neighborhood maintenance or cooperative initiatives.
10. **Property Acquisition Recommendations** – Establishes consistent criteria for evaluating potential property or easement acquisitions for flood mitigation.
11. **Public Engagement Summary** – Summarizes the February 2026 public workshop, April 2026 first-responder workshop, online mapping, surveys, and the additional public outreach planned before completion of the study.



Department of Public Works | 860.584.6125

Upon completion, the study will provide the City with a long-term planning document and a basis for prioritizing additional investigations, pursuing grant funding, updating City policies and regulations, and evaluating future flood-mitigation projects. Completion of the study does not commit the City to constructing any specific project. Individual projects will require separate feasibility evaluations, funding authorizations, permitting, design, and public review.

Based on DPW's review, the Climate Resilience Study would benefit from additional flood analysis to further evaluate and identify potential capital projects that could reduce flooding within the City. Of the original \$250,000 grant, approximately \$24,670 remains available and uncommitted.

To perform the additional flood analysis, DPW recommends the following Board of Public Works action:

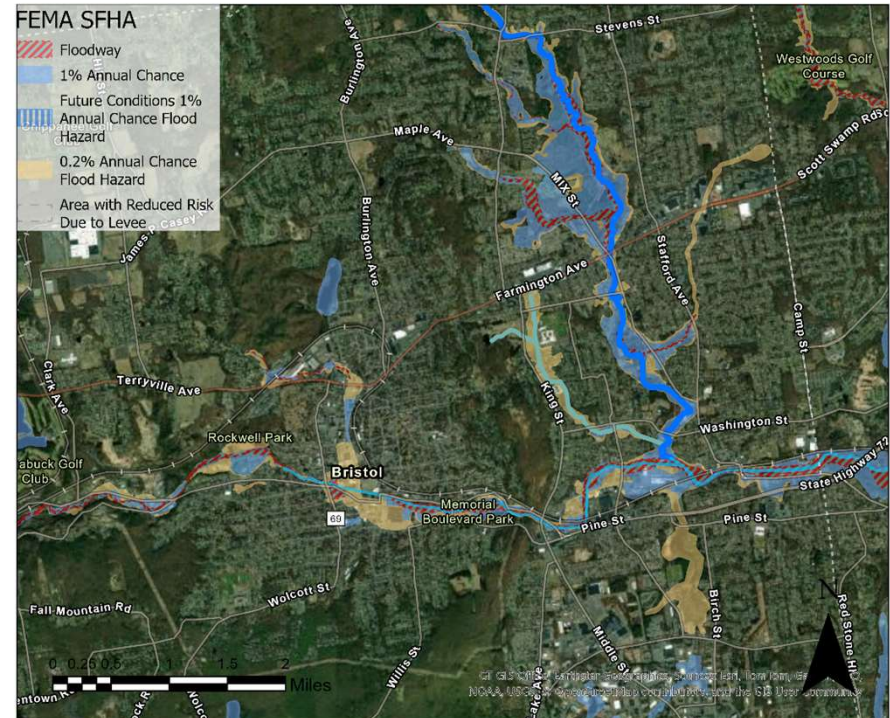
Authorize the Department of Public Works to execute a contract amendment to Contract 2P25-016, Consulting/Engineering Services for Climate Resiliency Flooding/Storm Drainage, with Stantec Consulting Services Inc., in the amount of \$15,000, increasing the contract amount from \$225,200 to \$240,200.

No additional City funding or Board of Finance action is required. DPW recommends reserving the remaining approximately \$10,000 in grant funding for potential City-requested revisions or addenda to the final report.

Please feel free to contact me at 860-584-6113 with any questions.

September 4, 2026

Consultant/Engineering Services for Climate Resiliency Flooding/Storm Drainage





Task 12: Concept Development and Alternatives Analysis

Objectives

- Evaluate conceptual flood mitigation measures
- Assess reduction in flood elevation and flood extent
- Compare performance at Areas of Concern
- Identify alternatives for advancement to future design phases

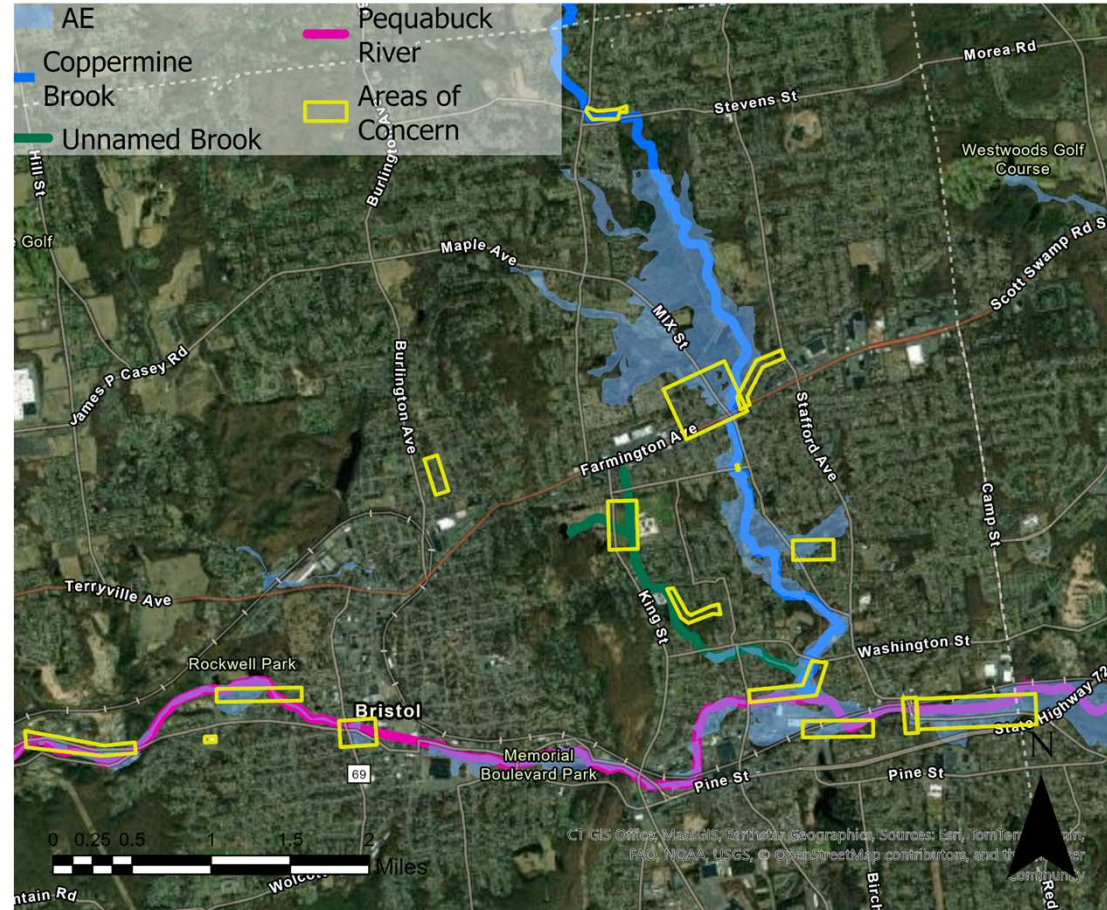


Existing Flooding Concerns

15 flood-prone locations identified through City records and previous studies.

Flooding associated with:

- Riverine inundation
- Limited floodplain storage
- Sedimentation
- Bridge/culvert constrictions
- Stormwater system backwater effects





Importance of 2D Modeling

Previous studies evaluated the **Pequabuck River and Coppermine Brook separately**, limiting the ability to evaluate watershed interactions and cumulative flooding.

A **watershed-scale model** provides a consistent framework to capture these interactions and evaluate how proposed mitigation measures affect flooding across the study area.

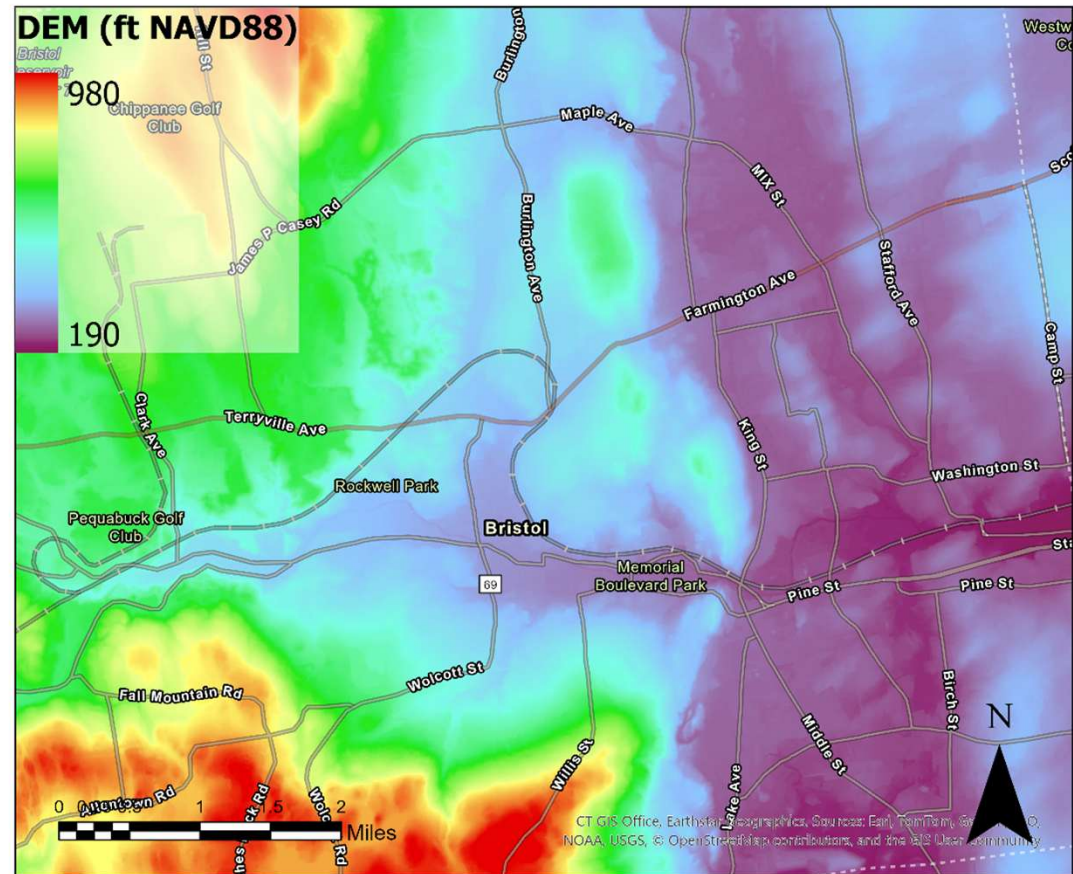
A model helps to understand how the system responds as a whole before advancing individual flood-mitigation solutions.



Screening-level Hydraulic Model

2D HEC-RAS Model Development

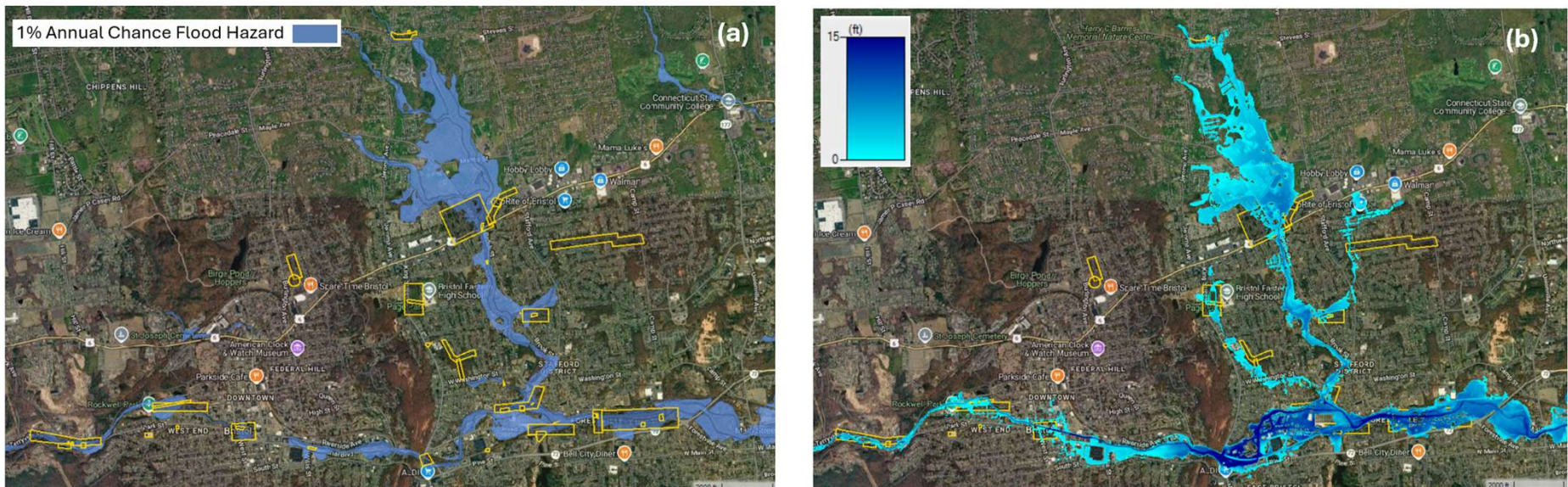
- Integrated the Pequabuck River and Coppermine Brook watersheds into a single 2D hydraulic model.
- Expanded model coverage to tributaries associated with identified Areas of Concern.



The model is developed as a screening-level tool to compare conceptual flood mitigation alternatives and identify measures for further evaluation; selected concepts will require additional investigation and design refinement.



Existing Conditions Model Verification



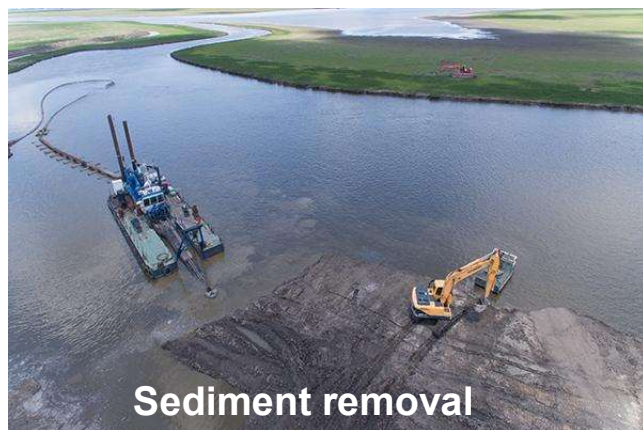
FEMA flood hazard mapping (a) and modeled 1% annual-chance flood extent (b), with documented Areas of Concern.

- Model generally reproduces FEMA-mapped 1% annual-chance flooding
- Model also captures flooding at the majority of documented Areas of Concern



Conceptual Flood Mitigation Alternatives

Alternative		Concept
1	Sediment Removal	Increase channel conveyance
2	Detention Basins	Increase temporary flood storage
3	Flood Walls	Localized flood protection
4	Basins + Walls	Combined storage + protection



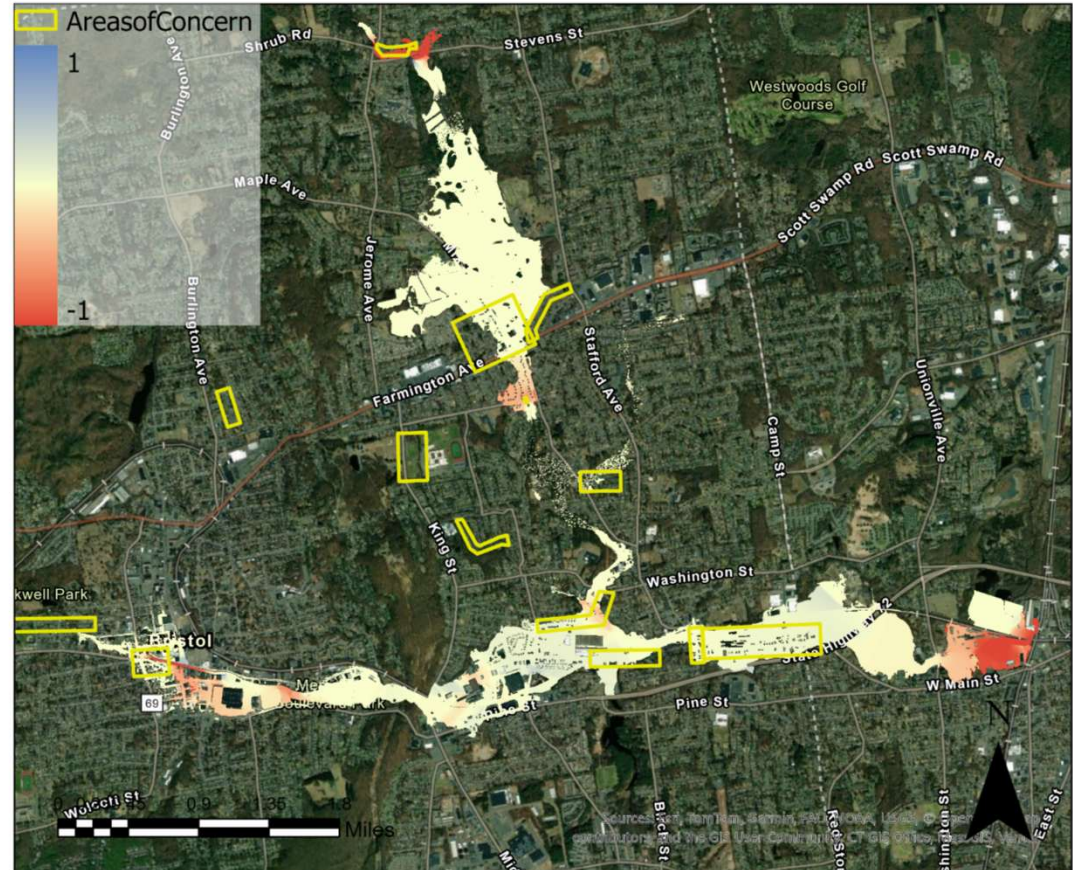


Alternative 1: Sediment Removal

- Flood extent change: **-1.0% (226 acres)**
- Maximum flood reduction in AOC: **3 ft**
- Number of Parcels with reduced flooding: **187**

Observations:

- Concentrated near sediment-removal areas, with limited system-wide improvement.
- Sediment transport modeling is needed to assess potential adverse impacts and determine the dredging frequency required to sustain benefits.





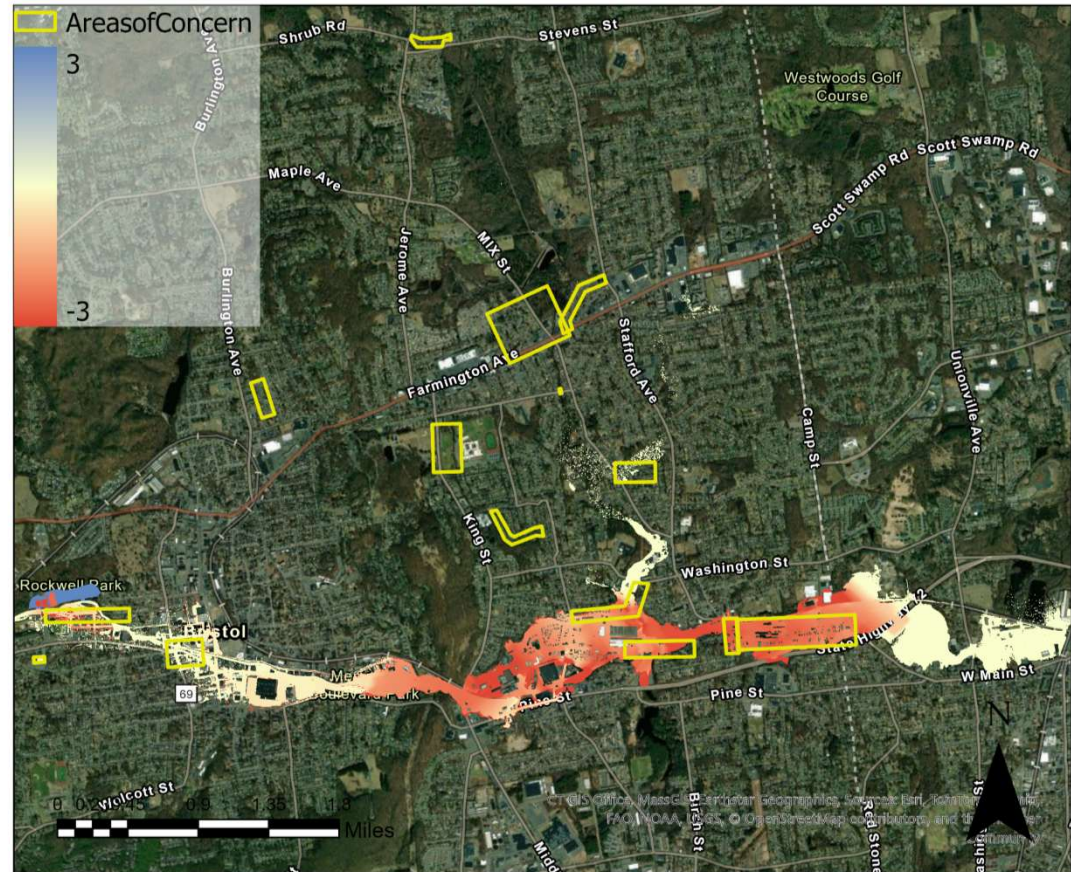
Alternative 2: Detention Basins

- Flood extent change: **-2.3% (491 acres)**
- Maximum flood reduction in AOC: **2.53 ft**
- Number of Parcels with reduced flooding : **649**

Observations:

- Strongest flood reductions occur along the Pequabuck River, with benefits extending through the central/downtown corridor.

Storage near the Pequabuck–Coppermine junction appears particularly effective.



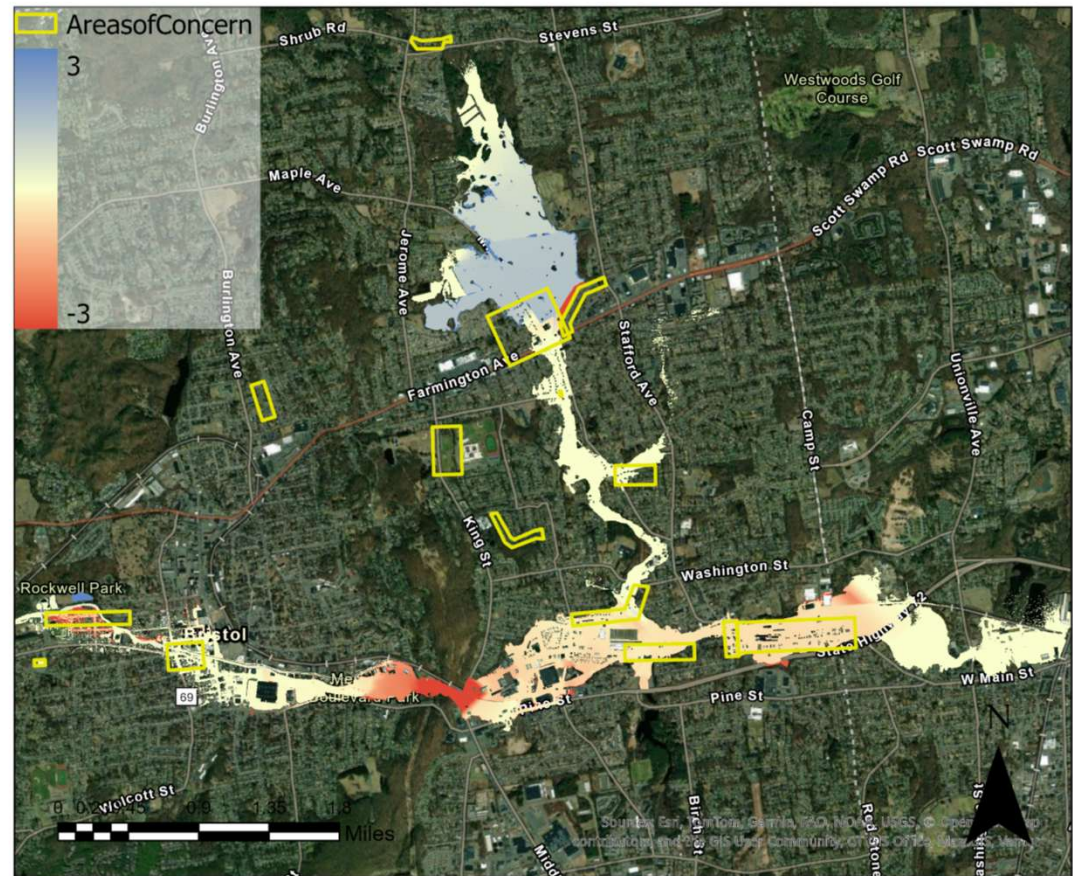


Alternative 3: Flood Walls

- Flood extent change: **-0.5% (104 acres)**
- Maximum flood reduction in AOC: **0.9 ft**
- Number of Parcels with reduced flooding : **614**

Observations:

- Flood changes are concentrated around the flood-wall locations.
- Flood walls provide localized protection rather than storage, so wall location and extent should be optimized while evaluating potential redistribution of flooding elsewhere.



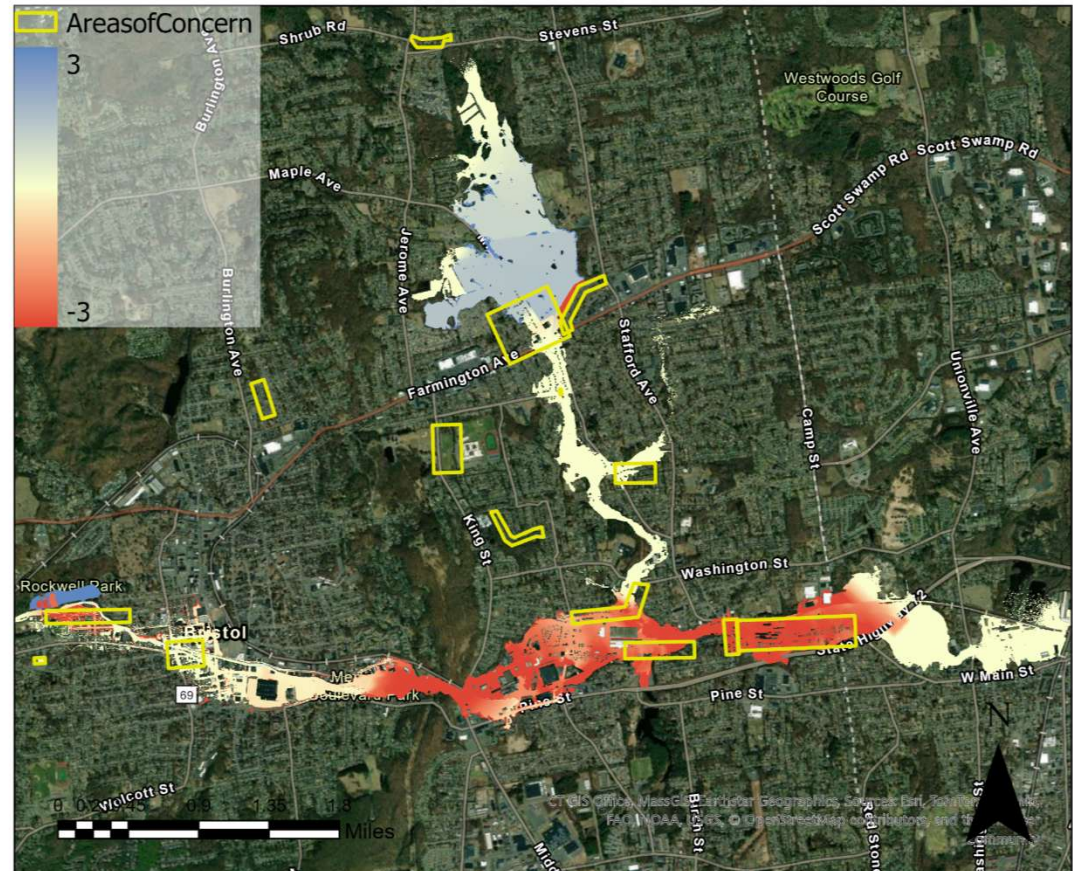


Alternative 4: Walls + Basins

- Flood extent change: **-2.5% (544 acres)**
- Maximum flood reduction in AOC: **3 ft**
- Number of Parcels with reduced flooding : **702**

Observations:

- Broad flood reductions occur along the Pequabuck River, with the strongest effects through the central/eastern portion of the study area.
- Combined benefit provides both broader river-corridor benefits and targeted protection.





Alternative Performance at Areas of Concern

Number	Name	Flood elevation difference, ft (Alt1)	Flood elevation difference, ft (Alt2)	Flood elevation difference, ft (Alt3)	Flood elevation difference, ft (Alt4)
1	Terryville Road, west of Waterbury Road	0	0	0	0
2	Jacobs Street	0	-1.1	-0.92	-1.76
3	West End (Intersection of CT-72 and CT-69)	-0.11	-0.04	0.05	0
4	King Street at Bristol Eastern High School	0	0	0	0
5	Sharon Street	0	0	0	0
6	Farmington Ave at Mix Street*	0	0	0.75	0.85
7	Madison Drive	0	0	0	0
8	Hardwick Road	0	0	0	0
9	Frederick Street	-0.01	-1.72	-0.27	-1.94
10	Broad Street at Todd Street	0.08	-2.22	-0.41	-2.61
11	Central Street at the Pequabuck River	0.02	-2.53	-0.51	-3.07
12	East Main Street, east of Forestville	0.06	-2.37	-0.58	-3
13	354 Divinity Street	0	0	0	0
14	72 Richard Court	-3.08	0	0	0
15	Louisiana Ave	-0.43	0	0	0

* Further analysis is required to reduce flooding at Farmington Ave .



Conclusion

- **Sediment removal** shows more localized and variable performance, including **both reductions and increases** in modeled flood elevation. It provides largest single reduction (-3.08 ft) at 72 Richard Court, but the benefit is not consistent spatially.
- **Storage-based alternatives** provide the **most consistent flood-elevation reductions** across the Areas of Concern.
- The **largest reductions** occur along the Pequabuck River corridor, particularly at **Central Street** and **East Main Street**.
- **Basins + Walls** generally provide the **greatest reductions**, reaching -3.07ft at Central Street and -3 ft at East Main Street.

Detention/storage is the primary driver of flood-elevation reduction along the Pequabuck River corridor, with additional localized benefits when combined with flood walls.

Thank you

The detention-basin alternative evaluated temporary flood storage at conceptual candidate locations. The basins were intended to reduce peak flows entering downstream reaches and increase available flood-storage capacity within the watershed.

Conceptual basin locations included parcels 11227, 11287, 20283, 3641, 11109, 9810, and 10248 (Figure 1). These locations include City-owned, industrial, and residential properties. The locations and basin footprints were developed for hydraulic screening and demonstrate the potential benefit of providing additional storage within the general areas modeled. They should not be interpreted as final recommended sites. Figure 2 and Figure 3 show localized views of the conceptual detention basins.

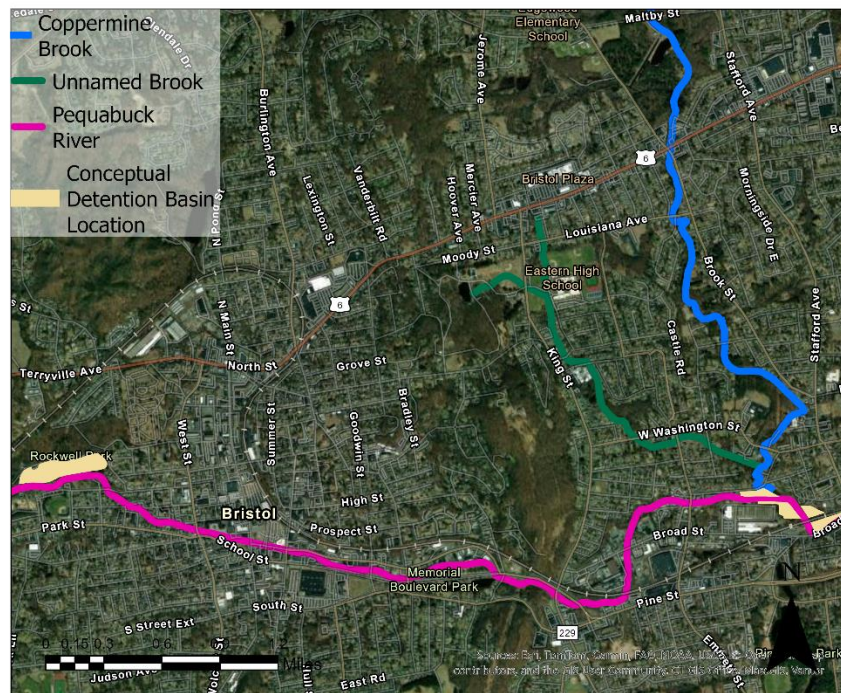


Figure 1: Overview of conceptual detention basin locations.

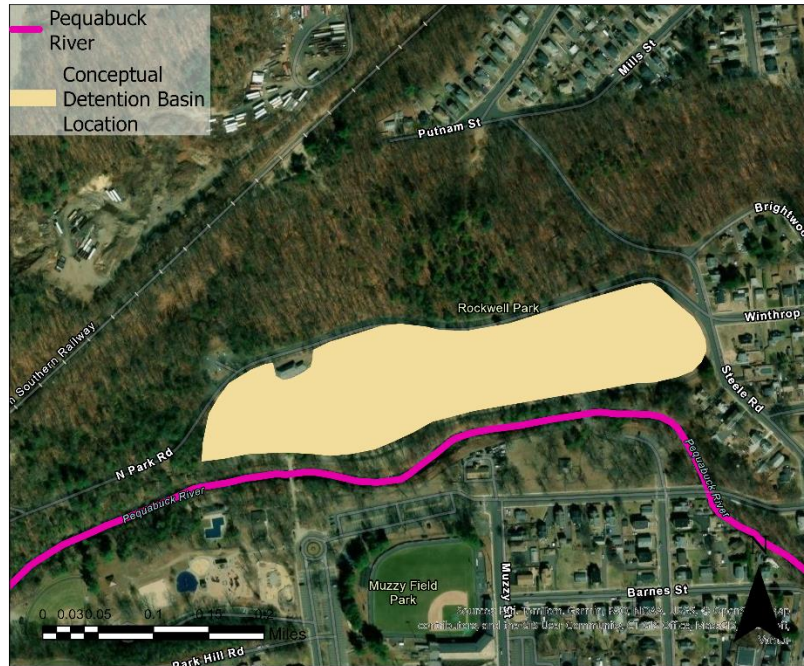


Figure 2: Localized view of detention basin located at the west side of Pequabuck river.

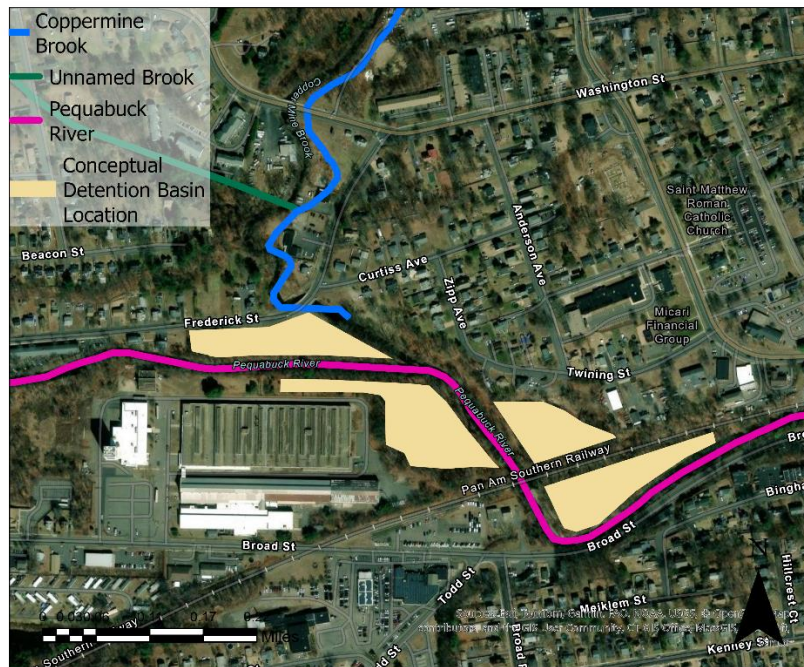


Figure 3: Localized view of four detention basins at the junction of the Coppermine and Pequabuck rivers.



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 8, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: DPW Responsibility and Authority on State Roads and Rights-of-Way

Attached for the Board's consideration is a proposed policy establishing the Department of Public Works' responsibilities and authority for work within State roads and rights-of-way. The purpose of the policy is to clarify the respective responsibilities of the City and the Connecticut Department of Transportation (CTDOT), as well as identify when the City is required to obtain a CTDOT permit before performing work within the State right-of-way.

In general, it is incorrect to assume that CTDOT is responsible for all infrastructure and maintenance activities located within a State right-of-way. Conversely, the fact that a particular improvement or maintenance activity is the City's responsibility or in the case of sidewalks DPW has regulatory authority it does not give the City unrestricted authority to perform that work within the State right-of-way. Work performed by the City within a State right-of-way remains subject to CTDOT requirements, including applicable permits, approvals, and construction standards.

CTDOT is generally responsible for State roadway pavement, curbing, and storm drainage infrastructure within the State right-of-way. The City, however, has responsibilities for certain other infrastructure and maintenance activities, including sidewalks, City-owned signage and some traffic signal equipment, City-constructed streetscape improvements, and vegetation management at certain intersections of City and State roadways. When the City installs, replaces, repairs, or maintains these facilities within the State right-of-way, the work must be performed in accordance with CTDOT requirements and, when applicable, under a CTDOT-issued permit.

The proposed policy is intended to provide DPW staff with a consistent framework for determining responsibility, coordinating work with CTDOT, obtaining required permits, and ensuring that work performed within State rights-of-way complies with applicable CTDOT standards.

Please feel free to contact me with any questions at 860-584-6113.

CITY OF BRISTOL – PUBLIC WORKS

24.06 DPW RESPONSIBILITY ON STATE PROPERTY & ROW

1. Purpose

This policy defines the responsibilities and limits of authority of the City of Bristol Department of Public Works (DPW) concerning State highways, State highway rights-of-way, and related State property. It establishes a consistent process for maintenance requests, emergency response, permitting, and coordination with the Connecticut Department of Transportation (CTDOT).

2. Scope

This policy applies to City activities involving the following State roads within Bristol—Connecticut

- A. CT Route 6 (Farmington Ave, North St & Terryville Ave)
- B. CT Route 69 (Burlington Ave, North St, West St & Wolcott St)
- C. Ct Route 72 (Pine St, Riverside Ave, Main St, School St, Park St & Terryville RD)
- D. Ct Route 229 (King st & Middle St)

City work on State roads includes the following roadway pavement and curbing

- i. storm drainage systems and drainage easements
- ii. sidewalks
- iii. sightline obstructions
- iv. streetscape improvements
- v. traffic signals maintained by the City
- vi. vegetation and grass maintenance
- vii. regulatory, warning, directional, and informational signs
- viii. pavement markings and crosswalks
- ix. City construction where a local road intersects a State highway

3. Definitions

CTDOT: The Connecticut Department of Transportation.

State Highway / State Road: A roadway under the jurisdiction and control of CTDOT, including Routes 6, 69, 72, and 229 within Bristol.

State Right-of-Way (ROW): Land, easements, and interests controlled by the State for highway, drainage, transportation, or related purposes.

Encroachment Permit: Written CTDOT authorization to perform specified work or place specified facilities within a State highway ROW, subject to CTDOT plans, conditions, inspection, traffic control, and restoration requirements.

Emergency or Storm-Response Work: Limited work reasonably necessary to reduce an immediate threat to public safety, roadway function, or property during or immediately after a storm or flooding event.

City-Maintained Traffic Signal: A traffic control signal for which the City has accepted maintenance obligations under an agreement, permit, or established allocation of responsibility, although it is located at or within a State highway intersection.

Sidewalk: For purposes of adjacent-owner maintenance under City ordinance, the approximately five-foot-wide concrete pedestrian walkway, unless the ordinance, approved plan, deed, or agreement states otherwise. Expanded plazas, gathering areas, landscape areas, and other streetscape features are not automatically treated as sidewalk.

Streetscape: Landscaping, plantings, grass, trees, benches, planters, decorative lighting, plazas, or other aesthetic or pedestrian amenities within or adjacent to a roadway ROW.

4. General Policy Statement

CTDOT controls and maintains State highways and State highway rights-of-way, except where a statute, permit, maintenance agreement, project agreement, or other written allocation assigns a duty to the City or another party. City work within a State ROW shall be limited to work authorized by this policy and applicable law, permit, or agreement.

- i. DPW shall refer needed State roadway, curb, drainage, vegetation, sign, and pavement-marking repairs to CTDOT and shall document significant requests and follow-up.
 - ii. Except for routine activities expressly allowed by CTDOT and limited emergency action described below, DPW shall obtain written CTDOT authorization before starting work within a State ROW.
 - iii. All City and contractor work performed within a State ROW shall comply with current applicable CTDOT standards, specifications, standard drawings, manuals, approved plans, permit conditions, and traffic-control requirements.
- #### 5. Encroachment Permits and CTDOT Coordination

An approved CTDOT encroachment permit is required before the City or its contractor performs construction, alteration, installation, or placement within a State ROW unless CTDOT confirms in writing that a permit is not required or an emergency exception applies. Permit-dependent work includes, but is not limited to:

- a. milling, paving, curb work, excavation, utility or drainage work, and roadway restoration
- b. milling or paving the portion of a City street lying within the State ROW at its intersection with a State road
- c. sidewalk reconstruction or full replacement along a State road
- d. planting trees or installing benches, planters, signs, decorative features, or other streetscape elements
- e. traffic-signal improvements, enhancements, equipment changes, or full replacement
- f. City-installed directional, wayfinding, informational, or similar signs on a State road

6. State Roadways, Pavement, and Curbing

CTDOT is responsible for routine maintenance and repair of pavement and curbing on State roads. DPW shall inspect reported conditions as reasonably necessary to confirm location and urgency, then

notify CTDOT. DPW shall not permanently repair State pavement or curbing without CTDOT authorization.

Before City milling or paving work near a State intersection, DPW shall identify affected traffic-signal equipment and coordinate the work with CTDOT and the City traffic-signal maintenance function.

If City milling, paving, or related roadway work damages, removes, cuts, or renders inoperative a CTDOT traffic-signal loop detector or its lead-in wiring, the City shall replace and restore the affected detector after paving is completed. Replacement shall comply with CTDOT standards, approved plans, permit conditions, testing requirements, and inspection or acceptance requirements.

The City shall maintain temporary traffic-signal detection or other approved traffic-control measures when required by CTDOT until permanent loop detection is restored and accepted.

7. Storm Drainage and Drainage Easements

CTDOT is responsible for maintenance and repair of State-highway drainage facilities, including catch basins, manholes, piping, outlets, and related facilities located in State ROW or State-controlled drainage easement areas, except where a written instrument provides otherwise.

- i. DPW shall report blocked, damaged, failed, or inadequate State drainage facilities to CTDOT and request inspection or repair.
- ii. During a storm or imminent flooding condition, DPW may clean a catch basin, remove a localized obstruction, or perform other limited temporary maintenance when reasonably necessary to alleviate flooding or protect public safety.
- iii. Emergency work shall be limited to the minimum reasonably necessary. Staff shall use appropriate traffic control and safety measures, photograph or otherwise document the condition and work, notify CTDOT as soon as practicable, and request permanent repair where needed.

8. Sidewalks Along State Roads

CTDOT does not assume responsibility for maintenance, repair, replacement, or snow and ice removal from sidewalks along State roads. Under applicable City ordinance, the owner of property abutting a sidewalk is responsible for maintaining the sidewalk adjoining the property, including removal of snow and ice and repair or full replacement when required.

- i. Adjacent-owner responsibilities apply whether the sidewalk adjoins a City street or a State road, subject to the language of the applicable ordinance and any controlling agreement.
- ii. Eligible owners along State roads may participate in the City sidewalk repair program under the same adopted eligibility, funding, scheduling, and construction rules applicable elsewhere.
- iii. Sidewalk construction, repair, or replacement within a State ROW requires CTDOT authorization and an encroachment permit.

- iv. For streetscape locations, adjacent-owner sidewalk responsibility is generally limited to the concrete pedestrian walkway and does not automatically include expanded meeting areas, plazas, planting beds, or other City-maintained streetscape features.

9. Sightline Obstructions

Consistent with CTDOT requirements and applicable State–City arrangements, the City is responsible for vegetation cutting necessary to address sightline obstructions where a City street approaches and intersects a State road. CTDOT is responsible for sightline vegetation where one State road intersects another State road.

- i. DPW shall evaluate sightline concerns involving City-street approaches and coordinate with CTDOT when the work lies within State ROW or affects State facilities.
- ii. Neither CTDOT nor the City assumes responsibility under this policy for correcting sightline limitations at a private driveway. Driveway owners remain responsible for maintaining vegetation and complying with applicable driveway permits, zoning requirements, and law.
- iii. DPW may refer a private obstruction to the appropriate enforcement authority when it violates an ordinance, permit, easement, or other legal requirement.

10. Streetscapes

The City shall maintain State-road streetscape improvements assigned to it by project agreement, permit, or accepted maintenance obligation. Examples include improvements at the Routes 69 and 72 intersections in the West End. City responsibilities includes mowing, landscape maintenance, and care of plantings.

- i. Routine maintenance of existing landscaping and vegetation may be performed without an encroachment permit when allowed by the controlling agreement or CTDOT requirements.
- ii. City maintenance of streetscape areas include pavement parking areas and parking lots, including angle spaces adjacent to state roadway travels ways.
- iii. New trees, benches, planters, signs, structures, or other streetscape features—and material alteration of existing features—require prior CTDOT review and an encroachment permit unless CTDOT states otherwise in writing.
- iv. Adjacent owners remain responsible for the pedestrian sidewalk and snow and ice removal as provided by City ordinance; expanded plazas and meeting areas shall be maintained by the party assigned under the applicable project documents or City program.

11. Traffic Signals

The City currently maintains approximately ten traffic signals at State-road intersections under existing assignments or agreements. DPW shall maintain and repair City-maintained signals to support safe and reliable operation. A link to the list of City & State owned traffic signals within the City is provided below:

- i. Routine troubleshooting, preventive maintenance, and like-for-like repair shall be performed in accordance with applicable agreements, CTDOT requirements, the Manual on Uniform Traffic Control Devices, electrical codes, and City safety procedures and do not require a state encroachment permit.
- ii. Signal improvements, enhancements, changes in operation or equipment, relocation, modernization, or replacement require CTDOT approval and an encroachment permit, and may also require design review or other State authorization.

12. Vegetation Management

CTDOT is generally responsible for grass, brush, trees, and other vegetation within or adjacent to State roads under State control, except for City responsibilities created by sightline requirements, streetscape agreements, permits, or other written arrangements.

- i. DPW shall report hazardous or inadequately maintained State vegetation to CTDOT when the condition affects safety, infrastructure, or the appearance of the community.
- ii. When CTDOT maintenance is inadequate and the condition materially affects appearance or function, the City may mow grass or cut non-woody vegetation within the State ROW, provided the work is consistent with CTDOT requirements and can be performed safely without excavation, planting, herbicide application, tree removal, or alteration of State facilities.
- iii. Locations historically addressed may include the Route 72 limited-access median, areas beneath bridges or at underpasses, and portions of the Route 6 median. Prior City work at a location does not create a continuing legal obligation.

13. Signs

CTDOT is responsible for regulatory, warning, and roadway-control signs on State roads. DPW shall refer damaged, missing, obstructed, or needed State traffic-control signs to CTDOT.

- i. The City shall not install or modify roadway-control signs on a State road without CTDOT approval.
- ii. City directional, wayfinding, informational, commemorative, parking, or similar signs within State ROW require CTDOT approval and an encroachment permit unless CTDOT provides a written exception.

14. Pavement Markings and Crosswalks

CTDOT is responsible for pavement markings on the State-highway portion of a roadway or intersection. The City is responsible for pavement markings on the local-road portion approaching or intersecting a State highway, including applicable crosswalk segments, centerlines, lane lines, stop bars, and directional arrows, unless an agreement or CTDOT directive assigns responsibility differently.

- i. Where crosswalks extend across both State and local roadway legs, the City shall remark only the local-road portion within its jurisdiction.
- ii. The City shall not extend its pavement-marking work into the State-road portion merely to create a continuous appearance without CTDOT authorization.
- iii. Marking layout, materials, and traffic control shall conform to applicable standards and approved plans.

15. Safety, Traffic Control, and Contractor Requirements

All City and contractor work within or adjacent to a State highway shall comply with the approved permit, traffic-control plan, CTDOT requirements, the current adopted Manual on Uniform Traffic Control Devices, OSHA requirements, utility-notification requirements, and applicable City safety procedures. Contractors shall not rely solely on a City contract or purchase order as authority to occupy or alter State ROW.

17. Responsibility Matrix

Asset / Activity	Primary Responsibility	City Action / Limitation
State-road pavement and curb	CTDOT	City refers condition; permit for City work
State drainage in ROW/easement	CTDOT	Limited emergency clearing by City; notify CTDOT
Sidewalk along State road	Adjacent owner under City ordinance	CTDOT permit for work in State ROW
City-street sightline at State road	City for assigned vegetation work	Coordinate with CTDOT; private driveways excluded
State-road-to-State-road sightline	CTDOT	Refer to CTDOT
Agreed streetscape landscaping	City where assigned	Agreement/permit controls
City-maintained traffic signals	City for routine maintenance	CTDOT approval for changes/replacement
State-road signs	CTDOT	City signs require CTDOT approval
State-road pavement markings	CTDOT	City marks only local-road jurisdiction
Local-road markings at State road	City	Do not cross into State portion without approval
Signal loops affected by City paving	City	City required to replace

18. Exceptions

The Director of Public Works or designee may authorize a departure from an internal procedure in this policy when necessary to protect public safety or respond to an emergency, provided the action is lawful, appropriately documented, and reported to CTDOT when State facilities or ROW are involved. This section does not waive a permit required by State law or CTDOT.

24. Policy Review

This policy shall be reviewed every 3 years.

TRAFFIC SIGNALS

ROAD OWNER	SIGNAL OWNER	STATE	PRIMARY STREET	STATE ROUTE	STATE ROUTE	SECONDARY STREET	OTHER
		NUMBER					
CITY	CITY		DIVINITY STREET			PECK LANE	SHOPPING CENTER
CITY	CITY		JAMES P CASEY ROAD			HILL STREET	
CITY	CITY		HILL STREET			MATTHEWS STREET	
CITY	CITY		RONZO ROAD			BIRCH STREET	
CITY	CITY		EMMETT STREET			REDSTONE HILL ROAD	
CITY	CITY		SOUTH STREET			UNION STREET	CHURCH STREET
CITY	CITY		SOUTH STREET			MAIN STREET	GEORGE STREET
CITY	CITY		SOUTH STREET			MELLEN STREET	
CITY	CITY		NORTH MAIN STREET			RIVERSIDE AVENUE	
CITY	CITY		NORTH MAIN STREET			LAUREL STREET	HOPE STREET
CITY	CITY		NORTH MAIN STREET			CENTER STREET	
CITY	CITY		BROAD STREET			EMMETT STREET	ANDREWS STREET
CITY	CITY		EMMETT STREET			ANDREWS STREET	FREDERICK STREET
CITY	CITY		STAFFORD AVENUE			SENIOR CENTER	CHARLES STREET
CITY	CITY		STAFFORD AVENUE			WASHINGTON STREET	CHURCH AVENUE
CITY	CITY		MAPLE STREET			WOODLAND STREET	FEDERAL STREET
CITY	CITY		CENTER STREET			MAPLE STREET	BELLEVUE AVENUE
CITY	CITY		JEROME AVENUE			MAPLE AVENUE	MIX STREET
CITY	CITY		STAFFORD AVENUE			STEVENS STREET	
CITY	CITY		STAFFORD AVENUE			MALTBY STREET	
CITY	CITY		WASHINGTON STREET			CENTRAL STREET	
CITY	CITY		EAST MAIN STREET			BROAD STREET	CENTRAL STREET
CITY	CITY		EAST MAIN STREET			LINCOLN AVENUE	
CITY	CITY		PINE STREET			CENTRAL STREET	DALEY STREET
CITY	CITY		PINE STREET			LINCOLN AVENUE	
CITY	CITY		PINE STREET			REDSTONE STREET	FORESTVILLE COMMONS
STATE	STATE		WOLCOTT STREET	69		WOLCOTT ROAD	PECK LANE
STATE	STATE	017-266	WOLCOTT STREET	69		TUTTLE ROAD	WOODARD PLACE
STATE	CITY		TERRYVILLE ROAD	72		CLARK AVENUE	
STATE	STATE	017-210	TERRYVILLE AVENUE	6		CLARK AVENUE	
STATE	STATE	017-255	MIDDLE STREET	229		ENTERPRISE DRIVE (S)	
STATE	STATE	017-211	TERRYVILLE AVENUE			MATTHEWS STREET	
STATE	STATE	017-267	MIDDLE STREET	229		RONZO ROAD	
STATE	STATE	017-260	MIDDLE STREET	229		ENTERPRISE DRIVE(N)	
STATE	STATE	017-221	MIDDLE STREET	229		REDSTONE HILL ROAD	CROSS STREET
STATE	STATE	017-258	MIDDLE STREET	229		BATTISTO ROAD	BUSINESS PARK ROAD
STATE	STATE	017-261	MIDDLE STREET	229		LAKE AVENUE	
STATE	STATE	017-201	MIDDLE STREET	229		MOUNTAIN ROAD	PINE STREET
STATE	STATE	017-270	PINE STREET	72		RIVERSIDE AVENUE	MITCHELL STREET
STATE	STATE	017-204	MIDDLE STREET	229		RIVERSIDE AVENUE	
STATE	STATE	017-269	KING STREET	229		BROAD STREET	
STATE	STATE	017-259	KING STREET	229		WEST WASHINGTON STREET	

STATE	STATE	017-271	PINE STREET	72		EMMETT STREET	
STATE	STATE	017-272	ROUTE 72	72		PINE STREET	TODD STREET
STATE	CITY		SOUTH STREET			WOLCOTT STREET	SOUTH STREET EXTENSION
STATE	STATE	017-256	MEMORIAL BOULEVARD	72		RIVERSIDE AVENUE	BLAKESLEE STREET /DOWNS STREET
STATE	CITY		RIVERSIDE AVENUE	72		MELLEN STREET	
STATE	STATE	017-226	SCHOOL STREET	72	69	WEST STREET	
STATE	CITY	017-257	RIVERSIDE AVENUE	72		MAIN STREET	
STATE	CITY	017-231	SCHOOL STREET	72		MAIN STREET	MEMORIAL BOULEVARD
STATE	CITY		SCHOOL STREET	72		NORTH MAIN STREET	CHURCH STREET
STATE	CITY		WEST STREET	69		CENTER STREET	HAVILAND STREET
STATE	STATE	017-233	TERRYVILLE AVENUE	6	69	WEST STREET	NORTH STREET
STATE	STATE	017-214	NORTH STREET	6	69	NORTH MAIN STREET	
STATE	STATE	017-215	NORTH STREET	6	69	BURLINGTON AVENUE	FARMINGTON AVENUE/MAPLE STREET
STATE	STATE	017-262	BURLINGTON AVENUE	69		LEWIS STREET	CURTISS STREET
STATE	STATE	017-240	BURLINGTON AVENUE			MAPLE AVENUE	PEACEDALE STREET
STATE	STATE	017-202	FARMINGTON AVENUE	6		RUSTIC TERRACE	SHOPPING CENTER
STATE	STATE	017-216	FARMINGTON AVENUE	6		OAKLAND STREET	LEWIS STREET
STATE	STATE	017-218	FARMINGTON AVENUE	6		JEROME AVENUE	KING PLACE
STATE	STATE	017-209	FARMINGTON AVENUE	6	229	KING STREET	SHOPPING CENTER
STATE	STATE	017-220	FARMINGTON AVENUE	6		COLUMBUS AVENUE	BRISTOL PLAZA
STATE	STATE	017-232	FARMINGTON AVENUE	6		MIX STREET	BROOK STREET
STATE	STATE	017-222	FARMINGTON AVENUE	6		STAFFORD AVENUE	
STATE	STATE	017-250	FARMINGTON AVENUE	6		HOME DEPOT AND STEVEN	
STATE	STATE	017-223	FARMINGTON AVENUE	6		SHOPPING CENTER SOUTH	
STATE	STATE	017-203	FARMINGTON AVENUE	6		SHOPPING CENTER NORTH	
STATE	STATE	017-268	FARMINGTON AVENUE	6		WALMART SOUTH	
STATE	STATE	017-252	FARMINGTON AVENUE	6		CAMP STREET	WASLEY WAY
STATE	STATE	017-273	ROUTE 72	72		CENTRAL STREET	
STATE	STATE	017-274	ROUTE 72	72		LINCOLN AVENUE	
STATE	CITY	017-206	KING STREET	229		WOODLAND STREET	KAREN STREET
STATE	STATE	017-207?	KING STREET	229		BRISTOL EASTERN HS	PAGE PARK
STATE	STATE	017-208	KING STREET	229		LOUISIANA AVENUE	MOODY STREET
STATE	STATE		PARK STREET	72		TULIP STREET	



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 8, 2025

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

**RE: VISION ZERO - SAFE STREETS AND ROADS FOR ALL
(UPDATE)**

The Naugatuck Valley Council of Governments (NVCOG) has initiated preparation of a **Vision Zero / Safe Streets and Roads for All (SS4A) Safety Action Plan**. The study is being prepared in accordance with applicable federal transportation safety requirements so that projects recommended through the plan may be eligible for future federal and State grant funding. The study includes an analysis of crashes occurring within the last three years, review of police crash reports, and evaluation of available traffic data, including vehicle telemetry.

An example of the type of analysis being performed is the attached **Speed Gap Map**, which compares posted speed limits with actual vehicle operating speeds based on telemetry data. NVCOG obtains this information through a transportation data service known as **Replica**. Access to the service and associated data is also available to municipalities within NVCOG, including the City of Bristol.

A key component of the study, in addition to the technical data analysis, is **public and stakeholder participation**. NVCOG has identified potential study stakeholders, prepared the attached community outreach program, developed a public survey, and requested that the City establish a **five- to seven-member Safe Streets for All Committee**. The composition of the committee is determined by the City; however, its purpose is to assist with oversight of the study and provide representation from groups involved with, or affected by, the various modes of transportation within the City.

DPW recommends that the committee include representatives from the **Department of Public Works, Police Department, Community Services, Board of Public Works, and Senior Center**, with additional representatives added as appropriate.

In order to move the study forward, DPW recommends that the Board of Public Works take the following action:

Motion No. 1:

Authorize the Mayor and Director of Public Works to establish a five- to seven-member Safe Streets for All Committee consisting of representatives from DPW, Police, Community Services, the Board of Public Works, Senior Center staff, and other appropriate stakeholders; and further support NVCOG's proposed community outreach program and public survey.

In addition, NVCOG has requested formal City Council support for the Vision Zero / Safe Streets for All initiative through adoption of the attached resolution. The resolution establishes a long-term goal of eliminating roadway fatalities and serious injuries within 20 years (2046) following completion of the Safety Action Plan.

DPW therefore recommends the following additional action:

Motion No. 2:

Recommend that the City Council approve the attached Resolution in Support of Vision Zero / Safe Streets and Roads for All, establishing a goal of zero roadway fatalities and serious injuries within 20 years following completion of the Safety Action Plan.

Typical Vision Zero projects focus on targeted, cost-effective improvements that address documented roadway conditions and crash patterns. Potential projects that may be identified through the Safety Action Plan include:

- Intersection safety improvements, including revised signal timing, protected left-turn phases, and high-visibility crosswalks;
- Pedestrian safety improvements, including rectangular rapid flashing beacons (RRFBs), pedestrian refuge islands, and ADA-compliant curb ramps;
- Traffic-calming measures on local and collector roadways, including curb extensions, roadway narrowing, and road diets;
- Enhanced roadway and pedestrian lighting in areas with documented nighttime crash patterns;
- Improved signage and pavement markings, including advance warning signs and lane reconfigurations;
- School-zone safety improvements, including reduced-speed zones, enhanced signage, pedestrian crossings, and traffic-calming measures;
- Bicycle accommodations, where appropriate, including shared-lane markings and dedicated bicycle facilities; and
- Data-driven enforcement and public education initiatives coordinated with the Police Department and community stakeholders.

Please feel free to contact me with any questions or concerns at 860-584-6113.



To: Bristol Board of Public Works, City of Bristol
From: Timothy Nolan, Data Scientist; Anthony Lagana, Transportation Planner II;
Naugatuck Valley Council of Governments
Date: September 3, 2026
Subject: City of Bristol Vision Zero Plan – Safety Analysis Approach

This memorandum describes an element of the safety analysis the Naugatuck Valley Council of Governments (NVCOG) will perform in support of the City of Bristol’s Vision Zero Plan. NVCOG is developing the plan under federal Safe Streets and Roads for All (SS4A) guidelines, making the City eligible for SS4A implementation funding once it adopts the completed plan. The analysis will produce two complementary maps of the city’s streets: a High Injury Network (HIN) showing where severe crashes have historically concentrated, and a High Risk Network (HRN) highlighting road segments whose physical characteristics signal elevated risk of severe crashes. One of these risk-indicating characteristics is the gap between posted speed limits and 85th percentile speeds.

The Unified Street Network

Both networks require a unified digital map of Bristol’s streets, which NVCOG assembled from the Connecticut Department of Transportation (CTDOT) official road inventory data, the state 911 dispatch roadway centerlines data, and OpenStreetMap roadway data from the Replica enterprise data platform. Bristol’s road network covers 2,624 street segments over 273.7 road miles, with each segment containing 10 key features relevant to safety: CTDOT functional classification, posted speed limit, observed 85th percentile speed, the difference between the two (i.e., the “speeding gap”), average annual daily traffic volume (AADT), lane count, lane width, shoulder width, divided-roadway status, and one-way operation.

“Speeding Gap” Analysis

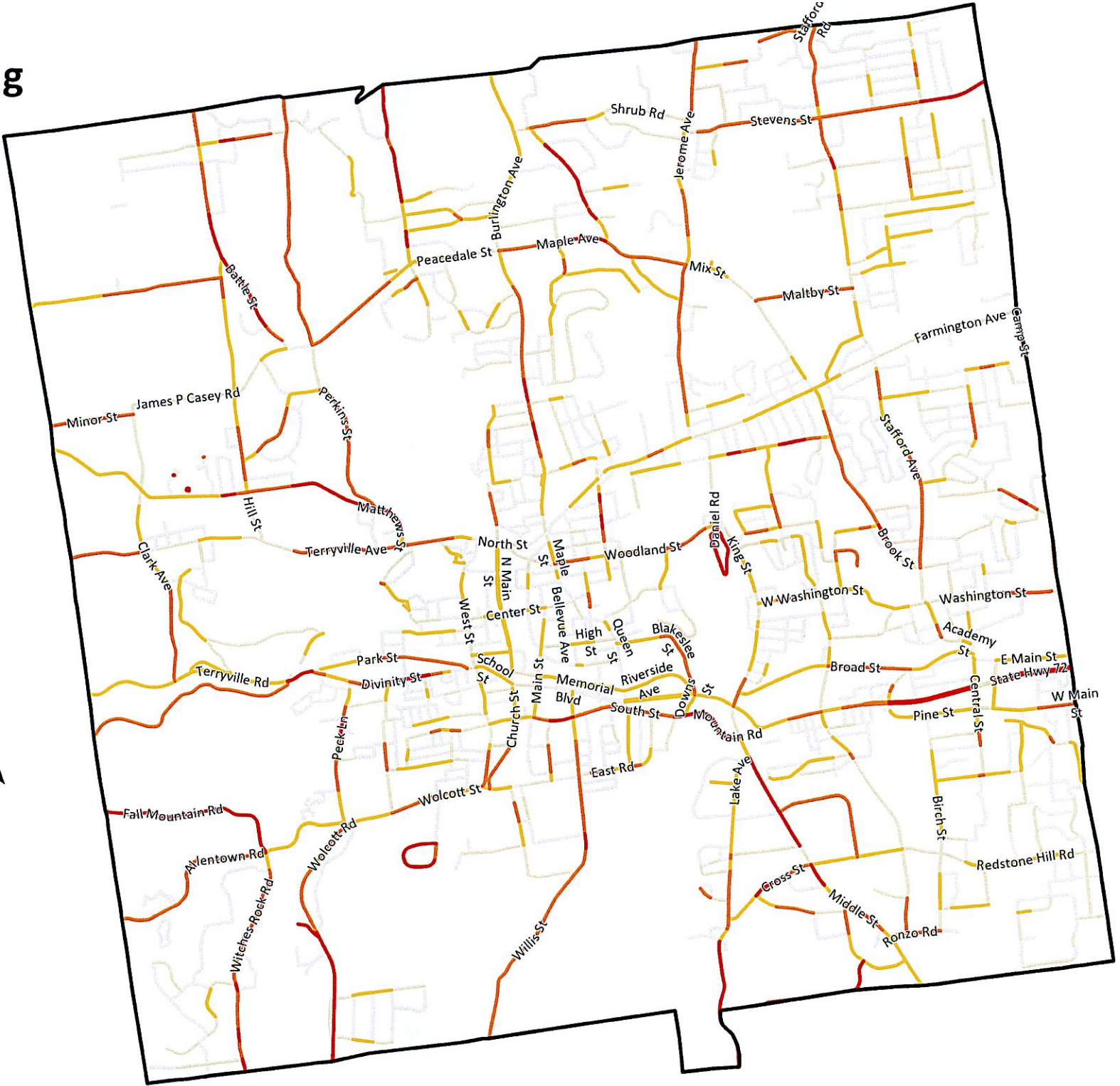
NVCOG has a subscription to the enterprise data platform Replica. The Replica platform creates a model that simulates all roadways in the United States based on cell phone data, car data, census data, and existing public roadway travel data to provide platform users with roadway characteristic estimates for roadways in their community. A key data point modeled by Replica is 85th percentile speeds, or the speed at or below which 85 percent of vehicles travel along a roadway. This metric identifies the speed threshold exceeded by the fastest 15 percent of drivers. By comparing the 85th percentile speed with the posted speed limit, NVCOG can identify roadway segments where speeding is prevalent and where driver speeds are significantly higher than the posted limit. High speeding under free-flow conditions often creates an environment for severe or fatal crashes, and by identifying areas that have high gaps between posted speed limits and 85th percentile speeds, NVCOG can prioritize corridors for further analysis in its High Risk Network (HRN).

Bristol "Speeding Gap" Map

This map is for internal planning purposes only. It is not intended to be included in a study or report.

Gap Between Posted Speed Limits and 85th Percentile Speed

- At or Under the Speed Limit
- 1 - 4 mph Over the Limit
- 5 - 9 mph Over the Limit
- 10 - 14 mph Over the Limit
- 15 mph + Over the Limit



Public and Stakeholder Engagement Plan

City of Bristol Vision Zero Plan

Prepared by NVCOG

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Introduction

Project Overview

The Naugatuck Valley Council of Governments (NVCOG) is developing a Vision Zero Plan for the City of Bristol. The goals of this plan are for the City of Bristol to adopt a Vision Zero goal, which will establish a timeline for eliminating all roadway fatalities and serious injuries in the city, and to identify strategies, policies, and infrastructural improvements that will help the city reach this goal. NVCOG is developing this plan in alignment with federal Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan guidelines, which require the inclusion of seven key components in the planning process:

1. Leadership commitment and goal setting,
2. Planning structure,
3. Safety analysis,
4. Engagement and collaboration,
5. Policy and process changes,
6. Strategy and project selections,
7. Progress and transparency.

By complying with these federal Comprehensive Safety Action Planning guidelines in the development of their Vision Zero Plan, the City of Bristol will become eligible to apply for SS4A implementation funding once it adopts the completed version of the plan. This Public and Stakeholder Engagement Plan will outline how NVCOG and the City of Bristol intend to comprehensively meet the requirement for engagement and collaboration (#4) in the development of this plan.

Engagement Goals

The engagement process will be oriented towards six core goals:

1. Understand the needs and limitations of municipal and institutional stakeholders to gauge their ability to advance Vision Zero strategies, policies, and infrastructure projects.
2. Incorporate stakeholders' identifications of unsafe roadways into safety analyses.
3. Understand the willingness of municipal and institutional stakeholders to implement specific strategies, policies, and categories of infrastructure projects to gauge which Vision Zero strategies, policies, and infrastructure projects are feasible as plan proposals.
4. Incorporate the lived experiences of members of the public, particularly those from communities traditionally excluded from the planning process, into the identification of unsafe locations in safety analyses.

5. Incorporate public opinion into the development, selection, and prioritization of strategies, policies, and infrastructural investments in the final planning document to ensure public buy-in and consent in the development and implementation of this plan.
6. Educate stakeholders and members of the public on Vision Zero principles and the need to prioritize safety in transportation planning and programming.

Who The Plan Will Engage

The City of Bristol

The City of Bristol and its various key municipal stakeholders will be engaged by NVCOG in the development of this plan. NVCOG selected these stakeholders based on their ability to identify locations of concern for roadway safety throughout the city and their expertise and familiarity with systems related to improving roadway safety (e.g., infrastructure or post-crash care).

Local Non-Governmental Organizations (NGOs)

NVCOG will engage local NGOs, which for the purposes of this plan include community organizations, local non-profits, and local business associations, in the development of this plan. NVCOG selected these NGOs based on their ability to represent the roadway safety concerns and ideas of residents, interest groups, and business owners. NVCOG will use NGO engagement to supplement any shortfalls in public engagement to ensure that the needs of the public are incorporated into the plan.

General Public

NVCOG will engage residents, business owners, and other members of the public within the City of Bristol, providing them with opportunities to give input on local roadway safety. Local commission and council meetings will also be held in a publicly accessible manner, providing the public with opportunities to engage in the planning process outside of scheduled public engagement meetings.

CTDOT

Most of the High Injury Network (HIN), where most serious and fatal crashes are occurring, is located along state owned roads in Bristol. NVCOG will engage the proper representatives of CTDOT to understand the state of these facilities, CTDOT plans for these facilities, and potential improvements to these facilities.

NVCOG

NVCOG will internally engage its Transportation team for this project to incorporate regional Vision Zero goals into this local Vision Zero plan.

Guiding Principles

- **Vision Zero** – NVCOG and its Policy Board, which includes the City of Bristol, believe that all traffic fatalities and serious injuries are preventable and unacceptable. This principle will underly all planning efforts and discussions around roadway safety with members of the public and stakeholders. It is necessary for project staff to understand Vision Zero principles and, broadly, how Vision Zero can be advanced at the local level.
- **Inclusiveness and Accessibility** – Public engagement meetings will be held inclusively and accessibly. NVCOG will actively seek to include members of the public and stakeholders in its engagement efforts to ensure that outreach efforts are as comprehensive as possible for this plan. When possible, NVCOG and the City of Bristol will make meetings for this project virtually accessible.
- **Transparency** – The contents of public and stakeholder engagement will be incorporated into the final planning document and documentation summarizing public and stakeholder engagement efforts will be available as appendices to the final plan. NVCOG and the City of Bristol will continuously and collaboratively track progress on Bristol’s Vision Zero goals as outlined in the final plan in a transparent and public-facing manner.
- **Flexibility** – NVCOG will maintain a flexible schedule for stakeholder interviews and will ensure that public meetings are adapted to the specific needs of Bristol residents and community groups.

Roles and Responsibilities

PARTY	ENGAGEMENT RESPONSIBILITIES
NVCOG – Integrated Mobility and Community Planning (IMCP) Team	• Coordinate and conduct stakeholder interviews • Coordinate, attend, and lead public engagement meetings • Develop summaries of all engagement efforts and incorporate them into the plan
NVCOG – Communications and Community Engagement Team	• Provide hybrid meeting options for public meetings • Collaborate with IMCP to take photographs for the final plan • Collaborate with IMCP and MDT to develop public input surveys • Develop handout materials for public engagement efforts • Post invites to events on NVCOG platforms • Identify community groups in high-crash locations for direct engagement
NVCOG – Mapping, Data, and Technology (MDT) Team	• Develop a Survey123 digital survey with IMCP and Communications guidance
City of Bristol	• Disseminate public meeting invitations • Provide meeting spaces for public meetings • Respond to stakeholder engagement inquiries

Engagement Methods and Meeting Structure

MEETING	PURPOSE	FORMAT	PARTICIPANTS
Vision Zero Task Force and City Council Meetings	1. Serve as the governance structure for the plan 2. Adopt a Vision Zero goal	Hybrid.	TBD by City of Bristol, IMCP Staff.
Public Engagement Meetings	1. Identify unsafe locations in Bristol 2. Identify desirable and undesirable Vision Zero strategies from the public 3. Public education on Vision Zero	Hybrid when possible, otherwise in person.	NVCOG Staff, municipal representatives as desired, members of the public.

Stakeholder Engagement Meetings	1. Identify unsafe locations in Bristol 2. Identify desirable and undesirable Vision Zero strategies from stakeholders 3. Identify stakeholders' needs and limitations to gauge 4. Coalition building 5. Stakeholder education on Vision Zero	Depends on the stakeholder, virtual and in-person options provided.	NVCOG IMCP staff, municipal, state, and NGO stakeholders.
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Public Engagement Methods

NVCOG will hold at least three public engagement meetings, with one meeting being held hybrid (in person and virtual) and dedicated to engaging the general public, and two in person meetings being dedicated to engaging community groups in high-crash areas. The public will be provided with the opportunity to describe which areas in Bristol have roadway safety issues, along with which issues they see there. They will also be asked to describe the Vision Zero strategies they are or are not in favor of, with guidance from NVCOG staff. NVCOG will also develop a digital public survey, which will be shared outside of these meetings and will be oriented towards asking the same questions as those asked at the public and community engagement meetings. NVCOG will also table the Bristol Mum Festival, providing attendees with the opportunity to take the survey and learn more about Vision Zero.

Stakeholder Engagement Methods

NVCOG will hold stakeholder engagement meetings, with stakeholders being split into municipal stakeholders and NGO stakeholders. All stakeholders will be asked a pre-arranged slate of questions aimed at understanding stakeholders' views on where roadway safety issues are occurring, what types of Vision Zero strategies should or shouldn't be used to intervene in these locations, and what their organization's capacity for implementing Vision Zero strategies currently is and what they would need to properly advance Vision Zero goals. NVCOG will hold meetings virtually or in-person depending on the stakeholder.

Virtual/Hybrid Meetings

For meetings at city hall for public engagement, a virtual option will be available to members of the public, while other public engagement meetings may or may not be offered virtually, depending on the facility at which they will take place.

Advertising and Outreach Channels

NVCOG will share public engagement and tabling events on its website and social media pages. NVCOG will coordinate with the City of Bristol and local community organizations to better disseminate meeting details through channels that are most available to city residents. NVCOG will also develop a page on its website for the project, where it will regularly update materials.

Documentation and Reporting

NVCOG will document all engagement activities throughout the planning process to support transparency and accountability. Specific work products related to public and stakeholder engagement will include:

- **Engagement summaries for public engagement** – NVCOG will develop summaries of its public engagement efforts for this plan. The summaries of public engagement will be used for the safety analysis and strategy selection elements of the planning process. These summaries will be available in the plan's appendices, which will also include information on public survey results.
- **Stakeholder engagement summaries** – NVCOG will develop summaries of its stakeholder engagement interviews. These summaries will be used for the safety analysis and strategy selection elements of the planning process, and NVCOG will include these summaries in the plan's appendices.
- **Spatial data** – NVCOG will incorporate public and stakeholder engagement into its spatial analyses for this plan, and this data will be documented, maintained, and made available to the City of Bristol by NVCOG.

Vision Zero Task Force (TBD)

Members:

1. CEO
2. Deputy fire chief
3. Assistant police chief
4. EMS
5. Director of community and/or economic development
6. Director of Planning
7. Public works
8. Engineering (?)
9. Other?

Stakeholder List

1. CTDOT
2. Fire Chief
3. Police Chief
4. Director of Public Works
5. City Engineer
6. Director of Bristol Senior Center
7. Director of Emergency Management Services
8. Bristol EMS
9. Superintendent of Schools (or delegate)
10. City Planner
11. Superintendent of Parks, Recreation, Youth & Community Services
12. Economic and Community Development Director
13. ADA Coordinator
14. Main Street Community Foundation
15. Boys and Girls Club of Bristol
16. Bristol-Burlington Health District
17. West End Association
18. Forestville Village Association
19. Bristol CERT
20. Saint Vincent DePaul
21. Brian's Angels
22. Training Wheels
23. Bristol Adult Resource Center (BARC)
- 24.

Bristol Roadway Safety Survey

With support from the Naugatuck Valley Council of Governments (NVCOG), Bristol is creating a plan to improve roadway safety across the city: the Bristol Vision Zero Plan. The plan will use the comments you provide in this survey to find roadway safety issues in the community and propose solutions to fix them. The end goal of the plan will be to reduce and eventually eliminate all serious and deadly crashes in Bristol.

Your participation in this survey is voluntary, and you can skip any question or stop at any time. All responses will be confidential. If you have any questions or concerns about this survey, you may contact Anthony Lagana, Transportation Planner (alagana@nvcogct.gov)

This survey will take approximately 10 minutes to complete.

Safety Problems

1. How do you travel around Bristol? (select all that apply)
 - a. Walk
 - b. Bike
 - c. Use a mobility device (ex: a wheelchair)
 - d. Drive
 - e. Take the bus
 - f. Other (please specify)
2. Are there any places in Bristol where you feel it is dangerous to drive? Be specific so that we can map the location or address. (open ended)
3. Do any of these driver behaviors make travel feel dangerous in Bristol? If so, select the top three biggest issues. (select up to three)
 - a. Speeding
 - b. Distracted driving
 - c. Aggressive driving
 - d. Driving under the influence of drugs or alcohol
 - e. Driving dangerously near people walking or biking
 - f. Drivers ignoring traffic signs and red lights
 - g. Drivers failing to yield the right of way at intersections
 - h. Drivers following other cars too closely (tailgating)
 - i. Drivers failing to stay in their lanes or driving in the wrong lane
 - j. Other (please specify)
4. Do any of these infrastructure problems make travel feel dangerous in Bristol? If so, select the top three biggest issues. (select up to three)
 - a. Roads that are steep and hilly

- b. Roads that are winding and curved
 - c. Roads that aren't plowed or salted enough during winter
 - d. Roads with old and fading paint or without paint
 - e. Roads that are too wide
 - f. Roads that are too narrow
 - g. Complex intersections, making it hard to navigate
 - h. Signs are blocked by objects (buildings, vegetation, etc.)
 - i. Other (please specify)
5. Are there any places in Bristol where walking or biking feels unsafe? Be specific so that we can map the location or address. (open ended)
6. Does walking and biking feel unsafe in Bristol? If so, select the top three main reasons they do. (Select up to three)
- a. Lack of sidewalks
 - b. Lack of bike lanes
 - c. Poorly painted crosswalks
 - d. Not enough lights near sidewalks and crosswalks
 - e. Drivers do not yield to people walking and biking
 - f. Lack of painted lines on the side of the road to walk or bike in
 - g. High speed of car traffic
 - h. Poorly shoveled sidewalks during winter
 - i. Other (please specify)

Safety Solutions

The following are roadway improvements that the city can make to reduce crashes and improve safety. Not all improvements are useful everywhere, so each solution would only be tried in locations where it is needed and appropriate.

1. "Rumble strips" are bumps in the middle or side of the road that make a loud noise when vehicles leave their lanes and drive over them.
 - a. I want rumble strips in my community.
 - b. I am neutral about or need to learn more about rumble strips.
 - c. I am against rumble strips in my community.
2. "Chicanes" are winding roadway lanes that make drivers turn and slow down.
 - a. I want chicanes in my community.
 - b. I am neutral about or need to learn more about chicanes.
 - c. I am against chicanes in my community.
3. Narrowing roadway lanes often results in people driving more carefully and slowly.
 - a. I want to narrow roadway lanes in my community.

- b. I am neutral about or need to learn more about chicanes.
 - c. I am against narrowing roadway lanes in my community.
- 4. Roundabouts are circular road intersections where traffic moves in one direction around a central point. Roundabouts usually reduce the number of serious and deadly crashes at intersections.
 - a. I want roundabouts in my community.
 - b. I am neutral about or need to learn more about roundabouts.
 - c. I am against roundabouts in my community.
- 5. Speed bumps are raised sections of roadway that cause drivers to slow down.
 - a. I want speed bumps in my community.
 - b. I am neutral about or need to learn more about speed bumps.
 - c. I am against speed bumps in my community.
- 6. Bike lanes are separate roadway lanes for bicyclists to ride in.
 - a. I want bike lanes in my community.
 - b. I am neutral about or need to learn more about bike lanes.
 - c. I am against bike lanes in my community.
- 7. Red light cameras are cameras that photograph and ticket drivers that ignore red lights.
 - a. I want red light cameras in my community.
 - b. I am neutral about or need to learn more about red light cameras in my community.
 - c. I am against red light cameras in my community.
- 8. Speed cameras are cameras that photograph and ticket drivers that are speeding at a level above the speed limit, usually over ten miles per hour over the speed limit.
 - a. I want speed cameras in my community.
 - b. I am neutral about or need to learn more about speed cameras in my community.
 - c. I am against speed cameras in my community.
- 9. Besides the safety improvements mentioned above, what are some other ways Bristol can improve roadway safety? (open ended)

Resolution Implementing the Vision Zero Initiative in Support of Safe, Healthy and Equitable Mobility

WHEREAS, safe, healthy and equitable mobility is a foundation of our community; and

WHEREAS, public streets and rights of way connect our neighborhoods into one City of Bristol; and

WHEREAS, the City Council is concerned about roadway accidents and serious injuries on City of Bristol streets and state roads; and

WHEREAS, there has been a rise in traffic-related fatalities and serious injuries in Connecticut and across the United States;

WHEREAS, our community must come together and increase efforts to create safer and more welcoming streets for all; and

WHEREAS, proven measures exist to reduce the number of crashes on our streets with a thoughtful and data-backed mix of equitable transportation engineering, enforcement, and education; and

WHEREAS, roadway designs focused on the Complete streets concept to prioritize reducing vehicular speeding, improve and expand pedestrian and bicycle facilities, and create safer streets for all users; and

WHEREAS, speeding, red light running, ignoring traffic signals and signs, and distracted driving are among the leading causes of motor vehicle crashes; and

WHEREAS, the City of Bristol has already achieved significant gains in traffic safety; and

WHEREAS, Vision Zero is a goal to achieve zero roadway deaths and serious injuries on our streets and adjacent rights of way; and

WHEREAS, Vision Zero goals have been adopted by other municipalities and states around the country, and recently by the federal government; and

WHEREAS, Vision Zero is premised on the fundamental principal that loss of life and serious injury from traffic crashes is unacceptable, yet acknowledges that while people make mistakes, our roadway network should be designed to ensure those inevitable mistakes do not result in severe injuries or deaths; and

WHEREAS, for Vision Zero to be accepted, it must be thoughtfully integrated into and embraced by multiple stakeholders, including traffic engineers, police and emergency services, City government leaders, the business community, neighborhood and community groups, and the public at large.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THAT:

1. The City of Bristol supports the five principles of the Vision Zero Initiative, namely that:
 - a. Deaths and serious injuries caused by traffic crashes are preventable;
 - b. Human life and health should be prioritized in all transportation systems and in all aspects of transportation planning and design;
 - c. Human error is inevitable and transportation systems should be forgiving;
 - d. Transportation planning should focus on system-level changes to influence all individual's behavior; and
 - e. Speed is highly important factor in crash severity.

2. **Adoption of a Vision Zero Initiative tailored to the City of Bristol.** City Departments are hereby directed to adopt the Vision Zero Initiative in the City of Bristol with the goal of eliminated fatalities and severe injuries on City of Bristol streets by 2046.
3. **Establishment of Task Force.** In support of the Vision Zero Initiative, the mayor shall establish a Vision Zero Task Force committee that shall be composed Department of Public Works, Police Department, Community Services, Board of Public Works, and Senior Center, with additional representatives added as appropriate.
4. **Duties.** The Department of Public Works shall regularly report to the City's Board of Public Works, or its committees, on the findings and progress of the Vision Zero Task Force Committee, including recommendations for the near-term solutions. The City of Bristol Department of Public Works, in consultation with the Vision Zero Task Force, shall:
 - a. Develop and publish a Vision Zero Action Plan, which shall provide the City Council with a comprehensive plan to eliminate traffic fatalities and severe injuries on City of Bristol roadways by 2046 and which shall propose both short-term and long-term data-driven strategies complete with measurable goals. Certain components of the plan shall include but not limited to:
 - i. Strategies for all City agencies to adopt and integrate the Safe Systems Approach to roadway safety in the planning, design, construction, maintenance, enforcement, and any other matters related to City of Bristol's roadway network; and
 - ii. Recommendations and best practices to reduce speeding and distracted driving overall across the City.
 - b. Develop assurances that traditionally under- resourced and underserved communities shall be thoughtfully included in the plan's development
 - c. Solicit information and input for the Vision Zero Action Plan from the public.
 - d. Report to the City Council on the Task Force committee findings and progress.



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 8, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: **DPW – CTDOT Road Sign Replacement Project**

The City of Bristol has been notified of a Connecticut Department of Transportation (CTDOT) project to replace post-mounted sheet aluminum traffic signs along portions of the following State routes within the City:

1. **CT Route 69** – Henderson Street to Burlington Avenue
2. **CT Route 72** – Approximately 0.06 miles east of Blakeslee Street to Main Street

The work is currently scheduled for 2027. CTDOT's notice is intended to inform the City of the proposed project and request that the City waive the requirement for CTDOT to conduct a public information meeting and public hearing.

Based on the limited scope of the project, which consists of the replacement of existing traffic control signs, the Department of Public Works recommends that the Board of Public Works approve the following action:

Authorize the Mayor to sign the CTDOT notice waiving the requirement for CTDOT to conduct a public information meeting and public hearing for the proposed replacement of traffic control signs along portions of CT Routes 69 and 72 within the City of Bristol.

Please feel free to contact me at 860-584-6113 with any questions or concerns.



August 24, 2026



VIA EMAIL

Dear Chief Elected Official:

Subject: **Town Notification**
State Project No. 0171-0530
Secondary Road Sign Replacement
on State Roads in District 1

The Connecticut Department of Transportation (CTDOT) is developing plans to replace post-mounted sheet aluminum signs on non-limited access roads paved under the Maintenance Resurfacing Program (MRP) that occurred between 2022-2025. This project includes approximately 133 miles of secondary roads within various towns in District 1 (Greater Hartford).

The present schedule indicates that the design will be completed in March 2027 with construction anticipated to start in the summer of 2027, assuming acceptance of the project and availability of funding. This project will be undertaken with 100% state funds.

It is CTDOT's policy to keep the public informed and involved when such projects are undertaken. It is important that the community shares its concerns with CTDOT to assist in the project's development. Please advise this office of any conflicting work that may be contemplated along these roads by the municipality. By coordinating such work with the proposed construction, the traveling public can be better served.

It is not anticipated that an informational meeting or formal public hearing will be necessary for this project due to the limited nature of the proposed work. A media release and copy of the roadway segments included in this project is attached to this letter for your use and distribution to local officials and interested parties.

If you agree with this determination, please sign below and return to the Project Manager, Jonathan J. Corilla, at the letterhead address or via email at Jonathan.Corilla@ct.gov. Should you have any questions, please contact Jonathan Corilla at (860) 594-2755, or Jonathan.Corilla@ct.gov. If your response is not received by September 9, 2026, it will be assumed that your municipality is in concurrence that a public hearing is not required.

Very truly yours,


Matthew C. Blume,
P.E., PTOE
2026.09.04
11:50:37-04'00'

Matthew Blume, P.E., P.T.O.E.
Division Chief of Traffic Engineering
Bureau of Engineering and Construction

Enclosure

2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546
860-594-2000

CT.GOV/DOT

8/7/26

August 24, 2026

On behalf of the City/Town, I concur that neither a public informational meeting nor a public hearing is needed for the upgrade of the traffic control signal and/or pedestrian equipment under State Project No. 0171-0530

Signature

Date

Printed Name and Title

City/Town

MEDIA RELEASE

FOR RELEASE: UPON RECEIPT

Secondary Road Sign Replacement on State Roads in various Connecticut towns in District 1:

The Connecticut Department of Transportation (CTDOT) is developing plans to replace post-mounted sheet aluminum signs on non-limited access roads paved under the Maintenance Resurfacing Program (MRP) that occurred between 2022-2025. This project includes approximately 133 miles of secondary roads within District 1 (central Connecticut).

“This project will bring critical roadway signage up to a state of good repair, improving safety for motorists,” said Connecticut Department of Transportation Project Manager Jonathan Corilla. “All state-owned signs along these routes will be updated to ensure compliance and visibility, specifically nighttime visibility, by roadway users”.

It is CTDOT's policy to keep the public informed and involved when such projects are undertaken. It is important that the community share its concerns with us to assist in the project's development. At this time, it is anticipated that an informational meeting or formal public hearing will not be necessary.

The design plans for these projects are expected to be completed in March 2027 With a tentative advertising date for construction of May 2027.

Anyone interested in requesting information on these projects may do so by contacting Jonathan Corilla, Project Manager at (860) 594-2755 or via email at jonathan.corilla@ct.gov. Please make reference to Project No. 0171-0530.

#	Town/City	Route	PROJECT LIMITS	BeginMilePoint	EndMilePoint
1	ANDOVER	316	HEBRON TL TO US 6 (JON TRUMBULL HWY)	3.15	6.04
2	BERLIN	71	RTE 71A (CHAMBERLAIN HWY) TO RTE 372 (FARMINGTON AVE)	9.10	11.38
3	BERLIN	71	.03 MI N/O N JCT BUTLER RD TO RT 71A (CHAMBERLAIN HWY)	6.33	9.10
4	BERLIN	572	ACC TO NB RTE 9 TO RTE 15	0.00	0.48
5	BERLIN	71A	RTE 71 (HIGH RD) TO SR 571	0.00	2.42
6	BLOOMFIELD	187	RTE 218 (COTTAGE GROVE RD.) TO EAST DUDLEY TOWN RD.	2.36	4.90
7	BLOOMFIELD	189	MILLS LA (No. 1) TO ROUTE 187 (BLUES HILLS AVE)	4.19	7.16
8	BLOOMFIELD	218	RTE 187 (BLUE HILLS AVE.) TO .01 MI E OF END CHANNELIZATION (PAINTED)	4.98	5.09
9	BLOOMFIELD	178	ROUTE 189 (BLOOMFIELD AVE) TO ROUTE 159 (WINDSOR)	1.69	6.89
10	BOLTON	533	US 6 & US 44 (BOSTON TPKE) TO GOODWIN RD.	0.00	0.71
11	BRISTOL	69	HENDERSEN ST TO BURLINGTON TL	28.91	30.77
12	BRISTOL	72	.06 MILES E/O BLAKESLEE ST TO MAIN ST # 1	8.50	9.53
13	CHESHIRE	10	ROUTE 42 (No. BROOKSVALE RD) TO STONEY HILL RD.	15.95	18.76
14	CHESHIRE	70	RTE 68 (PROSPECT RD) TO MAPLE AVE	2.67	4.06
15	CHESHIRE	70	SR 801 (WATERBURY RD.) TO E JCT OLD WATERBURY RD	0.00	0.79
16	CHESHIRE	801	WATERBURY TL TO RTE 70 (WATERBURY)	2.22	2.61
17	CHESHIRE	10	STONEY HILL RD TO OLD TPKE RD	18.76	24.25
18	COVENTRY	44	BOLTON COVENTRY TL TO WEST OF WILLAMANTIC RIVER	67.93	73.35
19	COVENTRY	275	RT 31 (MAIN ST) TO RT 32 (STAFFORD RD)	0.00	2.01
20	DURHAM	17	NORTH BRANFORD TL TO RTE 68 (WALLINGFORD RD) END OP ALLYNS BK	10.78	15.73
21	EAST HARTFORD	5	PITKIN ST TO RANNEY ST	35.40	36.39
22	EAST HARTFORD	502	JAYCE ST TO US 5 (MAIN ST.)	0.00	0.52
23	EAST HARTFORD	5	RANNEY ST. TO ROUTE 30 (ELLINGTON RD.)	36.39	38.66
24	EAST WINDSOR	5	SOUTH WINDSOR TL TO NEWBERRY RD	43.22	46.74
25	EAST WINDSOR	191	ROUTE 140 (MELROSE RD.) TO ROUTE 190 (HAZARD AVE.)	5.83	9.30
26	ELLINGTON	140	PARK ST TO ROUTE 83 (SOMERS RD)	12.71	13.70
27	ENFIELD	5	OLIVER RD TO FRANKLIN ST (SR 514) (WB)	50.20	52.07

28	ENFIELD	190	EB EX TO SR 515 TO ENTRANCE TO ENFIELD PRO PARK	3.00	5.10
29	ENFIELD	515	PEARL ST. TO US 5 (ENFIELD ST.)	0.00	0.20
30	GLASTONBURY	160	WEST/EAST BANK CT RIVER TO ROUTE 17 (MAIN ST.)	6.09	7.36
31	GLASTONBURY	17	RTE 17A (MAIN ST.) TO RTE 160 (WATER ST)	28.15	32.63
32	MANCHESTER	30	SOUTH WINDSOR TL TO TOLLAND TPKE	5.52	6.05
33	MANCHESTER	83	US 6 & US 44 (CENTER ST) TO TO BGN OVLP RTE 30 (DEMMING ST)	7.53	10.14
34	MANSFIELD	195	RTE 32 (STAFFORD RD) TO OLD POST RD	11.66	15.75
35	MANSFIELD	320	RT 195 (STORRS RD) TO END RT 320	0.00	7.05
36	MERIDEN	70	NEW HANOVER AVE. TO ROUTE 71 OLD COLONY RD	10.16	10.92
37	MERIDEN	71	WALLINGFORD/MERIDEN TL TO WEST MAIN ST. No. 2	1.21	3.84
38	MERIDEN	495	MILLER AVE. TO ACC ROUTE 15 SB	0.00	0.44
39	MIDDLETOWN	17	ROUTE 155 (RANDOLPH RD) TO SOUTH MAIN ST	19.95	21.52
40	MIDDLETOWN	66	ROUTE 3 (NEWFIELD ST)/VINE ST TO MAIN ST.	6.12	6.70
41	MIDDLETOWN	545	RTE. 66 (MAIN STREET) TO RTE. 9 & 17 (CHESTER BOWLES)	0.00	0.13
42	NEW BRITAIN	372	UP EXIT FOR WB I-84 (TR 815) TO HART ST	3.77	5.23
43	NEW BRITAIN	372	HART ST TO WORTHINGTON RIDGE RD NO 2	5.23	9.22
44	NEW BRITAIN	175	RT 71 (STANLEY ST) TO RT 173 (WILLARD AVE)	0.00	2.3
45	NEWINGTON	173	RTE 15 (BERLIN TPKE) TO RTE 175 (CEDAR ST)	0.00	2.64
46	NEWINGTON	174	RTE 173 (WILLARD AVE.) TO RTE 176 (MAIN ST)	2.75	3.18
47	NEWINGTON	505	RTE 175 (CEDAR ST) TO SR 505 ELLA GROSSO BLVD.	0.00	0.53
48	PLAINVILLE	372	RTE 72 TO WHITING ST	0.12	1.17
49	PLAINVILLE	372	WHITING ST TO RT 10 (FARMINGTON AVE)	1.17	1.67
50	PLAINVILLE	10	ROUTE 372 (NEW BRITAIN AVE.) TO SR 552 (SCOTT SWAMP RD.)	30.00	32.19
51	PLAINVILLE	177	ROUTE 372 (WEST MAIN ST.) TO US 6 (SCOTT SWAMP RD)	1.56	4.14
52	SOMERS	186	RT 190 (MAIN ST) TO MASS SL	0.00	3.57
53	SOUTH WINDSOR	30	US 5 (JOHN FITCH BLVD) TO 0.02 MILES E/O CSO RRX	0.00	0.07
54	SOUTH WINDSOR	194	GRAHAM RD (ONE-WAY NB) TO ROUTE 30 (ELLINGTON RD)	2.48	3.67
55	SOUTHINGTON	229	SPRING ST TO DR TO RONZO RD. (bgn 0.00 to 1.22 due to permit project - D1 4-29-25; remaining to 2026 VIP)	1.22	2.87
56	STAFFORD	19	CON TO HYDEVILLE RD TO MASS STATE LINE	2.97	6.99
57	STAFFORD	32	SPRING ST. TO ROUTE 319 (ORCUTTVILLE RD)	48.94	50.78

58 STAFFORD	190	RTE 30 (CRYSTAL LAKE RD) TO RTE 32 (MONSON RD)	15.77	18.25
59 STAFFORD	319	RTE 32 (MONSON RD) TO RTE 19 (EAST ST)	1.28	2.83
60 VERNON	31	ROUTE 74 (EAST MAIN ST.) TO ROUTE 30 (HARTFORD TPKE)	0.00	0.79
61 VERNON	74	ELLINGTON-VERNON TL TO BGN OVLP TO RTE 83	4.46	5.01
62 WEST HARTFORD	535	ROUTE 71 (NEW BRITAIN AVE) TO RIDGEWOOD RD	0.00	0.21
63 WEST HARTFORD	529	ROUTE 173 (NEWINGTON RD) to NEWINGTON AVE	0.00	1.33
64 WETHERSFIELD	424	ROUTE 175 (WELLS RD) TO END SR 424	0.00	0.68
65 WINDSOR	75	RIVER ST TO WINDSOR LOCKS TL	3.99	5.00
66 WINDSOR LOCKS	401	DR TO HAMILTON STANDARD RD TO RTE 75 (ELLA GRASSO TPKE)	1.34	2.20
67 WINDSOR LOCKS	140	ROUTE 159 (SOUTH MAIN ST.) TO US 5 (PROSPECT HILL RD)	2.58	3.73
68 WOLCOTT	844	WATERBURY TL TO RTE 322 (EAST ST.)	2.33	3.33

Total Miles 132.70



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: September 8, 2026

TO: Mayor Ellen Zoppo-Sassu
Board of Public Works

FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: DPW - Snow Plow Fees & School Snow Removal

The Department of Public Works continued to experience difficulty obtaining private snow plow vendors during FY 2025-26. Approximately 8–10 years ago, DPW had access to approximately 42 private plow vendors. During the 2025-26 winter season, only 18 vendors were available.

The reduction in available vendors is attributable to several factors, including the overall decline in the number of contractors available to provide snow removal services and the following:

1. **Limited storm utilization.** DPW does not utilize private plow vendors for every winter storm. Under the existing agreement, contractors are generally called only when snow accumulation exceeds approximately 3–4 inches. Many contractors therefore seek accounts that provide work during all winter storm events.
2. **Competitive hourly rates.** DPW's current plowing rates are generally lower than Connecticut Department of Transportation rates and other competing snow removal opportunities.
3. **Insurance requirements.** The City requires automobile liability insurance of \$1,000,000, including snow plow liability coverage, as well as workers' compensation insurance when applicable.

In response to the declining availability of private contractors, DPW has increased its municipal snow plow fleet. This includes the purchase of State surplus mason dump trucks and the acquisition of four new 10-wheel dump trucks approved through the FY 2024-25 and FY 2026-27 budgets. However, three of the new dump trucks are not scheduled for delivery until February 2027, and staffing continues to be a concern because winter snow overtime is not mandatory.



Department of Public Works | 860.584.6125

DPW snow plow vendors are procured by publishing hourly rates established by the City for snow plowing services. Contractors do not apply salt or other roadway treatment materials and are utilized on an as-needed basis, generally when snow accumulation exceeds 3–4 inches.

To remain competitive and improve contractor participation, DPW recommends the following FY 2026-27 hourly rates:

GVW Truck Size	Exisitng FY2025-26 Base Fee Rates	Proposed FY2026-27 Base Fee Rates
8,000 lbs. to 9,999 lbs.	\$110/hr.	\$120/hr.
10,000 lbs. to 17,999 lbs.	\$150/hr.	\$190/hr.
18,000 lbs. to 23,999 lbs.	\$180/hr.	\$200/hr.
Greater than 24,000 lbs.	\$230/hr.	\$255/hr.
Loader	\$230/hr.	\$255/hr.

DPW proposes to maintain the existing fuel adjustment factor and the current minimum annual payment of **\$2,500 per truck**.

The Department also provides snow plowing and de-icing services for all 15 City schools through the City’s snow removal budget. DPW proposes to continue competitively bidding dedicated snow plowing services for **Bristol Central High School, Bristol Eastern High School, and West Bristol School**.



Department of Public Works | 860.584.6125

The school snow removal bid will be structured on a cost-per-storm basis using the following estimated snowfall events:

School Bid Items	
Snow Fall (Inches)	No. of Storms
1.00–2.00	3
2.01-4.00	4
4.01-6.00	3
6.01-8.00	2
8.01-10.00	2
10.01-12.00	1
12.01-15.00	1
15.01-18.00	2
18.01-24.00	1
Over 24.00	1

The purchase order for the school snow removal contract will initially be issued in the amount of **\$30,000** and adjusted as necessary based upon actual winter conditions and services performed.

A summary of prior contracted snow plowing expenditures is provided below:

DPW PLOW SERVICES - CONTRACTED		
YEAR	BUDGET	EXPENDITURES
2021-22	\$320,000	\$152,575
2022-23	\$327,000	\$54,809
2023-24	\$327,000	\$100,506
2024-25	\$275,000	\$130,455
2025-26	\$275,000	\$326,597
2026-27	\$275,000	

The FY 2025-26 expenditures exceeded the \$275,000 budget, further demonstrating the need to maintain adequate contractor participation and operational flexibility during significant winter events.

In order to implement the proposed FY 2026-27 snow removal program, DPW requests the following Board of Public Works action:

City of Bristol
Public Work Department
111 North Main Street
Bristol, CT 06010
www.bristolct.gov



Department of Public Works | 860.584.6125

Authorize the Department of Public Works to increase plow vendor rates to \$120/hr. GVW 8,000 to 9,999 lbs.; \$190/hr. for GVW 10,000 to 17,999; \$200/hr. for GVW 18,000 to 23,999 lbs.; and \$255/hr. for GVW greater than 24,000 lbs. and loaders. In addition, the minimum yearly payment shall be \$2,500, and the Department of Public Works shall obtain bids for a dedicated snow plowing contractor for Bristol Central, Bristol Eastern, and West Bristol schools.

Please feel free to contact me at 860-584-6113 with any questions or concerns.



**CITY OF BRISTOL
BOARD OF FINANCE AGENDA REQUEST FORM**

To: Board of Finance Commissioners

From: Public Works
(Requesting Department)

Date: September 1, 2026
(Submission Date)

For the September 22, 2026 Board of Finance Meeting Agenda
(Date of Meeting)

This request is for:
(Please check the type of request and list in whole dollar amounts)

- ☐ Additional Appropriation \$ _____
- ☐ Transfer from Contingency \$ _____
- ☒ Transfer(s) \$ \$32,500.00
- ☐ Grant \$ _____
- ☐ Carry-over(s) \$ _____
- ☐ Other

Approval:

This request was approved by the Board of Public Works
(governing Board of your department)
at its meeting held on September 17, 2026.
(date)

(Department Head's signature)

All requests to appear on the Board of Finance meeting agenda for consideration must be submitted to Jodi McGrane in the Comptroller's Office by 10:00 a.m. Monday of the preceding week of the meeting. Board of Finance Meetings are held on the fourth Tuesday of each month at 5:30 p.m. in the Council Chambers.

Board of Finance Agenda Request Form

Reason for request:

Item 1: DPW Eng Parttime Wages

Use of Temporary staff to fill Assistant City Engineer vacant position. Transfer from regular wages into Part-time wages

Transfer(s) complete the following:

From:	0013011 514000	To:	0013011 515200	Amount:	\$30,000.00
	_____		_____		_____

Item 2: DPW Admin Program Supplies

Work order systems were more expensive than the year before. Also, the Mifi charges

From:	0013011 514000	To:	0013010 531000	Amount:	\$1,400.00
	_____		_____		_____

Item 3: DPW Streets – Other wages

Vacation buybacks we had two in the month of July.

From:	0013011 514000	To:	0013015 517000	Amount:	\$1,100.00
	_____		_____		_____

From: Ellen Zoppo-Sassu
Sent: Thursday, July 30, 2026 12:41 PM
To: Laura Leger
Subject: For BPW packet communication

I want to thank Bristol for collecting the branches from the July 4th Storm. They helped us first by removing a tree across our driveway, right next to Shrub Road. I called Public Works and let them know of the nice job they did and thank them.

The huge piles of brush we had along the road were all picked up. They did a remarkable job!! We appreciate the help.

Thank you.
Sandy Zalewski

Get [Outlook for iOS](#)

From: Ellen Zoppo-Sassu
Sent: Friday, August 14, 2026 2:53 PM
To: Laura Leger
Subject: FW: Press Release: CTDOT Releases Draft Connecticut Statewide Freight Plan for Public Comment

Hi Laura,

Please include this email in the next PW Agenda packet under communications.

Also, please place the item "Tuttle Road Sidewalks – South Side School Safety" on the agenda under old business.

From: Mayor'sOffice <MayorsOffice@bristolct.gov>
Sent: Tuesday, August 11, 2026 12:12 PM
To: Ellen Zoppo-Sassu <EllenZoppo@bristolct.gov>
Subject: FW: Press Release: CTDOT Releases Draft Connecticut Statewide Freight Plan for Public Comment

From: Milliner, Ricky <Ricky.Milliner@ct.gov>
Sent: Tuesday, August 11, 2026 10:44 AM
To: carterd <carterd@bethel-ct.gov>; firstselectman@bridgewater-ct.gov; firstselectman@brookfieldct.gov; r.alves@danbury-ct.gov; jzagrodzky@darienct.gov; Fred DeCaro III <Fred.Camillo@greenwichct.org>; dionna.carlson@newcanaanct.gov; pbass@newmilford.org; first.selectman@newtown-ct.gov; Bsmlyth@norwalkct.org; jpemberton@townofreddingct.org; torfirstselectperson@ridgefieldct.gov; dlowe@townofshermanct.org; MayorsOffice@stamfordct.gov; snestor@westonct.gov; kchristie@westportct.gov; toni.boucher@wiltonct.org; PublicWorks@bethel-ct.gov; landuse@bethelct.gov; mzavatsky@bethelpd.com; briansullivan1211@gmail.com; firstselectman@bridgewater-ct.gov; Ralph Tedesco <rtedesco@brookfieldct.gov>; PFrengs@BrookfieldCT.gov; A.ladarola <A.ladarola@danbury-ct.gov>; v.karukonda <v.karukonda@danbury-ct.gov>; w.albakry@danbury-ct.gov; p.ridenhour <p.ridenhour@danbury-ct.gov>; t.obrien@danbury-ct.gov; Gentile, Ed <egentile@darienct.gov>; Ginsberg, Jeremy <jginsberg@darienct.gov>; ahudyma <ahudyma@darienct.gov>; asiebert@greenwichct.org; james.michel@greenwichct.org; Tiger.Mann@newcanaanct.gov; Coplit, Maria <maria.coplit@newcanaanct.gov>; Sarah.Carey@newcanaanct.gov; john.difederico <john.difederico@newcanaanct.gov>; rloundon@newfairfieldct.gov; mlindsey@newfairfieldct.gov; jhealy@newmilford.org; cballard@newmilford.org; planning@newmilford.org; medicthb@gmail.com; fred.hurley@newton-ct.gov; david.kullgren <david.kullgren@newtown-ct.gov>; Toth, Ron <rtoth@norwalkct.gov>; vvaladares@norwalkct.gov; jmeehan@norwalkct.gov; jtravers <jtravers@norwalkct.gov>; jtravers <jtravers@norwalkct.gov>; jgracy@townofreddingct.org; landuse@townofreddingct.org; rkalamaras@rpdct.us; dpssuper@ridgefieldct.org; pzdiretor@ridgefieldct.gov; rpdchief <rpdchief@ridgefieldct.gov>; publicworks@townofshermanct.org; rcooper@townofshermanct.org; dlowe@townofshermanct.org; mquinones@stamfordct.gov; Bittenwieser, Luke <lbittenwieser@stamfordct.gov>; Larry Roberts <Lroberts@Westonct.gov>; ehenion@westonpolice.com; pratkiwich@westportct.gov; Wilberg, Keith <KWILBERG@westportct.gov>; selectman@westportct.gov; frank.smeriglio@wiltonct.org; Conlan, Thomas <thomas.conlan@WILTONCT.gov>; pdelmonaco@newfairfieldct.gov; ftyszka@ansoniacct.org; Gsmith@beaconfallsct.org; RButkus@Bethlehemct.org; Mayor'sOffice <MayorsOffice@bristolct.gov>; townmanager@chesirect.org; mayor@derbyct.gov; firstselectman@middlebury-ct.org; nwhess@naugatuck-ct.gov; selectmen@oxford-ct.gov; mayor <mayor@plymouthct.us>; Town of Prospect <info@townofprospect.org>; adrugonis@seymourct.org; m.lauretti@cityofshelton.org; Selectman@southbury-ct.gov; rsileo@thomastonct.org; ppernerewski@waterburyct.org;

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Cc: Abbott, Matthew J <Matthew.Abbott@ct.gov>; Salter, Michael J <Michael.Salter@ct.gov>

Subject: Press Release: CTDOT Releases Draft Connecticut Statewide Freight Plan for Public Comment

Hello, please see below for the press release:

The Connecticut Department of Transportation (CTDOT) today released the draft Connecticut Statewide Freight Plan for public review and comment. Residents, businesses, and industry partners are invited to submit feedback through Friday, September 4, 2026.

The draft plan evaluates current and future freight transportation needs and identifies strategies to enhance the safety, efficiency, reliability, and sustainability of Connecticut's multimodal freight network, addressing freight movement by truck, rail, ports, air, and pipeline. It will help guide future transportation investments and policy decisions across the state.

In 2024, an estimated 168 million tons of freight valued at \$392 billion moved through Connecticut via truck, rail, ports, pipeline, mail, and air. Freight is projected to grow 92% in value by 2050.

[View the draft Statewide Freight Plan.](#)

“Efficient and reliable freight movement is essential to Connecticut’s economy and quality of life,” said **Connecticut Department of Transportation Commissioner Garrett Eucalitto**. “As freight demand continues to grow, this plan gives us a strategic framework to strengthen our freight network, support businesses, and keep goods moving safely and efficiently across Connecticut. I encourage residents, businesses, and industry partners to review the draft plan and share their feedback.”

The draft plan provides a roadmap for strengthening freight movement statewide while supporting economic competitiveness, maintaining critical infrastructure, improving safety, enhancing system resiliency, and preparing for future freight demand.

The draft plan is available for review online at portal.ct.gov/dot/programs/freight. Comments and questions may be submitted through September 4, 2026 by emailing DOT.LongRangePlan@ct.gov or calling (860) 594-2560.

Thank you,

RICKY J. MILLINER

Transportation Planner 2

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